

**VILLAGE OF HINSDALE  
ENVIRONMENT AND PUBLIC SERVICES COMMITTEE MINUTES  
MONDAY, APRIL 9, 2012**

Chairman Laura LaPlaca called the meeting of the Environment and Public Services Committee to order at 7:38 P.M., Monday April 9, 2012, in Memorial Hall of the Memorial Building, 19 East Chicago Avenue, Hinsdale, IL.

PRESENT: Chairman Laura LaPlaca, Trustee Doug Geoga, Trustee Haarlow, Trustee Bob Saigh

ABSENT: None

ALSO PRESENT: Dave Cook, Village Manager; George Franco, Director of Public Services; Robb McGinnis, Director of Community Development; Tim Scott, Director of Economic Development; Tom Bueser, Deputy Director of Public Services; Dan Deeter, Village Engineer.

**Approval of Minutes – March 13, 2012**

The EPS Committee reviewed the minutes from the March 13, 2012 meeting. Trustee Saigh motioned for approval of the March 13, 2012 minutes. Trustee Geoga seconded. Chairman LaPlaca, Trustee Geoga and Trustee Saigh voted Aye. Trustee Haarlow abstained.

**Public Services Monthly Report**

Mr. Franco updated the committee on the status of the Public Service Department. Due to the favorable spring weather, the department has begun preparations of the pool early. To date, twenty-three ash trees have been removed due to Emerald Ash Borer infestation. And, staff has begun surface repairs to locations where water main breaks have occurred this winter.

**Residents Request for Tree Removal On Village Property (Policy Review)**

Chairman LaPlaca introduced this agenda item. The committee discussed options for addressing resident requests for parkway tree removal. Issues they discussed included the value of a tree and planning by builders, owners, and architects. Chairman LaPlaca will discuss the issues with the Village attorneys to better formulate a policy.

**Proposed Parkway Tree Removal from Village Property at (702 So. Monroe)**

Chairman LaPlaca introduced this agenda item. The committee denied the request and directed staff to have the builder or owner attend the EPS meeting next month to discuss options.

**Tree Removal Budget for 2012-13 ( Discussion Item)** Chairman LaPlaca and staff shared their concerns of the upcoming budget allocation for tree removal in FY 2012-13. Acknowledging that budget quantities are, by their nature, estimates of future costs, Trustee Geoga had concerns about changing the budget at this time. The trustees will discuss the budget further at the April 17, 2012 board meeting.

**Emerald Ash Borer – Treatment Up Date.** Chairman LaPlaca introduced this agenda item. Mr. Franco updated the committee on the progress of the treatment program. Three hundred and three (303) ash trees have been treated via root injection. Another 100-150 may be treated before May 1, 2012. The committee agreed that staff should continue to address the infestation.

**2012 Public Services Roadway Grinding and Patching Project.** Chairman LaPlaca introduced this agenda item. Staff showed the committee two Village maps showing the areas planned for improvements in 2012. The first map showed areas to receive patching by Public Services (using a grind and overlay method) and the second map showed the capital projects (both reconstruction and resurfacing).

**Move to approve a permit for a temporary use at 336 E. Ogden Avenue for the period 4/18/12 thru 10/31/12 subject to conditions to be set forth by the Building Commissioner.** Chairman LaPlaca introduced this agenda item. Mr. Bill Hogan, owner of the Good Earth Greenhouse, addressed the committee and answered their questions. Trustee Saigh motioned to approve. Trustee Haarlow seconded. The motion passed unanimously.

**Move that the request be forwarded to the Board of Trustees to approve an “Ordinance Approving a Special Unit Permit for a Physical Fitness Facility (Pilates Studio) above the 1<sup>st</sup> Floor at 49 S. Washington Street.”** Chairman LaPlaca introduced this agenda item. Mr. Tim Scott addressed the committee and answered their questions. Mr. Scott explained that the owner, Ms. Tiziana Buzzi, was present earlier in the meeting. She left before the committee addressed this agenda. She will be present at the Village Board meeting. Trustee Geoga motioned to approve. Trustee Haarlow seconded. The motion passed unanimously.

### **Engineering Monthly Report**

Mr. Deeter updated committee on the status of Veeck Park restoration, Oak Street Bridge replacement, 2011 Resurfacing Project, the Chestnut Street Project, 2012 Resurfacing and Reconstruction Projects, and the 2013 Resurfacing and Reconstruction Projects.

**To Approve “A Resolution Approving and Accepting A Plat of Consolidation To Consolidate The Properties Commonly Known As 5501 S. Park Street and 206 E. 55<sup>th</sup> Street In The Village of Hinsdale, County of DuPage”.** Chairman LaPlaca introduced this agenda item. Mr. McGinnis provided further information to the

committee and answered their questions. Trustee Geoga motioned to approve. Trustee Saigh seconded. The motion passed unanimously.

**To Approve a Resolution for the 2012 Resurfacing Program Contract Change Order Number 1 in the amount of \$8,523.00 to James J. Benes and Associates.**

Chairman LaPlaca introduced this agenda item. Mr. Franco and Mr. Deeter provided additional information and answered the committee's questions. Trustee Geoga noted that the Village should periodically review and update the MIP. Mr. Deeter noted that staff was in the process of reviewing and updating the MIP. Trustee Geoga motioned to approve. Trustee Saigh seconded. The motion passed unanimously.

**To Approve the attached Ordinance Authorizing Aggregation of Electrical Load and Adopting an Electric Aggregation Plan of Operation and Governance.**

Chairman LaPlaca introduced this agenda item. Mr. Cook provided further information. Trustee Geoga motioned to approve. Trustee Haarlow seconded. The motion passed unanimously.

**To Award Bid #1506 the service of gasoline delivery, to Warren Oil Company with the fuel delivery bid comparison quantity of \$11,574.00 plus the cost of gasoline and diesel per the Oil Price Information Service Index.**

Chairman LaPlaca introduced this agenda item. Mr. Franco provided further information and answered trustees' questions. Trustee Haarlow motioned to approve. Trustee Saigh seconded. The motion passed unanimously.

**To Approve the award of bid #1507 to Hydrovision Technology, LLC, in the contract price of \$37,150.00. Chairman LaPlaca introduced this agenda item.**

Chairman LaPlaca introduced this agenda item. Mr. Franco provided further information and answered trustees' questions. Trustee Geoga motioned to approve. Trustee Saigh seconded. The motion passed unanimously.

**To approve the award of bid #1509 to Water Services in the contract price of \$8,200.00. Chairman LaPlaca introduced this agenda item.**

Chairman LaPlaca introduced this agenda item. Mr. Franco provided further information and answered trustees' questions. Trustee Saigh motioned to approve. Trustee Haarlow seconded. The motion passed unanimously.

**To award bid # 1510, Elm Tree Inoculation, to Landscape Concepts Management with a comparative bid price of \$10.25 per diameter inch not to exceed the final budgeted amount.**

Chairman LaPlaca introduced this agenda item. Mr. Franco provided further information and answered trustees' questions. Trustee Saigh motioned to approve. Trustee Haarlow seconded. The motion passed unanimously.

Tim Scott addressed the committee concerning the masonry wall that separates Burlington Park from the parking area and the one-way drive aisle adjacent to the northernmost railroad platform. Mr. Scott shared images and descriptions of past interventions on the wall, the wall's current condition, and summarized factors that have led to the declining condition of the wall. He then presented four potential approaches for a new wall:

- a poured-in-place, reinforced concrete wall with authentic stone veneer
- a hand-laid authentic stone wall
- stacked modular concrete masonry units
- a poured-in-place, reinforced concrete wall with a form liner that would create the appearance of stone.

Mr. Scott presented initial cost estimates for all of the alternative approaches except for the concrete with form liner option. Trustee Geoga summarized the approximate total cost of the three options. With respect to the resources that may be allocated to the project, Trustee Geoga suggested that the objective would be to develop a solution that is aesthetically-pleasing, durable, and cost-effective when balanced against the priority status assigned to the larger, potentially more pressing items identified in the Village's Master Infrastructure Plan. Trustees and staff will consider whether one or more of these options can be included in the FY2012-2013 Village budget.

### **Adjournment**

With no further issues to be brought before the Committee, Trustee Saigh moved to adjourn. Trustee Haarlow seconded. Motion carried and the meeting was adjourned at 9:06 P.M.

Respectfully submitted,

Dan Deeter  
Village Engineer



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## MEMORANDUM

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**TO:** CHAIRMAN LA PLACA AND THE EPS COMMITTEE  
**FROM:** GEORGE FRANCO  
**SUBJECT: PUBLIC SERVICES MONTHLY REPORT-APRIL 2012**  
**Date:** 5/3/11

The Public Services Department has been preparing for the arrival of the summer season. Parkway restoration has been completed throughout town with crews placing black dirt and seed to areas of winter plow damage and water main breaks. Permanent asphalt repairs from water main breaks during the winter should be completed by May 21<sup>st</sup>, with crews then focusing on the grinding and patching list. The Community Swimming Pool has been filled with water, with crews now running filters, chemicals, and heaters to ensure all components are functioning properly before the opening of the pool. Public Service crews have continued with weekly maintenance of the Village's 39 athletic fields for soccer, lacrosse, and baseball events. The Public Services department has been involved in other projects, which include:

- The repair of 3 catch basins structures which failed over the spring/winter season as well as the cleaning of 35 catch basins.
- The preparation and assistance with the following functions: Bunny Bash at KLM, the Healthy Hearts Health Patients race, the Wellness House walk, and the Autism walk.
- All irrigation systems in Village parklands have had RPZ's installed, and will be tested in May.
- The soil injection treatment of 292 Ash trees, with another 30 trees to be treated by trunk injection at the end of May.
- Village staff participated in Arbor Day celebrations at Madison School and Oak School. A "Triumph" elm tree was planted at

Madison School and a redbud was planted at Oak School. At both schools, the Village Forester spoke about the benefit of trees in the community and tree care.

- Crews picked up four Colorado Blue Spruce trees which were donated to the Village by a resident. Two trees were planted on the east fence line at KLM north of the paddle tennis courts and one at Veeck park. One more tree will be planted at KLM east of the paddle tennis courts once field conditions dictate.
- Village staff put up 42 banners in the Central Business District for various upcoming functions within the Village.
- Village staff has coordinated weekend refuse removal from parklands.
- Staff reviewed and commented on four tree preservation plans submitted for building/demolition permits.
- Completed repairs at the Veeck Skate Park. The repairs were completed and the facility was opened on April 27<sup>th</sup>.
- Four light poles have been replaced throughout the Business District. Locations include: 1<sup>st</sup> and Lincoln, Lincoln and Chestnut, Garfield and Symonds, and Symonds Drive. Light head and wiring installation should be completed by May 10
- Staff has been in the process of troubleshooting the operation of Well #8 located at 21 Salt Creek Lane. This well is a standby well for the Village and also provides water for the chiller motors and sprinkling system of Office Park of Hinsdale through an agreement formed in 1972. Staff will be approaching Office Park of Hinsdale property staff officials to review current well operation status, repair costs, and the current agreement. Staff will keep Committee informed of findings through talks with Office Park of Hinsdale officials.

Cc: Dave Cook, President Cauley, and Board of Trustees

**PUBLIC SERVICE MONTHLY REPORT FOR      APRIL      2012.00**

**ROADWAY**

21.00 SIGNS  
1.00 POSTS  
4.00 SIGNS REPAIRED  
6.00 TONS OF COLD MIX USED FOR POTHOLES  
13.00 TONS OF HOT MIX  
10.00 TONS OF GRAVEL FOR ALLEYS ACT,  
0.00 WHITE PAINT  
0.00 YELLOW PAINT  
60.00 MAN HOURS BASIN TOP CLEANING  
13.50 MAN HOURS ALLEY GRADING  
0.00 MAN HOURS ALLEY TRIMMING  
0.00 YARD OF CONCRETE

**SNOW / ICE**

0.00 Times crews where called out for snow and ice.  
0.00 Tons of road salt used  
0.00 Tons of sand used  
0.00 Tons of salt + calcium for walks, ramps, stairs and train platforms.

**TREE MAINT**

21.00 TREES TRIMMED BY VILLAGE STAFF  
13.00 TREES REMOVED BY VILLAGE STAFF  
2.00 ELM TREES DETECTED BY STAFF      1 Pub.1 Private  
1.00 ELM TREES REMOVED BY STAFF  
0.00 ELM TREES THAT HAVE HAD AMPUTATED LIMBS  
68.00 TREE STUMPS REMOVED BY STAFF  
5.00 TREES PLANTED BY STAFF  
0.00 TREES TRIMMED BY CONTRACTOR( to date)  
0.00 NON ELMS REMOVED BY CONTRACTOR  
0.00 ELMS REMOVED BY CONTRACTOR  
1.00 ASH TREES REMOVED DUE TO EAB      24 Removed since 2/11

**EQUIP MAINT**

16.00 SCHEDULED MAINT  
36.00 UNSCHEDULED REPAIRS

**WATER OPERATIONS**

60408.00 GALLON OF WATER PUMPED TO DISTRIBUTION SYSTEM  
56590.00 PUMPED IN APRIL 2011  
100.00 FEET OF SEWER LINES CLEANED  
0.00 FEET OF SEWER LINE TELEVISED  
1.00 SEWER BACKUP INVESTIGATIONS  
3.00 BASINS REPAIRED  
0.00 BASINS REBUILT  
35.00 BASINS CLEAN FROM DEBRIS INSIDE  
88.00 METER READINGS  
3.00 WATER METERS REPAIRED  
24.00 WATER METERS INSTALLED

0.00 HYDRANTS REPAIRED  
4.00 HYDRANTS FLUSHED  
0.00 WATER MAINS REPAIRED  
0.00 SEWER SERVICE LOCATED  
413.00 J U L I E LOCATE REQUEST  
3.00 WATER CONNECT OR DISCONNECT INSPECTIONS  
13.00 VALVES EXERCISED  
0.00 VALVES REPAIRED  
24.00 WATER METERS REMOVED  
0.00 SEWER CONNECT INSPECTIONS  
5.00 FOUNTAINS SERVICED

#### **PARKS MAINTENANCE**

Parks maintenance crews have been keeping up with general maintenance which includes garbage and litter pick up in parklands and cleaning of the restrooms. Crews have continued the striping of athletic fields for daily use. Turfgrass evaluations have been completed on all greenspaces throughout the Village. The contractor landscape maintenance and mowing has begun for the season. Backflow preventers (RPZ's) have been installed. Staff conducted playground inspections, making repairs as necessary. Repairs have been completed at the Veeck skate Park and the area has been opened for the season. Crews prepped KLM for the Bunny Bash and the 5K run.

#### **BUILDING MAINTENANCE**

Building maintenance crews have been monitoring and servicing all air handling systems in Village owned buildings, making repairs as needed. All Village owned fire extinguishers have been serviced and tagged for use. Crews have completed the opening of the parks buildings for the season, making repairs as needed to ensure proper operation. Other repairs include: repair garage door at the PD, service to HVAC system filters and belts, carpet cleaning at Village Hall, replacement of exterior lamps and installation of new interior light fixtures at Brush Hill Station, shut down of building humidifiers, and assisted with painting repairs at the Community Pool.

	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
2010	64.604	62.054	65.947	66.825	80.944	77.853	108.483	104.012	89.483	82.483	65.326	68.502
2011	65.841	60.698	62.305	56.59	72.538	78.929	108.499	94.887	81.438	65.793	53.204	57.319
2012	61.176	56.461	58.357	60.408								

□ 2010	64.604	62.054	65.947	66.825	80.944	77.853	108.483	104.012	89.483	82.483	65.326	68.502
■ 2011	65.841	60.698	62.305	56.59	72.538	78.929	108.499	94.887	81.438	65.793	53.204	57.319
■ 2012	61.176	56.461	58.357	60.408								

**VILLAGE OF HINSDALE - IL 0434520****MONTHLY REPORT****Month: April, 2012**

Day	Dist x1000	Finished Water				Air Temp Average	Total Precip
		Free CL <sub>2</sub> Avg (mg/l)	Turbidity Avg (NTU)	Fluoride Avg (mg/l)	H <sub>2</sub> O Temp Average		
1	1754				50		
2	1994	0.95	0.03	1.07	50	60	0.00
3	1987	0.90	0.03	1.06	50	65	0.00
4	2058	0.87	0.03	1.04	50	60	0.00
5	2048	0.86	0.03	1.02	50	50	0.00
6	2105				50		0.00
7	2163	0.88	0.03	1.04	50	50	0.00
8	2102				50		0.00
9	2086	0.87	0.03	1.01	50	60	0.28
10	2130	0.87	0.02	1.02	50	47	0.00
11	2197	0.86	0.03	1.01	50	45	0.00
12	2145	0.88	0.02	1.03	50	46	0.00
13	2078	0.89	0.02	1.02	50	55	0.00
14	1910	0.91	0.02	1.01	50		0.00
15	1847				51		0.00
16	1861	0.87	0.02	1.01	51	55	2.00
17	1933	0.85	0.02	0.98	51	50	0.00
18	1930	0.84	0.02	0.99	51	52	0.00
19	1953	0.86	0.02	1.00	52	50	0.00
20	1939	0.87	0.02	1.01	52	44	0.00
21	1824	0.86	0.02	1.03	51		0.00
22	1962				51		0.00
23	2136	0.89	0.02	0.97	51	50	0.00
24	2178	0.83	0.02	0.97	51	45	0.00
25	2044	0.86	0.02	0.99	51	50	0.00
26	2094	0.87	0.02	1.00	51	55	0.00
27	2202	0.86	0.02	1.01	51	40	0.00
28	1898	0.88	0.02	1.02	51		0.00
29	1867				51		0.00
30	1983	0.80	0.01	1.05	51	47	0.55

Day	Dist x1000	Free CL <sub>2</sub> Avg (mg/l)	Turbidity Avg (NTU)	Fluoride Avg (mg/l)	H <sub>2</sub> O Temp Average	Air Temp Average	Total Precip
<b>Sum:</b>	60408						2.83
<b>Avg:</b>	2014	0.87	0.02	1.01	51	51	0.10
<b>Max:</b>	2202	0.95	0.03	1.07	52	65	2.00
<b>Min:</b>	1754	0.80	0.01	0.97	50	40	0.00

Reported By: Mark Pelkowski

# VILLAGE OF HINSDALE, PLANT REPORT

Month: April, 2012

Day	Flow		—CL <sub>2</sub> Residual—		Turbidity Average (NTU)	Fluoride Average (ppm)	H <sub>2</sub> O Temp Average (F)	Air Temp Average (F)	Total Precip (in)
	Valve 1 (kgal)	Valve 2 (kgal)	Total (kgal)	Analyzer (ppm)	Lab (ppm)				
1	0	1754	1754	1.03			50		
2	0	1994	1994	0.95	0.95	1.07	50	60	0.00
3	0	1987	1987	0.89	0.90	1.06	50	65	0.00
4	0	2058	2058	0.86	0.87	1.04	50	60	0.00
5	0	2048	2048	0.86	0.86	1.02	50	50	0.00
6	0	2105	2105	0.84			50		0.00
7	0	2163	2163	0.86	0.88	1.04	50	50	0.00
8	0	2102	2102	0.86			50		0.00
9	0	2086	2086	0.85	0.87	1.01	50	60	0.28
10	0	2130	2130	0.86	0.87	1.02	50	47	0.00
11	0	2197	2197	0.84	0.86	1.01	50	45	0.00
12	0	2145	2145	0.86	0.88	1.03	50	46	0.00
13	0	2078	2078	0.86	0.89	1.02	50	55	0.00
14	0	1910	1910	0.83	0.91	1.01	50		0.00
15	0	1847	1847	0.88			51		0.00
16	0	1861	1861	0.87	0.87	1.01	51	55	2.00
17	0	1933	1933	0.90	0.85	0.98	51	50	0.00
18	0	1930	1930	0.92	0.84	0.99	51	52	0.00
19	0	1953	1953	0.91	0.86	1.00	52	50	0.00
20	0	1939	1939	0.89	0.87	1.01	52	44	0.00
21	0	1824	1824	0.91	0.86	1.03	51		0.00
22	0	1962	1962	0.91			51		0.00
23	0	2136	2136	0.92	0.89	0.97	51	50	0.00
24	0	2178	2178	0.86	0.83	0.97	51	45	0.00
25	0	2044	2044	0.89	0.86	0.99	51	50	0.00
26	0	2094	2094	0.86	0.87	1.00	51	55	0.00
27	0	2202	2202	0.88	0.86	1.01	51	40	0.00
28	0	1898	1898	0.91	0.88	1.02	51		0.00
29	0	1867	1867	0.95			51		0.00
30	0	1983	1983	0.75	0.80	1.05	51	47	0.55
Sum:		60408	60408						2.83
Avg:		2014	2014	0.88	0.87	1.01	51	51	0.10
Max:		2202	2202	1.03	0.95	1.07	52	65	2.00
Min:		1754	1754	0.75	0.80	0.97	50	40	0.00



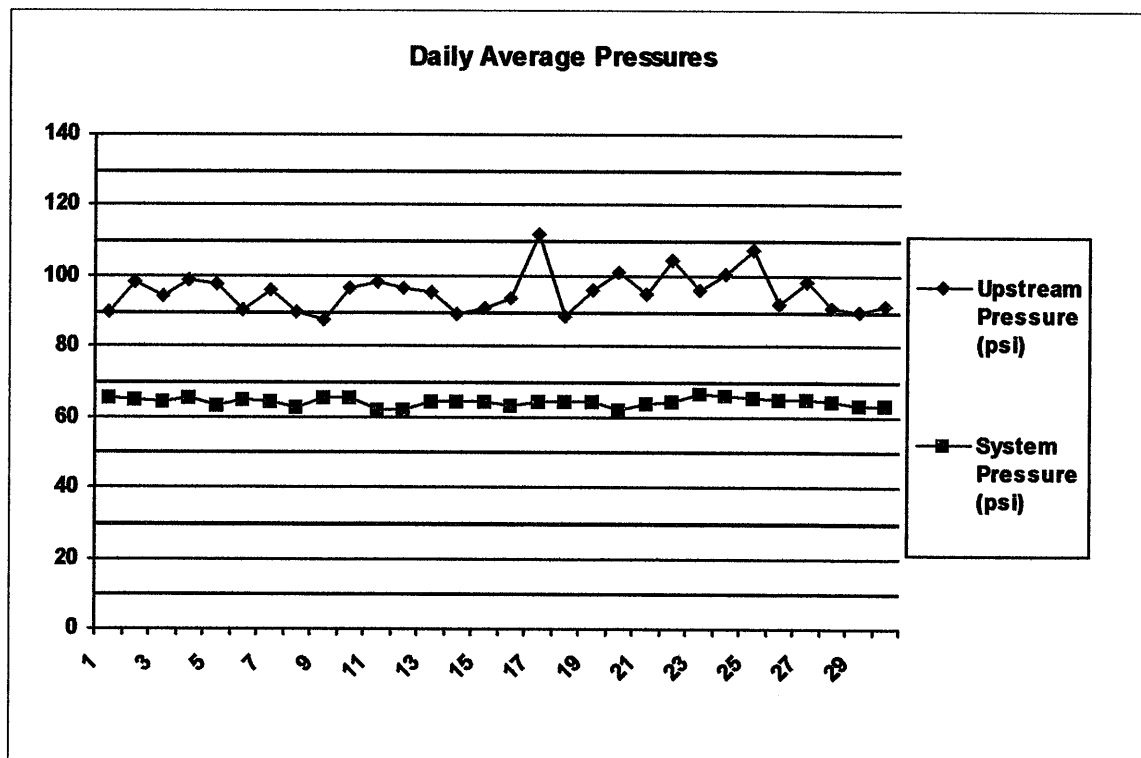
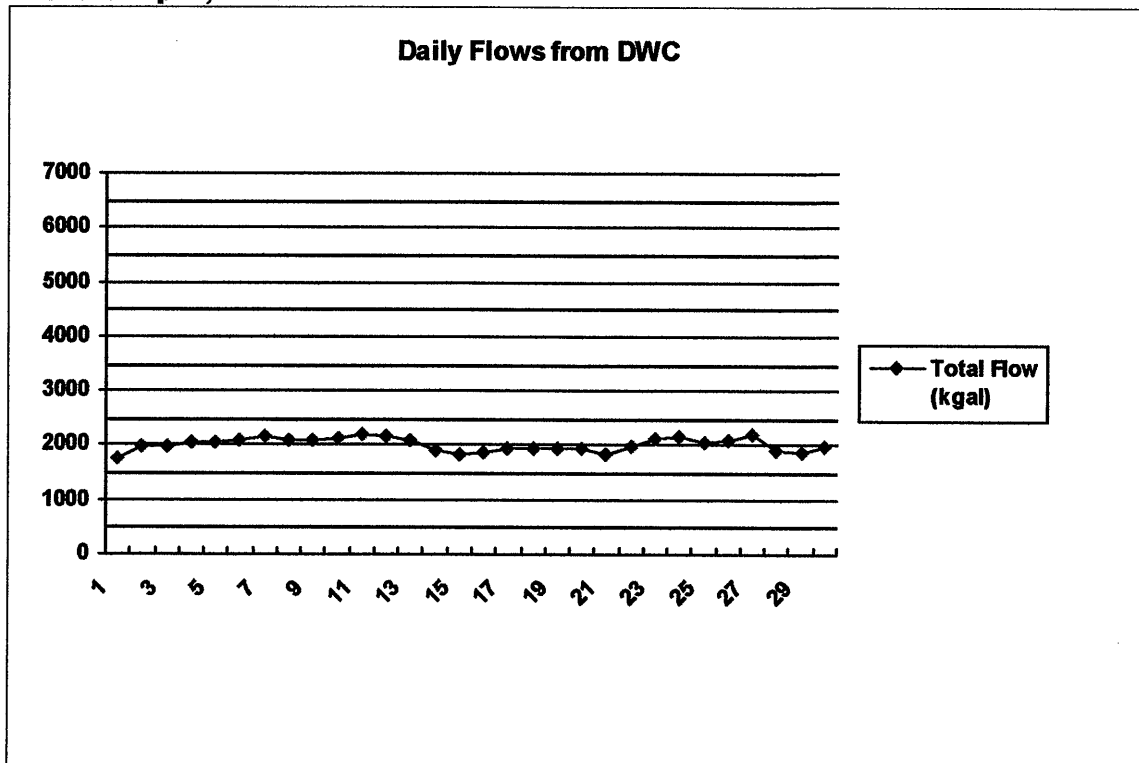
# VILLAGE OF HINSDALE, PLANT REPORT

Month: April, 2012

Day	Flow		Tank Levels		Pressures		Pump Run Times		
	Total (kgal)	Standpipe (ft)	Clearwell (ft)	GSR (ft)	Upstream (psi)	System (psi)	HSP1 (hr)	HSP2 (hr)	HSP3 (hr)
1	1754	90.9	9.5	16.6	93.7	63.8	0.0	0.0	4.9
2	1994	90.9	9.4	16.5	93.1	63.8	0.0	0.0	6.2
3	1987	90.9	9.2	16.3	94.2	63.7	0.0	0.0	4.4
4	2058	91.2	9.0	16.1	95.2	64.0	0.0	0.0	4.7
5	2048	90.6	9.3	16.4	94.0	63.7	0.0	0.0	4.3
6	2105	90.6	8.9	16.0	93.9	63.8	0.0	0.0	4.2
7	2163	90.8	9.2	16.3	93.0	64.0	0.0	0.0	4.3
8	2102	90.5	9.4	16.5	93.7	63.8	0.0	0.0	4.7
9	2086	91.1	9.3	16.4	93.9	64.1	0.0	0.0	5.2
10	2130	91.3	9.4	16.5	94.2	64.1	0.0	0.0	4.4
11	2197	91.0	9.5	16.7	93.7	64.1	0.0	0.0	0.0
12	2145	91.0	9.5	16.6	93.3	64.0	0.0	0.0	0.0
13	2078	91.2	9.5	16.6	93.6	63.9	0.0	0.0	0.0
14	1910	91.0	9.6	16.8	93.5	63.7	0.0	0.0	0.0
15	1847	90.5	9.9	17.0	94.4	63.4	0.0	0.0	0.0
16	1861	91.1	9.6	16.7	95.1	63.8	0.0	0.0	0.0
17	1933	91.2	9.7	16.8	92.8	63.8	0.0	0.0	0.0
18	1930	91.2	9.6	16.7	95.5	63.8	0.0	0.0	0.0
19	1953	91.0	9.5	16.6	94.4	63.7	0.0	0.0	0.0
20	1939	91.2	9.6	16.6	93.5	63.8	0.0	0.0	0.0
21	1824	90.5	9.6	16.7	94.2	63.4	0.0	0.0	0.0
22	1962	90.7	9.5	16.6	93.7	63.7	0.0	0.0	0.0
23	2136	90.8	9.2	16.3	94.4	64.0	0.0	0.0	0.0
24	2178	91.4	9.5	16.6	93.8	64.2	0.0	0.0	0.0
25	2044	90.9	9.6	16.7	95.6	63.8	0.0	0.0	0.0
26	2094	91.1	9.4	16.5	94.1	64.1	0.0	0.0	0.0
27	2202	91.4	9.1	16.2	93.0	64.3	0.0	0.0	0.0
28	1898	91.2	9.7	16.7	94.1	63.8	0.0	0.0	0.0
29	1867	91.3	9.6	16.7	93.9	64.0	0.0	0.0	0.0
30	1983	91.6	9.5	16.6	94.8	64.1	0.0	0.0	0.0
<b>Sum:</b>							<b>0.0</b>	<b>0.0</b>	<b>47.3</b>
<b>Avg:</b>							<b>0.0</b>	<b>0.0</b>	<b>1.6</b>
<b>Max:</b>							<b>0.0</b>	<b>0.0</b>	<b>6.2</b>
<b>Min:</b>							<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

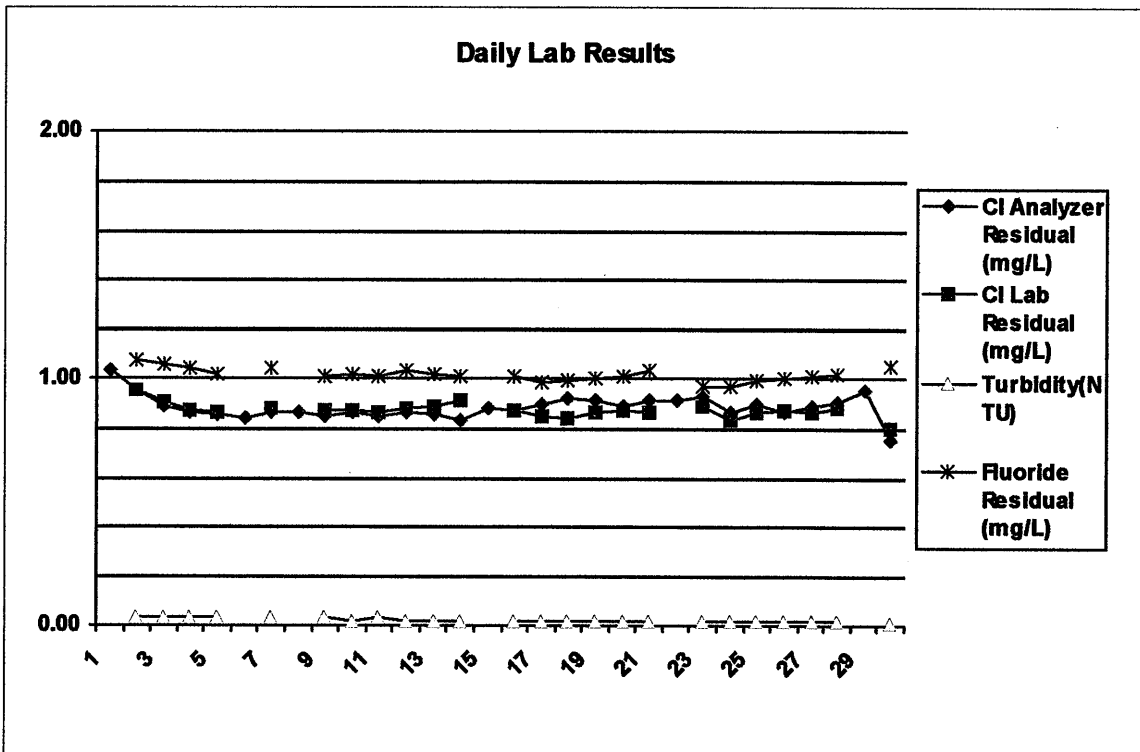
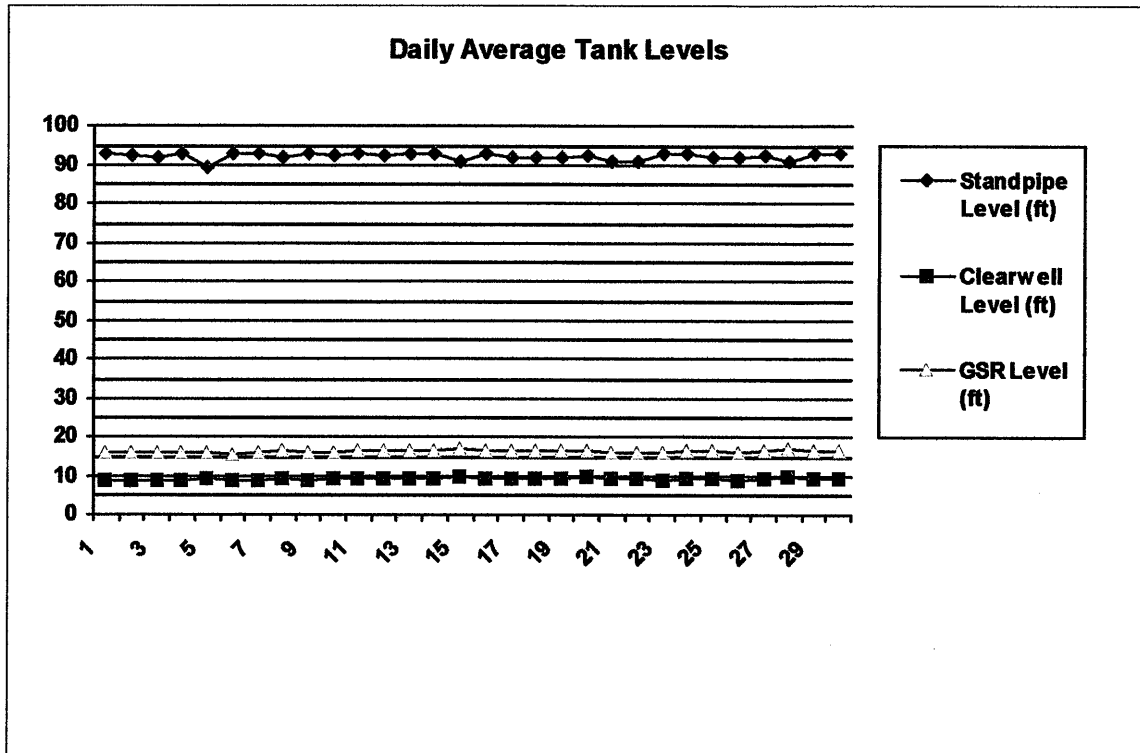
## VILLAGE OF HINSDALE, SYSTEM TRENDS

Month: April, 2012



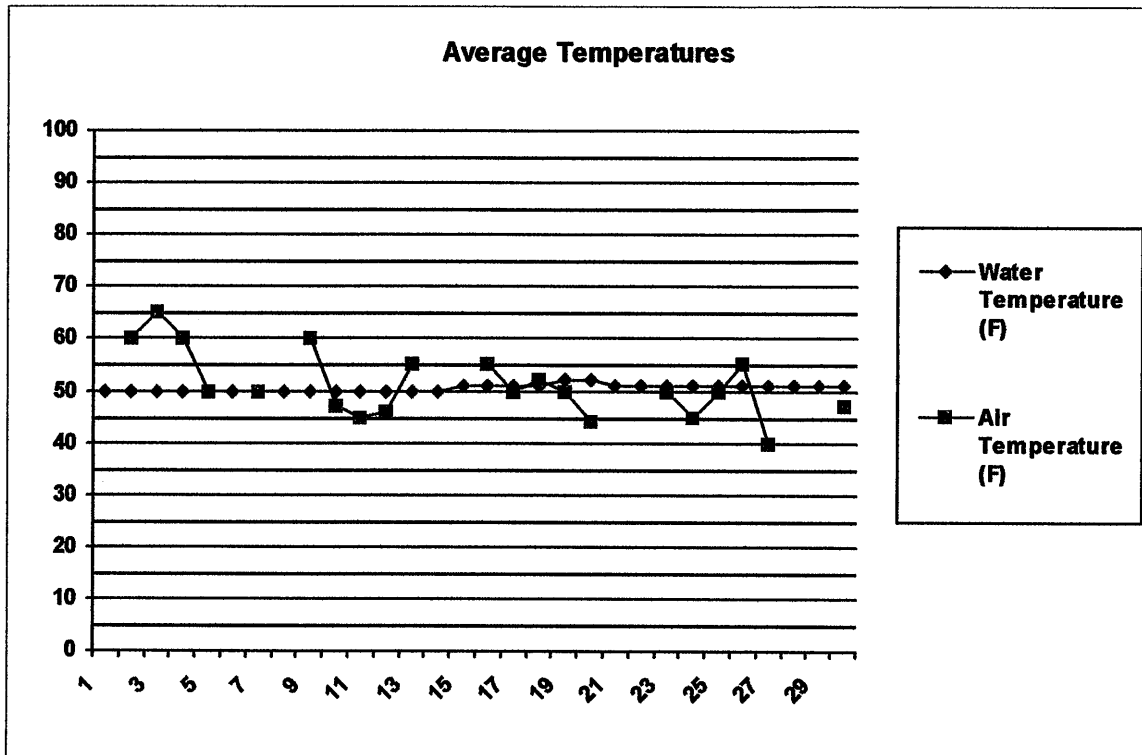
## VILLAGE OF HINSDALE, SYSTEM TRENDS

Month: April, 2012



## VILLAGE OF HINSDALE, SYSTEM TRENDS

Month: April, 2012



## MONTHLY REPORT FOR April, 2012

# of Bacteria samples	<u>25</u>
# of field chlorine	<u>21</u>
# of field turbidities	<u>21</u>
# of lab chlorine	<u>24</u>
# of lab turbidities	<u>24</u>
# of lab pH	<u>24</u>
# of lab fluoride	<u>24</u>
# of precipitation readings	<u>3</u>
# of temperature readings(air)	<u>21</u>
# of temperature readings(water)	<u>30</u>
# of DBP samples	<u>16</u>
# of Pumps serviced	<u>8</u>

# High Service and Well Pump Maintenance

April 2012

## **High Service Pump Motors**

High Service Pump Motor #1- Check oil and lubricate grease fittings

High Service Pump Motor #2- Check oil and lubricate grease fittings

High Service Pump Motor #3- Check oil and lubricate grease fittings

High Service Pump Motor #4- Check oil and lubricate grease fittings

## **Well Pump Motors**

Well #2 Pump Motor- Check oil, grease fittings, and run for Bacteria Samples.

Well #5 Pump Motor- Check oil, grease fittings, and run for Bacteria Samples.

Well #8 Pump Motor- Check oil, grease fittings, run for Office Park Chillers, and Bacteria Samples.

Well #10 Pump Motor- Check oil, grease fittings, and run for Bacteria Samples.

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## MEMORANDUM

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**TO:** CHAIRMAN LA PLACA AND THE EPS COMMITTEE  
**FROM:** GEORGE FRANCO  
**SUBJECT:** WATER RESTRICTIONS  
**DATE:** 4/17/12

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Public Services staff would like to advise Committee that lawn sprinkling restrictions will go into effect from May 15 through September 15. Under these restrictions lawn sprinkling will be permitted between the hours of 6am and 10am and the hours of 6pm and 10pm on the corresponding days:

- Even numbered street address—Even numbered calendar days.
- Odd numbered streets address—Odd number calendar days.
- No sprinkling shall be permitted on May 31<sup>st</sup>, July 31<sup>st</sup>, and August 31<sup>st</sup>.

Cc: Dave Cook, President Cauley, and Board of Trustees

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## MEMORANDUM

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**TO:** CHAIRMAN LA PLACA AND THE EPS COMMITTEE  
**FROM:** GEORGE FRANCO  
**SUBJECT:** PERMISSION TO SEEK BIDS  
**Date:** 5/8/2012

Staff is requesting the permission to seek bids on the following items:

1. Village Hall painting.
2. Window sill replacements at Memorial Building.
3. Memorial Building storm window replacement.

Cc: Dave Cook, President Cauley, and Board of Trustees



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## MEMORANDUM

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TO: CHAIRMAN LAPLACA AND THE EPS COMMITTEE  
FROM: GEORGE FRANCO, DIRECTOR OF PUBLIC SERVICES  
SUBJECT: PROPOSED PARKWAY TREE REMOVAL AT 702 SOUTH MONROE  
DATE: MAY 9, 2012

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Mr. Steve Sobkowiak, from Oakley Home Builders, Inc. is the builder for the new home construction at 702 S. Monroe Street. He has requested permission to remove a honeylocust tree located in the 7<sup>th</sup> Street parkway. The request to remove the tree is due to the location of the driveway in the new construction. Mr. Sobkowiak agreed to transplant the tree to another Village location; however the tree has been determined to be too large to be transplanted by a tree spade.

The tree is a honeylocust that has a 9.0" trunk diameter at 4.5' above grade. The tree has an estimated height of 40' and the canopy has an estimated spread of 25'. The tree's health condition is good. The tree has good canopy density although there is significant imbalance in the canopy due to shading effects of the larger honeylocust tree located to the east, and from utility pruning due to the utility lines to the west. The tree is not spaced well with the other parkway trees and on-going utility pruning will continue to have a significant impact the appearance of the tree. There are no significant visible structural defects in the trunk, or scaffold branches.

Mr. Sobkowiak is requesting the EPS committee per their function as the Village's "Tree Board" to allow the removal of this tree. Mr. Sobkowiak has indicated in the attached letter that he is willing to compensate the Village for the loss of the tree. Due to the limited space between the larger honeylocust tree and the impact of continual utility line clearance pruning this tree's future benefits are limited. Staff would recommend the committee work to reach a settlement with the builder on a removal and replacement agreement. If committee is in accord to this, staff would recommend that the agreement be made to cover removal of the tree and replacement of the tree in inches from the list of approved parkway trees. Staff is requesting direction from the Committee in responding to this request presented by Mr. Sobkowiak.

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## MEMORANDUM

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TO: ROBB MCGINNIS, COMMUNITY DEVELOPMENT DIRECTOR  
FROM: JOHN FINNELL, VILLAGE FORESTER  
CC: GEORGE FRANCO, DIRECTOR OF PUBLIC SERVICES  
SUBJECT: TREE PROTECTION – 702 S MONROE STREET  
DATE: NOVEMBER 2, 2011

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Please find below my comments regarding tree protection for new construction at 702 S Monroe St. Please be sure these issues are addressed or corrected on the plans.

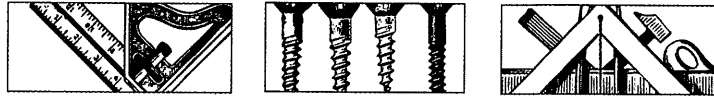
- Several parkway trees should be pruned to provide construction clearance. Please contact the Village Forester at 630 789 7043, to schedule the pruning.

Please note the following on the plans:

1. Install Tree Protection Fence and perform root pruning per plan for all protected trees prior to any construction activity.
2. Fence the public portion (parkways) of the *entire* Tree Protection Zone(s) with a 6' chain-link fence to prevent wounds to the parkway trees(s) as well as soil compaction. Post the fence with a sign stating "Tree Protection Zone – Keep Out". The Village no longer allows wood-slat fencing.
3. No trenching should be done within the Tree Protection Zones for any construction activity, ~~including~~ <sup>stump pull</sup> the installation of silt fencing unless pre-approved by Building Department staff
4. It appears a portion of the driveway apron may be within 10' of the parkway tree(s). New driveways should be a *minimum* of 10' from existing trees. Please confirm the driveway apron meets this requirement. Another consideration would be to request permission from the Environment and Public Services Committee to transplant the 8" locust to another Village property, and have a straight drive from the garage to the street.

\*Tree Protection Zone (TPZ) is the designated area that encompasses an entire tree canopy. However, for practical purposes the Village of Hinsdale requires that the public portion be delineated with chain link fencing.

# OAKLEY HOME BUILDERS<sup>inc.</sup>



**May 8, 2012**

**702 S. Monroe, Hinsdale IL**

**Oakley Home Builders is building a home at 702 S. Monroe. In the village review of the permit (Letter attached), the village requested that we get permission from the Environment and Public Services Committee to transplant the 8" Locust to another Village property. This would allow for us to have a driveway into the proposed and approved garage location.**

**After some conversation's early on with the village of Hinsdale, Oakley Home builders purchased the vacated alley from the village and relocated the Comed pole to better align this area by the street. In doing so, Oakley also designed the home so that 9 healthy trees would remain and helped the village to locate some old storm sewer's running in the vacated alley.**

**Pursuant to this request, we are proposing 2 options to meet the village requirements to allow us to build the proposed garage and driveway.**

**Option A: Perform what was originally recommended; transplant the tree to another village property. According to Kevin DeVries of Big Trees, this tree is not a desirable species in his professional opinion, nor would it survive the move if transplanted (a letter from his is attached). We are, however, more than happy to move this tree if the village should require. We wanted to share a professional opinion with the board in relation to this attempt.**

**Option B: would be to have Oakley Home Builders purchase a new tree to be planted in an approved village property. We would be more than happy to purchase a new tree and have this planted at the villages requested location if this is a more suitable option for the board.**

**Ryan Dunham  
President  
Oakley Home Builders  
773-620-2422**

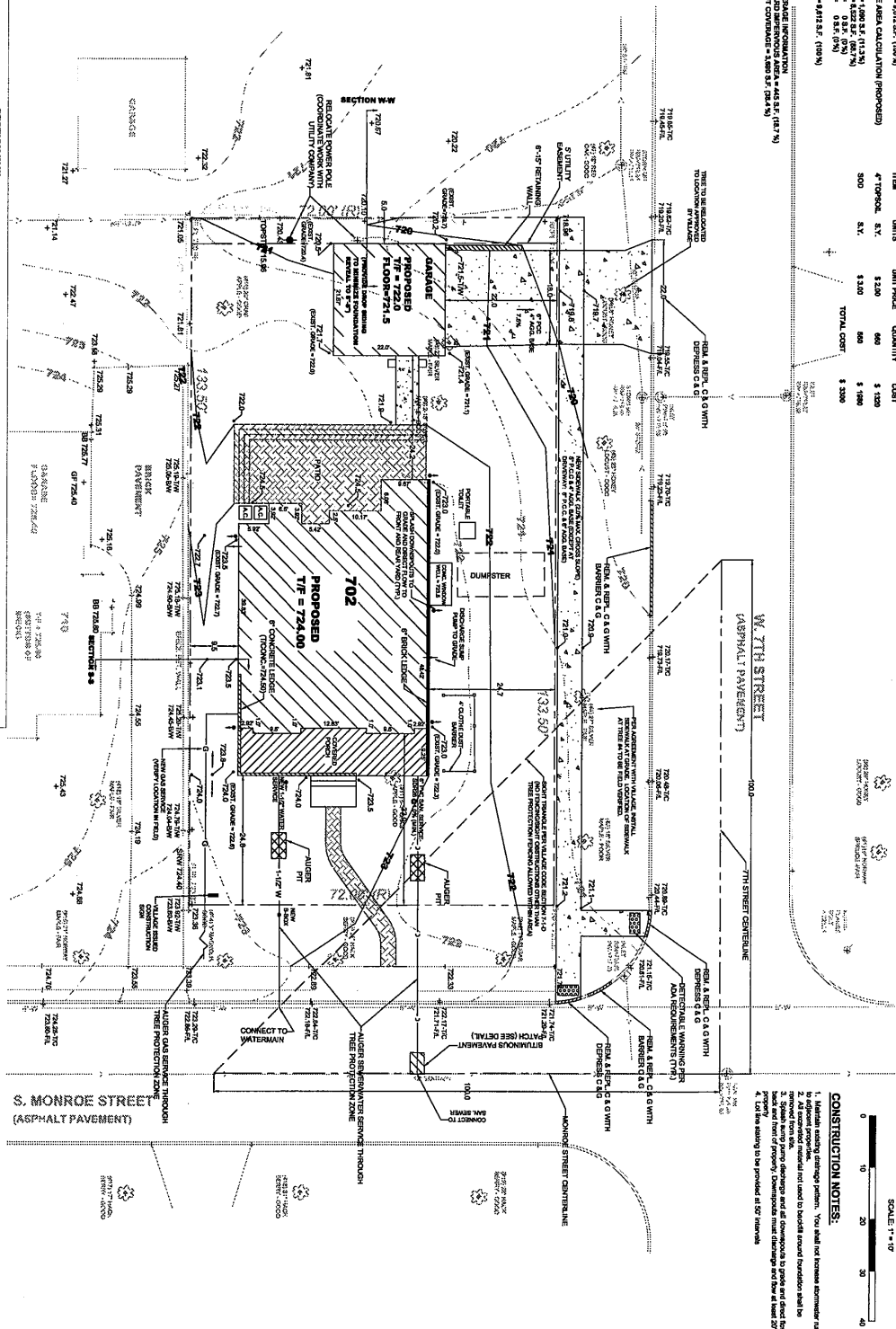
**Steve Sobkowiak  
CEO  
Oakley Home Builders  
312-953-9033**



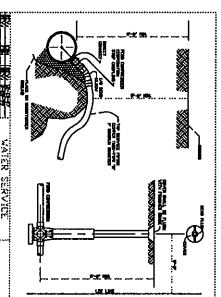
## SITE PLAN

<div>DRAINAGE AREA CALCULATION (EXISTING)</div> <div>TOPSOIL = 967.82 SF (10%) SUBSOIL = 8.67 SF (1%) SCOTCH = 0.00 SF (0%) TOTAL = 976.49 SF (100%)</div>	<div>P LANTING PLANT NOTES &amp; COST ESTIMATE</div> <div>ALL PROPOSED TREES SHALL BE PLANTED WITH SOIL, TOPSOIL, AND SUBSOIL BE PLACED WITHIN 4 DAYS AFTER COMPLETION OF FINISH DRAINAGE OR PROTECTION.</div>	<div>DRAINAGE AREA CALCULATION (PROPOSED)</div> <div>LANDST = 1069.37 SF (11.2%) LANDSB = 1069.37 SF (11.2%) LANDSC = 1069.37 SF (11.2%) WETTER = 9.82 SF (0%) TOTAL = 3258.13 SF (100%)</div>	<table><tr><th>ITEM</th><th>UNITS</th><th>UNIT PRICE</th><th>QUANTITY</th><th>COST</th></tr><tr><td>#1 TOPSOIL, 8" Y.</td><td>S.F.</td><td>\$2.00</td><td>666</td><td>\$1330</td></tr><tr><td></td><td></td><td></td><td>660</td><td>\$1320</td></tr><tr><td></td><td></td><td></td><td>660</td><td>\$1320</td></tr><tr><td>TOTAL COST:</td><td></td><td></td><td></td><td>\$3990</td></tr></table>	ITEM	UNITS	UNIT PRICE	QUANTITY	COST	#1 TOPSOIL, 8" Y.	S.F.	\$2.00	666	\$1330				660	\$1320				660	\$1320	TOTAL COST:				\$3990
ITEM	UNITS	UNIT PRICE	QUANTITY	COST																								
#1 TOPSOIL, 8" Y.	S.F.	\$2.00	666	\$1330																								
			660	\$1320																								
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TOTAL COST:				\$3990																								

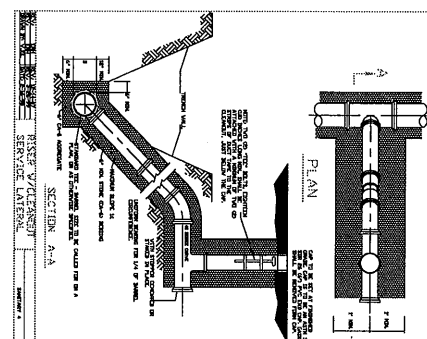
FRONT YARD IMPERVIOUS AREA = 445 S.F. (18.7 %)  
TOTAL LOT COVERAGE = 3,880 S.F. (38.4 %)



SECTION W-W					
723					723
722				8 INCH BUTTERFLY VALVE	722
721					721
720					720
719					719

[illegible]

1. EMPLOYMENT IS TO LAST FOR A PERIOD OF 12 MONTHS FROM THE DATE OF THE ORDER.
2. IF OVER TIME SHALL BE IN ACCORDANCE WITH THE ORDER.
3. IF OVER TIME SHALL BE IN ACCORDANCE WITH THE ORDER.
4. SERVICE SHALL BE IN ACCORDANCE WITH THE ORDER.
5. SERVICE SHALL BE IN ACCORDANCE WITH THE ORDER.
6. SERVICE SHALL BE IN ACCORDANCE WITH THE ORDER.
7. SERVICE SHALL BE IN ACCORDANCE WITH THE ORDER.
8. SERVICE SHALL BE IN ACCORDANCE WITH THE ORDER.
9. SERVICE SHALL BE IN ACCORDANCE WITH THE ORDER.
10. SERVICE SHALL BE IN ACCORDANCE WITH THE ORDER.




**GENERAL NOTES:**

[illegible]

This is to certify that, Adam C. Ho, a registered professional Engineer of Idaho hereby certifies that these plans and specifications were drawn prepared by Garland Group, Inc. and used for personal design and supervision.

Dated this 18th day of September 2017 at Ephraim, Idaho.

 ADAM C. HO  
LICENSE NO. 6946  
STATE OF IDAHO

Idaho Professional Engineer Number 002-054837



PO Box 488 Minooka IL 815.475.4665 [bigtreesinc.com](http://bigtreesinc.com)

May 8, 2012

Oakley Home Builders  
4912 Main St.  
Downers Grove, IL

Eric,

Upon inspection of the Honey Locust at 702 S. Monroe, it is my opinion that this tree is not a desirable specimen nor would it survive a transplant. If I can be of further assistance please let me know.

Thanks.

Kevin M. DeVries

## MEMORANDUM

**TO:** Chairman LaPlaca and Dave Cook  
**FROM:** Dan Deeter  
**DATE:** May 14, 2012  
**RE:** Engineering Monthly Report

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The Engineering Division has continued to work with the Building Division in order to complete site inspections, as well as responding to drainage complaint calls. In total, three Engineering employees performed 123 site inspections for the month of April. The following capital improvement projects and engineering studies are underway.

In April, the engineering staff submitted the Village's annual small Municipal Separate Storm Sewer System (MS4) report as required by the Illinois Environmental Protection Agency (IEPA). The Village reports our status in six area including Public Education and Outreach, Public Participation / Involvement, Illicit Discharge Detection and Elimination, Construction Site Run-off Control, Post Construction Run-off Control, and Pollution Prevention and Good Housekeeping.

In April and May, the engineering staff is preparing the first annual Combined Sewer Overflow (CSO) Long Term Control Plan (LTCP) update as required by the IEPA. This report will include the status of the Village's CSOs, maintenance activities, and capital projects (past, present, and future) designed to separate sewers in order to reduce CSO events.

### **Veeck Park Wet Weather Facility**

Twin Oaks Landscaping has restored the drain tile trenches, placed the bio-solids, and are in the process of repairing and extending the irrigation system. Items remaining to be accomplished include minor grading at the north end, seed and blanket on the fields, and restoration of the haul road. The Parks Department will monitor the grass growth through 2012 to open the fields for play as soon as possible.

The Village of Hinsdale is on-schedule in addressing the IEPA violation notice received last year. On 04/13/12, staff and our consultant, Vafcon, completed the installation of a de-chlorination system at the Wet Weather Facility. This will allow higher chlorination levels in the by-pass pipe to reduce the fecal coliform levels to established IEPA standards. The system will then de-chlorinate the effluent in the screening building to bring the chlorine levels of an overflow into established IEPA standards. The remaining step in the installation process is to validate the system set points during an actual overflow event.

## **Oak Street Bridge Replacement Engineering Phase 1/Environmental Assessment**

### **April 2012 Activities**

- Continue traffic counts.
- Performed supplemental field surveying.
- Completed soil exploration and prepared draft soil report.
- Staff and Clark Dietz reviewed street design concepts in preparation for CWG meeting
- Continued work on roadway and intersection improvement concept designs.

### **May 2012 Proposed Activities**

- Complete additional traffic counts.
- Continue work on roadway and bridge design alternatives.
- Community Working Group (CWG) meeting at 7:30 PM 05/10/12
- Revise street and bridge design based on CWG feedback
- Prepare draft project development report for submittal to IDOT District One

## **Chestnut Street Sewer Separation Project**

### **Current Activities**

- Begin Phase 2-4 improvements (west of Monroe) 04/02/12
- Begin Phase 1 final improvements 04/02/12
- Phase 1 surface course paving 05/01/12
- Complete storm sewer installation on south alley 05/02/12
- Complete storm sewer installation on Chestnut 05/03/12
- Began roadway excavation on Bodin Street 05/03/12
- Final Completion of Phase 2 – 4 09/26/12

## **Other Engineering Activities**

### **Woodlands Green Infrastructure Improvements**

- Bid Advertisement 05/10/12
- Bid Opening 05/29/12
- Bid Award 06/05/12
- Construction Starts June 2012

### **2012 Resurfacing**

- Bid Opening 04/19/12
- BOT approves bids 05/01/12
- Notice of Award 05/02/12
- Notice to Proceed after full documentation 05/21/12 (est.)
- Site soils testing 05/28/12 (est.)
- Construction starts 06/01/12 (est.)



## **2012 Reconstruction (N. Washington/N. Grant Street)**

- BOT approves John Neri Construction 04/03/12
- John Neri signs contract, constr. docs, insurance 04/04/12
- John Neri Construction's schedule:
  - Stage 1 – Washington Street (Ayres – Maple) 04/16/12 – 07/31/12
    - (includes Walnut (Washington – Garfield))
  - Stage 2 – Washington Street (Ogden – Ayres) 06/01/12 – 08/31/12
    - (includes Lansing (Lincoln – Washington))
  - State 3 – Grant Street (Center – North) 08/01/12 - 10/31/12

## **2013 Resurfacing and 2013 Reconstruction (W. Fourth Street Improvements)**

- Request for Proposals for engineering services 02/28/12
- Engineering proposals opened 03/28/12
- Staff review of proposals April 2012
- EPS Recommendation of award 05/14/12
- BOT approves engineering awards 05/15/12
- Design Engineering & Permitting May – December 2012
- Bidding January 2013
- Bid and Construction Observation Services Awarded February 2013
- Construction Starts April 2013 (weather permitting)

### **State and Federal Funding Opportunities**

A summary of the Grant Funds Awarded to or Applied for by the Village of Hinsdale is attached.

Cc: President and Board of Trustees  
Dave Cook

**Veeck Park Wet Weather Facility  
Hinsdale, Illinois**

Date	Bar Screen Channel Down Stream (feet)	Overflow Height Above Weir (feet)	Storage Tank Elevation (feet)	Precipitation (inches)
04/01/12	0.00		2.32	
04/02/12	0.01		2.68	
04/03/12	0.00		2.94	
04/04/12	0.00		2.57	
04/05/12	0.00		3.02	
04/06/12	0.00		2.08	
04/07/12	0.00		2.64	
04/08/12	0.00		3.21	
04/09/12	0.00		3.39	0.28
04/10/12	0.00		2.27	
04/11/12	0.02		2.61	
04/12/12	0.00		2.93	
04/13/12	0.08		2.00	
04/14/12	0.00		1.98	
04/15/12	5.07		23.04	2.00
04/16/12	0.30		13.45	
04/17/12	0.00		2.71	
04/18/12	0.03		3.35	
04/19/12	0.00		3.56	
04/20/12	0.00		2.08	
04/21/12	0.00		2.39	
04/22/12	0.00		2.81	
04/23/12	0.00		2.10	
04/24/12	0.00		2.69	
04/25/12	0.00		3.31	
04/26/12	0.00		3.53	
04/27/12	0.00		2.01	
04/28/12	0.00		2.36	
04/29/12	0.00		2.63	
04/30/12	0.00		2.71	0.55
			Total	2.83
Difference from Monthly Average:				-0.85

**Notes:**

1. Minimum tank elevation is 2.0 feet to avoid running the pumps dry and damaging them.

**Village of Hinsdale  
Grant Funds Awarded in 2009 - 2012**

Source	Program	Purpose	Funds Available	Amount
Illinois Commerce Commission	Crossing Safety Improvement Program	Oak Street Bridge - 60% Funding	2015 Capital Budget	\$10,200,000
Senator Dillard	State Capital Bill	Oak Street Bridge	Effective January 1, 2011	\$825,000
West Suburban Mass Transit	Car Safe Proceeds	Oak Street Bridge Eng/Construction	50/50 Reimbursement	\$395,000
Illinois Dept of Transportation	Federal Highway Bridge Program	Oak Street Bridge Phase I	July 2010 - 80/20	\$680,000
DuPage Mayors & Managers	Federal Stimulus	S. Garfield Reconstruction	Paid Through IDOT	\$1,632,000
Senator Dillard & Rep Bellock	Emergency Repair Program	Street resurfacing	Upon Project Completion	\$300,000
Representative Bellock	State Capital Bill	N. Washington Reconstruction	Upon issuance of bonds	\$340,000
New Local Transportation Projects	State Capital Bill	Road Improvements	20% released October, 2010	\$389,540
Lyons Township	Bond Proceeds	KLM Park Pavilion	Upon Project Completion	\$150,000
DuPage Mayors & Managers	STP Program	Oak Street Bridge	2015 Capital Budget	\$3,830,000
IDNR	OSLAD	Improvements to KLM	Awarded	\$150,000
IEPA	ARRA/State Revolving Loan	Garfield Sewer Separation	Loan docs received 7/05/11	\$444,160
IEPA	ARRA/State Revolving Loan	Chestnut Sewer Separation	Loan docs received 8/16/11	\$3,728,196
DuPage Mayors & Managers	Surface Transportation Projects	Hinsdale Avenue Resurfacing		\$311,627
DuPage Mayors & Managers	Surface Transportation Projects	Chicago Avenue Resurfacing	Approved by DMMC	\$203,291
DuPage Mayors & Managers	Surface Transportation Projects	York/Garfield Resurfacing	11/16/11 for FY 2017	\$293,442
DuPage Mayors & Managers	Surface Transportation Projects	Madison Resurfacing		\$317,765
Total				<u>\$24,190,021</u>

**Village of Hinsdale  
Grant Applications Under Consideration**

Source	Program	Purpose	Status	Amount
IDOT	Federal Highway Bridge Grant	Oak Street Bridge Phases II & III	Committed to by IDOT	\$4,895,000
IEPA	Illinois Green Infrastructure Grant	Woodlands Phase I	Submitted 12/12/11	\$750,000
Total				<u>\$5,645,000</u>

# MEMORANDUM

**TO:** Chairman LaPlaca and EPS Committee

**FROM:** Dan Deeter, Village Engineer

**DATE:** May 14, 2012

**RE:** Parkway tree conflict with proposed sidewalk  
Southwest Corner of Chestnut and Monroe Streets  
Chestnut Street Utility Improvement Project

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Staff is requesting guidance from the Committee concerning a conflict between the Hinsdale sidewalk master plan and the preservation of a 30-inch catalpa tree in the parkway at the southwest corner of Chestnut and Monroe Streets. The plans for the Chestnut Street Utility Improvements include restoration of the sidewalks on all four corners of the intersection of Chestnut and Monroe Streets. Sidewalks at all four corners are shown on the Village Sidewalk Master Plan. During the re-construction process, the Village is mandated to build the sidewalks to the Americans with Disabilities Act (ADA) standards. This will require significant excavation into the root zone of the existing parkway tree.

This decision will impact "critical links to be constructed". Most, if not all, of these future sidewalks would be constructed through one or more tree drip-lines.

Staff is recommending two options to resolve this conflict:

Option A: Avoid excavating around the parkway tree. This would minimize the construction impacts upon the tree. However, it would prevent the construction of ADA accessible crossings across the south and west side of the intersection because the southwest landings and sidewalks would not meet ADA standards. The sidewalks could be reconstructed without the associated access to the southern and western crossings. Crosswalks would only be placed across the north and east sides of the intersection. (Staff anticipates that many pedestrians would continue to cross Monroe and Chestnut in this area despite the lack of sidewalk to the curb.)

Option B: Excavate at the southwest corner to meet ADA standards. This would restore all ADA accessible routes and all pedestrian crossings. The tree can be root pruned and left in place or the tree could be removed entirely based upon the judgment of the Village arborist.

cc: David Cook, Village Manager

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## MEMORANDUM

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TO: CHAIRMAN LAPLACA AND THE EPS COMMITTEE  
FROM: GEORGE FRANCO, DIRECTOR OF PUBLIC SERVICES  
SUBJECT: PROPOSED PARKWAY TREE REMOVAL AT 104 SOUTH MONROE  
DATE: MAY 8, 2012

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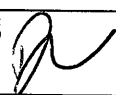
The Village's Engineering Department has requested that the committee discuss the removal of a catalpa tree on the Monroe Street parkway. The possible removal of the tree is due to the location of the proposed ADA compliant sidewalk ramp as part of the Chestnut Street construction.

The tree catalpa tree has a 30.0" trunk diameter at 4.5' above grade. The tree has an estimated height of 70' and the canopy has an estimated spread of 40'. The tree's condition is good. The tree has good canopy balance and density. The tree is spaced at 20' with the American elm to the south. There are no significant, visible structural defects in the trunk, or scaffold branches.

Staff is seeking direction from the EPS committee per their function as the Village's "Tree Board" on the removal of this tree.

DATE: May 14, 2012

REQUEST FOR BOARD ACTION

<b>AGENDA</b>		<b>ORIGINATING</b>		
<b>SECTION NUMBER</b> EPS Consent Agenda		<b>DEPARTMENT</b> Community Development		
<b>ITEM</b> Alley Vacation Request – 644 S. Thurlow		<b>APPROVAL</b> Dan Deeter Village Engineer		
<p>Attached please find an ordinance vacating a portion of a public alley adjacent to 644 S. Thurlow Street. Also included is the appraisal report establishing a fair market value for the vacated property. A plat of vacation will be prepared upon approval of this request for recording at DuPage County. The alley has previously had vacations approved and is therefore not a through alley right-of-way.</p> <p>The appraisal established the value of the property at approximately \$20.00 per square foot. The property to be vacated contains an area of 425 square feet. The total appraised value of the property is \$8,500.</p> <p><b>MOTION: To Recommend Adoption of an Ordinance Vacating Half of a Public Alley Right-of-Way Situated West and Adjoining 644 S. Thurlow Street at a Purchase Price of \$8,500.</b></p>				
<b>APPROVAL</b>	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>MANAGER'S APPROVAL</b> 
<b>COMMITTEE ACTION</b>				
<b>BOARD ACTION:</b>				

Sharon A. Starkston  
306 South Garfield Avenue  
Hinsdale, Illinois 60521-4417

March 29, 2012

Daniel Deeter, PE  
Village of Hinsdale  
19 E. Chicago Avenue  
Hinsdale, IL 60521-3489

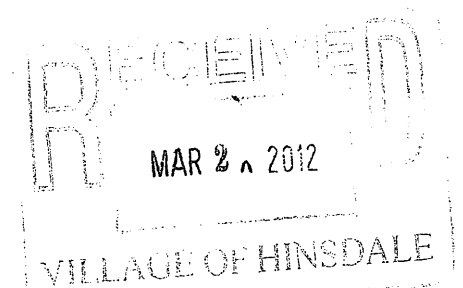
Dear Mr. Deeter,

My husband, Jim Oles, and I own the property at 644 South Thurlow. We would like to purchase the available portion of the vacated alley on the west side of the lot prior to submitting plans to renovate the home and add a garage.

The property is held under a limited liability corporation, SJAN, LLC. Please let me know when we can proceed with an application to committee.

Sincerely,

Sharon Starkston  
630/323-7993  
Sharon@TheLanePottery.com



## VILLAGE OF HINSDALE

ORDINANCE NO. \_\_\_\_\_

### **AN ORDINANCE AUTHORIZING THE VACATION OF A CERTAIN PORTION OF AN UNIMPROVED ALLEY SITUATED WEST OF AND ADJOINING 644 S. THURLOW STREET IN THE VILLAGE OF HINSDALE, DUPAGE AND COOK COUNTIES, ILLINOIS**

**WHEREAS**, the Village of Hinsdale, DuPage and Cook Counties, Illinois (the "Village") is a duly authorized and existing municipal corporation created under the provisions of the laws of the State of Illinois and under the provisions of the Illinois Municipal Code, as from time to time supplemented and amended; and

**WHEREAS**, the property owner of 644 S. Thurlow Street, Hinsdale, Illinois, which property is identified by permanent index number ("P.I.N.") 09-11-406-022, has requested that a certain portion of an alley, as more fully described below, be vacated in order to be developed and maintained by said property owner; and

**WHEREAS**, Section 11-91-1 of the Illinois Municipal Code, 65 ILCS 5/11-91-1 *et seq.* (2007) (the "Code"), authorizes the Village to determine whether or not the public interest is served by vacating an alley, or part thereof, within its corporate boundaries, by an ordinance duly adopted by the affirmative vote of three-fourths of the trustees then holding office; and

**WHEREAS**, the Code further provides that upon vacation of an alley, or any part thereof, by the Village, title to the vacated property vest in the then owner or owners of land abutting thereon; and

**WHEREAS**, the Village President and Board of Trustees of the Village of Hinsdale (the "Corporate Authorities") have determined that the relief to the public from the further burden and responsibility of maintaining a certain portion of the alley, as more fully described below, and to return said portion to the tax rolls for the benefit of all taxing bodies is in the public interest.

**NOW THEREFORE, BE IT ORDAINED** by the President and Board of Trustees of the Village of Hinsdale, DuPage and Cook Counties, State of Illinois, as follows:

**Section 1. Recitals Incorporated.** The above recitals and findings are incorporated herein and made a part hereof.

**Section 2. Vacation of Unimproved Alley.** Pursuant to the terms of this Ordinance, the Village shall vacate a 8.5' x 50' portion of the unimproved alley



situated west of and adjoining 644 S. Thurlow Street, Hinsdale, Illinois (the "Subject Property"), legally described, as follows:

LOTS 69 AND 70 IN BLOCK 17 IN THE RESUBDIVISION OF BLOCKS 9 TO 20 IN STOUGH'S 2<sup>ND</sup> ADDITION TO HINSDALE, IN THE SOUTHEAST ¼ OF SECTION 12, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN.

P.I.N. 09-11-406-022

**Section 3. Plat of Vacation Approved.** The Plat of Vacation, a copy of which is attached hereto as Exhibit A and made a part hereof, is approved.

**Section 4. Conditions of Vacation.** The Subject Property is vacated subject to any existing easement of public record for any public or private utility for the maintenance, renewal and construction or reconstruction of public and private utilities and that the Village reserves unto itself as a corporate municipality and to any public utility, its successors or assigns, the right to maintain and relocate any respective facilities in, under, across and along those parts of the public alley as herein vacated, with the right of access thereto at all times for any and all such purposes as may be reasonably required for the construction, maintenance and efficient operation of said equipment pursuant to any existing easement of public record.

**Section 5. Payment of Consideration and Title to Vacated Property.** Upon the vacation of the Subject Property, title thereto shall be acquired by and vest to the property owner of 644 S. Thurlow Street, Hinsdale, Illinois upon the payment of eight thousand five hundred dollars (\$8,500) to the Village by the property owner as fair market value for the Subject Property. The vacation of the Subject Property, and the recording of the Plat of Vacation, shall not be effective until said payment is received pursuant to Section 11-91-1 of the Code, 65 ILCS 5/11-91-1.

**Section 6. Execution of Documents.** The Village President, Village Clerk and all other officials are hereby authorized to take any and all action and execute any and all documents required to implement said vacation and record this Ordinance and the Plat of Vacation with the applicable county recorder of deeds upon the payment of the consideration set forth in Section 5 of this Ordinance.

**Section 7. Severability and Repeal of Inconsistent Ordinances.** If any section, paragraph, clause or provision of this Ordinance shall be held invalid, the invalidity thereof shall not affect any of the other provisions of this Ordinance. All ordinances in conflict herewith are hereby repealed to the extent of such conflict.

**Section 8. Effective Date.** This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form in the manner provided by law.

PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2012.

AYES:

NAYES:

ABSENT:

APPROVED this \_\_\_\_\_ day of \_\_\_\_\_, 2012

\_\_\_\_\_  
Thomas Cauley, Village President

ATTEST:

\_\_\_\_\_  
Christine Bruton, Village Clerk

**SUMMARY APPRAISAL REPORT**

**AN 8.5' X 50' PORTION OF THE UNIMPROVED  
ALLEY SITUATED WEST AND ADJOINING  
644 SOUTH THURLOW STREET  
HINSDALE, ILLINOIS**

**Prepared For**

**Mr. Dan Deeter  
Village of Hinsdale  
19 East Chicago Avenue  
Hinsdale, Illinois 60521**

**Prepared By**

**C.A. Benson & Associates, Inc.  
419 North La Grange Road  
La Grange Park, Illinois 60526**

**C.A. BENSON & ASSOCIATES, INC.**  
**419 North La Grange Road - La Grange Park, IL 60526**  
**P.O. Box 157 - La Grange, IL 60525**  
**(708) 352-6056 Fax (708) 352-6070**

April 12, 2012

Mr. Dan Deeter  
Village of Hinsdale  
19 East Chicago Avenue  
Hinsdale, IL 60521

Re: Summary Appraisal of an 8.5' x 50' portion of  
unimproved alley situated west and adjoining 644  
South Thurlow Street, Hinsdale, Illinois

Dear Mr. Diaz:

In accordance with your request, I have inspected the above captioned property and analyzed all pertinent factors relative to it in order to estimate its "as is" market value of the fee simple interest. The property was inspected on April 9, 2012, which is the effective date of this valuation.

The property consists of an 8.5' by 50' portion of unimproved alley located west and adjoining 644 South Thurlow Street, Hinsdale, Illinois. It contains 425 square feet and is zoned R-4, Single-Family Residential.

Based on this analysis, it is my opinion that the "as is" Market Value of the subject property as of April 9, 2012 was

<p><b>EIGHT THOUSAND FIVE HUNDRED DOLLARS</b> <b>(\$8,500)</b></p>
--

This is a Summary Appraisal Report, which is intended to comply with the reporting requirements set forth under Standards Rule 2-2(b) of the Uniform Standards of Professional Appraisal Practice for a Summary Appraisal Report. As such, it presents only summary discussions of the data, reasoning and analyses that were used in the appraisal process to develop the appraiser's opinion of value. Supporting documentation concerning the data, reasoning and analyses is retained in the appraiser's file. The depth of discussion contained in this report is specific to the needs of the client and for the intended use stated below. The appraiser is not responsible for unauthorized use of this report.

# C.A. Benson & Associates, Inc.

## PURPOSE OF THE APPRAISAL:

The purpose of this appraisal is to provide my best estimate of the market value of the subject real property as of the effective date. *Market Value* is defined by the federal financial institutions regulatory agencies as follows:

*Market Value* means the most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

1. Buyer and seller are typically motivated;
2. Both parties are well informed or well advised, and acting in what they consider their own best interests;
3. A reasonable time is allowed for exposure in the open market;
4. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
5. The price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

(Source: Office of the Comptroller of the Currency under 12 CFR, Part 34, Subpart C-Appraisals, 34.42 Definitions (f))

**INTENDED USE:** The function of this appraisal is to assist the Village of Hinsdale with a possible sale of the subject.

**INTENDED USER:** The intended user of this appraisal report is the client.

**INTEREST VALUED:** Fee simple

**DATE OF INSPECTION:** April 9, 2012

**EFFECTIVE DATE OF VALUE:** April 9, 2012

**DATE OF REPORT:** April 12, 2012

**APPRAISAL DEVELOPMENT AND REPORTING PROCESS:** In preparing this appraisal, I have

- Inspected the subject property;
- Gathered and confirmed information on comparable sales;
- Applied the Sales Comparison Approach to Value to arrive at an indicated value.

This Summary Appraisal Report is a brief recapitulation of my data, analyses and conclusions. Supporting documentation is retained in my file.

**COMPETENCY OF THE APPRAISER:** The appraiser has the appropriate knowledge and experience to complete this assignment competently as illustrated by the Qualifications of the Appraiser statement contained within this report.

# C.A. Benson & Associates, Inc.

## DESCRIPTION OF REAL ESTATE APPRAISED:

The subject property is situated in the Village of Hinsdale, approximately 20-miles southwest of the City of Chicago's Central Business District. Hinsdale is bordered by Oak Brook to the north, Burr Ridge to the south, Western Springs to the east and Clarendon Hills to the west.

Hinsdale is a residential community that has a population of 18,452 residents as of July 2009 and an average family income of \$150,024 (2009). Over the past 12 months, the average sale price (excluding the extremes) of a single-family residence in Hinsdale was \$952,891, which is a 9.1% decline over the prior 12 month average sale price of \$1,047,948. This decline is reflective of the lack of buyers in the market due to the sluggish economy. Some increase in activity may occur due to the typically more active spring/summer market.

Hinsdale is a substantially built-up community and is one of the communities in the Southern DuPage County suburbs, which include Burr Ridge, Clarendon Hills, Darien, Downers Grove, Glen Ellyn, Lisle, Naperville, Oak Brook, Oakbrook Terrace, Warrenville, Westmont, Wheaton, Willowbrook, Winfield and Woodridge. The majority of these are mid-aged to older established communities that have reached maturity. Redevelopment of new single-family residences is occurring in Hinsdale, Clarendon Hills and Downers Grove on sites where older residences have been demolished. The overall composition of the area provides most amenities such as adequate employee base, established commercial/residential areas and municipal services, educational facilities, etc. The area hospitals include Good Samaritan, La Grange Community and Hinsdale. Hinsdale has a thriving central business district and the Oak Brook Center and Yorktown Center regional shopping malls are in nearby driving distance.

The major transportation systems include the North-South Tollway (I-355), the Tri-State Tollway (I-294) and the East-West Tollway (I-88). In addition, the Metra commuter trains and Pace buses service Hinsdale.

More specifically, the subject property is located in the southwest section of Hinsdale. The immediate area is approximately 98% built-up with single-family residences of varying architectural designs in the range of 0 to 80+ years. The price range varies from \$275,000 for smaller existing single-family residences to in excess of \$1,500,000 for new custom two story residences. Many of the older, smaller residences have been torn down and redeveloped with large custom single-family residences. The immediate occupancy of the neighborhood consists of professionals, executives and white-collar workers. Maintenance level is good and there were no adverse conditions noted on the date of inspection.

Overall, the community of Hinsdale and the subject neighborhood are stable without any land changes anticipated with the exception of residential development of new single residents on lots that were previously improved with older homes. The strengths of the community include the viable central business district, the good community services, ample shopping, proximity to major transportation systems and the historically strong demand for residential, retail and office properties.

The subject property is the west 8.5' of a 17' wide unimproved alley. It has a width of 50', which is equal to the width of the adjoining residence located at 644 South Thurlow Street. It is rectangular in shape and has a calculated area of 425 square feet. It is in an R-4, Single Family Residence District which requires a minimum lot area of 10,000 square feet and 70 or 80 feet of street frontage depending on whether the site is an interior or corner parcel. The subject property is not buildable and would be of use only to the adjoining property owner. It is in a zone "X" area of minimal flooding activity per FEMA Map #17043C0903H, dated December 16, 2004.

# C.A. Benson & Associates, Inc.

## **ESTIMATE OF EXPOSURE TIME:**

The subject property is an 8.5' x 50' section of an unimproved alley, which can only be sold to the adjoining property owner. As such, estimating a marketing time is futile as a potential sale is reliant on the adjoining property owner's willingness to buy the property. The typical marketing time for area buildable sites and single-family residences is 3 to 9 months.

## **PERMANENT INDEX NUMBER:**

The subject is a section of unimproved alley, which has no permanent index number.

**TOTAL 2010 ASSESSED VALUE:** Not assessed

## **THREE-YEAR PROPERTY HISTORY:**

According to FIRREA and the Uniform Standards of Professional Practice of the Appraisal Foundation, I am required to report and analyze any sale transactions involving the subject property during the past three years or any listing or pending sale transaction involving the subject property.

The subject is part of an unimproved alley under ownership by the Village of Hinsdale. This appraisal will be used as an estimate of market value for a possible sale of the property.

## **HIGHEST AND BEST USE ANALYSIS:**

The subject consists of an 8.5' x 50', rectangular shaped portion of unimproved alley. It cannot be developed by itself and has value only to the adjoining property owner. It is my opinion that the highest and best use of the subject property is in conjunction with the adjoining residential property.

## **SUMMARY OF ANALYSIS AND VALUATION:**

As indicated, the Sales Comparison Approach to Value will only be used.

## **SALES COMPARISON APPROACH TO VALUE AS IMPROVED:**

Definition: A set of procedures in which a value indication is derived by comparing the property being appraised to similar properties that have been sold recently, then applying appropriate units of comparison, and making adjustments to the sale prices of the comparables based on the elements of comparison.\*

\*Source: Page 255, *The Dictionary of Real Estate Appraisal*, Appraisal Institute, Fourth Edition.

# C.A. Benson & Associates, Inc.

## SALES COMPARISON APPROACH TO VALUE - Continued

In order to estimate the market value of the subject property by the Sales Comparison Approach, I have analyzed the following sales.

1. **633 South Monroe Street, Hinsdale** was reported sold in July 2011 for \$287,500. This is a 50 foot by 125 foot parcel zoned R-4, containing 6,250 square feet. The sales price was equal to \$44.56 per square foot.
2. **20 South Bodin Street, Hinsdale** was reported sold in March 2011 for \$285,000. This is a 50 foot by 133.5 foot parcel zoned R-4, containing 6,675 square feet. The sales price was equal to \$42.70 per square foot.
3. **809 South Thurlow Street, Hinsdale** was reported sold in February 2010 for \$396,000. This is a 75 foot by 125 foot parcel zoned R-4, containing 9,375 square feet. The sale price was equal to \$42.24 per square foot.
4. **106 South Quincy Street, Hinsdale** was reported sold in August 2010 for \$295,000. This is a 50 foot by 134.3 foot parcel zoned R-4, containing 6,715 square feet. The sale price was equal to \$43.93 per square foot.
5. **644 South Thurlow Street, Hinsdale** was reported sold in October 2011 for \$285,000. This is a 50 foot by 125 foot parcel zoned R-4, containing 6,250 square feet. The sale price was equal to \$45.60 per square foot.

### Commentary

The above sales were all improved with older smaller single-family residences and the sale prices were reflective of land value. Since their acquisitions, two of the existing residences have been demolished. They sold from \$42.24 to \$45.60 per square foot and averaged \$43.80 per square foot for a buildable site.

The subject consists of a 425 square foot unimproved alley that is not buildable and can only be sold to an adjoining property owner. Historical comparisons of varying size sites indicated that additional rear site area above the standard size lot contributes at a rate of 45% of the base lot. For this analysis, 45% of the \$43.80 average value of a buildable site or \$19.71 per square foot, rounded to \$20.00 per square foot is indicated.



# C.A. Benson & Associates, Inc.

## SALES COMPARISON APPROACH TO VALUE - Continued

Based on the above analysis, it is my opinion that \$20.00 per square foot is indicated for the subject property.

425 square feet @ \$20.00 per square foot = \$8,500

**INDICATED VALUE BY THE SALES COMPARISON APPROACH: \$8,500**

### COMMENT AND FINAL VALUE CONCLUSION:

Based on the sales data analyzed in this report, it is my opinion that the "as is" fee simple market value of the subject property as of April 9, 2012 was

**EIGHT THOUSAND FIVE HUNDRED DOLLARS  
(\$8,500)**

Respectfully submitted,

C.A. BENSON & ASSOCIATES, INC.



Charles A. Benson, Jr., SRA  
Illinois State Certified General Real Estate Appraiser  
License #553.000387 (Exp. 9/30/13)

# C.A. Benson & Associates, Inc.

## ASSUMPTIONS AND LIMITING CONDITIONS

1. This is a Summary Appraisal Report, which is intended to comply with the reporting requirements set forth under Standard Rule 2-2(b) of the Uniform Standards of Professional Appraisal Practice for a Summary Appraisal Report. As such, it might not include full discussions of the data, reasoning, and analyses that were used in the appraisal process to develop the appraiser's opinion of value. Supporting documentation concerning the data, reasoning and analyses is retained in the appraiser's file. The information contained in this report is specific to the needs of the client and for the intended use stated in this report. The appraiser is not responsible for unauthorized use of this report.
2. No responsibility is assumed for legal or title considerations. Title to the property is assumed to be good and marketable unless otherwise stated in this report.
3. The property is appraised free and clear of any or all liens and encumbrances unless otherwise stated in this report.
4. Responsible ownership and competent property management are assumed unless otherwise stated in this report.
5. The information furnished by others is believed to be reliable. However, no warranty is given for its accuracy.
6. All engineering is assumed to be correct. Any plot plans and illustrative material in this report are included only to assist the reader in visualizing the property.
7. It is assumed that there are no hidden or unapparent conditions of the property, subsoil or structures that render it more or less valuable. No responsibility is assumed for such conditions or for arranging for engineering studies that may be required to discover them.
8. It is assumed that there is full compliance with all applicable federal, state and local environmental regulations and laws unless otherwise stated in this report.
9. It is assumed that all applicable zoning and use regulations and restrictions have been complied with, unless a non-conformity has been stated, defined and considered in this appraisal report.
10. It is assumed that all required licenses, certificates of occupancy or other legislative or administrative authority from any local, state or national governmental or private entity or organization have been or can be obtained or renewed for any use on which the value estimates contained in this report are based.
11. Any sketch in this report may show approximate dimensions and is included to assist the reader in visualizing the property. Maps and exhibits found in this report are provided for reader reference purposes only. No guarantee as to accuracy is expressed or implied unless otherwise stated in this report. No survey has been made for the purpose of this report.

# C.A. Benson & Associates, Inc.

## ASSUMPTIONS AND LIMITING CONDITIONS - Continued

12. It is assumed that the utilization of the land and improvements is within the boundaries or property lines of the property described and that there is no encroachment or trespass unless otherwise stated in this report.
13. The appraiser is not qualified to detect hazardous waste and/or toxic materials. Any comment by the appraiser that might suggest the possibility of the presence of such substances should not be taken as confirmation of the presence of hazardous waste and/or toxic materials. Such determination would require investigation by a qualified expert in the field of environmental assessment. The presence of substances such as asbestos, urea-formaldehyde foam insulation, or other potentially hazardous materials may affect the value of the property. The appraiser's value estimate is predicated on the assumption that there is no such material on or in the property that would cause a loss in value unless otherwise stated in this report. No responsibility is assumed for any environmental conditions or for any expertise or engineering knowledge required to discover them. The appraiser's descriptions and resulting comments are the result of the routine observations made during the appraisal process.
14. Unless otherwise stated in this report, the subject property is appraised without a specific compliance survey having been conducted to determine if the property is or is not in conformance with the requirements of the Americans with Disabilities Act. The presence of architectural and communications barriers that are structural in nature that would restrict access by disabled individuals may adversely affect the property's value, marketability or utility.
15. Any proposed improvements are assumed to be completed in a good workmanlike manner in accordance with the submitted plans and specifications.
16. The distribution, if any, of the total valuation in this report between land and improvements applies only under the stated program of utilization. The separate allocations for land and buildings must not be used in conjunction with any other appraisal and are invalid if so used.
17. Possession of this report, or a copy thereof, does not carry with it the right of publication. It may not be used for any purpose by any person other than the party to whom it is addressed without the written consent of the appraiser, and in any event, only with proper written qualification and only in its entirety.
18. Neither all nor any part of the contents of this report (especially any conclusions as to value, the identity of the appraiser, or the firm with which the appraiser is connected) shall be disseminated to the public through advertising, public relations, news sales, or other media without prior written consent and approval of the appraiser.

# C.A. Benson & Associates, Inc.

## CERTIFICATION

I certify that, to the best of my knowledge and belief....

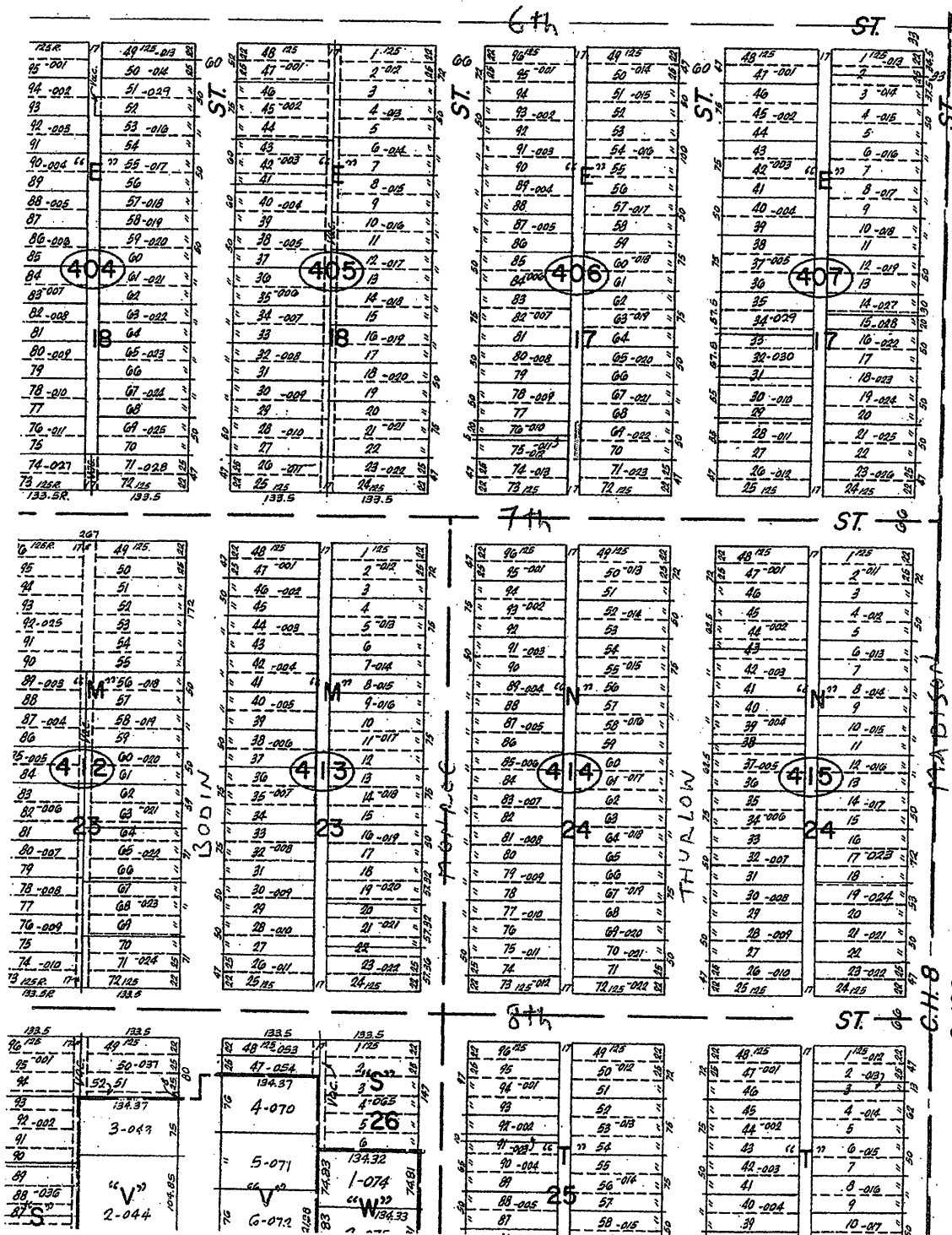
- the statements of fact contained in this report are true and correct.
- the reported analyses, opinion, and conclusions are limited only by the reported assumptions and limiting conditions, are my personal, impartial, and unbiased professional analyses.
- I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
- I have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediate preceding acceptance of this assignment.
- I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- my engagement in this assignment was not contingent upon developing or reporting predetermined results.
- my compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- my analyses, opinions and conclusions were developed, and this report has been prepared in conformity with the *Uniform Standards of Professional Appraisal Practice*.
- I have made a personal inspection of the property that is the subject of this report.
- no one provided significant professional assistance to the person signing this certification.
- the reported analyses, opinions and conclusions were developed, and this report has been prepared in conformity with the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.
- the use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.



Charles A. Benson, Jr., SRA  
Illinois State Certified General Real Estate Appraiser  
License #553.000387 (9/30/13)


# C.A. Benson & Associates, Inc.

## SIDWELL MAP (Subject Shaded in Red)



DATE: May 14, 2012

**REQUEST FOR BOARD ACTION**

<b>AGENDA</b>		<b>ORIGINATING</b> Community		
<b>SECTION NUMBER</b> EPS Consent Agenda		<b>DEPARTMENT</b> Development		
<b>ITEM</b> Engineering Services for Phase 2 (Design) Services for the 2013 Road Resurfacing Project (N. County Line Road)		<b>APPROVAL</b> Daniel M. Deeter Village Engineer		
<p>Request For Proposals (RFP) for Phase 2 (design) services for the 2013 Road Resurfacing Project (N. County Line Road and others) were sent to four consultants with satisfactory relationships with the Village in accordance with 50 ILCS 510, section 5. The RFP application period ended 04/20/12 and the proposals were evaluated against the RFP requirements.</p> <p>The four consultants asked to provide proposals for the design and construction observation services include HR Green; J.J. Benes and Associates; Hampton, Lenzini and Renwick, Inc.; and Rempe-Sharpe &amp; Associates. The proposals submitted are attached. After reviewing the proposals, staff is recommending Rempe-Sharpe &amp; Associates to provide the Phase 2 (design) services. Design services were budgeted for \$80,000. Total engineering services were budgeted at \$300,000.</p> <p>Streets to be improved include:</p> <ul style="list-style-type: none"><li>• County Line Road                      Ogden – Hill Grove Avenue</li><li>• The Lane                                  County Line – Phillippa</li></ul> <p>Should the Committee concur with this recommendation, the following motion would be appropriate:</p> <p><b>Motion: To Award the Engineering Services for the Design of the 2013 Road Resurfacing Project to Rempe-Sharpe and Associates, Inc. in the Amount Not to Exceed \$55,254.00.</b></p>				
<b>APPROVAL</b>	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>MANAGER'S APPROVAL</b> 
<b>COMMITTEE ACTION:</b>				
<b>BOARD ACTION:</b>				

2013 Resurfacing Project (North County Line Road)  
Various Streets  
Hinsdale, Illinois

Revised: 4/20/2012

	HR Green		J.J. Benes		HLR		Rempe-Sharpe	
	Fee	Hours	Fee	Hours	Fee	Hours	Fee	Hours
Design Services	\$ 50,513	486	\$ 53,544	615	\$ 58,988	572	\$ 49,754	560
Geotechnical Engineering	\$ 5,850		\$ 8,500		\$ 7,000		\$ 4,000	
Video storm/san sewers	\$ 2,975		\$ 3,000					
Direct Costs	\$ 875							
<b>Total Design</b>	<b>\$ 60,213</b>		<b>\$ 65,044</b>		<b>\$ 65,988</b>		<b>\$ 55,254</b>	
Construction Observation Services	\$ 64,775	649	\$ 67,784	1,013	\$ 76,807	742	\$ 55,489	730
Material Testing	\$ 2,000		\$ 5,500		\$ 1,500		\$ 1,500	
Direct Costs	\$ 2,200						\$ 2,964	
<b>Total Construction Observation</b>	<b>\$ 66,775</b>		<b>\$ 73,284</b>		<b>\$ 78,307</b>		<b>\$ 56,989</b>	
<b>Total Engineering Services</b>	<b>\$ 129,188</b>	<b>1,135</b>	<b>\$ 138,328</b>	<b>1,628</b>	<b>\$ 144,296</b>	<b>1,314</b>	<b>\$ 112,243</b>	<b>1,290</b>



# REMPE-SHARPE & Associates, Inc.

## Principals

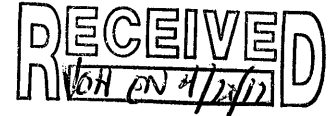
J. Bibby	P.E., S.E.
D. A. Watson	P.E.
.....	
B. Bennett	P.E.
T. Grimm	P.E.
D. Ranney	P.E.
J. Whitt	P.E., P.L.S.

## **CONSULTING ENGINEERS**

324 West State Street  
Geneva, Illinois 60134  
Phone: 630/232-0827 – Fax: 630/232-1629

Revised April 20, 2012    ~~March 28, 2012~~

Village of Hinsdale  
19 East Chicago Avenue  
Hinsdale, IL 60521-3489



Attn: Dan Deeter, P.E.  
Village Engineer

Re: 2013 Resurfacing Project  
Hinsdale, Illinois

Dear Mr. Deeter,

Please find attached our Proposal for Phase II and Phase III Engineering Services in support of the Village of Hinsdale's 2013 Resurfacing Project. It is our understanding that the 2013 Project will consist of removal and replacement of 4,450 feet of residential roads, may include 3,250 feet of water main replacement and 1,250 feet of storm sewer construction, all to be constructed with Village Funds (Non-MFT).

Rempe-Sharpe shall comply with the Illinois Fair Employment Practices Commission's Rules and Regulations, the Americans with Disabilities Act of 1990, Public Act 87-1257 regarding sexual harassment, all current OSHA Rules and Regulations and the Federal Drug Free Work Place Act. Rempe-Sharpe will comply with all laws of the United States, State of Illinois and all Ordinances and Regulations of the Village of Hinsdale in the performance of the work for this Project. Rempe-Sharpe is a registered Professional Engineering Company in Illinois (License No. 184.000895).

Our Scope of Consultant Services to be provided include preliminary and final design, specifications, preparation of contract documents, coordination and management of the permit process including (but not limited to) IEPA - water Supply, and managing the bid cycle process. Phase III engineering services are included, and this scope is itemized herein.

## **PROJECT SCOPE OF PROFESSIONAL SERVICES**

1. The project consists of grind and overlay 2" hot mix asphalt for existing residential streets as well as water and sewer main improvements.
2. The objectives of the project are:
  - a. Replace water main on North County Line road and North Madison Street. Abandon the water main between Morris Lane and North Madison.



- b. Reduce localized flooding on the 500 and 600-block of North County Line Road. Storm sewer design scope includes storm sewer pipe sizing and capacity analysis calculations per Hinsdale design criteria and stormwater management permitting through DuPage County. It is anticipated best management practices (BMP;s) such as a mechanical separation device will be required. It is understood the project limits are outside the regulatory floodplain limits of DuPage County.
- c. Improve road surface on North County Line Road and minimize impacts to North Madison Road.

3. The 2013 Reconstruction program will include the following areas:

Street Name	From	To	Est. Dist. (LR)	Scope
County Line Road	Bobolink	Highland	4425	R&R 2" HMA
			1700	Storm sewer separation (the lane north of Fuller)
			3225	Replace 6" WM w/8" WM (Bobolink - Hickory)
North Elm Street	The Lane			Block north storm sewer
Monroe Street	Ogden	North	1220	Replace 6" w/8" WM Cut & cap WM from Morris Ct Connect two (2) homes to Monroe WM
Morris Court				Cut and cap WM from Monroe  Connect two (2) homes to Morris WM
Fuller Road	Jefferson	County Line		Survey for potential to drain

4. In preparation of the RFP, the Village and Rempe-Sharpe will jointly identify the limits of construction in the field. Engineering plans will note that paving and water main at intersections extend into the cross street's radius returns. Specifications will note a time limit between milling and re-paving. Rempe-Sharpe will provide an initial project schedule from Engineering Services Agreement to Construction Completion.
5. Water main construction on Monroe will be bid for construction as an alternate depending on budget analysis during design.

6. Known site conditions for consideration in design include:
  - a. In portions of the blocks north and south of the intersection of North County Line Road and Fuller Road. This road is higher than the surrounding front yards with a low point on Fuller Road. The project will reduce the potential for flowing in this area and to the west per the Village Stormwater Master Plan dated October 2008.
  - b. Monroe Street from North to Ogden Avenue was re-paved in 205. Rempe-Sharpe will investigate the cost difference between directional boring and open cutting the proposed water main.
7. Rempe-Sharpe will utilize NAVD 88 to conduct detailed field surveys as necessary to provide the appropriate construction drawings.
8. Rempe-Sharpe will conduct soil borings to determine soil bearing conditions and lab analysis of soil representative of the anticipated and will be taken to a CCDD facility during design engineering.
  - a. At least five (5) bore holes will be taken evenly distributed throughout the site(s).
  - b. Samples for lab testing will be taken at 2' intervals to the anticipated depth of construction.
  - c. Borings will be made in the vicinity of any LUST, SRP site, CERCLA sites within one (1) miles, or at obvious signs of dumping or outside storage.
  - d. Samples will be tested at a certified lab for BTEX, PNAs and metals (using SPLP method).
9. The plans and specifications will be prepared per IDOTs Procedural Guidelines for the Assemblage and Handling of an MFT Construction, latest edition, and will reference IDOT Standard Specifications and Supplemental Specifications. Plans will include limited sidewalk and crossing improvements per the ADA Standards.
10. Rempe-Sharpe will design water and sewer mains in accordance with (IAW), the Standard Specifications for Water & Sewer Main Construction in Illinois and the Village of Hinsdale requirements. Rempe-Sharpe will provide recommendations for the use of open cut and trenchless construction where applicable.
11. The contractor will coordinate with the Village to develop/modify CCDD material management process and actions upon being notified that any material is suspected of being contaminated.
12. Rempe-Sharpe will evaluate existing curb and gutter for spot repairs, based on Village of Hinsdale guidelines.

13. Utility structures will be repaired and adjusted as required, based on Village of Hinsdale guidelines, and brick manholes will be replaced.
14. Existing driveway aprons and sidewalks will remain unless disturbed by other construction activities. Sidewalk ramps and sidewalks will be replaced to meet IDOT and ADA standards, or as directed by the Village.
15. Impact to existing trees will be considered during the design. Tree protection measures, such as root pruning, tree fencing and/or trunk protection, will be specified to protect trees during construction.
16. All effected parkways will be restored with new sod.
17. Rempe-Sharpe will provide a detailed engineer's opinion of probable construction costs.
18. Rempe-Sharpe will coordinate the design with all public and private utilities.
19. Rempe-Sharpe has provided a proposed schedule for design and construction of the project (attached) which verifies key milestone dates as noted:
  - a. Opening Construction Bids NLT January 31, 2013
  - b. Construction Begins April 1, 2013
  - c. Construction Ends 80 Working Days
20. Rempe-Sharpe will provide bidding services including preparation, printing and distribution of bid/construction documents, verifying bid prices, contractor recommendations, attendance at bid opening, summarizing all bids received and verification of bid documents.
21. Rempe-Sharpe will provide a full-time Resident Engineer for the duration of the project. The Resident Engineer responsibilities includes, but are not limited to:
  - a. Attendance at project meetings including, but not limited to, pre-bid, pre-construction, and weekly construction meetings.
  - b. On-site observation of the contractor's operations to ensure conformance with the contract documents.
  - c. Maintain a project diary and provide weekly progress reports. Keep field notes for documentation of payable work as well as allow for verification of the contractor's submitted Record Drawings. Rempe-Sharpe resident engineer will advise the Village of any changes or conditions that impact the project in a timely manner.
  - d. Serve as the Village's liaison with the Contractor, public/private utilities, various jurisdictional agencies, and the general public.

- e. Documentation of quantities, quality assurance, arranging for materials testing, and other documentation as may be required by IDOT standards.
  - f. Daily review and inspect traffic control items and erosion control plan implementation / maintenance.
  - g. Alert the contractor's field superintendent when unapproved materials or equipment are being used and advise the Village of such occurrences.
  - h. Monitor the contractor's requirements to meet Public Act 96-1416 to include certification of the site of origin and that all construction debris taken from the site is monitored for photo-ionization detector (PID) for volatile chemicals.
  - i. Review and provide recommendations to the Village concerning applications for payment by the contractor and change order requests.
  - j. Upon substantial completion, inspect the improvements, develop and monitor completion of the final punch-list, and handle all paperwork to close-out the project.
  - k. Coordinate with the contractor to provide a complete set of record drawings.
  - l. Track project costs by street.
22. Rempe-Sharpe will inform the Village of any perceived changes to the scope of the Engineering Services Contract in a timely manner prior to the execution of the action/activity.

**Our not-to-exceed fee for Design, Borings, Materials testing and Construction Phase Resident Engineering Scope as itemized above shall be hourly, not to exceed**

Design (w/Topo & Base Sheets).....	\$ 49,754.00
Construction Phase Engineering.....	\$ 55,489.00
Borings / CCD.....	\$ 4,000.00
Material Testing.....	\$ 1,500.00
Travel, Prints, Miscellaneous Expenses.....	\$ <u>4,464.00</u>

**TOTAL PROEJCT NOT TO EXCEED ENGINEERING BUDGET .....\$115,207.00**

Hinsdale's financing source for the 2013 Reconstruction Project has been verified to be general revenue, and will not utilize MFT funding. Hinsdale has verified the Construction Schedule for the 2013 Resurfacing Project as 80 Days.

## **B. EXCLUSIONS**

The scope and fee itemized excludes detailed line and grade staking (to be provided by Contractor), Q/A materials testing to be 20% frequency as noted, borings to be the five (5) -10' depth as noted, as-Built information to be provided by Contractor for plot by Engineer.

## **C. ADDITIONAL SERVICES**

Owner shall pay Engineer for any Additional Services rendered under this Agreement as follows:

- For additional services which are performed by the Engineer and his Staff, the Owner shall pay the Engineer at the Engineer's Hourly Rates and Expense Charges as stipulated in EXHIBIT "A" attached to this Agreement. Full payment shall be due and payable upon receipt of a detailed statement from the Engineer.
- For additional services which are not normally performed by the Engineer and are subcontracted to other parties, the Engineer shall be paid all his actual costs and expenses. Full payment shall be due and payable upon receipt of a detailed statement from the Engineer.

## **D. DEFINITION OF DIRECT PROJECT EXPENSES**

Direct Project Expenses shall mean the actual expenses incurred by the Engineer directly or indirectly in connection with the Project for subsistence and transportation costs, postage, reproduction of reports, Drawings, Specifications and similar project related documents, and construction staking supplies.

## **E. PERIOD OF SERVICE**

The Project Schedule (attached) verifies milestone dates as requested:

Open Construction Bids	January 31, 2013
Construction Begins	April 1, 2013
Construction Ends	80 Working Days

The provisions of this Agreement specifying compensation fees to be paid the Engineer for services rendered have been agreed to in anticipation of the orderly and continuous progress of the Project.

## **F. OWNER'S RESPONSIBILITIES**

The Village of Hinsdale shall assist the Engineer by placing at his disposal all available information pertinent to the Project including previous reports and any other data relative to construction of the Project.

Village of Hinsdale shall furnish to the Engineer, as required for performance of Engineer's Basic Construction Phase Services, data prepared by or services of others including without limitation borings and subsurface explorations, hydrographic surveys, laboratory tests and inspections of samples, material and equipment; appropriate professional interpretations of all of the foregoing; environmental assessment and impact statements; property, boundary, easement, right-of-way, topographic and utility surveys. All of which Engineer shall rely upon to complete the construction phase scope.

Arrange for access to and make all provisions for the Engineer to enter upon public and private property as required for the Engineer to perform his construction phase services.

Examine all studies, reports, sketches, drawings, specifications, proposals and other documents presented by the Engineer, and render decisions pertaining thereto within a reasonable time so as not to delay the services of the Engineer as construction of the 2012 Reconstruction Project progresses.

Designate a person to act as the Owner's Representative with respect to the services to be rendered under this Agreement. Such person shall have complete authority to transmit instructions, receive information, interpret and define the Owner's policies and decision with respect to materials, equipment, elements and systems pertinent to the Engineer's services. (It is the understanding of the Engineer that Mr. Dan Deeter, P.E., and Mr. Al Diaz shall act as the Village of Hinsdale representatives on this project.)

Give prompt written notice to the Engineer whenever the Owner observes or otherwise becomes aware of any development that affects the scope or timing of the Engineer's services.

Furnish, or direct the Engineer to provide, necessary Additional Services as stipulated in this Agreement or other services as required.

Require the construction contractor(s) who implement Engineer's designs, drawings and specifications to name the Engineer as additional insured while construction work is in progress.

## **G. TERMINATION**

This Agreement may be terminated by Owner at its sole discretion upon thirty (30) days written notice. In addition, the Agreement may be terminated by either party upon thirty (30) days written notice in the event of substantial failure to perform in accordance with the terms hereof

by the other party through no fault of the terminating party. In the event of termination hereunder, Engineer shall be paid for all services actually performed to the date of termination.

## **H. GENERAL CONSIDERATIONS**

### **1. REUSE OF DOCUMENTS**

All documents including Inspector Daily Reports, Shop Drawings, Materials Testing Reports and miscellaneous construction phase documents prepared by Engineer pursuant to this Agreement are instruments of service in respect of the Project. They are not intended or represented to be suitable for reuse by Owner or others on extension of the Project or on any other project. Any reuse without written verification or adaptation by Engineer for the specific purpose intended will be at Owner's sole risk and without liability or legal exposure to Engineer; and Owner shall indemnify and hold harmless Engineer from all claims, damages, losses and expenses including attorney's fees arising or resulting therefrom. Any such verification or adaptation will entitle Engineer to further compensation at rates to be agreed upon by Owner and Engineer.

### **2. CONTROLLING LAW**

This Agreement is to be governed by applicable laws of the State of Illinois.

### **3. SUCCESSORS AND ASSIGNS**

Owner and Engineer each binds himself and his partners, successors, executors, administrators, assigns and legal representatives to the other party to this Agreement and to the partners, successors, executors, administrators, assigns and legal representatives of such other party, in respect to all covenants, agreements and obligations of this Agreement.

Neither Owner nor Engineer shall assign, sublet or transfer any rights under or interest in (including, but without limitation, moneys that may become due or moneys that are due) this Agreement without the written consent of the other, except as stated above and except to the extent that the effect of this limitation may be restricted by law. Unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assigner from any duty or responsibility under this Agreement. Nothing contained in this paragraph shall prevent Engineer from employing such independent consultants, associates and subcontractors as he may deem appropriate to assist him in the performance of services hereunder. Nothing herein shall be construed to give any rights or benefits hereunder to anyone other than Owner and Engineer.

Village of Hinsdale  
Attn: Mr. Dan Deeter, P.E.

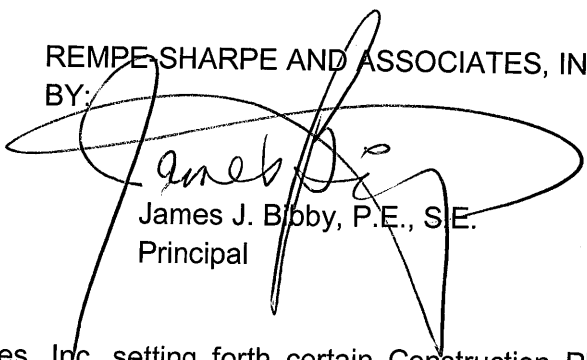
2013 Resurfacing Project Proposal  
Revised April 20, 2012 ~~March 28, 2012~~  
Page 9 of 10

If this engineering proposal meets with your approval, please sign in the space provided and return a signed copy to us. This proposal is open to acceptance until June 15, 2012.

Very truly yours,

REMPE-SHARPE AND ASSOCIATES, INC.

BY:



James J. Bobby, P.E., S.E.  
Principal

This proposal from Rempe-Sharpe & Associates, Inc. setting forth certain Construction Phase Engineering Services and Fees relative to the Hinsdale 2013 Resurfacing Program is hereby accepted and Rempe-Sharpe is authorized to proceed with design services.

Signed this \_\_\_\_\_ day of \_\_\_\_\_, 2012

By: \_\_\_\_\_  
Mr. Dan Deeter, P.E.      Date

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



## EXHIBIT "A"

### SCHEDULE OF ENGINEERING SERVICE CHARGES BY REMPE-SHARPE AND ASSOCIATES, INC.

EFFECTIVE TIME PERIOD FOR THIS SCHEDULE:  
JANUARY 1, 2012 TO DECEMBER 31, 2013

#### A-1 SCHEDULE OF ENGINEER'S HOURLY RATE CHARGES

<u>EMPLOYEE CLASSIFICATION</u>	<u>MAXIMUM HOURLY RATE</u>
PRINCIPAL ENGINEER .....	\$125.00/HR
PROJECT ENGINEER .....	\$90.00/HR
DESIGN/CONSTRUCTION ENGINEER .....	\$83.25/HR
DESIGN TECH (GRADE 1) .....	\$80.50/HR
SURVEY 2-MAN CREW .....	\$112.00/HR
CLERK TYPIST .....	\$40.00/HR

#### A-2 COMPENSATION FOR DIRECT PROJECT REIMBURSABLE COSTS

THE ENGINEER SHALL BE REIMBURSED AT HIS ACTUAL COST FOR ALL EXPENSES AND/OR COSTS INCURRED DIRECTLY OR INDIRECTLY IN CONNECTION WITH THIS PROJECT, SUCH AS PRINTING, TRAVEL, STAKING SUPPLIES, ETC.

THE ENGINEER'S REIMBURSEMENT FOR TRAVEL EXPENSES SHALL BE IRS STANDARD PER MILE OF TRAVEL.

#### A-3 COMPENSATION FOR SUB-CONTRACTED SERVICES

THE ENGINEER SHALL BE REIMBURSED FOR ALL COSTS AND EXPENSES INCURRED BY THE ENGINEER FOR ALL SERVICES NOT NORMALLY PERFORMED BY THE ENGINEER WHICH ARE SUB-CONTRACTED TO OTHER PARTIES WITH THE OWNER'S APPROVAL.

**2013 RESURFACING PROJECT  
DESIGN PHASE  
MAN-HOUR ESTIMATE  
VILLAGE OF HINSDALE**

3/22/2012

TASK	SURVEY 2 MAN CREW		DESIGN TECH. 1		DESIGN/CONSTRUCTION ENGINEER		PROJECT ENGINEER STORMWATER		TOTAL HOURS	TOTAL	HOURLY AVERAGE
	@ (HRS)	(\$)	@ (HRS)	(\$)	@ (HRS)	(\$)	@ (HRS)	(\$)			
A. County Line Road (include 1250 LF storm sewer design)	48	\$5,376.00	80	\$6,440.00	121	\$10,073.25	80	\$7,200.00	329	\$29,089.25	\$88.42
B. North Elm Street	16	\$1,792.00	16	\$1,288.00	30	\$2,497.50			62	\$5,577.50	\$89.96
C. Monroe Street (Morris)	24	\$2,688.00	32	\$2,576.00	61	\$5,078.25			117	\$10,342.25	\$88.40
D. Fuller Street	16	\$1,792.00	16	\$1,288.00	20	\$1,665.00			52	\$4,745.00	\$91.25
<b>SUBTOTAL DESIGN</b>										<b>\$49,754.00</b>	
Borings and CCDD										\$4,000.00	
Mileage: .555 per mile										\$500.00	
Prints										\$1,000.00	
<b>TOTAL:</b>	<b>104</b>	<b>\$11,648.00</b>	<b>144</b>	<b>\$11,592.00</b>	<b>232</b>	<b>\$19,314.00</b>	<b>80</b>	<b>\$7,200.00</b>	<b>560</b>	<b>\$55,254.00</b>	

2013 MILL AND OVERLAY PROGRAM  
CONSTRUCTION PHASE

VILLAGE OF HINSDALE

2013 Construction Phase

Full Time Resident Engineer

TASK	PRINCIPAL ENGINEER		SENIOR PROJ. ENGINEER		RESIDENT ENGINEER		ASST. RESIDENT ENGINEER		DESIGN TECH. 1		SURVEY 2 MAN CREW		CLERICAL		OTHER		TOTAL HOURS	HOURLY AVERAGE
	@ (HRS)	(\$)	@ (HRS)	(\$)	@ (HRS)	(\$)	@ (HRS)	(\$)	@ (HRS)	(\$)	@ (HRS)	(\$)	@ (HRS)	(\$)	@ (HRS)	(\$)		
A. Attendance at project meetings including, but not limited to, pre-bid, pre-construction, and weekly construction meetings	2	\$250.00	4	\$412.00	28	\$2,240.00											34	\$85.35
B. On-site observation of the contractor's operations to ensure conformance with the contract documents.					282	\$22,560.00	75	3,000.00	6	\$483.00							363	\$71.74
C. Maintain a project diary and provide weekly progress reports. Keep field notes for documentation of payable work as well as allow for verification of the conditions that impact the project in a timely manner and IDRs.					38	\$3,040.00											38	\$80.00
D. Serve as the Village's liaison with the Contractor, public/private utilities, various jurisdictional agencies, and the general public.			4	\$412.00	20	\$1,600.00											24	\$83.33
E. Documentation of quantities, quality assurance, arranging for materials testing, and other documentation as may be required by IDOT standards.					40	\$3,200.00					16	\$1,280.00	12	\$480.00			68	\$50.47
F. Daily review and inspect traffic control items and erosion control plan implementation / maintenance					10	\$800.00											10	\$80.00
G. Alert the contractor's field superintendent when un-approved materials or equipment are being used and advise the Village of such occurrences.					5	\$400.00											5	\$80.00
H. Monitor the contractor's requirements to meet Public Act 96-1418 to include certification of the site of origin and that all construction debris taken from the site is monitored for volatile chemicals.					10	\$800.00											10	\$80.00
I. Review and provide recommendations to the Village concerning applications for payment by the contractor and change order requests.					40	\$3,200.00							16	\$640.00			56	\$68.57
J. Upon substantial completion, inspect the improvements, develop and monitor completion of the final punch-list, handle paperwork associated with appropriated funds, and all paperwork to close-out the project.					14	\$1,120.00											14	\$80.00
K. Coordinate with the contractor to provide a complete set of record drawings and post construction close-out.			4	\$412.00	64	\$5,120.00			16	\$1,288.00	10	\$1,120.00					94	\$84.47
L. Track the status of the budget by street and phase in order to provide the Village periodic (at least monthly) updates concerning the financial and scheduling status of the project.					14	\$1,120.00											14	\$154.00
SUBTOTAL CONSTRUCTION PHASE:																		\$55,489.00
Materials Testing (QJA - 20% Testing)																		\$1,500.00
Mileage: 4800 miles @ .555 per mile																		\$2,664.00
Prints																		\$300.00
<b>TOTAL:</b>	<b>2</b>	<b>\$250.00</b>	<b>12</b>	<b>\$4,236.00</b>	<b>565</b>	<b>\$45,200.00</b>	<b>75</b>	<b>3,000.00</b>	<b>22</b>	<b>\$1,771.00</b>	<b>26</b>	<b>\$2,812.00</b>	<b>28</b>	<b>\$1,120.00</b>	<b>\$4,164.00</b>		<b>730</b>	<b>\$59,953.00</b>

NOTE: All OIG materials testing by Contractor  
Alternate Construction Schedule for QA testing for concrete and bituminous  
Hinsdale Construction Schedule 80 Days



**Hampton, Lenzini and Renwick, Inc.**

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**Proposal  
Village of Hinsdale  
2013 Resurfacing Project**

**March 28, 2012, 12:00 p.m.**



**Hampton, Lenzini and Renwick, Inc.**  
Civil Engineers • Structural Engineers • Land Surveyors  
[www.hltrengineering.com](http://www.hltrengineering.com)

March 26, 2012

Mr. Daniel M. Deeter, P.E.  
Village Engineer  
Village of Hinsdale  
19 East Chicago Avenue  
Hinsdale, IL 60521

Re: 2013 Resurfacing Project

Dear Mr. Deeter:

Hampton, Lenzini and Renwick, Inc. (HLR) appreciates the opportunity to prepare a Proposal for the 2013 Resurfacing Project to the Village of Hinsdale.

The HLR Phase II team will be led by Chris McClure, PE, head of our Transportation Department and part owner of HLR. His many years of experience facilitating public projects, his attention to detail, and his responsiveness make him an efficient leader of the Phase II design team.

The HLR Phase III team will be led by Doug Paulus, PE, head of our Phase III operations and also part owner of the firm. He will lead and coordinate the efforts of the Phase III construction team. Doug has over 30 years of experience with HLR and has thorough knowledge of similar projects.

Our public involvement experience separates us from other companies that perform municipal engineering. HLR's previous experience emphasizes the importance of keeping the public informed about the project in order to minimize potential phone calls to the Village.

Our proposal describes our approach, experience, understanding of the scope of work and our capabilities. I invite you to call or e-mail me at any time to discuss how HLR can serve your engineering needs. You can reach me at 847.697.6700 or at [dhhinkston@hlreng.com](mailto:dhhinkston@hlreng.com).

Sincerely,

**HAMPTON, LENZINI AND RENWICK, INC.**

By:

A handwritten signature in black ink, appearing to read 'D. H. Hinkston', is written over a horizontal line.

David H. Hinkston, P.L.S.  
C.E.O.

380 Shepard Drive  
Elgin, Illinois 60123-7010  
Tel. 847-697-6700  
Fax 847-697-6753

3085 Stevenson Drive, Suite 201  
Springfield, Illinois 62703  
Tel. 217-546-3400  
Fax 217-546-8116



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Hampton, Lenzini and Renwick, Inc. (HLR), an employee-owned corporation, is a leading provider of professional consulting engineering, environmental and surveying services for over 36 years. Our staff - including over 55 engineers, designers, environmental specialists, surveyors and technicians - serves state and local public agencies in Illinois. HLR takes the successful completion of all projects seriously, no matter the size or location.

HLR has steadily built a solid reputation on our belief in the following four principles:

- ***Engineering expertise you can trust.***

When delegating your project to an outside consultant, trust is a major factor. HLR is very successful at keeping employees long-term. Long-term employees mean building relationships you can count on at critical junctures. Our experience translates to the ability to identify the scope and requirements of any assignment, highlighting key issues that may require special coordination, in order to meet Federal, State, County, or other permitting requirements. HLR identifies these issues early to avoid project implementation delays and costly revisions in the field.

- ***Responsive communication that puts your needs first.***

At HLR, we believe in responsiveness and accessibility. Each project is managed by a principal of the company who offers the project team hands-on, day-to-day direction from the initial stage until completion. Our project managers are adept at moving through each stage of the project efficiently while working with the client to meet all budget and schedule expectations. Each member of the project team is aware of the project status and key milestone deadlines. We are always available to meet and discuss project status.

- ***Services that meet your specific needs as a public agency.***

We believe that integrity is foremost in good business. For us, integrity means that we avoid working in both the private and public sectors. We focus on providing a high level of customer service to our client and others involved in the client's project processes. Our professional staff works with clients to develop the best possible solution that fits project needs and budgets.

- ***Community and professional involvement.***

HLR has been a proud supporter of local and professional organizations for many years. We consider ourselves part of the communities we serve and are invested in their prosperity and growth. We always look for opportunities to serve the public and be part of the community's improvement. This helps us forge the personal relationships that translate into great professional relationships.

Beyond HLR's expertise and experience, it is the intangible qualities—accessibility, responsiveness, dedication to client needs—which separate HLR from other consultants. Our commitment to upholding these qualities is exemplified by our mission statement:

*"Make HLR the first choice for innovative, quality services through our commitment to every client's goals."*



## **I. Company Overview**

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### **Firm History:**

The company began in 1965 as S.W. Knetsch and Associates with an office in DeKalb, Illinois. In 1977, the firm became Hampton, Lenzini and Renwick, Inc., and the office moved the corporate headquarters to Elgin, Illinois. The Springfield office was established in 1993 which allowed us to perform structural engineering statewide while providing other engineering services to clients in central and southern Illinois. In 2011, we opened an office in Romeoville to better serve our clients in the south and southwest suburban areas of Chicago.

HLR has remained true to our original mission, preferring to keep our focus on State, municipal, and county-level projects, while avoiding private development and possible conflicts of interest. With the exception of limited survey and environmental work, our work remains with public sector clients.

### **Leadership Team:**

#### **David H. Hinkston, PLS, *Chief Executive Officer***

As Chief Executive Officer, David is responsible for overall growth and performance of HLR operations, as well as developing the company's business strategy. He provides operational oversight to ensure coordination across all business lines. Through his collaborative approach to project management, David works closely with HLR staff and clients to achieve quality of service, while providing project innovation. He has also successfully led a number of corporate initiatives, including an expansive public agency client survey which resulted in improved performance and understanding of client's needs.

During David's 35-plus-year career at HLR, he has progressed through a variety of roles. In addition to serving as CEO, David has served on the Board of Directors since 1998. Before this, he held positions including executive vice president and corporate treasurer, project manager, and survey crew chief.

#### **Diane Lukas, PE, *President***

Diane brings over 35 years of experience in traffic and transportation engineering, project planning, and project development to HLR. During her 29-year career at HLR, Diane has served as vice president, project development, and a traffic and geometric design engineer. Prior to HLR, she worked for the Illinois Department of Transportation in the Bureau of Local Roads and Streets, and the Bureau of Programming.

As President, Diane has developed a reputation for her open communication style and her ability to resolve issues by facilitating positive communication between public agencies, residents and project teams. Her high standards of integrity, ethics, and moral character are reflected in the quality of her work with HLR and her service to the public.





## I. Company Overview

### Leadership Team:

#### **Doug Paulus, PE, Corporate Secretary**

For more than 35 years at HLR, Doug's experience has focused on a wide range of engineering and construction projects. He currently manages all Phase III construction engineering operations and serves as corporate secretary.

#### **ReJena Lyon, PE, PLS, Vice President and Corporate Treasurer**

Jeni brings over 24 years of experience in transportation engineering and land surveying to HLR. During her 13-year career at HLR, Jeni has served as associate, department head, corporate treasurer, and land surveyor. Before joining HLR, she worked for the Illinois Department of Transportation in the Bureau of Land Acquisition.

#### **Steve Megginson, PE, SE, Vice President**

Steve is responsible for managing the Transportation Engineering Department in our Springfield office. He brings over 22 years of experience in transportation engineering and structure design. His areas of expertise include development of contract plans for bridge and highway projects for local and state agencies. Steve is known for his integrity, work ethic and undivided commitment to the public. Prior to joining HLR in 1993, he worked for Collins and Rice, Inc.

#### **Erica Spolar, Vice President**

Erica brings over 18 years of experience in providing environmental services for transportation, utility and development projects. She joined HLR in 2009 and in that short time has developed Environmental Services into a strong part of the business. Erica offers her well known energy and enthusiasm to all clients and projects. Prior to joining HLR, she worked for Huff & Huff, Inc.

#### **Michael Cima, PE, SE, Vice President**

Mike manages our large bridge improvement projects. Structural engineering operation responsibilities include bridge inspection, evaluation, planning, and design. He trains and mentors young engineers and is currently involved in policy development and training for IDOT.

Mike brings over 22 years of experience in transportation engineering and structure design. Prior to joining the company in 2007, he worked for the Illinois Department of Transportation in the Bureau of Bridges and Structures as Hydraulics Unit Head, and earlier as Consultant Services Unit Head and a Planning Squad Leader. During this time, Mike also achieved the rank of Major as a member of the Illinois Army National Guard before retiring.

### Office Locations:

#### Corporate

380 Shepard Drive  
Elgin, IL 60123  
847.697.6700

#### Romeoville

1335 Lakeside Drive, Unit 4  
Romeoville, IL 60446  
847.997.1211

#### Springfield

3085 Stevenson Drive, Ste 201  
Springfield, IL 62703  
217.546.3400

### Service Area Expertise:

#### **Municipal Engineering**

- Water Mains
- Subdivision/Plan Review
- Street Maintenance Programs
- CBD and Street Reconstruction
- Street Lighting
- Storm and Sanitary Sewers
- Parking Lots
- Recreational Facilities
- MFT and non-MFT Programs
- Pavement Management
- Feasibility Studies
- Bike Paths
- Grant Applications and Assistance

#### **Environmental Services**

- Wetland Delineation and Permitting
- Natural Area Management and Maintenance
- Noise and Air Quality Analysis
- Ecological Studies
- Environmental Construction Observation
- Phase I and Phase II Environmental Site Assessments

#### **Traffic Engineering**

- Traffic Signals and Signal Systems
- Traffic Signal Systems Monitoring
- Traffic System Computer Modeling
- Intersection Design Studies
- Traffic Impact Analysis
- Traffic Counting
- Speed Studies

#### **Land Surveying and Acquisition**

- Route and Topographic Surveys
- Boundary Surveys
- Right-of-Way Surveys
- Subdivisions
- GPS Surveying and Mapping
- Construction Staking
- GIS Surveying
- ALTA/ACSM Land Title Surveys
- Land Acquisition
- Negotiations and Appraisals

#### **Transportation Engineering**

- Rural and Urban Highways
- New Construction, Reconstruction, and Rehabilitation
- Highway Lighting
- Intersection Improvements
- Environmental Impact Analysis
- Public Involvement
- Construction Observation
- Streetscapes
- Bicycle and Pedestrian Paths
- Pavement Management

#### **Drainage Engineering**

- Hydrologic and Hydraulic Analysis
- Water Retention/Detention Structures
- Drainage Studies
- Subdivision/Plan Review
- NPDES Permitting
- Stormwater Master Plans
- Stormwater Modeling
- Floodplain/Floodway Analysis
- FEMA Map Revisions
- Bridge and Culvert Hydraulic Analysis

#### **Structural Engineering**

- Bridge and Culvert Design
- Reconstruction and Rehabilitation
- Bridge Inspection and Analysis
- Retaining Wall Design
- Bike Paths and Pedestrian Bridges
- Foundation Design
- Construction Observation
- Hydraulic Analysis
- Structural Analysis
- Bridge Condition Reports
- Construction Layout
- Shop Drawing Review



## Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

July 12, 2011

Subject: PRELIMINARY ENGINEERING  
Consultant Unit  
Prequalification File

Mr. David H. Hinkston  
Hampton, Lenzini And Renwick, Inc.  
380 Shepard Drive  
Elgin, IL 60123-7010

Dear Mr. Hinkston:

We have completed our review of the corporate and financial information portion of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending December 31, 2010. Your firm's total annual transportation fee capacity will be \$22,400,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 154.57% are approved on a provisional basis. The actual rate used in agreement negotiations may be determined by our Bureau of Budget and Fiscal Management in a pre-award audit.

Your firm is required to report to this office any additions or deletions of your licensed professional staff or any other key personnel that would affect your firm's prequalification in a particular category. This report must be submitted within 15 calendar days of the change.

Your firm is prequalified until December 31, 2011. You will be given an additional six months from this date to submit the Corporate and Financial Information portion of the "Statement of Experience and Financial Condition" (SEFC) to remain prequalified.

Very truly yours,



Janet L. Pisani, P.E.  
Acting Section Chief  
Preliminary Engineering

Hampton, Lenzini and Renwick, Inc.

## SEFC PREQUALIFICATION

FIRM: HAMPTON, LENZINI AND RENWICK, INC.

SOI CODE: HAMPTN

DATE: 07/12/11

### PLANS, SPECIFICATIONS & ESTIMATES

1. FREEWAYS:	X	11. MOVABLE BRIDGE:	
2. ROADS AND STREETS:	X	12. STEEL GIRDER BRIDGE:	
3. AER. PLANNING & SPECIAL SERVICE		13. TIED ARCH BRIDGE:	
4. AER. DESIGN:		14. SEGMENTAL CONCRETE BOX GIRDER BRIDGE:	
5. AER. CONSTRUCTION INSPECTION:		15. CONT/CANT TRUSS BRIDGE:	
6. HIGHWAY STRUCTURE:SIMPLE:	X	16. CABLE STAYED GIRDER BRIDGE:	
7. HIGHWAY STRUCTURE:TYPICAL:	X	17. TRAFFIC SIGNALS:	X
8. HIGHWAY STRUCTURE:ADV TYPICAL:	X	18. LIGHTING:	A
9. HIGHWAY STRUCTURE:COMPLEX:	A	19. PUMPING STATION:	
10. RAILROAD BRIDGE:			

### STUDIES

20. LOCATION DRAINAGE:	X	23. SAFETY STUDIES:	X
21. TRAFFIC STUDIES:	X	24. FEASIBILITY STUDIES:	X
22. SIGNAL COORDINATION & TIMING (SCAT):	X		

### HYDRAULIC REPORTS

25. WATERWAYS TYPICAL:	X	27. PUMP STATION:	X
26. WATERWAYS COMPLEX	X		

### LOCATION AND DESIGN STUDIES

28. REHABILITATION:	X	30. NEW CONST./MAJ RECONST:	X
29. RECONST./MAJ REHAB:	X		

### ENVIRONMENTAL STUDIES & REPORTS

31. E.A.:	X	32. E.I.S.:	A
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### SPECIAL DESIGN STUDIES

33. MASS TRANSIT:		34. RAILWAY ENGINEERING:	
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### SPECIAL SERVICES

35. SURVEYING:	X	44. ARCHITECTURE:	
36. AERIAL MAPPING:		45. LANDSCAPE ARCHITECTURE:	
37. GENERAL GEOTECHNICAL SERVICES:		46. HAZARDOUS WASTE:	
38. COMPLEX GEOTECHNICAL/MAJOR FOUNDATION:		47. ASBESTOS ABATEMENT SURVEY:	
39. SUBSURFACE EXPLORATIONS:		48. CONSTRUCTION INSPECTION:	X
40. STRUCTURE GEOTECHNICAL REPORTS:		49. QA COMPLETE:	
41. ELECTRICAL ENGINEERING:	X	50. QA HMA & AGGREGATE:	
42. MECHANICAL ENGINEERING:		51. QA PCC & AGGREGATE:	
43. SANITARY ENGINEERING:		52. BITUMINOUS MIX DESIGNS	
		53. SUBSURFACE UTILITY ENGINEERING:	

X PREQUALIFIED

A YOU INDICATED "IN-HOUSE" CAPABILITY IN THESE AREA OF THE "SEFC" BUT WE FOUND NO DETAILED INFORMATION AS REQUESTED ON WHICH TO BASE OUR EVALUATION.

P PENDING FUTHER REVIEW

S PREQUALIFIED, BUT WILL NOT ACCEPT STATEMENTS OF INTEREST

L LOSS OF PREQUALIFICATION

Hampton, Lenzini and Renwick, Inc.



**CORPORATE OVERVIEW**

**Rubino Engineering, Inc. (Rubino)** is a consulting engineering firm and independent testing laboratory operating out of Elgin, Illinois.

The Elgin laboratory currently owned and operated by Rubino has been in operation for over 20 years. Since September 1, 2009, Rubino has been providing testing services on various public and private projects throughout the Chicago Metropolitan Area.

**Rubino's GEOTECHNICAL ENGINEERING SERVICES** include drilling and subsurface explorations, pavement evaluation, foundation and settlement investigations, retaining wall and slope stability analyses, as well as other geotechnical-related evaluations. **CONSTRUCTION MATERIALS TESTING SERVICES** include quality control / quality assurance (QA/QC) on concrete, soils, masonry, and asphalt.

Whether your projects are large, small, public, private, complex, or simple, **Rubino** can accommodate project needs with the same attention to detail and prompt responsiveness. Working with Rubino provides you with one on one contact with our staff, including easy accessibility to field personnel and management.

**Rubino** specializes in providing geotechnical engineering services and on-call quality control testing services for a variety of clients including: Shales McNutt Construction, IHC, City of Geneva, Engineering Enterprises, Inc., Kendall County Highway Department, Village of Hanover Park, Mazur Construction, Village of Streamwood, City of Warrenville, City of Aurora, City of Wood Dale, and the Village of North Aurora, among others. Individual project experience is available upon request.

**100% WOMAN-OWNED SMALL BUSINESS  
IDOT DBE-CERTIFIED  
AASHTO-ACCREDITED LABORATORY  
IDOT PREQUALIFIED – GEOTECHNICAL AND QA HOT MIX (HMA),  
PORTLAND CEMENT CONCRETE (PCC) AND AGGREGATE**

**KEY PERSONNEL**

The **Rubino Engineering, Inc.** core staff has been working together as a team for over 6 years and collectively holds extensive experience in the above referenced fields.

**Michelle Lipinski, PE** is President and founder of **Rubino Engineering, Inc.** and is an experienced and licensed geotechnical engineer. Michelle has a Bachelor of Science degree in Civil Engineering from the University of Illinois at Urbana-Champaign and licensed in the State of Illinois. Michelle is currently the ASCE Urban Planning and Development Vice President, ISPE Dukane Chapter President, and APWA Chicago Metro Chapter Membership Co-Chair, and APWA Fox Valley Branch Publicity Co-Chair.

**Tim Dunne** has over 25 years experience in the construction quality control testing and inspection industry and is an IDOT and ACI Certified Senior Engineering Technician/Project Manager. Tim's responsibilities at **Rubino** include coordinating project scheduling and fleet management. Tim has attended Illinois State University in Normal, Illinois, and Prairie State College in Chicago Heights, Illinois.

**Tammy Barker** is currently a Project Coordinator at **Rubino** and has over 10 years of experience as an IDOT Certified Engineering Technician in the construction quality control testing and inspection industry. Tammy's responsibilities include laboratory management, project coordination and support, equipment calibration, geotechnical exploration coordination, and report and proposal preparation.

**Chris Petersen** is an ACI and IDOT Certified Engineering Technician with over 8 years experience in the construction quality control testing and inspection industry. Chris's responsibilities include quality control testing and inspection of asphalt, soil and concrete.



## **II. Project Approach / Scope of Services**

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Hampton, Lenzini and Renwick, Inc. (HLR) proposes to provide Phase II design engineering and Phase III construction observation services for roadway resurfacing in the Village of Hinsdale along County Line Road and other miscellaneous streets. We have visited the site, reviewed the RFQ requirements, and have a thorough understanding of the services to be provided to ensure a successful project for the Village.

The proposed roadway resurfacing will provide new residential streets at the above mentioned locations. Work along these streets will include drainage improvements; Village utility replacement and adjustment; sidewalk replacement (where needed) and installation of detectable warnings along the pedestrian access routes in compliance with the Public Right of Way Accessibility Guidelines (PROWAG) requirements.

### **A. Phase II Project Approach**

HLR will provide Phase II plans, specifications and estimates necessary to obtain Village approval. Anticipated Phase II services include topographic survey; supplemental soils investigations; permitting assistance; preparation of plans, specifications and estimates of cost; and the consultation and coordination necessary to bring this project to construction.

Certain aspects are crucial to the success of any project. HLR's approach begins with identifying these aspects in the project's early stages. The Village of Hinsdale's roadway resurfacing projects will present several unique challenges. Recognizing these challenges early in the design process will allow this phase to proceed efficiently and help eliminate the need for redesign and associated delays due to unanticipated situations. We have identified several areas critical to the successful completion of the project.

#### **1. Verification of Field Conditions**

In all design projects, starting with the most up to date information is vital to project success. The verification of the existing field conditions is one of the first steps that should be done by the consultant. This also means identifying certain dimensions or elevations that may be critical. New PROWAG established will likely require additional survey information at key locations to ensure compliance. Prior to beginning the design process, HLR will conduct a field reconnaissance to determine exact survey limits and any locations where more detailed information is necessary. One of our survey crews will then collect information to ensure that we are working with the most current information. During design, HLR will monitor the area and pick up additional changes as necessary.

#### **2. Coordination**

The importance of coordination on a project of this type cannot be overstated. Coordination with the Village of Hinsdale will include gathering utility atlases or GIS information, Village details, standards and specifications, specific streetscape feature details, and any other information relative to elements the Village wishes to include in the design of the improvement. If the Village wishes to replace/upgrade at least a portion of its water main and sanitary sewer systems within the project limits, this will require IEPA permitting and coordination with the Water and Wastewater Division. Design of new storm sewers within the project will require adherence to the Village's Stormwater Management Regulations and approval by the appropriate Village department.



## **II. Project Approach / Scope of Services**

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In addition, early coordination with private utility owners such as AT&T, Nicor, and Comcast is important. Many times, conflicts can be avoided during the design process if the designer has the best available information at the onset of Phase II. When conflicts cannot be avoided, timely identification of those conflicts gives the owner time to plan and implement the necessary adjustments or relocations. Early coordination with utility companies and local agency utility owners helps avoid costly delays during construction and keeps the project on schedule.

Finally, coordination with local residents and other interested parties in the form of public meetings will afford these groups an opportunity to provide input on certain aspects of the project as well as inform them of the impacts construction is likely to have on their daily routines. Our recommendation will be to hold a public meeting soon after a staging plan is established, since maintenance of traffic and ingress and egress to and from adjacent locations will have the greatest impact on the general public.

### **3. Communication**

Communication goes hand-in-hand with coordination and is equally important to client-consultant relationship and the success of a project. This begins with a precise scope of services, which defines the consultant's responsibilities and the client's expectations and starts the project in the right direction.

During the design process, keeping the Village informed of progress will help avoid surprises and delays. HLR will meet with Village staff at least every month, providing status reports and schedule and budget updates as necessary. Progress reports can be made at shorter intervals. Should unforeseen circumstances arise; appropriate adjustments can be made promptly, if required.

HLR project staff will be available to attend Village Council and Public Information meetings, as requested by Village staff.

Our experience and expertise will allow us to work independently as a virtual extension of Village staff without non-essential guidance; however, every project has its own set of challenges. Recognizing these challenges early in the design process allows for them to be addressed before they become problems. If problems do arise, we will have identified possible solutions prior to consultation with staff. HLR will ask the appropriate questions at the appropriate times.

Coupled with the coordination items discussed above, communication with Village staff, permitting agencies, utility companies, businesses, residents and other stakeholders will help ensure that the Phase II design moves ahead as efficiently as possible.



## **II. Project Approach / Scope of Services**

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### **4. Maintenance of Traffic**

One of the most challenging aspects of any project is maintaining traffic flow while reconstructing roadways within the Village. A successful maintenance of traffic plan depends on several factors, such as the location and extent of utility replacement, maintenance of drainage facilities and the need to maintain access at critical locations. HLR will analyze existing conditions as well as other factors affecting the maintenance of traffic and establish a staging plan that will move traffic through the construction zone effectively, safely, and economically.

### **5. Permitting**

As is the case with early coordination, recognizing permitting requirements and applying as early as possible will help avoid delays in the implementation of the project. We anticipate the following permitting requirements will apply to the project:

- Illinois Environmental Protection Agency (IEPA) permits will be required for water main improvements, particularly if those improvements consist of sizing upgrades or extensions. We will prepare these permit applications for submittal to IEPA.
- A National Pollutant Discharge Elimination System (NPDES) permit will be required. HLR will prepare and submit the Notice of Intent (NOI) to IEPA.
- The NPDES permit also requires that a Stormwater Pollution Prevention Plan (SWPPP) along with the SESC plan be submitted online to IEPA.

### **6. Constructability**

The ultimate purpose of Phase II design is to move the project to construction. HLR's plans are prepared with this in mind. Our internal QC/QA process includes a constructability component. Our constructability reviewers have extensive field experience in construction projects, which gives them the perspective of having been there. Constructability enables a project to be built efficiently and economically, and minimizes the potential for costly delays during construction.

### **7. Detailed Design Plans**

The design plans are the heart of the Phase II project. The detailed design of this improvement will be prepared using Urban (Chapter 32) and Bicycle (Chapter 33) guidelines detailed in IDOT's BLRS Manual. Plan preparation will be in accordance with Chapter 23 of the same manual and Chapter 63 of the BDE Manual. Plans for the Roadway Resurfacing improvements will include:

- Cover Sheet
- General notes and summary and schedules of quantities
- Alignment, ties, and benchmarks to define horizontal and vertical control
- Roadway plan and profile sheets to define vertical and horizontal alignment and geometrics
- Utility plan and profile sheets showing existing and proposed storm sewers, sanitary sewers, water mains and private utilities
- Cross section sheets, which help confirm that the improvement can be built within the available right-of-way and entrance slopes are within acceptable ranges

## II. Project Approach / Scope of Services

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- Maintenance of Traffic plan (MOT), which will be used in conjunction with stage construction plan layout and sections. The MOT is important because it:
  - Accommodates emergency response
  - Provides for access to adjacent properties
  - Helps minimize inconvenience to the public
  - Helps provide a safe environment through the construction zone for both the public and project staff
- Erosion control/final landscaping plan (in conjunction with Stormwater Pollution Prevention Plan) in order to meet NPDES, DuPage County and Local Stormwater Management requirements
- Pavement marking and signing plan
- Street lighting plans, if necessary
- Structural plans (junction chambers, retaining walls, etc.), if necessary
- IDOT and Village standards
- Special details (typical sections, BMPs, streetscape and other project specific details, etc.)

At critical junctures during the design process, HLR will conduct QC/QA reviews to ensure the completeness and accuracy of the plans. Conducting these reviews at regular intervals helps eliminate the need for time-consuming revisions and keeps the project on schedule.

### 8. Specifications

Project specifications are equally as important as the construction plans, for they define the elements of work which comprise the project and for which the contractor will be paid. Well-conceived and well-written specifications help eliminate disputes and change order requests during construction and let bidders know exactly what they are bidding on, thereby enabling them to bid their best unit prices. IDOT's Standard Specifications for Road and Bridge Construction (Standard Specs), along with the annual Supplemental Specifications and Recurring Special Provisions will provide the framework for the specifications for this project. Other publications, including the Manual on Uniform Traffic Control Devices (MUTCD) and Standard Specifications for Water and Sewer Construction in Illinois will be used as they apply to pertinent aspects of the project.

In addition to these standard documents, which will be included by reference, the specification package will include project-specific special provisions. These special provisions may modify the Standard Specs or other standard documents, or they may define units of work not covered by the standard documents because of local conditions or Village standards or preferences, such as manhole castings or entrance compositions. Other special provisions may be more general, such as defining a completion date or limiting construction operations during special events. Regardless of their purpose, concise, well-written special provisions will help move construction along smoothly and minimize the potential for misunderstandings and change orders.

As in HLR's design plan preparation, our specifications are reviewed by a staff member with extensive construction experience to make sure the specifications are appropriate and fit the intended purpose. HLR regularly has multiple local agency highway improvements at various stages of completion. We are keenly aware of current requirements.

## **II. Project Approach / Scope of Services**

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### **9. Estimates of Cost and Time**

An accurate estimate of construction cost is important because it allows funding participants to know what to expect to budget and it provides a basis for the award of a contract for the project's construction. Estimates will be provided at critical stages of design, and will be updated as design progress warrants. HLR prepares estimates of cost using bid and award information available on IDOT's website along with our own bid tabulation database. We consider the size and scope of the project along with the relative quantities of specific pay items and the locality of the project to provide estimates of cost that accurately project what the contract cost will be.

The estimate of time is useful in allocating working days or specifying the completion date for construction of the project. An accurate estimate of time helps establish a realistic construction schedule, which in turn helps the local agency plan and budget resources. A realistic construction schedule also helps ensure that the contractor will keep the project moving to completion within the required timeframe and minimize inconvenience to the public.

### **10. Milestone Submittals**

HLR is prepared to make the milestone submittals requested by the Village, including preliminary (50%), pre-final (90%) and final (100%), in the formats and quantities required including electronic format. These final submittals will be signed and sealed by a Registered Professional Engineer and Structural Engineer (if required) in the State of Illinois. Prior to each milestone submittal, HLR will conduct a QC/QA review to ensure the accuracy and completeness of the plans appropriate to the particular submittal.

### **B. Phase III Approach**

The ultimate purpose of any good set of project plans is to communicate to the Contractor how to construct the facility to the satisfaction of the owner. HLR will provide continuous observation of the work and the contractor's operations for compliance with the plans and specifications.

The HLR construction team is highly experienced in roadway improvement and bridge projects of this type and is skilled in observing and documenting all aspects of these improvements. Our communication procedures have proven to be effective in keeping clients, residents, and businesses informed about the project and minimizing problems due to construction activities.

The experience of our Phase III personnel and our team approach to a construction project provide many advantages in completing a high-quality product in accordance with the approved plans and specifications.

- We will work cooperatively with the Village, the contractor, and all subcontractors to keep the project on time and on budget.
- Every member of our roadway design team has construction experience and will be available for consultation should the need arise.
- Our Resident Engineer is experienced in managing improvements of this type.



## **II. Project Approach / Scope of Services**

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We have identified the following key elements to successfully constructing this project.

### **1. Pre-Construction Meeting**

- Prior to the start of construction, a pre-construction meeting will be arranged.
- All individuals and agencies involved with the project should attend including representatives from all utilities, the contractor, the Engineer and the Village of Hinsdale.
- The contractor will be expected to present a sequence of construction operations and overall progress schedule for approval.
- The Resident Engineer will record meeting minutes and distribute copies.

### **2. Communication / Meetings**

- HLR will assist the Village in conducting a pre-bid meeting with all the bidding contractors. Such a meeting will help answer any questions bidders may have about the plans and specifications, and can also help convey the Village's expectations, all of which contribute to a successfully-completed project.
- As construction progresses, regularly scheduled meetings will be held to discuss current progress, upcoming schedule, and any potential issues or challenges that may be anticipated. Identifying these critical factors early on and resolving issues before they become obstacles will allow adjustments to be made in a proactive manner and keep the project on budget and on schedule. These meetings should be held on a weekly basis and should include responsible representatives of the contractor and subcontractors, any necessary subconsultants, Village staff, HLR personnel, and any other affected parties.
- HLR can help maintain the project website that will present weekly updates about work completed, work anticipated during the following week, and project photos.
- HLR can prepare written notices such as press releases and informational flyers to be distributed to the local residents and businesses before the start of construction and at interim points where significant construction stages, such as lane closures, will begin.
- HLR will provide direct contact with the Village, residents, and business owners with our full-time, onsite resident engineer.

### **3. Documentation**

- Our team is well-versed in various levels of documentation requirements, including IDOT's requirements. We will maintain the appropriate level of record keeping required by the funding type, desired by the Village, and necessary to process paperwork and close out the project as soon as possible after completion.
- Project documentation required will consist of a daily diary, Inspector's daily reports (IDRs), quantity book, field books, and weekly reports.
- Should any extra work be required, it will be processed by change order. Any change orders will be authorized by the Village.
- The Resident Engineer will prepare pay estimates for submittal and payment at least once a month for each contract.

### **4. QC/QA**

All documentation will be reviewed monthly, at a minimum, by the QC/QA engineer to assure accuracy and completeness.



## **II. Project Approach / Scope of Services**

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### **5. Material Inspection**

- Independent material inspection will be provided by Rubino Engineering, Inc.
- All documentation for material inspection will be provided by Rubino Engineering, Inc. and a copy will be kept in the Resident Engineer's file.

### **6. Environmental Inspection**

- The certification for the site of origin will be addressed in the design phase. The removal of CCDD material will be monitored by our Resident Engineer.

### **7. Construction Layout and Verification**

- Construction layout or verification of contractor layout may be required as part of this project. HLR's survey crews have a thorough knowledge of roadway and bridge plans and construction layout.

### **8. Traffic Control Inspection**

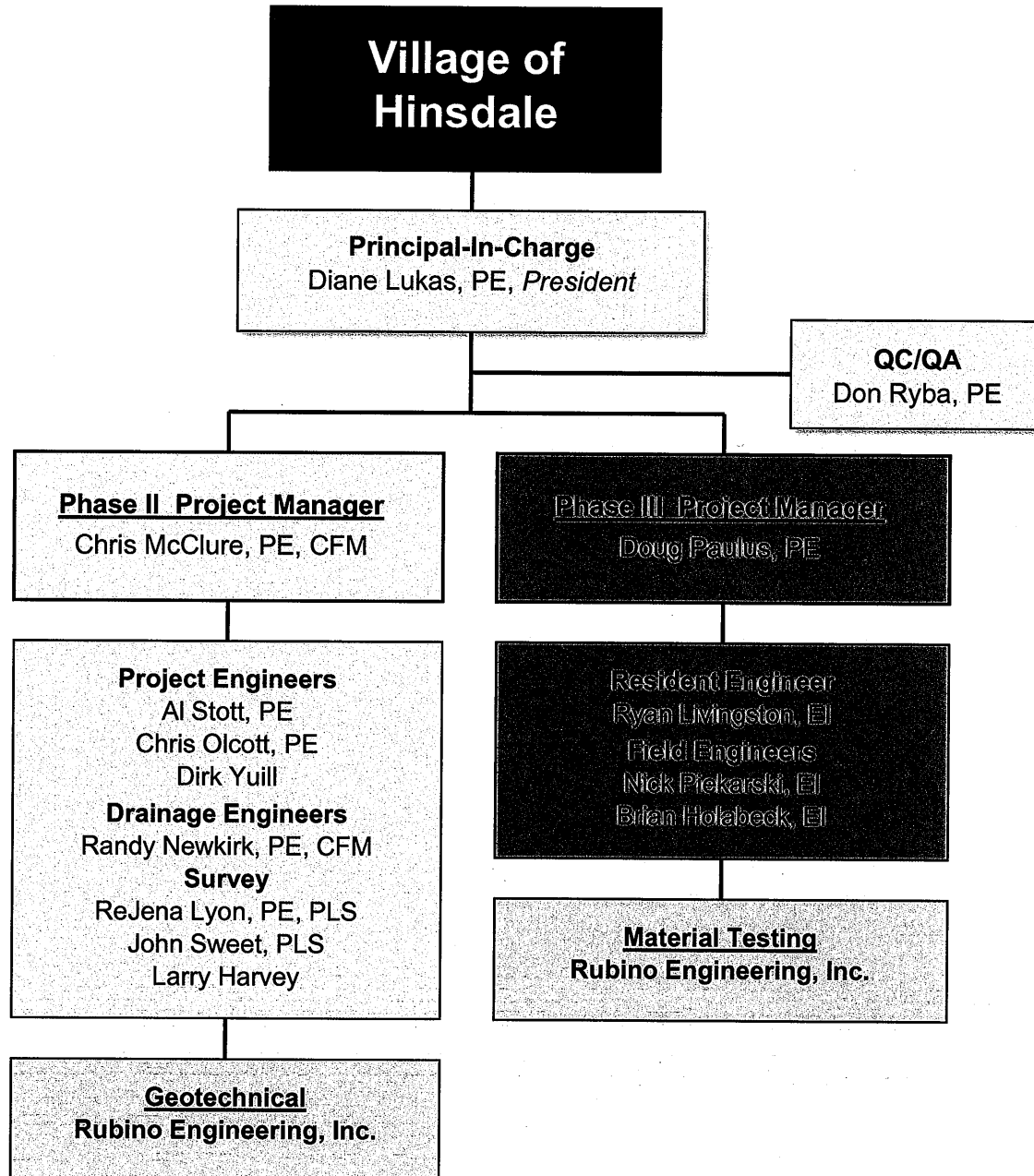
- The HLR will inspect all traffic control devices including signing, pavement marking, barricades, etc. twice each day.

### **9. Final Inspections**

- A final walk-through will be scheduled upon completion of the entire project with the Resident Engineer, the Village, and the contractor. Any deficiencies will be recorded on a Punch List.
- Additional inspections will be carried out until all deficiencies have been addressed.

### **10. Record Drawings**

- Record drawings of the project will be produced upon completion of the project.
- Record drawings can be delivered to the Village in any format, digital or paper that the Village requires.



**Professional Registration**

Professional Engineer, Illinois,  
#062-36346, 1978

**Years of Experience**

36 / 28 at HLR

**Education**

Associates in Applied Sciences  
Elgin Community College

**Continuing Education**

Roundabout Design, ITE, August  
2011

Green Construction Technologies  
and Practices, Curran Contracting,  
February 2010

Advanced Intersection Analysis  
with Computer Models, FHWA

Traffic Forecasting with  
Microcomputers: The Quick  
Response Approach, AJH  
Associates

Managing the Environmental  
Impacts of Highway Projects,  
University of Wisconsin-Madison

**Professional Organizations**

American Public Works  
Association

Diane Lukas is the President of the firm and has more than 36 years of expert knowledge and experience in the overall management of infrastructure improvement projects including transportation and traffic engineering, and environmental services. She is recognized for high quality accident and safety studies; geometric design of roadways, intersections, interchanges; and analysis of traffic flow through arterial intersections, freeway interchanges and signalized arterial systems. Additionally, Diane's area of expertise includes project design reports, geometric feasibility studies, Section 4(f) and 6(f) environmental documents, and Environmental Assessment and Environmental Class of Action Determination documentation for federally-aided projects.

She has provided consultation to City Councils, Village Boards and County Boards in the development of policies for infrastructure improvements. She has an established reputation for representing stakeholders in public involvement with expertise resulting in improved quality of life for residents.

Diane provides mentoring of traffic and geometrics engineers and conducts QA/QC reviews of their analyses and designs. Prior to joining HLR, she worked for eight years on highway and freeway geometric design and traffic studies for IDOT.

**Representative Projects:**

**IL 38 and Lambert Road, Village of Glen Ellyn.** To improve the intersection of IL 38 and Lambert Road, an exclusive right-turn lane was added to the south approach of Lambert Road. The improvement includes signal modifications and other environmental and drainage work to accommodate the right-turn lane. Responsible for assisting the Village in completing the application process for CMAQ funding.

**Walnut Lane Reconstruction, Village of Schaumburg.** QC/QA reviewer for the engineering and environmental analysis for reconstruction of a two-lane collector street in an urban setting. Responsible for the traffic analysis, roadway geometry and project development report.

**IL 25 Bridge over Waubensee Creek, Village of Oswego, IDOT District 3.** Prepared a project report and preliminary engineering for the replacement of the IL 25 Bridge. The need to replace the bridge presented an opportunity to add a median to IL 25 and to develop a roadway and bridge design that allows future widening and realignment improvements to the nearby intersection of IL 25 and U.S. 34.

**Randall Road from IL 64 to IL 38, Kane County Division of Transportation.** Led the preparation of the Project Development Report, ECAD, public involvement and preliminary engineering. This project involved the analysis of a high-volume section of Randall Road to alleviate severe traffic congestion and traffic safety concerns. Accident and safety analyses, traffic capacity and signal coordination analyses determined the need to widen Randall Road to six lanes and to add turn-lane and traffic signal improvements at six public intersections included in this project. Improvements also included a bike path and a bike underpass under Randall Road. The project included coordination with USACE for wetland involvements and with the Union Pacific Railroad for railroad crossing improvements.

**Plainfield-Naperville Road at 119<sup>th</sup> Street, Will County Department of Highways.** Provided principal oversight and management for an intersection improvement which included approximately 1.5 miles of roadway reconstruction improvements, installation of new traffic signals and installation of a new drainage system. Engineering services also included route survey, preparation of Plats and legal descriptions, traffic analysis and an intersection design study.

**Winchester Road and Midlothian Road Intersection Improvements, Lake County Division of Transportation.** Provided principal oversight and management for the Phase I analysis and design, and Phase II detailed engineering design to improve traffic flow and safety at this once-rural intersection. Services included geometric design of the intersection, stormwater management engineering analysis and design, and a construction staging plan. Plans, specifications and estimates were provided including a detailed traffic management plan to keep traffic lanes open during construction.

**Bricher Road at Commons Drive, City of Geneva.** Provided principal oversight and management for the installation of new traffic signals and roadway widening improvements to address traffic safety issues at the intersection. Engineering services included route survey, traffic analysis, intersection design study, design of traffic signal and roadway plans, specifications estimates and bidding documents, bidding assistance, coordination, and construction observation.

**Public Library Parking Lot, City of Woodstock.** Provided principal oversight and management for the design of a parking lot with permeable pavement and an underground stormwater detention facility. The lot utilizes Contech's Aqua-Bric and Stormchamber technology. Extra stormwater detention provided flood relief for neighboring properties. The project was a joint effort of the City of Woodstock and the Library.

**IL 64 at Oak Street Traffic Signals, City of St. Charles.** Provided principal oversight and management widening and resurfacing from a three-lane section to a five-lane section with median and turn lanes. The project was located in a highly-travelled commercial area near Randall Road. Services included preparation of a location drainage study, traffic study and IDS, traffic signal plans and preparation of construction plans, specifications, and estimate of cost.

**159<sup>th</sup> Street (U.S. 6/IL 7), Will County, IDOT District 1, PTB 152-16.** Served as principal-in-charge for the 7.5-mile-long project involves the full reconstruction of 159<sup>th</sup> Street from east of Gouger Road to west of Ravinia Avenue and includes eight signalized intersections. The existing two-lane roadway is being widened to two lanes in each direction with a 30 foot median. The project includes existing and proposed drainage plans, right-of-way determination, and proposed sewer design with stormwater detention. Additionally, the project includes two hydraulic reports for the improvements to the culverts underneath 159<sup>th</sup> Street for Marley and Spring Creeks. The hydraulic reports include floodplain encroachment and compensatory storage analyses.



**Professional Registration**

Professional Engineer, Illinois,  
#062-056769, 2003

**Years of Experience**

20 / 3 at HLR

**Education**

B.S., Civil Engineering  
Illinois Institute of Technology  
Chicago, Illinois

B.S., Industrial Technology,  
Concentration in Construction  
Management  
Illinois State University, Normal,  
Illinois

**Certifications**

Documentation #10-0417

ICORS Documentation

Materials Management for  
Resident Engineers, IDOT, 2009

Construction Materials Inspection  
Documentation

ACI Concrete Field Testing –  
Level I

PCC Level I

Geotechnical Field Testing and  
Inspection

**Continuing Education**

Consequences of Prevailing  
Wages to Municipal Arboriculture,  
APWA, April 2011

Green Solutions for Parking,  
Paving, and Drainage Systems,  
AIA, February 2007

ICPA Concrete Pipe Design/Pipe  
Installation and Inspection

Advanced Project Management  
Total Quality Management –  
Superpave

**Continuing Education**

Trenchless Sewer & Watermain  
Installation, APWA

HMA Quality and Efficiencies,  
AWPA

**Professional Organizations**

Illinois Society of Professional  
Engineers

Don Ryba is a senior resident engineer with over 20 years of experience working in the public sector in both state and municipal settings. This experience gives him a strong perspective of public agency needs and concerns on construction issues. Don has assisted with resident engineering services on several large roadway and bridge projects with responsibilities for administration, coordination, and inspection of various in-town construction projects including annual roadway reconstruction, sidewalk and water main replacement, and heat-scarification projects. He is responsible for ensuring specification compliance and the timely completion of all project-related documentation.

Prior to joining HLR, Don served as senior resident engineer, leading the Construction Services Team for two satellite offices. He coordinated multiple projects and work teams, oversaw project and departmental budgets, and mentored younger staff. Don was responsible for all project-related documentation, processing all pay requests and change orders, generating weekly reports, coordinating required project meetings, ensuring the contractor's compliance with project plans and specifications, and submitting IEPA permits.

**Representative Projects:**

**IL 64 Water Main Improvements, City of St. Charles.** Provided resident engineering services for installation of approximately 6,700' of 6" to 10" diameter water main and necessary services, fire hydrants and fittings, and approximately 1,700' of 6" to 12" diameter sanitary sewer and services. As the project was constructed along with an adjacent IDOT construction project, significant coordination with IDOT and City crews was required. Construction on City streets and sanitary sewer replacements within IL 64 began prior to the start of IDOT's construction operations. Services will be stubbed from the new main and reconnected to existing services within the City work area. Services will be completed to the right-of-way during the stages of the IDOT project.

**Maple Avenue / 55<sup>th</sup> Street Water Main Replacement, Village of Downers Grove.** Provided construction observation and documentation in accordance with Village and IDOT policies and procedures. The project involved installation of water main and new water services, PCC patching, bituminous resurfacing, and installation of temporary signals. Responsibilities included weekly progress meetings to coordinate work with the DuPage County Department of Transportation, the Village, the materials testing firm, and the contractor. Also addressed resident concerns as directed by the Village.

**Smith Road at Walmart Traffic Signals, City of St. Charles.** HLR provided construction observation for installation of new traffic signals and street lighting for the intersection of Smith Road and the entrance to Walmart and Charlestown Mall. Along with an interconnect, fibre optic cable connecting this intersection to the intersection of Smith Road and North Avenue (IL 64), new ADA sidewalk ramps, and the associated curb and gutter was installed.

**Lemont/Naperville Signal Interconnect, DuPage County Division of Transportation.** The project consists of the modernization of eight traffic signal installations with traffic signal interconnect work. Items installed include full-actuated controllers in cabinets, fiber optic transceivers, loop detectors, and all incidental and collateral work necessary to complete the project. The project also required the maintenance of existing traffic signal installations. Served as Resident Engineer, documenting that work was done in accordance with the plans, specifications, and IDOT policies, and preparing pay estimates, authorizations, and final measurements of completed work.

**IL 22 Reconstruction and Widening, IDOT District 1.** Serviced included construction observation and documentation of all phases of the \$20 million project. Diaries, IDR's, field books, and field measurements were maintained on a daily basis. Coordination with IDOT, HLR, and testing services personnel was needed to maintain project continuity.

**Representative Projects Completed Prior to Joining HLR**

**New Water Main Installation, Village of Oswego, \$850,000.** *Resident Engineer.* Provided resident engineering services for the installation of 13,800 lineal feet of ductile iron water main and the installation of water hydrants and valves. Also performed quantity documentation, provided the Village with daily and weekly progress reports, reviewed and approved pay requests, and prepared change orders.

**New Sanitary Sewer Installation, Village of Oswego, \$101,000.** *Resident Engineer.* The project involved the elimination of a sanitary sewer overflow which consisted of the construction of a temporary sewer bypass, the installation of approximately 432 lineal feet of 18" sanitary sewer with manholes, 90 square yards of bituminous pavement removal and replacement along with associated site work.

**Sullivan Road Bridge over the Fox River, City of Aurora.** Served as resident engineer and was responsible for all project-related documentation, processing all pay requests and change orders, generating weekly reports, and coordinating required project meetings. Sullivan Road is a major Fox River crossing, connecting IL 25 to IL 31. The new bridge consists of five spans of steel beams supporting four 12' lanes, a concrete median and sidewalk, and new street lighting. Bringing traffic to the bridge is new bituminous pavement from IL 31 and new PCC pavement from IL 25, both consisting of four 12' lanes with left- and right-turn lanes. Almost a mile of bituminous pavement on IL 25, with an open-ditch drainage system was replaced with new PCC pavement, curb and gutter, and new storm sewers.

**Manhattan/Arsenal Road over Jackson Creek, Will County Department of Highways.** *Resident Engineer.* The project included the complete removal and reconstruction of a three-span bridge over Jackson Creek in Will County. The existing concrete slab deck, the concrete piers and abutments and spread footings were removed. The new bridge consisted of driving steel H-piles for the abutments and drilling into bedrock for the piers, placing steel beams and pouring a new bridge deck and parapets. New guardrail and approach pavement were also constructed. New ditches were graded and an extensive amount of riprap for erosion control measures was placed.

**Professional Registration**

Professional Engineer, Illinois,  
#062-052119, 1998

**Years of Experience**

19 / 4 at HLR

**Education**

B.S., Civil Engineering  
Texas A&M University

**Professional Certifications**

*Certified Floodplain Manager*, #IL-09-00451

*Certified Professional in Erosion and Sediment Control*, IECA, CPESC #3091

*Kane County Engineer Review Specialist*

**Continuing Education**

Municipal Law 101, APWA-Fox Valley, May 2010

Green Construction Technologies and Practices, Curran Contracting, February 2010

Soil Stabilization, Illinois Society of Professional Engineers, February 13, 2008

NHI – Urban Drainage Design with Pumping Station Design, FHWA

NHI – Bridge Backwater Computer Program, FHWA & Greenhorne and O'Mara, Inc.

NHI – HYDRAIN – Integrated Drainage System Design Computer System, GKY & Associates, Inc.

NHI – Culvert Design, Ayres Associates and FHWA

Chris McClure is a project manager with 19 years of engineering experience focusing on roadway design and drainage infrastructure improvements. He is the Transportation Department Manager with responsibilities for managing the Phase II team and the preparation of all plans, specifications and estimates. Prior to joining HLR, Chris spent 11 years with IDOT District 1. He served as project manager on projects ranging from intersections to the reconstruction of interstate highways and has a thorough knowledge of IDOT Standards and policies.

**Representative Projects**

**Golfview Highlands Unit 8, Village of Carpentersville.** Project engineer responsible for the preparation of plans, specifications, estimate of cost, and bid documents for reconstruction of 1.1 miles of residential streets from rural to urban sections, including storm sewers, water main and sanitary sewer replacement and street lighting. Services included route survey and preparation of plats and legal descriptions for right-of-way and easement acquisition.

**IL 64 Water Main & Sanitary Sewer Improvements, City of St. Charles.** Phase II QC/QA reviewer for the design of 1,208 meters of five-lane hinge-jointed pavement replacing a four-lane composite pavement between 4<sup>th</sup> and 14<sup>th</sup> Streets. Construction plans included pavement with curb and gutter and storm sewers, retaining walls, water main replacement, temporary and permanent street lighting, temporary traffic signals, walls, provisions for special waste, and an extensive construction staging plan that was vital to maintenance of traffic during construction.

**2012 Street Rehabilitation (Center/Seneca), City of Elgin.** Phase II QC/QA reviewer milling and resurfacing of 1.2 miles of residential streets in old neighborhood. Improvements include new curb & gutter, sidewalks and driveway approaches throughout, with storm sewer improvements, water main and service upgrades, and sanitary sewer replacement at select locations.

**Lake Forest Oasis Truck Parking Expansion, Illinois Tollway.** Served as project manager for the preparation of Phase II engineering plans and Contract Requirements. The truck parking expansion included reconstruction of the existing parking facility and approximately 11,000 cy of furnished excavation for the lot expansion. The engineering design also included topographic survey, geometric design with AutoTurn analysis, Maintenance of Traffic, drainage system and detention facility design, lighting design with photometric analysis and pavement design.

**Techny Road Drainage Improvement, Village of Northbrook.** Phase II QC/QA reviewer for the installation of 60", 72" and 84" relief storm sewer on Techny Road from Pfingsten Road to Second Street. The project included reconstruction of Techny Road for a jurisdictional transfer from the Cook County Highway Department to the Village of Northbrook.

**IL 64/Oak Street, City of St. Charles.** Served as QC/QA reviewer on the Phase I and II project involved widening and resurfacing from a three-lane section to a five-lane section with median and turn lanes. The project is located in a highly-travelled commercial area near Randall Road. Services included preparation of a location drainage study, traffic study and IDS, traffic signal plans and preparation of construction plans, specifications, and estimate of cost.

**IL 25 over Waubensee Creek, IDOT Region 2, District 3, PTB 129-11, P-93-038-02.** Served as project manager for the Phase II engineering plan for the replacement of SN 047-0034 and roadway improvements to the nearby IL 25/U.S. 34/Jefferson Street intersections. The engineering plans included a structure design of a wider replacement bridge and its approaches with improved stormwater drainage. The proposed alignment was designed to avoid a Section 4(f) property feature encroaching into the right-of-way. Phase II engineering services involved preparation of bridge plans, roadway plans, staging plans for construction under traffic, specifications, and estimates.

**Plainfield-Naperville Road at 119<sup>th</sup> Street, Will County Division of Transportation.** Project engineer for the intersection improvement that includes approximately 1.5 miles of roadway reconstruction improvements, installation of new traffic signals and installation of a new drainage system. Engineering services also included route survey, preparation of Plats and legal descriptions, traffic analysis and an intersection design study.

**Bricher Road at Commons Drive, City of Geneva.** Project manager for the installation of new traffic signals and roadway widening improvements to address traffic safety issues at the intersection. Engineering services included route survey, traffic analysis, intersection design study, design of traffic signal and roadway plans, specifications estimates and bidding documents, bidding assistance, coordination, and construction observation.

**Public Library Parking Lot, City of Woodstock.** Project manager for the design of a parking lot with permeable pavement and an underground stormwater detention facility. The lot utilizes Contech's Aqua-Bric and Stormchamber technology. Extra stormwater detention provided flood relief for neighboring properties. The project was a joint effort of the City of Woodstock and the Library.

**143rd Street and Will-Cook Road Improvements, Will County Department of Highways, Cook County Highway Department and Illinois Department of Transportation.** Served as QC/QA reviewer for the widening and reconstruction of 1.2 miles of urban two-lane roadways to five-lane roadways with enclosed drainage. The project included preparation of the contract plans, specifications and estimates. Extensive hydrologic and hydraulic analyses were performed along Long Run Creek to ascertain drainage conditions and to provide the proposed drainage design. The design included enlargement of two existing detention ponds and a 72-inch diameter trunk storm sewer. The drainage design also utilized an existing 4'x5' box culvert with a parallel 48"-54" overflow storm sewer. The profile of 143rd Street was raised above flood elevations.

**Project Role: Phase III - Project Manager****Professional Registration**

Professional Engineer, Illinois,  
#062-41323, 1983

**Years of Experience**

34 / 34 at HLR

**Education**

B.S. Civil Engineering  
Valparaiso University

**Certifications**

Documentation #09-0067

ICORS Documentation

Materials Management for  
Resident Engineers, IDOT, 2009

**Continuing Education**

Trenchless Sewer & Watermain  
Installation, APWA – Chicago,  
2008

HMA Quality and Efficiencies,  
APWA – Chicago, 2008

Focus on Leadership, IL Public  
Service Institute, 2007 and 2009

Soil Stabilization, Illinois Society  
of Professional Engineers,  
February 13, 2008

Public Works, University of  
Wisconsin

Intersection Design Studies,  
University of Wisconsin

Culvert Hydraulics, IDOT

Geometric Design Workshop,  
Traffic Institute

**Professional Organizations**

American Public Works  
Association (APWA), *Chapter  
President* 2008 - 2009

IDOT District 1/IRTBA Joint Forum  
Committee, 2008 to present

Illinois Society of Professional  
Engineers (ISPE)

American Consulting Engineers  
Council – Illinois (ACEC)

Illinois Road & Transportation  
Builders Association

Doug Paulus is senior project manager with 34 years of experience of managing design and construction of transportation improvements. He performs QC/QA constructability reviews for various design projects. Doug is responsible for the management of Phase III projects and staff, and has extensive experience in construction observation including bituminous and PCC pavement, bridge, drainage, traffic signals, lighting, water main, and sanitary sewer. He has managed FAUS, MFT, and locally-financed improvements ranging from MFT maintenance grind and overlay programs to a bridge over the Fox River and an underpass on U.S. 14. Doug has close working relationships with IDOT Bureau of Construction, Materials, and Local Roads.

**Representative Projects:**

**MFT Maintenance Program, City of Elgin.** The multi-year project involved the preparation of contract documents and construction observation for the City of Elgin's annual MFT maintenance program. Projects included paint/epoxy pavement markings, thermoplastic pavement markings, traffic signal painting, crack sealing, bituminous resurfacing, and bridge maintenance. The work was coordinated with the Illinois Department of Transportation.

**15-Year Street Improvement Program, Village of Glencoe.** The project involved the planning, design, construction supervision, and coordination of the Village's 15-year plan to resurface and reconstruct their street systems, including two years of downtown streetscaping. Cooperation with Village personnel and residents and guidance of the contractor's activities were essential for the success of the program.

**IL 64 Sanitary Sewer and Water Main Replacement, City of St. Charles.** Performed QC/QA Constructability Reviews. QC/QA responsibility included review of plans, specifications, and estimate of cost. Items examined were: consistency of pay items with special provisions, staging, duration, and constructability. The project included sanitary sewer, water main and water service installations, PCC pavement patching, and bituminous concrete patching.

**2011 Street Rehabilitation, City of Elgin.** Performed QC/QA Constructability Reviews. QC/QA responsibility included review of plans, specifications, and estimate of cost. Items examined were: consistency of pay items with special provisions, staging, duration, and constructability. The project included storm sewer and water main installation, PCC curb and gutter, PCC sidewalk, pavement patching, milling, and resurfacing.

**Maple Avenue/55<sup>th</sup> Street Water Main Replacement, Village of Downers Grove.** Served as project manager for construction observation and documentation in accordance with Village and IDOT policies and procedures. The project involved installation of water main and new water services, PCC patching, bituminous resurfacing, and installation of temporary signals.



**McCullom Park Stormwater Improvements, Village of Downers Grove.** Project manager for park improvements that consisted of construction of new stormwater drainage basin, relocation of sand volleyball and basketball courts with lighting, a new full-sized soccer field, multi-tier modular block retaining walls, storm sewer, fencing, and improvements to a bituminous pedestrian path. The project included extensive site grading including an irrigation system and drainage system.

**2009 Fall Road Program, Village of Wilmette.** The project consisted of approximately 12,000 square yards of resurfacing, 1,000 feet of curb and gutter removal and replacement, 5,500 square feet of sidewalk and driveway removal and replacement, structure adjustments, and pavement markings. HLR's services included preparation of the specifications and bid documents, construction observation, and construction documentation including daily reports, final measurements, authorizations, and pay estimates to ensure the project was built in accordance with the plans and specifications.

**Crystal Lake Avenue at Main Street, City of Crystal Lake.** Served as project manager for the construction observation. Engineering services included daily observation, construction staking, and preparation of change orders and pay estimates. HLR coordinated with utilities and local businesses and established and maintained a website to keep the public informed of work progress. The improvements improved traffic flow at the intersection and enhanced the appearance of the main entrance to the City's central business district.

**Kane County Permit Projects, Kane County Division of Transportation.** The multi-year contract involved construction engineering on various projects throughout Kane County. Projects included traffic signals, drainage, addition of turn lanes and pavement widening, water main, pavement reconstruction, bituminous pavement, curb and gutter, street lighting, and other appurtenant work. Tasks included plan review, maintaining a daily diary, coordinating material testing, and coordinating with the developer, contractor, the County, and other municipalities as required.

**Professional Registration**

Professional Engineer, Illinois,  
#062-38485, 1980

Kane County Qualified Engineer  
Review Specialist #E-032

**Years of Experience**

35 / 35 at HLR

**Education**

B.S., Civil Engineering  
University of Illinois

**Continuing Education**

Municipal Law 101, APWA-Fox  
Valley, May 2010

NPDES Compliance Update  
Seminar, APWA, April 2010

Green Construction Technologies  
and Practices, Curran Contracting,  
February 2010

Soil Stabilization, Illinois Society of  
Professional Engineers,  
February 13, 2008

Trenchless Sewer and Watermain  
Installation, APWA,  
September 2008

Sustainable Design, APWA,  
March 2008

Al Stott is a senior project manager with 35 years of experience as managing and performing QC/QA review for the design of municipal, county and state projects, including state highway and local street improvements, stormwater facilities, municipal infrastructure, streetscape, and public park and recreation facilities. His extensive construction experience gives him a critical perspective of the design process.

**Representative Projects:**

**Golfview Highlands Unit 8, Village of Carpentersville.** Project manager responsible for the preparation of plans, specifications, estimate of cost and bid documents for reconstruction of 1.1 miles of residential streets from rural to urban section, including storm sewers, water main and sanitary sewer replacement, and street lighting. Services included route survey and preparation of plats and legal descriptions for right-of-way and easement acquisition.

**Plainfield-Naperville Road at 119<sup>th</sup> Street, Will County Division of Transportation.** Phase II project manager for the intersection improvement which included approximately 1.5 miles of roadway reconstruction improvements, and installation of new traffic signals and a new drainage system. Engineering services also include preparation of plats and legal descriptions, coordination with utilities and local agencies, and wetland mitigation.

**IL 64/Oak Street Intersection Improvements, City of St. Charles.** Phase II project manager for the widening and resurfacing from a three-lane section to a five-lane section with median and turn lanes. The project was located in a highly-travelled commercial area near Randall Road. Services included preparation of a location drainage study, traffic study and IDS, traffic signal plans and preparation of construction plans, specifications, and estimate of cost.

**Walnut Drive, Ash Avenue, and Tappan Street Storm Sewer Improvements, City of Woodstock.** The project involves the engineering design of approximately 2,500 lineal feet of storm sewer ranging in size from 12-inch to 54-inch in diameter. The project includes both a hydrologic and hydraulic analysis of the existing conditions. The additional stormwater conveyance will provide flood relief of adjacent properties.

**Woodstock Public Library Parking Lot, City of Woodstock.** Served as Principal-in-Charge of the design a parking lot with permeable pavement, an underground stormwater detention facility, lighting, and landscaping. The lot utilizes Contech's Aqua-Bric and Stormchamber technology. Extra stormwater detention provided flood relief for neighboring properties. The project was a joint effort of the City of Woodstock and the Library.

**IL 38 at Lambert Road, Village of Glen Ellyn.** Phase II project manager for the intersection improvement to lengthen the existing left-turn lane and provide an exclusive right-turn lane on northbound Lambert Road. Design includes preparation of plans, specifications, and estimates of cost and plats and legal descriptions for right-of-way acquisition. Project duties include coordination with the Village and IDOT to ensure the project meets federal requirements and is completed on schedule.

**Winchester Road and Midlothian Road Intersection Improvements, Lake County Division of Transportation.** Project manager for the Phase I analysis and design, and Phase II detailed engineering design to improve traffic flow and safety at this once-rural intersection. Services included geometric design of the intersection, stormwater management engineering analysis and design, and a construction staging plan. Plans, specifications, and estimates were provided including a detailed traffic management plan to keep traffic lanes open during construction.

**Central Business District Improvements, Village of Lake Bluff.** Project manager for design and construction engineering services to the Village for various improvements. The ongoing project is planned to rehabilitate and revitalize the downtown area in several phases constructed over several years. Two phases have been completed to date, which have resulted in the construction of a new parking lot and the realignment of Center Avenue and the narrowing of East Scranton Avenue, both of which have provided traffic calming benefits and created new landscaped areas. Improvements have included street widening and resurfacing, construction of new curbs and gutters, sidewalks, storm sewers, planter irrigation, street lighting replicating historic gas lights, and various hardscape and landscape elements.

**Parking Lots 20 and 21, Northern Illinois University.** Project manager for the design and construction of two parking lots adjacent to Chick Evans Field House in the heart of campus. Responsible for design and the preparation of plans, specifications and bid documents, as well as QC/QA. The larger of the two lots was reconfigured to accommodate pedestrian cut-through traffic without sacrificing parking stalls. Existing bituminous pavements were recycled in both parking lots. Improvements included new curbs, storm sewers, bituminous pavements, lighting, and water main and chilled water supply extensions. The project was fast-tracked, with design beginning in mid-March and construction completed in mid-August so that the parking lots were open at the start of the fall academic term.

**South First Street Reconstruction, City of DeKalb.** Phase II project manager/engineer for the reconstruction project that included both Phase I and II engineering services, including right-of-way acquisition, for the FAU project. Responsible for overseeing the development of plans, specifications and estimate of cost, and providing QC/QA reviews. The improvement was designed and constructed as a two-lane rural-type section with full-depth bituminous shoulders, but the profile, cross-section, drainage system, and side-street intersections were designed to accommodate the possible future construction of curbs and gutters without major modifications to any of these elements.

**IL 64 Water Main & Sanitary Sewer Improvements, City of St. Charles.** Lead design engineer for the design of 1,208 meters of five-lane, hinge-jointed pavement replacing a four-lane composite pavement between 4<sup>th</sup> and 14<sup>th</sup> Streets. This section was part of a 2,027-meter State Route improvement constructed through the heart of downtown, which included bridge replacement over the Fox River. Construction plans included pavement with curb and gutter and storm sewers, retaining walls, water main replacement, temporary and permanent street lighting, temporary traffic signals, walls, provisions for special waste, and an extensive construction staging plan that was vital to maintenance of traffic during construction.



**Professional Registration**

Professional Engineer, Illinois,  
#062-063213, 2011

**Years of Experience**

5 / 1 at HLR

**Education**

B.S., Civil Engineering,  
University of Illinois - Chicago

**Professional Certifications**

Certified Floodplain Manager

*Designated Erosion Control  
Inspector (DECI), Lake County,  
Illinois*

**Continuing Education**

Designated Erosion Control  
Inspector Workshop, Lake County  
Stormwater Management  
Commission, February 2011

Introduction to WinSLAMM,  
IAFSM, January 2011

Chris Olcott is a project engineer with over five years of experience with design and drainage improvements. He assists in the preparation of plans, specifications and estimates, drainage studies, hydraulic reports, storm sewer design, water main design and soil erosion and sediment control design.

**Representative Projects:**

**2012 Street Rehabilitation (Center/Seneca), City of Elgin.** Project engineer for the milling and resurfacing of 1.2 miles of residential streets in an old neighborhood. Improvements include new curb & gutter, sidewalks and driveway approaches throughout, with storm sewer improvements, water main and service upgrades, and sanitary sewer replacement at select locations.

**IL 64 Water Main & Sanitary Sewer Improvements, City of St. Charles.** Project engineer for the design of 1,208 meters of five-lane hinge-jointed pavement replacing a four-lane composite pavement between 4<sup>th</sup> and 14<sup>th</sup> Streets. This section was part of a 2,027-meter State Route improvement constructed through the heart of downtown, which included bridge replacement over the Fox River. Plans included pavement with curb and gutter and storm sewers, retaining walls, water main replacement, temporary and permanent street lighting, temporary traffic signals, walls, provisions for special waste, and an extensive construction staging plan that was vital to maintenance of traffic during construction.

**Plainfield-Naperville Road at 119<sup>th</sup> Street, Will County Department of Highways.** Served as project engineer for an intersection improvement which included approximately 1.5 miles of roadway reconstruction improvements, installation of new traffic signals and installation of a new drainage system. Engineering services also included route survey, preparation of Plats and legal descriptions, traffic analysis and an intersection design study.

**Techny Road Drainage Improvement, Village of Northbrook.** Project engineer for the installation of 60-inch, 72-inch and 84-inch relief storm sewer on Techny Road from Pfingsten Road to Second Street. The project included reconstruction of Techny Road for a jurisdictional transfer from the Cook County Highway Department to the Village of Northbrook.

**159<sup>th</sup> Street (U.S. 6/IL 7), Will County, IDOT District 1, PTB 152-16.** Drainage engineer for the 7.5-mile-long project for the full reconstruction from just east of Gougar Road to west of Ravinia Avenue. The project includes eight signalized intersections. The existing two-lane roadway is being widened to two lanes in each direction with a 30 foot median.

**143rd Street and Will-Cook Road Improvements, Will County Department of Highways, Cook County Highway Department and Illinois Department of Transportation.** Project engineer on the widening and reconstruction of 1.2 miles of urban two-lane roadways to five-lane roadways with enclosed drainage. The project included preparation of the contract plans, specifications and estimates. Extensive hydrologic and hydraulic analyses were performed along Long Run Creek to ascertain drainage conditions and to provide the proposed drainage design. The design included enlargement of two existing detention ponds and a 72-inch diameter trunk storm sewer. The drainage design also utilized an existing 4'x5' box culvert with a parallel 48"-54" overflow storm sewer. The profile of 143rd Street was raised above flood elevations.

**Education**

M.B.A., University of Illinois

B.S., Civil Engineering  
Illinois Institute of Technology

**Years of Experience**

28 / 27 at HLR

**Certifications**

Roadway Lighting Level I, IMSA,  
June 2010

**Continuing Education**

ACEC-IL/IDOT Lighting Seminar,  
May 2011

Roadway Lighting Design and  
Analysis with AGI32,  
January 2009

Streetscaping Seminar, APWA,  
2007

Highway Lighting Seminar, ACEC,  
2006

Dirk Yuill is a senior lighting engineer with over 28 years of experience in the preparation of plans and specifications for highways and local streets, highway and ornamental street lighting, storm drainage, storm drainage, storm sewers, sanitary sewers, water mains, and traffic signals. He is an experienced report writer for traffic studies and IDOT project reports. Dirk has municipal design review responsibilities for subdivision/site plan and permits along with other public works involvement.

**Representative Projects:**

**Plainfield-Naperville Road at 119<sup>th</sup> Street, Will County Division of Transportation.** Served as design engineer and provided QC/QA for this intersection improvement that includes approximately 1.5 miles of roadway reconstruction improvements, and installation of new traffic signals and a new drainage system. Engineering services also include preparation of plats and legal descriptions, coordination with utilities and local agencies, and wetland mitigation.

**Randall Road at IL 64, Kane County Division of Transportation.** Performed the photometric calculations, voltage drop analysis, and circuit layout. The project involved the reconstruction of an existing 6,350-foot-long, five-lane section to a six-lane section with dual left turn lanes and right turn lanes. The lighting system included an opposite arrangement of 40' aluminum poles with 15' arms and 310 watt high pressure sodium luminaires. At signalized intersections, 400 watt high pressure sodium luminaires were used on combination poles. Two controllers were included in the lighting system. This project also included a bicycle underpass with lighting, sidewalks that required lighting calculations, and a railroad crossing that required lighting calculations.

**Annie Glidden Road, Union Pacific Railroad Underpass to Taylor Street City of DeKalb.** Performed the photometric calculations, voltage drop analysis, and circuit layout. The project included the reconstruction of 4,500 feet (0.869 miles) of an existing two lane rural roadway to a five lane urban roadway. Decorative lighting consisting of a 40' fluted aluminum pole with an 8' davit arm and 250 watt HPS luminaires in a staggered arrangement was installed. Decorative luminaires on arms at 14' were also included on the poles along with festoon circuits. A single controller was designed for the project.

**Central Business District Improvements – Phase II, Village of Lake Bluff.** Performed the photometric calculations, voltage drop analysis, and circuit layout. The project included the replacement of existing gas lights with historically-replicated luminaires utilizing low wattage compact fluorescent lamps in the Central Business District. The project included pedestrian bump-outs to enhance safety and streetscape elements in addition to the street lighting.

**Woodstock Public Library Parking Lot.** Performed the photometric calculations, voltage drop calculations, and circuit layout to extend the existing parking lot lighting system to the new auxiliary parking lot. The auxiliary parking lot, a joint effort of the City of Woodstock and the Library, included permeable pavement and an underground stormwater detention facility, lighting and landscaping.

**Lake Forest Oasis, Illinois State Toll Highway Authority.** Performed photometric calculations, voltage drop analysis, and circuit layout to extend the existing lighting system for the expanded parking lot. The project included the expansion of the truck parking lot on the east side of the Lake Forest Oasis on the Tri-State Tollway. The existing street lights along the east edge of the parking lot were removed and temporary lighting installed on the ramps into and out of the parking area. The existing lighting circuits were extended to accommodate the new perimeter lighting and connect to the ramp lighting.

**Village Court Parking Lot, Village of Glencoe.** Performed the photometric calculations, voltage drop analysis, and circuit layout. The project was the final phase of the Village's Central Business District Streetscape Improvements. The previous phases included street lighting, holiday lighting outlets, and streetscape improvement on the streets in the Central Business District. The project included adding new street lights and holiday lighting outlets by extending circuits that were installed on the previous phases. A system for supplying electricity for festivals and special events was also designed and installed in the parking lot.

**Orchard Road, Mill Street to Tuscany Trail, Kendall County Highway Department.** Performed the photometric calculations, voltage drop analysis, and circuit layout. The project involved widening the existing two lane roadway to four lanes including the bridge over the BNSF Rail Road and adding street lighting along the west side of Orchard Road. The 0.582-mile-long project is located on the western edge of Oswego and Montgomery in Kendall County. The lighting system included a single side arrangement of 40' aluminum poles with 15' arms and 250 watt HPS luminaires. Two controllers were included, one at Mill Street and one at Tuscany Trail. Both controllers were set up for future intersection lighting. The lighting design was completed in one month.

**Central Business District Street Lighting, Village of Glencoe.** Performed the photometric calculations, voltage drop analysis, and circuit layout for the Village Central Business District. The overall plan was then broken down into various projects. The project involved the repair or replacement of the streets, sidewalks, and street lighting in the CBD. The luminaires used were replicas of one provided by the Historical Society. Engineering services included coordination with the luminaire manufacturer, plans, specifications, estimate of cost, and construction observation.

**Central Business District Lighting System Upgrade, City of Woodstock.** Performed voltage drop analysis and modified circuit layouts to accommodate the new street lights. The proposed improvement is located on Cass, Benton, Van Buren, and Johnson Streets, and consists of the removal of the existing street lights and handholes and the installation of new street lights and handholes. The improvement includes the removal and replacement of an existing street light controller, the removal and replacement of electric cables in conduit, and the removal of existing concrete sidewalk and replacement with new brick sidewalk.



**Registration:**

Professional Engineer - Illinois, 2003  
#062-056847

Professional Engineer - Wisconsin,  
2003 #36065-006

**Years of Experience:**

12 / 11 at HLR

**Education:**

B.S., 1998, Civil Engineering,  
Northern Arizona University,  
Flagstaff, AZ

**Professional Certifications:**

*Certified Wetland Specialist,*

McHenry County

*Certified Wetland Specialist,* Lake  
County, #C-129, 2011

*Certified Floodplain Manager,* #IL-08-  
00411, June 2008

*Kane County Engineer Review  
Specialist,* E-118, 2011

*Kane County Wetland Review  
Specialist,* W-081, 2011

**Professional Associations:**

Illinois Association of Floodplain and  
Stormwater Management

*Associate Director,* Kane DuPage Soil  
and Water Conservation District

**Continuing Education:**

Wetland Delineator Certification  
Program, Wetland Training Institute,  
October 2010

Green Construction Technologies and  
Practices, Curran Contracting,  
February 2010

Unsteady Flow Analysis Using the  
FEQ Modeling System, IASFM, 2008

Soil Stabilization, ISPE,  
February 13, 2008

Soil Erosion and Sediment Control  
Workshop, 2007

HEC-HMS Version 3.0, 2006

HEC-RAS, 2002

Culvert Design, 2001

Randy Newkirk is a senior project engineer with 12 years of experience in the preparation of drainage studies and investigations, including permitting and ordinance interpretation, highway drainage system design, storm sewer and culvert analysis and design, watershed analysis, and retention/detention facility concept design. He designs and prepares documents for developments, roadway geometrics, cross sections, quantities, cost estimates, sewer, water, traffic-capacity analysis, and intersection design studies.

Randy has working knowledge of the local stormwater ordinances for Kane, DuPage, Lake, McHenry, and Will Counties. He also has extensive experience with regulatory agencies such as IDNR-OWR, USACE, US Fish and Wildlife Service, Soil and Water Conservation Districts, and IDOT.

**Representative Projects:**

**Randall Road Widening and Reconstruction from Dean Street to Oak Street, St. Charles, Kane County Division of Transportation.** Drainage engineer for the sewer and stormwater management Phase II design. The project involved reconstruction and widening of Randall Road to six lanes and the widening of IL 64 to include dual left turn lanes at the intersection. Drainage engineering included hydrology and hydraulic calculations, inlet spacing, detailed storm sewer design, stormwater detention facility design, and utility conflict resolution design.

**Plainfield-Naperville Road at 119<sup>th</sup> Street, Will County Division of Transportation.** Drainage engineer for the sewer and stormwater management of the Phase II design. The project included the intersection improvement, approximately 1.5 miles of roadway reconstruction, and installation of new traffic signals and a new drainage system. Drainage engineering included detailed storm sewer design, inlet spacing, culvert hydrology and hydraulics design, and ditch design.

**South Street Extension, City of Elgin.** Drainage engineer responsible for the storm sewer, stormwater management, culvert crossing design, and permitting of the Phase II design. The project consisted of a new two-lane minor collector roadway from Randall Road westerly to a new residential subdivision. Drainage engineering included ditch design, detailed storm sewer design, stormwater detention design, compensatory storage for fill within the delineated floodway, Otter Creek culvert design and permitting, and ACOE permitting for impacts to the Waters of the U.S.

**Cottage Grove Avenue Widening and Reconstruction, Cook County Highway Department.** Drainage engineer responsible for the sewer and stormwater design. This jurisdictional transfer to the Village of Dolton involved widening of an urban two-lane section from Lincoln Avenue to 142<sup>nd</sup> Street. The area from 142<sup>nd</sup> Street to Railroad involved rehabilitation and replacement of existing storm sewer; from Railroad to 138<sup>th</sup> Street involved widening to three lanes with curb and gutter, storm sewer, and providing new outlet. Drainage engineering included inlet spacing, detailed storm sewer design including sewer separation, specifications, and details.

**Bethany Road, City of Sycamore.** Drainage engineer for the storm sewer, stormwater management, and regulatory agency permitting of the Phase II design. The project consisted of an expansion of this rural two lane road to an urban four lane roadway including new concrete pavement with curb and gutter, new left turn lanes, new storm sewers, and new traffic signals. Drainage engineering included tributary drainage delineation, storm sewer design, culvert design, and coordination with IDOT for connection to their sewer system.

**Combined Sewer and Watershed Study, Village of Kenilworth.** Project manager responsible for hydrology, sewer design, report writing and public involvement. The Village was experiencing flooding of resident basements and local streets. A study was needed to determine the causes of and solutions to the flooding. Drainage engineering consisted of hydraulically examining existing combined system using tributary flows, storm sewer information. Alternatives projects were developed to define a future course of action within the Village, including sewer separation, increasing conveyance in the combined sewer, and other smaller projects.

**Master Stormwater Management Study, Village of Northbrook.** Drainage engineer responsible for stormwater modeling and report exhibits. The study consists of developing prioritized lists of cost-effective flood reduction projects and suggested standards to be applied to new development and redevelopment to minimize the potential for increased flooding. Drainage engineering consisted of identifying repeated flooding locations, 28 in total, and developing conceptual projects to reduce flooding risks. The conceptual project included small public works initiatives, neighborhood conveyance improvement, major infrastructure improvements, and regional reservoirs. All projects were compared against each other using benefit cost ratios to help determine a ranking table of preferred projects.

**Alden Road Reconstruction, McHenry County Division of Transportation.** Drainage engineer responsible for preparation of the Location Drainage Study. The project involved the engineer for reconstruction of the rural route with new roadway sub-base structure, shoulder widening, and safety improvements. The drainage design included tributary drainage delineation, hydrologic evaluation using HEC-HMS, existing and proposed culvert hydraulics using HY-8, improved ditch design, and right-of-way needs.

**Bowes Road Bridge Replacement, Kane County Division of Transportation.** Drainage engineer responsible for the Hydraulic Report and public agency permitting. The project consisted of replacement of existing two-lane drainage structure with one that would accommodate a future five-lane section. Drainage Engineering consisted of hydraulic modeling, backwater evaluation, and compensatory storage determination. Public agency coordination and permitting included U.S. Army Corps of Engineers Regional Permit for impacts to the Waters of the U.S, the Soil and Water Conservation District for approval of the Soil Erosion and Sediment Control Plans, and Illinois Department of Natural Resources, Office of Water Resources for a floodway permit.

**Eldamain Road Corridor Development from U.S. 34 to Walker Road, Kendall County Highway Department.** Drainage engineer responsible for the Location Drainage Study. The project consisted of a Phase I design of a new two lane rural roadway corridor including a bridge over the Fox River. Drainage engineering included delineation of the tributary drainage area, hydrology and hydraulic calculations, culvert analysis, ditch design with right-of-way analysis, and preliminary storm sewer design.

**IL Route 47 Widening and Reconstruction from Country Club Road to McConnell Road, City of Woodstock.** Drainage engineer responsible for the Location Drainage Study. The Phase I engineering design included widening an existing three-lane arterial state route in a suburban commercial area to four through-traffic lanes with a flush median providing a bi-directional left turn lane. Improvements include curb and gutter, storm sewers, stormwater management features, traffic signals, and wetland and intersection improvements. Drainage Engineering included delineation of the tributary drainage area, hydrologic and hydraulic evaluated for the proposed cross culvert, preliminary design of a proposed lowflow/floodflow outlet structure. The drainage evaluation also included a storm sewer design with increased capacity for subway conditions.

**Professional Registration**

Professional Engineer, Illinois,  
#062-51271, 1996

Professional Land Surveyor,  
Illinois,  
#035-003302, 1998

**Years of Experience**

21 / 13 at HLR

**Education**

B.S. in Civil Engineering,  
Tri-State University, Angola, IN

**Continuing Education**

Legal Issues for Illinois  
Professional Engineers, April 2011

Illinois Land Law for Civil  
Engineers and Land Surveyors,  
March 2010

Green Construction Technologies  
and Practices, Curran Contracting,  
February 2010

Geodetic Leveling Field  
Procedures, NGS, November  
2009

Planning, Reconnaissance and  
Monumentation, NGS, November  
2009

Real Time Networks, IL Height  
Modernization Program, 2009

State Plane Coordinate System  
Workshop, Half Moon LLC, 2009

Managerial Accounting, Rock  
Valley College, 2009

Financial Accounting, Rock Valley  
College, 2009

Engineering Future Leaders in  
Illinois, ACEC, 2008

Soil Stabilization, Illinois Society of  
Professional Engineers, 2008

Floodplain Management, IAFSM,  
2007

Jeni Lyon has over 21 years of professional engineering and land surveying experience managing the planning, design, rehabilitation, and construction of site development and infrastructure projects. She is the project engineer for boundary surveys, control surveys, right-of-way surveys, land acquisition services, and various route surveys in support of engineering services. Prior to joining HLR in 1999, Ms. Lyon prepared and reviewed right-of-way and land acquisition documents for the Illinois Department of Transportation.

**Representative Projects:**

**Golfview Highlands Unit 8, Village of Carpentersville.** Responsible for the route survey on Bunker Lane, Center Drive, Northlake Parkway, Ravine Road, Plainview Road and Ravine Lane. The survey was required to design a new closed drainage system, water main, and curb and gutter.

**Crystal Lake Avenue at Main Street, City of Crystal Lake.** Responsible for directing all phases of survey and preparation of the plats and legal descriptions for the intersection improvement. The project involved a route survey of Crystal Lake Avenue from Walkup to Pingree Road. The project included a right-of-way survey and preparation of plats and legal descriptions for 22 parcels at the Crystal Lake/Main Street intersection.

**Randall Road at IL 64, Kane County Division of Transportation.** Directed survey operations for all phases and prepared the plats and legal descriptions for the roadway widening. This Federal-Aid project involved the survey for Phase I and II engineering. The right-of-way survey included the preparation of plats and legal descriptions for 36 parcels. Project improvements included widening Randall Road to six lanes, adding turn lanes, and improving traffic signals at six intersections.

**Fairfield Road at Gossell Road, Lake County Division of Transportation.** Prepared the plats and legal descriptions for the right-of-way survey for the realignment of Gossell Road. Also prepared the Plat of Highways and legal descriptions.

**Walnut Lane, Village of Schaumburg.** Project manager for the survey, plat of highway, and legal description for one parcel on Walnut Lane required for a culvert replacement. Provided acquisition services and prepared the plat and legal description. Also prepared the waiver valuation and negotiated with the property owner to acquire the permanent easement.

**Annie Glidden Road Widening, City of DeKalb.** Responsible for directing survey crews for all phases of the project and preparing plats and legal descriptions for widening Annie Glidden Road from IL 38 to Fairview Drive to improve traffic flow and safety. The project consisted of the survey for Phase I and Phase II engineering. The right-of-way survey included the preparation of plats and legal descriptions for 22 parcels.

**Village Court Parking Lot Survey, Village of Glencoe.** Responsible for the preparation of a boundary and topographic survey of a parking lot in the middle of the Central Business District for planned resurfacing and parking lot reconfiguration.

**143<sup>rd</sup> Street at Will-Cook Road, Will County Highway Department.** The project involved right-of-way surveys and the preparation of plats and legal descriptions for 13 parcels. Directed the survey operations and prepared the plats and legal descriptions.

**On-Call Survey Services, 2008-2011, Kane County Division of Transportation.** Directed the survey operations for various land surveying services on a work order basis. Projects included the boundary survey of Seavey Road gravel pit, monitoring the Lake Campton spillway at Burlington Road during construction of Burlington Road and Corron Road, various right-of-way staking projects, preparation of a Plat of Highways for a parcel on Orchard Road, locating utilities on Orchard Road at Rochester, and providing elevations and coordinates for parking lot extension and bike path relocation on the Stearns Road project.

**Various/Various Route Surveys, PTB 155-22, IDOT District 1.** Performs project management for a various route surveying contract in various counties in District 1 on a work order basis. Responsible for directing survey crews, establishing control and centerlines, and preparing man-hour estimates. Surveys have been performed on IL 176 in Wauconda, U.S. 20 in Hanover Park, IL 53 at Royce Road in Bolingbrook, and U.S. 6 at Gougar Road in Joliet.

**IL 53, IDOT District 1.** The project involved right-of-way surveys and plats and legal descriptions for approximately 130 parcels between Army Trail Road and the Elgin-O'Hare Expressway. Directed survey crews, performed calculations, and prepared the plats and legal descriptions.

**Fox River Drive at River Road, Kendall County Highway Department.** Provided QA/QC on a route survey performed as part of an intersection improvement. Prepared plats and legal descriptions for five parcels.

**Deerfield Benchmark Circuit, Village of Deerfield.** Project manager directing survey operations to set 75 Berntsen monuments at various locations throughout the Village. The permanent monuments were driven to refusal and set in a greased sleeve encased in concrete to maintain accurate vertical elevations. Differential leveling circuits were then run from NGS monuments in Highland Park in order to establish elevations. Also provided horizontal coordinates using real-time kinematic GPS.

**Lake Avenue/U.S. 14, City of Woodstock.** Prepared the plans, plat of highways, and legal descriptions for the proposed right-of-way.

**Alden Road Reconstruction, McHenry County Division of Transportation.** Oversaw survey operations for a 10-mile route survey from IL 41 to the Wisconsin State Line for the development of roadway reconstruction plans.

**Project Role: Survey****Professional Registration**

Professional Land Surveyor,  
Illinois, #35-003158, 1995

**Years of Experience**

31 / 23 at HLR

**Education**

A.A.S. in Architecture and Building  
Construction Technology,  
Morrison Institute of Technology

**Continuing Education**

Early Surveying Techniques and  
the Evolution of Surveying  
Equipment, IPLSA, 2007

Illinois Statutes and Standards,  
Illinois Ethics, IPLSA, 2007

Land Acquisition and the  
Surveyor's Role, IPLSA, 2006

GIS/Geo Spatial Imagery, IPLSA,  
2004

**Professional Organizations**

Illinois Professional Land  
Surveyors Association

John Sweet is a project land surveyor with over 30 years of experience responsible for the field operations of project land and right-of-way surveys and construction layout of land development, utilities, and roadways. He assists in the preparation of right-of-way plats, legal descriptions, subdivision plats, annexation plats, and other surveys.

**Representative Projects:**

**Bricher Road and Geneva Commons, City of Geneva.** The project involved a route survey necessary to address traffic safety issues at this intersection. Performed the survey and prepared easement documents and performed construction layout.

**Eldamain Road, Kendall County Highway Department.** The new Eldamain Road corridor between U.S. 34 and IL 71 will create a new bridge crossing over the Fox River in this rapidly growing area of Kendall County. HLR performed Phase I engineering including route survey throughout the corridor and stream survey along the Fox River. The survey also included existing right-of-way surveys along Eldamain Road. Assisted with the route survey and performed the right-of-way survey.

**Alden Road, McHenry County Division of Transportation.** The project included a 10-mile route survey from IL 41 to the Wisconsin State Line for the development of roadway reconstruction plans. The survey included determination of the existing right-of-way and centerline. Assisted with the route survey and existing right-of-way survey.

**Fox River Drive, Kendall County Highway Department.** Prepared plats and legal descriptions for five parcels on Fox River Drive at River Road. Established and staked the centerline of Fox River Drive as well as 500' along River Road and 250' along Millhurst Road. Also performed a route survey as part of the intersection improvement.

**Irene Road Right-of-Way Survey, Mathewson ROW Company.** HLR prepared the plats of highways and legal descriptions necessary for the land acquisition of four parcels on the northeast quadrant of I-90 and Irene Road. These parcels are necessary for a new exit ramp required for a detour from I-90 to westbound U.S. 20. The interchange at U.S. 20 will be completely reconstructed and traffic will be re-routed off I-90 at Irene to westbound U.S. 20 during construction. Performed the survey and prepared the plats of highways and legal descriptions.

**IL 31, City of St. Charles.** The project involved right-of-way surveys and the preparation of plats and legal descriptions for three parcels. Performed the survey and prepared the plats of highways and legal descriptions.

**Commuter Drive, Rohlwing Road to Wilke Road, Village of Arlington Heights.** The project involved the review of existing documents and the preparation of existing right-of-way plats. Performed the boundary survey and prepared the plats.





## Larry Harvey, CST III

*Project Role: Survey Crew Chief*

### Years of Experience

11 / 11 at HLR

### Certifications

Certified Survey Technician Level III, National Society of Professional Surveyors, April 2008

### Continuing Education

Geodetic Leveling Field Procedures, NGS, November 2009

Planning, Reconnaissance and Monumentation, NGS, November 2009

State Plane Coordinate System Workshop, Half Moon LLC, 2009

Trimble Survey Controller Software Training, Precision Midwest, April 2007

IDOT Survey II – Intermediate, April 2005

IDOT Survey III – Construction, May 2005

Survey Mathematics, Rock Valley College, June-August 2004

Larry Harvey began his career as an instrument person on a field crew, then worked his way up to crew chief and has become a valuable asset to our team. He has extensive experience in performing right-of way and boundary surveys. Larry performs many route and stream surveys in support of our engineering and structural services. He also is responsible for staking roadways, utilities, and bridges on our construction layout projects.

### Representative Projects:

**Randall Road at IL 64, Kane County Division of Transportation.** This Federal-Aid project involved the survey for Phase I and II engineering and the right-of-way survey. Improvements included widening Randall Road to six lanes, adding turn lanes, and improving traffic signals at six intersections. Mr. Harvey performed all phases of survey and also performed construction layout for the contractor, Martam Construction, Inc.

**Annie Glidden Road, City of DeKalb.** Annie Glidden Road from IL 38 to Fairview Drive was widened to improve traffic flow and safety. This project consisted of the survey for Phase I and II engineering and the right-of-way survey. Mr. Harvey performed all phases of survey and also performed construction layout of a portion of this project for Rockford Blacktop.

**Walnut Lane, Village of Schaumburg.** This ongoing Phase I project includes a 0.5-mile route survey needed for the reconstruction of an urban arterial street. Mr. Harvey assisted with the route survey.

**Main Street/Crystal Lake Avenue, City of Crystal Lake.** A route survey was required to develop plans for intersection improvements and a streetscape plan for Crystal Lake Avenue. A right-of-way survey was necessary to prepare the plats and legal descriptions needed for acquisition. Mr. Harvey performed all phases of survey including construction layout.

**Village Court Parking Lot Survey, Village of Glencoe.** HLR prepared a boundary and topographic survey of the Village Court parking Lot in the middle of the Central Business District. The Village requested this survey because they plan to resurface and possibly re-configure the parking lot.

**Fairfield Road at Gossell Road, Lake County Division of Transportation.** HLR performed the right-of-way survey and prepared the Plat of Highways and legal descriptions for the realignment of Gossell Road. Mr. Harvey performed the right-of-way survey.

**Pleasant Hill Road, Jackson County Highway Department.** This highway project consisted of two miles of urban highway reconstruction. Services included route survey, drainage design, permitting OWR and USACE wetland impacts, and preparing a Project Development Report and contract plans. Mr. Harvey served as survey party chief.



**Ryan C. Livingston, E.I.**

**Project Role: Resident Engineer**

**Professional Registration**  
Engineer Intern, #16756,  
Iowa, 2007

**Years of Experience**  
5 / 5 at HLR

**Education**  
B.S., Civil Engineering  
Certificate of Business  
Entrepreneurialship  
University of Iowa, Iowa City, IA

**Continuing Education**  
Documentation of Contract  
Quantities, IDOT, 09-0093  
FHA-NHI Safety Inspection of In-  
Service Bridges, November 2008  
Soil Stabilization, Illinois Society  
of Professional Engineers,  
February 13, 2008  
Soil Erosion and Sediment Control  
Workshop, Kane-DuPage Soil and  
Water Conservation District, 2007

**Professional Organizations**  
American Society of Civil  
Engineers

Ryan Livingston is a project engineer with five years of experience in the preparation of plans and specifications for highways and local streets, storm sewers and sanitary sewers. He has assisted firm structural engineers in performing bridge and culvert inspections consisting of condition state evaluations, estimated lifecycle, cost-effective repair/replacement options, and cost estimates.

**Representative Projects:**

**2012 Street Rehabilitation (Center/Seneca), City of Elgin.** Resident engineer for the milling and resurfacing of 1.2 miles of residential streets in old neighborhood. Improvements include new curb & gutter, sidewalks and driveway approaches throughout, with storm sewer improvements, water main and service upgrades, and sanitary sewer replacement at select locations.

**15-Year Street Improvement Program, Village of Glencoe.** Construction observer for the Village's 15-year plan to resurface and reconstruct their street systems, including two years of downtown streetscaping. Cooperation with Village personnel and residents and guidance of the contractor's activities were essential for the success of the program.

**Rohrsen Road/Sayer Road Resurfacing, Hanover Township.** Performed construction observation for the bituminous surface removal and placement of bituminous surface course. Bid document preparation included an estimate of quantities, specifications and estimates of cost. Construction observation included measurement of field quantities, daily diary, preparation of pay estimates, and daily observation of the contractor's work.

**Lake Bluff Central Business District, Village of Lake Bluff.** Performed construction observation and documented field work for the rehabilitation of multiple streets within the Village's town center. Improvements included the realignment of Center Drive which created a courtyard in front of the Village Hall. Streets were resurfaced, and new curb and gutter, storm sewer, sidewalk, and various landscaping elements and ornamental lighting were added.

**IL 22 Reconstruction and Widening, IDOT District 1.** Performed construction observation for the reconstruction and widening of IL 22 between IL 83 and IL 45/21, a \$20 million project. Diaries, IDR's, field books, and field measurements were maintained on a daily basis. Coordination with IDOT, HLR, and testing services personnel was needed to maintain project continuity.

**2009 Fall Road Program, Village of Wilmette.** Performed construction observation for approximately 12,000 square yards of resurfacing, 1,000 feet of curb and gutter removal and replacement, 5,500 square feet of sidewalk and driveway removal and replacement, structure adjustments, and pavement markings. The project included preparation of the specifications and bid documents, construction observation, and construction documentation including daily reports, final measurements, authorizations, and pay estimates to ensure the project was built in accordance with the plans and specifications.



**Nicholas M. Piekarski, E.I.**

**Project Role: Field Engineer**

**Professional Registration**  
Engineer Intern, Ohio, 2010

**Years of Experience**  
2 / 2 at HLR

**Education**  
B.S., Civil Engineering,  
University of Dayton, Dayton, OH

**Certifications**  
Documentation #112-0024

**Continuing Education**  
Construction Inspection, APWA  
Lake Branch, April 2011

Green Solutions for Parking,  
Paving, and Drainage Systems,  
AIA, February 2011

Nick Piekarski is an engineering intern with two years of experience providing field engineering on construction projects.

**Representative Projects:**

**McCullom Park Stormwater Improvements, Village of Downers Grove.** Assisted project resident engineer in providing construction observation services for improvements at a 5.2-acre park. Project responsibilities include construction observation, quantities preparation, and coordination with the Village, the Park District, the materials testing firm, and the contractors. This included construction of the new stormwater drainage basin, relocated sand volleyball and basketball courts with lighting, a new full-sized soccer field, multi-tier modular block retaining walls, storm sewer, fencing, and improvements to a bituminous pedestrian path. The project also included extensive site grading including an irrigation system and drainage system.

**Lemont/Naperville Signal Interconnect, DuPage County Division of Transportation.** Assisted with construction observation for the modernization of eight traffic signal installations with traffic signal interconnect work. Items installed include full-actuated controllers in cabinets, fiber optic transceivers, loop detectors, and all incidental and collateral work necessary to complete the project. The project also required the maintenance of existing traffic signal installations.

**Crystal Lake Avenue at Main Street, City of Crystal Lake.** Assisted with construction observation for the project. Engineering services included daily observation, construction staking, and preparation of change orders and pay estimates. HLR coordinated with utilities and local businesses, and established and maintained a website to keep the public informed of work progress. The improvements improved traffic flow at the intersection and enhanced the appearance of the main entrance to the City's central business district.



**Professional Registration**

Engineer Intern, Illinois, #061-033314

Surveyor in Training, Illinois, #028-001413

**Years of Experience**

4 / 4 at HLR

**Education**

B.S. Civil Engineering, Southern Illinois University, 2007

**Certifications**

Documentation, #09-0262

**Professional Organizations**

Illinois Professional Land Surveyors Association

Brian Holabeck is a project land surveyor with over four years of experience in both engineering and surveying which gives him a unique understanding of what is required on various surveys and traffic studies. He is responsible for the field operations of project route and right-of-way surveys and construction layout of land development, utilities, and roadways. Brian assists in the preparation of right-of-way plats, legal descriptions, subdivision plats, annexation plats, and other surveys.

**Representative Projects:**

**Crystal Lake Avenue at Main Street, City of Crystal Lake.** Field engineer assisted with the construction observation and layout. Engineering services included construction staking and supervising the water main installation. HLR coordinated with utilities and local businesses and kept the public informed of work progress. The project improved traffic flow at the intersection and enhanced the appearance of the main entrance to the City's central business district.

**Fall 2009 Road Program, Village of Wilmette.** Resident technician, assisting project senior resident engineer with construction observation and documentation. The project involved roadway resurfacing and improvements to four Village streets. Manholes were reconstructed and two storm structures were installed.

**2009 Road Program, Village of Streamwood.** Assisted with the topographic survey. The Village required a topographic survey of Hillside Drive, Hillside Court, and Evans Court. The project required cross sections, including all utilities, staked the centerline, and set benchmarks on all fire hydrants within the project limits. The Village was supplied with all field notes for use in preparing plans.

**159<sup>th</sup> Street (U.S. 6/IL 7), Will County, IDOT District 1, PTB 152-16.** Assisted with the supplemental route survey and tree survey along 159<sup>th</sup> Street and within the Fiddymont Creek Preserve.

**Walnut Lane, Village of Schaumburg.** Assisted on the route survey, establishing control and locating topography. The Phase I project included a 0.5-mile route survey needed for the reconstruction of an urban arterial street.

**Bricher Road and Geneva Commons, City of Geneva.** Assisted in the route survey and with preparing easement documents. The project involved a route survey necessary to address traffic safety issues at this intersection. The project included the preparation of easement documents and construction layout.

**U.S. 6, Maple Road at Gougar Road, IDOT PTB 155-22.** Responsible for the route survey and manhole inspections. The project included a route survey on U.S. 6 at Gougar Road for a Phase I engineering design. The project consisted of cross sections and topography for approximately 1.2 miles in Joliet.



**Education**

Bachelor of Science in Civil Engineering, University of Illinois U-C, 2003

**Certifications/Registrations/Technical Training**

- **Professional Engineer**, Illinois No. 062-061241
- Foundation Analysis and Design – University of Illinois at Chicago - Spring 2008
- OSHA 10
- IDOT Training: HMA Level 1 (2010), HMA Level 2 (2011), HMA Level 2 (2011), PCC Level 1 (2010), PCC Level 2 (2011), PCC Level 3 (2011), S-33 (2010), Documentation of Contract Quantities (2010)

**Affiliations/Memberships**

American Society of Civil Engineers (ASCE)

Secretary – Urban Planning and Development Group – 2009 – 2010

Vice President – Urban Planning and Development Group – 2010 - 2011

American Public Works Association (APWA)

Chapter Membership Co-Chair – 2009 – 2010

Fox Valley Branch Publicity Co-Chair – 2009 – 2010

National Society of Professional Engineers (NSPE), DuKane Chapter of Illinois

Vice President – 2007 – 2010

President – 2010 – 2011

**Professional Experience**

As President and sole owner of Rubino Engineering, Inc., Michelle performs geotechnical and construction materials testing cost estimation as well as prepares and reviews construction materials testing and geotechnical engineering reports. Geotechnical report recommendations include, but are not limited to, shallow and deep foundation design, earth retention structures, pavement reconstruction and widening including subgrade stability, slope stability analysis and recommendations for sites with unsuitable or organic soils, and general site development.

Michelle has over 7 years of geotechnical engineering experience both in the field and in the laboratory and was the branch manager for the PSI Elgin office through August of 2009. In 2006, Michelle was the project engineer in charge of the Indiana Toll Road widening project which included performing conventional soil borings as well as cone penetrometer testing (CPT) for multiple bridge structures along the Tollway going through Gary, Indiana.

**Representative Geotechnical Engineering Project Experience (Rubino)**

- Dymond Drive Reconstruction – Libertyville, IL
- Route 59 and Shoefactory Road Intersection Improvements – Hoffman Estates, IL
- Eola Road Reconstruction – Aurora, IL
- Royal St. George Culvert – Naperville, IL
- Deerpath Road Reconstruction – City of Wood Dale, IL
- City of Elgin 2010 and 2011 Neighborhood Resurfacing, Reconstruction, and Utility Program
- 87<sup>th</sup> Street Reconstruction – City of Burr Ridge, IL
- Williams Court Improvements – Sewer and water extension – Warrenville, IL
- Rockwell Street Realignment – Warrenville, IL
- Iris Avenue and Flower Court Improvements – Hanover Park, IL

**Representative Project Management Experience – Construction Materials Testing (Rubino)**

- Aurora 2010 & 2011 Resurfacing Program – Aurora, IL
- Streamwood 2010 & 2011 City Maintenance Road Program – Streamwood, IL
- Kendall County 2010 & 2011 Roadway Program
- Mount Prospect 2010 & 2011 MFT Street Program – Mount Prospect, IL
- City of Geneva 2010 & 2011 Street Program – Geneva, IL
- Hanover Park 2010 & 2011 Street Program – Hanover Park, IL

**Education**

Master of Science in Civil Engineering, University of Illinois Urbana-Champaign, 2010

Bachelor of Science in Civil Engineering, University of Illinois Urbana-Champaign, 2009

**Work Experience**

Rubino Engineering, Inc. – October 2011 to present

U.S. Army Corps of Engineers – May 2008 to August 2009

Christopher B. Burke Engineering, Ltd. – May 2007 to August 2007

Graef, Anhalt, Schloemer and Associates, Inc. – May 2006 to August 2006

**Certifications**

- Engineering Intern, No. 061-034372

**Affiliations/Memberships**

ASCE – American Society of Civil Engineers,

Young Member's Group Member 2011 to present

University of Illinois Student Chapter Outreach Chair 2008 to 2009

University of Illinois Student Chapter Member 2005 to 2010

APWA – American Public Works Association

Member 2012 to present

**Professional Experience**

Beth Glowacz, EI is currently a Staff Engineer at Rubino Engineering. Beth is responsible for coordinating geotechnical engineering projects including proposal preparation, drilling coordination, laboratory testing, and report preparation. Below is a representative list of projects Beth has been involved in with Rubino:

**Related Project Experience (Rubino)**

- St. Charles 2012 MFT Program – St. Charles, IL
- Deerfield Pavement and Soil Investigation – Deerfield, IL
- 55 Skokie Valley Road Retail Center – Highland Park, IL
- Cary Park District Parking Lot Improvements – Cary, IL
- Lions Park Trails – Cary, IL
- Hawthorne Boulevard – Glen Ellyn, IL
- UPS – Hodgkins, IL
- North Aurora Road Program – North Aurora, IL
- Aux Sable Addition – Morris, IL
- Nitrex Building Addition – Aurora, IL
- Crystal Lake Roadway Extension – Crystal Lake, IL

**Education**

Prairie State College, Chicago Heights, IL, 1983  
Illinois State University, Normal, IL, 1977-1980

**Certifications**

- Certified Nuclear Density Gauge Operator
- ACI Level I Concrete
- IDOT QC/QA Level I (2000) and Level II (2000), Concrete
- IDOT QC/QA Level I (2001) and Level II (2001), Bituminous
- IDOT S33 Geotechnical Field Testing and Inspection (2008)
- OSHA 10

**Professional Experience**

Mr. Dunne has over 27 years' experience in the construction quality control testing and inspection industry as a Senior Engineering Technician/Project Manager. He was responsible for supervision of field personnel and performance of soil compaction, concrete, floor flatness and bolt inspection and testing at the Sears Home Office Project, an 800 acre, \$400 million development in Hoffman Estates, Illinois from 1990 to 1994. Mr. Dunne also served as the project manager for the \$150 million Motorola Cellular Subscriber Group II Facility in Harvard, Illinois. Mr. Dunne is the resident Floor Flatness expert using the FloorPro® produced by Ytterberg Scientific, Inc. The below projects are representative of the work Mr. Dunne has performed as an employee of Rubino Engineering, Inc. for construction material quality control, QC / QA, and floor flatness testing.

**Related PCC and HMA Roadway Project Experience**

- Gordon and Rte 30, Montgomery – Engineering Enterprises, Inc. (2011)
- Winnebago Street, Rockford – HR Green (2011)
- Oswego MFT Project – Village of Oswego (2011)
- City Maintenance & MFT Programs – Village of Streamwood (2011)
- Townhouse Road, Kendall County – Kendall County (2011)
- Dymond Drive, Libertyville – Village of Libertyville (2011)
- Geneva Sidewalk Program – City of Geneva (2011)
- Ridge Road DOT – Kendall County (2011)
- Hanover Park MFT – Village of Hanover Park (2011)
- Roadway Program – Village of North Aurora (2011)
- Broadway Congestion Mitigation Project, Aurora – Smith Engineering (2010)
- Warrenville and Johnson Street, Newark Pavement Project – Engineering Enterprises Inc. (2010)
- Budd Road Improvement Program, Fox Township – Kendall County Highway Department (2010)
- Fox River Drive Program, Kendall County – Kendall County Highway Department (2010)
- Rock Creek Road Program, Kendall County – Kendall County Highway Department (2010)
- Kendall Township Road Program, Kendall Township – Kendall County Highway Department (2010)
- Hanover Park Street Program – Village of Hanover Park (2010)
- Resurfacing Program, Aurora – Smith Engineering (2010)
- Mount Prospect 2010 MFT Program – Mount Prospect Public Works Department (2010)
- Geneva 2010 Roadway Program – City of Geneva Public Works Department (2010)
- Streamwood City Maintenance Program – City of Streamwood (2010)
- Oswego MFT Program – Smith Engineering (2010)
- Streamwood MFT Program – City of Streamwood (2010)
- Galena Boulevard Project, Aurora – SEC Group (2010)
- QA Roadway Project, Montgomery – Engineering Enterprises, Inc. (2010)
- Astor Avenue Project, Hanover Park – Village of Hanover Park (2010)
- Elgin Neighborhood Resurfacing Project – Engineering Enterprises, Inc. (2010)
- Damisch Road over Tyler Creek Project, Kane County – ESI Consultants, LTD (2010)



# CRYSTAL LAKE AVENUE AT MAIN STREET CITY OF CRYSTAL LAKE



## CHALLENGE

*Reduce traffic congestion and improve the aesthetics of a gateway intersection to Crystal Lake's downtown.*

The Main Street/Crystal Lake Avenue intersection was experiencing congestion due to lack of left-turn lanes and outdated traffic signals. The intersection is the gateway to the City's historic downtown, yet it had little visual appeal with no streetscaping elements and different styles of street lighting. The intersection was not pedestrian friendly with narrow sidewalks close to the back of curb.

The City of Crystal Lake retained HLR to develop both traffic flow improvements and streetscaping that included landscaping, ornamental lighting, and raised planter boxes. The project also added ornamental lighting of the City's Veterans' Memorial at the north end of the project.

## RESULTS

*The first phase was finished Fall 2008.*

Project benefits included:

- Enhanced aesthetic appeal
- Reduced congestion
- Improved water distribution
- Consistent lighting treatment
- Improved pedestrian safety

## CONSTRUCTION BUDGET

\$1.9 million

## REFERENCE

Mr. Victor Ramirez, P.E.  
Director of Engineering  
815.356.3611

## SOLUTION

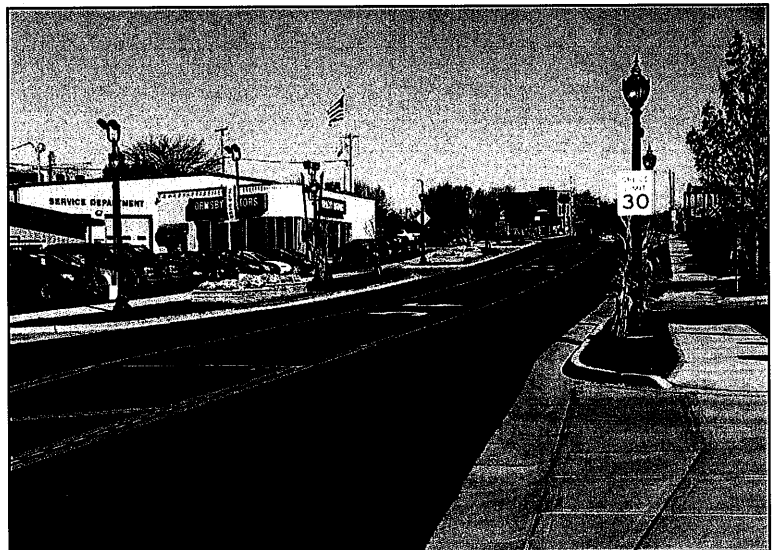
HLR provided preliminary engineering investigation and design to analyze existing and projected traffic. The design looked at future land uses from redevelopment to insure the intersection improvements would accommodate these anticipated changes. The project also needed to allow for phased construction of the intersection since the City was working with the Union Pacific Railroad to remove a grade crossing through the intersection. HLR provided final engineering design of the roadway and streetscaping design as well as construction observation. Coordination with utility companies to bury overhead utility lines was also part of the design process.

The first phase of construction to the Main Street and Crystal Lake Avenue intersection and the Veterans' Memorial area began in April 2008. HLR provided construction engineering services, including daily observation, construction staking, preparation of change orders and pay estimates. HLR coordinated with utilities and local businesses, and established and maintained a website to keep the public informed of work progress. The improvements enhanced the appearance of the main entrance to the City's central business district, and improved traffic flow at the intersection.

To gain approval for the project, HLR coordinated the design with the Union Pacific Railroad and numerous utility companies.

### *Improvements included:*

- Construction of exclusive left-turn lanes at the intersection
- Improved pavement marking/lane channelization
- New water main and storm sewer
- Upgraded traffic signals
- Wider sidewalks, grassed parkways and brick pavers
- Ornamental street lighting
- Raised planter boxes with split-face stone face.



WIDENED SIDEWALKS, DECORATIVE PLANTER BOXES AND NEW STREET LIGHTS IMPROVED SAFETY AND AESTHETICS.

## GOLFVIEW/HIGHLANDS UNIT 8 VILLAGE OF CARPENTERSVILLE



### CHALLENGE

*This residential subdivision was built in the 1950s. Deteriorating roadways, lack of storm sewers and sidewalks, aging sanitary sewers, and inadequate water mains made upgrading this area a priority for the Village of Carpentersville.*

### RESULTS

*HLR's Phase II services were completed in 2008 and the improvements were completed in 2009.*

Benefits of the project include:

- New roadways with curb and gutter
- New sidewalks
- New storm sewer system
- New water mains and services
- New and/or rehabilitated sanitary sewers
- Upgraded street lighting

### CONSTRUCTION COST

\$3.6 Million

### REFERENCE

Mr. Ed Szydlowski  
Capital Projects Manager  
Village of Carpentersville  
847.551.3480

### SOLUTION

Hampton, Lenzini and Renwick, Inc. (HLR) prepared plans, specifications, estimates of cost, and bid documents for the reconstruction of a network of six residential streets totaling approximately 1.1 miles in length. The design transformed the existing rural-type roadways to a new uniform urban section with new curbs and gutters, storm sewers, and sidewalks. HLR's professional services included route survey and the preparation of plats and legal descriptions for easement and right-of-way acquisition, including that required for an off-site water main extension.

Along with the street improvements, the design included approximately 5,000' of storm sewer, 6,300' of water main, 2,200' of water service lines, and 4,500' of new sanitary sewer and cured-in-place sanitary sewer lining. All sanitary sewers were televised prior to design to determine their condition and the extent of repair or replacement necessary. Water service replacement was tightly coordinated to allow for services to be switched from the old main to the new main with minimal service interruption.

The plans and specifications included provisions to schedule and limit road closures to minimize inconvenience to residents and allow access to local traffic and emergency vehicles. Provisions were also included to accommodate traffic to the elementary school and handful of businesses that bordered the project.

The main stormwater outfall had to meet stringent volume and quality requirements for discharge into Library Springs, an Open Lands Trust natural area in Dundee Township established by a grant from Illinois Department of Natural Resources (IDNR).

Coordination with other agencies included:

- IEPA for water main and sanitary sewer permits
- IDOT for water main work performed within the IL 25 right-of-way
- Village of East Dundee for storm sewer outfall
- Dundee Township
- Kane County for IDNR for work affecting Library Springs

# CENTER STREET AND SENECA STREET REHABILITATION CITY OF ELGIN



## CHALLENGE

*To act as an extension of City staff in providing design and construction engineering services for the rehabilitation of 1.25 miles of streets and selected public utilities in an older residential neighborhood within the City of Elgin.*

## RESULTS

*The improvement was bid in February and construction began in March 2012.*

Benefits of the proposed project will include:

- Rehabilitated streets with new curbs & gutters, sidewalks and driveway approaches
- Improved drainage
- Improved water distribution and fire protection

## CONSTRUCTION COST

\$ TBD

*Engineer's Estimate: \$2.25 million*

*Bid Range: \$1.85 to \$2.95 million*

*Contract Award: \$1,847,257*

## REFERENCE

James Beverly  
City of Elgin  
847.931.5955

## SOLUTION

The City of Elgin's 2012 annual street rehabilitation program involved approximately 6,600 feet of streets over 12 blocks in an older residential neighborhood on the City's northeast side. In addition to deteriorated surface conditions, several areas were served by undersized water mains, and portions of the existing sanitary sewer system were in need of replacement or repair. Hampton, Lenzini and Renwick, Inc. (HLR) was selected to provide both design and construction engineering services. The scope of services required that HLR serve as an extension of City staff and, working closely with the City Engineer, be responsible for the overall implementation and management of the project.

HLR established control and performed a topographic survey of the entire area. H.R. Stewart was subcontracted to televise all the sanitary sewers in the area, from which sections for replacement and point repair were determined. Rubino Engineering collected pavement cores in each block in order to ascertain existing pavement compositions. The proposed typical street section provided for replacing all existing curb at a higher elevation, milling the bituminous surface down to the existing concrete base, then resurfacing with hot-mix asphalt. Selected portions of the existing water main and services were designated for upgrade, and all driveway approaches and sidewalks were scheduled for removal and replacement. Design services included preparation of plans, specifications, estimates and proposal/bid package.

HLR led design coordination efforts, which included

- IEPA permit for water main improvements
- City of Elgin Water Department for configuration of water main valves and tie-ins
- Private utility companies
- Compatibility with the City's Bikeway Master Plan
- Pre-bid meeting for prospective bidders

Construction began in March of 2012, with an aggressive completion date set in June. HLR held a preconstruction meeting and a public informational meeting to inform local residents what to expect during construction. The project is currently underway.

# MULTI-YEAR STREET IMPROVEMENT PLAN AND DOWNTOWN STREETSCAPE VILLAGE OF GLENCOE, ILLINOIS



## CHALLENGE

*Design a street improvement plan to repair and widen residential streets while maintaining ingress and egress for residents and emergency vehicles during construction. Design a downtown improvement plan incorporating new sidewalks, hardscape and landscape features, and street lighting while maintaining parking and vehicular/pedestrian traffic for downtown businesses.*

The Village's residential streets needed improvement to address drainage issues and pavement failures. The downtown needed a facelift to maintain its vitality.

Funding was provided through bond issues, MFT allotments and the Village's general fund.

## RESULTS

*Over a 20-year period, 90% of the Village streets have been improved.*

Benefits included:

- Improved roadway conditions
- Improved drainage
- Infrastructure upgrades
- Improved traffic safety
- Better accessibility
- Hardscape and landscape improvements
- New street lighting
- Improved parking

## CONSTRUCTION COST

\$22 Million

## REFERENCE

Mr. David C. Mau, P.E.  
Director of Public Works  
Village of Glencoe  
847.835.4111

## SOLUTION

Hampton, Lenzini and Renwick, Inc. (HLR) provided both Phase II design and Phase III construction engineering services for this long-term project. Phase II services included the preparation of detailed design plans, specifications and estimates, along with bid documents for both the residential streets and downtown streetscape. HLR coordinated efforts with a Land Planner and Landscape Architect to develop a design for replacing sidewalks and street lighting in the central business district. Coordination was also required for both public and private utilities. When the improvements were funded with MFT monies, plans were submitted to IDOT Bureau of Local Roads and Streets for approval.

Phase III construction engineering services were provided to ensure improvements were constructed in accordance with the project specifications. These services included construction staking and observation, as well as documentation including diaries, daily reports, weekly reports, field measurements, quantity books, change orders, pay estimates and material testing. HLR coordinated with local residents and downtown businesses to keep them abreast of current events and upcoming schedules. Record drawings were also prepared.

Improvements included widening and reconstruction of existing pavements, PCC and bituminous base courses, curb and gutter, storm sewers, underground stormwater detention, water main and street lighting. The downtown area was improved with brick pavers, raised planters with stone seat walls, new street lights, and a holiday lighting system for illuminating trees in the central business district.

The most recent project, completed in 2010, included reconfiguring the downtown Village Court parking lot for additional spaces and improved traffic flow.



## MFT MAINTENANCE PROGRAMS VARIOUS CLIENTS IN NORTHERN ILLINOIS



### CHALLENGE

*Create cost-effective solutions to the maintenance of facilities repaired under the MFT Program.*

HLR administers the annual MFT Maintenance programs for the City of Woodstock, City of Elgin, and Village of Glencoe, and as funding is available, for the Village of Kenilworth, and Elgin Township. These clients look to us to help them maximize the amount of work to be done with the limited amount of funding available.

### SOLUTION

To assist our clients with their MFT Maintenance Program administration, Hampton, Lenzini and Renwick, (HLR) meets with each client's engineering staff to prepare a list of improvement locations to be used in the preparation of the bid documents and to identify preventive maintenance measures.

Preventive maintenance treatments lengthen the intervals between replacement of deteriorated roadways. HLR identifies preventive measures based on the age, volume of traffic, and condition of the roadway. Appropriately timed preventive maintenance extends pavement life and limits the need for corrective maintenance. HLR recommends cost-saving measures to maximize the use of each client's MFT funds.

On our clients' behalf, HLR will perform construction observation services, provide a licensed Professional Engineer to oversee all personnel and services, Assist with bid openings and preparation of bid tabulations, and coordinate with the following agencies:

- IDOT Bureau of Local Roads for program approval
- IDOT Bureau of Traffic for traffic signal maintenance
- U.S. Army Corps of Engineers for bridge maintenance issues

*The MFT Maintenance Programs that HLR coordinates include:*

- Woodstock – This program includes intermittent resurfacing, crack sealing and pavement markings. Construction costs for the 2011 Plan Year total \$790,000.
- Glencoe – 2011 Resurfacing Program construction costs were \$280,000.
- Elgin Township – 2008 Resurfacing Program construction costs were \$610,000.
- Kenilworth – The 2011 Resurfacing Program construction costs were \$600,000.
- City of Elgin – The program includes resurfacing, thermoplastic pavement marking, paint/epoxy pavement marking, crack sealing, bridge maintenance, intermittent resurfacing, signal painting, mat over chip seal, and traffic signal maintenance. The 2007 Program construction costs were \$1.9 million.

### RESULTS

Benefits of MFT Maintenance Programs include:

- Pavement Preservation
- Infrastructure Preservation
- Longer Intervals between Roadway and Equipment Replacement
- Improved Traffic Safety



*City of Elgin – South Grove Street Resurfacing*

## IL 64 WATER MAIN AND SANITARY SEWER IMPROVEMENTS CITY OF ST. CHARLES



### CHALLENGE

*In conjunction with IDOT's planned improvements to IL 64 between 7<sup>th</sup> Avenue and Kautz Road, the City of St. Charles will replace portions of its water main and sanitary sewer systems, both within the state right-of-way and on its own side streets.*

### RESULTS

Construction is being coordinated as part of IDOT's project, and is scheduled to be complete in Spring 2012.

### CONSTRUCTION ESTIMATE

\$1,735,000

### REFERENCE

Mr. Jim Bernahl, PE  
Division Manager  
City of St. Charles  
630.443.3709

### SOLUTION

Hampton, Lenzini and Renwick, Inc. (HLR) designed approximately 6,700 feet of 6 to 10-inch diameter water main along with the necessary services, fire hydrants and fittings, and approximately 1,700 feet of 6 to 12-inch diameter sanitary sewer and services. The water main improvements were designed in two parts - the portion falling within the IL 64 right-of-way and the portion on City streets. The design of water main within the IL 64 right-of-way was prepared so that it could be inserted directly into the IDOT roadway improvement plans by IDOT's design consultant. Water main improvements outside the IL 64 right-of-way and the sanitary sewer improvements were designed as a standalone project to be bid, awarded and built as a City project.

Extensive coordination was required between the City, IDOT, IDOT's design consultant and HLR to ensure the water main improvements within the state right-of-way could be constructed with minimal impact on existing utilities, City water customers, and IDOT's proposed improvements, and within the constraints of IDOT's staging and maintenance-of-traffic plans. The water main improvement plan was designed in parallel with the IDOT roadway improvement plans.

HLR provided Phase III construction observation. Construction of water main improvements on City streets and sanitary sewer replacements within IL 64 was performed in 2011. Because a major portion of the sanitary sewer lies under the centerline of IL 64, replacement was undertaken as a City project with its own staging and traffic control plans. Services were stubbed from the new main and reconnected to existing services within the City contract work area. Services will be completed in 2012 construction season.



The proposed water main within IDOT's right-of-way was installed as part of the IDOT contract in 2011. However, the water main improvements on local streets will be completed in Spring 2012 as part of the City construction contract.



# Village of Hinsdale 2013 Resurfacing Project

## PROPOSED PROJECT SCHEDULE

[illegible]



**Village of Hinsdale - 2013 Resurfacing Improvements  
Phase II and Phase III Engineering Services  
Anticipated Scope of Services**

Hours by Employee Classification

Task	Description	PR	E9	E5	E3	E1	T7	T6	T5	T4	T3	T2	T1	CL2	CL1	ACC	Hours	Direct Cost	Fee
<b>Phase II</b>																			
1.	Coordination/Project Administration	2	6													2	10		\$1,404.92
a.	Attend kickoff meeting with Village staff		4	5													9	\$1,146.39	
b.	Gather Data			8				8									16	\$1,499.68	
c.	Field Survey/Download & Plot							40	40			24					104	\$9,525.44	
d.	Submit monthly status reports to Village		12	8													20	\$2,682.12	
2.	Utility Coordination			4				16									20	\$1,701.56	
3.	Soils Investigation		1														1	\$2,500.00	
	Lab Testing for CCDD**										30						30	\$4,500.00	\$6,477.60
4.	Permits			8				16									24	\$2,134.16	
5.	Design Plans																		
	Cover sheet, general notes, SOQ, alignment			4				4				16					24	\$2,101.20	
	Roadway plan sheets (8 sheets - 20 scale)			8				16				16					40	\$3,485.52	
	Utility plan sheets (3 sheets - 20 scale)							16				24					56	\$5,026.40	
	SESC, print marking							16				16					32	\$2,620.32	
	Standards and Details			4				4				16					24	\$2,101.20	
	Cross Sections			8				8				16					32	\$2,851.04	
	QCQA																4	\$605.64	
6.	Specifications					16		24								4	44	\$3,926.36	
	QCQA			4													4	\$605.64	
7.	Estimates					4		40									44	\$3,605.00	
8.	Milestone Submittals			2				16				16					34	\$2,836.62	
	<b>Sub-Total =</b>	<b>2</b>	<b>31</b>	<b>95</b>	<b>684</b>	<b>224</b>	<b>40</b>	<b>144</b>	<b>144</b>	<b>30</b>	<b>12</b>	<b>20</b>	<b>4</b>	<b>2</b>	<b>572</b>	<b>\$7,000.00</b>	<b>\$58,988.22</b>		
<b>Phase III</b>																			
1.	Project Administration		6													2	8		\$1,071.20
2.	Construction Observation																		
	Pre-construction meeting		4			4											8	\$1,009.40	
	Weekly Construction Meetings		16														16	\$2,422.56	
	On-Site Observation*					640											640	\$64,601.60	
3.	Documentation/ Record Drawings					40						12					52	\$4,729.76	
4.	Client																16	\$1,170.08	
5.	Material Testing		2														2	\$1,500.00	\$1,802.82
	<b>Sub-Total =</b>	<b>28</b>	<b>684</b>									<b>12</b>	<b>16</b>	<b>2</b>	<b>742</b>	<b>\$1,500.00</b>	<b>\$76,807.42</b>		
	<b>Total =</b>	<b>2</b>	<b>59</b>	<b>95</b>	<b>684</b>	<b>224</b>	<b>40</b>	<b>144</b>	<b>144</b>	<b>30</b>	<b>12</b>	<b>20</b>	<b>4</b>	<b>4</b>	<b>1314</b>	<b>\$8,500.00</b>	<b>\$135,795.64</b>		

\* Note - Construction Observation cost is based on 80 week days (16 weeks) at 8 hours/day. This cost estimate does not include overtime or weekend work.  
Any construction work beyond 80 week days is not included in the cost of this proposal.

\*\* Note - Lab testing for 15 samples.

**RECEIVED**  
MAR 20 4/18/12





**JAMES J. BENES AND ASSOCIATES, INC.**  
**CONSULTING ENGINEERS**

RECEIVED  
VH EN 4/29/12

April 19, 2012

Mr. Daniel M. Deeter, P.E.  
Village Engineer  
Village of Hinsdale  
19 East Chicago Avenue  
Hinsdale, IL 60521-3489

Re: 2013 Resurfacing Project

Dear Dan:

James J. Benes and Associates, Inc. appreciates the opportunity to submit this Proposal to provide design and construction engineering services for the Village's 2013 Resurfacing Project. We have provided similar services for over 40 years, and are proud of the lasting relationship we have maintained with our municipal clients. The following sections outline our understanding of the scope of improvement and the specific engineering services to be provided. The "Compensation" section and attached "Estimate of Manhours and Costs" present the estimated manhours and costs and not-to-exceed cost to complete the specified services. An initial Project Schedule is also attached.

If selected, we will provide an agreement in a form acceptable to the Village.

**UNDERSTANDING OF PROJECT**

The Village of Hinsdale's 2012 Resurfacing Program will include the following elements:

**2" RESURFACING**

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Length</u>
County Line	Bobolink	Highland.	4425'

**Water Main Replacement**

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Length</u>
County Line Rd.	Bobolink St	Hickory St.	3225'
Monroe Street	Ogden Ave	North St	1220'
Morris Ct.			Services

**Sewer Separation. New Sewer**

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Length</u>
County Line Rd	The Lane	Fuller St.	1700'
N. Elm Street	The Lane		Plug
Fuller Rd	Jefferson St.	County Line	400'

The improvements will be constructed during the 2013 construction season.

The Village desires professional engineering services to perform design, construction and feasibility services including survey, preparation of plans and specifications, permitting, bidding services, construction observation, and final construction documentation. The specific services to be provided are outlined in the Project Approach section of the Proposal.

## **PROJECT APPROACH**

The scopes of the services are based on the Request for Proposals (RFP) dated March 2, 2012 and as revised to identify 80 working days for construction.

Design engineering shall be in accordance with MFT guidelines and shall generally consist of Data Collection, Final Design and Document Preparation, and Coordination. The specific tasks associated with each of these phases are outlined below.

Construction engineering shall meet Village requirements.

The following specific tasks will be performed in each category of the phases.

## **DESIGN ENGINEERING SERVICES**

### **A. Data Collection**

1. We anticipate a kick-off meeting at the onset of the project to review the goals and schedule and to obtain background data. Plans, atlases, aerial photography, standard details, and specifications will be obtained.
2. For locations of water main replacement and sewer lining/repair, field surveys will be performed as needed to supplement information shown on existing engineering plans and aerial photography. The sizes and inverts of all sewers will be established. The survey will use the Hinsdale datum.
3. A field reconnaissance will be performed to establish existing conditions and construction quantities for pavement patching, crack control, curb and gutter repair, structure adjustment/reconstruction, and sidewalk removal and replacement. The criteria for curb and sidewalk replacement and structure repairs will be coordinated with the Village prior to the reconnaissance. Aerials or existing engineering plans will be used as the base plan sheets for the streets without water main improvements. Street lengths, pavement widths and locations of utility structures, pavement patching, lengths of curb and gutter removal and replacement, and areas of ADA sidewalk repair will be obtained. Existing engineering plan sheets, where available, will be used for street lengths and pavement widths.
4. Utility information will be gathered from the utility companies.
5. Soil borings and soil sampling for CCDD documentation will be performed for the proposed water main replacement improvements. This work will be subcontracted to a geotechnical engineering consultant. Per the RFP, eight soil borings/samplings are assumed.
6. Design will include the analysis to reduce potential flooding and drainage at County Line and Fuller, investigating cost differential / benefits for water main construction methodologies.

### **B. Final Design and Document Preparation**

1. Perform final design and prepare the following plan sheets:
  - a. Title Sheet
  - b. General Notes
  - c. Summary of Quantities
  - d. Typical Sections

- e. Traffic Control Plans
  - f. Resurfacing Plan Sheets (using aerial base sheets)
  - g. Water Main Plan & Profile Sheets (using aerial base sheets)
  - h. Sewer Separation Plan Sheets & Schedules (using aerial base sheets)
  - i. Construction Details
2. Prepare street by street estimate of cost.
  3. Prepare technical specifications and special provisions using IDOT MFT and Village policies and procedures. The special provisions will reference the IDOT Standard Specifications for Road and Bridge Construction and the Standard Specifications for Water and Sewer Main Construction in Illinois.
  4. Prepare bidding and contract documents using Village and IDOT MFT policies and procedures. Include alternate bid quantities as required.

### **C. Coordination**

1. Plans, special provisions and cost estimates will be submitted to the Village and IDOT. Meetings will be held, as needed, with the Village and IDOT to discuss review comments.
2. Plans, special provisions, and a permit application will be submitted to the IEPA for the proposed water main improvements. Plans will be submitted to the FCWRD for review.
3. We will attend the bid opening; prepare a bid tabulation; and prepare correspondence for award of contract.

## **CONSTRUCTION ENGINEERING SERVICES**

1. We will attend the pre-construction meeting with the Village and Contractor to review the project requirements, scheduling, sub-contractors, and other matters associated with the construction of the project. Electronic copies of the construction documents will be provided to the Village and contractor for use during construction of the improvement.
2. We will establish the limits of construction and will check the Contractor's layout of the construction lines and grade.
3. Construction observation services will be provided in accordance with Village guidelines.  
The construction engineering services will not include:
  - Assuming any of the responsibilities of the Contractor's superintendent or of Subcontractors.
  - Expediting the work for the Contractor.
  - Advising on, or issuing directions concerning, aspects of construction means, methods, techniques, sequences or procedures, or safety precautions and programs in connection with the work.
4. Contractor payment requests will be reviewed and compared to as-built quantities and material certifications provided by the Contractor. Engineer's Partial Payment Estimates will be prepared on a monthly basis and submitted to the Village for payment to the Contractor.
5. Quality assurance testing and management will be provided for the concrete and hot mix asphalt construction. This work will be subcontracted.

6. Upon completion of the improvement, an Engineer's Final Payment Estimate will be prepared and submitted to the Village.

## **COMPENSATION**

Compensation for all services will be on an hourly rate basis. Invoices will be prepared monthly and will document the direct payroll and direct costs expended. **The not-to-exceed costs for the 2012 Resurfacing Project are as follows:**

<b>Design Engineering</b>	<b>\$65,044</b>
<b>Construction Engineering</b>	<b><u>\$73,284</u></b>
<b>Total Not-To-Exceed Cost</b>	<b>\$138,328</b>

The not-to-exceed costs are based on the "Estimates of Manhours and Costs" that are attached to and made part of the proposal. Also attached is a Project Schedule for completion of the tasks listed in the Project Approach.

## **COMPLIANCE WITH RULES AND REGULATION**

We comply with the Illinois Fair Employment Practices Commission's Rules and Regulations, the Americans With Disabilities Act of 1990, Public Act 87-1257 regarding sexual harassment, all current OSHA rules and regulations, and the Federal Drug Free Work Place Act. We shall also comply with all laws of the United States, State of Illinois, and all ordinances and regulations of the Village of Hinsdale.

Respectfully Submitted,  
JAMES J. BENES AND ASSOCIATES, INC.

by:   
Vice President

Accepted for the Village of Hinsdale

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

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

## APPENDIX A

ESTIMATE OF MANHOURS AND COSTS  
VILLAGE OF HINSDALE  
2013 RESURFACING PROJECT (COUNTY LINE RD)

## PHASE II ENGINEERING

CATEGORY OF SERVICE	PRINC.	SR. ENGR.	PROJ. ENG.	TECH	TOTAL HOURS	I H DIRECT COST	SERVICES BY OTHERS	TOTAL COST
<b>PHASE 2 ENGINEERING</b>								
<b>A. DATA COLLECTION</b>								
1. Kickoff Meeting	2	4	4	0	10			\$1,182
2. Previous Studies, Plans and Data	0	4	0	0	4			\$478
3. Field Recon. w/ staff	0	8	8	0	16			\$1,715
4. Utility Coordination	0	0	2	1	3			\$253
5. FCWRD Coordination	0	0	2	0	2			\$190
6. Flood Plain Information	0	0	1	0	1			\$96
	2	16	17	1				
<b>B. FIELD SURVEYS (not incl. RR Prot Liab and Flagmen)</b>	1	2	8	112	123			\$8,054
	1	2	8	112				
<b>C. ENVIRONMENTAL ANALYSES</b>								
1. Prepare & Submit Environmental Survey Request	0	4	0	0	4			\$478
2. Sewer Clean and Televis	0	0	0	0	0			\$0
3. Special Waste Screening/PESA Coordination (TSC)	0	2	0	0	2		\$3,000	\$3,239
	0	6	0	0				
<b>D. SOILS AND GEOTECHNICAL</b>								
1. Negotiate Subcontract (TSC)	0	0	0	0	0		\$8,500	\$8,500
2. Analyze Soils Report	0	0	2	0	2			\$190
3. Structure Evaluation	0	0	2	0	2			\$190
	0	0	4	0				
<b>E. FINAL DESIGN</b>								
1. Survey Clean-up & Base Sheets	0	0	2	24	26			\$1,668
2. TIN Model / Profile	0	0	0	16	16			\$984
3. Base Plan Sheets	0	2	8	24	34			\$2,476
4. Horizontal Alignment, Geometrics & plot existing	0	2	8	8	18			\$1,492
5. Water Main Design	0	0	16	2	18			\$1,649
6. Typical Sections	0	4	0	4	8			\$723
7. Storm Drainage Analysis and Options	0	2	80	16	98			\$8,846
8. Stormwater Volume Mitigation	2	4	8	4	18			\$1,808
9. Traffic Control and Staging Plan	0	8	0	4	12			\$1,201
10. Standard and Construction Details	0	0	8	8	16			\$1,253
11. Quantities and Cost Estimate	1	4	8	32	45			\$3,369
12. QC/QA Plan and Estimate Review	4	16	4	8	32			\$3,430
	7	42	142	150				
<b>F. COORDINATION</b>								
1. Intentionally Blank	0	0	0	0	0			\$0
2. Village Engineering and Public Works	1	4	4	0	9			\$1,020
3. Misc. Phone, E-mail & Written Coord. w/Vill., IDOT	1	8	8	0	17			\$1,877
	2	12	12	0				
<b>G. CONTRACT DOCUMENTS</b>								
1. Develop Special Provisions	1	0	8	0	9	\$200		\$1,152
2. Prepare MFT Contract Specifications	0	0	8	4	12			\$1,009
3. QC/QA Review	1	0	8	0	9			\$923
	2	0	24	4				
<b>H. PUBLIC INVOLVEMENT</b>								
1. Village Board or Committee Meeting	2	0	8	4	14			\$1,333
2. Other Public Informational Meetings	4	0	8	4	16			\$1,657
	6	0	16	8				
<b>I. BIDDING AND COORDINATION</b>								
1. Notice to Bidders	0	1	0	0	1	\$800		\$1,034
2. Pre Bid Meeting and Bid Opening	2	0	8	8	18			\$1,577
	2	1	8	8				
<b>TOTAL ALL PHASE I ITEMS</b>	22	79	231	283	615	\$1,000	\$11,500	\$65,044

**ESTIMATE OF MANHOURS AND COSTS**  
**VILLAGE OF HINSDALE**  
**Proposed 2013 Resurfacing Project - County Line Rd**

CATEGORY OF SERVICE	PRINC.	S.R. ENGR.	PROJ. ENG.	TECH	TOTAL HOURS	I H DIRECT COST	SERVICES BY OTHERS	TOTAL COST
<b>PHASE 3 CONSTRUCTION ENGINEERING</b>								
A. DATA COLLECTION								
1. Pre Construction Conference	2	0	6	0	8			\$802
2. Construction Layout	0	0	0	32	32			\$1,987
3. Shop Drawings	0	0	4	0	4			\$319
4. Inspection, Payouts and Change Orders ( 80wd)	10	0	150	675	835		\$5,500	\$60,996
5. Punchlist	2	0	2	64	68			\$4,458
6. Final Inspection and Documents	2	0	24	40	66			\$4,721
	16	0	186	811				
<b>TOTAL ALL PHASE 3 ITEMS</b>	16	0	186	811	1,013	\$0	\$5,500	\$73,284

**PROJECT SCHEDULE**  
**VILLAGE OF HINSDALE**  
**2013 RESURFACING PROJECT**

Months	2012												2013				
	JULY	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV
Data Collection	XXXXX																
Final Design		XXXXX	XXX														
Plan Preparation			XXXXX	XXXXX	XXXXX	XX											
Document Preparation					XX XX												
Village Review				RR	RR	RR											
IEPA Permitting						RRRR	RRRR										
FCWRD Permitting							XX										
Bidding																	
Construction (75 Working Days)										XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXXX	XXXXX	

NOTIFICATION TO PROCEED - June 30, 2012



RECEIVED  
VCH EN 4/20/12

## **PROFESSIONAL SERVICES AGREEMENT**

For

### **HINSDALE 2013 RESURFACING PROJECT SURVEYING SERVICES, DESIGN/CONTRACT PLAN PREPARATION, AND CONSTRUCTION OBSERVATION (FULL-TIME)**

Daniel M. Deeter, P.E.  
Village of Hinsdale  
19 East Chicago Avenue  
Hinsdale, IL 60521-3489  
630-789-7000

T. Scott Creech, P.E.  
HR Green  
323 Alana Drive  
New Lenox, IL 60451  
HR Green Project Number: 87120109

March 28, 2012  
Rev.: April 20, 2012



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- 4.0 ITEMS NOT INCLUDED IN AGREEMENT/SUPPLEMENTAL SERVICES
- 5.0 SERVICES BY OTHERS
- 6.0 CLIENT RESPONSIBILITIES
- 7.0 PROFESSIONAL SERVICES FEE
- 8.0 TERMS AND CONDITIONS

THIS **AGREEMENT** is between Village of Hinsdale (hereafter "CLIENT") and HR GREEN, INC. (hereafter "COMPANY").

## **1.0 Project Understanding**

### **1.1 General Understanding**

The proposed scope of services, associated fees, and deliverables required are based on the Request for Proposal dated March 2, 2012 and revised based upon Email from Mr. Dan Deeter dated April, 10, 2012 stating the Construction timeline is estimated to be accomplished in 80 working days and that the Phase III portion of the proposal shall be revised according.

The services required for this project are to include survey, design, bid/construction document preparation, bidding assistance, and construction observation services (Full-time) for pavement patching and HMA resurfacing, selective combination concrete curb and gutter removal and replacement, sanitary sewer rehabilitation, and water main replacement.

As requested by the CLIENT, Full-Time Construction Observation services associated with the Village of Hinsdale 2013 Resurfacing Project, located in DuPage/Cook Counties, Illinois are detailed within this contract/proposal. It is understood that Village Funding will be utilized for the Design, Construction Observation and Construction for this project.

The 2013 Resurfacing Project includes improvements along various street segments within the Village of Hinsdale limits as summarized below along with a brief description of COMPANY'S engineering and surveying scope of work associated with each street segment. Further detail of the COMPANY's services is provided in the Scope of Services section located herein.

#### **A. County Line Road**

- from Bobolink to Highland Street  
Length  $\approx$  4,425 feet  
*Work Scope: 2" HMA mill and resurface; Storm sewer separation (the Lane to north of Fuller - +/-1,700 ft); replace 6" water main with 8" water main (3,225 ft from Bobolink to Hickory); & pavement patching.*  
Surveying Scope: Topographic Survey within the existing public right-of-way for 1,700 ft. (storm sewer/sanitary sewer separation) and half the existing public right-of-way for 1,525 ft. (water main replacement)  
Engineering Scope: Design & Bid/Construction Doc. Preparation  
Construction Observation: Full-time Observation

#### **B. N. Elm Street**

- from The Lane to block north (Minneola St.)  
Length  $\approx$  300 feet  
*Work Scope: Storm sewer replacement*  
Surveying Scope: Topographic Survey within the existing public right-of-way for 300 ft. (storm sewer replacement)  
Engineering Scope: Design & Bid/Construction Doc. Preparation  
Construction Observation: Full-time Observation

C. Monroe Street

- from Ogden Ave. to North Street

Length  $\approx$  1,220 feet

*Work Scope: replace 6" water main with 8" water main; cut & cap water main from Morris Court; connect two homes to Monroe water main; & pavement patching.*

Surveying Scope: Topographic Survey within half the existing public right-of-way for 1,220 ft. (water main replacement)

Engineering Scope: Design & Bid/Construction Doc. Preparation

Construction Observation: Full-time Observation

D. Fuller Road

- from Jefferson St. to County Line Road

Length  $\approx$  300 feet

*Work Scope: 2" HMA mill and resurface; Storm sewer design; & pavement patching.*

Surveying Scope: Topographic Survey within the existing public right-of-way for 300 ft. (storm sewer/drainage improvement)

Engineering Scope: Design & Bid/Construction Doc. Preparation

Construction Observation: Full-time Observation

1.2 Design Criteria/Assumptions

The plans will be prepared in accordance with standard design guidelines from Illinois Department of Transportation (IDOT) Standards for Road and Bridge Construction, IDOT Bureau of Local Roads Manual, Policies and Procedures, and Illinois Environmental Protection Agency (IEPA) policies and CLIENT ordinances.

The construction contract for the 2013 Resurfacing Project is anticipated to commence in the Spring of 2013 and be completed by the Fall of 2013. The man-hours required for construction observation are included as Full-time observation of the project and it is anticipated that the contractor will complete the project by the contract specified deadline. See Section 3.0 Deliverables and Schedule for anticipated project schedule.

2.0 Scope of Services

The CLIENT agrees to employ COMPANY to perform the following services:

2.1 Topographic Survey

A. Right-of-Way

COMPANY shall locate the existing right-of-way of the street segments listed above. COMPANY shall calculate the existing right of way based on found monuments and documentation. Preliminary fieldwork will be done using adjoining subdivision plats, tax maps and deeds.

**B. Topographic Survey**

COMPANY shall perform a topographic survey of the street segments listed above and shall include visible, above ground, improvements lying within those limits. The survey shall extend to the existing right-of-way on both sides of the street unless otherwise specified above, and include cross-sections at fifty (50) feet intervals. COMPANY shall locate visible manhole structures and provide invert depths and pipe sizes (where possible) on public storm, sanitary and water main utilities located within the limits specified above. COMPANY shall attempt to map the underground utilities within the limits specified above based on best available information (i.e. Julie markings, CLIENT Atlas, evidence observed at each manhole, etc.). Trees six (6) inches or larger in diameter shall also be located and shown on the survey, but species shall not be identified. Elevations shall be referenced to the Hinsdale datum, which is on the NAVD 88 vertical datum. Coordinates shall be tied to the Illinois State Plane, East Zone (NAD 83) Coordinate System.

**C. Topographic Survey Drawing**

The final drawing shall depict existing visible improvements within the areas described above, as well as street names, house numbers and the existing right of way lines as determined by COMPANY. The final drawing shall be incorporated into the Engineering Plans to be prepared by COMPANY. The drawing shall be completed in Microstation V8 with data processed in GEOPak. Because the topographic data collected will be used specifically for in-house design, a Topographic Survey Plat will not be prepared and therefore is not included within this contract.

**2.2 Roadway Design and Contract Plan Preparation**

**A. Roadway Design, Contract Plan Preparation and Bidding Services – COMPANY shall provide the following design, plan preparation and bidding services for the benefit of the project and the CLIENT:**

- i. Data collection, topographic survey as detailed in the previous section and project setup.
- ii. Project specifications and special provisions.
- iii. Site visits.
- iv. Utility location mapping request.
- v. Geotechnical Engineering Services (sub-consultant) for locations as detailed herein.
- vi. Review Geotechnical Report (as prepared by sub-consultant) for locations as detailed herein.
- vii. Permit preparation for Illinois Environmental Protection Agency (IEPA) –Division of Public Water Supply Permit.
- viii. Notice of Intent/Notice of Termination submittal to IEPA.
- ix. Storm Water Pollution Prevention Plan submittal to IEPA.
- x. Develop pay items and schedule of quantities.
- xi. Engineer's Opinion of Probable Construction Cost (EOPCC).
- xii. Estimate of Time (EOT) for construction schedule estimate.
- xiii. Coordination with IDOT, IEPA and other required Agencies.

- xiv. Disposition of review comments.
- xv. Quality Control.
- xvi. COMPANY will assist the CLIENT in advertisement for bid. It is assumed that the fees for advertisement are not included in this contract proposal but are to be paid for by the CLIENT as a reimbursement or directly.
- xvii. COMPANY will attend one (1) bid opening meeting at the CLIENT and provide bid evaluation input and a recommendation of award to the CLIENT.
- xviii. Administration and Project Management.

**B. Developing Roadway Construction Documents – COMPANY shall prepare the Contract Plans and Specifications for the roadway improvements associated with the Village of Hinsdale 2013 Resurfacing Project. This contract is based on the following:**

- i. The roadway improvements include approximately 4,450 feet of existing residential roads along the segments specified above in Section I – Project Understanding. Included in the project for design and preparation of bidding/construction documents is approximately 3,250 feet of water main replacement and 1,250 feet of storm sewer construction.
- ii. Existing utility information shall be developed from the above ground facilities picked up by the topographic survey, painted utility locations, and information acquired from the utility owners (utility atlas). Video televising of sewers is included herein.
- iii. The pavement within the limits of the roadway improvement shall be milled and resurfaced or replaced to full depth where trenching operations for water main are required. Pavement conditions within the project limits will be evaluated and full-depth patching will be included as determined to be required by the COMPANY and per CLIENT suggestion. Improvements at intersections shall extend to cross street radius returns. Access to driveways shall be maintained during the course of construction.
- iv. Existing curb and gutter, sidewalk, and trees shall remain undisturbed, unless conditions require otherwise, per field inspection by the COMPANY and/or direction from the CLIENT. Ramps for the disabled shall be included in the plans with detectable warnings except at locations where they already exist and are compliant with the current guidelines set forth by the Americans with Disabilities Act (ADA).
- v. Modifications to the roadway geometry are not anticipated to be required. Curb returns shall be checked for positive drainage to prevent ponding within the gutters and designed for removal and replacement, if necessary.
- vi. Geotechnical investigation is included within this contract by a sub-consultant of COMPANY. This work is anticipated to include five (5) soil borings taken within the limits of the proposed water main construction as noted in previous section. The borings are anticipated to be required to a depth of five (5) feet and are for the purposes of determining suitable soils for storm sewer construction as proposed within the request for proposal. The soils boring information shall be compiled in an abbreviated soils report which shall summarize the approximate soil conditions and associated construction recommendations within the anticipated storm sewer construction corridor.

- vii. Location of the existing storm drain and sanitary service connections shall be coordinated with the CLIENT prior to design. Sub-consultant services have been included in this contract for video inspection prior to design.
- viii. Upon review of the field records and the TV Video documentation, it is expected that those connections which are unable to be deciphered as either storm or sanitary will require field dye testing by others for further verification. No services have been provided for dye testing, as it has been assumed that the CLIENT's maintenance crews are qualified to perform verifications as needed.
- ix. The special provisions and details for the water main installation shall be based on standard open cut methods in order to allow for disconnection and reconnection of the existing water service lines. Specifications and details for trenchless water main construction shall be included for select segments if it is determined by the COMPANY to be the most efficient method of construction due to project constraints.
- x. COMPANY shall develop three (3) Engineer's Opinion of Probable Construction Cost(s) (EOPCC) for the proposed improvements – one (1) to accompany each of the preliminary (60%), pre-final (90%) and final (100%) submittals.
- xi. COMPANY shall prepare and submit the required water main construction permit applications and associated support calculations to the Illinois Environmental Protection Agency (IEPA).

C. Meetings, Coordination, and Administration

COMPANY shall prepare meeting minutes and distribution to meeting attendees. The required number of meetings is estimated as noted below for the purposes of said contract scope and fees. The meetings may differ from this contract as directed by the CLIENT and are subject to additional compensation per contract addendum.

- Three (3) design related meetings with the CLIENT.

This task also involves the management oversight of the project which will include the on-going review of the project design, schedule and budget, contract file management, general coordination and correspondence between COMPANY, the CLIENT, the review agencies, and subcontractors.

2.3 Construction Observation

A. Project Startup

COMPANY will contact the residents and business within the construction zone and provide project and contact information to the residents and business. COMPANY will also contact and or meet with the school district, and emergency services to ensure that all entities are aware of the project.

B. Construction Observation

COMPANY will provide Full-time Construction Observation Services at a Time and Material basis not to exceed the amount listed herein. Note that the Full-time Construction Observation Services are based on an estimated 80 working days (days in field) to complete the construction. COMPANY will observe and verify that

items being constructed and materials being utilized are in general conformance with the approved plans and specifications and the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction as applicable.

COMPANY will complete Inspector's Daily Reports (IDR) and a daily diary, measure and document contract quantities, complete payment estimates, change orders, and weekly reports. Weekly reports will be submitted to the contractor and the CLIENT. COMPANY will verify that all materials incorporated into this project are IDOT approved materials and in accordance with the Special Provisions of this contract. COMPANY shall keep the CLIENT informed of the progress of construction and update the CLIENT on weekly basis.

COMPANY in conjunction with the CLIENT Staff will review the condition of the traffic control once daily. Traffic control reviews will be completed for the construction zone.

COMPANY will provide erosion and sedimentation control observation services on a weekly basis and after a rainfall of ½" or more or 6" or more of snow. COMPANY will document each observation and will direct the contractor to repair and/or replace deficient erosion and sediment control measures.

**C. Meetings**

COMPANY will attend the preconstruction meeting with the CLIENT, the contractor, subcontractors, emergency services, and any affected utility companies.

COMPANY anticipates that there will be two (2) construction meetings with the CLIENT, the contractor, and subcontractors, and residents. These coordination meetings will begin after the start of construction. COMPANY will complete an agenda and meeting minutes for each construction meeting. Upon completion of the meeting minutes, COMPANY will distribute the meeting minutes to all entities.

**D. Administration/Coordination**

This task will involve the management oversight of the project which will include the on-going review of the project execution, documentation, schedule and budget, contract file management, and general correspondence between COMPANY, the CLIENT, the contractor, and subcontractors.

**E. Project Close Out**

COMPANY will add all field notes and construction information accumulated during the construction of the project to the electronic construction files to create a construction notes sheet.

### **3.0 Deliverables and Schedules Included in this Contract**

**Anticipated Deliverables -**

- A. Preliminary Bid/Construction Documents (60% completion)
- B. Pre-Final Bid/Construction Documents (90% completion)
- C. Final Bid/Construction Documents (100% completion)
- D. Engineer's Opinion of Probable Construction Costs: Three (3) total, One (1) included

- with each of the above noted Bid/Construction Document submittals
- E. Estimate of Time: One (1) at final submittal
- F. Breakdown of Lump Sum Pay Items: One (1) at final submittal

The projected Contract Plans are based on an estimated project length of 4,450 feet of Pavement Rehabilitation including +/-3,250 feet of water main replacement and 1,250 feet of storm sewer. Standard scale for drawings shall be 1 inch = 20 feet. The estimated plan sheets are as follows:

Item	No. of Sheets
Cover Sheet	1
Index of Sheets / List of Highway Standards	1
Summary of Quantities	1
General Notes	1
<u>Typical Sections (Existing and Proposed):</u>	
County Line (2) & Monroe St.(2)	1
Paving Schedule	1
Storm Sewer Plans – 20 Scale (600' per Sheet): County Line Rd- (1,700') – three (3) sheets N. Elm St. – (300' +/-) – one (1) sheet Fuller Road – (300' +/-) – one (1) sheet	5
<u>Water Main Plans – 20 Scale (600' per sheet):</u> County Line Water Main (3,225') – six (6) sheets Monroe St. Water Main (1,220') – two (2) sheets Morris Ct. Water Main (300') – one (1) sheet	8
<u>Miscellaneous Details:</u> This item includes the incorporation of CLIENT and IDOT District 1 standard details, as well as any project specific details that may be required to help describe the proposed construction.	2
<b>Estimated Total No. of Sheets</b>	<b>21</b>

**Anticipated Project Schedule-**

- Design Notice to Proceed – June 1, 2012
- 60% Submittal to CLIENT– October 15, 2012
- Receipt of Comments – October 29, 2012
- 90% Submittal to IEPA/CLIENT – November 12, 2012
- Receipt of Comments – November 26, 2012
- Final P, S, & E for Bidding – January 11, 2013
- Local Bid Opening – No Later Than January 31, 2013
- Construction Start – April 1, 2013
- Construction Completion – On or Before November 15, 2013

This schedule was prepared to include reasonable allowances for review and approval times required by the CLIENT and public authorities having jurisdiction over the project. This schedule shall be equitably adjusted as the project progresses, allowing for changes



in the scope of the project requested by the CLIENT or for delays or other causes beyond the control of COMPANY.

#### **4.0 Items not included in Agreement/Supplemental Services**

- A. Permit fees as applicable
- B. Environmental studies including Abbrev. Phase 1 Report\*
- C. Location Drainage Study services\*
- D. Structural design services\*
- E. Floodplain analysis/study service\*
- F. Wetland delineation/mitigation services\*
- G. Right of way and easement plat preparation\*;
- H. Construction staking and layout\*
- I. Sewer cleaning.

\*COMPANY can provide services as required with addendum to Agreement.

COMPANY shall not supervise, direct or have any control over the contractor's work. COMPANY shall not have any responsibility for the construction means, methods, techniques, sequences or procedures selected by the contractor. Also, COMPANY is not responsible for the contractor's safety precautions or programs in connection with this work. These rights and responsibilities are solely those of the contractor.

COMPANY shall not be responsible for any acts or omissions of the contractor, subcontractor or any entity performing any portion of the work, or any agents or employees of any of them. COMPANY does not guarantee the performance of the contractor and shall not be responsible for the contractor's failure to perform its work in accordance with the contract drawings and documents.

Supplemental services not included in the agreement can be provided by COMPANY under separate agreement, if desired.

#### **5.0 Services by Others**

COMPANY has included a budgetary amount for *Geotechnical Engineering services* to be provided by others under a sub-consultant agreement within this contract/proposal. Geotechnical Services included are five (5) borings at 5' depth as associated with the project water main improvements in various locations and shall include testing for BTEX, PNA, and SPLP metals.

A qualified *materials testing sub-consultant* will be providing material testing services for this project as a sub-consultant to Company. Quality Assurance testing for asphalt and concrete shall be completed in accordance with IDOT QC/QA requirements.

A qualified contractor will be performing the *televising of sewer* (storm/sanitary) for the proposed separation of 1,700 lineal feet within County Line Road improvements.

## **6.0 Client Responsibilities**

Information required to be provided by the CLIENT as part of this contract includes:

- A. Planning concepts;
- B. Construction schedule expectations;
- C. Existing sewer information;
- D. Existing utility mapping and atlases;
- E. Existing right of way information;
- F. Available soils data;
- G. Existing pavement composition and thickness;
- H. Available/applicable studies by others;
- I. CLIENT design guidelines;
- J. CLIENT Code of Ordinances, including Standards and Details for water and sewer main construction;
- K. The CLIENT shall field locate and identify the existing water mains, sanitary sewers, and service line connections along the alignment of the proposed improvements prior to COMPANY performing the Topographic Survey;
- L. The CLIENT shall provide and available record drawings of the existing water and sewer infrastructure along the alignment of the proposed improvements;
- M. The CLIENT shall perform field dye testing of service connections to existing sewer line, of select service connections, that are unable to be identified as sanitary or storm sewer based on review of the video TV inspection;
- N. CLIENT historical maintenance records for the sections of water main and sanitary sewer to be improved;
- O. Copies of any inflow/infiltration (I/I) study documentation identifying known cross connections between storm and sanitary sewer along the alignment of the proposed improvements;
- P. Review of Preliminary of Bid/Construction Documents (60% completion); and
- Q. Review of Pre-Final of Bid/Construction Documents (90% completion).

## **7.0 Professional Services Fee**

### **7.1 Fees**

The fee for services will be based on COMPANY standard hourly rates current at the time the agreement is signed. These standard hourly rates are subject to change upon 30 days' written notice. Non salary expenses directly attributable to the project such as: (1) living and traveling expenses of employees when away from the home office on business connected with the project; (2) identifiable communication expenses; (3) identifiable reproduction costs applicable to the work; and (4) outside services will be charged in accordance with the rates current at the time the work is done.

### **7.2 Invoices**

Invoices for COMPANY's services shall be submitted, on a monthly basis. Invoices shall be due and payable upon receipt. If any invoice is not paid within 15 days, COMPANY may, without waiving any claim or right against the CLIENT, and without liability whatsoever to the CLIENT, suspend or terminate the performance of services. The retainer shall be credited on the final invoice. Accounts unpaid 30 days after the invoice date may be subject to a monthly service charge of 1.5% (or the maximum legal rate) on

the unpaid balance. In the event any portion of an account remains unpaid 60 days after the billing, COMPANY may institute collection action and the CLIENT shall pay all costs of collection, including reasonable attorney's fees.

### 7.3 Extra Work

Any work required but not included as part of this contract shall be considered extra work. Extra work will be billed on a Time and Material basis with prior approval of the CLIENT.

### 7.4 Exclusion

This fee does not include attendance at any meetings or public hearings other than those specifically listed in the Scope of Services. These work items are considered extra and are billed separately on an hourly basis.

### 7.5 Payment

The CLIENT AGREES to pay COMPANY on the following basis:

Time and material basis with a Not to Exceed fee of **\$129,188.00**.

ITEM	MAN-HOURS	LABOR COST	DIRECT COST (1)	SUB CONSULTING
<b>2.1 Topographic Survey</b>	106	\$ 9,056.00	\$ 165.00	
<b>2.2 Roadway Design and Contract Plan Preparation</b>				
Roadway, Water, & Storm Sewer Design and Contract Plan Preparation	340	\$ 36,281.00	\$ 400.00	
Video Television (storm/san separation): Sub-Consultant budgetary #)	n/a			\$ 2,975.00
Geotechnical Engineering (Sub-consultant budgetary #)	n/a			\$ 5,850.00
Meetings, Coord., & Admin.	32	\$ 3,900.00	\$ 310.00	
Quality Assurance/Quality Control	8	\$ 1,276.00		
<b>2.3 Construction Observation</b>				
Field Observation (2)	649	\$ 64,775.00	\$ 2,200.00	
Material Testing: Sub-Consultant budgetary #)	n/a			\$ 2,000.00
<b>Subtotals:</b>	1,135	\$ 115,288.00	\$ 3,075.00	\$ 10,825.00
<b>Contract Total:</b>			<b>\$ 129,188.00</b>	

#### (1) Direct Costs Detail:

Includes Postage, Mileage for meetings/Field Visits, Plotting Costs

Mileage: Six (6) trips for Survey 50 miles/round trip x \$0.55/mile = \$ 165.00

Printing: Detail breakdown provided upon request = \$ 400.00

Postage: = \$ 200.00

Mileage: Four (4) trips to CLIENT/Site (50 Miles)& Agencies 50 = \$ 110.00

miles/round trip x \$0.55/mile

Mileage: Eighty (80) trips to Site (50 Miles/round trip x \$0.55/mile) = \$ 2,200.00

\$ 3,075.00

(2) Construction Observation Services are based on estimated 80 Field Observation Days (contractor working days) for construction.

## 8.0 Terms and Conditions

The following Terms and Conditions are incorporated into this AGREEMENT and made a part of it.

### 8.1 Standard of Care

Services provided by COMPANY under this AGREEMENT will be performed in a manner consistent with that degree of care and skill ordinarily exercised by members of the same profession currently practicing at the same time and in the same or similar locality.

### 8.2 Entire Agreement

This Agreement, and its attachments, constitutes the entire understanding between CLIENT and COMPANY relating to professional engineering services. Any prior or contemporaneous agreements, promises, negotiations, or representations not expressly set forth herein are of no effect. Subsequent modifications or amendments to this Agreement shall be in writing and signed by the parties to this Agreement. If the CLIENT, its officers, agents, or employees request COMPANY to perform extra work or services pursuant to this Agreement, CLIENT will pay for the additional services even though an additional written Agreement is not issued or signed.

### 8.3 Time Limit and Commencement of Work

This AGREEMENT must be executed within ninety (90) days to be accepted under the terms set forth herein. The work will be commenced immediately upon receipt of this signed Agreement.

### 8.4 Suspension of Services

If the Project or the COMPANY'S services are suspended by the CLIENT for more than thirty (30) calendar days, consecutive or in the aggregate, over the term of this Agreement, the COMPANY shall be compensated for all services performed and reimbursable expenses incurred prior to the receipt of notice of suspension. In addition, upon resumption of services, the CLIENT shall compensate the COMPANY for expenses incurred as a result of the suspension and resumption of its services, and the COMPANY'S schedule and fees for the remainder of the Project shall be equitably adjusted.

If the COMPANY'S services are suspended for more than ninety (90) days, consecutive or in the aggregate, the COMPANY may terminate this Agreement upon giving not less than five (5) calendar days' written notice to the CLIENT.

If the CLIENT is in breach of this Agreement, the COMPANY may suspend performance of services upon five (5) calendar days' notice to the CLIENT. The COMPANY shall have no liability to the CLIENT, and the CLIENT agrees to make no claim for any delay or damage as a result of such suspension caused by any breach of this Agreement by the CLIENT. Upon receipt of payment in full of all outstanding sums due from the CLIENT, or curing of such other breach which caused the COMPANY to suspend services, the COMPANY shall resume services and there shall be an equitable adjustment to the remaining project schedule and fees as a result of the suspension.

### 8.5 Book of Account

COMPANY will maintain books and accounts of payroll costs, travel, subsistence, field, and incidental expenses for a period of five (5) years. Said books and accounts will be available at all reasonable times for examination by CLIENT at the corporate office of COMPANY during that time.

### 8.6 Insurance

COMPANY will maintain insurance for claims under the Worker's Compensation Laws, and from General Liability and Automobile claims for bodily injury, death, or property damage arising from the negligent performance by COMPANY'S employees of the functions and services required under this Agreement.

### 8.7 Termination or Abandonment

Either party has the option to terminate this Agreement. In the event of failure by the other party to perform in accordance with the terms hereof through no fault of the terminating party, then the obligation to provide further services under this Agreement may be terminated upon seven days written notice. If any portion of the work is terminated or abandoned by CLIENT, the provisions of this Schedule of Fees and Conditions in regard to compensation and payment shall apply insofar as possible to that portion of the work not terminated or abandoned. If said termination occurs prior to completion of any phase of the project, the fee for services performed during such phase shall be based on COMPANY'S reasonable estimate of the portion of such

phase completed prior to said termination, plus a reasonable amount to reimburse COMPANY for termination costs.

**8.8 Waiver**

COMPANY's waiver of any term, condition, or covenant or breach of any term, condition, or covenant, shall not constitute a waiver of any other term, condition, or covenant, or the breach thereof.

**8.9 Severability**

If any provision of this Agreement is declared invalid, illegal, or incapable of being enforced by any Court of competent jurisdiction, all of the remaining provisions of this Agreement shall nevertheless continue in full force and effect, and no provision shall be deemed dependent upon any other provision unless so expressed herein.

**8.10 Successors and Assigns**

All of the terms, conditions, and provisions hereof shall inure to the benefit of and be binding upon the parties hereto, and their respective successors and assigns, provided, however, that no assignment of this Agreement shall be made without written consent of the parties to this Agreement.

**8.11 Third-Party Beneficiaries**

Nothing contained in this Agreement shall create a contractual relationship with or a cause of action in favor of a third party against either the CLIENT or the COMPANY. The COMPANY's services under this Agreement are being performed solely for the CLIENT's benefit, and no other party or entity shall have any claim against the COMPANY because of this Agreement or the performance or nonperformance of services hereunder. The CLIENT and COMPANY agree to require a similar provision in all contracts with contractors, subcontractors, subconsultants, vendors and other entities involved in this project to carry out the intent of this provision.

**8.12 Governing Law and Jurisdiction**

The CLIENT and the COMPANY agree that this Agreement and any legal actions concerning its validity, interpretation and performance shall be governed by the laws of the State of Illinois without regard to any conflict of laws provisions, which may apply the laws of other jurisdictions.

It is further agreed that any legal action between the CLIENT and the COMPANY arising out of this Agreement or the performance of the services shall be brought in a court of competent jurisdiction in the State of Illinois.

**8.13 Dispute Resolution**

Mediation. In an effort to resolve any conflicts that arise during the design or construction of the project or following the completion of the project, the CLIENT and COMPANY agree that all disputes between them arising out of or relating to this Agreement shall be submitted to non-binding mediation unless the parties mutually agree otherwise. The CLIENT and COMPANY further agree to include a similar mediation provision in all agreements with independent contractors and consultants retained for the project and to require all independent contractors and consultants also to include a similar mediation provision in all agreements with subcontractors, sub-consultants, suppliers or fabricators so retained, thereby providing for mediation as the primary method for dispute resolution between the parties to those agreements.

Arbitration. In the event the parties to this Agreement are unable to reach a settlement of any dispute arising out of the services under this Agreement, involving an amount of less than \$50,000, in Mediation, then such disputes shall be settled by binding arbitration by an arbitrator to be mutually agreed upon by the parties, and shall proceed in accordance with the Construction Industry Arbitration Rules of the American Arbitration Association currently in effect. If the parties cannot agree on a single arbitrator, then the arbitrator(s) shall be selected in accordance with the above-referenced rules.

**8.14 Attorney's Fees**

If litigation arises for purposes of collecting fees or expenses due under this Agreement, the Court in such litigation shall award reasonable costs and expenses, including attorney fees, to the party justly entitled thereto. In awarding attorney fees, the Court shall not be bound by any Court fee schedule, but shall, in the interest of justice, award the full amount of costs, expenses, and attorney fees paid or incurred in good faith.

**8.15 Ownership of Instruments of Service**

All reports, plans, specifications, field data, field notes, laboratory test data, calculations, estimates and other documents including all documents on electronic media prepared by COMPANY as instruments of service shall remain the property of COMPANY. COMPANY shall retain these records for a period of five (5) years following completion/submission of the records, during which period they will be made available to the CLIENT at all reasonable times.

**8.16 Reuse of Documents**

All project documents including, but not limited to, plans and specifications furnished by COMPANY under this project are intended for use on this project only. Any reuse, without specific written verification or adoption by COMPANY, shall be at the CLIENT's sole risk, and CLIENT shall defend, indemnify and hold harmless COMPANY from all claims, damages and expenses including attorney's fees arising out of or resulting therefrom.

Under no circumstances shall delivery of electronic files for use by the CLIENT be deemed a sale by the COMPANY, and the COMPANY makes no warranties, either express or implied, of merchantability and fitness for any particular purpose. In no event shall the COMPANY be liable for indirect or consequential damages as a result of the CLIENT's use or reuse of the electronic files.

**8.17 Failure to Abide by Design Documents or To Obtain Guidance**

The CLIENT agrees that it would be unfair to hold COMPANY liable for problems that might occur should COMPANY'S plans, specifications or design intents not be followed, or for problems resulting from others' failure to obtain and/or follow COMPANY'S guidance with respect to any errors, omissions, inconsistencies, ambiguities or conflicts which are detected or alleged to exist in or as a consequence of implementing COMPANY'S plans, specifications or other instruments of service. Accordingly, the CLIENT waives any claim against COMPANY, and agrees to defend, indemnify and hold COMPANY harmless from any claim for injury or losses that results from failure to follow COMPANY'S plans, specifications or design intent, or for failure to obtain and/or follow COMPANY'S guidance with respect to any alleged errors, omissions, inconsistencies, ambiguities or conflicts contained within or arising as a result of implementing COMPANY'S plans, specifications or other instruments of services. The CLIENT also agrees to compensate COMPANY for any time spent and expenses incurred remedying CLIENT's failures according to COMPANY'S prevailing fee schedule and expense reimbursement policy.

**8.18 Opinion of Probable Construction Cost**

COMPANY shall submit to the CLIENT an opinion of probable cost required to construct work recommended, designed, or specified by COMPANY, if required by CLIENT. COMPANY is not a construction cost estimator or construction contractor, nor should COMPANY'S rendering an opinion of probable construction costs be considered equivalent to the nature and extent of service a construction cost estimator or construction contractor would provide. This requires COMPANY to make a number of assumptions as to actual conditions that will be encountered on site; the specific decisions of other design professionals engaged; the means and methods of construction the contractor will employ; the cost and extent of labor, equipment and materials the contractor will employ; contractor's techniques in determining prices and market conditions at the time, and other factors over which COMPANY has no control. Given the assumptions which must be made, COMPANY cannot guarantee the accuracy of his or her opinions of cost, and in recognition of that fact, the CLIENT waives any claim against COMPANY relative to the accuracy of COMPANY'S opinion of probable construction cost.

**8.19 Design Information in Electronic Form**

Because electronic file information can be easily altered, corrupted, or modified by other parties, either intentionally or inadvertently, without notice or indication, COMPANY reserves the right to remove itself from of its ownership and/or involvement in the material from each electronic medium not held in its possession. CLIENT shall retain copies of the work performed by COMPANY in electronic form only for information and use by CLIENT for the specific purpose for which COMPANY was engaged. Said material shall not be used by CLIENT or transferred to any other party, for use in other projects, additions to this project, or any other purpose for which the material was not strictly intended by COMPANY without COMPANY's expressed written permission. Any unauthorized use or reuse or modifications of this material shall be at CLIENT'S sole risk. Furthermore, the CLIENT agrees to defend, indemnify, and hold COMPANY harmless from all claims, injuries, damages, losses, expenses, and attorney's fees arising out of the modification or reuse of these materials.

The CLIENT recognizes that designs, plans, and data stored on electronic media including, but not limited to computer disk, magnetic tape, or files transferred via email, may be subject to undetectable alteration and/or uncontrollable deterioration. The CLIENT, therefore, agrees that COMPANY shall not be liable for the completeness or accuracy of any materials provided on electronic media after a 30 day inspection period, during which time COMPANY shall correct any errors detected by the CLIENT to complete the design in accordance with the intent of the contract and specifications. After 40 days, at the request of the CLIENT, COMPANY shall submit a final set of sealed drawings, and any additional services to be performed by COMPANY relative to the submitted electronic materials shall be subject to separate AGREEMENT. The CLIENT is aware that differences may exist between the electronic files delivered and the printed hard-copy construction documents. In the event of a conflict between the signed construction documents prepared by the COMPANY and electronic files, the signed or sealed hard-copy construction documents shall govern.

#### 8.20 Information Provided by Others

The CLIENT shall furnish, at the CLIENT's expense, all information, requirements, reports, data, surveys and instructions required by this AGREEMENT. The COMPANY may use such information, requirements, reports, data, surveys and instructions in performing its services and is entitled to rely upon the accuracy and completeness thereof. The COMPANY shall not be held responsible for any errors or omissions that may arise as a result of erroneous or incomplete information provided by the CLIENT and/or the CLIENT's consultants and contractors.

COMPANY is not responsible for accuracy of any plans, surveys or information of any type including electronic media prepared by any other consultants, etc. provided to COMPANY for use in preparation of plans. The CLIENT agrees, to the fullest extent permitted by law, to indemnify and hold harmless the COMPANY from any damages, liabilities, or costs, including reasonable attorneys' fees and defense costs, arising out of or connected in any way with the services performed by other consultants engaged by the CLIENT.

COMPANY is not responsible for accuracy of topographic surveys provided by others. A field check of a topographic survey provided by others will not be done under this contract unless indicated in the Scope of Work.

#### 8.21 Force Majeure

The CLIENT agrees that the COMPANY is not responsible for damages arising directly or indirectly from any delays for causes beyond the COMPANY's control. CLIENT agrees to defend, indemnify, and hold COMPANY, its consultants, agents, and employees harmless from any and all liability, other than that caused by the negligent acts, errors, or omissions of COMPANY, arising out of or resulting from the same. For purposes of this Agreement, such causes include, but are not limited to, strikes or other labor disputes; severe weather disruptions or other natural disasters or acts of God; fires, riots, war or other emergencies; failure of any government agency to act in timely manner; failure of performance by the CLIENT or the CLIENT'S contractors or consultants; or discovery of any hazardous substances or differing site conditions. Severe weather disruptions include but are not limited to extensive rain, high winds, snow greater than two (2) inches and ice. In addition, if the delays resulting from any such causes increase the cost or time required by the COMPANY to perform its services in an orderly and efficient manner, the COMPANY shall be entitled to a reasonable adjustment in schedule and compensation.

#### 8.22 Job Site Visits and Safety

Neither the professional activities of COMPANY, nor the presence of COMPANY'S employees and subconsultants at a construction site, shall relieve the General Contractor and any other entity of their obligations, duties and responsibilities including, but not limited to, construction means, methods, sequence, techniques or procedures necessary for performing, superintending or coordinating all portions of the work of construction in accordance with the contract documents and any health or safety precautions required by any regulatory agencies. COMPANY and its personnel have no authority to exercise any control over any construction contractor or other entity or their employees in connection with their work or any health or safety precautions. The CLIENT agrees that the General Contractor is solely responsible for job site safety, and warrants that this intent shall be made evident in the CLIENT's AGREEMENT with the General Contractor. The CLIENT also agrees that the CLIENT, COMPANY and COMPANY'S consultants shall be indemnified and shall be made additional insureds on the General Contractor's and all subcontractor's general liability policies on a primary and non-contributory basis.

#### 8.23 Hazardous Materials

CLIENT hereby understands and agrees that COMPANY has not created nor contributed to the creation or existence of any or all types of hazardous or toxic wastes, materials, chemical compounds, or substances, or any other type of environmental hazard or pollution, whether latent or patent, at CLIENT's premises, or in connection with or related to this project with respect to which COMPANY has been retained to provide professional engineering services. The compensation to be paid COMPANY for said professional engineering services is in no way commensurate with, and has not been calculated with reference to, the potential risk of injury or loss which may be caused by the exposure of persons or property to such substances or conditions. Therefore, to the fullest extent permitted by law, CLIENT agrees to defend, indemnify, and hold COMPANY, its officers, directors, employees, and consultants, harmless from and against any and all claims, damages, and expenses, whether direct, indirect, or consequential, including, but not limited to, attorney fees and Court costs, arising out of, or resulting from the discharge, escape, release, or saturation of smoke, vapors, soot, fumes, acid, alkalies, toxic chemicals, liquids gases, or any other materials, irritants, contaminants, or pollutants in or into the atmosphere, or on, onto, upon, in, or into the surface or subsurface of soil, water, or watercourses, objects, or any tangible or intangible matter, whether sudden or not.

It is acknowledged by both parties that COMPANY'S scope of services does not include any services related to asbestos or hazardous or toxic materials. In the event COMPANY or any other party encounters asbestos or hazardous or toxic materials at the job site, or should it become known in any way that such materials may be present at the job site or any adjacent areas that may affect the performance of COMPANY'S services, COMPANY may, at its option and without liability for consequential or any other damages, suspend performance of services on the project until the CLIENT retains appropriate specialist consultant(s) or contractor(s) to identify, abate and/or remove the asbestos or hazardous or toxic materials, and warrants that the job site is in full compliance with applicable laws and regulations.

Nothing contained within this Agreement shall be construed or interpreted as requiring COMPANY to assume the status of a generator, storer, transporter, treater, or disposal facility as those terms appear within the Resource Conservation and Recovery Act, 42 U.S.C.A., §6901 et seq., as amended, or within any State statute governing the generation, treatment, storage, and disposal of waste.

#### 8.24 Certificate of Merit

The CLIENT shall make no claim for professional negligence, either directly or in a third party claim, against COMPANY unless the CLIENT has first provided COMPANY with a written certification executed by an independent design professional currently practicing in the same discipline as COMPANY and licensed in the State in which the claim arises. This certification shall: a) contain the name and license number of the certifier; b) specify each and every act or omission that the certifier contends is a violation of the standard of care expected of a Design Professional performing professional services under similar circumstances; and c) state in complete detail the basis for the certifier's opinion that each such act or omission constitutes such a violation. This certificate shall be provided to COMPANY not less than thirty (30) calendar days prior to the presentation of any claim or the institution of any judicial proceeding.

#### 8.25 Limitation of Liability

The CLIENT agrees, to the fullest extent permitted by law, to limit the liability of COMPANY and COMPANY's officers, directors, partners, employees, shareholders, owners and subconsultants to the CLIENT for any and all claims, losses, costs, damages of any nature whatsoever or claims expenses from any cause or causes, including attorneys' fees and costs and expert witness fees and costs, so that the total aggregate liability of COMPANY and its officers, directors, partners, employees, shareholders, owners and subconsultants to all those named shall not exceed COMPANY'S total fee received for services rendered on this project or \$50,000.00, whichever is less. It is intended that this limitation apply to any and all liability or cause of action however alleged or arising, unless otherwise prohibited by law.

#### 8.26 Drywells, Underdrains and Other Infiltration Devices

Services provided by COMPANY under this AGREEMENT do NOT include the geotechnical design of drywells, underdrains, injection wells or any other item that may be devised for the purpose of removing water from the CLIENT'S property by infiltration into the ground. Due to the high variability of soil types and conditions such devices will not be reliable in all cases. While for this reason COMPANY does not recommend the use of these devices, in some cases their use may be necessary to obtain an adequate amount of area for development on the CLIENT'S property. Since the use of these devices is intended to enhance the value of the CLIENT'S property and, in some cases, allow development that would otherwise not



be possible, the CLIENT will assume all risks inherent in the design and construction of these devices, unless the contractor or a Geotechnical Engineer assumes these risks. Typical risks include but are not limited to:

- Failure to obtain the required release rate;
- Variability of the soils encountered during construction from those encountered in soil borings. (Soils can vary widely over a small change in location, horizontal or vertical, particularly with regards to permeability);
- Failure of the device due to siltation, poor construction or changes in the water table;
- Need to obtain additional soils information (i.e. borings etc.) to evaluate the function of installed devices;
- Reconstruction of failed or inadequate devices;
- Enlargement of detention/ retention facilities to make up for release rates that are lower than those used in the stormwater design, including engineering design and additional land required for such enlargement; and
- Regular maintenance to remove accumulated silt over the device's life span.

If the use of these devices is required COMPANY will advise the CLIENT that a Geotechnical Engineer must be retained to consult on the project. The CLIENT must enter into a separate agreement directly with this consultant. They will not be sub-contracted through COMPANY nor are their fees included as part of this AGREEMENT. COMPANY will work together with this consultant to obtain a final design. Our collaboration may include the use of a common standard detail or the creation of a new standard detail. COMPANY may make suggestions to the Geotechnical Engineer on ways to tailor these devices to meet the needs of the overall site design. The Geotechnical Engineer will evaluate these suggested details and modifications based on his experience and measured soils information to estimate the release rate for each detail considered. COMPANY may use a release rate of these devices as provided by the Geotechnical Engineer for the design of the stormwater system. This rate may be faxed to us, as a draft copy of the Geotechnical Engineers report or as a final copy of that report. In no case will COMPANY accept responsibility for the determination of the expected release rate of these devices.

If certification of the contractor's construction of these devices is required by the municipality or desired by the CLIENT a Geotechnical Engineer must also be obtained for these services. This is highly recommended in order to observe the actual soils where the devices are being constructed and to verify that the construction methods used do not violate any assumptions made by the Geotechnical Engineer during the design and evaluation of the standard detail. If a Geotechnical Engineer is not retained by the CLIENT to provide construction review, the CLIENT shall assume all risks that the devices may fail requiring additional geotechnical investigation or reconstruction and shall defend, indemnify and hold harmless COMPANY from all claims, damages and expenses including attorney's fees arising out of or resulting therefrom. Any construction observation services provided by COMPANY shall not include these devices.

#### 8.27 Construction Observation

COMPANY shall visit the project at appropriate intervals (as described in the scope of services) during construction to become generally familiar with the progress and quality of the contractors' work and to determine if the work is proceeding in general accordance with the Contract Documents. The CLIENT has not retained COMPANY to make detailed inspections or to provide exhaustive or continuous project review and observation services. COMPANY does not guarantee the performance of, and shall have no responsibility for, the acts or omissions of any contractor, subcontractor, supplier or any other entity furnishing materials or performing any work on the project.

If the CLIENT desires more extensive project observation or full-time project representation, the CLIENT shall request in writing such services be provided by COMPANY as Additional Services in accordance with the terms of the Agreement.

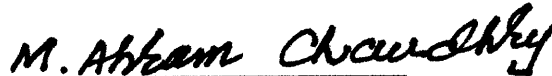
This AGREEMENT is approved and accepted by the CLIENT and COMPANY upon both parties signing and dating the AGREEMENT. Work cannot begin until COMPANY receives a signed agreement. The effective date of the AGREEMENT shall be the last date entered below.

Sincerely,

HR GREEN, INC.

  
\_\_\_\_\_  
T. Scott Creech, P.E.

Approved by:



Printed/Typed Name: Akram Chaudhry, P.E

Title: Associate

Date: 4/20/2012

Village of Hinsdale

Accepted by: \_\_\_\_\_

Printed/Typed Name: \_\_\_\_\_


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

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

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**DATE:** May 14, 2012

**REQUEST FOR BOARD ACTION**

<b>AGENDA</b>		<b>ORIGINATING</b> Community		
<b>SECTION NUMBER</b> EPS Consent Agenda		<b>DEPARTMENT</b> Development		
<b>ITEM</b> Engineering Services for Phase 2 (Design) Services for the 2013 Road Reconstruction Project (Fourth Street)		<b>APPROVAL</b> Daniel M. Deeter Village Engineer		
<p>Request For Proposals (RFP) for Phase 2 (design) services for the 2013 Road Reconstruction Project (W. Fourth Street and others) were sent to four consultants with satisfactory relationships with the Village in accordance with 50 ILCS 510, section 5. The RFP application period ended 04/25/12 and the proposals were evaluated against the RFP requirements.</p> <p>The four consultants asked to provide proposals for the design and construction observation services include HR Green; J.J. Benes and Associates; Hampton, Lenzini and Renwick, Inc.; and Rempe-Sharpe &amp; Associates. The proposals submitted are attached. After reviewing the proposals, staff is recommending Rempe-Sharpe &amp; Associates to provide the Phase 2 (design) services. Design services were budgeted for \$230,000. Total engineering services were budgeted at \$650,000.</p> <p>Streets to be improved include:</p> <ul style="list-style-type: none"><li>• Fourth Street Jackson – Madison</li><li>• Monroe Street Fourth – Sixth</li><li>• Thurlow Street Second – Fourth</li><li>• Fifth Street Grant – Lincoln</li><li>• Bodin Street Eighth – South End</li><li>• Sixth Street Clay – Lincoln</li><li>• Railroad Avenue (North) West End – Stough</li><li>• Stough Street Railroad - Hinsdale</li></ul> <p>Should the Committee concur with this recommendation, the following motion would be appropriate:</p> <p><b>Motion: To Award the Engineering Services for the Design of the 2013 Road Reconstruction Project to Rempe-Sharpe and Associates, Inc. in the Amount Not to Exceed \$94,939.00.</b></p>				
<b>APPROVAL</b>	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>MANAGER'S</b> <b>APPROVAL</b> 
<b>COMMITTEE ACTION:</b>				
<b>BOARD ACTION:</b>				

2013 Reconstruction Project (Fourth Street)

Various Streets  
Hinsdale, Illinois

	HR Green		J.J. Benes		HLR		Rempe-Sharpe	
	Fee	Hours	Fee	Hours	Fee	Hours	Fee	Hours
Design Services	\$ 138,594	1,116	\$ 103,564	1,102	\$ 64,800	578	\$ 86,762	864
Survey Services	\$ 18,801	165	\$ 16,691	259	\$ 22,124	240		132
Geotechnical Engineering	\$ 11,535		\$ 20,500		\$ 8,900		\$ 5,000	
Video storm/san sewers	\$ 1,260		\$ 2,500		\$ 1,800		\$ 1,600	
Direct Costs	\$ 2,960		\$ 1,000				\$ 1,577	
<b>Total Design</b>	<b>\$ 173,150</b>	<b>1,281</b>	<b>\$ 144,255</b>	<b>1,361</b>	<b>\$ 97,624</b>	<b>818</b>	<b>\$ 94,939</b>	<b>996</b>
Construction Observation Services	\$ 146,584	1,400	\$ 189,105	2,638	\$ 156,019	1,566	\$ 92,996	1,372
Material Testing			\$ 12,500		\$ 3,750		\$ 3,750	
Direct Costs	\$ 6,156						\$ 4,840	
<b>Total Construction Observation</b>	<b>\$ 152,740</b>	<b>1,400</b>	<b>\$ 201,605</b>	<b>2,638</b>	<b>\$ 159,769</b>	<b>1,566</b>	<b>\$ 101,586</b>	<b>1,372</b>
<b>Total Engineering Services</b>	<b>\$ 325,890</b>	<b>2,681</b>	<b>\$ 345,860</b>	<b>3,999</b>	<b>\$ 257,393</b>	<b>2,384</b>	<b>\$ 196,525</b>	<b>2,368</b>



# REMPE-SHARPE & Associates, Inc.

## Principals

J. Bibby	P.E., S.E.
D. A. Watson	P.E.
.....	
B. Bennett	P.E.
T. Grimm	P.E.
D. Ranney	P.E.
J. Whitt	P.E., P.L.S.

## **CONSULTING ENGINEERS**

324 West State Street  
Geneva, Illinois 60134  
Phone: 630/232-0827 – Fax: 630/232-1629



Revised April 25, 2012  
March 28, 2012

Village of Hinsdale  
19 East Chicago Avenue  
Hinsdale, IL 60521-3489

Attn: Dan Deeter, P.E.  
Village Engineer

Re: 2013 Reconstruction Project  
Hinsdale, Illinois

Dear Mr. Deeter,

Please find attached our Proposal for Phase II and Phase III Engineering Services in support of the Village of Hinsdale's 2013 Reconstruction Project. It is our understanding that the 2013 Project will reconstruct approximately 8,500 lineal feet of streets, 2,700 feet of water main replacement, 700 feet of sanitary sewer lining/replacement, and 3,000 feet of storm sewer construction.

Rempe-Sharpe shall comply with the Illinois Fair Employment Practices Commission's Rules and Regulations, the Americans with Disabilities Act of 1990, Public Act 87-1257 regarding sexual harassment, all current OSHA Rules and Regulations and the Federal Drug Free Work Place Act. Rempe-Sharpe will comply with all laws of the United States, State of Illinois and all Ordinances and Regulations of the Village of Hinsdale in the performance of the work for this Project. Rempe-Sharpe is a registered Professional Engineering Company in Illinois (License No. 184.000895).

Our Scope of Consultant Services to be provided include preliminary and final design, specifications, preparation of contract documents, coordination and management of the permit process including (but not limited to) IEPA - water Supply, and managing the bid cycle process. Phase III engineering services are included, and this scope is itemized herein.

## **A. PROJECT SCOPE OF PROFESSIONAL SERVICES**

1. The project consists of demolition/removal and full depth replacement of the existing residential streets with a full depth HMA structure as well as utility improvements.

2. The objectives of the project are:
  - a. Separate combined sewers at Fourth & Quincy and Fourth & Adams.
  - b. Improve street pavements.
  - c. Reduce localized flooding on the 200-block of Thurlow and in the vicinity of Fifth & Grant.
  - d. Reduce sediment and erosion from the alley north of Fourth Street.
3. The 2013 Reconstruction program will include the following areas:

Street Name	From	To	Est. Dist. (LF)	Scope
Fourth Street	Jackson	Madison	2600	Reconstruct PCC to HMA
			1200	Storm sewer separation (Quincy - Bodin)
			670	(Thurlow east to alley) Replace 6" WM w/8" WM (Monroe - Madison)
Monroe Street	Fourth	Sixth	650	Reconstruct PCC to HMA
			650	Replace 4" WM w/8" WM
Thurlow Street (Flood Plain)	Second	Fourth	600	R&R HMA pavement structure to sub-grade.
			600	Storm sewer/comp. storage
Alley (btwn Thurlow & Madison)	Fourth	Sixth	650	Reconstruct to erosion resistant surface
			650	Storm sewer as necessary to Reduce erosion/flooding
Bodin Street	Eighth	Pvmt Chg	325	Reconstruct PCC to HMA
	Pvmt Chg	South End	810	R&R 2" HMA Pavement
	Pvmt Chg	Ninth	320	Line/repair 8" Sanitary Swr
	Pvmt Chg	South End	810	Replace 6" WM 2/8" WM
Sixth Street	Clay	Grant	880	Reconstruct PCC to HMA
	Grant	Washington	850	R&R 2" HMA (over PCC)
	Grant	Lincoln	400	Line/repair 24" Sanitary Swr
	Vine	Grant	470	Construct storm sewer <sup>1</sup>
Grant Street	Fifth	Sixth	310	Construct storm sewer <sup>1</sup>
Railroad Avenue (N)	Route 83	Stough	350	Reconstruct PCC to HMA
Stough Street	Intersection w/Railroad		65	Reconstruct PCC to HMA

4. In preparation of the RFP, the Village and Rempe-Sharpe may jointly identify the limits of construction in the field. Engineering plans will note that paving and water main at intersections should extend into the cross street's radius returns. Specifications will note a time limit between milling and re-paving. Rempe-Sharpe will provide an initial project schedule from Engineering Services Agreement to Construction Completion.
5. The storm sewer construction on Grant Street will be bid for construction as an alternate depending on budget analysis during design.
6. Known site conditions for consideration in design include:
  - a. Thurlow Street is within a flood plain. Storm sewer on Thurlow should be extended to reduce erosion/over-ground run-off from the alley. Rempe-Sharpe will investigate methods to provide additional flood plain storage to reduce the frequency of flooding up to and around homes.
  - b. Soil borings on Sixth Street in the vicinity of Vine and Grant have identified peat within/under the right-of-way. Rempe-Sharpe will be prepared to provide innovative, cost effective alternatives for road and utility construction in this area.
  - c. The Flagg Creek 96" storm sewer crosses Fourth Street at Bodin and passes north of Thurlow under Second Street
  - d. Bidding documents will include Sixth Street construction to begin and be completed during the School District 181 summer break.
  - e. Localized flooding in the vicinity of Fifth & Grant has previously been studied (superscript #1 above).
7. Rempe-Sharpe will conduct detailed field surveys as necessary to provide the appropriate construction drawings. All surveys will use the NAVD 88 datum from the Geodetic Survey Monument in the vicinity of Chicago & Garfield. Full field surveys are not required for those locations where only HMA surface R&R will occur.
8. During design engineering, Rempe-Sharpe will conduct soil borings to determine soil bearing conditions and lab analysis of soil representative of that anticipated to be taken to a CCDD facility.
  - a. At least eight (8) bore holes will be taken evenly distributed throughout the site(s)
  - b. Samples for lab testing will be taken at 2' intervals to the anticipated depth of construction.
  - c. Borings will be made in the vicinity of any LUST, SRP site, CERCLA sites within one (1) mile, or at obvious signs of dumping or outside storage.
  - d. Samples will be tested at a certified lab for BTEX, PNAs and metals (using SPLP method).
9. Included in the design engineering will be cleaning and televising sewers that may be lined.

10. The plans and specifications will be prepared per IDOTs Procedural Guidelines for the Assemblage and Handling of an MFT Construction, latest edition, and will reference IDOT Standard Specifications and Supplemental Specifications. Plans will include limited sidewalk and crossing improvements per the ADA standards.
11. Rempe-Sharpe will design water and sewer mains in accordance with (IAW), the Standard Specifications for Water & Sewer Main Construction in Illinois and the Village of Hinsdale requirements. Rempe-Sharpe will provide recommendations for the use of open cut and trenchless construction where applicable.
12. The contractor will coordinate with the Village to develop/modify CCDD material management process and actions upon being notified that any material is suspected of being contaminated.
13. Rempe-Sharpe will evaluate existing curb and gutter for spot repairs, based on Village of Hinsdale guidelines.
14. Utility structures will be repaired and adjusted as required, based on Village of Hinsdale guidelines, and brick manholes will be replaced.
15. Existing driveway aprons and sidewalks will remain unless disturbed by other construction activities. Sidewalk ramps and sidewalks will be replaced to meet IDOT and ADA standards, or as directed by the Village.
16. Impact to existing trees will be considered during the design. Tree protection measures, such as root pruning, tree fencing and/or trunk protection, will be specified to protect trees during construction.
17. All effected parkways will be restored with new sod.
18. Rempe-Sharpe will provide a detailed engineer's opinion of probable construction costs.
19. Rempe-Sharpe will coordinate the design with all public and private utilities.
20. Rempe-Sharpe has provided a proposed schedule for design and construction of the project (attached) which verifies key milestone dates as noted:
  - a. Opening Construction Bids January 31, 2013
  - b. Construction Begins April 1, 2013
  - c. Construction Ends Not Later Than November 15, 2013
21. Rempe-Sharpe will provide bidding services including preparation, printing and distribution of bid/construction documents, verifying bid prices, contractor recommendations, attendance at bid opening, summarizing all bids received and verification of bid documents.



22. Rempe-Sharpe will provide a full-time Resident Engineer for the duration of the project. The Resident Engineer responsibilities includes, but are not limited to:

- A. Attendance at project meetings including, but not limited to, pre-bid, pre-construction, and weekly construction meetings.
- B. On-site observation of the contractor's operations to ensure conformance with the contract documents.
- C. Maintain a project diary and provide weekly progress reports. Keep field notes for documentation of payable work as well as allow for verification of the contractor's submitted Record Drawings. Rempe-Sharpe resident engineer will advise the Village of any changes or conditions that impact the project in a timely manner.
- D. Serve as the Village's liaison with the Contractor, public/private utilities, various jurisdictional agencies, and the general public.
- E. Documentation of quantities, quality assurance, arranging for materials testing, and other documentation as may be required by IDOT standards.
- F. Daily review and inspect traffic control items and erosion control plan implementation / maintenance.
- G. Alert the contractor's field superintendent when unapproved materials or equipment are being used and advise the Village of such occurrences.
- H. Meeting the requirements of Public Act 96-1416 to include certification of the site of origin and ensuring that all construction debris taken from the site is monitored by a photo-ionization detector (PID) for volatile chemicals.
- I. Review and provide recommendations to the Village concerning applications for payment by the contractor and change order requests.
- J. Upon substantial completion, inspect the improvements, develop and monitor completion of the final punch-list, handle paperwork associated with appropriated funds, and all paperwork to close-out the project.
- K. Coordinate with the contractor to provide a complete set of record drawings.
- L. Track the status of the budget by street and phase in order to provide the Village periodic (at least monthly) updates concerning the financial and scheduling status of the project.

23. Rempe-Sharpe will inform the Village of any perceived changes to the scope of the Engineering Services Contract in a timely manner prior to the execution of the action/activity.

**Our not-to-exceed fee for Design, Borings, Materials testing and Construction Phase Resident Engineering Scope as itemized above shall be hourly, not to exceed**

Design (w/Topo & Base Sheets).....	\$ 86,762.00
Sanitary Televising and Design.....	\$ 1,600.00
Construction Phase Engineering.....	\$ 92,996.00
Borings / CCD.....	\$ 5,000.00
Material Testing.....	\$ 3,750.00
Travel, Prints, Miscellaneous Expenses (Design).....	\$ 1,577.00
Travel, Prints, Miscellaneous Expenses.....	<u>\$ 4,840.00</u>

**TOTAL PROEJCT NOT TO EXCEED ENGINEERING BUDGET ..... \$196,525.00**

Hinsdale's financing source for the 2013 Reconstruction Project has been verified to be general revenue, and will not utilize MFT funding.

**B. EXCLUSIONS**

The scope and fee itemized excludes detailed line and grade staking (to be provided by Contractor), Q/A materials testing to be 20% frequency as noted, borings to be the eight (8) - 10' depth as noted, as-Built information to be provided by Contractor for plot by Engineer.

**C. ADDITIONAL SERVICES**

Owner shall pay Engineer for any Additional Services rendered under this Agreement as follows:

- For additional services which are performed by the Engineer and his Staff, the Owner shall pay the Engineer at the Engineer's Hourly Rates and Expense Charges as stipulated in EXHIBIT "A" attached to this Agreement. Full payment shall be due and payable upon receipt of a detailed statement from the Engineer.
- For additional services which are not normally performed by the Engineer and are subcontracted to other parties, the Engineer shall be paid all his actual costs and expenses. Full payment shall be due and payable upon receipt of a detailed statement from the Engineer.

**D. DEFINITION OF DIRECT PROJECT EXPENSES**

Direct Project Expenses shall mean the actual expenses incurred by the Engineer directly or indirectly in connection with the Project for subsistence and transportation costs, postage, reproduction of reports, Drawings, Specifications and similar project related documents, and construction staking supplies.

#### **E. PERIOD OF SERVICE**

The Project Schedule (attached) verifies milestone dates as requested:

Open Construction Bids	January 31, 2013
Construction Begins	April 1, 2013
(Construction shall be limited to 160 Working Days)	

The provisions of this Agreement specifying compensation fees to be paid the Engineer for services rendered have been agreed to in anticipation of the orderly and continuous progress of the Project.

#### **F. OWNER'S RESPONSIBILITIES**

The Village of Hinsdale shall assist the Engineer by placing at his disposal all available information pertinent to the Project including previous reports and any other data relative to construction of the Project.

Village of Hinsdale shall furnish to the Engineer, as required for performance of Engineer's Basic Construction Phase Services, data prepared by or services of others including without limitation borings and subsurface explorations, hydrographic surveys, laboratory tests and inspections of samples, material and equipment; appropriate professional interpretations of all of the foregoing; environmental assessment and impact statements; property, boundary, easement, right-of-way, topographic and utility surveys. All of which Engineer shall rely upon to complete the construction phase scope.

Arrange for access to and make all provisions for the Engineer to enter upon public and private property as required for the Engineer to perform his construction phase services.

Examine all studies, reports, sketches, drawings, specifications, proposals and other documents presented by the Engineer, and render decisions pertaining thereto within a reasonable time so as not to delay the services of the Engineer as construction of the 2013 Reconstruction Project progresses.

Designate a person to act as the Owner's Representative with respect to the services to be rendered under this Agreement. Such person shall have complete authority to transmit instructions, receive information, interpret and define the Owner's policies and decision with respect to materials, equipment, elements and systems pertinent to the Engineer's services. (It is the understanding of the Engineer that Mr. Dan Deeter, P.E., and Mr. Al Diaz shall act as the Village of Hinsdale representatives on this project.)

Give prompt written notice to the Engineer whenever the Owner observes or otherwise becomes aware of any development that affects the scope or timing of the Engineer's services.

Furnish, or direct the Engineer to provide, necessary Additional Services as stipulated in this Agreement or other services as required.

Require the construction contractor(s) who implement Engineer's designs, drawings and specifications to name the Engineer as additional insured while construction work is in progress.

## **G. TERMINATION**

This Agreement may be terminated by Owner at its sole discretion upon thirty (30) days written notice. In addition, the Agreement may be terminated by either party upon thirty (30) days written notice in the event of substantial failure to perform in accordance with the terms hereof by the other party through no fault of the terminating party. In the event of termination hereunder, Engineer shall be paid for all services actually performed to the date of termination.

## **H. GENERAL CONSIDERATIONS**

### **1. REUSE OF DOCUMENTS**

All documents including Inspector Daily Reports, Shop Drawings, Materials Testing Reports and miscellaneous construction phase documents prepared by Engineer pursuant to this Agreement are instruments of service in respect of the Project. They are not intended or represented to be suitable for reuse by Owner or others on extension of the Project or on any other project. Any reuse without written verification or adaptation by Engineer for the specific purpose intended will be at Owner's sole risk and without liability or legal exposure to Engineer; and Owner shall indemnify and hold harmless Engineer from all claims, damages, losses and expenses including attorney's fees arising or resulting therefrom. Any such verification or adaptation will entitle Engineer to further compensation at rates to be agreed upon by Owner and Engineer.

### **2. CONTROLLING LAW**

This Agreement is to be governed by applicable laws of the State of Illinois.

### **3. SUCCESSORS AND ASSIGNS**

Owner and Engineer each binds himself and his partners, successors, executors, administrators, assigns and legal representatives to the other party to this Agreement and to the partners, successors, executors, administrators, assigns and legal representatives of such other party, in respect to all covenants, agreements and obligations of this Agreement.

Neither Owner nor Engineer shall assign, sublet or transfer any rights under or interest in (including, but without limitation, moneys that may become due or moneys that are due)

Village of Hinsdale  
Attn: Mr. Dan Deeter, P.E.

2013 Reconstruction Project Proposal  
Revised April 25, 2012 ~~March 28, 2012~~

Page 9 of 10

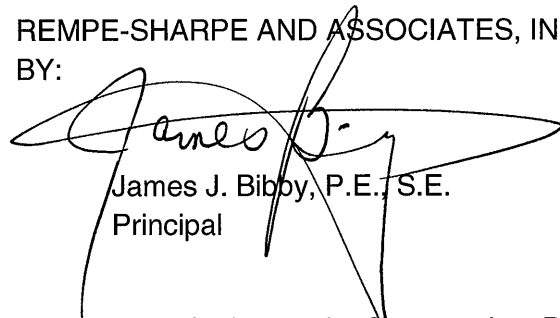
this Agreement without the written consent of the other, except as stated above and except to the extent that the effect of this limitation may be restricted by law. Unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assigner from any duty or responsibility under this Agreement. Nothing contained in this paragraph shall prevent Engineer from employing such independent consultants, associates and subcontractors as he may deem appropriate to assist him in the performance of services hereunder. Nothing herein shall be construed to give any rights or benefits hereunder to anyone other than Owner and Engineer.

If this engineering proposal meets with your approval, please sign in the space provided and return a signed copy to us. This proposal is open to acceptance until May 31, 2012.

Very truly yours,

REMPE-SHARPE AND ASSOCIATES, INC.

BY:



James J. Bibby, P.E., S.E.  
Principal

This proposal from Rempe-Sharpe & Associates, Inc. setting forth certain Construction Phase Engineering Services and Fees relative to the Hinsdale 2013 Reconstruction Program is hereby accepted and Rempe-Sharpe is authorized to proceed with design services.

Signed this \_\_\_\_\_ day of \_\_\_\_\_, 2012

By: \_\_\_\_\_  
Mr. Dan Deeter, P.E.      Date

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

## EXHIBIT "A"

### SCHEDULE OF ENGINEERING SERVICE CHARGES BY REMPE-SHARPE AND ASSOCIATES, INC.

EFFECTIVE TIME PERIOD FOR THIS SCHEDULE:  
JANUARY 1, 2012 TO DECEMBER 31, 2012

#### A-1 SCHEDULE OF ENGINEER'S HOURLY RATE CHARGES

<u>EMPLOYEE CLASSIFICATION</u>	<u>MAXIMUM HOURLY RATE</u>
PRINCIPAL ENGINEER .....	\$125.00/HR
PROJECT ENGINEER .....	\$90.00/HR
DESIGN/CONSTRUCTION ENGINEER .....	\$83.25/HR
DESIGN TECH (GRADE 1) .....	\$80.50/HR
SURVEY 2-MAN CREW .....	\$112.00/HR
CLERK TYPIST .....	\$40.00/HR

#### A-2 COMPENSATION FOR DIRECT PROJECT REIMBURSABLE COSTS

THE ENGINEER SHALL BE REIMBURSED AT HIS ACTUAL COST FOR ALL EXPENSES AND/OR COSTS INCURRED DIRECTLY OR INDIRECTLY IN CONNECTION WITH THIS PROJECT, SUCH AS PRINTING, TRAVEL, STAKING SUPPLIES, ETC.

THE ENGINEER'S REIMBURSEMENT FOR TRAVEL EXPENSES SHALL BE IRS STANDARD PER MILE OF TRAVEL.

#### A-3 COMPENSATION FOR SUB-CONTRACTED SERVICES

THE ENGINEER SHALL BE REIMBURSED FOR ALL COSTS AND EXPENSES INCURRED BY THE ENGINEER FOR ALL SERVICES NOT NORMALLY PERFORMED BY THE ENGINEER WHICH ARE SUB-CONTRACTED TO OTHER PARTIES WITH THE OWNER'S APPROVAL.

2013 RECONSTRUCTION PROJECT  
DESIGN PHASE  
MAN-HOUR ESTIMATE  
VILLAGE OF HINSDALE

TASK	SURVEY 2 MAN CREW		DESIGN TECH. 1		DESIGN		STORMWATER ENGINEERING		TOTAL HOURS	TOTAL (\$)	HOURLY AVERAGE
	@ (HRS)	(\$)	@ (HRS)	(\$)	@ (HRS)	(\$)	@ (\$)	(\$)			
A. Fourth Street	36	\$4,032.00	100	\$8,050.00	160	\$13,320.00	\$40.00	\$3,600.00	336	\$29,042.00	\$86.43
B. Monroe Street	12	\$1,344.00	40	\$3,220.00	40	\$3,330.00			92	\$7,894.00	\$85.80
C. Thurlow Street	12	\$1,344.00	20	\$1,610.00	40	\$3,330.00	\$40.00	\$3,600.00	112	\$9,924.00	\$88.61
D. Alley	12	\$1,344.00	20	\$1,610.00	40	\$3,330.00			72	\$6,284.00	\$87.28
F. Bodin Street	16	\$1,792.00	30	\$2,415.00	40	\$3,330.00			86	\$7,537.00	\$87.64
G. Sixth Street	24	\$2,688.00	50	\$4,025.00	40	\$3,330.00	\$40.00	\$3,600.00	154	\$13,683.00	\$88.85
H. Grant Street	8	\$896.00	20	\$1,610.00	24	\$1,998.00			52	\$4,504.00	\$86.62
I. Railroad Avenue	8	\$896.00	20	\$1,610.00	20	\$1,665.00			48	\$4,171.00	\$86.90
J. Slough Street	4	\$448.00	20	\$1,610.00	20	\$1,665.00			44	\$3,723.00	\$84.61
SUBTOTAL DESIGN										\$86,762.00	
Sanitary, Cleaning, Televising and Design of Lining Borings & CCDD										\$1,600.00	
Mileage: 1400 miles @ .555 per mile										\$5,000.00	
Prints										\$777.00	
<b>TOTAL:</b>	<b>132</b>	<b>\$14,784.00</b>	<b>320</b>	<b>\$25,760.00</b>	<b>424</b>	<b>\$35,298.00</b>	<b>\$120.00</b>		<b>996</b>	<b>\$94,939.00</b>	

P:\RISA FILE DIRECTORIES\Proposals\Hinsdale\2013 Reconstruction And Resurfacing\2013 Design Phase Hour Estimate Add Streets

**VILLAGE OF HINSDALE**  
**2013 Construction Phase**

TASK
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SUBTOTAL CONSTRUCTION PHASE





**Hampton, Lenzini and Renwick, Inc.**

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**Proposal  
Village of Hinsdale  
2013 Reconstruction Project  
(Fourth Street)**

**March 28, 2012, 12:00 p.m.**



**Hampton, Lenzini and Renwick, Inc.**  
Civil Engineers • Structural Engineers • Land Surveyors  
[www.hltrengineering.com](http://www.hltrengineering.com)

March 26, 2012

Mr. Daniel M. Deeter, P.E.  
Village Engineer  
Village of Hinsdale  
19 East Chicago Avenue  
Hinsdale, IL 60521

Re: 2013 Reconstruction Project (Fourth Street)

Dear Mr. Deeter:

Hampton, Lenzini and Renwick, Inc. (HLR) appreciates the opportunity to prepare a Proposal for the 2013 Reconstruction Project (Fourth Street) to the Village of Hinsdale.

The HLR Phase II team will be led by Chris McClure, PE, head of our Transportation Department and part owner of HLR. His many years of experience facilitating public projects, his attention to detail, and his responsiveness make him an efficient leader of the Phase II design team.

The HLR Phase III team will be led by Doug Paulus, PE, head of our Phase III operations and also part owner of the firm. He will lead and coordinate the efforts of the Phase III construction team. Doug has over 30 years of experience with HLR and has thorough knowledge of similar projects.

Our public involvement experience separates us from other companies that perform municipal engineering. HLR's previous experience emphasizes the importance of keeping the public informed about the project in order to minimize potential phone calls to the Village.

Our proposal describes our approach, experience, understanding of the scope of work and our capabilities. I invite you to call or e-mail me at any time to discuss how HLR can serve your engineering needs. You can reach me at 847.697.6700 or at [dhhinkston@hlreng.com](mailto:dhhinkston@hlreng.com).

Sincerely,

**HAMPTON, LENZINI AND RENWICK, INC.**

By:

A handwritten signature in black ink, appearing to read 'D.H. Hinkston', written over a horizontal line.

David H. Hinkston, P.L.S.  
C.E.O.

380 Shepard Drive  
Elgin, Illinois 60123-7010  
Tel. 847-697-6700  
Fax 847-697-6753

3085 Stevenson Drive, Suite 201  
Springfield, Illinois 62703  
Tel. 217-546-3400  
Fax 217-546-8116



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## I. Company Overview

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Hampton, Lenzini and Renwick, Inc. (HLR), an employee-owned corporation, is a leading provider of professional consulting engineering, environmental and surveying services for over 36 years. Our staff - including over 55 engineers, designers, environmental specialists, surveyors and technicians - serves state and local public agencies in Illinois. HLR takes the successful completion of all projects seriously, no matter the size or location.

HLR has steadily built a solid reputation on our belief in the following four principles:

- ***Engineering expertise you can trust.***

When delegating your project to an outside consultant, trust is a major factor. HLR is very successful at keeping employees long-term. Long-term employees mean building relationships you can count on at critical junctures. Our experience translates to the ability to identify the scope and requirements of any assignment, highlighting key issues that may require special coordination, in order to meet Federal, State, County, or other permitting requirements. HLR identifies these issues early to avoid project implementation delays and costly revisions in the field.

- ***Responsive communication that puts your needs first.***

At HLR, we believe in responsiveness and accessibility. Each project is managed by a principal of the company who offers the project team hands-on, day-to-day direction from the initial stage until completion. Our project managers are adept at moving through each stage of the project efficiently while working with the client to meet all budget and schedule expectations. Each member of the project team is aware of the project status and key milestone deadlines. We are always available to meet and discuss project status.

- ***Services that meet your specific needs as a public agency.***

We believe that integrity is foremost in good business. For us, integrity means that we avoid working in both the private and public sectors. We focus on providing a high level of customer service to our client and others involved in the client's project processes. Our professional staff works with clients to develop the best possible solution that fits project needs and budgets.

- ***Community and professional involvement.***

HLR has been a proud supporter of local and professional organizations for many years. We consider ourselves part of the communities we serve and are invested in their prosperity and growth. We always look for opportunities to serve the public and be part of the community's improvement. This helps us forge the personal relationships that translate into great professional relationships.

Beyond HLR's expertise and experience, it is the intangible qualities—accessibility, responsiveness, dedication to client needs—which separate HLR from other consultants. Our commitment to upholding these qualities is exemplified by our mission statement:

*"Make HLR the first choice for innovative, quality services through our commitment to every client's goals."*



## I. Company Overview

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### **Firm History:**

The company began in 1965 as S.W. Knetsch and Associates with an office in DeKalb, Illinois. In 1977, the firm became Hampton, Lenzini and Renwick, Inc., and the office moved the corporate headquarters to Elgin, Illinois. The Springfield office was established in 1993 which allowed us to perform structural engineering statewide while providing other engineering services to clients in central and southern Illinois. In 2011, we opened an office in Romeoville to better serve our clients in the south and southwest suburban areas of Chicago.

HLR has remained true to our original mission, preferring to keep our focus on State, municipal, and county-level projects, while avoiding private development and possible conflicts of interest. With the exception of limited survey and environmental work, our work remains with public sector clients.

### **Leadership Team:**

#### **David H. Hinkston, PLS, *Chief Executive Officer***

As Chief Executive Officer, David is responsible for overall growth and performance of HLR operations, as well as developing the company's business strategy. He provides operational oversight to ensure coordination across all business lines. Through his collaborative approach to project management, David works closely with HLR staff and clients to achieve quality of service, while providing project innovation. He has also successfully led a number of corporate initiatives, including an expansive public agency client survey which resulted in improved performance and understanding of client's needs.

During David's 35-plus-year career at HLR, he has progressed through a variety of roles. In addition to serving as CEO, David has served on the Board of Directors since 1998. Before this, he held positions including executive vice president and corporate treasurer, project manager, and survey crew chief.

#### **Diane Lukas, PE, *President***

Diane brings over 35 years of experience in traffic and transportation engineering, project planning, and project development to HLR. During her 29-year career at HLR, Diane has served as vice president, project development, and a traffic and geometric design engineer. Prior to HLR, she worked for the Illinois Department of Transportation in the Bureau of Local Roads and Streets, and the Bureau of Programming.

As President, Diane has developed a reputation for her open communication style and her ability to resolve issues by facilitating positive communication between public agencies, residents and project teams. Her high standards of integrity, ethics, and moral character are reflected in the quality of her work with HLR and her service to the public.



## I. Company Overview

---

### Leadership Team:

#### **Doug Paulus, PE, Corporate Secretary**

For more than 35 years at HLR, Doug's experience has focused on a wide range of engineering and construction projects. He currently manages all Phase III construction engineering operations and serves as corporate secretary.

#### **ReJena Lyon, PE, PLS, Vice President and Corporate Treasurer**

Jeni brings over 24 years of experience in transportation engineering and land surveying to HLR. During her 13-year career at HLR, Jeni has served as associate, department head, corporate treasurer, and land surveyor. Before joining HLR, she worked for the Illinois Department of Transportation in the Bureau of Land Acquisition.

#### **Steve Megginson, PE, SE, Vice President**

Steve is responsible for managing the Transportation Engineering Department in our Springfield office. He brings over 22 years of experience in transportation engineering and structure design. His areas of expertise include development of contract plans for bridge and highway projects for local and state agencies. Steve is known for his integrity, work ethic and undivided commitment to the public. Prior to joining HLR in 1993, he worked for Collins and Rice, Inc.

#### **Erica Spolar, Vice President**

Erica brings over 18 years of experience in providing environmental services for transportation, utility and development projects. She joined HLR in 2009 and in that short time has developed Environmental Services into a strong part of the business. Erica offers her well known energy and enthusiasm to all clients and projects. Prior to joining HLR, she worked for Huff & Huff, Inc.

#### **Michael Cima, PE, SE, Vice President**

Mike manages our large bridge improvement projects. Structural engineering operation responsibilities include bridge inspection, evaluation, planning, and design. He trains and mentors young engineers and is currently involved in policy development and training for IDOT.

Mike brings over 22 years of experience in transportation engineering and structure design. Prior to joining the company in 2007, he worked for the Illinois Department of Transportation in the Bureau of Bridges and Structures as Hydraulics Unit Head, and earlier as Consultant Services Unit Head and a Planning Squad Leader. During this time, Mike also achieved the rank of Major as a member of the Illinois Army National Guard before retiring.

### Office Locations:

#### Corporate

380 Shepard Drive  
Elgin, IL 60123  
847.697.6700

#### Romeoville

1335 Lakeside Drive, Unit 4  
Romeoville, IL 60446  
847.997.1211

#### Springfield

3085 Stevenson Drive, Ste 201  
Springfield, IL 62703  
217.546.3400



## **I. Company Overview**

### **Service Area Expertise:**

#### **Municipal Engineering**

- Water Mains
- Subdivision/Plan Review
- Street Maintenance Programs
- CBD and Street Reconstruction
- Street Lighting
- Storm and Sanitary Sewers
- Parking Lots
- Recreational Facilities
- MFT and non-MFT Programs
- Pavement Management
- Feasibility Studies
- Bike Paths
- Grant Applications and Assistance

#### **Environmental Services**

- Wetland Delineation and Permitting
- Natural Area Management and Maintenance
- Noise and Air Quality Analysis
- Ecological Studies
- Environmental Construction Observation
- Phase I and Phase II Environmental Site Assessments

#### **Traffic Engineering**

- Traffic Signals and Signal Systems
- Traffic Signal Systems Monitoring
- Traffic System Computer Modeling
- Intersection Design Studies
- Traffic Impact Analysis
- Traffic Counting
- Speed Studies

#### **Land Surveying and Acquisition**

- Route and Topographic Surveys
- Boundary Surveys
- Right-of-Way Surveys
- Subdivisions
- GPS Surveying and Mapping
- Construction Staking
- GIS Surveying
- ALTA/ACSM Land Title Surveys
- Land Acquisition
- Negotiations and Appraisals

#### **Transportation Engineering**

- Rural and Urban Highways
- New Construction, Reconstruction, and Rehabilitation
- Highway Lighting
- Intersection Improvements
- Environmental Impact Analysis
- Public Involvement
- Construction Observation
- Streetscapes
- Bicycle and Pedestrian Paths
- Pavement Management

#### **Drainage Engineering**

- Hydrologic and Hydraulic Analysis
- Water Retention/Detention Structures
- Drainage Studies
- Subdivision/Plan Review
- NPDES Permitting
- Stormwater Master Plans
- Stormwater Modeling
- Floodplain/Floodway Analysis
- FEMA Map Revisions
- Bridge and Culvert Hydraulic Analysis

#### **Structural Engineering**

- Bridge and Culvert Design
- Reconstruction and Rehabilitation
- Bridge Inspection and Analysis
- Retaining Wall Design
- Bike Paths and Pedestrian Bridges
- Foundation Design
- Construction Observation
- Hydraulic Analysis
- Structural Analysis
- Bridge Condition Reports
- Construction Layout
- Shop Drawing Review



## Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

July 12, 2011

Subject: PRELIMINARY ENGINEERING  
Consultant Unit  
Prequalification File

Mr. David H. Hinkston  
Hampton, Lenzini And Renwick, Inc.  
380 Shepard Drive  
Elgin, IL 60123-7010

Dear Mr. Hinkston:

We have completed our review of the corporate and financial information portion of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending December 31, 2010. Your firm's total annual transportation fee capacity will be \$22,400,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 154.57% are approved on a provisional basis. The actual rate used in agreement negotiations may be determined by our Bureau of Budget and Fiscal Management in a pre-award audit.

Your firm is required to report to this office any additions or deletions of your licensed professional staff or any other key personnel that would affect your firm's prequalification in a particular category. This report must be submitted within 15 calendar days of the change.

Your firm is prequalified until December 31, 2011. You will be given an additional six months from this date to submit the Corporate and Financial Information portion of the "Statement of Experience and Financial Condition" (SEFC) to remain prequalified.

Very truly yours,



Janet L. Pisani, P.E.  
Acting Section Chief  
Preliminary Engineering

Hampton, Lenzini and Renwick, Inc.





## I. Company Overview

### SEFC PREQUALIFICATION

FIRM: HAMPTON, LENZINI AND RENWICK, INC.

SOI CODE: HAMPTN

DATE: 07/12/11

#### PLANS, SPECIFICATIONS & ESTIMATES

1. FREEWAYS:	X	11. MOVABLE BRIDGE:	
2. ROADS AND STREETS:	X	12. STEEL GIRDER BRIDGE:	
3. AER. PLANNING & SPECIAL SERVICE		13. TIED ARCH BRIDGE:	
4. AER. DESIGN:		14. SEGMENTAL CONCRETE BOX GIRDER BRIDGE:	
5. AER. CONSTRUCTION INSPECTION:		15. CONT/CANT TRUSS BRIDGE:	
6. HIGHWAY STRUCTURE:SIMPLE:	X	16. CABLE STAYED GIRDER BRIDGE:	
7. HIGHWAY STRUCTURE:TYPICAL:	X	17. TRAFFIC SIGNALS:	X
8. HIGHWAY STRUCTURE:ADV TYPICAL:	X	18. LIGHTING:	A
9. HIGHWAY STRUCTURE:COMPLEX:	A	19. PUMPING STATION:	
10. RAILROAD BRIDGE:			

#### STUDIES

20. LOCATION DRAINAGE:	X	23. SAFETY STUDIES:	X
21. TRAFFIC STUDIES:	X	24. FEASIBILITY STUDIES:	X
22. SIGNAL COORDINATION & TIMING (SCAT):	X		

#### HYDRAULIC REPORTS

25. WATERWAYS TYPICAL:	X	27. PUMP STATION:	X
26. WATERWAYS COMPLEX	X		

#### LOCATION AND DESIGN STUDIES

28. REHABILITATION:	X	30. NEW CONST./MAJ RECONST:	X
29. RECONST./MAJ REHAB:	X		

#### ENVIRONMENTAL STUDIES & REPORTS

31. E.A.:	X	32. E.I.S.:	A
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#### SPECIAL DESIGN STUDIES

33. MASS TRANSIT:		34. RAILWAY ENGINEERING:	
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#### SPECIAL SERVICES

35. SURVEYING:	X	44. ARCHITECTURE:	
36. AERIAL MAPPING:		45. LANDSCAPE ARCHITECTURE:	
37. GENERAL GEOTECHNICAL SERVICES:		46. HAZARDOUS WASTE:	
38. COMPLEX GEOTECHNICAL/MAJOR FOUNDATION:		47. ASBESTOS ABATEMENT SURVEY:	
39. SUBSURFACE EXPLORATIONS:		48. CONSTRUCTION INSPECTION:	X
40. STRUCTURE GEOTECHNICAL REPORTS:		49. QA COMPLETE:	
41. ELECTRICAL ENGINEERING:	X	50. QA HMA & AGGREGATE:	
42. MECHANICAL ENGINEERING:		51. QA PCC & AGGREGATE:	
43. SANITARY ENGINEERING:		52. BITUMINOUS MIX DESIGNS	
		53. SUBSURFACE UTILITY ENGINEERING:	

X PREQUALIFIED

A YOU INDICATED "IN-HOUSE" CAPABILITY IN THESE AREA OF THE "SEFC" BUT WE FOUND NO DETAILED INFORMATION AS REQUESTED ON WHICH TO BASE OUR EVALUATION.

P PENDING FUTHER REVIEW

S PREQUALIFIED, BUT WILL NOT ACCEPT STATEMENTS OF INTEREST

L LOSS OF PREQUALIFICATION

Hampton, Lenzini and Renwick, Inc.



**CORPORATE OVERVIEW**

**Rubino Engineering, Inc. (Rubino)** is a consulting engineering firm and independent testing laboratory operating out of Elgin, Illinois.

The Elgin laboratory currently owned and operated by Rubino has been in operation for over 20 years. Since September 1, 2009, Rubino has been providing testing services on various public and private projects throughout the Chicago Metropolitan Area.

**Rubino's GEOTECHNICAL ENGINEERING SERVICES** include drilling and subsurface explorations, pavement evaluation, foundation and settlement investigations, retaining wall and slope stability analyses, as well as other geotechnical-related evaluations. **CONSTRUCTION MATERIALS TESTING SERVICES** include quality control / quality assurance (QA/QC) on concrete, soils, masonry, and asphalt.

Whether your projects are large, small, public, private, complex, or simple, **Rubino** can accommodate project needs with the same attention to detail and prompt responsiveness. Working with Rubino provides you with one on one contact with our staff, including easy accessibility to field personnel and management.

**Rubino** specializes in providing geotechnical engineering services and on-call quality control testing services for a variety of clients including: Shales McNutt Construction, IHC, City of Geneva, Engineering Enterprises, Inc., Kendall County Highway Department, Village of Hanover Park, Mazur Construction, Village of Streamwood, City of Warrenville, City of Aurora, City of Wood Dale, and the Village of North Aurora, among others. Individual project experience is available upon request.

**100% WOMAN-OWNED SMALL BUSINESS  
IDOT DBE-CERTIFIED  
AASHTO-ACCREDITED LABORATORY  
IDOT PREQUALIFIED – GEOTECHNICAL AND QA HOT MIX (HMA),  
PORTLAND CEMENT CONCRETE (PCC) AND AGGREGATE**

**KEY PERSONNEL**

The **Rubino Engineering, Inc.** core staff has been working together as a team for over 6 years and collectively holds extensive experience in the above referenced fields.

**Michelle Lipinski, PE** is President and founder of **Rubino Engineering, Inc.** and is an experienced and licensed geotechnical engineer. Michelle has a Bachelor of Science degree in Civil Engineering from the University of Illinois at Urbana-Champaign and licensed in the State of Illinois. Michelle is currently the ASCE Urban Planning and Development Vice President, ISPE Dukane Chapter President, and APWA Chicago Metro Chapter Membership Co-Chair, and APWA Fox Valley Branch Publicity Co-Chair.

**Tim Dunne** has over 25 years experience in the construction quality control testing and inspection industry and is an IDOT and ACI Certified Senior Engineering Technician/Project Manager. Tim's responsibilities at **Rubino** include coordinating project scheduling and fleet management. Tim has attended Illinois State University in Normal, Illinois, and Prairie State College in Chicago Heights, Illinois.

**Tammy Barker** is currently a Project Coordinator at **Rubino** and has over 10 years of experience as an IDOT Certified Engineering Technician in the construction quality control testing and inspection industry. Tammy's responsibilities include laboratory management, project coordination and support, equipment calibration, geotechnical exploration coordination, and report and proposal preparation.

**Chris Petersen** is an ACI and IDOT Certified Engineering Technician with over 8 years experience in the construction quality control testing and inspection industry. Chris's responsibilities include quality control testing and inspection of asphalt, soil and concrete.



## **II. Project Approach / Scope**

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Hampton, Lenzini and Renwick, Inc. (HLR) proposes to provide Phase II design engineering and Phase III construction observation services for roadway reconstruction in the Village of Hinsdale along Fourth Street and other miscellaneous streets. We have visited the site, reviewed the RFP requirements and have a thorough understanding of the services to be provided to ensure a successful project for the Village.

The proposed roadway reconstruction will provide new residential streets at the above mentioned locations. Work along these streets will include drainage improvements; Village utility replacement and adjustment; sidewalk replacement (where needed) and installation of detectable warnings along the pedestrian access routes in compliance with the Public Right-of-Way Accessibility Guidelines (PROWAG) requirements.

### **A. Phase II - Project Approach**

HLR will provide Phase II plans, specifications and estimates necessary to obtain Village approval. Anticipated Phase II services include topographic survey; supplemental soils investigations; permitting assistance; preparation of plans, specifications and estimates of cost; and the consultation and coordination necessary to bring this project to construction.

Certain aspects are crucial to the success of any project. HLR's approach begins with identifying these aspects in the project's early stages. The Village of Hinsdale's Roadway Reconstruction projects will present several unique challenges. Recognizing these challenges early in the design process will allow this phase to proceed efficiently and help eliminate the need for redesign and associated delays due to unanticipated situations. We have identified several areas critical to the successful completion of the project.

#### **1. Verification of Field Conditions**

In all design projects, starting with the most up to date information is vital to project success. The verification of the existing field conditions is one of the first steps that should be done by the consultant. This also means identifying certain dimensions or elevations that may be critical. New PROWAG established will likely require additional survey information at key locations to ensure compliance. Prior to beginning the design process, HLR will conduct a field reconnaissance to determine exact survey limits and any locations where more detailed information is necessary. One of our survey crews will then collect information to ensure that we are working with the most current information. During design, HLR will monitor the area and pick up additional changes as necessary.

#### **2. Coordination**

The importance of coordination on a project of this type cannot be overstated. Coordination with the Village of Hinsdale will include gathering utility atlases or GIS information, Village details, standards and specifications, specific streetscape feature details, and any other information relative to elements the Village wishes to include in the design of the improvement. If the Village wishes to replace/upgrade at least a portion of its water main and sanitary sewer systems within the project limits, this will require IEPA permitting and coordination with the Water and Wastewater Division. Design of new storm sewers within the project will require adherence to the Village's Stormwater Management Regulations and approval by the appropriate Village department.



## II. Project Approach / Scope

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In addition, early coordination with private utility owners such as AT&T, Nicor, and Comcast is important. Many times, conflicts can be avoided during the design process if the designer has the best available information at the onset of Phase II. When conflicts cannot be avoided, timely identification of those conflicts gives the owner time to plan and implement the necessary adjustments or relocations. Early coordination with utility companies and local agency utility owners helps avoid costly delays during construction and keeps the project on schedule.

Finally, coordination with local residents and other interested parties in the form of public meetings will afford these groups an opportunity to provide input on certain aspects of the project as well as inform them of the impacts construction is likely to have on their daily routines. Our recommendation will be to hold a public meeting soon after a staging plan is established, since maintenance of traffic and ingress and egress to and from adjacent locations will have the greatest impact on the general public.

### 3. Communication

Communication goes hand-in-hand with coordination and is equally important to client-consultant relationship and the success of a project. This begins with a precise scope of services, which defines the consultant's responsibilities and the client's expectations and starts the project in the right direction.

During the design process, keeping the Village informed of progress will help avoid surprises and delays. HLR will meet with Village staff at least every month, providing status reports and schedule and budget updates as necessary. Progress reports can be made at shorter intervals. Should unforeseen circumstances arise, appropriate adjustments can be made promptly, if required.

HLR project staff will be available to attend Village Council and Public Information meetings, as requested by Village staff.

Our experience and expertise will allow us to work independently as a virtual extension of Village staff without non-essential guidance; however, every project has its own set of challenges. Recognizing these challenges early in the design process allows for them to be addressed before they become problems. If problems do arise, we will have identified possible solutions prior to consultation with staff. HLR will ask the appropriate questions at the appropriate times.

Coupled with the coordination items discussed above, communication with Village staff, permitting agencies, utility companies, businesses, residents and other stakeholders will help ensure that the Phase II design moves ahead as efficiently as possible.

### 4. Maintenance of Traffic

One of the most challenging aspects of any project is maintaining traffic flow while reconstructing roadways within the Village. A successful maintenance of traffic plan depends on several factors, such as the location and extent of utility replacement, maintenance of drainage facilities and the need to maintain access at critical locations. HLR will analyze existing conditions as well as other factors affecting the maintenance of traffic and establish a staging plan that will move traffic through the construction zone effectively, safely, and economically.

### 5. Permitting

As is the case with early coordination, recognizing permitting requirements and applying as early as possible will help avoid delays in the implementation of the project. We anticipate the following permitting requirements will apply to this project:

- Illinois Environmental Protection Agency (IEPA) permits will likely be required for both sanitary sewer and water main improvements, particularly if those improvements consist of sizing upgrades or extensions. We will prepare these permit applications for submittal to IEPA.
- A National Pollutant Discharge Elimination System (NPDES) permit will be required. HLR will prepare and submit the Notice of Intent (NOI) to IEPA.
- The NPDES permit also requires that a Stormwater Pollution Prevention Plan (SWPPP) along with the SESC plan be submitted online to IEPA.
- A stormwater permit meeting the requirements of the DuPage County Stormwater Ordinance and the Village's Amendments thereto will be required. We anticipate this permit will be administered through the Village.

### 6. Constructability

The ultimate purpose of Phase II design is to move the project to construction. HLR's plans are prepared with this in mind. Our internal QC/QA process includes a constructability component. Our constructability reviewers have extensive field experience in construction projects, which gives them the perspective of having been there. Constructability enables a project to be built efficiently and economically, and minimizes the potential for costly delays during construction.

### 7. Detailed Design Plans

The design plans are the heart of the Phase II project. The detailed design of this improvement will be prepared using Urban (Chapter 32) and Bicycle (Chapter 33) guidelines detailed in IDOT's BLRS Manual. Plan preparation will be in accordance with Chapter 23 of the same manual and Chapter 63 of the BDE Manual. Plans for the Roadway Reconstruction improvements will include:

- Cover Sheet
- General notes and summary and schedules of quantities
- Alignment, ties, and benchmarks to define horizontal and vertical control
- Roadway plan and profile sheets to define vertical and horizontal alignment and geometrics
- Utility plan and profile sheets showing existing and proposed storm sewers, sanitary sewers, water mains and private utilities
- Cross section sheets, which help confirm that the improvement can be built within the available right-of-way and entrance slopes are within acceptable ranges
- Maintenance of Traffic plan (MOT), which will be used in conjunction with stage construction plan layout and sections. The MOT is important because it:
  - Accommodates emergency response
  - Provides for access to adjacent properties
  - Helps minimize inconvenience to the public
  - Helps provide a safe environment through the construction zone for both the public and project staff
- Erosion control/final landscaping plan (in conjunction with Stormwater Pollution Prevention Plan) in order to meet NPDES, DuPage County and Local Stormwater Management requirements

- Pavement marking and signing plan
- Street lighting plans, if necessary
- Structural plans (junction chambers, retaining walls, etc.), if necessary
- IDOT and Village standards
- Special details (typical sections, BMPs, streetscape and other project specific details, etc.)
- At critical junctures during the design process, HLR will conduct QC/QA reviews to ensure the completeness and accuracy of the plans. Conducting these reviews at regular intervals helps eliminate the need for time-consuming revisions and keeps the project on schedule.

### 8. Specifications

Project specifications are equally as important as the construction plans, for they define the elements of work which comprise the project and for which the contractor will be paid. Well-conceived and well-written specifications help eliminate disputes and change order requests during construction and let bidders know exactly what they are bidding on, thereby enabling them to bid their best unit prices. IDOT's Standard Specifications for Road and Bridge Construction (Standard Specs), along with the annual Supplemental Specifications and Recurring Special Provisions will provide the framework for the specifications for this project. Other publications, including the Manual on Uniform Traffic Control Devices (MUTCD) and Standard Specifications for Water and Sewer Construction in Illinois will be used as they apply to pertinent aspects of the project.

In addition to these standard documents, which will be included by reference, the specification package will include project-specific special provisions. These special provisions may modify the Standard Specs or other standard documents, or they may define units of work not covered by the standard documents because of local conditions or Village standards or preferences, such as manhole castings or entrance compositions. Other special provisions may be more general, such as defining a completion date or limiting construction operations during special events. Regardless of their purpose, concise, well-written special provisions will help move construction along smoothly and minimize the potential for misunderstandings and change orders.

As in HLR's design plan preparation, our specifications are reviewed by a staff member with extensive construction experience to make sure the specifications are appropriate and fit the intended purpose. HLR regularly has multiple local agency highway improvements at various stages of completion. We are keenly aware of current requirements.

### 9. Estimates of Cost and Time

An accurate estimate of construction cost is important because it allows funding participants to know what to expect to budget and it provides a basis for the award of a contract for the project's construction. Estimates will be provided at critical stages of design, and will be updated as design progress warrants. HLR prepares estimates of cost using bid and award information available on IDOT's website along with our own bid tabulation database. We consider the size and scope of the project along with the relative quantities of specific pay items and the locality of the project to provide estimates of cost that accurately project what the contract cost will be.



## II. Project Approach / Scope

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The estimate of time is useful in allocating working days or specifying the completion date for construction of the project. An accurate estimate of time helps establish a realistic construction schedule, which in turn helps the local agency plan and budget resources. A realistic construction schedule also helps ensure that the contractor will keep the project moving to completion within the required timeframe and minimize inconvenience to the public.

### 10. Milestone Submittals

HLR is prepared to make the milestone submittals requested by the Village, including preliminary (50%), pre-final (90%) and final (100%), in the formats and quantities required including electronic format. These final submittals will be signed and sealed by a Registered Professional Engineer and Structural Engineer (if required) in the State of Illinois. Prior to each milestone submittal, HLR will conduct a QC/QA review to ensure the accuracy and completeness of the plans appropriate to the particular submittal.

### B. Phase III Approach

The ultimate purpose of any good set of project plans is to communicate to the Contractor how to construct the facility to the satisfaction of the owner. HLR will provide continuous observation of the work and the contractor's operations for compliance with the plans and specifications.

The HLR construction team is highly experienced in roadway improvement and bridge projects of this type and is skilled in observing and documenting all aspects of these improvements. Our communication procedures have proven to be effective in keeping clients, residents, and businesses informed about the project and minimizing problems due to construction activities.

The experience of our Phase III personnel and our team approach to a construction project provide many advantages in completing a high-quality product in accordance with the approved plans and specifications.

- We will work cooperatively with the Village, the contractor, and all subcontractors to keep the project on time and on budget.
- Every member of our roadway design team has construction experience and will be available for consultation should the need arise.
- Our Resident Engineer is experienced in managing improvements of this type.

We have identified the following key elements to successfully constructing this project.

#### 1. Pre-Construction Meeting

- Prior to the start of construction, a pre-construction meeting will be arranged.
- All individuals and agencies involved with the project should attend including representatives from all utilities, the contractor, the Engineer and the Village of Hinsdale.
- The contractor will be expected to present a sequence of construction operations and overall progress schedule for approval.
- The Resident Engineer will record meeting minutes and distribute copies.

#### 2. Communication / Meetings

- HLR will assist the Village in conducting a pre-bid meeting with all the bidding contractors. Such a meeting will help answer any questions bidders may have about the plans and specifications, and can also help convey the Village's expectations, all of which contribute to a successfully-completed project.





## **II. Project Approach / Scope**

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- As construction progresses, regularly scheduled meetings will be held to discuss current progress, upcoming schedule, and any potential issues or challenges that may be anticipated. Identifying these critical factors early on and resolving issues before they become obstacles will allow adjustments to be made in a proactive manner and keep the project on budget and on schedule. These meetings should be held on a weekly basis and should include responsible representatives of the contractor and subcontractors, any necessary subconsultants, Village staff, HLR personnel, and any other affected parties.
- HLR can help maintain the project website that will present weekly updates about work completed, work anticipated during the following week, and project photos.
- HLR can prepare written notices such as press releases and informational flyers to be distributed to the local residents and businesses before the start of construction and at interim points where significant construction stages, such as lane closures, will begin.
- HLR will provide direct contact with the Village, residents, and business owners with our full-time, onsite resident engineer.

### **3. Documentation**

- Our team is well-versed in various levels of documentation requirements, including IDOT's requirements. We will maintain the appropriate level of record keeping required by the funding type, desired by the Village, and necessary to process paperwork and close out the project as soon as possible after completion.
- Project documentation required will consist of a daily diary, Inspector's daily reports (IDRs), quantity book, field books, and weekly reports.
- Should any extra work be required, it will be processed by change order. Any change orders will be authorized by the Village.
- The resident Engineer will prepare pay estimates for submittal and payment at least once a month for each contract.

### **4. QC/QA**

All documentation will be reviewed monthly, at a minimum, by the QC/QA engineer to assure accuracy and completeness.

### **5. Material Inspection**

- Independent material inspection will be provided by Rubino Engineering, Inc.
- All documentation for material inspection will be provided by Rubino Engineering, Inc. and a copy will be kept in the Resident Engineer's file.

### **6. Environmental Inspection**

- The certification for the site of origin will be addressed in the design phase. The removal of CCDD material will be monitored by our Resident Engineer.

### **7. Construction Layout and Verification**

- Construction layout or verification of contractor layout may be required as part of this project. HLR's survey crews have a thorough knowledge of roadway and bridge plans and construction layout.



## II. Project Approach / Scope

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### 8. Traffic Control Inspection

- The HLR will inspect all traffic control devices including signing, pavement marking, barricades, etc. twice each day.

### 9. Final Inspections

- A final walk-through will be scheduled upon completion of the entire project with the Resident Engineer, the Village, and the contractor. Any deficiencies will be recorded on a Punch List.
- Additional inspections will be carried out until all deficiencies have been addressed.

### 10. Record Drawings

- Record drawings of the project will be produced upon completion of the project.
- Record drawings can be delivered to the Village in any format, digital or paper that the Village requires.

## C. Scope of Services

Hampton, Lenzini and Renwick, Inc. (HLR) understands the responsibilities of the consultant and the scope of work for the roadway reconstruction of Fourth Street and other miscellaneous streets are as follows:

### 1. Preliminary Engineering

- a) General Coordination
  - Attend Kick-off Meeting with Village staff
  - Attend public involvement meeting with exhibit preparation, as necessary
- b) Field Survey
  - Collection of plans, maps and atlases
  - Perform field survey with visible boundary monuments
  - Plot survey and draft and place approximate boundary lines
- c) Soils Investigation
  - Perform field work for soil borings
  - Prepare geotechnical report

### 2. Phase II Final Design

- a) General Coordination
  - Attend Kick-off Meeting with Village staff
  - Coordinate with adjacent property owners, as necessary
  - Submit monthly status reports to Village
- b) Utility Coordination (including Village utilities)
  - Design Stage JULIE Request and collection of plans/atlas
  - Send preliminary plans to utility companies and Village utility divisions for verification of existing utilities and identification of conflicts
  - Determine which Village utilities will be replaced, adjusted and/or relocated as part of construction project
  - Meet with utility company representatives to discuss adjustments, relocations, possible plan revisions, schedules
  - Request field location (potholes) of facilities at critical locations, as necessary
  - Send final plans to utility companies and Village utility division



## II. Project Approach / Scope

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### c) Permits

- DuPage County Stormwater Management permit (coordinated through Village as a partial waiver community), as necessary
- NPDES/NOI including Stormwater Pollution Prevention Plan (SWPPP) and Soil Erosion and Sediment Control (SESC) plan
- IEPA permits for water main and/or sanitary sewer extensions or upgrades

### d) Detailed Plan Design

- Design Plan set to include
  - Cover Sheet
  - General Notes
  - Summary of Quantities
  - Schedules of Quantities
  - Existing and proposed typical sections
  - Alignment, Ties and Benchmarks
  - Roadway Plan and Profile sheets
  - Utility Plan and Profile Sheets
  - Maintenance of Traffic/Construction Staging
  - Soil Erosion and Sediment Control plan
  - Construction details (Village standards, streetscape details, etc.)
  - Cross sections
- QC/QA review prior to preliminary, pre-final and final submittals

### e) Specifications

- Bid documents to include:
  - Notice to Bidders
  - Table of Contents
  - IDOT Index for Supplemental Specifications
  - Check Sheet for Recurring Special Provisions
  - Check Sheet for Local Roads Recurring Special Provisions
  - BDE Special Provisions Check Sheet
  - Village-required Specifications/Special Provisions
  - Project-specific Special Provisions
  - District 1 Special Provisions
  - Local Roads Special Provisions-inserted
  - BDE Special Provisions-inserted
  - Storm Water Pollution Prevention Plan (SWPPP)
  - IEPA Notice of Intent (NOI)
  - Other permits
  - Prevailing Wage Rate Requirements, if desired
  - BLR 12221 – Proposal
  - BLR 12222 - Schedule of Bid Prices
  - BLR 12223 - Bid Signatures Form
  - BLR 12230 - Local Agency Proposal Bid Bond
- QC/QA review prior to preliminary, pre-final and final submittals



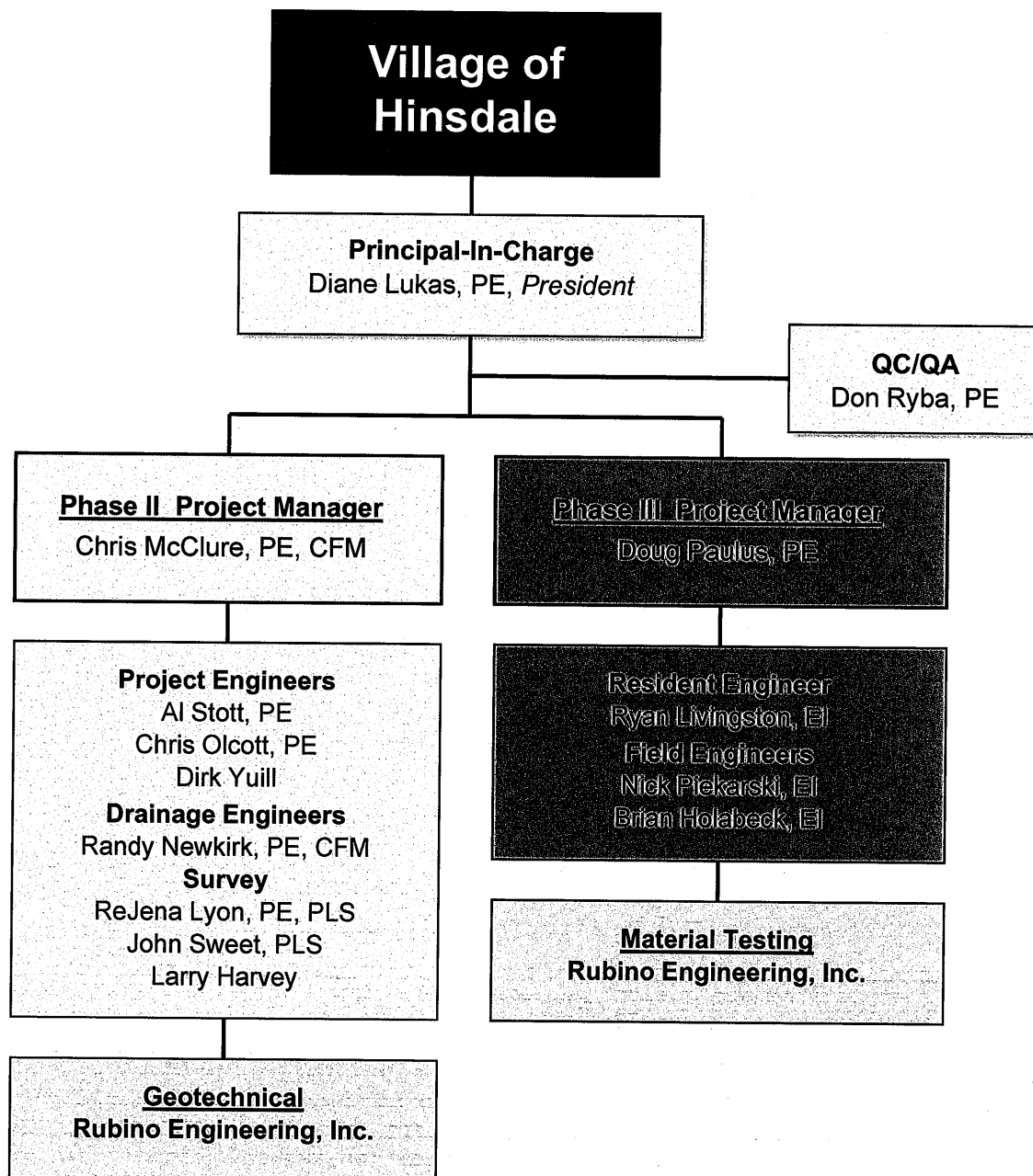
## II. Project Approach / Scope

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- f) Estimates
  - Estimate of Cost
    - Cost calculations for lump sum items
    - Includes electronic (spreadsheet-based) quantity calculations
  - Construction Schedule
  - QC/QA review prior to preliminary, pre-final and final submittals
- g) Bidding Assistance
  - Publish in local newspaper and/or IDOT Local Roads Bulletin, if desired
  - Distribute plans per Village recommendation
  - Conduct a pre-bid meeting and distribute minutes, if desired
  - Check bidder prequalification and/or references, if desired
  - Prepare Addenda, as needed
  - Provide assistance at bid opening
  - Prepare tabulation of bids
  - Provide recommendation of award
  - Prepare and distribute contract documents for execution

### 3. *Phase III Construction Observation*

- a) Project Administration
- b) Construction Observation
  - Pre-construction meeting
  - Weekly Construction Meetings
  - On-Site Observation
- c) Documentation
- d) Clerical
- e) Material Testing





**Diane M. Lukas, P.E.**

**Project Role: Principal-in-Charge**

**Professional Registration**

Professional Engineer, Illinois,  
#062-36346, 1978

**Years of Experience**

36 / 28 at HLR

**Education**

Associates in Applied Sciences  
Elgin Community College

**Continuing Education**

Roundabout Design, ITE, August  
2011

Green Construction Technologies  
and Practices, Curran Contracting,  
February 2010

Advanced Intersection Analysis  
with Computer Models, FHWA

Traffic Forecasting with  
Microcomputers: The Quick  
Response Approach, AJH  
Associates

Managing the Environmental  
Impacts of Highway Projects,  
University of Wisconsin-Madison

**Professional Organizations**

American Public Works  
Association

Diane Lukas is the President of the firm and has more than 36 years of expert knowledge and experience in the overall management of infrastructure improvement projects including transportation and traffic engineering, and environmental services. She is recognized for high quality accident and safety studies; geometric design of roadways, intersections, interchanges; and analysis of traffic flow through arterial intersections, freeway interchanges and signalized arterial systems. Additionally, Diane's area of expertise includes project design reports, geometric feasibility studies, Section 4(f) and 6(f) environmental documents, and Environmental Assessment and Environmental Class of Action Determination documentation for federally-aided projects.

She has provided consultation to City Councils, Village Boards and County Boards in the development of policies for infrastructure improvements. She has an established reputation for representing stakeholders in public involvement with expertise resulting in improved quality of life for residents.

Diane provides mentoring of traffic and geometrics engineers and conducts QA/QC reviews of their analyses and designs. Prior to joining HLR, she worked for eight years on highway and freeway geometric design and traffic studies for IDOT.

**Representative Projects:**

**IL 38 and Lambert Road, Village of Glen Ellyn.** To improve the intersection of IL 38 and Lambert Road, an exclusive right-turn lane was added to the south approach of Lambert Road. The improvement includes signal modifications and other environmental and drainage work to accommodate the right-turn lane. Responsible for assisting the Village in completing the application process for CMAQ funding.

**Walnut Lane Reconstruction, Village of Schaumburg.** QC/QA reviewer for the engineering and environmental analysis for reconstruction of a two-lane collector street in an urban setting. Responsible for the traffic analysis, roadway geometry and project development report.

**IL 25 Bridge over Waubensee Creek, Village of Oswego, IDOT District 3.** Prepared a project report and preliminary engineering for the replacement of the IL 25 Bridge. The need to replace the bridge presented an opportunity to add a median to IL 25 and to develop a roadway and bridge design that allows future widening and realignment improvements to the nearby intersection of IL 25 and U.S. 34.

**Randall Road from IL 64 to IL 38, Kane County Division of Transportation.** Led the preparation of the Project Development Report, ECAD, public involvement and preliminary engineering. This project involved the analysis of a high-volume section of Randall Road to alleviate severe traffic congestion and traffic safety concerns. Accident and safety analyses, traffic capacity and signal coordination analyses determined the need to widen Randall Road to six lanes and to add turn-lane and traffic signal improvements at six public intersections included in this project. Improvements also included a bike path and a bike underpass under Randall Road. The project included coordination with USACE for wetland improvements and with the Union Pacific Railroad for railroad crossing improvements.

**Plainfield-Naperville Road at 119<sup>th</sup> Street, Will County Department of Highways.** Provided principal oversight and management for an intersection improvement which included approximately 1.5 miles of roadway reconstruction improvements, installation of new traffic signals and installation of a new drainage system. Engineering services also included route survey, preparation of Plats and legal descriptions, traffic analysis and an intersection design study.

**Winchester Road and Midlothian Road Intersection Improvements, Lake County Division of Transportation.** Provided principal oversight and management for the Phase I analysis and design, and Phase II detailed engineering design to improve traffic flow and safety at this once-rural intersection. Services included geometric design of the intersection, stormwater management engineering analysis and design, and a construction staging plan. Plans, specifications and estimates were provided including a detailed traffic management plan to keep traffic lanes open during construction.

**Bricher Road at Commons Drive, City of Geneva.** Provided principal oversight and management for the installation of new traffic signals and roadway widening improvements to address traffic safety issues at the intersection. Engineering services included route survey, traffic analysis, intersection design study, design of traffic signal and roadway plans, specifications estimates and bidding documents, bidding assistance, coordination, and construction observation.

**Public Library Parking Lot, City of Woodstock.** Provided principal oversight and management for the design of a parking lot with permeable pavement and an underground stormwater detention facility. The lot utilizes Contech's Aqua-Bric and Stormchamber technology. Extra stormwater detention provided flood relief for neighboring properties. The project was a joint effort of the City of Woodstock and the Library.

**IL 64 at Oak Street Traffic Signals, City of St. Charles.** Provided principal oversight and management widening and resurfacing from a three-lane section to a five-lane section with median and turn lanes. The project was located in a highly-travelled commercial area near Randall Road. Services included preparation of a location drainage study, traffic study and IDS, traffic signal plans and preparation of construction plans, specifications, and estimate of cost.

**159<sup>th</sup> Street (U.S. 6/IL 7), Will County, IDOT District 1, PTB 152-16.** Served as principal-in-charge for the 7.5-mile-long project involves the full reconstruction of 159<sup>th</sup> Street from east of Gouger Road to west of Ravinia Avenue and includes eight signalized intersections. The existing two-lane roadway is being widened to two lanes in each direction with a 30 foot median. The project includes existing and proposed drainage plans, right-of-way determination, and proposed sewer design with stormwater detention. Additionally, the project includes two hydraulic reports for the improvements to the culverts underneath 159<sup>th</sup> Street for Marley and Spring Creeks. The hydraulic reports include floodplain encroachment and compensatory storage analyses.

**Professional Registration**

Professional Engineer, Illinois,  
#062-056769, 2003

**Years of Experience**

20 / 3 at HLR

**Education**

B.S., Civil Engineering  
Illinois Institute of Technology  
Chicago, Illinois

B.S., Industrial Technology,  
Concentration in Construction  
Management  
Illinois State University, Normal,  
Illinois

**Certifications**

Documentation #10-0417

ICORS Documentation

Materials Management for  
Resident Engineers, IDOT, 2009

Construction Materials Inspection  
Documentation

ACI Concrete Field Testing –  
Level I

PCC Level I

Geotechnical Field Testing and  
Inspection

**Continuing Education**

Consequences of Prevailing  
Wages to Municipal Arboriculture,  
APWA, April 2011

Green Solutions for Parking,  
Paving, and Drainage Systems,  
AIA, February 2007

ICPA Concrete Pipe Design/Pipe  
Installation and Inspection

Advanced Project Management  
Total Quality Management –  
Superpave

**Continuing Education**

Trenchless Sewer & Watermain  
Installation, APWA

HMA Quality and Efficiencies,  
AWPA

**Professional Organizations**

Illinois Society of Professional  
Engineers

Don Ryba is a senior resident engineer with over 20 years of experience working in the public sector in both state and municipal settings. This experience gives him a strong perspective of public agency needs and concerns on construction issues. Don has assisted with resident engineering services on several large roadway and bridge projects with responsibilities for administration, coordination, and inspection of various in-town construction projects including annual roadway reconstruction, sidewalk and water main replacement, and heat-scarification projects. He is responsible for ensuring specification compliance and the timely completion of all project-related documentation.

Prior to joining HLR, Don served as senior resident engineer, leading the Construction Services Team for two satellite offices. He coordinated multiple projects and work teams, oversaw project and departmental budgets, and mentored younger staff. Don was responsible for all project-related documentation, processing all pay requests and change orders, generating weekly reports, coordinating required project meetings, ensuring the contractor's compliance with project plans and specifications, and submitting IEPA permits.

**Representative Projects:**

**IL 64 Water Main Improvements, City of St. Charles.** Provided resident engineering services for installation of approximately 6,700' of 6" to 10" diameter water main and necessary services, fire hydrants and fittings, and approximately 1,700' of 6" to 12" diameter sanitary sewer and services. As the project was constructed along with an adjacent IDOT construction project, significant coordination with IDOT and City crews was required. Construction on City streets and sanitary sewer replacements within IL 64 began prior to the start of IDOT's construction operations. Services will be stubbed from the new main and reconnected to existing services within the City work area. Services will be completed to the right-of-way during the stages of the IDOT project.

**Maple Avenue / 55<sup>th</sup> Street Water Main Replacement, Village of Downers Grove.** Provided construction observation and documentation in accordance with Village and IDOT policies and procedures. The project involved installation of water main and new water services, PCC patching, bituminous resurfacing, and installation of temporary signals. Responsibilities included weekly progress meetings to coordinate work with the DuPage County Department of Transportation, the Village, the materials testing firm, and the contractor. Also addressed resident concerns as directed by the Village.

**Smith Road at Walmart Traffic Signals, City of St. Charles.** HLR provided construction observation for installation of new traffic signals and street lighting for the intersection of Smith Road and the entrance to Walmart and Charlestown Mall. Along with an interconnect, fibre optic cable connecting this intersection to the intersection of Smith Road and North Avenue (IL 64), new ADA sidewalk ramps, and the associated curb and gutter was installed.



**Lemont/Naperville Signal Interconnect, DuPage County Division of Transportation.** The project consists of the modernization of eight traffic signal installations with traffic signal interconnect work. Items installed include full-actuated controllers in cabinets, fiber optic transceivers, loop detectors, and all incidental and collateral work necessary to complete the project. The project also required the maintenance of existing traffic signal installations. Served as Resident Engineer, documenting that work was done in accordance with the plans, specifications, and IDOT policies, and preparing pay estimates, authorizations, and final measurements of completed work.

**IL 22 Reconstruction and Widening, IDOT District 1.** Serviced included construction observation and documentation of all phases of the \$20 million project. Diaries, IDR's, field books, and field measurements were maintained on a daily basis. Coordination with IDOT, HLR, and testing services personnel was needed to maintain project continuity.

**Representative Projects Completed Prior to Joining HLR**

**New Water Main Installation, Village of Oswego, \$850,000.** *Resident Engineer.* Provided resident engineering services for the installation of 13,800 lineal feet of ductile iron water main and the installation of water hydrants and valves. Also performed quantity documentation, provided the Village with daily and weekly progress reports, reviewed and approved pay requests, and prepared change orders.

**New Sanitary Sewer Installation, Village of Oswego, \$101,000.** *Resident Engineer.* The project involved the elimination of a sanitary sewer overflow which consisted of the construction of a temporary sewer bypass, the installation of approximately 432 lineal feet of 18" sanitary sewer with manholes, 90 square yards of bituminous pavement removal and replacement along with associated site work.

**Sullivan Road Bridge over the Fox River, City of Aurora.** Served as resident engineer and was responsible for all project-related documentation, processing all pay requests and change orders, generating weekly reports, and coordinating required project meetings. Sullivan Road is a major Fox River crossing, connecting IL 25 to IL 31. The new bridge consists of five spans of steel beams supporting four 12' lanes, a concrete median and sidewalk, and new street lighting. Bringing traffic to the bridge is new bituminous pavement from IL 31 and new PCC pavement from IL 25, both consisting of four 12' lanes with left- and right-turn lanes. Almost a mile of bituminous pavement on IL 25, with an open-ditch drainage system was replaced with new PCC pavement, curb and gutter, and new storm sewers.

**Manhattan/Arsenal Road over Jackson Creek, Will County Department of Highways.** *Resident Engineer.* The project included the complete removal and reconstruction of a three-span bridge over Jackson Creek in Will County. The existing concrete slab deck, the concrete piers and abutments and spread footings were removed. The new bridge consisted of driving steel H-piles for the abutments and drilling into bedrock for the piers, placing steel beams and pouring a new bridge deck and parapets. New guardrail and approach pavement were also constructed. New ditches were graded and an extensive amount of riprap for erosion control measures was placed.



## **Christopher J. McClure, P.E., CFM, CPESC**

**Project Role: Phase II - Project Manager**

### **Professional Registration**

Professional Engineer, Illinois,  
#062-052119, 1998

### **Years of Experience**

19 / 4 at HLR

### **Education**

B.S., Civil Engineering  
Texas A&M University

### **Professional Certifications**

*Certified Floodplain Manager*, #IL-  
09-00451

*Certified Professional in Erosion  
and Sediment Control*, IECA,  
CPESC #3091

*Kane County Engineer Review  
Specialist*

### **Continuing Education**

Municipal Law 101, APWA-Fox  
Valley, May 2010

Green Construction Technologies  
and Practices, Curran Contracting,  
February 2010

Soil Stabilization, Illinois Society of  
Professional Engineers, February  
13, 2008

NHI – Urban Drainage Design with  
Pumping Station Design, FHWA

NHI – Bridge Backwater Computer  
Program, FHWA & Greenhome  
and O'Mara, Inc.

NHI – HYDRAIN – Integrated  
Drainage System Design  
Computer System, GKY &  
Associates, Inc.

NHI – Culvert Design, Ayres  
Associates and FHWA

Chris McClure is a project manager with 19 years of engineering experience focusing on roadway design and drainage infrastructure improvements. He is the Transportation Department Manager with responsibilities for managing the Phase II team and the preparation of all plans, specifications and estimates. Prior to joining HLR, Chris spent 11 years with IDOT District 1. He served as project manager on projects ranging from intersections to the reconstruction of interstate highways and has a thorough knowledge of IDOT Standards and policies.

### **Representative Projects**

**Golfview Highlands Unit 8, Village of Carpentersville.** Project engineer responsible for the preparation of plans, specifications, estimate of cost, and bid documents for reconstruction of 1.1 miles of residential streets from rural to urban sections, including storm sewers, water main and sanitary sewer replacement and street lighting. Services included route survey and preparation of plats and legal descriptions for right-of-way and easement acquisition.

**IL 64 Water Main & Sanitary Sewer Improvements, City of St. Charles.** Phase II QC/QA reviewer for the design of 1,208 meters of five-lane hinge-jointed pavement replacing a four-lane composite pavement between 4<sup>th</sup> and 14<sup>th</sup> Streets. Construction plans included pavement with curb and gutter and storm sewers, retaining walls, water main replacement, temporary and permanent street lighting, temporary traffic signals, walls, provisions for special waste, and an extensive construction staging plan that was vital to maintenance of traffic during construction.

**2012 Street Rehabilitation (Center/Seneca), City of Elgin.** Phase II QC/QA reviewer milling and resurfacing of 1.2 miles of residential streets in old neighborhood. Improvements include new curb & gutter, sidewalks and driveway approaches throughout, with storm sewer improvements, water main and service upgrades, and sanitary sewer replacement at select locations.

**Lake Forest Oasis Truck Parking Expansion, Illinois Tollway.** Served as project manager for the preparation of Phase II engineering plans and Contract Requirements. The truck parking expansion included reconstruction of the existing parking facility and approximately 11,000 cy of furnished excavation for the lot expansion. The engineering design also included topographic survey, geometric design with AutoTurn analysis, Maintenance of Traffic, drainage system and detention facility design, lighting design with photometric analysis and pavement design.

**Techny Road Drainage Improvement, Village of Northbrook.** Phase II QC/QA reviewer for the installation of 60", 72" and 84" relief storm sewer on Techny Road from Pfingsten Road to Second Street. The project included reconstruction of Techny Road for a jurisdictional transfer from the Cook County Highway Department to the Village of Northbrook.

**IL 64/Oak Street, City of St. Charles.** Served as QC/QA reviewer on the Phase I and II project involved widening and resurfacing from a three-lane section to a five-lane section with median and turn lanes. The project is located in a highly-travelled commercial area near Randall Road. Services included preparation of a location drainage study, traffic study and IDS, traffic signal plans and preparation of construction plans, specifications, and estimate of cost.

**IL 25 over Waubensee Creek, IDOT Region 2, District 3, PTB 129-11, P-93-038-02.** Served as project manager for the Phase II engineering plan for the replacement of SN 047-0034 and roadway improvements to the nearby IL 25/U.S. 34/Jefferson Street intersections. The engineering plans included a structure design of a wider replacement bridge and its approaches with improved stormwater drainage. The proposed alignment was designed to avoid a Section 4(f) property feature encroaching into the right-of-way. Phase II engineering services involved preparation of bridge plans, roadway plans, staging plans for construction under traffic, specifications, and estimates.

**Plainfield-Naperville Road at 119<sup>th</sup> Street, Will County Division of Transportation.** Project engineer for the intersection improvement that includes approximately 1.5 miles of roadway reconstruction improvements, installation of new traffic signals and installation of a new drainage system. Engineering services also included route survey, preparation of Plats and legal descriptions, traffic analysis and an intersection design study.

**Bricher Road at Commons Drive, City of Geneva.** Project manager for the installation of new traffic signals and roadway widening improvements to address traffic safety issues at the intersection. Engineering services included route survey, traffic analysis, intersection design study, design of traffic signal and roadway plans, specifications estimates and bidding documents, bidding assistance, coordination, and construction observation.

**Public Library Parking Lot, City of Woodstock.** Project manager for the design of a parking lot with permeable pavement and an underground stormwater detention facility. The lot utilizes Contech's Aqua-Bric and Stormchamber technology. Extra stormwater detention provided flood relief for neighboring properties. The project was a joint effort of the City of Woodstock and the Library.

**143rd Street and Will-Cook Road Improvements, Will County Department of Highways, Cook County Highway Department and Illinois Department of Transportation.** Served as QC/QA reviewer for the widening and reconstruction of 1.2 miles of urban two-lane roadways to five-lane roadways with enclosed drainage. The project included preparation of the contract plans, specifications and estimates. Extensive hydrologic and hydraulic analyses were performed along Long Run Creek to ascertain drainage conditions and to provide the proposed drainage design. The design included enlargement of two existing detention ponds and a 72-inch diameter trunk storm sewer. The drainage design also utilized an existing 4'x5' box culvert with a parallel 48"-54" overflow storm sewer. The profile of 143rd Street was raised above flood elevations.



**Mark A. Stott, P.E.**

**Project Role: Senior Design Engineer**

**Professional Registration**

Professional Engineer, Illinois,  
#062-38485, 1980

Kane County Qualified Engineer  
Review Specialist #E-032

**Years of Experience**

35 / 35 at HLR

**Education**

B.S., Civil Engineering  
University of Illinois

**Continuing Education**

Municipal Law 101, APWA-Fox  
Valley, May 2010

NPDES Compliance Update  
Seminar, APWA, April 2010

Green Construction Technologies  
and Practices, Curran Contracting,  
February 2010

Soil Stabilization, Illinois Society of  
Professional Engineers,  
February 13, 2008

Trenchless Sewer and Watermain  
Installation, APWA,  
September 2008

Sustainable Design, APWA,  
March 2008

Al Stott is a senior project manager with 35 years of experience as managing and performing QC/QA review for the design of municipal, county and state projects, including state highway and local street improvements, stormwater facilities, municipal infrastructure, streetscape, and public park and recreation facilities. His extensive construction experience gives him a critical perspective of the design process.

**Representative Projects:**

**Golfview Highlands Unit 8, Village of Carpentersville.** Project manager responsible for the preparation of plans, specifications, estimate of cost and bid documents for reconstruction of 1.1 miles of residential streets from rural to urban section, including storm sewers, water main and sanitary sewer replacement, and street lighting. Services included route survey and preparation of plats and legal descriptions for right-of-way and easement acquisition.

**Plainfield-Naperville Road at 119<sup>th</sup> Street, Will County Division of Transportation.** Phase II project manager for the intersection improvement which included approximately 1.5 miles of roadway reconstruction improvements, and installation of new traffic signals and a new drainage system. Engineering services also include preparation of plats and legal descriptions, coordination with utilities and local agencies, and wetland mitigation.

**IL 64/Oak Street Intersection Improvements, City of St. Charles.** Phase II project manager for the widening and resurfacing from a three-lane section to a five-lane section with median and turn lanes. The project was located in a highly-travelled commercial area near Randall Road. Services included preparation of a location drainage study, traffic study and IDS, traffic signal plans and preparation of construction plans, specifications, and estimate of cost.

**Walnut Drive, Ash Avenue, and Tappan Street Storm Sewer Improvements, City of Woodstock.** The project involves the engineering design of approximately 2,500 lineal feet of storm sewer ranging in size from 12-inch to 54-inch in diameter. The project includes both a hydrologic and hydraulic analysis of the existing conditions. The additional stormwater conveyance will provide flood relief of adjacent properties.

**Woodstock Public Library Parking Lot, City of Woodstock.** Served as Principal-in-Charge of the design a parking lot with permeable pavement, an underground stormwater detention facility, lighting, and landscaping. The lot utilizes Contech's Aqua-Bric and Stormchamber technology. Extra stormwater detention provided flood relief for neighboring properties. The project was a joint effort of the City of Woodstock and the Library.

**IL 38 at Lambert Road, Village of Glen Ellyn.** Phase II project manager for the intersection improvement to lengthen the existing left-turn lane and provide an exclusive right-turn lane on northbound Lambert Road. Design includes preparation of plans, specifications, and estimates of cost and plats and legal descriptions for right-of-way acquisition. Project duties include coordination with the Village and IDOT to ensure the project meets federal requirements and is completed on schedule.



**Mark A. Stott, P.E.**

**Project Role: Senior Design Engineer**

**Winchester Road and Midlothian Road Intersection Improvements, Lake County Division of Transportation.** Project manager for the Phase I analysis and design, and Phase II detailed engineering design to improve traffic flow and safety at this once-rural intersection. Services included geometric design of the intersection, stormwater management engineering analysis and design, and a construction staging plan. Plans, specifications, and estimates were provided including a detailed traffic management plan to keep traffic lanes open during construction.

**Central Business District Improvements, Village of Lake Bluff.** Project manager for design and construction engineering services to the Village for various improvements. The ongoing project is planned to rehabilitate and revitalize the downtown area in several phases constructed over several years. Two phases have been completed to date, which have resulted in the construction of a new parking lot and the realignment of Center Avenue and the narrowing of East Scranton Avenue, both of which have provided traffic calming benefits and created new landscaped areas. Improvements have included street widening and resurfacing, construction of new curbs and gutters, sidewalks, storm sewers, planter irrigation, street lighting replicating historic gas lights, and various hardscape and landscape elements.

**Parking Lots 20 and 21, Northern Illinois University.** Project manager for the design and construction of two parking lots adjacent to Chick Evans Field House in the heart of campus. Responsible for design and the preparation of plans, specifications and bid documents, as well as QC/QA. The larger of the two lots was reconfigured to accommodate pedestrian cut-through traffic without sacrificing parking stalls. Existing bituminous pavements were recycled in both parking lots. Improvements included new curbs, storm sewers, bituminous pavements, lighting, and water main and chilled water supply extensions. The project was fast-tracked, with design beginning in mid-March and construction completed in mid-August so that the parking lots were open at the start of the fall academic term.

**South First Street Reconstruction, City of DeKalb.** Phase II project manager/engineer for the reconstruction project that included both Phase I and II engineering services, including right-of-way acquisition, for the FAU project. Responsible for overseeing the development of plans, specifications and estimate of cost, and providing QC/QA reviews. The improvement was designed and constructed as a two-lane rural-type section with full-depth bituminous shoulders, but the profile, cross-section, drainage system, and side-street intersections were designed to accommodate the possible future construction of curbs and gutters without major modifications to any of these elements.

**IL 64 Water Main & Sanitary Sewer Improvements, City of St. Charles.** Lead design engineer for the design of 1,208 meters of five-lane, hinge-jointed pavement replacing a four-lane composite pavement between 4<sup>th</sup> and 14<sup>th</sup> Streets. This section was part of a 2,027-meter State Route improvement constructed through the heart of downtown, which included bridge replacement over the Fox River. Construction plans included pavement with curb and gutter and storm sewers, retaining walls, water main replacement, temporary and permanent street lighting, temporary traffic signals, walls, provisions for special waste, and an extensive construction staging plan that was vital to maintenance of traffic during construction.



**Professional Registration**

Professional Engineer, Illinois,  
#062-063213, 2011

**Years of Experience**

5 / 1 at HLR

**Education**

B.S., Civil Engineering,  
University of Illinois - Chicago

**Professional Certifications**

Certified Floodplain Manager

*Designated Erosion Control  
Inspector (DECI), Lake County,  
Illinois*

**Continuing Education**

Designated Erosion Control  
Inspector Workshop, Lake County  
Stormwater Management  
Commission, February 2011

Introduction to WinSLAMM,  
IAFSM, January 2011

Chris Olcott is a project engineer with over five years of experience with design and drainage improvements. He assists in the preparation of plans, specifications and estimates, drainage studies, hydraulic reports, storm sewer design, water main design and soil erosion and sediment control design.

**Representative Projects:**

**2012 Street Rehabilitation (Center/Seneca), City of Elgin.** Project engineer for the milling and resurfacing of 1.2 miles of residential streets in an old neighborhood. Improvements include new curb & gutter, sidewalks and driveway approaches throughout, with storm sewer improvements, water main and service upgrades, and sanitary sewer replacement at select locations.

**IL 64 Water Main & Sanitary Sewer Improvements, City of St. Charles.** Project engineer for the design of 1,208 meters of five-lane hinge-jointed pavement replacing a four-lane composite pavement between 4<sup>th</sup> and 14<sup>th</sup> Streets. This section was part of a 2,027-meter State Route improvement constructed through the heart of downtown, which included bridge replacement over the Fox River. Plans included pavement with curb and gutter and storm sewers, retaining walls, water main replacement, temporary and permanent street lighting, temporary traffic signals, walls, provisions for special waste, and an extensive construction staging plan that was vital to maintenance of traffic during construction.

**Plainfield-Naperville Road at 119<sup>th</sup> Street, Will County Department of Highways.** Served as project engineer for an intersection improvement which included approximately 1.5 miles of roadway reconstruction improvements, installation of new traffic signals and installation of a new drainage system. Engineering services also included route survey, preparation of Plats and legal descriptions, traffic analysis and an intersection design study.

**Techny Road Drainage Improvement, Village of Northbrook.** Project engineer for the installation of 60-inch, 72-inch and 84-inch relief storm sewer on Techny Road from Pfingsten Road to Second Street. The project included reconstruction of Techny Road for a jurisdictional transfer from the Cook County Highway Department to the Village of Northbrook.

**159<sup>th</sup> Street (U.S. 6/IL 7), Will County, IDOT District 1, PTB 152-16.** Drainage engineer for the 7.5-mile-long project for the full reconstruction from just east of Gougar Road to west of Ravinia Avenue. The project includes eight signalized intersections. The existing two-lane roadway is being widened to two lanes in each direction with a 30 foot median.

**143rd Street and Will-Cook Road Improvements, Will County Department of Highways, Cook County Highway Department and Illinois Department of Transportation.** Project engineer on the widening and reconstruction of 1.2 miles of urban two-lane roadways to five-lane roadways with enclosed drainage. The project included preparation of the contract plans, specifications and estimates. Extensive hydrologic and hydraulic analyses were performed along Long Run Creek to ascertain drainage conditions and to provide the proposed drainage design. The design included enlargement of two existing detention ponds and a 72-inch diameter trunk storm sewer. The drainage design also utilized an existing 4'x5' box culvert with a parallel 48"-54" overflow storm sewer. The profile of 143rd Street was raised above flood elevations.

**Education**

M.B.A., University of Illinois

B.S., Civil Engineering  
Illinois Institute of Technology

**Years of Experience**

28 / 27 at HLR

**Certifications**

Roadway Lighting Level I, IMSA,  
June 2010

**Continuing Education**

ACEC-IL/IDOT Lighting Seminar,  
May 2011

Roadway Lighting Design and  
Analysis with AGI32,  
January 2009

Streetscaping Seminar, APWA,  
2007

Highway Lighting Seminar, ACEC,  
2006

Dirk Yuill is a senior lighting engineer with over 28 years of experience in the preparation of plans and specifications for highways and local streets, highway and ornamental street lighting, storm drainage, storm drainage, storm sewers, sanitary sewers, water mains, and traffic signals. He is an experienced report writer for traffic studies and IDOT project reports. Dirk has municipal design review responsibilities for subdivision/site plan and permits along with other public works involvement.

**Representative Projects:**

**Plainfield-Naperville Road at 119<sup>th</sup> Street, Will County Division of Transportation.** Served as design engineer and provided QC/QA for this intersection improvement that includes approximately 1.5 miles of roadway reconstruction improvements, and installation of new traffic signals and a new drainage system. Engineering services also include preparation of plats and legal descriptions, coordination with utilities and local agencies, and wetland mitigation.

**Randall Road at IL 64, Kane County Division of Transportation.** Performed the photometric calculations, voltage drop analysis, and circuit layout. The project involved the reconstruction of an existing 6,350-foot-long, five-lane section to a six-lane section with dual left turn lanes and right turn lanes. The lighting system included an opposite arrangement of 40' aluminum poles with 15' arms and 310 watt high pressure sodium luminaires. At signalized intersections, 400 watt high pressure sodium luminaires were used on combination poles. Two controllers were included in the lighting system. This project also included a bicycle underpass with lighting, sidewalks that required lighting calculations, and a railroad crossing that required lighting calculations.

**Annie Glidden Road, Union Pacific Railroad Underpass to Taylor Street City of DeKalb.** Performed the photometric calculations, voltage drop analysis, and circuit layout. The project included the reconstruction of 4,500 feet (0.869 miles) of an existing two lane rural roadway to a five lane urban roadway. Decorative lighting consisting of a 40' fluted aluminum pole with an 8' davit arm and 250 watt HPS luminaires in a staggered arrangement was installed. Decorative luminaires on arms at 14' were also included on the poles along with festoon circuits. A single controller was designed for the project.

**Central Business District Improvements – Phase II, Village of Lake Bluff.** Performed the photometric calculations, voltage drop analysis, and circuit layout. The project included the replacement of existing gas lights with historically-replicated luminaires utilizing low wattage compact fluorescent lamps in the Central Business District. The project included pedestrian bump-outs to enhance safety and streetscape elements in addition to the street lighting.

**Woodstock Public Library Parking Lot.** Performed the photometric calculations, voltage drop calculations, and circuit layout to extend the existing parking lot lighting system to the new auxiliary parking lot. The auxiliary parking lot, a joint effort of the City of Woodstock and the Library, included permeable pavement and an underground stormwater detention facility, lighting and landscaping.

**Lake Forest Oasis, Illinois State Toll Highway Authority.** Performed photometric calculations, voltage drop analysis, and circuit layout to extend the existing lighting system for the expanded parking lot. The project included the expansion of the truck parking lot on the east side of the Lake Forest Oasis on the Tri-State Tollway. The existing street lights along the east edge of the parking lot were removed and temporary lighting installed on the ramps into and out of the parking area. The existing lighting circuits were extended to accommodate the new perimeter lighting and connect to the ramp lighting.

**Village Court Parking Lot, Village of Glencoe.** Performed the photometric calculations, voltage drop analysis, and circuit layout. The project was the final phase of the Village's Central Business District Streetscape Improvements. The previous phases included street lighting, holiday lighting outlets, and streetscape improvement on the streets in the Central Business District. The project included adding new street lights and holiday lighting outlets by extending circuits that were installed on the previous phases. A system for supplying electricity for festivals and special events was also designed and installed in the parking lot.

**Orchard Road, Mill Street to Tuscany Trail, Kendall County Highway Department.** Performed the photometric calculations, voltage drop analysis, and circuit layout. The project involved widening the existing two lane roadway to four lanes including the bridge over the BNSF Rail Road and adding street lighting along the west side of Orchard Road. The 0.582-mile-long project is located on the western edge of Oswego and Montgomery in Kendall County. The lighting system included a single side arrangement of 40' aluminum poles with 15' arms and 250 watt HPS luminaires. Two controllers were included, one at Mill Street and one at Tuscany Trail. Both controllers were set up for future intersection lighting. The lighting design was completed in one month.

**Central Business District Street Lighting, Village of Glencoe.** Performed the photometric calculations, voltage drop analysis, and circuit layout for the Village Central Business District. The overall plan was then broken down into various projects. The project involved the repair or replacement of the streets, sidewalks, and street lighting in the CBD. The luminaires used were replicas of one provided by the Historical Society. Engineering services included coordination with the luminaire manufacturer, plans, specifications, estimate of cost, and construction observation.

**Central Business District Lighting System Upgrade, City of Woodstock.** Performed voltage drop analysis and modified circuit layouts to accommodate the new street lights. The proposed improvement is located on Cass, Benton, Van Buren, and Johnson Streets, and consists of the removal of the existing street lights and handholes and the installation of new street lights and handholes. The improvement includes the removal and replacement of an existing street light controller, the removal and replacement of electric cables in conduit, and the removal of existing concrete sidewalk and replacement with new brick sidewalk.





**Registration:**

Professional Engineer - Illinois, 2003  
#062-056847

Professional Engineer - Wisconsin,  
2003 #36065-006

**Years of Experience:**

12 / 11 at HLR

**Education:**

B.S., 1998, Civil Engineering,  
Northern Arizona University,  
Flagstaff, AZ

**Professional Certifications:**

*Certified Wetland Specialist,*

McHenry County

*Certified Wetland Specialist,* Lake  
County, #C-129, 2011

*Certified Floodplain Manager,* #IL-08-  
00411, June 2008

*Kane County Engineer Review  
Specialist,* E-118, 2011

*Kane County Wetland Review  
Specialist,* W-081, 2011

**Professional Associations:**

Illinois Association of Floodplain and  
Stormwater Management

Associate Director, Kane DuPage Soil  
and Water Conservation District

**Continuing Education:**

Wetland Delineator Certification  
Program, Wetland Training Institute,  
October 2010

Green Construction Technologies and  
Practices, Curran Contracting,  
February 2010

Unsteady Flow Analysis Using the  
FEQ Modeling System, IASFM, 2008

Soil Stabilization, ISPE,  
February 13, 2008

Soil Erosion and Sediment Control  
Workshop, 2007

HEC-HMS Version 3.0, 2006

HEC-RAS, 2002

Culvert Design, 2001

Randy Newkirk is a senior project engineer with 12 years of experience in the preparation of drainage studies and investigations, including permitting and ordinance interpretation, highway drainage system design, storm sewer and culvert analysis and design, watershed analysis, and retention/detention facility concept design. He designs and prepares documents for developments, roadway geometrics, cross sections, quantities, cost estimates, sewer, water, traffic-capacity analysis, and intersection design studies.

Randy has working knowledge of the local stormwater ordinances for Kane, DuPage, Lake, McHenry, and Will Counties. He also has extensive experience with regulatory agencies such as IDNR-OWR, USACE, US Fish and Wildlife Service, Soil and Water Conservation Districts, and IDOT.

**Representative Projects:**

**Randall Road Widening and Reconstruction from Dean Street to Oak Street, St. Charles, Kane County Division of Transportation.** Drainage engineer for the sewer and stormwater management Phase II design. The project involved reconstruction and widening of Randall Road to six lanes and the widening of IL 64 to include dual left turn lanes at the intersection. Drainage engineering included hydrology and hydraulic calculations, inlet spacing, detailed storm sewer design, stormwater detention facility design, and utility conflict resolution design.

**Plainfield-Naperville Road at 119<sup>th</sup> Street, Will County Division of Transportation.** Drainage engineer for the sewer and stormwater management of the Phase II design. The project included the intersection improvement, approximately 1.5 miles of roadway reconstruction, and installation of new traffic signals and a new drainage system. Drainage engineering included detailed storm sewer design, inlet spacing, culvert hydrology and hydraulics design, and ditch design.

**South Street Extension, City of Elgin.** Drainage engineer responsible for the storm sewer, stormwater management, culvert crossing design, and permitting of the Phase II design. The project consisted of a new two-lane minor collector roadway from Randall Road westerly to a new residential subdivision. Drainage engineering included ditch design, detailed storm sewer design, stormwater detention design, compensatory storage for fill within the delineated floodway, Otter Creek culvert design and permitting, and ACOE permitting for impacts to the Waters of the U.S.

**Cottage Grove Avenue Widening and Reconstruction, Cook County Highway Department.** Drainage engineer responsible for the sewer and stormwater design. This jurisdictional transfer to the Village of Dolton involved widening of an urban two-lane section from Lincoln Avenue to 142<sup>nd</sup> Street. The area from 142<sup>nd</sup> Street to Railroad involved rehabilitation and replacement of existing storm sewer; from Railroad to 138<sup>th</sup> Street involved widening to three lanes with curb and gutter, storm sewer, and providing new outlet. Drainage engineering included inlet spacing, detailed storm sewer design including sewer separation, specifications, and details.

**Bethany Road, City of Sycamore.** Drainage engineer for the storm sewer, stormwater management, and regulatory agency permitting of the Phase II design. The project consisted of an expansion of this rural two lane road to an urban four lane roadway including new concrete pavement with curb and gutter, new left turn lanes, new storm sewers, and new traffic signals. Drainage engineering included tributary drainage delineation, storm sewer design, culvert design, and coordination with IDOT for connection to their sewer system.

**Combined Sewer and Watershed Study, Village of Kenilworth.** Project manager responsible for hydrology, sewer design, report writing and public involvement. The Village was experiencing flooding of resident basements and local streets. A study was needed to determine the causes of and solutions to the flooding. Drainage engineering consisted of hydraulically examining existing combined system using tributary flows, storm sewer information. Alternatives projects were developed to define a future course of action within the Village, including sewer separation, increasing conveyance in the combined sewer, and other smaller projects.

**Master Stormwater Management Study, Village of Northbrook.** Drainage engineer responsible for stormwater modeling and report exhibits. The study consists of developing prioritized lists of cost-effective flood reduction projects and suggested standards to be applied to new development and redevelopment to minimize the potential for increased flooding. Drainage engineering consisted of identifying repeated flooding locations, 28 in total, and developing conceptual projects to reduce flooding risks. The conceptual project included small public works initiatives, neighborhood conveyance improvement, major infrastructure improvements, and regional reservoirs. All projects were compared against each other using benefit cost ratios to help determine a ranking table of preferred projects.

**Alden Road Reconstruction, McHenry County Division of Transportation.** Drainage engineer responsible for preparation of the Location Drainage Study. The project involved the engineer for reconstruction of the rural route with new roadway sub-base structure, shoulder widening, and safety improvements. The drainage design included tributary drainage delineation, hydrologic evaluation using HEC-HMS, existing and proposed culvert hydraulics using HY-8, improved ditch design, and right-of-way needs.

**Bowes Road Bridge Replacement, Kane County Division of Transportation.** Drainage engineer responsible for the Hydraulic Report and public agency permitting. The project consisted of replacement of existing two-lane drainage structure with one that would accommodate a future five-lane section. Drainage Engineering consisted of hydraulic modeling, backwater evaluation, and compensatory storage determination. Public agency coordination and permitting included U.S. Army Corps of Engineers Regional Permit for impacts to the Waters of the U.S, the Soil and Water Conservation District for approval of the Soil Erosion and Sediment Control Plans, and Illinois Department of Natural Resources, Office of Water Resources for a floodway permit.

**Eldamain Road Corridor Development from U.S. 34 to Walker Road, Kendall County Highway Department.** Drainage engineer responsible for the Location Drainage Study. The project consisted of a Phase I design of a new two lane rural roadway corridor including a bridge over the Fox River. Drainage engineering included delineation of the tributary drainage area, hydrology and hydraulic calculations, culvert analysis, ditch design with right-of-way analysis, and preliminary storm sewer design.

**IL Route 47 Widening and Reconstruction from Country Club Road to McConnell Road, City of Woodstock.** Drainage engineer responsible for the Location Drainage Study. The Phase I engineering design included widening an existing three-lane arterial state route in a suburban commercial area to four through-traffic lanes with a flush median providing a bi-directional left turn lane. Improvements include curb and gutter, storm sewers, stormwater management features, traffic signals, and wetland and intersection improvements. Drainage Engineering included delineation of the tributary drainage area, hydrologic and hydraulic evaluated for the proposed cross culvert, preliminary design of a proposed lowflow/floodflow outlet structure. The drainage evaluation also included a storm sewer design with increased capacity for subway conditions.

**Professional Registration**

Professional Engineer, Illinois,  
#062-51271, 1996

Professional Land Surveyor,  
Illinois,  
#035-003302, 1998

**Years of Experience**

21 / 13 at HLR

**Education**

B.S. in Civil Engineering,  
Tri-State University, Angola, IN

**Continuing Education**

Legal Issues for Illinois  
Professional Engineers, April 2011

Illinois Land Law for Civil  
Engineers and Land Surveyors,  
March 2010

Green Construction Technologies  
and Practices, Curran Contracting,  
February 2010

Geodetic Leveling Field  
Procedures, NGS, November  
2009

Planning, Reconnaissance and  
Monumentation, NGS, November  
2009

Real Time Networks, IL Height  
Modernization Program, 2009

State Plane Coordinate System  
Workshop, Half Moon LLC, 2009

Managerial Accounting, Rock  
Valley College, 2009

Financial Accounting, Rock Valley  
College, 2009

Engineering Future Leaders in  
Illinois, ACEC, 2008

Soil Stabilization, Illinois Society of  
Professional Engineers, 2008

Floodplain Management, IAFSM,  
2007

Jeni Lyon has over 21 years of professional engineering and land surveying experience managing the planning, design, rehabilitation, and construction of site development and infrastructure projects. She is the project engineer for boundary surveys, control surveys, right-of-way surveys, land acquisition services, and various route surveys in support of engineering services. Prior to joining HLR in 1999, Ms. Lyon prepared and reviewed right-of-way and land acquisition documents for the Illinois Department of Transportation.

**Representative Projects:**

**Golfview Highlands Unit 8, Village of Carpentersville.** Responsible for the route survey on Bunker Lane, Center Drive, Northlake Parkway, Ravine Road, Plainview Road and Ravine Lane. The survey was required to design a new closed drainage system, water main, and curb and gutter.

**Crystal Lake Avenue at Main Street, City of Crystal Lake.** Responsible for directing all phases of survey and preparation of the plats and legal descriptions for the intersection improvement. The project involved a route survey of Crystal Lake Avenue from Walkup to Pingree Road. The project included a right-of-way survey and preparation of plats and legal descriptions for 22 parcels at the Crystal Lake/Main Street intersection.

**Randall Road at IL 64, Kane County Division of Transportation.** Directed survey operations for all phases and prepared the plats and legal descriptions for the roadway widening. This Federal-Aid project involved the survey for Phase I and II engineering. The right-of-way survey included the preparation of plats and legal descriptions for 36 parcels. Project improvements included widening Randall Road to six lanes, adding turn lanes, and improving traffic signals at six intersections.

**Fairfield Road at Gossell Road, Lake County Division of Transportation.** Prepared the plats and legal descriptions for the right-of-way survey for the realignment of Gossell Road. Also prepared the Plat of Highways and legal descriptions.

**Walnut Lane, Village of Schaumburg.** Project manager for the survey, plat of highway, and legal description for one parcel on Walnut Lane required for a culvert replacement. Provided acquisition services and prepared the plat and legal description. Also prepared the waiver valuation and negotiated with the property owner to acquire the permanent easement.

**Annie Glidden Road Widening, City of DeKalb.** Responsible for directing survey crews for all phases of the project and preparing plats and legal descriptions for widening Annie Glidden Road from IL 38 to Fairview Drive to improve traffic flow and safety. The project consisted of the survey for Phase I and Phase II engineering. The right-of-way survey included the preparation of plats and legal descriptions for 22 parcels.

**Village Court Parking Lot Survey, Village of Glencoe.** Responsible for the preparation of a boundary and topographic survey of a parking lot in the middle of the Central Business District for planned resurfacing and parking lot reconfiguration.

**143<sup>rd</sup> Street at Will-Cook Road, Will County Highway Department.** The project involved right-of-way surveys and the preparation of plats and legal descriptions for 13 parcels. Directed the survey operations and prepared the plats and legal descriptions.



**On-Call Survey Services, 2008-2011, Kane County Division of Transportation.** Directed the survey operations for various land surveying services on a work order basis. Projects included the boundary survey of Seavey Road gravel pit, monitoring the Lake Campton spillway at Burlington Road during construction of Burlington Road and Corron Road, various right-of-way staking projects, preparation of a Plat of Highways for a parcel on Orchard Road, locating utilities on Orchard Road at Rochester, and providing elevations and coordinates for parking lot extension and bike path relocation on the Stearns Road project.

**Various/Various Route Surveys, PTB 155-22, IDOT District 1.** Performs project management for a various route surveying contract in various counties in District 1 on a work order basis. Responsible for directing survey crews, establishing control and centerlines, and preparing man-hour estimates. Surveys have been performed on IL 176 in Wauconda, U.S. 20 in Hanover Park, IL 53 at Royce Road in Bolingbrook, and U.S. 6 at Gougar Road in Joliet.

**IL 53, IDOT District 1.** The project involved right-of-way surveys and plats and legal descriptions for approximately 130 parcels between Army Trail Road and the Elgin-O'Hare Expressway. Directed survey crews, performed calculations, and prepared the plats and legal descriptions.

**Fox River Drive at River Road, Kendall County Highway Department.** Provided QA/QC on a route survey performed as part of an intersection improvement. Prepared plats and legal descriptions for five parcels.

**Deerfield Benchmark Circuit, Village of Deerfield.** Project manager directing survey operations to set 75 Berntsen monuments at various locations throughout the Village. The permanent monuments were driven to refusal and set in a greased sleeve encased in concrete to maintain accurate vertical elevations. Differential leveling circuits were then run from NGS monuments in Highland Park in order to establish elevations. Also provided horizontal coordinates using real-time kinematic GPS.

**Lake Avenue/U.S. 14, City of Woodstock.** Prepared the plans, plat of highways, and legal descriptions for the proposed right-of-way.

**Alden Road Reconstruction, McHenry County Division of Transportation.** Oversaw survey operations for a 10-mile route survey from IL 41 to the Wisconsin State Line for the development of roadway reconstruction plans.



**Professional Registration**  
Professional Land Surveyor,  
Illinois, #35-003158, 1995

**Years of Experience**  
31 / 23 at HLR

**Education**  
A.A.S. in Architecture and Building  
Construction Technology,  
Morrison Institute of Technology

**Continuing Education**  
Early Surveying Techniques and  
the Evolution of Surveying  
Equipment, IPLSA, 2007

Illinois Statutes and Standards,  
Illinois Ethics, IPLSA, 2007

Land Acquisition and the  
Surveyor's Role, IPLSA, 2006

GIS/Geo Spatial Imagery, IPLSA,  
2004

**Professional Organizations**  
Illinois Professional Land  
Surveyors Association

John Sweet is a project land surveyor with over 30 years of experience responsible for the field operations of project land and right-of-way surveys and construction layout of land development, utilities, and roadways. He assists in the preparation of right-of-way plats, legal descriptions, subdivision plats, annexation plats, and other surveys.

**Representative Projects:**

**Bricher Road and Geneva Commons, City of Geneva.** The project involved a route survey necessary to address traffic safety issues at this intersection. Performed the survey and prepared easement documents and performed construction layout.

**Eldamain Road, Kendall County Highway Department.** The new Eldamain Road corridor between U.S. 34 and IL 71 will create a new bridge crossing over the Fox River in this rapidly growing area of Kendall County. HLR performed Phase I engineering including route survey throughout the corridor and stream survey along the Fox River. The survey also included existing right-of-way surveys along Eldamain Road. Assisted with the route survey and performed the right-of-way survey.

**Alden Road, McHenry County Division of Transportation.** The project included a 10-mile route survey from IL 41 to the Wisconsin State Line for the development of roadway reconstruction plans. The survey included determination of the existing right-of-way and centerline. Assisted with the route survey and existing right-of-way survey.

**Fox River Drive, Kendall County Highway Department.** Prepared plats and legal descriptions for five parcels on Fox River Drive at River Road. Established and staked the centerline of Fox River Drive as well as 500' along River Road and 250' along Millhurst Road. Also performed a route survey as part of the intersection improvement.

**Irene Road Right-of-Way Survey, Mathewson ROW Company.** HLR prepared the plats of highways and legal descriptions necessary for the land acquisition of four parcels on the northeast quadrant of I-90 and Irene Road. These parcels are necessary for a new exit ramp required for a detour from I-90 to westbound U.S. 20. The interchange at U.S. 20 will be completely reconstructed and traffic will be re-routed off I-90 at Irene to westbound U.S. 20 during construction. Performed the survey and prepared the plats of highways and legal descriptions.

**IL 31, City of St. Charles.** The project involved right-of-way surveys and the preparation of plats and legal descriptions for three parcels. Performed the survey and prepared the plats of highways and legal descriptions.

**Commuter Drive, Rohlwing Road to Wilke Road, Village of Arlington Heights.** The project involved the review of existing documents and the preparation of existing right-of-way plats. Performed the boundary survey and prepared the plats.

**Years of Experience**

11 / 11 at HLR

**Certifications**

Certified Survey Technician Level III, National Society of Professional Surveyors, April 2008

**Continuing Education**

Geodetic Leveling Field Procedures, NGS, November 2009

Planning, Reconnaissance and Monumentation, NGS, November 2009

State Plane Coordinate System Workshop, Half Moon LLC, 2009

Trimble Survey Controller Software Training, Precision Midwest, April 2007

IDOT Survey II – Intermediate, April 2005

IDOT Survey III – Construction, May 2005

Survey Mathematics, Rock Valley College, June-August 2004

Larry Harvey began his career as an instrument person on a field crew, then worked his way up to crew chief and has become a valuable asset to our team. He has extensive experience in performing right-of-way and boundary surveys. Larry performs many route and stream surveys in support of our engineering and structural services. He also is responsible for staking roadways, utilities, and bridges on our construction layout projects.

**Representative Projects:**

**Randall Road at IL 64, Kane County Division of Transportation.** This Federal-Aid project involved the survey for Phase I and II engineering and the right-of-way survey. Improvements included widening Randall Road to six lanes, adding turn lanes, and improving traffic signals at six intersections. Mr. Harvey performed all phases of survey and also performed construction layout for the contractor, Martam Construction, Inc.

**Annie Glidden Road, City of DeKalb.** Annie Glidden Road from IL 38 to Fairview Drive was widened to improve traffic flow and safety. This project consisted of the survey for Phase I and II engineering and the right-of-way survey. Mr. Harvey performed all phases of survey and also performed construction layout of a portion of this project for Rockford Blacktop.

**Walnut Lane, Village of Schaumburg.** This ongoing Phase I project includes a 0.5-mile route survey needed for the reconstruction of an urban arterial street. Mr. Harvey assisted with the route survey.

**Main Street/Crystal Lake Avenue, City of Crystal Lake.** A route survey was required to develop plans for intersection improvements and a streetscape plan for Crystal Lake Avenue. A right-of-way survey was necessary to prepare the plats and legal descriptions needed for acquisition. Mr. Harvey performed all phases of survey including construction layout.

**Village Court Parking Lot Survey, Village of Glencoe.** HLR prepared a boundary and topographic survey of the Village Court parking Lot in the middle of the Central Business District. The Village requested this survey because they plan to resurface and possibly re-configure the parking lot.

**Fairfield Road at Gossell Road, Lake County Division of Transportation.** HLR performed the right-of-way survey and prepared the Plat of Highways and legal descriptions for the realignment of Gossell Road. Mr. Harvey performed the right-of-way survey.

**Pleasant Hill Road, Jackson County Highway Department.** This highway project consisted of two miles of urban highway reconstruction. Services included route survey, drainage design, permitting OWR and USACE wetland impacts, and preparing a Project Development Report and contract plans. Mr. Harvey served as survey party chief.

**Project Role: Phase III - Project Manager****Professional Registration**

Professional Engineer, Illinois,  
#062-41323, 1983

**Years of Experience**

34 / 34 at HLR

**Education**

B.S. Civil Engineering  
Valparaiso University

**Certifications**

Documentation #09-0067

ICORS Documentation

Materials Management for  
Resident Engineers, IDOT, 2009

**Continuing Education**

Trenchless Sewer & Watermain  
Installation, APWA – Chicago,  
2008

HMA Quality and Efficiencies,  
APWA – Chicago, 2008

Focus on Leadership, IL Public  
Service Institute, 2007 and 2009

Soil Stabilization, Illinois Society  
of Professional Engineers,  
February 13, 2008

Public Works, University of  
Wisconsin

Intersection Design Studies,  
University of Wisconsin

Culvert Hydraulics, IDOT

Geometric Design Workshop,  
Traffic Institute

**Professional Organizations**

American Public Works  
Association (APWA), *Chapter  
President* 2008 - 2009

IDOT District 1/IRTBA Joint Forum  
Committee, 2008 to present

Illinois Society of Professional  
Engineers (ISPE)

American Consulting Engineers  
Council – Illinois (ACEC)

Illinois Road & Transportation  
Builders Association

Doug Paulus is senior project manager with 34 years of experience of managing design and construction of transportation improvements. He performs QC/QA constructability reviews for various design projects. Doug is responsible for the management of Phase III projects and staff, and has extensive experience in construction observation including bituminous and PCC pavement, bridge, drainage, traffic signals, lighting, water main, and sanitary sewer. He has managed FAUS, MFT, and locally-financed improvements ranging from MFT maintenance grind and overlay programs to a bridge over the Fox River and an underpass on U.S. 14. Doug has close working relationships with IDOT Bureau of Construction, Materials, and Local Roads.

**Representative Projects:**

**MFT Maintenance Program, City of Elgin.** The multi-year project involved the preparation of contract documents and construction observation for the City of Elgin's annual MFT maintenance program. Projects included paint/epoxy pavement markings, thermoplastic pavement markings, traffic signal painting, crack sealing, bituminous resurfacing, and bridge maintenance. The work was coordinated with the Illinois Department of Transportation.

**15-Year Street Improvement Program, Village of Glencoe.** The project involved the planning, design, construction supervision, and coordination of the Village's 15-year plan to resurface and reconstruct their street systems, including two years of downtown streetscaping. Cooperation with Village personnel and residents and guidance of the contractor's activities were essential for the success of the program.

**IL 64 Sanitary Sewer and Water Main Replacement, City of St. Charles.** Performed QC/QA Constructability Reviews. QC/QA responsibility included review of plans, specifications, and estimate of cost. Items examined were: consistency of pay items with special provisions, staging, duration, and constructability. The project included sanitary sewer, water main and water service installations, PCC pavement patching, and bituminous concrete patching.

**2011 Street Rehabilitation, City of Elgin.** Performed QC/QA Constructability Reviews. QC/QA responsibility included review of plans, specifications, and estimate of cost. Items examined were: consistency of pay items with special provisions, staging, duration, and constructability. The project included storm sewer and water main installation, PCC curb and gutter, PCC sidewalk, pavement patching, milling, and resurfacing.

**Maple Avenue/55<sup>th</sup> Street Water Main Replacement, Village of Downers Grove.** Served as project manager for construction observation and documentation in accordance with Village and IDOT policies and procedures. The project involved installation of water main and new water services, PCC patching, bituminous resurfacing, and installation of temporary signals.



***Douglas Paulus, P.E.***

***Project Role: Phase III - Project Manager***

**McCullom Park Stormwater Improvements, Village of Downers Grove.** Project manager for park improvements that consisted of construction of new stormwater drainage basin, relocation of sand volleyball and basketball courts with lighting, a new full-sized soccer field, multi-tier modular block retaining walls, storm sewer, fencing, and improvements to a bituminous pedestrian path. The project included extensive site grading including an irrigation system and drainage system.

**2009 Fall Road Program, Village of Wilmette.** The project consisted of approximately 12,000 square yards of resurfacing, 1,000 feet of curb and gutter removal and replacement, 5,500 square feet of sidewalk and driveway removal and replacement, structure adjustments, and pavement markings. HLR's services included preparation of the specifications and bid documents, construction observation, and construction documentation including daily reports, final measurements, authorizations, and pay estimates to ensure the project was built in accordance with the plans and specifications.

**Crystal Lake Avenue at Main Street, City of Crystal Lake.** Served as project manager for the construction observation. Engineering services included daily observation, construction staking, and preparation of change orders and pay estimates. HLR coordinated with utilities and local businesses and established and maintained a website to keep the public informed of work progress. The improvements improved traffic flow at the intersection and enhanced the appearance of the main entrance to the City's central business district.

**Kane County Permit Projects, Kane County Division of Transportation.** The multi-year contract involved construction engineering on various projects throughout Kane County. Projects included traffic signals, drainage, addition of turn lanes and pavement widening, water main, pavement reconstruction, bituminous pavement, curb and gutter, street lighting, and other appurtenant work. Tasks included plan review, maintaining a daily diary, coordinating material testing, and coordinating with the developer, contractor, the County, and other municipalities as required.





**Ryan C. Livingston, E.I.**

**Project Role: Resident Engineer**

**Professional Registration**

Engineer Intern, #16756,  
Iowa, 2007

**Years of Experience**

5 / 5 at HLR

**Education**

B.S., Civil Engineering  
Certificate of Business  
Entrepreneurialship  
University of Iowa, Iowa City, IA

**Continuing Education**

Documentation of Contract  
Quantities, IDOT, 09-0093  
FHA-NHI Safety Inspection of In-  
Service Bridges, November 2008  
Soil Stabilization, Illinois Society  
of Professional Engineers,  
February 13, 2008  
Soil Erosion and Sediment Control  
Workshop, Kane-DuPage Soil and  
Water Conservation District, 2007

**Professional Organizations**

American Society of Civil  
Engineers

Ryan Livingston is a project engineer with five years of experience in the preparation of plans and specifications for highways and local streets, storm sewers and sanitary sewers. He has assisted firm structural engineers in performing bridge and culvert inspections consisting of condition state evaluations, estimated lifecycle, cost-effective repair/replacement options, and cost estimates.

**Representative Projects:**

**2012 Street Rehabilitation (Center/Seneca), City of Elgin.** Resident engineer for the milling and resurfacing of 1.2 miles of residential streets in old neighborhood. Improvements include new curb & gutter, sidewalks and driveway approaches throughout, with storm sewer improvements, water main and service upgrades, and sanitary sewer replacement at select locations.

**15-Year Street Improvement Program, Village of Glencoe.** Construction observer for the Village's 15-year plan to resurface and reconstruct their street systems, including two years of downtown streetscaping. Cooperation with Village personnel and residents and guidance of the contractor's activities were essential for the success of the program.

**Rohrssen Road/Sayer Road Resurfacing, Hanover Township.** Performed construction observation for the bituminous surface removal and placement of bituminous surface course. Bid document preparation included an estimate of quantities, specifications and estimates of cost. Construction observation included measurement of field quantities, daily diary, preparation of pay estimates, and daily observation of the contractor's work.

**Lake Bluff Central Business District, Village of Lake Bluff.** Performed construction observation and documented field work for the rehabilitation of multiple streets within the Village's town center. Improvements included the realignment of Center Drive which created a courtyard in front of the Village Hall. Streets were resurfaced, and new curb and gutter, storm sewer, sidewalk, and various landscaping elements and ornamental lighting were added.

**IL 22 Reconstruction and Widening, IDOT District 1.** Performed construction observation for the reconstruction and widening of IL 22 between IL 83 and IL 45/21, a \$20 million project. Diaries, IDR's, field books, and field measurements were maintained on a daily basis. Coordination with IDOT, HLR, and testing services personnel was needed to maintain project continuity.

**2009 Fall Road Program, Village of Wilmette.** Performed construction observation for approximately 12,000 square yards of resurfacing, 1,000 feet of curb and gutter removal and replacement, 5,500 square feet of sidewalk and driveway removal and replacement, structure adjustments, and pavement markings. The project included preparation of the specifications and bid documents, construction observation, and construction documentation including daily reports, final measurements, authorizations, and pay estimates to ensure the project was built in accordance with the plans and specifications.



**Nicholas M. Piekarski, E.I.**

**Project Role: Field Engineer**

**Professional Registration**  
Engineer Intern, Ohio, 2010

**Years of Experience**  
2 / 2 at HLR

**Education**  
B.S., Civil Engineering,  
University of Dayton, Dayton, OH

**Certifications**  
Documentation #112-0024

**Continuing Education**  
Construction Inspection, APWA  
Lake Branch, April 2011  
  
Green Solutions for Parking,  
Paving, and Drainage Systems,  
AIA, February 2011

Nick Piekarski is an engineering intern with two years of experience providing field engineering on construction projects.

**Representative Projects:**

**McCullom Park Stormwater Improvements, Village of Downers Grove.** Assisted project resident engineer in providing construction observation services for improvements at a 5.2-acre park. Project responsibilities include construction observation, quantities preparation, and coordination with the Village, the Park District, the materials testing firm, and the contractors. This included construction of the new stormwater drainage basin, relocated sand volleyball and basketball courts with lighting, a new full-sized soccer field, multi-tier modular block retaining walls, storm sewer, fencing, and improvements to a bituminous pedestrian path. The project also included extensive site grading including an irrigation system and drainage system.

**Lemont/Naperville Signal Interconnect, DuPage County Division of Transportation.** Assisted with construction observation for the modernization of eight traffic signal installations with traffic signal interconnect work. Items installed include full-actuated controllers in cabinets, fiber optic transceivers, loop detectors, and all incidental and collateral work necessary to complete the project. The project also required the maintenance of existing traffic signal installations.

**Crystal Lake Avenue at Main Street, City of Crystal Lake.** Assisted with construction observation for the project. Engineering services included daily observation, construction staking, and preparation of change orders and pay estimates. HLR coordinated with utilities and local businesses, and established and maintained a website to keep the public informed of work progress. The improvements improved traffic flow at the intersection and enhanced the appearance of the main entrance to the City's central business district.

**Professional Registration**

Engineer Intern, Illinois, #061-033314

Surveyor in Training, Illinois, #028-001413

**Years of Experience**

4 / 4 at HLR

**Education**

B.S. Civil Engineering, Southern Illinois University, 2007

**Certifications**

Documentation, #09-0262

**Professional Organizations**

Illinois Professional Land Surveyors Association

Brian Holabeck is a project land surveyor with over four years of experience in both engineering and surveying which gives him a unique understanding of what is required on various surveys and traffic studies. He is responsible for the field operations of project route and right-of-way surveys and construction layout of land development, utilities, and roadways. Brian assists in the preparation of right-of-way plats, legal descriptions, subdivision plats, annexation plats, and other surveys.

**Representative Projects:**

**Crystal Lake Avenue at Main Street, City of Crystal Lake.** Field engineer assisted with the construction observation and layout. Engineering services included construction staking and supervising the water main installation. HLR coordinated with utilities and local businesses and kept the public informed of work progress. The project improved traffic flow at the intersection and enhanced the appearance of the main entrance to the City's central business district.

**Fall 2009 Road Program, Village of Wilmette.** Resident technician, assisting project senior resident engineer with construction observation and documentation. The project involved roadway resurfacing and improvements to four Village streets. Manholes were reconstructed and two storm structures were installed.

**2009 Road Program, Village of Streamwood.** Assisted with the topographic survey. The Village required a topographic survey of Hillside Drive, Hillside Court, and Evans Court. The project required cross sections, including all utilities, staked the centerline, and set benchmarks on all fire hydrants within the project limits. The Village was supplied with all field notes for use in preparing plans.

**159<sup>th</sup> Street (U.S. 6/IL 7), Will County, IDOT District 1, PTB 152-16.** Assisted with the supplemental route survey and tree survey along 159<sup>th</sup> Street and within the Fiddymont Creek Preserve.

**Walnut Lane, Village of Schaumburg.** Assisted on the route survey, establishing control and locating topography. The Phase I project included a 0.5-mile route survey needed for the reconstruction of an urban arterial street.

**Bricher Road and Geneva Commons, City of Geneva.** Assisted in the route survey and with preparing easement documents. The project involved a route survey necessary to address traffic safety issues at this intersection. The project included the preparation of easement documents and construction layout.

**U.S. 6, Maple Road at Gougar Road, IDOT PTB 155-22.** Responsible for the route survey and manhole inspections. The project included a route survey on U.S. 6 at Gougar Road for a Phase I engineering design. The project consisted of cross sections and topography for approximately 1.2 miles in Joliet.



**Education**

Bachelor of Science in Civil Engineering, University of Illinois U-C, 2003

**Certifications/Registrations/Technical Training**

- **Professional Engineer**, Illinois No. 062-061241
- Foundation Analysis and Design – University of Illinois at Chicago - Spring 2008
- OSHA 10
- IDOT Training: HMA Level 1 (2010), HMA Level 2 (2011), HMA Level 2 (2011), PCC Level 1 (2010), PCC Level 2 (2011), PCC Level 3 (2011), S-33 (2010), Documentation of Contract Quantities (2010)

**Affiliations/Memberships**

American Society of Civil Engineers (ASCE)

Secretary – Urban Planning and Development Group – 2009 – 2010

Vice President – Urban Planning and Development Group – 2010 - 2011

American Public Works Association (APWA)

Chapter Membership Co-Chair – 2009 – 2010

Fox Valley Branch Publicity Co-Chair – 2009 – 2010

National Society of Professional Engineers (NSPE), DuKane Chapter of Illinois

Vice President – 2007 – 2010

President – 2010 – 2011

**Professional Experience**

As President and sole owner of Rubino Engineering, Inc., Michelle performs geotechnical and construction materials testing cost estimation as well as prepares and reviews construction materials testing and geotechnical engineering reports. Geotechnical report recommendations include, but are not limited to, shallow and deep foundation design, earth retention structures, pavement reconstruction and widening including subgrade stability, slope stability analysis and recommendations for sites with unsuitable or organic soils, and general site development.

Michelle has over 7 years of geotechnical engineering experience both in the field and in the laboratory and was the branch manager for the PSI Elgin office through August of 2009. In 2006, Michelle was the project engineer in charge of the Indiana Toll Road widening project which included performing conventional soil borings as well as cone penetrometer testing (CPT) for multiple bridge structures along the Tollway going through Gary, Indiana.

**Representative Geotechnical Engineering Project Experience (Rubino)**

- Dymond Drive Reconstruction – Libertyville, IL
- Route 59 and Shoefactory Road Intersection Improvements – Hoffman Estates, IL
- Eola Road Reconstruction – Aurora, IL
- Royal St. George Culvert – Naperville, IL
- Deerpath Road Reconstruction – City of Wood Dale, IL
- City of Elgin 2010 and 2011 Neighborhood Resurfacing, Reconstruction, and Utility Program
- 87<sup>th</sup> Street Reconstruction – City of Burr Ridge, IL
- Williams Court Improvements – Sewer and water extension – Warrenville, IL
- Rockwell Street Realignment – Warrenville, IL
- Iris Avenue and Flower Court Improvements – Hanover Park, IL

**Representative Project Management Experience – Construction Materials Testing (Rubino)**

- Aurora 2010 & 2011 Resurfacing Program – Aurora, IL
- Streamwood 2010 & 2011 City Maintenance Road Program – Streamwood, IL
- Kendall County 2010 & 2011 Roadway Program
- Mount Prospect 2010 & 2011 MFT Street Program – Mount Prospect, IL
- City of Geneva 2010 & 2011 Street Program – Geneva, IL
- Hanover Park 2010 & 2011 Street Program – Hanover Park, IL

**Education**

Master of Science in Civil Engineering, University of Illinois Urbana-Champaign, 2010  
Bachelor of Science in Civil Engineering, University of Illinois Urbana-Champaign, 2009

**Work Experience**

Rubino Engineering, Inc. – October 2011 to present  
U.S. Army Corps of Engineers – May 2008 to August 2009  
Christopher B. Burke Engineering, Ltd. – May 2007 to August 2007  
Graef, Anhalt, Schloemer and Associates, Inc. – May 2006 to August 2006

**Certifications**

- Engineering Intern, No. 061-034372

**Affiliations/Memberships**

ASCE – American Society of Civil Engineers,  
    Young Member's Group Member 2011 to present  
    University of Illinois Student Chapter Outreach Chair 2008 to 2009  
    University of Illinois Student Chapter Member 2005 to 2010  
APWA – American Public Works Association  
    Member 2012 to present

**Professional Experience**

Beth Glowacz, EI is currently a Staff Engineer at Rubino Engineering. Beth is responsible for coordinating geotechnical engineering projects including proposal preparation, drilling coordination, laboratory testing, and report preparation. Below is a representative list of projects Beth has been involved in with Rubino:

**Related Project Experience (Rubino)**

- St. Charles 2012 MFT Program – St. Charles, IL
- Deerfield Pavement and Soil Investigation – Deerfield, IL
- 55 Skokie Valley Road Retail Center – Highland Park, IL
- Cary Park District Parking Lot Improvements – Cary, IL
- Lions Park Trails – Cary, IL
- Hawthorne Boulevard – Glen Ellyn, IL
- UPS – Hodgkins, IL
- North Aurora Road Program – North Aurora, IL
- Aux Sable Addition – Morris, IL
- Nitrex Building Addition – Aurora, IL
- Crystal Lake Roadway Extension – Crystal Lake, IL

**Education**

Prairie State College, Chicago Heights, IL, 1983  
Illinois State University, Normal, IL, 1977-1980

**Certifications**

- Certified Nuclear Density Gauge Operator
- ACI Level I Concrete
- IDOT QC/QA Level I (2000) and Level II (2000), Concrete
- IDOT QC/QA Level I (2001) and Level II (2001), Bituminous
- IDOT S33 Geotechnical Field Testing and Inspection (2008)
- OSHA 10

**Professional Experience**

Mr. Dunne has over 27 years' experience in the construction quality control testing and inspection industry as a Senior Engineering Technician/Project Manager. He was responsible for supervision of field personnel and performance of soil compaction, concrete, floor flatness and bolt inspection and testing at the Sears Home Office Project, an 800 acre, \$400 million development in Hoffman Estates, Illinois from 1990 to 1994. Mr. Dunne also served as the project manager for the \$150 million Motorola Cellular Subscriber Group II Facility in Harvard, Illinois. Mr. Dunne is the resident Floor Flatness expert using the FloorPro® produced by Ytterberg Scientific, Inc. The below projects are representative of the work Mr. Dunne has performed as an employee of Rubino Engineering, Inc. for construction material quality control, QC / QA, and floor flatness testing.

**Related PCC and HMA Roadway Project Experience**

- Gordon and Rte 30, Montgomery – Engineering Enterprises, Inc. (2011)
- Winnebago Street, Rockford – HR Green (2011)
- Oswego MFT Project – Village of Oswego (2011)
- City Maintenance & MFT Programs – Village of Streamwood (2011)
- Townhouse Road, Kendall County – Kendall County (2011)
- Dymond Drive, Libertyville – Village of Libertyville (2011)
- Geneva Sidewalk Program – City of Geneva (2011)
- Ridge Road DOT – Kendall County (2011)
- Hanover Park MFT – Village of Hanover Park (2011)
- Roadway Program – Village of North Aurora (2011)
- Broadway Congestion Mitigation Project, Aurora – Smith Engineering (2010)
- Warrenville and Johnson Street, Newark Pavement Project – Engineering Enterprises Inc. (2010)
- Budd Road Improvement Program, Fox Township – Kendall County Highway Department (2010)
- Fox River Drive Program, Kendall County – Kendall County Highway Department (2010)
- Rock Creek Road Program, Kendall County – Kendall County Highway Department (2010)
- Kendall Township Road Program, Kendall Township – Kendall County Highway Department (2010)
- Hanover Park Street Program – Village of Hanover Park (2010)
- Resurfacing Program, Aurora – Smith Engineering (2010)
- Mount Prospect 2010 MFT Program – Mount Prospect Public Works Department (2010)
- Geneva 2010 Roadway Program – City of Geneva Public Works Department (2010)
- Streamwood City Maintenance Program – City of Streamwood (2010)
- Oswego MFT Program – Smith Engineering (2010)
- Streamwood MFT Program – City of Streamwood (2010)
- Galena Boulevard Project, Aurora – SEC Group (2010)
- QA Roadway Project, Montgomery – Engineering Enterprises, Inc. (2010)
- Astor Avenue Project, Hanover Park – Village of Hanover Park (2010)
- Elgin Neighborhood Resurfacing Project – Engineering Enterprises, Inc. (2010)
- Damisch Road over Tyler Creek Project, Kane County – ESI Consultants, LTD (2010)

## GOLFVIEW/HIGHLANDS UNIT 8 VILLAGE OF CARPENTERSVILLE



### CHALLENGE

*This residential subdivision was built in the 1950s. Deteriorating roadways, lack of storm sewers and sidewalks, aging sanitary sewers, and inadequate water mains made upgrading this area a priority for the Village of Carpentersville.*

### RESULTS

*HLR's Phase II services were completed in 2008 and the improvements were completed in 2009.*

Benefits of the project include:

- New roadways with curb and gutter
- New sidewalks
- New storm sewer system
- New water mains and services
- New and/or rehabilitated sanitary sewers
- Upgraded street lighting

### CONSTRUCTION COST

\$3.6 Million

### REFERENCE

Mr. Ed Szydlowski  
Capital Projects Manager  
Village of Carpentersville  
847.551.3480

### SOLUTION

Hampton, Lenzini and Renwick, Inc. (HLR) prepared plans, specifications, estimates of cost, and bid documents for the reconstruction of a network of six residential streets totaling approximately 1.1 miles in length. The design transformed the existing rural-type roadways to a new uniform urban section with new curbs and gutters, storm sewers, and sidewalks. HLR's professional services included route survey and the preparation of plats and legal descriptions for easement and right-of-way acquisition, including that required for an off-site water main extension.

Along with the street improvements, the design included approximately 5,000' of storm sewer, 6,300' of water main, 2,200' of water service lines, and 4,500' of new sanitary sewer and cured-in-place sanitary sewer lining. All sanitary sewers were televised prior to design to determine their condition and the extent of repair or replacement necessary. Water service replacement was tightly coordinated to allow for services to be switched from the old main to the new main with minimal service interruption.

The plans and specifications included provisions to schedule and limit road closures to minimize inconvenience to residents and allow access to local traffic and emergency vehicles. Provisions were also included to accommodate traffic to the elementary school and handful of businesses that bordered the project.

The main stormwater outfall had to meet stringent volume and quality requirements for discharge into Library Springs, an Open Lands Trust natural area in Dundee Township established by a grant from Illinois Department of Natural Resources (IDNR).

Coordination with other agencies included:

- IEPA for water main and sanitary sewer permits
- IDOT for water main work performed within the IL 25 right-of-way
- Village of East Dundee for storm sewer outfall
- Dundee Township
- Kane County for IDNR for work affecting Library Springs



# CENTER STREET AND SENECA STREET REHABILITATION CITY OF ELGIN



## CHALLENGE

*To act as an extension of City staff in providing design and construction engineering services for the rehabilitation of 1.25 miles of streets and selected public utilities in an older residential neighborhood within the City of Elgin.*

## RESULTS

*The improvement was bid in February and construction began in March 2012.*

Benefits of the proposed project will include:

- Rehabilitated streets with new curbs & gutters, sidewalks and driveway approaches
- Improved drainage
- Improved water distribution and fire protection

## CONSTRUCTION COST

\$ TBD

*Engineer's Estimate: \$2.25 million*

*Bid Range: \$1.85 to \$2.95 million*

*Contract Award: \$1,847,257*

## REFERENCE

James Beverly  
City of Elgin  
847.931.5955

## SOLUTION

The City of Elgin's 2012 annual street rehabilitation program involved approximately 6,600 feet of streets over 12 blocks in an older residential neighborhood on the City's northeast side. In addition to deteriorated surface conditions, several areas were served by undersized water mains, and portions of the existing sanitary sewer system were in need of replacement or repair. Hampton, Lenzini and Renwick, Inc. (HLR) was selected to provide both design and construction engineering services. The scope of services required that HLR serve as an extension of City staff and, working closely with the City Engineer, be responsible for the overall implementation and management of the project.

HLR established control and performed a topographic survey of the entire area. H.R. Stewart was subcontracted to televise all the sanitary sewers in the area, from which sections for replacement and point repair were determined. Rubino Engineering collected pavement cores in each block in order to ascertain existing pavement compositions. The proposed typical street section provided for replacing all existing curb at a higher elevation, milling the bituminous surface down to the existing concrete base, then resurfacing with hot-mix asphalt. Selected portions of the existing water main and services were designated for upgrade, and all driveway approaches and sidewalks were scheduled for removal and replacement. Design services included preparation of plans, specifications, estimates and proposal/bid package.

HLR led design coordination efforts, which included

- IEPA permit for water main improvements
- City of Elgin Water Department for configuration of water main valves and tie-ins
- Private utility companies
- Compatibility with the City's Bikeway Master Plan
- Pre-bid meeting for prospective bidders

Construction began in March of 2012, with an aggressive completion date set in June. HLR held a preconstruction meeting and a public informational meeting to inform local residents what to expect during construction. The project is currently underway.

## IL 64 WATER MAIN AND SANITARY SEWER IMPROVEMENTS CITY OF ST. CHARLES



### CHALLENGE

*In conjunction with IDOT's planned improvements to IL 64 between 7<sup>th</sup> Avenue and Kautz Road, the City of St. Charles will replace portions of its water main and sanitary sewer systems, both within the state right-of-way and on its own side streets.*

### RESULTS

Construction is being coordinated as part of IDOT's project, and is scheduled to be complete in Spring 2012.

### CONSTRUCTION ESTIMATE

\$1,735,000

### REFERENCE

Mr. Jim Bernahl, PE  
Division Manager  
City of St. Charles  
630.443.3709

### SOLUTION

Hampton, Lenzini and Renwick, Inc. (HLR) designed approximately 6,700 feet of 6 to 10-inch diameter water main along with the necessary services, fire hydrants and fittings, and approximately 1,700 feet of 6 to 12-inch diameter sanitary sewer and services. The water main improvements were designed in two parts - the portion falling within the IL 64 right-of-way and the portion on City streets. The design of water main within the IL 64 right-of-way was prepared so that it could be inserted directly into the IDOT roadway improvement plans by IDOT's design consultant. Water main improvements outside the IL 64 right-of-way and the sanitary sewer improvements were designed as a standalone project to be bid, awarded and built as a City project.

Extensive coordination was required between the City, IDOT, IDOT's design consultant and HLR to ensure the water main improvements within the state right-of-way could be constructed with minimal impact on existing utilities, City water customers, and IDOT's proposed improvements, and within the constraints of IDOT's staging and maintenance-of-traffic plans. The water main improvement plan was designed in parallel with the IDOT roadway improvement plans.

HLR provided Phase III construction observation. Construction of water main improvements on City streets and sanitary sewer replacements within IL 64 was performed in 2011. Because a major portion of the sanitary sewer lies under the centerline of IL 64, replacement was undertaken as a City project with its own staging and traffic control plans. Services were stubbed from the new main and reconnected to existing services within the City contract work area. Services will be completed in 2012 construction season.



The proposed water main within IDOT's right-of-way was installed as part of the IDOT contract in 2011. However, the water main improvements on local streets will be completed in Spring 2012 as part of the City construction contract.

# MULTI-YEAR STREET IMPROVEMENT PLAN AND DOWNTOWN STREETScape

## VILLAGE OF GLENCOE, ILLINOIS



### CHALLENGE

*Design a street improvement plan to repair and widen residential streets while maintaining ingress and egress for residents and emergency vehicles during construction. Design a downtown improvement plan incorporating new sidewalks, hardscape and landscape features, and street lighting while maintaining parking and vehicular/pedestrian traffic for downtown businesses.*

The Village's residential streets needed improvement to address drainage issues and pavement failures. The downtown needed a facelift to maintain its vitality.

Funding was provided through bond issues, MFT allotments and the Village's general fund.

### RESULTS

*Over a 20-year period, 90% of the Village streets have been improved.*

Benefits included:

- Improved roadway conditions
- Improved drainage
- Infrastructure upgrades
- Improved traffic safety
- Better accessibility
- Hardscape and landscape improvements
- New street lighting
- Improved parking

### CONSTRUCTION COST

\$22 Million

### REFERENCE

Mr. David C. Mau, P.E.  
Director of Public Works  
Village of Glencoe  
847.835.4111

### SOLUTION

Hampton, Lenzini and Renwick, Inc. (HLR) provided both Phase II design and Phase III construction engineering services for this long-term project. Phase II services included the preparation of detailed design plans, specifications and estimates, along with bid documents for both the residential streets and downtown streetscape. HLR coordinated efforts with a Land Planner and Landscape Architect to develop a design for replacing sidewalks and street lighting in the central business district. Coordination was also required for both public and private utilities. When the improvements were funded with MFT monies, plans were submitted to IDOT Bureau of Local Roads and Streets for approval.

Phase III construction engineering services were provided to ensure improvements were constructed in accordance with the project specifications. These services included construction staking and observation, as well as documentation including diaries, daily reports, weekly reports, field measurements, quantity books, change orders, pay estimates and material testing. HLR coordinated with local residents and downtown businesses to keep them abreast of current events and upcoming schedules. Record drawings were also prepared.

Improvements included widening and reconstruction of existing pavements, PCC and bituminous base courses, curb and gutter, storm sewers, underground stormwater detention, water main and street lighting. The downtown area was improved with brick pavers, raised planters with stone seat walls, new street lights, and a holiday lighting system for illuminating trees in the central business district.

The most recent project, completed in 2010, included reconfiguring the downtown Village Court parking lot for additional spaces and improved traffic flow.



## MFT MAINTENANCE PROGRAMS VARIOUS CLIENTS IN NORTHERN ILLINOIS



### CHALLENGE

*Create cost-effective solutions to the maintenance of facilities repaired under the MFT Program.*

HLR administers the annual MFT Maintenance programs for the City of Woodstock, City of Elgin, and Village of Glencoe, and as funding is available, for the Village of Kenilworth, and Elgin Township. These clients look to us to help them maximize the amount of work to be done with the limited amount of funding available.

### SOLUTION

To assist our clients with their MFT Maintenance Program administration, Hampton, Lenzini and Renwick, (HLR) meets with each client's engineering staff to prepare a list of improvement locations to be used in the preparation of the bid documents and to identify preventive maintenance measures.

Preventive maintenance treatments lengthen the intervals between replacement of deteriorated roadways. HLR identifies preventive measures based on the age, volume of traffic, and condition of the roadway. Appropriately timed preventive maintenance extends pavement life and limits the need for corrective maintenance. HLR recommends cost-saving measures to maximize the use of each client's MFT funds.

On our clients' behalf, HLR will perform construction observation services, provide a licensed Professional Engineer to oversee all personnel and services, Assist with bid openings and preparation of bid tabulations, and coordinate with the following agencies:

- IDOT Bureau of Local Roads for program approval
- IDOT Bureau of Traffic for traffic signal maintenance
- U.S. Army Corps of Engineers for bridge maintenance issues

*The MFT Maintenance Programs that HLR coordinates include:*

- Woodstock – This program includes intermittent resurfacing, crack sealing and pavement markings. Construction costs for the 2011 Plan Year total \$790,000.
- Glencoe – 2011 Resurfacing Program construction costs were \$280,000.
- Elgin Township – 2008 Resurfacing Program construction costs were \$610,000.
- Kenilworth – The 2011 Resurfacing Program construction costs were \$600,000.
- City of Elgin – The program includes resurfacing, thermoplastic pavement marking, paint/epoxy pavement marking, crack sealing, bridge maintenance, intermittent resurfacing, signal painting, mat over chip seal, and traffic signal maintenance. The 2007 Program construction costs were \$1.9 million.

### RESULTS

Benefits of MFT Maintenance Programs include:

- Pavement Preservation
- Infrastructure Preservation
- Longer Intervals between Roadway and Equipment Replacement
- Improved Traffic Safety



*City of Elgin – South Grove Street Resurfacing*

# CRYSTAL LAKE AVENUE AT MAIN STREET CITY OF CRYSTAL LAKE



## CHALLENGE

*Reduce traffic congestion and improve the aesthetics of a gateway intersection to Crystal Lake's downtown.*

The Main Street/Crystal Lake Avenue intersection was experiencing congestion due to lack of left-turn lanes and outdated traffic signals. The intersection is the gateway to the City's historic downtown, yet it had little visual appeal with no streetscaping elements and different styles of street lighting. The intersection was not pedestrian friendly with narrow sidewalks close to the back of curb.

The City of Crystal Lake retained HLR to develop both traffic flow improvements and streetscaping that included landscaping, ornamental lighting, and raised planter boxes. The project also added ornamental lighting of the City's Veterans' Memorial at the north end of the project.

## RESULTS

*The first phase was finished Fall 2008.*

Project benefits included:

- Enhanced aesthetic appeal
- Reduced congestion
- Improved water distribution
- Consistent lighting treatment
- Improved pedestrian safety

## CONSTRUCTION BUDGET

\$1.9 million

## REFERENCE

Mr. Victor Ramirez, P.E.  
Director of Engineering  
815.356.3611

## SOLUTION

HLR provided preliminary engineering investigation and design to analyze existing and projected traffic. The design looked at future land uses from redevelopment to insure the intersection improvements would accommodate these anticipated changes. The project also needed to allow for phased construction of the intersection since the City was working with the Union Pacific Railroad to remove a grade crossing through the intersection. HLR provided final engineering design of the roadway and streetscaping design as well as construction observation. Coordination with utility companies to bury overhead utility lines was also part of the design process.

The first phase of construction to the Main Street and Crystal Lake Avenue intersection and the Veterans' Memorial area began in April 2008. HLR provided construction engineering services, including daily observation, construction staking, preparation of change orders and pay estimates. HLR coordinated with utilities and local businesses, and established and maintained a website to keep the public informed of work progress. The improvements enhanced the appearance of the main entrance to the City's central business district, and improved traffic flow at the intersection.

To gain approval for the project, HLR coordinated the design with the Union Pacific Railroad and numerous utility companies.

### *Improvements included:*

- Construction of exclusive left-turn lanes at the intersection
- Improved pavement marking/lane channelization
- New water main and storm sewer
- Upgraded traffic signals
- Wider sidewalks, grassed parkways and brick pavers
- Ornamental street lighting
- Raised planter boxes with split-face stone face.



WIDENED SIDEWALKS, DECORATIVE PLANTER BOXES AND NEW STREET LIGHTS IMPROVED SAFETY AND AESTHETICS.

[illegible]



RECEIVED  
JUN 4/25/12

\* Note - Construction Observation cost is based on 160 week days (32 weeks) at 8 hours/day. This estimate does not include overtime/ weekend work. Any construction work beyond 160 week days is not included in the cost of this proposal.

**\*\* Note - Lab testing for 20 samples.**



**JAMES J. BENES AND ASSOCIATES, INC.**  
**CONSULTING ENGINEERS**

March 28, 2012

Mr. Daniel M. Deeter, P.E.  
Village Engineer  
Village of Hinsdale  
19 East Chicago Avenue  
Hinsdale, IL 60521-3489

Re: 2013 Reconstruction Project

Dear Dan:

James J. Benes and Associates, Inc. appreciates the opportunity to submit this Proposal to provide design and construction engineering services for the Village's 2013 Reconstruction Project. We have provided similar services for over 40 years, and are proud of the lasting relationship we have maintained with our municipal clients. The following sections outline our understanding of the scope of improvement and the specific engineering services to be provided. The "Compensation" section and attached "Estimate of Manhours and Costs" present the estimated manhours and costs and not-to-exceed cost to complete the specified services. An initial Project Schedule is also attached.

If selected, we will provide an agreement in a form acceptable to the Village.

**UNDERSTANDING OF PROJECT**

The Village of Hinsdale's 2013 Reconstruction Project will include the following elements:

**Complete HMA Reconstruction**

<b><u>Street</u></b>	<b><u>From</u></b>	<b><u>To</u></b>	<b><u>Length</u></b>
Fourth Street	Jackson Ave.	Madison St.	2600'
Monroe Street	Fourth St.	Sixth Street	650'
Thurlow Street	Second St.	Fourth Street	600'
Alley	Fourth St.	Sixth St.	650'
S. Bodin St	Eighth St.	Pavement Chg.	325'
Sixth Street	Clay St.	Grant St.	880'
Railroad Ave	Rte 83	Stough St.	350'
Stough Street	RR Intersection		65'

**Water Main Replacement**

<b><u>Street</u></b>	<b><u>From</u></b>	<b><u>To</u></b>	<b><u>Length</u></b>
Fourth Street	Monroe St.	Madison St.	670'
Monroe Street	Fourth St.	Sixth St.	650'
S. Bodin	Pvt. Change	South End	810'

**Sewer Separation / New Storm Sewer**

<b><u>Street</u></b>	<b><u>From</u></b>	<b><u>To</u></b>	<b><u>Length</u></b>
Fourth Street	Quincy St	S. Bodin	1200'
Thurlow Street	Second St.	Fourth St	600'
Alley	Fourth St.	Sixth St.	650'
Sixth Street	Vine St.	Grant St.	470'
Grant Street	Fifth St	Sixth St	310'



<b><u>Grind and 2" Resurface</u></b>			
<b><u>Street</u></b>	<b><u>From</u></b>	<b><u>To</u></b>	<b><u>Length</u></b>
S. Bodin	Pvt Change	S. End	810'
Sixth Street	Grant St.	Washington St	850'

<b><u>Line / Repair Sanitary Sewer</u></b>			
<b><u>Street</u></b>	<b><u>From</u></b>	<b><u>To</u></b>	<b><u>Length</u></b>
S. Bodin	Pvt Change	Ninth St	320'
Sixth Street	Grant St.	Lincoln St	400'

The improvements will be constructed during the 2013 construction season.

The Village desires professional engineering services to perform design, construction and feasibility services including survey, preparation of plans and specifications, permitting, bidding services, construction observation, and final construction documentation. The specific services to be provided are outlined in the Project Approach section of the Proposal.

## **PROJECT APPROACH**

The scopes of the services are based on the Request for Proposals (RFP) dated February 29, 2012.

Design engineering shall be in accordance with MFT guidelines and shall generally consist of Data Collection, Final Design and Document Preparation, and Coordination. The specific tasks associated with each of these phases are outlined below.

Construction engineering shall meet Village and IDOT MFT requirements.

The following specific tasks will be performed in each category of the phases.

## **DESIGN ENGINEERING SERVICES**

### **A. Data Collection**

1. We anticipate a kick-off meeting at the onset of the project to review the goals and schedule and to obtain background data. Plans, atlases, aerial photography, standard details, and specifications will be obtained.
2. For locations of reconstruction or drainage design/study full survey will be completed. For locations of resurfacing field surveys will be performed as needed to supplement information shown on aerial photography or existing engineering plans. The sizes and inverts of all sewers will be established. The survey will use the Hinsdale datum.
3. A field reconnaissance will be performed to establish existing conditions and construction quantities for pavement type, apron type, water main and sewer data, curb and gutter repair, structure adjustment/reconstruction, and sidewalk removal and replacement. The criteria for curb and sidewalk replacement and structure repairs will be coordinated with the Village prior to the reconnaissance. Aerials or existing engineering plans will be used as the base plan sheets for the streets without water main improvements. Street lengths, pavement widths and locations of utility structures, pavement patching, lengths of curb and gutter removal and replacement, and areas of ADA sidewalk repair will be obtained. Existing engineering plan sheets, where available, will be used for street resurfacing.
4. Utility information will be gathered from the utility companies. We will identify potential conflict and convey information to the utility companies.

5. Soil borings and soil sampling for both sub-grade stability and CCDD documentation will be performed for the proposed improvements. This work will be subcontracted to a geotechnical engineering consultant. Fourteen soil borings/samplings are assumed.
6. Video tape inspections will be performed of 720' of existing sanitary sewers at the locations identified in the "Understanding of Project." This work will be subcontracted to a pipe inspection contractor. The video tapes and report will be reviewed.

## **B. Final Design and Document Preparation**

1. Perform final design and prepare the following plan sheets:
  - a. Title Sheet
  - b. General Notes
  - c. Summary of Quantities
  - d. Typical Sections
  - e. Traffic Control Plans
  - f. Reconstruction and Resurfacing Plan Sheets
  - g. Sewer and Water Plan & Profile Sheets
  - h. Sewer Lining Plan Sheets & Schedules
  - i. Construction Details
2. Prepare street by street estimate of cost.
3. Prepare technical specifications and special provisions using IDOT MFT and Village policies and procedures. The special provisions will reference the IDOT Standard Specifications for Road and Bridge Construction and the Standard Specifications for Water and Sewer Main Construction in Illinois.
4. Prepare bidding and contract documents using Village and IDOT MFT policies and procedures.

## **C. Coordination**

1. Plans, special provisions and cost estimates will be submitted to the Village, IDOT and BNSF. Meetings will be held, as needed, with the Village and IDOT to discuss review comments.
2. Plans, special provisions, and a permit application will be submitted to the IEPA for the proposed water main improvements and FCWRD for sewer improvements. BNSF will be consulted for Stough Street.
3. We will attend the bid opening; prepare a bid tabulation; and prepare correspondence for award of contract.

## **CONSTRUCTION ENGINEERING SERVICES**

1. We will attend the pre-construction meeting with the Village and Contractor to review the project requirements, scheduling, sub-contractors, and other matters associated with the construction of the project. Electronic copies of the construction documents will be provided to the Village and contractor for use during construction of the improvement.
2. We will establish the limits of construction and will check the Contractor's layout of the construction lines and grade.

The construction engineering services will not include:

- Assuming any of the responsibilities of the Contractor's superintendent or of Subcontractors.
  - Expediting the work for the Contractor.
  - Advising on, or issuing directions concerning, aspects of construction means, methods, techniques, sequences or procedures, or safety precautions and programs in connection with the work.
4. Contractor payment requests will be reviewed and compared to as-built quantities and material certifications provided by the Contractor. Engineer's Partial Payment Estimates will be prepared on a monthly basis and submitted to the Village for payment to the Contractor.
  5. Quality assurance testing and management will be provided for the concrete and hot mix asphalt construction. This work will be subcontracted.
  6. Upon completion of the improvement, an Engineer's Final Payment Estimate will be prepared and submitted to the Village.

## **COMPENSATION**

Compensation for all services will be on an hourly rate basis. Invoices will be prepared monthly and will document the direct payroll and direct costs expended. **The not-to-exceed costs for the 2013 Reconstruction Project are as follows:**

<b>Design Engineering</b>	<b>\$144,255</b>
<b>Construction Engineering</b>	<b><u>\$201,605</u></b>
<b>Total Not-To-Exceed Cost</b>	<b>\$345,860</b>

The not-to-exceed costs are based on the "Estimates of Manhours and Costs" that are attached to and made part of the proposal. Also attached is a Project Schedule for completion of the tasks listed in the Project Approach.

## **COMPLIANCE WITH RULES AND REGULATION**

We comply with the Illinois Fair Employment Practices Commission's Rules and Regulations, the Americans With Disabilities Act of 1990, Public Act 87-1257 regarding sexual harassment, all current OSHA rules and regulations, and the Federal Drug Free Work Place Act. We shall also comply with all laws of the United States, State of Illinois, and all ordinances and regulations of the Village of Hinsdale.

Respectfully Submitted,  
JAMES J. BENES AND ASSOCIATES, INC.

by:   
Jeffrey C. Ziegler  
Vice President

APPENDIX A

ESTIMATE OF MANHOURS AND COSTS  
VILLAGE OF HINSDALE  
2013 RECONSTRUCTION PROJECT (4TH STREET)

PHASE II ENGINEERING

CATEGORY OF SERVICE	PRINC.	SR. ENGR.	PROJ. ENG.	TECH	TOTAL HOURS	I H DIRECT COST	SERVICES BY OTHERS	TOTAL COST
<b>PHASE 2 ENGINEERING</b>								
<b>A. DATA COLLECTION</b>								
1. Kickoff Meeting	2	4	4	0	10			\$1,182
2. Previous Studies, Plans and Data	0	4	0	0	4			\$478
3. Field Recon. w/ staff	0	16	16	0	32			\$3,432
4. Utility Coordination	0	0	2	1	3			\$253
5. BNSF/Metra Coordination	2	0	2	0	4			\$514
6. Flood Plain Information	0	0	1	0	1			\$96
	4	24	25	1				
<b>B. FIELD SURVEYS (not incl. RR Prot Liab and Flagmen)</b>	1	2	16	240	259			\$16,691
	1	2	16	240				
<b>C. ENVIRONMENTAL ANALYSES</b>								
1. Prepare & Submit Environmental Survey Request	0	4	0	0	4			\$478
2. Sewer Clean and Televis	1	0	4	4	9		\$2,500	\$3,289
3. Special Waste Screening/PESA Coordination (TSC)	0	2	0	0	2		\$7,000	\$7,239
	1	6	4	4				
<b>D. SOILS AND GEOTECHNICAL</b>								
1. Negotiate Subcontract (TSC)	0	0	0	0	0		\$13,500	\$13,500
2. Analyze Soils Report	0	2	2	0	4			\$429
3. Structure Evaluation	0	0	2	0	2			\$190
	0	2	4	0				
<b>E. FINAL DESIGN</b>								
1. Survey Clean-up & Base Sheets	0	4	2	80	86			\$5,589
2. TIN Model	0	16	0	16	32			\$2,891
3. Base Plan Sheets	0	2	24	24	50			\$4,001
4. Horizontal Alignment, Geometrics & plot exist. X-Section	0	2	144	8	154			\$14,449
5. Establish Proposed Profile/X-Sect. & ROW Analysis	0	0	216	2	218			\$20,703
6. Typical Sections	0	12	0	12	24			\$2,168
7. Storm Drainage Analysis and Options	0	2	80	16	98			\$8,846
8. Comp Storage and Stormwater Volume Mitigation	2	4	48	16	70			\$6,359
9. Traffic Control and Staging Plan	0	12	0	4	16			\$1,676
10. Standard and Construction Details	0	0	16	8	24			\$2,017
11. Quantities and Cost Estimate	1	4	8	32	45			\$3,369
12. QC/QA Plan and Estimate Review	8	24	8	8	48			\$5,414
	11	82	546	226				
<b>F. COORDINATION</b>								
1. Metra/BNSF	2	8	0	2	12			\$1,401
2. Village Engineering and Public Works	4	4	4	0	12			\$1,506
3. Misc. Phone, E-mail & Written Coord. w/Vill., IDOT	8	16	16	0	40			\$4,729
	14	28	20	2				
<b>G. CONTRACT DOCUMENTS</b>								
1. Develop Special Provisions	2	0	8	0	10	\$200		\$1,314
2. Prepare MFT Contract Specifications	0	0	8	4	12			\$1,009
3. QC/QA Review	2	8	0	0	10			\$1,278
	0	0	0	0	0			\$0
	4	8	16	4				
<b>H. PUBLIC INVOLVEMENT</b>								
1. Village Board or Committee Meeting	6	8	4	4	22			\$2,553
2. Other Public Informational Meetings	4	4	4	4	16			\$1,753
	10	12	8	8				
<b>I. BIDDING AND COORDINATION</b>								
1. Notice to Bidders	0	2	0	0	2	\$800		\$1,155
2. Pre Bid Meeting and Bid Opening	2	4	8	12	26			\$2,303
	2	6	8	12				
<b>TOTAL ALL PHASE I ITEMS</b>								
	47	170	647	497	1,361	\$1,000	\$23,000	\$144,255

**ESTIMATE OF MANHOURS AND COSTS**  
**VILLAGE OF HINSDALE**  
**Proposed 2013 Reconstruction Project - Fourth St.**

CATEGORY OF SERVICE	PRINC.	S.R. ENGR.	PROJ. ENG.	TECH	TOTAL HOURS	I H DIRECT COST	SERVICES BY OTHERS	TOTAL COST
<b>PHASE 3 CONSTRUCTION ENGINEERING</b>								
<b>A. DATA COLLECTION</b>								
1. Pre Construction Conference	2	0	6	0	8			\$802
2. Construction Layout	0	0	0	32	32			\$1,987
3. Shop Drawings	0	0	4	0	4			\$319
4. Inspection, Payouts and Change Orders (159 wd)	10	0	1,272	1,140	2,422		\$12,500	\$186,289
5. Punchlist	2	0	16	64	82			\$5,574
6. Final Inspection and Documents	2	0	48	40	90			\$6,634
	16	0	1,346	1,276				
<b>TOTAL ALL PHASE 3 ITEMS</b>								
	16	0	1,346	1,276	2,638	\$0	\$12,500	\$201,605

**PROJECT SCHEDULE**  
**VILLAGE OF HINSDALE**  
**2013 RECONSTRUCTION PROJECT**

Months	2012												2013				
	JULY	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV
	XXXXX																
		XXXXX	XXX														
			XXXXX	XXXXX	XXXXX	XX											
					XX XX												
				RR	RR	RR											
						RRRR	RRRR										
							XX										
										XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXXX	XXXXX	XXX
NOTIFICATION TO PROCEED - June 30, 2012																	



## **PROFESSIONAL SERVICES AGREEMENT**

**For**

### **HINSDALE 2013 RECONSTRUCTION PROJECT (FOURTH STREET)**

**Surveying Services, Design/Bid Documentation Preparation and  
Construction Engineering Services**

Mr. Dan Deeter, Village Engineer  
Village of Hinsdale  
19 East Chicago Avenue  
Hinsdale, Illinois 60521-3489  
Phone: (630) 789-7039

T. Scott Creech, P.E.  
HR Green, Inc.  
323 Alana Drive  
New Lenox, IL 60451  
(815) 462-9324  
HR Green Project Number: 87120100

March 30, 2012  
*Revised: April 25, 2012*

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- 5.0 SERVICES BY OTHERS
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- 8.0 TERMS AND CONDITIONS



THIS **AGREEMENT** is between Village of Hinsdale (hereafter "CLIENT") and HR GREEN, INC. (hereafter "COMPANY").

## 1.0 Project Understanding

### 1.1 General Understanding

COMPANY is pleased to submit this proposal to the CLIENT for preparation of contract plans, providing bidding services, and Phase III construction engineering services for the Village of Hinsdale 2013 Reconstruction Project, located in DuPage County, Illinois. Preparation of these contract plans will include design tasks that are necessary for a local letting with the project to utilize General Village Funds. The contract will be billed on a time and materials, not to exceed, basis.

The proposed scope of services, budget and deliverables required are based on the Request for Proposal dated February 29, 2012 and April 12, 2012 email from Dan Deeter, Village Engineer, stating the Full Time Construction Observation shall be based upon 160 working (field) days.

The scope of services to be provided includes topographic survey, design for pavement resurfacing and reconstruction as detailed below, storm sewer separation, sanitary sewer rehabilitation, water main replacement, and sediment/erosion control design and treatment. Design and construction document preparation for these improvements shall meet Village Standards and Illinois Department of Transportation (IDOT) Standards for Road and Bridge Construction, IDOT Bureau of Local Roads Manual, Policies and Procedures, and Illinois Environmental Protection Agency (IEPA) policies and design requirements as applicable.

The 2013 Reconstruction Project includes improvements along the following street segments within the Village of Hinsdale:

- Fourth Street  
from Jackson to Madison Streets.  
Length  $\approx \pm 2,600$  feet – Reconstruct from PCC to HMA  
 $\approx \pm 1,200$  feet – Storm Sewer Separation (Quincy-Bodin)  
 $\approx \pm 670$  feet – replace 6" Water Main w/ 8"  
*Survey  $\approx \pm 2,000$  feet of full right of way topo Quincy-Madison*
- Monroe Street  
from Fourth to Sixth Streets.  
Length  $\approx \pm 650$  feet – Reconstruct from PCC to HMA  
 $\approx \pm 650$  feet – Replace 4" Water Main w/ 8"  
*Survey  $\approx \pm 650$  feet of half right of way topo Fourth-Sixth*
- Thurlow Street  
from Second to Fourth Streets.  
Length  $\approx \pm 600$  feet – Remove and Resurface HMA to Subgrade  
 $\approx \pm 600$  feet – Storm Sewer/Comp Storage (Flood Plain)  
*Survey  $\approx \pm 600$  feet of full right of way topo Second-Fourth*

- Alley between Thurlow and Madison  
from Fourth to Sixth Streets.  
Length  $\approx \pm 650$  feet – Reconstruct to erosion resistant surface  
 $\approx \pm 650$  feet – Storm Sewer Design to reduce erosion/flooding  
*Survey  $\approx \pm 650$  feet of full alley topo Fourth-Sixth*
- Bodin Street  
from Eighth to South End.  
Length  $\approx \pm 325$  feet – Reconstruct from PCC to HMA  
 $\approx \pm 810$  feet – Remove and Resurface 2" HMA  
 $\approx \pm 320$  feet – Line and Repair 8" San. Sewer  
 $\approx \pm 810$  feet – Replace 6" Water Main w/ 8"  
*Survey  $\approx \pm 810$  feet of half right of way topo pavement change-south end*
- Sixth Street  
from Clay to Grant Streets.  
Length  $\approx \pm 880$  feet – Reconstruct from PCC to HMA  
 $\approx \pm 850$  feet – Remove and Resurface 2" HMA (over PCC)  
 $\approx \pm 400$  feet – Line and Repair 24" San. Sewer  
 $\approx \pm 470$  feet – Construct Storm Sewer  
*Survey  $\approx \pm 470$  feet of full right of way topo Clay-Grant*
- Grant Street  
from Fifth to Sixth Streets.  
Length  $\approx \pm 310$  feet – Construct Storm Sewer  
*Survey  $\approx \pm 310$  feet of full right of way topo Fifth-Sixth*
- Railroad Avenue  
from Rte. 83 to Stough Street.  
Length  $\approx \pm 350$  feet – Reconstruct PCC to HMA  
*Survey  $\approx$  N/A*
- Stough Street  
Intersection with Railroad.  
Length  $\approx \pm 65$  feet – Reconstruct PCC to HMA  
*Survey  $\approx$  N/A*

## 1.2 Design Criteria/Assumptions

- A. Design and construction document preparation for these improvements shall meet Village Standards and Illinois Department of Transportation (IDOT) Standards for Road and Bridge Construction, IDOT Bureau of Local Roads Manual, Policies and Procedures, and Illinois Environmental Protection Agency (IEPA) policies and design requirements as applicable.
- B. COMPANY will provide full time Construction Observation services for the project per project schedule noted herein.
- C. COMPANY shall comply with all applicable laws, ordinances and regulations of the United States, State of Illinois, and the CLIENT.

## **2.0 Scope of Services**

The CLIENT agrees to employ COMPANY to perform the following services:

### **2.1 Topographic Survey**

#### **A. Right-of-Way**

COMPANY shall locate the existing right-of-way of the street segments listed above. COMPANY shall calculate the existing right of way based on found monuments and documentation. Preliminary fieldwork will be done using adjoining subdivision plats, tax maps and deeds.

#### **B. Topographic Survey**

COMPANY shall perform a topographic survey of the street segments listed above and shall include visible, above ground, improvements lying within those limits. The survey shall extend to the existing right-of-way on both sides of the street unless otherwise specified above, and include cross-sections at fifty (50) feet intervals. COMPANY shall locate visible manhole structures and provide invert depths and pipe sizes (where possible) on public storm, sanitary and water main utilities located within the limits specified above. COMPANY shall attempt to map the underground utilities within the limits specified above based on best available information (i.e. Julie markings, CLIENT Atlas, evidence observed at each manhole, etc.). Trees six (6) inches or larger in diameter shall also be located and shown on the survey, but species shall not be identified. Elevations shall be referenced to the Hinsdale datum, which is on the NAVD 88 vertical datum. Coordinates shall be tied to the Illinois State Plane, East Zone (NAD 83) Coordinate System.

#### **C. Topographic Survey Drawing**

The final drawing shall depict existing visible improvements within the areas described above, as well as street names, house numbers and the existing right of way lines as determined by COMPANY. The final drawing shall be incorporated into the Engineering Plans to be prepared by COMPANY. The drawing shall be completed in Microstation V8 with data processed in GEOPak. Because the topographic data collected will be used specifically for in-house design, a Topographic Survey Plat will not be prepared and therefore is not included within this contract.

### **2.2 Roadway Design and Contract Plan Preparation**

#### **A. Roadway Design, Contract Plan Preparation and Bidding Services – COMPANY shall provide the following design, plan preparation and bidding services for the benefit of the project and the CLIENT:**

- i. Data collection, topographic survey as detailed in the previous section and project setup;
- ii. Project specifications and special provisions;
- iii. Site visits;
- iv. Utility location mapping request;

- v. Geotechnical Engineering Services (sub-consultant) for locations as detailed herein.
- vi. Review Geotechnical Report (as prepared by sub-consultant) for locations as detailed herein;
- vii. Permit preparation for Illinois Environmental Protection Agency (IEPA) –Division of Public Water Supply Permit;
- viii. Notice of Intent/Notice of Termination submittal to IEPA;
- ix. Storm Water Pollution Prevention Plan submittal to IEPA;
- x. Develop pay items and schedule of quantities;
- xi. Engineer's Opinion of Probable Construction Cost (EOPCC);
- xii. Estimate of Time (EOT) for construction schedule estimate;
- xiii. Coordination with CLIENT, IEPA, DuPage County and other required Agencies;
- xiv. Disposition of review comments;
- xv. Quality Control;
- xvi. COMPANY will assist the CLIENT in advertisement for bid. It is assumed that the fees for advertisement are not included in this contract proposal but are to be paid for by the CLIENT as a reimbursement or directly.
- xvii. COMPANY will attend one (1) bid opening meeting at the CLIENT and provide bid evaluation input and a recommendation of award to the CLIENT.
- xviii. Administration and Project Management.

B. Developing Roadway Construction Documents – COMPANY shall prepare the Contract Plans and Specifications for the roadway improvements associated with the Village of Hinsdale 2013 Reconstruction Project. This contract is based on the following:

- i. The roadway improvements include approximately 8,500 feet of existing residential roads along the segments specified above in Section I – Project Understanding shall be improved. Included in the roadway improvements are approximately 2,700 lineal feet of water main replacement and approximately 3,000 lineal feet of storm sewer construction is included in the proposed scope of services.
- ii. Existing utility information shall be developed from the above ground facilities picked up by the topographic survey, painted utility locations, and information acquired from the utility owners (utility atlas). Video televising of sewers is included herein.
- iii. The pavement within the limits of the roadway improvement shall be milled and resurfaced or replaced to full depth where trenching operations for water main are required. Pavement conditions within the project limits will be evaluated and full-depth patching will be included as determined to be required by the COMPANY and per CLIENT suggestion. Improvements at intersections shall extend to cross street radius returns. Access to driveways shall be maintained during the course of construction.
- iv. Existing curb and gutter, sidewalk, and trees shall remain undisturbed, unless conditions require otherwise, per field inspection by the COMPANY and/or direction from the CLIENT. Ramps for the disabled shall be included in the plans with detectable warnings except at locations where they already exist and are

compliant with the current guidelines set forth by the Americans with Disabilities Act (ADA).

- v. Modifications to the roadway geometry are not anticipated to be required. Curb returns shall be checked for positive drainage to prevent ponding within the gutters and designed for removal and replacement, if necessary.
- vi. Geotechnical investigation is included within this contract by a sub-consultant of COMPANY. This work is anticipated to include eight (8) soil borings taken within the limits of the proposed underground utility construction as noted in previous section. The borings are anticipated to be required to a depth of six (6) feet and are for the purposes of determining suitable soils for utility construction as proposed within the request for proposal. The soils boring information shall be compiled in an abbreviated soils report which shall summarize the approximate soil conditions and associated construction recommendations within the anticipated utility construction corridor.

C. Developing Sanitary Sewer and Water Main Construction Documents – COMPANY shall prepare the Contract Plans and Specifications for the utility improvements associated with the Village of Hinsdale 2013 Reconstruction Project. This contract is based on the following:

- i. Within Fourth St. right-of-way from Jackson St. to Madison St. approximately 2,600 lineal feet of pavement will be reconstructed from P.C.C. to Hot Mix Asphalt; 1200 lineal feet of storm sewer shall be separated (from Quincy to Bodin & Thurlow east to alley); and 670 lineal feet of 6" water main shall be replaced with new 8" diameter water main (Monroe to Madison).

Similarly within Monroe St. right-of-way from Fourth St. to Sixth St. approximately 650 lineal feet of pavement will be reconstructed from P.C.C. to Hot Mix Asphalt; and 650 lineal feet of 4" water main shall be replaced with new 8" diameter water main (Monroe to Madison).

Within Thurlow St. right-of-way from Second St. to Fourth St., approximately 600 Lineal feet of HMA pavement is to be removed and replaced to subgrade with HMA pavement; and 600 lineal feet of Storm Sewer shall be constructed and will be design to include some compensatory storage to alleviate flooding within this area. 6" water main shall be replaced with 8" diameter water main. Floodplain coordination and permitting is included herein as required.

Also, within the Alley from Fourth and Sixth Streets and between Thurlow and Madison Streets approximately 650 lineal feet of pavement will be reconstructed to alleviate erosion; an estimated 650 lineal feet of storm sewer shall be designed and constructed to help alleviate the erosion issues and reduce the flooding frequency in the vicinity.

Within Bodin St. right-of-way from Eight St. to south end, approximately 325 lineal feet of pavement will be reconstructed from P.C.C. to Hot Mix Asphalt; approximately 810 Lineal feet of HMA pavement is to be milled and resurfaced to 2" with HMA pavement; 320 lineal feet of 8" Sanitary Sewer will be lined and

replaced (as required); and 810 lineal feet of 6" water main shall be replaced with new 8" diameter water main.

Within Sixth St. right-of-way from Clay St. to Grant St., approximately 880 lineal feet of pavement will be reconstructed from P.C.C. to Hot Mix Asphalt; approximately 850 Lineal feet of HMA pavement is to be milled and resurfaced to 2" with HMA pavement over P.C.C. pavement; 400 lineal feet of 24" Sanitary Sewer will be lined and replaced (as required); and 470 lineal feet of Storm Sewer shall be designed and constructed.

Within Grant St. right-of-way from Fifth St. to Sixth St., approximately 310 lineal feet of Storm Sewer shall be designed, bid as add alternate and constructed as part of the project if requested by CLIENT.

Lastly, within Railroad Avenue and Stough Street St. right-of-way from Rte. 83 to Stough Street and at the intersection of Stough St. and the Railroad, approximately 415 lineal feet of pavement will be reconstructed from P.C.C. to Hot Mix Asphalt.

- ii. The special provisions and details for the water main and installation shall be based on standard open cut methods in order to allow for disconnection and reconnection of the existing water service lines. Specifications and details for trenchless water main construction shall be included for select segments if it is determined by the COMPANY to be the most efficient method of construction due to project constraints.
- iii. COMPANY shall provide specifications and details for bidding and construction of proposed sewer lining improvements and reconstruction/construction (if required). Based on similar project experience, it is not anticipated that a permit from the IEPA will be necessary for sewer lining and therefore these services are not included herein.
- iv. Location of the existing storm drain and sanitary service connections shall be coordinated with the CLIENT prior to design. Sub-consultant services have been included in this contract for video inspection prior to design.
- v. Upon review of the field records and the TV Video documentation, it is expected that those connections which are unable to be deciphered as either storm or sanitary will require field dye testing by others for further verification. No services have been provided for dye testing, as it has been assumed that the CLIENT's maintenance crews are qualified to perform verifications as needed.
- vi. COMPANY shall develop three (3) Engineer's Opinion of Probable Construction Cost(s) (EOPCC) for the proposed improvements – one (1) to accompany each of the preliminary (60%), pre-final (90%) and final (100%) submittals.
- vii. COMPANY shall prepare and submit the required water main construction permit applications and associated support calculations to the Illinois Environmental Protection Agency (IEPA). Any Permit Fees are not included herein.
- viii. COMPANY shall prepare and submit the required floodplain construction permit applications and associated support calculations to the DuPage County, as necessary for construction. Any Permit Fees are not included herein.

D. Meetings, Coordination, and Administration

COMPANY shall prepare meeting minutes and distribution to meeting attendees. The required number of meetings is estimated as noted below for the purposes of said contract scope and fees. The meetings may differ from this contract as directed by the CLIENT and are subject to additional compensation per contract addendum.

- Three (3) design related meetings with the CLIENT.
- One (1) meeting with DuPage County

This task also involves the management oversight of the project which will include the on-going review of the project design, schedule and budget, contract file management, general coordination and correspondence between COMPANY, the CLIENT, the review agencies, and subcontractors.

2.3 Construction Observation

A. Project Startup

COMPANY will contact the residents and business within the construction zone and provide project and contact information to the residents and business. COMPANY will also contact and or meet with the school district, and emergency services to ensure that all entities are aware of the project.

B. Construction Observation

COMPANY will provide Full-time Construction Observation Services at a Time and Material basis not to exceed the amount listed herein. Note that the Full-time Construction Observation Services are based on an estimated 160 field days to complete the construction. COMPANY will observe and verify that items being constructed and materials being utilized are in general conformance with the approved plans and specifications and the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction.

COMPANY will measure and document contract quantities, complete payment estimates, change orders, and weekly reports. Weekly reports will be submitted to the contractor and the CLIENT. COMPANY will verify that all materials incorporated into this project are IDOT approved materials and in accordance with the Special Provisions of this contract. COMPANY shall keep the CLIENT informed of the progress of construction and update the CLIENT on weekly basis.

COMPANY in conjunction with the CLIENT Staff will review the condition of the traffic control once daily. Traffic control reviews will be completed for the construction zone.

COMPANY will provide erosion and sedimentation control observation services on a weekly basis and after a rainfall of ½" or more or 6" or more of snow. COMPANY will document each observation and will direct the contractor to repair and/or replace deficient erosion and sediment control measures.

C. Meetings

COMPANY will attend the preconstruction meeting with the CLIENT, the contractor, subcontractors, emergency services, and any affected utility companies.

COMPANY anticipates that there will be two (2) construction meetings with the CLIENT, the contractor, and subcontractors, and residents. These coordination meetings will begin after the start of construction. COMPANY will complete an agenda and meeting minutes for each construction meeting. Upon completion of the meeting minutes, COMPANY will distribute the meeting minutes to all entities.

D. Administration/Coordination

This task will involve the management oversight of the project which will include the on-going review of the project execution, documentation, schedule and budget, contract file management, and general correspondence between COMPANY, the CLIENT, the contractor, and subcontractors.

E. Project Close Out

COMPANY will add all field notes and construction information accumulated during the construction of the project to the electronic construction files to create a construction notes sheet.

### 3.0 Deliverables and Schedules Included in this Contract

This Proposal/Agreement is based on the following anticipated construction schedule as noted within the Request for Proposal by CLIENT:

- Design Commences - May 1, 2012
- Bid Opening – No Later Than January 31, 2013
- Construction Begin – April 01, 2013
- Construction Completion - November 15, 2013
- 160 field days on-site

This schedule was prepared to include reasonable allowances for review and approval times required by the CLIENT and public authorities having jurisdiction over the project. This schedule shall be equitably adjusted as the project progresses, allowing for changes in the scope of the project requested by the CLIENT or for delays or other causes beyond the control of COMPANY.

### 4.0 Items not included in Agreement/Supplemental Services

The following items are not included as part of this agreement:

- Construction Staking Services
- Right-of-way/Property Line verification/identification
- Right-of-way/Easement Legal Description or Platting
- Retaining wall and/or structural design
- Floodplain LOMR/CLOMR
- Floodplain Compensatory Storage Calculations



Supplemental services not included in the agreement can be provided by COMPANY under a separate agreement, if desired.

## **5.0 Services by Others**

Quality Assurance for Material Testing and CCDD soils borings and analysis will be provided by a Sub-Consultant to COMPANY.

COMPANY has included a budgetary amount for Televising of Sanitary Sewer to be provided by others under a sub-consultant agreement within this contract/proposal. Televising Services included are for a total of 720 feet of sewer to be lined/repared in various locations as specified in Section 1.0 Project Understanding.

## **6.0 Client Responsibilities**

Provide prompt and timely input for items as required for project progress and schedule conformance. Provide utility and aerial mapping information as available upon request by COMPANY.

## **7.0 Professional Services Fee**

### **7.1 Fees**

The fee for services will be based on COMPANY standard hourly rates current at the time the agreement is signed. These standard hourly rates are subject to change upon 30 days' written notice. Non salary expenses directly attributable to the project such as: (1) living and traveling expenses of employees when away from the home office on business connected with the project; (2) identifiable communication expenses; (3) identifiable reproduction costs applicable to the work; and (4) outside services will be charged in accordance with the rates current at the time the work is done.

### **7.2 Invoices**

Invoices for COMPANY's services shall be submitted, on a monthly basis. Invoices shall be due and payable upon receipt. If any invoice is not paid within 15 days, COMPANY may, without waiving any claim or right against the CLIENT, and without liability whatsoever to the CLIENT, suspend or terminate the performance of services. The retainer shall be credited on the final invoice. Accounts unpaid 30 days after the invoice date may be subject to a monthly service charge of 1.5% (or the maximum legal rate) on the unpaid balance. In the event any portion of an account remains unpaid 60 days after the billing, COMPANY may institute collection action and the CLIENT shall pay all costs of collection, including reasonable attorney's fees.

### **7.3 Extra Work**

Any work required but not included as part of this contract shall be considered extra work. Extra work will be billed on a Time and Material basis with prior approval of the CLIENT.

### **7.4 Exclusion**

This fee does not include attendance at any meetings or public hearings other than those specifically listed in the Scope of Services. These work items are considered extra and are billed separately on an hourly basis.

## 7.5 Payment

The CLIENT AGREES to pay COMPANY on the following basis:

Time and material basis with a Not to Exceed fee of **\$ 325,890.00**.

ITEM	MAN-HOURS	LABOR COST	DIRECT COST (1)
<b>A. Topographic Survey</b>	165	\$ 18,801.00	\$ 275.00
<b>B. Phase II Plan Preparation</b>	1,019	\$125,247.00	\$ 2,685.00
Geotechnical Engineering (Sub-consultant budgetary #)	n/a		\$ 11,535.00
Sanitary Sewer Televising (Sub-consultant budgetary #)	n/a		\$ 1,260.00
<b>C. Phase III Construction Engineering/Observation</b>	1400	\$146,584.00	\$ 6,156.00
<b>D. Meetings/Admin.</b>	97	\$ 13,347.00	
<b>Subtotals:</b>	2,681	\$303,979.00	\$ 21,911.00
<b>Contract Total:</b>		<b>\$ 325,890.00</b>	

### (1) Direct Costs Detail:

Includes Postage, Mileage for meetings/Field Visits, Plotting Costs

Mileage:10 (for Survey) x 50 miles/round trip x \$0.55/mile = \$ 275.00

Mileage:162 (for Const.Obs) x 50 miles/round trip x \$0.55/mile = \$6,156.00

Mailings/Postage Allotment: = \$ 200.00

Printing: Detail breakdown provided upon request = \$ 2,485.00

Geotechnical Engineering (Sub-Consultant Budgetary amount) = \$11,535.00

Sanitary Sewer Televising (Sub-Consultant Budgetary amount) = \$1,260.00

\$ 21,911.00

## 8.0 Terms and Conditions

The following Terms and Conditions are incorporated into this AGREEMENT and made a part of it.

### 8.1 Standard of Care

Services provided by COMPANY under this AGREEMENT will be performed in a manner consistent with that degree of care and skill ordinarily exercised by members of the same profession currently practicing at the same time and in the same or similar locality.

### 8.2 Entire Agreement

This Agreement, and its attachments, constitutes the entire understanding between CLIENT and COMPANY relating to professional engineering services. Any prior or contemporaneous agreements, promises, negotiations, or representations not expressly set forth herein are of no effect. Subsequent modifications or amendments to this Agreement shall be in writing and signed by the parties to this Agreement. If the CLIENT, its officers, agents, or employees request COMPANY to perform extra work or services pursuant to this Agreement, CLIENT will pay for the additional services even though an additional written Agreement is not issued or signed.

8.3 Time Limit and Commencement of Work

This AGREEMENT must be executed within ninety (90) days to be accepted under the terms set forth herein. The work will be commenced immediately upon receipt of this signed Agreement.

8.4 Suspension of Services

If the Project or the COMPANY'S services are suspended by the CLIENT for more than thirty (30) calendar days, consecutive or in the aggregate, over the term of this Agreement, the COMPANY shall be compensated for all services performed and reimbursable expenses incurred prior to the receipt of notice of suspension. In addition, upon resumption of services, the CLIENT shall compensate the COMPANY for expenses incurred as a result of the suspension and resumption of its services, and the COMPANY'S schedule and fees for the remainder of the Project shall be equitably adjusted.

If the COMPANY'S services are suspended for more than ninety (90) days, consecutive or in the aggregate, the COMPANY may terminate this Agreement upon giving not less than five (5) calendar days' written notice to the CLIENT.

If the CLIENT is in breach of this Agreement, the COMPANY may suspend performance of services upon five (5) calendar days' notice to the CLIENT. The COMPANY shall have no liability to the CLIENT, and the CLIENT agrees to make no claim for any delay or damage as a result of such suspension caused by any breach of this Agreement by the CLIENT. Upon receipt of payment in full of all outstanding sums due from the CLIENT, or curing of such other breach which caused the COMPANY to suspend services, the COMPANY shall resume services and there shall be an equitable adjustment to the remaining project schedule and fees as a result of the suspension.

8.5 Book of Account

COMPANY will maintain books and accounts of payroll costs, travel, subsistence, field, and incidental expenses for a period of five (5) years. Said books and accounts will be available at all reasonable times for examination by CLIENT at the corporate office of COMPANY during that time.

8.6 Insurance

COMPANY will maintain insurance for claims under the Worker's Compensation Laws, and from General Liability and Automobile claims for bodily injury, death, or property damage arising from the negligent performance by COMPANY's employees of the functions and services required under this Agreement.

8.7 Termination or Abandonment

Either party has the option to terminate this Agreement. In the event of failure by the other party to perform in accordance with the terms hereof through no fault of the terminating party, then the obligation to provide further services under this Agreement may be terminated upon seven days written notice. If any portion of the work is terminated or abandoned by CLIENT, the provisions of this Schedule of Fees and Conditions in regard to compensation and payment shall apply insofar as possible to that portion of the work not terminated or abandoned. If said termination occurs prior to completion of any phase of the project, the fee for services performed during such phase shall be based on COMPANY's reasonable estimate of the portion of such phase completed prior to said termination, plus a reasonable amount to reimburse COMPANY for termination costs.

8.8 Waiver

COMPANY's waiver of any term, condition, or covenant or breach of any term, condition, or covenant, shall not constitute a waiver of any other term, condition, or covenant, or the breach thereof.

8.9 Severability

If any provision of this Agreement is declared invalid, illegal, or incapable of being enforced by any Court of competent jurisdiction, all of the remaining provisions of this Agreement shall nevertheless continue in full force and effect, and no provision shall be deemed dependent upon any other provision unless so expressed herein.

8.10 Successors and Assigns

All of the terms, conditions, and provisions hereof shall inure to the benefit of and be binding upon the parties hereto, and their respective successors and assigns, provided, however, that no assignment of this Agreement shall be made without written consent of the parties to this Agreement.

8.11 Third-Party Beneficiaries

Nothing contained in this Agreement shall create a contractual relationship with or a cause of action in favor of a third party against either the CLIENT or the COMPANY. The COMPANY's services under this Agreement are being performed solely for the CLIENT's benefit, and no other party or entity shall have any claim against the COMPANY because of this Agreement or the performance or nonperformance of services hereunder. The CLIENT and COMPANY agree to require a similar provision in all contracts with contractors, subcontractors, subconsultants, vendors and other entities involved in this project to carry out the intent of this provision.

8.12 Governing Law and Jurisdiction

The CLIENT and the COMPANY agree that this Agreement and any legal actions concerning its validity, interpretation and performance shall be governed by the laws of the State of Illinois without regard to any conflict of laws provisions, which may apply the laws of other jurisdictions.

It is further agreed that any legal action between the CLIENT and the COMPANY arising out of this Agreement or the performance of the services shall be brought in a court of competent jurisdiction in the State of Illinois.

8.13 Dispute Resolution

Mediation. In an effort to resolve any conflicts that arise during the design or construction of the project or following the completion of the project, the CLIENT and COMPANY agree that all disputes between them arising out of or relating to this Agreement shall be submitted to non-binding mediation unless the parties mutually agree otherwise. The CLIENT and COMPANY further agree to include a similar mediation provision in all agreements with independent contractors and consultants retained for the project and to require all independent contractors and consultants also to include a similar mediation provision in all agreements with subcontractors, sub-consultants, suppliers or fabricators so retained, thereby providing for mediation as the primary method for dispute resolution between the parties to those agreements.

Arbitration. In the event the parties to this Agreement are unable to reach a settlement of any dispute arising out of the services under this Agreement, involving an amount of less than \$50,000, in Mediation, then such disputes shall be settled by binding arbitration by an arbitrator to be mutually agreed upon by the parties, and shall proceed in accordance with the Construction Industry Arbitration Rules of the American Arbitration Association currently in effect. If the parties cannot agree on a single arbitrator, then the arbitrator(s) shall be selected in accordance with the above-referenced rules.

8.14 Attorney's Fees

If litigation arises for purposes of collecting fees or expenses due under this Agreement, the Court in such litigation shall award reasonable costs and expenses, including attorney fees, to the party justly entitled thereto. In awarding attorney fees, the Court shall not be bound by any Court fee schedule, but shall, in the interest of justice, award the full amount of costs, expenses, and attorney fees paid or incurred in good faith.

8.15 Ownership of Instruments of Service

All reports, plans, specifications, field data, field notes, laboratory test data, calculations, estimates and other documents including all documents on electronic media prepared by COMPANY as instruments of service shall remain the property of COMPANY. COMPANY shall retain these records for a period of five (5) years following completion/submission of the records, during which period they will be made available to the CLIENT at all reasonable times.

8.16 Reuse of Documents

All project documents including, but not limited to, plans and specifications furnished by COMPANY under this project are intended for use on this project only. Any reuse, without specific written verification or adoption by COMPANY, shall be at the CLIENT's sole risk, and CLIENT shall defend, indemnify and hold harmless COMPANY from all claims, damages and expenses including attorney's fees arising out of or resulting therefrom.

Under no circumstances shall delivery of electronic files for use by the CLIENT be deemed a sale by the COMPANY, and the COMPANY makes no warranties, either express or implied, of merchantability and fitness for any particular purpose. In no event shall the COMPANY be liable for indirect or consequential damages as a result of the CLIENT's use or reuse of the electronic files.

8.17 Failure to Abide by Design Documents or To Obtain Guidance

The CLIENT agrees that it would be unfair to hold COMPANY liable for problems that might occur should COMPANY'S plans, specifications or design intents not be followed, or for problems resulting from others' failure to obtain and/or follow COMPANY'S guidance with respect to any errors, omissions, inconsistencies, ambiguities or conflicts which are detected or alleged to exist in or as a consequence of implementing COMPANY'S plans, specifications or other instruments of service. Accordingly, the CLIENT waives any claim against COMPANY, and agrees to defend, indemnify and hold COMPANY harmless from any claim for injury or losses that results from failure to follow COMPANY'S plans, specifications or design intent, or for failure to obtain and/or follow COMPANY'S guidance with respect to any alleged errors, omissions, inconsistencies, ambiguities or conflicts contained within or arising as a result of implementing COMPANY'S plans, specifications or other instruments of services. The CLIENT also agrees to compensate COMPANY for any time spent and expenses incurred remedying CLIENT's failures according to COMPANY'S prevailing fee schedule and expense reimbursement policy.

8.18 Opinion of Probable Construction Cost

COMPANY shall submit to the CLIENT an opinion of probable cost required to construct work recommended, designed, or specified by COMPANY, if required by CLIENT. COMPANY is not a construction cost estimator or construction contractor, nor should COMPANY'S rendering an opinion of probable construction costs be considered equivalent to the nature and extent of service a construction cost estimator or construction contractor would provide. This requires COMPANY to make a number of assumptions as to actual conditions that will be encountered on site; the specific decisions of other design professionals engaged; the means and methods of construction the contractor will employ; the cost and extent of labor, equipment and materials the contractor will employ; contractor's techniques in determining prices and market conditions at the time, and other factors over which COMPANY has no control. Given the assumptions which must be made, COMPANY cannot guarantee the accuracy of his or her opinions of cost, and in recognition of that fact, the CLIENT waives any claim against COMPANY relative to the accuracy of COMPANY'S opinion of probable construction cost.

8.19 Design Information in Electronic Form

Because electronic file information can be easily altered, corrupted, or modified by other parties, either intentionally or inadvertently, without notice or indication, COMPANY reserves the right to remove itself from of its ownership and/or involvement in the material from each electronic medium not held in its possession. CLIENT shall retain copies of the work performed by COMPANY in electronic form only for information and use by CLIENT for the specific purpose for which COMPANY was engaged. Said material shall not be used by CLIENT or transferred to any other party, for use in other projects, additions to this project, or any other purpose for which the material was not strictly intended by COMPANY without COMPANY's expressed written permission. Any unauthorized use or reuse or modifications of this material shall be at CLIENT'S sole risk. Furthermore, the CLIENT agrees to defend, indemnify, and hold COMPANY harmless from all claims, injuries, damages, losses, expenses, and attorney's fees arising out of the modification or reuse of these materials.

The CLIENT recognizes that designs, plans, and data stored on electronic media including, but not limited to computer disk, magnetic tape, or files transferred via email, may be subject to undetectable alteration and/or uncontrollable deterioration. The CLIENT, therefore, agrees that COMPANY shall not be liable for the completeness or accuracy of any materials provided on electronic media after a 30 day inspection period, during which time COMPANY shall correct any errors detected by the CLIENT to complete the design in accordance with the intent of the contract and specifications. After 40 days, at the request of the CLIENT, COMPANY shall submit a final set of sealed drawings, and any additional services to be performed by COMPANY relative to the submitted electronic materials shall be subject to separate AGREEMENT. The CLIENT is aware that differences may exist between the electronic files delivered and the printed hard-copy construction documents. In the event of a conflict between the signed construction documents prepared by the COMPANY and electronic files, the signed or sealed hard-copy construction documents shall govern.

8.20 Information Provided by Others

The CLIENT shall furnish, at the CLIENT's expense, all information, requirements, reports, data, surveys and instructions required by this AGREEMENT. The COMPANY may use such information, requirements, reports, data, surveys and instructions in performing its services and is entitled to rely upon the accuracy and completeness thereof. The COMPANY shall not be held responsible for any errors or omissions that may arise as a result of erroneous or incomplete information provided by the CLIENT and/or the CLIENT's consultants and contractors.

COMPANY is not responsible for accuracy of any plans, surveys or information of any type including electronic media prepared by any other consultants, etc. provided to COMPANY for use in preparation of plans. The CLIENT agrees, to the fullest extent permitted by law, to indemnify and hold harmless the COMPANY from any damages, liabilities, or costs, including reasonable attorneys' fees and defense costs, arising out of or connected in any way with the services performed by other consultants engaged by the CLIENT.

COMPANY is not responsible for accuracy of topographic surveys provided by others. A field check of a topographic survey provided by others will not be done under this contract unless indicated in the Scope of Work.

#### 8.21 Force Majeure

The CLIENT agrees that the COMPANY is not responsible for damages arising directly or indirectly from any delays for causes beyond the COMPANY's control. CLIENT agrees to defend, indemnify, and hold COMPANY, its consultants, agents, and employees harmless from any and all liability, other than that caused by the negligent acts, errors, or omissions of COMPANY, arising out of or resulting from the same. For purposes of this Agreement, such causes include, but are not limited to, strikes or other labor disputes; severe weather disruptions or other natural disasters or acts of God; fires, riots, war or other emergencies; failure of any government agency to act in timely manner; failure of performance by the CLIENT or the CLIENT'S contractors or consultants; or discovery of any hazardous substances or differing site conditions. Severe weather disruptions include but are not limited to extensive rain, high winds, snow greater than two (2) inches and ice. In addition, if the delays resulting from any such causes increase the cost or time required by the COMPANY to perform its services in an orderly and efficient manner, the COMPANY shall be entitled to a reasonable adjustment in schedule and compensation.

#### 8.22 Job Site Visits and Safety

Neither the professional activities of COMPANY, nor the presence of COMPANY'S employees and subconsultants at a construction site, shall relieve the General Contractor and any other entity of their obligations, duties and responsibilities including, but not limited to, construction means, methods, sequence, techniques or procedures necessary for performing, superintending or coordinating all portions of the work of construction in accordance with the contract documents and any health or safety precautions required by any regulatory agencies. COMPANY and its personnel have no authority to exercise any control over any construction contractor or other entity or their employees in connection with their work or any health or safety precautions. The CLIENT agrees that the General Contractor is solely responsible for job site safety, and warrants that this intent shall be made evident in the CLIENT's AGREEMENT with the General Contractor. The CLIENT also agrees that the CLIENT, COMPANY and COMPANY'S consultants shall be indemnified and shall be made additional insureds on the General Contractor's and all subcontractor's general liability policies on a primary and non-contributory basis.

#### 8.23 Hazardous Materials

CLIENT hereby understands and agrees that COMPANY has not created nor contributed to the creation or existence of any or all types of hazardous or toxic wastes, materials, chemical compounds, or substances, or any other type of environmental hazard or pollution, whether latent or patent, at CLIENT's premises, or in connection with or related to this project with respect to which COMPANY has been retained to provide professional engineering services. The compensation to be paid COMPANY for said professional engineering services is in no way commensurate with, and has not been calculated with reference to, the potential risk of injury or loss which may be caused by the exposure of persons or property to such substances or conditions. Therefore, to the fullest extent permitted by law, CLIENT agrees to defend, indemnify, and hold COMPANY, its officers, directors, employees, and consultants, harmless from and against any and all claims, damages, and expenses, whether direct, indirect, or consequential, including, but not limited to, attorney fees and Court costs, arising out of, or resulting from the discharge, escape, release, or saturation of smoke, vapors, soot, fumes, acid, alkalis, toxic chemicals, liquids gases, or any other materials, irritants, contaminants, or pollutants in or into the atmosphere, or on, onto, upon, in, or into the surface or subsurface of soil, water, or watercourses, objects, or any tangible or intangible matter, whether sudden or not.

It is acknowledged by both parties that COMPANY'S scope of services does not include any services related to asbestos or hazardous or toxic materials. In the event COMPANY or any other party encounters asbestos or hazardous or toxic materials at the job site, or should it become known in any way that such materials may be present at the job site or any adjacent areas that may affect the performance of COMPANY'S services, COMPANY may, at its option and without liability for consequential or any other damages, suspend performance of services on the project until the CLIENT retains appropriate specialist consultant(s) or

contractor(s) to identify, abate and/or remove the asbestos or hazardous or toxic materials, and warrants that the job site is in full compliance with applicable laws and regulations.

Nothing contained within this Agreement shall be construed or interpreted as requiring COMPANY to assume the status of a generator, storer, transporter, treater, or disposal facility as those terms appear within the Resource Conservation and Recovery Act, 42 U.S.C.A., §6901 et seq., as amended, or within any State statute governing the generation, treatment, storage, and disposal of waste.

**8.24 Certificate of Merit**

The CLIENT shall make no claim for professional negligence, either directly or in a third party claim, against COMPANY unless the CLIENT has first provided COMPANY with a written certification executed by an independent design professional currently practicing in the same discipline as COMPANY and licensed in the State in which the claim arises. This certification shall: a) contain the name and license number of the certifier; b) specify each and every act or omission that the certifier contends is a violation of the standard of care expected of a Design Professional performing professional services under similar circumstances; and c) state in complete detail the basis for the certifier's opinion that each such act or omission constitutes such a violation. This certificate shall be provided to COMPANY not less than thirty (30) calendar days prior to the presentation of any claim or the institution of any judicial proceeding.

**8.25 Limitation of Liability**

The CLIENT agrees, to the fullest extent permitted by law, to limit the liability of COMPANY and COMPANY's officers, directors, partners, employees, shareholders, owners and subconsultants to the CLIENT for any and all claims, losses, costs, damages of any nature whatsoever or claims expenses from any cause or causes, including attorneys' fees and costs and expert witness fees and costs, so that the total aggregate liability of COMPANY and its officers, directors, partners, employees, shareholders, owners and subconsultants to all those named shall not exceed COMPANY'S total fee received for services rendered on this project or \$50,000.00, whichever is less. It is intended that this limitation apply to any and all liability or cause of action however alleged or arising, unless otherwise prohibited by law.

**8.26 Construction Observation**

COMPANY shall visit the project at appropriate intervals (as described in the scope of services) during construction to become generally familiar with the progress and quality of the contractors' work and to determine if the work is proceeding in general accordance with the Contract Documents. The CLIENT has not retained COMPANY to make detailed inspections or to provide exhaustive or continuous project review and observation services. COMPANY does not guarantee the performance of, and shall have no responsibility for, the acts or omissions of any contractor, subcontractor, supplier or any other entity furnishing materials or performing any work on the project.

If the CLIENT desires more extensive project observation or full-time project representation, the CLIENT shall request in writing such services be provided by COMPANY as Additional Services in accordance with the terms of the Agreement.

This AGREEMENT is approved and accepted by the CLIENT and COMPANY upon both parties signing and dating the AGREEMENT. Work cannot begin until COMPANY receives a signed agreement. The effective date of the AGREEMENT shall be the last date entered below.

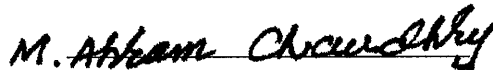
Sincerely,

HR GREEN, INC.



T. Scott Creech, P.E.

Approved by:



Printed/Typed Name: Akram Chaudhry, P.E.

Title: Vice President Date: 4/25/12

Village of Hinsdale

Accepted by: \_\_\_\_\_

Printed/Typed Name: \_\_\_\_\_

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

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DATE: May 14, 2012

**REQUEST FOR BOARD ACTION**


<b>AGENDA</b> <b>SECTION NUMBER</b> EPS Agenda	<b>ORIGINATING</b> <b>DEPARTMENT</b> Community Development
<b>ITEM</b> Contract Change Order #1 <b>Chestnut Street Improvements</b> <b>Chicago Testing Laboratory, Inc.</b>	<b>APPROVAL</b> Dan Deeter Village Engineer

Staff is recommending approval of the attached change order 1. At the beginning of Phase 1 of the Chestnut Street Project, the Village contracted with Chicago Testing Laboratory (CTL) for Material Testing Services. The accepted industry practice is that CTL, as the Village's Quality Assurance (QA) representative, would verify the accuracy of the contractor's Quality Control (QC) checks. At the end of Phase 1 (when QC & QA testing is done), it was identified that the QC requirement had been erroneously omitted from Martam's contract. To keep the construction on schedule, Clark Dietz agreed to pay for the Phase 1 Quality Control while the Village used CTL for Quality Assurance per our contract.

The QA and QC costs for Phases 2 – 4 are costs that the Village would have incurred as a part of any project. Staff has coordinated with Clark Dietz and CTL to have CTL conduct Material Quality Control & Quality Assurance checks during Martam's construction.

The project budget for Chicago Testing was \$15,000. Chicago Testing's previous contract was for \$6,139. The change order of \$9,495.20 would bring the total QA/QC cost to \$15,634.20. The proposal is based upon estimated quantities. Final pay outs will be dependent upon actual work done.

**MOTION: To Approve a Resolution for the Chestnut Street Contract Change Order Number 1 in the amount of \$9,495.20 to Chicago Testing Laboratory, Inc.**

<b>APPROVAL</b>	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>MANAGER'S</b> <b>APPROVAL</b> 
<b>COMMITTEE ACTION:</b>				
<b>BOARD ACTION:</b>				

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION APPROVING THE CHESTNUT STREET  
CONTRACT CHANGE ORDER  
NUMBER 1 IN THE AMOUNT OF \$9,495.20 TO  
CHICAGO TESTING LABORATORY, INC.**

**WHEREAS**, the Village of Hinsdale (the “Village”) and Chicago Testing Laboratory, Inc. (“Chicago Testing”) has entered into that certain Contract (the “Contract”) providing for Material Testing Services for the construction of the Chestnut Street Sewer Separation Project; and

**WHEREAS**, the President and Board of Trustees of the Village hereby find that the circumstances said to necessitate this Change Order were not reasonably foreseeable at the time the Contract was signed, the Change Order was germane to the original Contract as signed, and the Change Order is in the best interest of the Village of Hinsdale and authorized by law;

**NOW, THEREFORE, BE IT RESOLVED** by the President and Board of Trustees of the Village of Hinsdale, DuPage and Cook Counties and State of Illinois, as follows:

**Section 1. Recital.** The foregoing recitals are incorporated herein as findings of the President and Board of Trustees.

**Section 2. Approval of Change Order.** The Change Order is hereby approved in the form attached (Exhibit A) to this Ordinance and by this reference incorporated herein.

**Section 3. Final Determination.** This Resolution shall constitute the written determination required by Section 33E-9 of the Article 33E of the Criminal Code of 1961, as amended and shall be retained in the Contract file as required by said Section.

**Section 4. Execution of Change Order.** The Village Manager is authorized to execute the Change Order on behalf of the Village.

**Section 5. Effective Date.** This resolution shall be in full force and effective from and after its passage and approval.

**PASSED:** this \_\_\_\_\_ day of \_\_\_\_\_ 2011.

**AYES:**

**NAYS:**

**ABSENT:**

**APPROVED** this \_\_\_\_\_ day of \_\_\_\_\_ 2011.

\_\_\_\_\_  
Village President

**ATTEST:**

\_\_\_\_\_  
Village Clerk

**Exhibit A**  
**VILLAGE OF HINSDALE**  
**CHANGE ORDER**

Project: Chestnut Street Sewer Separation Project  
Location: Chestnut Street  
Contractor: Chicago Testing Laboratory, Inc.

Change Order No. 1  
Contract No. - N/A  
Date: 05-14-2012

- I. A. Description of Changes Involved:  
Provide full material testing services for Phases 2 – 4.
- B. Reason for Change:  
Material testing services were omitted from the general contractor's (Martam's) contract.
- C. Revision in Contract Price: Total: Addition \$9,495.20

II. Adjustments in Contract Price:

- |    |  |                    |
|----|--|--------------------|
| 1. | Original Contract Price  | \$ 6,139.00        |
| 2. | Net (addition) (reduction) due to all previous Change Orders No. _____         | \$                 |
| 3. | Contract Price, not including this Change Order                                | \$ 6,139.00        |
| 4. | (Addition) ( <del>Reduction</del> ) to Contract Price due to this Change Order | <u>\$ 9,495.20</u> |
| 5. | Contract Price including this Change Order                                     | <u>\$15,634.20</u> |

Accepted:  
Contractor: Chicago Testing Laboratory, Inc.:

By: \_\_\_\_\_  
Signature of Authorized Representative

\_\_\_\_\_  
Date

Village of Hinsdale:

By: \_\_\_\_\_  
Signature of Authorized Representative

\_\_\_\_\_  
Date



Founded 1912

**Chicago Testing Laboratory, Inc.**

30W114 Butterfield Road, Warrenville, IL 60555 p 630.393.CTL1 f 630.393.CTL7  
18000 South Williams Street, Thornton, IL 60476 p 708.877.1801 f 708.877.6926  
1348 Ridge Avenue, Elk Grove Village, IL 60007 p 847.228.1079 f 847.228.0633  
P. O. Box 3395, Joliet, IL 60434 p 830.560.4464 f 830.560.4464

**Testing • Inspection • Training • Consulting • Research • Geotechnical**

[www.chicagotestinglab.com](http://www.chicagotestinglab.com)  
[info@chicagotestinglab.com](mailto:info@chicagotestinglab.com)

April 3, 2012

Mr. Dan Deeter, P.E.  
Village Engineer  
Village of Hinsdale  
19 E. Chicago Avenue  
Hinsdale, IL 60521-3489

Re: Village of Hinsdale-Chestnut Street Improvements 2011-2012  
Quality Assurance (QA) – Material Testing Services  
CTL Proposal No. EG12051

Dear Mr. Deeter:

Please find the enclosed copy of Chicago Testing Laboratory's unit rate proposal for performing Quality Assurance (QA) inspection and testing services for concrete and hot mix asphalt materials for the above mentioned 2011-2012 Chestnut Street Improvements. Also included are a brief summary of our history and performance, and an outline of our capabilities.

CTL is exceptionally prepared and exclusively qualified to provide Quality Assurance (QA) inspection and testing services for the year 2011. CTL is proud to offer over 40 qualified and certified individuals, specializing in various transportation testing sub-fields, including: QC/QA construction materials proportioning and evaluation (PCC and HMA Level II IDOT Approved), soils testing (AMRL, ASTM, and IDOT approved), and geotechnical evaluations. CTL's wealth of IDOT and local municipality experience has afforded us an unparalleled working knowledge of IDOT's specifications, reporting, and MISTIC.

With almost a century of heritage, CTL remains "best in class" for QC/QA construction materials inspection, training, and research. We appreciate the opportunity to provide this proposal and look forward to work with you on this project and thank you for your time and consideration

Very truly yours,

**CHICAGO TESTING LABORATORY, INC.**

Peter Triantafillos, P.E.  
Staff Engineer

Christopher Chan, P.E.  
Regional Manager

## **Village of Hinsdale**

**Chestnut Street Improvements 2011-2012**

**QUALITY ASSURANCE (QA)  
Material Testing Services  
Concrete and Hot Mix Asphalt Materials**

**CTL Proposal EG12051**



**Chicago Testing Laboratory, Inc.**



## **SUMMARY OF QUALIFICATIONS**

### **I. Background of the Firm**

Chicago Testing Laboratory was formed in 1912 to provide consulting engineering and construction materials testing and inspection services to municipalities, government agencies and private clients. Since 1912, the Chicago Testing Laboratory, Inc. has been actively engaged in the research, consulting, testing, and inspection of construction materials. CTL continues to maintain its reputation as a leader in the field of materials testing and inspection, and is used by public agencies and private corporations worldwide for their analysis and testing expertise.

Chicago Testing Laboratory is currently rated by Illinois Department of Transportation's Consultant Services Unit to have a capacity to generate \$10,000,000 per year in transportation project fees and we have the capacity to fulfill this assignment. CTL is prequalified in the areas of Roads and Streets (2), Aeronautical Construction Inspection (49), General Geotechnical Engineering (38), Subsurface Exploration (40), Structure Geotechnical Reports (41), Construction Inspection (49), Quality Assurance Complete (50) and Bituminous Mixture Designs (53).

Chicago Testing Laboratory:

- Is a professional engineering consultant in the state of Illinois, and is prequalified by the Illinois Department of Transportation (IDOT).
- Has provided construction and materials expertise on numerous projects in the Chicago metro area.
- Has worked as a sub-consultant to numerous prime consultants on Illinois DOT and Illinois State Toll Highway Authority (ISTHA) projects, and provides materials inspection for dozens of villages and municipalities.
- Provides construction and materials training to agency, contractor and consultant personnel throughout the United States.

CTL is committed to the principles of quality – from design through the construction. With our independent locations, CTL strives to:

- Ensure customer satisfaction through meaningful process control
- Maintain a high level of Total Quality Management
- Maximize the quality and serviceability of today's construction projects

CTL provides professional engineering services to agencies, contractors, consultants and material producers and supports and works with other associations on issues of common interest. CTL is the sub-consultant to Lake Land College, now for over 10 years, for the IDOT QC/QA certification training held in District One. CTL personnel supply a large portion of the

training for the IDOT, contractor and consultant workforces wanting training and certification in the program. In 1998 Lake Land College, through administering the IDOT QC/QA training program, was the recipient of the *Illinois Community College Board Award for Excellence in Workforce Preparation*. CTL was pleased to be a part of that team.

CTL teaches and develops construction and materials testing training programs, including the IDOT QC/QA certification training courses. Inside and outside of Illinois CTL has taught several courses to various agencies and industry on the proper use of soils, asphalt, concrete, and other construction materials. CTL assisted in the update of the Federal Highway Administration's *Hot Mix Asphalt Construction* training course. The FHWA, state agencies, and construction industry personnel worldwide have used this course to train new and experienced workers in the proper use of road construction materials. CTL also developed the IDOT local agencies training course, and co-developed several other IDOT training programs. Not only are CTL technicians QC/QA certified, but many are also IDOT QC/QA instructors.

CTL research activities have resulted in several ASTM test specifications, including the Abson asphalt recovery test (ASTM D1856) and the Root-Tunnicliff method for evaluating stripping of asphalt mixtures (ASTM D4867). Numerous other special tests and equipment have been developed in connection with special investigations and research studies for various clients and technical societies.

CTL currently operated from three local offices located in Elk Grove Village, Warrenville and Thornton, Illinois. The work for this project will be completed from our Elk Grove Village office. We specialize in the areas of geotechnical engineering and field and laboratory testing of construction materials. CTL maintains a staff of 40 personnel, which includes 4 engineers and 30 technicians, along with administrative support staff. A list of our offices is as follows;

## **II. List of offices**

Chicago Testing Laboratory, Inc.  
1348 Ridge Avenue  
Elk Grove Village, Illinois 60007  
Phone: (847)228-1079 Fax: (847)228-0633

Chicago Testing Laboratory, Inc.  
30W114 Butterfield Road.  
Warrenville, Illinois 60555  
Phone: (630)393-2851 Fax (630)393-2857

Chicago Testing Laboratory, Inc  
18000 South Williams St.  
Thornton, Illinois 60476  
Phone: (708)877-1801 Fax: (708) 877-6926



### **III. List of Equipments**

CTL's laboratories are **IDOT, AASHTO, AMRL, ASTM D3666** approved bituminous and concrete testing facilities, staffed with IDOT QC/QA Certified Technicians. Chicago Testing Laboratory has three IDOT approved laboratories strategically located in District One totaling over 10,000 square feet, available for support on this assignment. All CTL laboratories participate in multiple round robin testing programs, including internal Independent Assurance round robin testing, to ensure the accuracy and precision of all test data. Our Elk Grove Village location is convenient to the project sites for any time sensitive materials or testing needs.

#### **Laboratory Testing Equipments:**

- Seven (7) Gyratory Compactors
- Twenty Five (25) Nuclear Density Gauges
- Five (5) Ignition Ovens
- Capacity for 24 Reflux Extractions
- Fifteen (15) Aggregate Shakers with over 200 various size sieves
- Five (5) Concrete Compression Testing Machines
- Capping Compound and Capping Plates
- Curing facilities at each location with capacity for thousands of Concrete Specimens
- Four (4) Triaxial Permeability Apparatus
- Eight(8), 8000 gram scales, Two(2), 2000 gram scales, One(1), 400 gram scale
- 50 Thermometers
- Nine(9) Proctor Molds and hammer
- Hamburg Wheel Tracking Device
- Seven(7) sets of CBR, IBR testing equipments
- One(1) Consolidation machine
- Moisture control room for curing samples

#### **Field Testing Equipments:**

- 20 calibrated Pocket Penetrometers
- 2 Roller Meters
- 20 Pressure Air meters
- 20 Portable Concrete Curing Boxes
- 15 Sets of Concrete Slump Tests
- 4 Concrete Coring Machines/Generators
- 20 Concrete Thermometers
- 20 Asphalt Thermometers
- 5 Hand augers
- 2 RIMAC Testing Machines
- 4 Cone Penetrometer
- 2 Dynamic Cone Penetrometer
- 4 Sand Cone Apparatus

#### **Office Equipments:**

- 30 Computers
- 4 Fax Machines
- 5 Copiers
- 6 Scanners
- 30 Filing Cabinets
- Digital Phone System
- Wireless networking
- 5 Punch and Binder Machines

In addition, CTL remains capable of providing the following specialty testing:

- High Speed Laser Profiling with our SSI inertial profiler
- Infrared Thermo Camera

### **PROJECT SPECIFIC EXPERIENCE**

CTL has specialized in providing QC/QA Support for over a decade and possesses the experience and expertise to perform beyond expectations for you on this project. The following is a sampling of recent successful projects where CTL has performed tasks similar if not identical to those required for the Quality Control testing under this contract:

**I80, 147<sup>th</sup> Street, I55 (Lonco)** – CTL was selected by IDOT/Lonco to provide extensive coring and pavement evaluations on this future interstate reconstruction project. CTL's work on these projects will aid the DOT in designing the projects for future expansion/reconstruction. CTL was selected partially due to our expertise and performance on previous similar projects.

**Bishop Ford Freeway (Homer Chastain)** – CTL was selected by IDOT to provide coring and pavement evaluation for this future reconstruction project. CTL worked closely with IDOT Materials personnel to ensure superior performance. CTL completed over 110 full depth cores in a few days time, exceeding the DOT's expectations and completing the project under budget.

**Edens Expressway Reconstruction (Clark Dietz)** major IDOT reconstruction for 2008, CTL was selected based on our previous IDOT experience with Stone Mix Asphalt and project materials. CTL filled the roles of lead technician and quality management support, PCC and HMA, for the DOT through our relationship with the Prime Consultant on this project.

**Kennedy Expressway Resurfacing (IDOT)** with Stone Matrix Asphalt. CTL filled the role of lead technician on this night time resurfacing project for the Illinois Department of Transportation under contract 138-02. CTL's role included providing Quality Assurance oversight and support directly for the department at the plant and in the field. CTL project feedback/reviews were excellent for this project.

**I-55 Reconstruction & Expansion (Gallagher Asphalt)** CTL provided all quality control services on this project, including quality control management, laboratory and field technician support on this reconstruction, add lane project. CTL also provided comprehensive smoothness analysis utilizing our inertial profiler to ensure proper pavement smoothness specifications were met.

**I-294 ISTHA Reconstruction/Expansion (STV Inc.)** and Addition of Pass Through Tolling, Plazas 33, 35, 36, 39 from I80 to I90, CTL performed materials inspection and coordination including soils, asphalt, concrete, and aggregates (on and off site). CTL successfully supported an inexperienced client through all phases of materials and construction inspection, at times providing as many as 8 technicians to cover all the activity on the project site.

**I-90 ISTHA Reconstruction/Expansion (MACTEC)** and Addition of Pass Through Tolling, Plazas 16 and 19, CTL performed materials coordination and management and inspection including soils, asphalt, concrete, aggregates (on and off site), and structural steel for Bridges.

**Dan Ryan Expressway Resurfacing, 31<sup>st</sup> Street to 67<sup>th</sup> Street, Steel Slag Polymer Modified Asphalt**, CTL was responsible for inspection and documentation of HMA and PCC project materials on this award winning project. CTL was also active in the recent major reconstruction of the Dan Ryan, including inspection and testing on PCC, HMA, and Soils.

**Calumet Expressway Resurfacing**, I90/94, I57 to I80, Steel Slag SMA, CTL was responsible for inspection and documentation of HMA project materials.

**STV Inc.** – I-294 ISTHA Reconstruction/Expansion and addition of Pass Through Tolling, Plazas 33, 35, 36 & 39 from I-80 to I-90. CTL performed materials inspection and coordination including concrete, soils, asphalt and aggregates (on and off site). CTL successfully supported an inexperienced client through all phases of materials and construction inspection, at times providing as many as 8 technicians to cover all the activity on the project site.

**MACTEC** – I-90 ISTHA Reconstruction/Expansion and addition of Pass through Tolling, Plazas 16 & 19. CTL performed materials coordination and management and inspection including concrete, soils, asphalt, aggregates (on and off site) and structural steel for Bridges. *CTL was integral in working with the ISTHA, through our client, in ensuring all structural steel manufacturer testing was completed in a timely, efficient fashion even when the Illinois DOT was unable to provide this testing.*

**IDOT – PTB 142-02, 138-02, 128-06, 113-19, etc** as an IDOT consultant providing various/various type inspection and bituminous mixture designs directly for the Illinois DOT. Tasks have included: aggregate plant sampling, testing and inspection, hot mix asphalt plant site and field inspection, Portland cement concrete, precast concrete structure inspection, and other laboratory and field testing, including complex mixture designs (SMA, Fractionated RAP, Sand Mix Leveling, etc). CTL's work resulted in several IDOT policy changes from research and development completed on specialty mixes, including Sand Mix Leveling, Stone Matrix Asphalt, Polymer Mixes and other HMA.

- CTL is providing QA materials testing and inspection services for City of Naperville for last three (3) years. CTL is responsible for documentation of all HMA, PCC, micro-surfacing testing and inspection for the city.
- CTL has provided QA materials testing and inspection services for City of Des Plaines for 2009/2010 MFT and Street Resurfacing projects. CTL was responsible for providing QA management, taking asphalt core samples throughout the city, concrete testing, HMA testing and inspection in field and laboratory and providing geotechnical engineering services.
- CTL has completed its 5<sup>th</sup> year with Village of Northbrook, providing QC/QA materials testing services similar to the services requested by Village of Morton Grove.

In addition to above mentioned projects, CTL has also successfully completed Quality Control/Quality Assurance material testing for hundreds of MFT Projects in Dolton, Alsip, Palos Hills, Crete, Matteson, Dixmoor, Flossmoor, Riverdale, Lansing, Glenwood, Homewood, Aurora, and Grundy County. CTL was responsible for asphalt and concrete inspection on each of these projects, and continues to be the firm of choice for local QC/QA projects

## **FIELD TESTING SERVICES**

CTL is aware of the need for constant communication between the Village and the consultant for this project, and our approach for project completion addresses this need. Our recent "Good/ Excellent" and "Good" evaluations for our work done under IDOT, District One Quality Assurance contracts, and our continued selections for IDOT, ISTHA, County, and City projects, reflects our commitment to excellence and our understanding of the communication and commitment required on similar assignment types.

CTL is completely equipped to test and analyze asphalt, concrete, soils, structural steel, and other construction materials. CTL's technicians are certified and skilled in all aspects of field construction testing, from soil density to interstate paving inspection. CTL is qualified in performing geotechnical investigation, evaluation, and report writing in the state of Illinois and has successfully completed numerous projects in the past of various scope and scale.

For projects of this magnitude, CTL typically assigns:

- Project Technicians- for day to day testing and observation activities at the project site, daily reports are completed by the technician and include time on site and a summary of the technician's observations. Reports should be available for review and signing by the client on site representative. Project technicians will be IDOT certified at the following levels depending on project requirements: Level II PCC Technician, Level II HMA Technician.
- Project Manager/Engineer- for review of all technician activities, observations, and reports, and available for support on issues when the technician or client may need it. Responsible as primary contact to coordinate with client, contractors and resident engineer for testing scheduling and other project aspects.
- Secretary- for documentation preparation and submittal to the client and allocated recipients.
- We have the ability to provide back-up equipment within one hour in the event of testing equipment malfunction or failure.
- We have the ability to have multiple nuclear gauges calibrated and available for both the HMA surface and binder mixes.

## **PROJECT OVERVIEW AND SCOPE**

Our scope of work for above mentioned Quality Assurance (QA) project consists of plant, lab and field testing and inspection of concrete and hot mix asphalt. We have provided the cost for plant and field materials testing services based on the minimum testing frequency specified by IDOT. Following is a summary of our involvement on typical QA Materials Testing project:

- I. Portland Cement Concrete Testing-
  - a. At the plant – verify that approved PCC mix is batch/produced and test the first truck going out to the job along with plant QC personnel for slump and air content. Perform batch weight calculations based on the batch weight tickets. Collect split aggregate (sand and stone) samples for gradation testing. In circumstances where IDOT has already taken the samples, paperwork for the gradations will be obtained.
  - b. In the field – perform split testing with QC personnel for slump and air content. Cast split cylinder specimens for laboratory compressive strength testing with results to compared with QC's on available.
  - c. Complete and submit daily reporting of above observations and test comparison results.
- II. Hot Mix Asphalt Testing-
  - a. At the plant - verify that approved asphalt material is being produced. Obtain split sample of the aggregate belt and HMA for further testing in CTL lab. In circumstances where IDOT has already taken the samples, paperwork for the gradations will be obtained. Lab tests to be performed consist of; gradation on the belt sample, reflux extraction/gradation to determine AC content, and gyratory analysis (Gmm, Gmb, voids).
  - b. In the field - verify that a proper rolling pattern has been set up and that QC is achieving proper field density. Split HMA acceptance cores will be tested by QA for density comparison with QC once available.
  - c. Complete and submit daily reporting of above observations and test results.
- III. Laboratory Services
  - a. Provide compressive strength testing of concrete cylinders
  - b. Material tests required for IDOT's Hot-Mix Asphalt (HMA)

Reporting will be completed and forwarded as required by the specifications, in standard IDOT format, with originals kept on file and copies submitted to Client, unless otherwise requested. Testing frequencies and procedures will be according to the project specifications and/or other governing documents, or as agreed with a Village of Morton Grove representative.

## **UNION AFFILIATIONS**

Chicago Testing Laboratory, Inc. technicians have chosen to be represented by the IUOE Local 150 materials testers union. The recent addition of this bargaining agreement is reflected in the pricing and provisions shown in this proposal. CTL recommends using union technicians on all of your projects to eliminate any potential labor disputes or work stoppages. Prevailing wages are required for all area public projects, so why take a chance with using nonunion labor?

## **ESTIMATED COST**

Based on the pay items, quantities provided and anticipated QA testing frequencies, we estimate that a budget of **\$15,634.20** will be sufficient to cover the costs associated with testing and management of the project. CTL will bill only for hours and tests performed. *Only actual time spent on the project will be invoiced at the provided rates.* See attached for itemized breakdown of the cost estimate.

Our unit rates are based on a normal 8-hour workday within the standard working hours of 7:00 am to 5:00 pm, with overtime after 8 hours per day, on Saturday, and outside of standard working hours. Overtime will be invoiced at a rate of 1.4 times the normal hourly rate. Sunday and Holidays will be invoiced at a rate of 2.0 times the normal hourly rate. Project and plant site visits will be subject to a 4 hour minimum.

Technician scheduling is expected to occur by office call or fax before 3:00 pm on the business day prior to the site visit, and should be completed in addition to the onsite technician being notified to ensure scheduling completion. Calls received on the same day may be cause for delay in scheduling and subject to immediate overtime rate for that day. Any changes in technician scheduling not completed 2 hour prior to the shift start will be subject to any applicable project daily minimums.

## SCHEDULE OF FEE AND UNIT RATES



Description	Unit Rate (\$/hr or \$/unit)	Hours or Units	Total
<b>Portland Cement Concrete Testing</b>			
PCC I Technician (Field-12 days)	\$83.00	84	\$ 7,211.04
PCC II Technician (Plant-1 day, 4hr/day)	\$83.00	4	\$ 332.00
Cylinder Pickup	\$70.00	19	\$ 1,374.80
Vehicle Charge	\$15.00	24	\$ 370.20
Compressive Strength Cylinder Testing	\$17.00	44	\$ 769.76
Gradation test on split sample	\$100.00	2	\$ 200.00
Project Manager	\$95.00	24	\$ 1,450.65
<b>Estimated Total for PCC Testing</b>			<b>\$ 11,708.45</b>
<b>Hot Mix Asphalt Testing</b>			
HMA I Technician (Field-4 days, 4hr/day)	\$83.00	16	\$ 1,328.00
HMA II Technician (Plant-2 day, 4hr/day)	\$83.00	8	\$ 664.00
Vehicle Charge	\$15.00	6	\$ 90.00
Core Bulk Specific Gravity	\$45.00	15	\$ 675.00
Gradation test on belt split sample	\$100.00	2	\$ 200.00
Asphalt Extraction/Gradation	\$175.00	2	\$ 350.00
Gyratory Analysis (Gmb, Gmm)	\$250.00	2	\$ 500.00
Project Manager	\$95.00	5	\$ 118.75
<b>Estimated Total for HMA Testing</b>			<b>\$ 3,925.75</b>
<b>Estimated Total for Chestnut Street Improvements 2011-2012</b>			<b>\$ 15,634.20</b>



**Chicago Testing Laboratory, Inc.**

30W114 Butterfield Road, Warrenville, IL 60555 p 630.393.CTL1 f 630.393.CTL7  
18000 South Williams Street, Thornton, IL 60476 p 708.877.1801 f 708.877.6926  
1348 Ridge Avenue, Elk Grove Village, IL 60007 p 847.228.1079 f 847.228.0833  
P. O. Box 3395, Joliet, IL 60434 p 630.560.4464 f 630.560.4464

**Testing • Inspection • Training • Consulting • Research • Geotechnical**

[www.chicagotestinglab.com](http://www.chicagotestinglab.com)  
[info@chicagotestinglab.com](mailto:info@chicagotestinglab.com)

**ACCEPTANCE**

CTL Proposal No. EG12051

Reference: **Village of Hinsdale  
Chestnut Street Improvements 2011-2012**

Estimated Cost \$15,634.20 (see attached cost estimate sheet)

Please sign and return this acceptance form as your agreement to proceed with the scope of work as indicated. By signing this form, you agree to remit payment to CTL at the rates listed in the referenced proposal.

Company Name: \_\_\_\_\_  
Contact Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
Telephone Number: \_\_\_\_\_  
Fax Number: \_\_\_\_\_

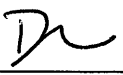
Signature: \_\_\_\_\_

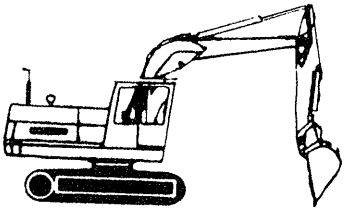
Date: \_\_\_\_\_



DATE: May 14, 2012

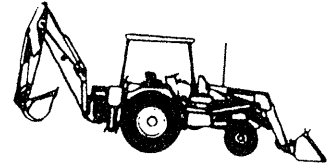
**REQUEST FOR BOARD ACTION**

<b>AGENDA</b>		<b>ORIGINATING</b> Community		
<b>SECTION NUMBER</b> EPS Committee		<b>DEPARTMENT</b> Development		
<b>ITEM</b> N. Washington Street Construction - Request for Change to Daily Working Hours		<b>APPROVAL</b> Dan Deeter Village Engineer		
<p>John Neri Construction Company, Inc. is requesting that the project's daily start time is changed from 8:00 AM to 7:00 AM. The earlier start time will enable Neri to complete daily construction prior to the afternoon traffic (schools letting out, after school activities, and commuter traffic) and should allow for an earlier completion date. The streets impacted include</p> <p>N. Washington from Ogden to Maple Walnut Street from Washington to Garfield Lansing Street from Lincoln to Washington N. Grant Street from Center to North</p> <p>The residents on these streets were informed of the pending request for early start in a Village letter dated March 27, 2012 (attached). The letter asked residents to contact the Village with their thoughts. Staff received 22 comments in favor of the earlier start time and two against the earlier start time.</p> <p>Should the Committee concur with John Neri Construction's request, the following motion would be appropriate.</p> <p><b>Motion: To Approve the Request from John Neri Construction Company, Inc. to Change The Chestnut Street Project's Daily Start Time from 8:00 AM to 7:00 AM.</b></p>				
<b>APPROVAL</b>	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>MANAGER'S APPROVAL</b> 
<b>COMMITTEE ACTION:</b>				
<b>BOARD ACTION:</b>				



**John Neri Construction Co., Inc.**  
*Sewer and Water Contractors*

770 Factory Road • Addison, IL 60101  
Tel: 630 629-8384 • Fax: 630 629-7001  
[www.johnnericonstruction.com](http://www.johnnericonstruction.com)



April 17, 2012

Mr. Daniel Deeter  
Village of Hinsdale  
19 E. Chicago Ave.  
Hinsdale, Illinois 60521

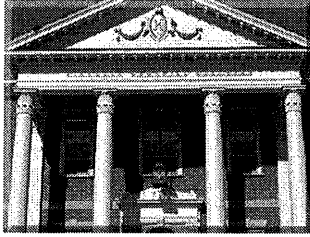
Re: Village of Hinsdale Proposed Street Improvements  
Washington Street, Walnut Street, Lansing Street, & Grant Street  
CDI #H0030060 Work Hours

Dear Mr. Deeter,

John Neri Construction Co., Inc. is requesting permission to begin our daily operations at 7:00 A.M. Monday through Friday and 8:00 A.M. to 4:30 P.M. on Saturday if needed. This will allow us to efficiently utilize the Landfill hours of operation which are 6:30 A.M. to 3:00 P.M., as well as our workers. The earlier start time may compensate for any unforeseen weather delays or unidentified underground conditions that may arise. Also, by the earlier start time the site will be buttoned up by 3:30 – 4:00 P.M. which will avoid impacts on residents in the afternoon/evening – schools letting out, families getting to after-school activities, commuters returning from work, etc. Lastly, The John Neri Construction Co., Inc. will provide updates to the Village on earlier completion dates as the project progresses. We are fully aware of the importance of this project in the village's master infrastructure plan. The John Neri Construction Company will do everything in its power to make sure it's a successful one. If you should have any questions or concerns, please call me at (630) 629-8384. Thank you for your time and consideration with this matter.

Sincerely,

Nicholas Neri  
President  
John Neri Construction Co., Inc.



## **Village of Hinsdale** FOUNDED IN 1873

19 E. Chicago Ave  
Hinsdale, IL 60521-3489  
(630) 789-7000  
Village Website: <http://www.villageofhinsdale.org>

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**March 27, 2012**

**RE: North Washington/North Grant Street Improvements**

### **CONSTRUCTION ACTIVITY NOTICE (Project Progress)**

**Activity Type: Contractor's request to begin daily operations at 7:00 AM**

Dear Resident,

The Village is finalizing the contract award procedures for this project. We anticipate construction activity to begin in mid to late April. As schedules are finalized, residents will be notified of specific activities as they relate to their respective areas.

The Village contractor has requested permission to begin daily operations at 7 AM. The hour head start will allow the contractor to efficiently utilize the hours of operation for the construction debris facility (landfill), thus increasing their daily production. Similar request have been permitted on previous and current projects. The Village is seeking resident feedback on this early start time, prior to making a final decision. Please forward your thoughts on this matter to Al Diaz so that staff may formally present to committee and the Village Board.

Thank you for your patience and cooperation. Please contact Al Diaz via email at [adiaz@villageofhinsdale.org](mailto:adiaz@villageofhinsdale.org) or call the Engineering Department at 630-789-7029, with any questions or concerns.

**REQUEST FOR BOARD ACTION**

<b>AGENDA</b> EPS Agenda <b>SECTION NUMBER</b>	<b>ORIGINATING</b> <b>DEPARTMENT</b> PUBLIC SERVICES
<b>ITEM</b> Participation in the DuPage Mayors & Managers Conference Vehicle & Public Wks Auction	<b>APPROVAL</b>

Staff is requesting permission to participate in the DuPage Mayors and Managers Conference vehicle and public works equipment auction to be held at the DuPage County Fairgrounds in Wheaton, Illinois on Saturday, June 9, 2012. The vehicles to be considered for the auction are:

- |                             |                                     |
|-----------------------------|-------------------------------------|
| 1. 2003 Ford Crown Victoria | 4. 1999 Jeep Wrangler               |
| 2. 2003 Ford Crown Victoria | 5. Hydraulic broom attachment       |
| 3. 2002 Ford Taurus         | 6. Hydraulic snow blower attachment |

The attached inventory form provides further information on these pieces of equipment.

**Motion: To Recommend to the Board of Trustees Approval of an Ordinance Authorizing the Sale by Auction of Personal Property Owned by the Village of Hinsdale.**

**STAFF APPROVALS**

<b>APPROVAL</b>	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>MANAGER'S</b> <b>APPROVAL</b> 
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**COMMITTEE ACTION:**

**BOARD ACTION:**

# AUCTION INVENTORY FORM

**JUNE 9, 2012 - DMMC AUCTION  
DUPAGE COUNTY FAIRGROUNDS  
2015 W. MANCHESTER ROAD**

**WHEATON IL 60187**

**CONTACT PERSON:** Tom Bueser

**MUNICIPALITY:** Village Of Hinsdale

**ADDRESS:** 19 E. Chicago Avenue

**CITY, ZIP:** Hinsdale, IL 60521

**\* - PLEASE COMPLETE WITH AS MUCH INFORMATION AS POSSIBLE. THANK YOU.**

[illegible]

Village of Hinsdale  
Ordinance No. \_\_\_\_\_

AN ORDINANCE AUTHORIZING THE SALE BY PUBLIC AUCTION OF PERSONAL PROPERTY  
OWNED BY THE VILLAGE OF HINSDALE

WHEREAS, in the opinion of at least a simple majority of the corporate authorities of the Village of Hinsdale, it is no longer necessary or useful to or for the best interests of the Village of Hinsdale, to retain ownership of the personal property hereinafter described; and

WHEREAS, it has been determined by the Mayor/President and Board of Trustees/Council of the Village of Hinsdale to sell said personal property at the DuPage Mayors and Managers Conference public auction to be held on **Saturday, June 9, 2012.**

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR/PRESIDENT AND BOARD OF TRUSTEES/COUNCIL OF THE VILLAGE OF HINSDALE:

SECTION ONE: Pursuant to 65 ILCS 5/11-76-4, the Mayor/President and Board of Trustees/Council of the Village of Hinsdale find that the following described personal property:

<u>VIN</u>	<u>INVENTORY NO.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>MODEL</u>	<u>MINIMUM PRICE</u>
2FAFP71W33X176358	1	2003	FORD	CROWN VIC	\$2,000.00
2FAFP71W13X176360	2	2003	FORD	CROWN VIC	\$2,000.00
1FAFP53UX2G277109	3	2002	FORD	TAURUS	\$1,000.00
1J4FY19SXXP451428	4	1999	JEEP	WRANGLER	\$1,500.00
HYDRAULIC BROOM	5	N/A	N/A	N/A	\$500.00
HYDRAULIC SNOWBLOWER	6	N/A	N/A	N/A	\$500.00

now owned by the Village of Hinsdale, is no longer necessary or useful to the Village of Hinsdale and the best interests of the Village of Hinsdale will be served by its sale.

SECTION TWO: Pursuant to said 65 ILCS 5/11-76-4, the Village Manager is hereby authorized and directed to sell the aforementioned personal property now owned by the Village of Hinsdale at the DuPage Mayors and Managers Conference public auction, on **Saturday, June 9, 2012**, at the DuPage County Fairgrounds, Wheaton Illinois to the highest bidder on said property.

SECTION THREE: The Village Manager is hereby authorized and may direct the DuPage Mayors and Managers Conference to advertise the sale of the aforementioned personal property in a newspaper published within the community before the date of said public auction.

SECTION FOUR: No bid which is less than the minimum price set forth in the list of property to be sold shall be accepted except as authorized by the Village Manager or his agent.

SECTION FIVE: The Village Manager is hereby authorized and may direct the DuPage Mayors and Managers Conference to enter into an agreement for the sale of said personal property. The Conference will charge an administrative fee which will come out of the proceeds from the sale of surplus vehicles and equipment.

SECTION SIX: Upon payment of the full auction price, the Village Manager is hereby authorized and directed to convey and transfer title to the aforesaid personal property, to the successful bidder.

SECTION SEVEN: This ordinance shall be in force and effect from and after its passage, by a simple majority vote of the corporate authorities, and approval in the manner provided by law.

AYES:

NAYES:

PASSED AND APPROVED this \_\_\_\_\_ day of \_\_\_\_\_, 2012.

\_\_\_\_\_  
Mayor/President

\_\_\_\_\_  
City/Village Clerk



DATE May 8, 2012

<b>AGENDA</b> EPS Agenda <b>SECTION NUMBER</b>		<b>ORIGINATING</b> <b>DEPARTMENT PUBLIC SERVICES</b>		
<b>ITEM</b> Ford F250 truck with plow		<b>APPROVAL</b>		
<p>There is \$35,000 in the FY 2012-13 Parks &amp; Recreation Department Capital to replace a 2002 GMC 2500 pick up truck with plow. Through state purchasing contract #4015998 this piece of equipment can be purchased in the amount of \$31,414.00.</p> <p><b>MOTION:</b> To recommend to the Board of Trustees the approval for the purchase of a 2012 Ford F250 with plow from Morrow Brothers Ford Inc., under state contract #4015998 in the amount of \$31,414.00.</p>				
<b>STAFF APPROVALS</b>				
<b>APPROVAL</b>	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>APPROVAL</b>	<b>MANAGER'S</b> <b>APPROVAL</b> <i>DL</i>
<b>COMMITTEE ACTION:</b>				
<b>BOARD ACTION:</b>				

**STATE OF ILLINOIS JOINT PURCHASE  
CONTRACT # 4015998  
2012 FORD F-250/350 TRUCKS**

ORDERING AGENCY: Village of Hinsdale

CONTACT PERSON: Tom Bueser CELL # \_\_\_\_\_

FORD FLEET # \_\_\_\_\_ PURCHASE ORDER# \_\_\_\_\_

QUANTITY 1 COST EACH \$ \$31,414.00

ADDRESS: 19 E. Chicago Ave

CITY: Hinsdale, IL

ZIP: 60521 TAX EXEMPT #: E9997-4436-06

PHONE: \_\_\_\_\_ FAX: \_\_\_\_\_

TOTAL ORDER COST \$ \_\_\_\_\_

SIGNATURE \_\_\_\_\_ TITLE \_\_\_\_\_

PLEASE MAIL ORDER TO:  
MORROW BROTHERS FORD INC.  
RR 2 BOX 120  
GREENFIELD, IL 62044

FAX ORDERS TO:  
1-217-368-3517  
EMAIL ORDERS TO:  
[r-wellen@dealeremail.com](mailto:r-wellen@dealeremail.com)

**\*QUESTIONS PLEASE CALL 1-217-368-3037 ASK FOR RICHIE\***

**PLEASE SUMMIT THIS SIGNED FORM WITH ORDER**

**\*PAYMENT DUE UPON DELIVERY\***

## **MAJOR STANDARD EQUIPMENT**

- Engine- 6.2L 2-Valve SOHC EFI Modular V8 Gas Flex Fuel
- Transmission- Torq Shift 6-SPEED Automatic
- Diesel Engine Battery- Dual 750 CCA
- Gas Engine Battery- Single 650 CCA
- Heavy Duty 155 Amp Alternator
- Brakes- Power 4-Wheel Anti-Lock Braking System (ABS)
- Shock Absorbers- Heavy Duty Gas
- Stabilizer Bar- Front
- Steering- Power
- Tire Pressure Monitoring System (TPMS)
- Trailer Tow Package- 7-wire harness w/relays, 7/4 pin connector, 12,500lb trailer hitch receiver (Factory Hitch N/A w/Chassis)
- Glass- Solar Tinted
- Cargo Area Box Light
- Pickup Box- Partitionable & Stackable
- Spare Tire, Wheel, Lock and Frame Mounted Carrier
- 3<sup>rd</sup> Stop Light- High Mounted
- Tailgate- Removable w/Key Lock
- Tie Down Hooks- Pickup Box (Four w/6 ¾' box; Six w/8' box)
- Tow Hooks- (2) Front
- Dome Lamp
- 40/20/40 Split Vinyl Bench Seat
- Grab Handles- Driver and Front Passenger
- Headliner- Cloth
- Instrument Panel- Color Coordinated w/Glove Box, 4 Air Registers w/Positive Shutoff, Power Point
- Instrumentation- Multifunction switch Message Center
- Power Point, Auxiliary
- Windshield Wipers- Interval Control
- Dual Front Air Bags
  - Passenger Side Deactivation Switch (Regular Cab and Super Cab Only)
  - \*Side Air Bag/Curtain\*
  - \*May Delete for Credit
- Safety Belts
- Air Conditioning
- AM/FM Stereo w/Clock
- Dual Beam Halogen Headlamps
- Black Manual Fold Away Side Mirrors
- Engine Compartment Light
- Black Painted Front/Rear Bumpers
- (5) LT245/75R/17E All Season Tires
- Spare Tire Optional on Chassis Cab

## **2012 FORD F-250 SUPER DUTY PICK-UP CONFIGURATIONS**

- ☒ F-250 4x2 Pick-Up Regular Cab w/8' Bed.....\$16,830.00
- ☐ F-250 4x2 Pick-Up Super Cab w/6 ½ Bed and ¼ Doors.....\$1,810.00
- ☐ F-250 4x2 Pick-Up Super Cab w/8' Bed and ¼ Doors.....\$1,980.00
- ☐ F-250 4x2 Pick-Up Crew Cab w/6 ½ Bed and 4 Full Doors.....\$3,380.00
- ☐ F-250 4x2 Pick-Up Crew Cab w/8' Bed and 4 Full Doors.....\$3,570.00
- ☒ 4x4 for Regular Cab or Super Cab.....\$2,630.00
- ☐ 4x4 for Crew Cab.....\$2,780.00

## **2012 FORD F-350 SUPER DUTY PICK-UP CONFIGURATIONS**

- ☐ F-350 4x2 Pick-Up Regular Cab w/8' Bed.....\$17,440.00
- ☐ F-350 4x2 Super Cab w/6 ½ Bed and ¼ Doors.....\$2,140.00
- ☐ F-350 4x2 Super Cab w/8' Bed and ¼ Doors.....\$2,305.00
- ☐ F-350 4x2 Crew Cab w/6 ½ Bed and 4 Full Doors.....\$3,210.00
- ☐ F-350 4x2 Crew Cab w/8' Bed and 4 Full Doors.....\$3,570.00
- ☐ 4x4 for Regular Cab or Super Cab.....\$2,630.00
- ☐ 4x4 for Crew Cab.....\$2,780.00
- ☐ Dual Rear Wheel w/Factory 8' Pick-Up Box.....\$1,680.00

## **2012 FORD SUPER DUTY CAB CHASSIS CONFIGURATIONS**

- ☐ F-350 4x2 Regular Cab Chassis 60" CA DRW 13,000 GVWR.....\$19,380.00
- ☐ 4x4 for F-350 Cab Chassis Regular Cab, Super Cab, and Crew Cab.....\$2,680.00
- ☐ F-450 4x2 Regular Cab Chassis 60" CA DRW 16,500 GVWR V-10 ENGINE...\$24,980.00
- ☐ 4x4 for F-450 Regular Cab, Super Cab, and Crew Cab.....\$3,280.00
- ☐ F-550 4x2 Regular Cab Chassis 60" CA DRW 18,000 GVWR V-10 ENGINE....\$25,865.00
- ☐ 4x4 for F-550 Regular Cab, Super Cab, and Crew Cab.....\$3,280.00
- ☐ F-350/F-450/F-550 Super Cab with ¼ Doors.....\$2,270.00
- ☐ F-350/F-450/F-550 Crew Cab with 4 Full Doors.....\$3,190.00
- ☐ 84" Cab to Axle.....\$250.00
- ☐ 19,500# GVWR PKG. **F-550 OPTION ONLY**.....\$1,150.00

### **POWERTRAIN OPTIONS**

- ☐ CNG/LPG Fuel Capable Engine.....\$325.00
- ☐ 6.7L V-8 Turbo Diesel Engine.....\$6,505.00\*
- \*REQUIRES TELESCOPING TRAILER TOW MIRRORS\***
- ☐ Transmission PTO Provision, Diesel Engine Only.....\$280.00
- ☒ Limited Slip Rear Axle.....\$330.00

### **TIRE/WHEEL OPTIONS**

- ☐ LT245/75/RX17E BSW All Terrain.....\$135.00
- ☐ LT265/70/RX17E OWL All Terrain.....\*\*\$475.00
- ☐ 17" Cast Aluminum Wheels.....\$590.00
- ☐ LT275/70/RX18E BSW All Terrain Increases GVWR.....**F-350 SRW ONLY**.....\*\*\$570.00
- ☐ LT225/70/RX19.5G BSW Traction.....**F-450/550 ONLY**.....\$195.00
- ☐ Spare Tire and Wheel for Chassis Cabs.....\$360.00
- \*\*RECOMMENDED FOR SNOW AND MUD ENVIROMENTS\*\***

### **EXTERIOR COLOR OPTIONS**

- ☐ Dark Blue Pearl Metallic.....DX
- ☐ Vermillion Red.....F1
- ☐ Pale Adobe Metallic.....LQ
- ☐ Tuxedo Black Metallic.....UH
- ☐ Sterling Grey Metallic.....UJ
- ☐ Ingot Silver Metallic.....UX
- ☒ Oxford White.....Z1
- ☐ School Bus Yellow 84S53.....N/C
- ☐ VSO Special Paint.....SPECIFY.....\$485.00

### **SEATING OPTIONS**

- ☒ Cloth 40/20/40 Split Bench.....\$180.00
- ☐ Vinyl Bucket Seats.....**REGULAR CAB ONLY**.....\$375.00
- ☐ Cloth Bucket Seats.....\$490.00
- ☐ Cloth 40/20/40 Split Bench.....**CREW CAB**.....\$360.00

## AVAILABLE OPTIONAL EQUIPMENT

<input type="checkbox"/> Dual Alternators 355 Amps Total.....	<b>DIESEL ONLY</b> .....	\$380.00
<input type="checkbox"/> Heavy Duty Alternator 200 Amps Total.....	<b>DIESEL ONLY</b> .....	\$75.00
<input checked="" type="checkbox"/> Full Length Black Cab Steps, Regular Cab.....		\$320.00
<input type="checkbox"/> Full Length Black Cab Steps, Super and Crew Cab.....		\$370.00
<input type="checkbox"/> Sliding Rear Window.....		\$125.00
<input type="checkbox"/> Engine Block Heater.....		\$65.00
<input checked="" type="checkbox"/> Integrated Trailer Brake Controller.....		\$195.00
<input checked="" type="checkbox"/> Factory Up-Fitter Switches.....		\$125.00
<input checked="" type="checkbox"/> Cruise Control/Tilt Wheel.....		\$195.00
<input checked="" type="checkbox"/> Electronic Shift on the Fly 4x4.....		\$185.00
<input type="checkbox"/> Skid Plate Package.....		\$125.00
<input checked="" type="checkbox"/> Snow Plow Prep Package.....		\$75.00
<input checked="" type="checkbox"/> Daytime Running Lights.....		\$45.00
<input type="checkbox"/> Power Locks/Windows, Remote Keyless Entry, Power Heated Signal Mirrors		
-Regular and Super Cab.....		\$890.00
-Crew Cab.....		\$1,090.00
<input type="checkbox"/> Manual Telescoping Trailer Tow Mirrors Required w/Diesel Optional w/Gas.....		\$125.00
<input type="checkbox"/> Chrome Bumpers.....		\$220.00
<input type="checkbox"/> XL Value Package.....		\$590.00
(Chrome Bumpers, Cruise Control, Tilt, AM/FM/CD/MP3, Chrome Hub Covers)		
<input type="checkbox"/> Supplemental Cab Heater <b>REQUIRES DIESEL ENGINE</b> .....		\$250.00
<input type="checkbox"/> Roof Clearance Lights.....		\$55.00
<input type="checkbox"/> Heavy Service Suspension Package.....		\$175.00
<input type="checkbox"/> Reverse Vehicle Aid Sensor.....		\$255.00
<input type="checkbox"/> Rear View Back Up Camera.....		\$490.00
<input type="checkbox"/> Tailgate Step.....		\$375.00
<input type="checkbox"/> Back Up Alarm.....		\$90.00
<input type="checkbox"/> Ford SYNC Communications <b>REQUIRES XL VALUE PKG.</b> .....		\$490.00
<input type="checkbox"/> Bed Liner.....		\$295.00
<input checked="" type="checkbox"/> Spray-In Bed Liner.....		\$595.00
<input type="checkbox"/> Rust Proof and Undercoating.....		\$490.00
<input type="checkbox"/> (4) Splash Guards.....		\$180.00
<input type="checkbox"/> Fire Extinguisher w/Mount.....		\$170.00
<input checked="" type="checkbox"/> Extra Key.....		\$30.00
<input type="checkbox"/> Service Manual.....		\$275.00
<input type="checkbox"/> Remote Start System <b>REQUIRES POWER LOCKS/WINDOWS</b> .....		\$485.00
<input type="checkbox"/> Delete Side Impact Air Bag Curtain.....	<b>CREDIT</b> .....	-\$100.00
<input type="checkbox"/> Pick-Up Box Delete.....	<b>CREDIT</b> .....	-\$350.00
<input checked="" type="checkbox"/> New License and Title.....		\$149.00
<input checked="" type="checkbox"/> Delivery.....	\$225.00 EACH Multiple Units, \$275.00 Single Unit	

## **BODY AND EQUIPMENT OPTIONS**

### **SERVICE BODY**

- ☐ Knapheide 596, 696, or 796 Service Body for 56" CA SRW.....**SPECIFY.....\$5,790.00**  
-Galvanneal Steel Construction w/Stainless Steel Paddle Latches  
-O.A. Length 97.25" O.A. Width 78" Cargo Area 49"  
-Flush Mount Light Kit, Slam Type Tail Gate  
-Galva Grip Bumper/Pintle Recess  
-All Parts. Labor, Installation, and Standard Black or White Paint
- ☐ Knapheide 6108D54J Service Body for 60" CA DRW.....**\$6,480.00**  
-Galvanneal Steel Construction w/Stainless Steel Paddle Latches  
-O.A. Length 107.25" O.A. Width 94"  
-20" Deep Compartments  
-Flush Mount Light Kit, Slam Type Tail Gate  
-Galva Grip Bumper/Pintle Recess  
-All Parts. Labor, Installation, and Standard Black or White Paint
- ☐ 11' Service Body for DRW 84" CA.....**\$6,980.00**

### **SERVICE BODY OPTIONS**

- ☐ Special Paint Other than White or Black.....**\$700.00**
- ☐ Class 5 Hitch Receiver.....**\$390.00**
- ☐ Overhead Ladder Racks.....**\$580.00**
- ☐ Ladder/Material Rack Extends Over Cab 1,000lb Capacity.....**\$1,280.00**
- ☐ Flip-Top Body.....**\$970.00**
- ☐ Master Locking System.....**\$480.00**
- ☐ 250lb Capacity Vertical Pull Out Shelf.....**\$320.00**
- ☐ 250lb Capacity Horizontal Pull Out Shelf.....**\$360.00**
- ☐ Front Rock Guards Aluminum Tread Plate.....**\$90.00**
- ☐ Aluminum Fuel Fill Cup.....**\$45.00**
- ☐ LED Brake/Tail/Turn/Side Marker Lights.....**\$170.00**
- ☐ LED Back-Up Lights.....**\$245.00**
- ☐ Strobe/LED Warning Light Package (2) Front (2) Rear.....**\$790.00**
- ☐ Spray-On Liner Floor/Walls/Tail-Gate.....**\$595.00**
- ☐ Compartment Lighting.....**\$475.00**
- ☐ Rear Grab Handles.....**\$50.00**
- ☐ Spare Tire Retainer In-Cargo Area.....**\$60.00**

## **BODY AND EQUIPMENT OPTIONS CONT.**

### **LIFTGATES**

- ☒ Lift Gate 1300lb Capacity.....\$2,890.00  
-Dual Cylinder Drive  
-Steel Platform 55"x27" w/4" Tapper  
-Labor, Installation and Painted Standard Black
- ☐ Optional Platform for above Lift Gate 55"x38 w/4" Tapper.....\$190.00
- ☐ Aluminum Platform In Lieu of Steel.....\$780.00

### **SNOW REMOVAL EQUIPMENT**

- ☐ Western 7' 6" Ultra Pro Plow.....\$5,380.00  
-Quick Attach/Detachable  
-Electric Hydraulic  
-High Carbon Steel Cutting Edge and Blade Guides  
-Power Angle, Raise, and Lower  
-Halogen Plow Lights  
-All Parts, Labor, and Installation

### **SNOW REMOVAL EQUIPMENT OPTIONS**

- ☒ Western 8' Ultra Pro Plow.....\$5,480.00
- ☐ Western 8' 6" Ultra Pro.....\$5,580.00
- ☐ Western Pro Plus Option For **Above Plows**.....\$280.00
- ☐ Western 9' Ultra Pro Plus.....\$5,960.00
- ☐ Western 8' 6" MVP Plus V-Plow.....\$5,990.00
- ☐ Western 9' 6" MVP Plus V-Plow.....\$6,290.00
- ☐ Rubber Snow Deflector for Blade.....\$190.00
- ☐ Meyer or Boss Plow In-Lieu Western.....**ADD**.....\$CALL\$
- ☐ Poly Plow In-Lieu of Steel.....**ADD**.....\$380.00
- ☐ Western 8' V-Box Spreader.....\$4,890.00  
-2 Cubic Yard Capacity, Carbon Steel Construction  
-10hp Briggs and Stratton Engine  
-Electric Start, Clutch, and Throttle Control
- ☐ 11hp Honda Engine.....**ADD**.....\$620.00
- ☐ Top Screens.....\$340.00
- ☐ Inverted V.....\$145.00
- ☐ 304 Stainless Steel In-Lieu of Carbon Steel.....**CALL**



## **BODY AND EQUIPMENT OPTIONS CONT.**

### **DUMP BODIES**

- ☐ Knapheide 9' Dump Body.....**\$5,875.00**  
-12" High Stationary Sides, Self Cleaning Rails, Crossmemberless Understructure  
-Double Acting Quick Release Tail Gate, 7 Gauge HRCQ Steel Floor  
-2"x6" Side Extension Pockets  
-Fully Boxed Top Rail  
-1/4 Cab Shield w/Window  
-Power Up/Down Double Acting Electric Hydraulic Hoist 8.6 Ton  
-Back-Up Alarm  
- All Parts Labor, Installation, and Standard Black or White Paint **SPECIFY COLOR**

### **DUMP BODY OPTIONS**

- ☐ 11' Dump Body.....**REQUIRES 84" CA.....\$475.00**
- ☐ Rear Hitch Plate.....**\$395.00**
- ☐ Pintle or Pintle Ball Combo Hitch.....**SPECIFY.....\$150.00**
- ☐ Fold Down Sides.....**\$375.00**
- ☐ Central Hydraulic System.....**\$5,975.00**  
-Fan Belt Clutch Pump  
-Operates Hoist, Spreader, and Plow  
-Power Up/Down  
-Morse Controls, Variable Rate Spreader Valve  
-10 Gallon Reservoir, Site Gauge, Filter
- ☐ Special Paint Other than White or Black.....**\$700.00**
- ☐ Heil or Crysteel In-Lieu of Knapheide **ADD.....\$550.00**
- ☐ Knapheide TBU30-18 Underbody Tool Box.....**\$490.00**
- ☐ LED Beacon in Self-Leveling Bracket on Cab Shield.....**\$590.00**
- ☐ Rear Body LED/Strobe (1) Right (1) Left Recessed.....**\$680.00**
- ☐ Strobe Lights in Front Parking Lamps.....**\$325.00**
- ☐ Tail-Gate Spreader to Use w/Central Hydraulic System.....**\$3,580.00**
- ☐ 304 Stainless Tail Gate Spreader.....**ADD.....\$1640.00**

## **BODY AND EQUIPMENT OPTIONS CONT.**

### **A.R.E PICKUP TOPPERS**

- ☐ A.R.E. Fiberglass Cap Topper.....\$1,975.00  
-Cab High, Side Windows, 3<sup>RD</sup> Brake Light
- ☐ Sliding Front Window for Above Topper.....\$125.00
- ☐ Swing Up Side Windows for Above Window.....\$185.00
- ☐ Wedge Top for Above Topper.....\$195.00
- ☐ Delete Side Windows for Above Topper.....NO CHARGE
- ☐ Fiberglass Tonneau Cover.....\$1,875.00

### **TOOL BOXES**

**\*INDUSTRIAL GRADE, TOUGHCOAT LINED, DUAL KEY LOCKS, H/D ALUMINUM\***

- ☐ Tread Plate Aluminum Cross Box.....\$695.00
- ☐ Tread Plate Aluminum Side Box (Left).....\$585.00
- ☐ Tread Plate Aluminum Side Box (Right).....\$585.00

### **SAFETY LIGHTING**

**\*INCLUDES ALL PARTS, LABOR, AND INSTALLATION\***

- ☒ WHELEN Hand Held LED Spot/Work Light.....\$290.00
- ☒ WHELEN 4 Corner Strobe Kit (2) Front, (2) Rear.....\$595.00
- ☐ WHELEN 4 Corner LED Vertex Kit.....\$635.00
- ☐ WHELEN L 31 Super LED Amber Beacon.....\$380.00
- ☐ WHELEN Responder LP LED Mini Bar.....\$480.00
- ☐ WHELEN 4 Strobe Mini Edge.....\$880.00
- ☐ WHELEN LED Traffic Advisor.....\$785.00
- ☐ WHELEN Liberty 14 Head LED.....\$2,480.00  
-INCLUDES: Alley Lights, Work Lights, Traffic Advisor
- ☐ Trac Rack Glass Protector.....\$390.00
- ☐ No Holes Drilled Light Mount.....ADVISED FOR LIGHT MOUNTING.....\$195.00

## MORROW BROTHERS FORD INC TRADE INFORMATION

CONTACT: Richie M. Wellenkamp PH. 1-217-368-3037 FAX 1-217-368-3517

ORDERING AGENCY: \_\_\_\_\_ CONTACT: \_\_\_\_\_

ADDRESS: \_\_\_\_\_ CITY: \_\_\_\_\_

PHONE#: \_\_\_\_\_ FAX#: \_\_\_\_\_

TRADE VALUE (MORROW BROTHERS USE ONLY) \$ \_\_\_\_\_

### VEHICLE INFORMATION

YEAR \_\_\_\_\_ MAKE \_\_\_\_\_ MODEL/BODY STYLE \_\_\_\_\_

COLOR \_\_\_\_\_ VIN# \_\_\_\_\_

ENGINE \_\_\_\_\_ TRANSMISSION \_\_\_\_\_

MILEAGE \_\_\_\_\_ 4X4 TRUCK \_\_\_\_\_ 2WD TRUCK \_\_\_\_\_

### EQUIPMENT

\_\_\_ AIR CONDITIONING

\_\_\_ CRUISE CONTROL

\_\_\_ TILT WHEEL

\_\_\_ POWER MIRRORS

\_\_\_ POWER WINDOWS

\_\_\_ OTHER (LIST ITEMS BELOW)

\_\_\_ SPOTLIGHT

\_\_\_ POWER LOCKS

\_\_\_ AM/FM RADIO

\_\_\_ CASSETTE

YOU MAY E-MAIL PICTURES TO [r-wellen@dealeremail.com](mailto:r-wellen@dealeremail.com)

WE WILL TRADE FOR ANYTHING!