

**VILLAGE OF HINSDALE
ENVIRONMENT AND PUBLIC SERVICES COMMITTEE MINUTES
MONDAY, FEBRUARY 11, 2013**

Chairman Laura LaPlaca called the meeting of the Environment and Public Services Committee to order at 7:35 P.M., Monday February 11, 2013, in Memorial Hall of the Memorial Building, 19 East Chicago Avenue, Hinsdale, IL.

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

ABSENT: None

ALSO PRESENT: Dave Cook, Village Manager; George Franco, Director of Public Services; Tom Bueser, Deputy Director of Public Services; John Finnell, Village Arborist; Ralph Nikischer, Village Horticulturalist; and Dan Deeter, Village Engineer.

Approval of Minutes – January 14, 2013

The EPS Committee reviewed the minutes from the January 14, 2013 meeting. Chairman LaPlaca had one comment. Trustee Saigh motioned for approval of the January 14, 2013 minutes as revised. Trustee Haarlow seconded. The motion passed unanimously.

Public Services Monthly Report

Mr. Franco noted that the cost incurred by the Village for snow removal is currently half of the previous year's total due to the dry winter weather. Per the committee's direction at the January meeting, the public services department will be installing LED street lights in the Chestnut parking lot to better understand the cost savings that LED street lights can provide. Finally, staff has applied for an Illinois Urban Forest Restoration Grant for the Emerald Ash Borer. This will provide up to \$10,000 to plant trees on public property throughout the Village. Mr. Finnell estimates that the \$10,000 would fund the planting of forty 2-1/2 inch trees throughout the Village.

Decorative Recycling Containers Update (Central Business District) Chairman LaPlaca introduced this agenda item. Per the committee's direction during the January meeting, Mr. Franco provided information on a variety of potential recycling bins to be located in the downtown area including photographs, sizes, and costs. After some discussion, the committee directed staff to use the current recycle containers in three locations downtown.

2012 IPM Compliance Report. Chairman LaPlaca introduced this agenda item. Mr. Ralph Nikischer presented the 2012 IPM Compliance Report. Some of the issues addressed in the report included:

- 1) IPM Policy
- 2) What is IPM
- 3) Village IPM Process
- 4) Action thresholds
- 5) Identification
- 6) Prevention
- 7) Management
- 8) Turf Maintenance
- 9) Turf Evaluations
- 10) Turf Recommendations
- 11) Turf Improvements
- 12) Soil
- 13) Over Seeding
- 14) Watering
- 15) Sustainable Landscaping
- 16) Prairie Maintenance
- 17) Tree Preservation
 - i) Emerald Ash Borer program
 - ii) Elm preservation program
 - iii) 131 new trees were planted in 2012
- 18) Mosquito Abatement
- 19) Recommendations
 - i) Turf maintenance
 - ii) Sustainable landscaping
 - iii) Tree maintenance
 - iv) Continue mosquito abatement program

The report was followed by comments from Ms. Rut Jensen, 215 N. Grant Street; Ms. Gail Willoch, 603 Walker Road; and Ms. Julie Grieve, 609 S. Bruner.

Seasonal Holiday Decorations Chairman LaPlaca introduced this agenda item. Mr. Cook and Mr. Franco provided further information. Staff had obtained samples and prices from GKI Lighting for a variety of artificial decorations. Artificial wreaths and garlands were on display at the meeting. During the discussion, the committee acknowledged that the artificial decorations would result in a cost savings. However, at least two trustees on the committee felt that the artificial decorations were not attractive. After further discussion, the committee directed staff to use real wreaths (2 per light pole) and no garlands in the 2013 decorations. Additionally, the tree lighting should be improved.

Engineering Monthly Report

Mr. Deeter updated the committee on the status of the Oak Street Bridge replacement, the 2012 Resurfacing and Reconstruction Projects, and the 2013 Resurfacing and Reconstruction Projects. The Veeck Park Wet Weather Facility did experience an overflow as a result of the 1.5-inch rain on January 29th and 30th. The de-chlorination system worked as designed. The station achieved the necessary bacterial kill and then de-chlorinated the flow to reduce the chlorine levels below the IEPA standard prior to it flowing into Flagg Creek.

Request for Board Action

Trustee Geoga noted that the five awards of engineering services were distributed among the three engineering consultants that the Village currently has a positive relationship with. Further, some bids could be characterized as not being consistent. While Trustee Geoga emphasized he has no evidence of impropriety, to avoid any appearance of impropriety or collusion among the consultants, Trustee Geoga recommended that future Requests For Proposals (RFPs) should go out to more consultants – at least four or five.

To Award the Engineering Services for Construction Observation of the 2013 Road Resurfacing Project to Rempe-Sharpe & Associates, Inc. in the Amount Not to Exceed \$73,485.50. Chairman LaPlaca introduced this agenda item. Mr. Deeter provided additional comments. Trustee Saigh moved to approve. Trustee Haarlow seconded. The motion passed unanimously.

To Award the Engineering Services for Construction Observation of the 2013 Road Reconstruction Project to Rempe-Sharpe & Associates, Inc. in the Amount Not to Exceed \$112,438.69. Chairman LaPlaca introduced this agenda item. Trustee Saigh moved to approve. Trustee Haarlow seconded. The motion passed unanimously.

To Award the Engineering Services for Design of the 2014 Road Resurfacing Project to James J. Benes & Associates, Inc. in the Amount Not to Exceed \$44,189.00. Chairman LaPlaca introduced this agenda item. Trustee Saigh moved to approve. Trustee Haarlow seconded. The motion passed unanimously.

To Award the Engineering Services for Design of the 2014 Road Reconstruction Project to James J. Benes & Associates, Inc. in the Amount Not to Exceed \$101,285.00. Chairman LaPlaca introduced this agenda item. Trustee Haarlow moved to approve. Trustee Saigh seconded. The motion passed unanimously.

To Award the Engineering Services for Design of the Woodlands Phase 2 Project to Hr Green, Inc. in the Amount Not to Exceed \$123,012.00. Chairman LaPlaca introduced this agenda item. Trustee Geoga moved to approve. Trustee Saigh seconded. The motion passed unanimously.

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 8:53 P.M.

Respectfully submitted,

Dan Deeter
Village Engineer

MEMORANDUM

TO: CHAIRMAN LA PLACA AND THE EPS COMMITTEE
FROM: GEORGE FRANCO
SUBJECT: PUBLIC SERVICES MONTHLY REPORT-FEB. 2013
Date: 3/4/13

The Public Service Department dispatched snow and ice crews 12 times during February, plowing snow/ice and spreading 630 tons of rock salt, and 360 gallons of liquid calcium chloride on Village roadways with another 3.25 tons of material used to treat village sidewalks, ramps, and stairs. The cost for chemicals used was \$31,922.10 for rock salt, \$1,021.80 for bagged material, and \$394.20 for liquid calcium chloride for a total monthly chemical cost of \$33,338.10. These crews have logged approximately 550.5 overtime hours and 329 regular hours for snow removal operations, which included removing snow from the Business District 3 times during February. The sidewalks in the Business District were shoveled 3 times for a cost of \$1,785.00. A comparison of time and materials related to snow and ice operations from this year to last year (through February 28th) is as follows:

	<u>FY 2011-12</u>	<u>FY 2012-13</u>
Crews Dispatched	19	21
Regular hours	289	329
Overtime hours	604.5	550.5
Salt	644.5 tons	873 tons
Sand	77 tons	0 tons
Bagged Material	8.85 tons	5.75 tons
Liquid Calcium	1,800/gal	635/gal
Estimated Chemical Cost	\$55,934.29	\$49,917.30

All snow and ice removal equipment has been inspected and repaired after every snow event, and is considered to be in good working order. Public Service crews also responded to and repaired 3 water main breaks during the month of January. The dates, locations, and pipe sizes of the water main breaks are as follows:

- 2/12/13 611 S. County Line Rd. 6 inch cast iron main
- 2/18/13 5607 Childs 6 inch cast iron main
- 2/25/13 842 S. Monroe St. 6 inch cast iron main

The Public Service Department has been involved with other projects, which include:

- The continuation of the small tree pruning program, with Village crews pruning 335 trees with a diameter of 15 inches or less; crews have also completed 13 resident requests pruning 17 trees.
- The continuation of the tree pruning contract, with The Care of Trees pruning 441 parkway trees with a diameter of over 15 inches since November 2012.
- The upgrade and installation of a new electrical service in the lower level of the Memorial Building.
- Public Services staff has reviewed and commented on 9 tree preservation plans submitted for building/demolition permits.
- Monitoring of sump pump discharge locations, which require maintenance to remove icing hazards on roadways. During February, crews used approximately 26 tons of salt and 149 man hours to salt and scrape the ice from various locations throughout town.

- The installation and removal of two sets of banners on decorative light poles in the Business District.
- The pruning of shrubs at Robbins Park and KLM.
- Small engine repair and maintenance has been completed on hand tools for the upcoming season.
- The removal of 7 EAB positive ash trees in February, 67 EAB positive ash trees have been removed since February 2011.

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

PUBLIC SERVICE MONTHLY REPORT FOR FEB. 2013.00

ROADWAY

20.00 SIGNS
3.00 POSTS
1.00 SIGNS REPAIRED
14.50 TONS OF COLD MIX USED FOR POTHOLE
0.00 TONS OF HOT MIX
6.00 TONS OF GRAVEL FOR ALLEYS
0.00 WHITE PAINT
0.00 YELLOW PAINT
29.00 MAN HOURS BASIN TOP CLEANING
16.00 MAN HOURS ALLEY GRADING
0.00 MAN HOURS ALLEY TRIMMING
0.00 YARD OF CONCRETE

SNOW / ICE

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

TREE MAINT

352.00 TREES TRIMMED BY VILLAGE STAFF
7.00 TREES REMOVED BY VILLAGE STAFF
0.00 ELM TREES DETECTED BY STAFF 27 Pub. 51 Private
0.00 ELM TREES REMOVED BY STAFF
0.00 ELM TREES THAT HAVE HAD AMPUTATED LIMBS
0.00 TREE STUMPS REMOVED BY STAFF
0.00 TREES PLANTED
441.00 TREES TRIMMED BY CONTRACTOR
6.00 NON ELMS REMOVED BY CONTRACTOR
0.00 ELMS REMOVED BY CONTRACTOR
7.00 ASH TREES REMOVED DUE TO EAB 67 since Feb. 2011

EQUIP MAINT

11.00 SCHEDULED MAINT
38.00 UNSCHEDULED REPAIRS

WATER OPERATIONS

55677.00 GALLONS OF WATER PUMPED TO DISTRIBUTION SYSTEM
56461.00 PUMPED IN JANUARY 2012
300.00 FEET OF SEWER LINES CLEANED
0.00 SEWER BACKUP INVESTIGATIONS
0.00 BASINS REPAIRED
0.00 BASINS REBUILT
4.00 BASINS CLEAN FROM DEBRIS INSIDE
84.00 METER READINGS
1.00 WATER METERS REPAIRED
9.00 WATER METERS INSTALLED

- 0.00 HYDRANTS REPAIRED
- 1.00 HYDRANTS FLUSHED
- 3.00 WATER MAINS REPAIRED
- 2.00 SEWER SERVICE LOCATED
- 112.00 J U L I E LOCATE REQUEST
- 4.00 WATER CONNECT OR DISCONNECT INSPECTIONS
- 2.00 VALVES EXERCISED
- 0.00 VALVES REPAIRED
- 6.00 WATER METERS REMOVED
- 0.00 SEWER CONNECT INSPECTIONS
- 0.00 FOUNTAINS SERVICED

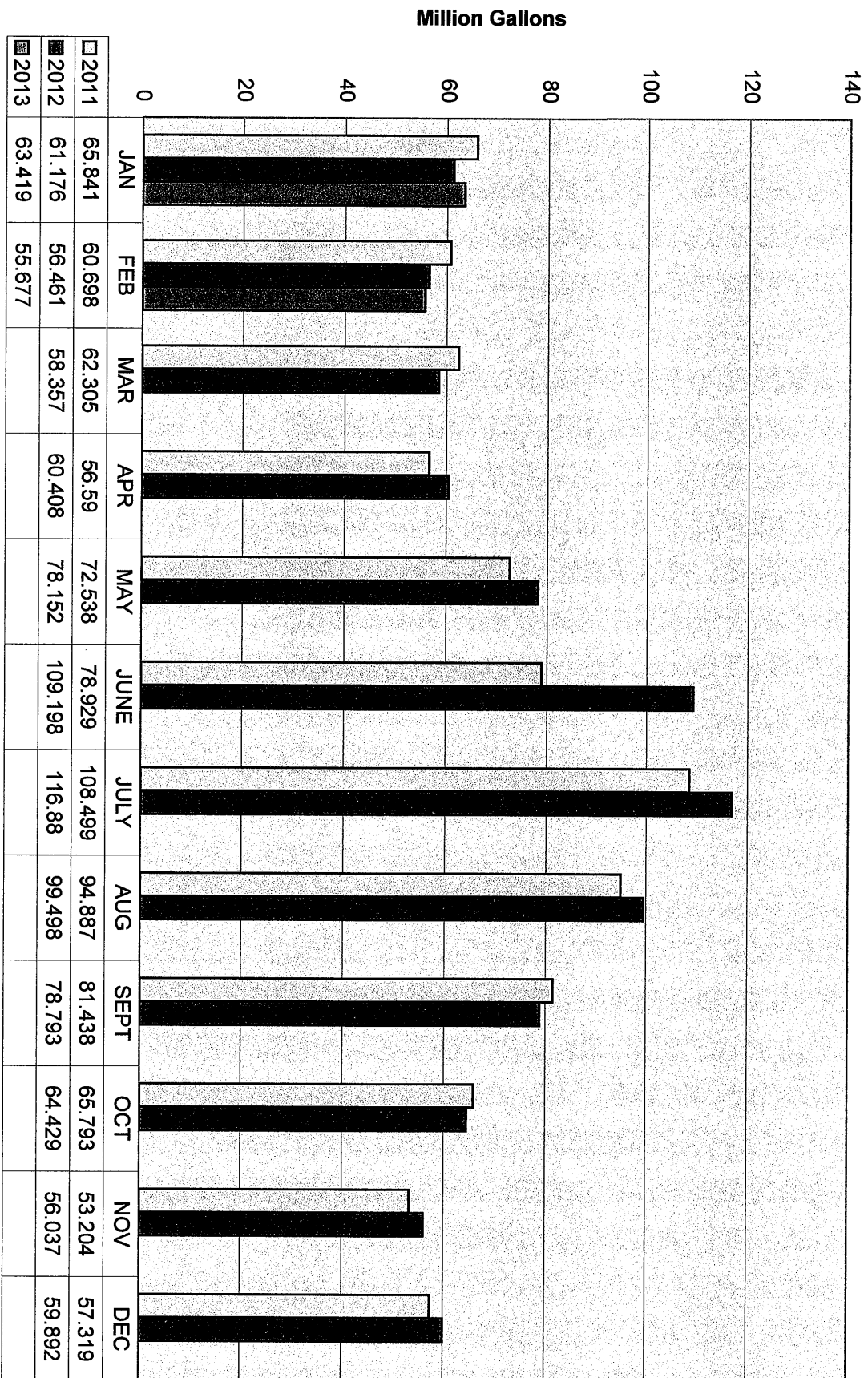
PARKS MAINTENANCE

Parks maintenance crews continued regular maintenance including debris removal and cleaning bathroom facilities. The recycling containers positioned in the Business District continued to be monitored and emptied. Graffiti was removed at various park locations. Crews pruned shrubs at Robbins Park and Katherine Legge. Small trees were trimmed at Veeck Park. Crews performed small engine maintenance on parks equipment. The design for the business district annual beds was completed and plants were ordered.

BUILDING MAINTENANCE

Building maintenance crews have been monitoring and servicing heating systems in all Village owned buildings, making repairs as needed. Service calls for February include: light fixture repairs at the food pantry at Village Hall as well as run a new electric service, camera installation at the Police Department, installation of new locks at the scout room and Memorial Hall trash room, light fixture repair at KLM, and the Fire House. Crews made repairs to heating systems at KLM, Police Department, and Fire Department.

MONTHLY PUMPAGE



VILLAGE OF HINSDALE - IL 0434520

MONTHLY REPORT

Month: February, 2013

Day	Dist x1000	Finished Water				Air Temp Average	Total Precip
		Free CL ₂ Avg (mg/l)	Turbidity Avg (NTU)	Fluoride Avg (mg/l)	H ₂ O Temp Average		
1	2057	0.86	0.03	1.20	39	3	0.00
2	1997	0.88	0.03	1.23	38	15	0.00
3	2021				38		0.00
4	2058	0.88	0.03	1.17	38	27	0.00
5	2012	0.87	0.03	1.14	38	30	0.00
6	2012	0.91	0.03	1.13	38	26	0.00
7	1972	0.97	0.01	1.18	38	35	0.00
8	1973	0.99	0.03	1.19	38	31	0.00
9	1962	0.98	0.03	1.15	38	30	0.00
10	1918				38		0.00
11	1975	0.88	0.03	1.07	38	27	0.00
12	1976	0.98	0.02	1.20	38	35	0.00
13	2069	0.96	0.03	1.21	38	29	0.00
14	1964	0.94	0.03	1.20	38	35	0.00
15	1941	0.99	0.01	1.23	38	28	0.00
16	1976	0.96	0.02	1.18	38	25	0.00
17	1910				38		0.00
18	1979	1.04	0.01	1.20	38	34	0.00
19	2035	1.00	0.01	1.14	38	21	0.00
20	2001	1.05	0.01	1.18	37	11	0.00
21	2045	0.96	0.01	1.15	37	28	0.00
22	1969	0.95	0.02	1.17	37	27	0.00
23	1953	0.90	0.03	1.18	37	28	0.00
24	1891				37		0.00
25	2104	0.95	0.01	1.16	37	30	0.00
26	2013	1.00	0.01	1.20	37	36	0.00
27	1933	1.01	0.03	1.10	37	36	0.00
28	1961	0.98	0.03	1.14	37	34	0.00
Sum:		55677					0.00
Avg:		1988	0.95	0.02	1.17	38	28
Max:		2104	1.05	0.03	1.23	39	36
Min:		1891	0.86	0.01	1.07	37	3

Reported By: Mark Pelkowski

VILLAGE OF HINSDALE, PLANT REPORT

Month: February, 2013

Day	Flow			—CL ₂ Residual—		Turbidity Average (NTU)	Fluoride Average (ppm)	H ₂ O Temp Average (F)	Air Temp Average (F)	Total Precip (in)
	Valve 1 (kgal)	Valve 2 (kgal)	Total (kgal)	Analyzer (ppm)	Lab (ppm)					
1	1060	997	2057	0.79	0.86	0.03	1.20	39	3	0.00
2	1997	0	1997	0.72	0.88	0.03	1.23	38	15	0.00
3	2021	0	2021	0.71				38		0.00
4	2058	0	2058	0.72	0.88	0.03	1.17	38	27	0.00
5	2012	0	2012	0.71	0.87	0.03	1.14	38	30	0.00
6	2012	0	2012	0.86	0.91	0.03	1.13	38	26	0.00
7	1972	0	1972	1.00	0.97	0.01	1.18	38	35	0.00
8	1973	0	1973	1.04	0.99	0.03	1.19	38	31	0.00
9	1962	0	1962	0.98	0.98	0.03	1.15	38	30	0.00
10	1918	0	1918	0.95				38		0.00
11	1975	0	1975	0.99	0.88	0.03	1.07	38	27	0.00
12	1976	0	1976	1.02	0.98	0.02	1.20	38	35	0.00
13	2069	0	2069	0.99	0.96	0.03	1.21	38	29	0.00
14	1964	0	1964	1.02	0.94	0.03	1.20	38	35	0.00
15	1941	0	1941	0.99	0.99	0.01	1.23	38	28	0.00
16	1976	0	1976	1.00	0.96	0.02	1.18	38	25	0.00
17	1910	0	1910	0.99				38		0.00
18	1979	0	1979	0.99	1.04	0.01	1.20	38	34	0.00
19	2035	0	2035	1.01	1.00	0.01	1.14	38	21	0.00
20	2001	0	2001	1.02	1.05	0.01	1.18	37	11	0.00
21	2045	0	2045	1.03	0.96	0.01	1.15	37	28	0.00
22	1969	0	1969	1.02	0.95	0.02	1.17	37	27	0.00
23	1953	0	1953	0.97	0.90	0.03	1.18	37	28	0.00
24	1891	0	1891	1.01				37		0.00
25	2104	0	2104	1.00	0.95	0.01	1.16	37	30	0.00
26	2013	0	2013	0.98	1.00	0.01	1.20	37	36	0.00
27	1933	0	1933	1.02	1.01	0.03	1.10	37	36	0.00
28	1961	0	1961	1.02	0.98	0.03	1.14	37	34	0.00
Sum:	54680	997	55677							0.00
Avg:	1953	36	1988	0.95	0.95	0.02	1.17	38	28	0.00
Max:	2104	997	2104	1.04	1.05	0.03	1.23	39	36	0.00
Min:	1060	0	1891	0.71	0.86	0.01	1.07	37	3	0.00

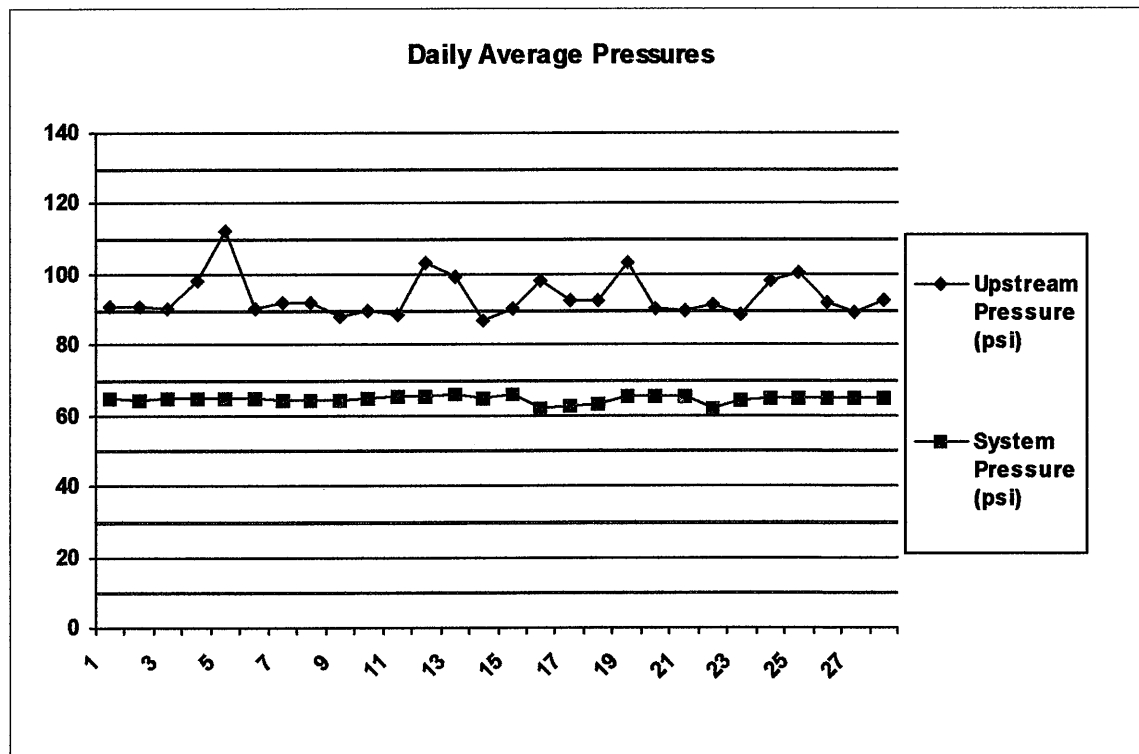
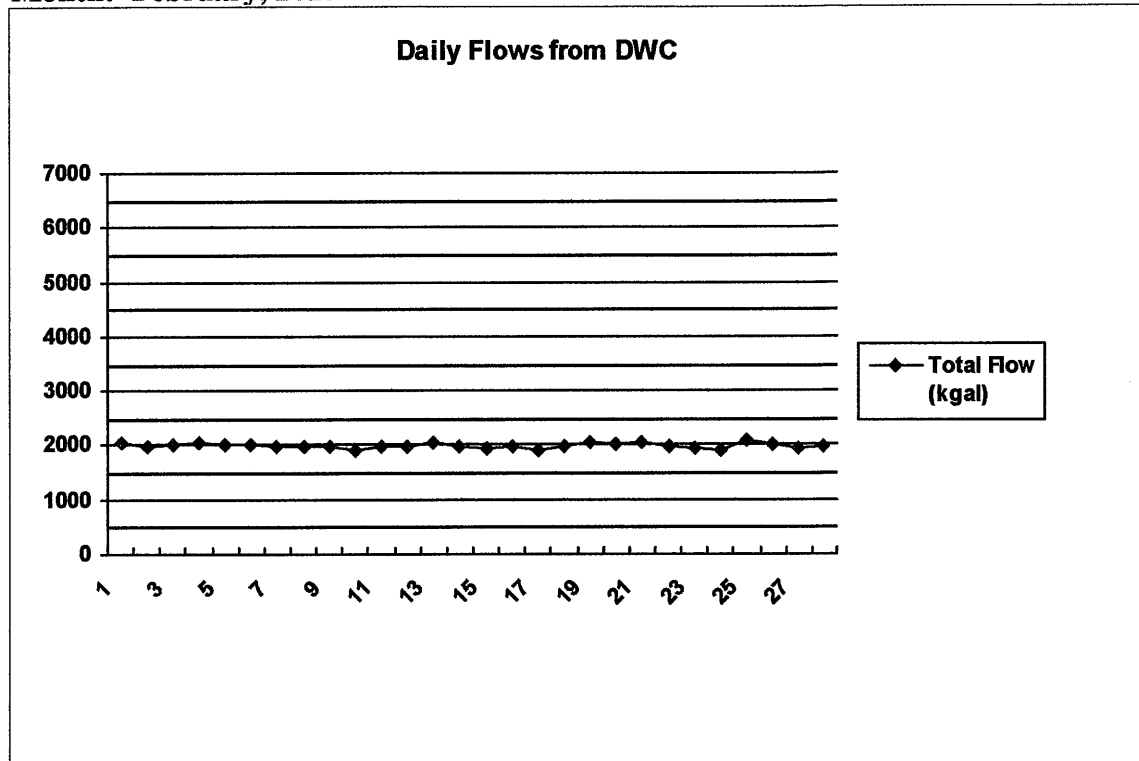
VILLAGE OF HINSDALE, PLANT REPORT

Month: February, 2013

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	2057	90.9	7.7	15.6	93.6	63.9	0.0	0.0	4.6
2	1997	90.9	7.8	15.5	93.7	63.8	0.0	0.0	4.8
3	2021	90.9	7.8	15.5	94.6	63.9	0.0	0.0	4.6
4	2058	91.1	7.9	15.6	92.2	63.9	0.0	0.0	4.5
5	2012	90.9	8.0	15.7	95.4	63.8	0.0	0.0	4.7
6	2012	90.8	7.9	15.7	94.1	63.7	0.0	0.0	4.5
7	1972	90.7	8.0	15.7	94.2	63.7	0.0	0.0	4.3
8	1973	91.2	7.9	15.7	93.2	63.9	0.0	0.0	4.7
9	1962	91.2	8.0	15.8	92.8	63.9	0.0	0.0	5.0
10	1918	90.8	8.1	15.9	94.2	63.7	0.0	0.0	4.0
11	1975	90.8	7.9	15.7	93.3	63.7	0.0	0.0	5.1
12	1976	90.9	7.8	15.4	93.3	63.8	0.0	0.0	5.4
13	2069	91.2	7.9	15.7	93.8	64.0	0.0	0.0	4.5
14	1964	91.3	8.0	15.8	93.9	63.9	0.0	0.0	4.3
15	1941	91.3	7.9	15.7	93.4	63.9	0.0	0.0	5.1
16	1976	91.3	8.0	15.8	93.6	63.8	0.0	0.0	4.6
17	1910	91.4	8.2	16.0	93.9	64.0	0.0	0.0	4.0
18	1979	91.1	8.1	15.9	94.3	63.9	0.0	0.0	4.7
19	2035	90.9	8.1	15.8	94.9	63.8	0.0	0.0	4.3
20	2001	91.0	7.9	15.6	95.4	63.8	0.0	0.0	4.8
21	2045	90.9	7.9	15.6	93.8	63.8	0.0	0.0	4.8
22	1969	91.5	7.9	15.6	92.8	63.9	0.0	0.0	4.3
23	1953	91.3	8.1	15.9	94.3	64.0	0.0	0.0	4.7
24	1891	90.3	8.0	15.8	94.3	63.5	0.0	0.0	5.1
25	2104	91.0	7.9	15.6	93.6	63.9	0.0	0.0	4.5
26	2013	91.4	8.1	15.9	93.8	63.9	0.0	0.0	3.6
27	1933	91.1	8.1	15.9	93.4	63.8	0.0	0.0	4.0
28	1961	90.7	8.1	15.9	92.7	63.7	0.0	0.0	4.2
Sum:							0.0	0.0	127.7
Avg:							0.0	0.0	4.6
Max:							0.0	0.0	5.4
Min:							0.0	0.0	3.6

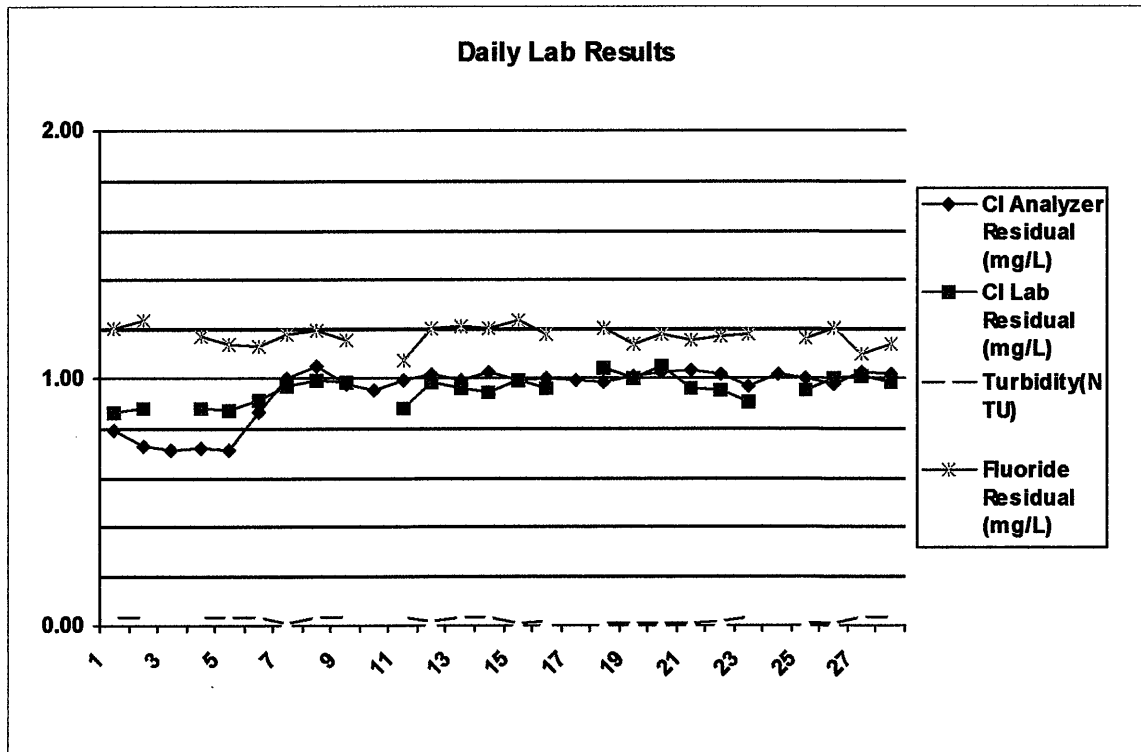
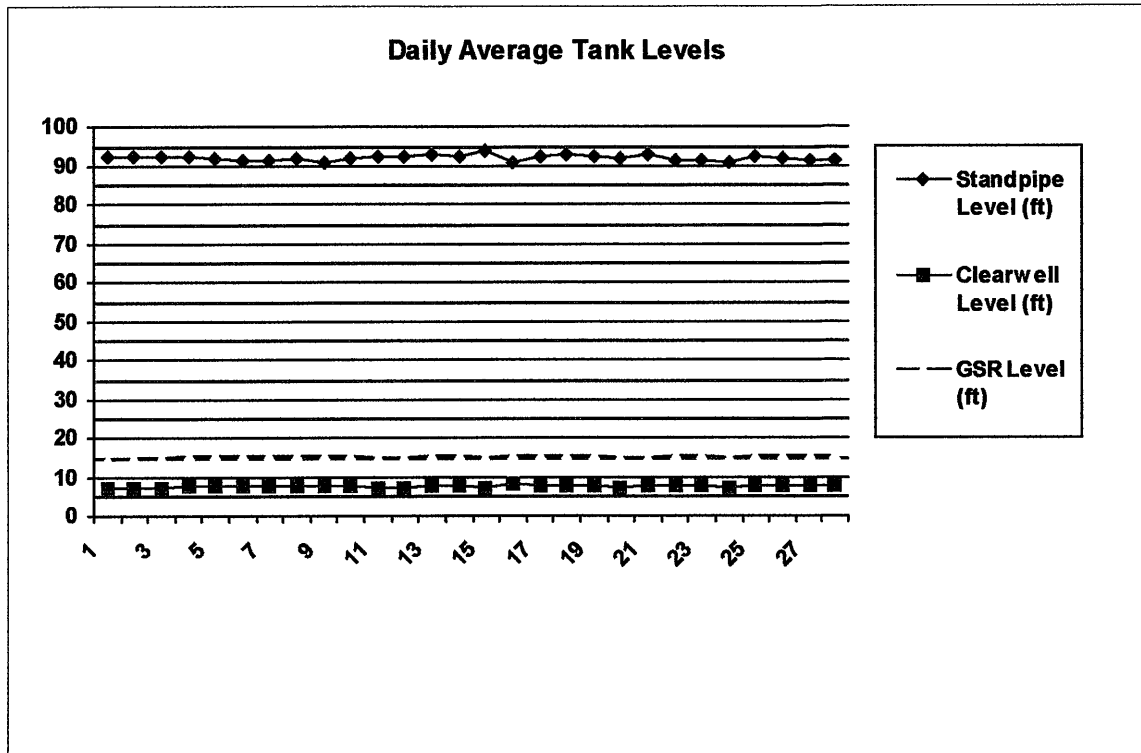
VILLAGE OF HINSDALE, SYSTEM TRENDS

Month: February, 2013



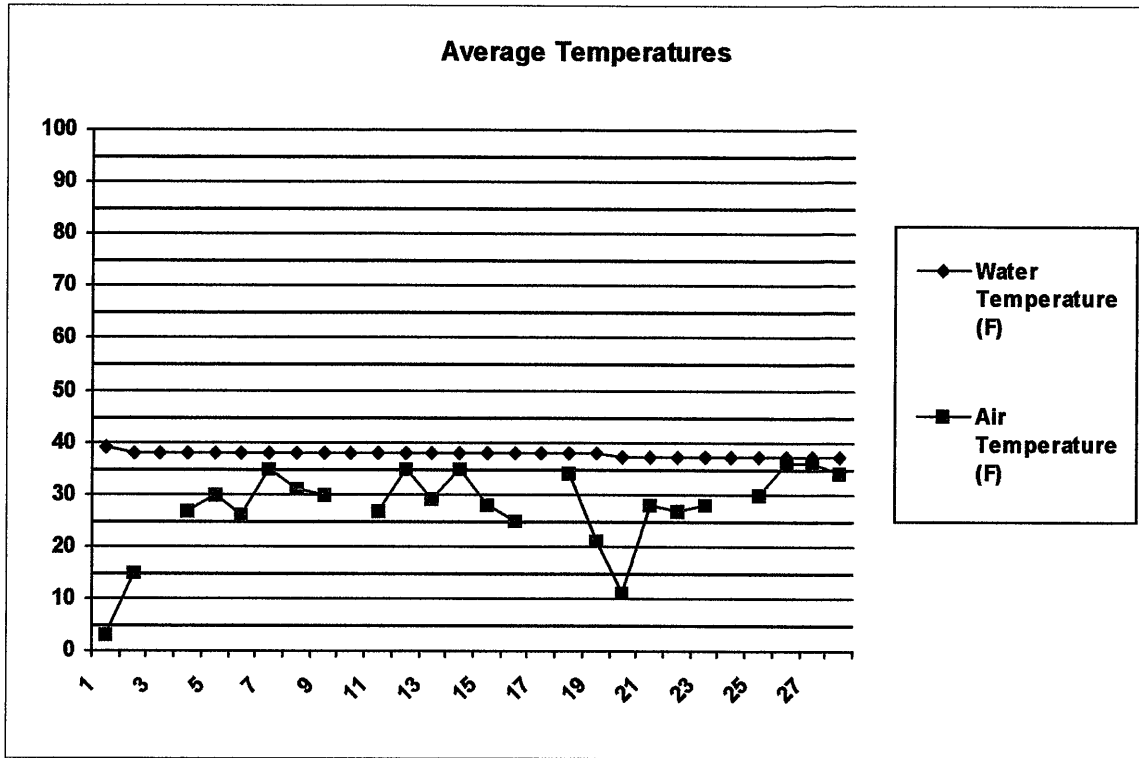
VILLAGE OF HINSDALE, SYSTEM TRENDS

Month: February, 2013



VILLAGE OF HINSDALE, SYSTEM TRENDS

Month: February, 2013



High Service and Well Pump Maintenance

February 2013

High Service Pump Motors

High Service Pump Motor #1- Pulled for inspection and repairs.

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- Pulled for inspection and repairs.

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

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

MONTHLY REPORT FOR February, 2013

# 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>0</u>
# of temperature readings(air)	<u>24</u>
# of temperature readings(water)	<u>28</u>
# of DBP samples	<u>0</u>
# of Pumps serviced	<u>6</u>
# of Sprinkling Violations	<u>0</u>
# of Special Well Samples	<u>0</u>

MEMORANDUM

TO: Chairman LaPlaca and Dave Cook
FROM: Dan Deeter
DATE: March 11, 2013
RE: Engineering Monthly Report

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 88 site inspections for the month of February. The following capital improvement projects and engineering studies are underway.

Oak Street Bridge Replacement Engineering Phase I/Environmental Assessment

- Final Public Meeting 03/12/13
- Mandatory public comment period. 03/13-28/13
- Summarize public meeting and comments into final report. 04/01-05/13
- Submit final project report into IDOT District 1 (early April) 04/08/13
- IDOT final review (min 30 days) 04/08/13-05/08/13
- Phase 1 Design approval. (IDOT/ICC/FHWA sign-offs) Late May/Early June

Oak Street Bridge Replacement Engineering Phase II/Design Engineering

- ✓ Issued Request for Qualifications letters to four consultants 01/11/13
- ✓ Received two statements of qualifications-HR Green & Rempe-Sharpe 01/31/13
- ✓ Staff evaluates qualifications of engineering consultants 02/01/13-02/25/13
- ✓ EPS discussion of staff recommendation for best qualified consultant 03/11/13
- Begin negotiations with best qualified consultant 03/12/13-04/03/13
- IDOT reviews, comments, & approves consultant's proposal(est. 30 day) 04/04/13-05/02/13
- EPS reviews and recommends design engineering contract 05/13/13
- Board of Trustees approves design engineering contract 05/21/13 or 06/04/13
 - After Phase I design approval
- Phase II Design begins est: Jun 2013

Woodlands Green Infrastructure Improvements, Phase 1

- ✓ Construction Started 06/29/12
- ✓ Binder course paving was applied the week of 11/09/12
- ✓ Substantial completion 12/15/12
- Rain garden/bio-swale construction will continue as weather permits.
- Final Completion (plantings, surface course) June 2013
- As of 11/03/12, total construction change order to date: \pm \$31,225 addition

50/50 Sidewalk Program

- | | |
|--|--------------------|
| • Mailings to all residents to identify 50/50 sidewalk locations | March – April 2013 |
| • Contract Bidding | April – May 2013 |
| • Sidewalk Replacement | June – July 2013 |

2013 Resurfacing (N. CLR) and 2013 Reconstruction (W. Fourth Street)

- | | |
|---|---------------------|
| ✓ Design engineering & permitting | May 2012 – Feb 2013 |
| ✓ Construction observation services Awarded | February 2013 |
| ✓ Construction bidding starts | 02/28/13 |
| • Bid opening | 03/26/13 |
| • EPS reviews and recommends contractor | 04/08/13 |
| • BOT awards construction contract | 04/16/13 |
| • Construction Starts | May 2013 |

2014 Resurfacing (S. Adams), 2014 Reconstruction (Walnut St.), & Woodlands Phase 2

- | | |
|--|---------------------|
| ✓ Design Engineering Proposal presented to EPS/BOT | February 2013 |
| • Design Engineering & Permitting | Mar 2013 – Jan 2014 |
| • Construction bidding | February 2014 |
| • Construction Contract Awarded | March 2014 |
| • Construction Starts | April 2014 |

Other Engineering Projects

IDOT will be resurfacing Illinois Route 83 from Knollwood Road to Illinois Route 56 (Butterfield Road). This improvement is tentatively scheduled for a March 8, 2013 letting with resurfacing beginning in the spring of 2013. To facilitate traffic in the area, resurfacing operations will be done primarily at night between the hours of 8:00 PM to 5:00 AM Monday through Friday as well as the weekends (as necessary).

State and Federal Funding Opportunities

A summary of the Grant Funds awarded 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 of water or water equivalent)
02/01/13	0.00		2.24	
02/02/13	0.00		3.37	
02/03/13	0.02		1.94	
02/04/13	0.01		3.30	
02/05/13	0.00		3.65	
02/06/12	0.01		3.80	0.01
02/07/13	0.03		3.97	0.50
02/08/13	0.00		3.70	
02/09/13	0.03		3.53	0.01
02/10/13	0.00		3.78	0.36
02/11/13	0.24		14.53	
02/12/13	0.00		3.28	
02/13/13	0.21		3.33	
02/14/13	0.00		3.36	
02/15/13	0.00		2.94	
02/16/13	0.00		2.71	
02/17/13	0.00		2.82	
02/18/13	0.03		2.62	0.23
02/19/13	0.01		2.49	
02/20/13	0.00		2.60	
02/21/13	0.00		2.72	0.01
02/22/13	0.00		2.38	
02/23/13	0.01		2.51	
02/24/13	0.02		2.63	0.04
02/25/13	0.05		2.76	
02/26/13	0.00		2.06	0.19
02/27/13	0.01		3.24	0.11
02/28/13	0.00		2.27	0.01

Total Precipitation in February: 1.47
Departure from Normal: -0.16

Notes:

1. Minimum tank elevation is 2.0 feet to avoid running the pumps dry and d
2. Village rain gage is not operated through the winter months.
3. Rain data from Hinsdale Middle School weather station.

**Village of Hinsdale
Grant Funds Awarded in 2009 - 2013**

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 Sale 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	N. Madison Resurfacing		\$317,765
DuPage Mayors & Managers	Surface Transportation Projects	S. Madison Resurfacing	Approved by DMMC	\$274,000
			12/04/12 for FY 2018	
Total				<u>\$24,464,021</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 2	Request submitted 12/14/12	\$750,000
Total				<u>\$5,645,000</u>

MEMORANDUM

TO: Chairman LaPlaca and EPS Committee

FROM: Dan Deeter, Village Engineer

DATE: March 11, 2013

RE: Status of Qualifications Based Selection (QBS) Process for the Oak Street Bridge Replacement Project.

Over the past month, a Village selection team consisting Dave Cook, Robb McGinnis, Al Diaz and Dan Deeter has been participating in the QBS process to recommend an engineering consultant team to conduct the Phase 2 (Design Engineering) for the Oak Street Bridge Replacement project. The Village originally sent out a request for qualifications to four engineering consultants who have a current working relationship with the Village. These include Clark Dietz, James J. Benes & Associates, HR Green, and Rempe-Sharpe & Associates. A timeline of the current QBS process is listed below:

- 01/31/13 – Village of Hinsdale received two statements of qualifications from HR Green and Rempe-Sharpe/Hanson Engineering. Clark Dietz declined to provide a statement of qualifications. James J. Benes & Associates' structural sub-consultant could not meet the IDOT bridge qualifications specified in the request for qualifications and, thus, did not submit a statement of qualifications.
- 02/01/13 – Village staff begins evaluating the qualifications of the engineering applicants including
- Organize an evaluation team.
 - Determine the evaluation criteria.
 - Team members review the applicant's statements of qualifications.
 - Phone interviews with references.
 - 02/13/13 – Site visits with the applicants to the Oak Street Bridge project site.
 - 02/25/13 – Interviews with the applicant engineering teams.
 - The evaluation team discusses the results of the evaluation process to date.
 - The evaluation team members individually complete the evaluation sheets.
- 03/11/13 – At the EPS Committee meeting, the evaluation team recommends the Village proceed with negotiations with the most qualified candidate.

Attached are the statements of qualification of the two engineering applicants, a sample of the evaluation form, and a summary of the evaluation team's scores. **It is the unanimous recommendation of the evaluation team that the HR Green engineering team is the most qualified engineering team to conduct Phase 2 (Design Engineering). Prior to beginning negotiations with HR Green to develop a design services contract for Phase 2, staff is requesting the EPS committee's comments and approval of this recommendation.** (An IDOT review of the contract will be part of the negotiation phase.)

Should IDOT, the Village staff and HR Green successfully develop a contract, the contract will then be presented to the EPS committee for review and to provide a recommendation to the Village Board of Trustees for final approval.

cc: David Cook, Village Manager

Qualifications evaluation

Owner: Village of Hinsdale

Project Description: Oak Street Bridge Phase II (Design Engineering)

Reviewers \	Firms	
	HR Green	Rempe-Sharpe / Hanson
Dave Cook	311.00	290.25
Robb McGinnis	303.00	262.75
Dan Deeter	391.25	390.00
Al Diaz	331.00	288.50
Grand Totals	1336.25	1231.5

Qualifications evaluation

Owner: Village of Hinsdale

Reviewer: _____

Project Description: Oak Street Bridge Replacement Project Phase 2 (Design Engineering)

Design Firm: _____

Contact: _____

Phone #: _____

SJ: Oak Street Bridge Phase II Consultant Qualifications Evaluation
Hinsdale, IL

Date RFQ received: 01/31/13

Consultant: _____

#	Criteria	Rating X (1 - 5)	Weight (1 - 10)	= Total
1	Education, experience, and expertise of consultant's principals and key employees		5	0
	Notes: _____ _____ _____			
2	Consultant's general experience, stability, and history of performance on projects similar to the Oak Street Bridge Replacement Project.		10	0
	Notes: _____ _____ _____			
3	Consultant's experience concerning project management and coordination with BNSF, Metra, county, state (IDOT, IEPA, etc) and federal organizations.		8.25	0
	Notes: _____ _____ _____			
4	Consultant's experience concerning project management and coordination with local governments, businesses, residents, and citizen groups.		8.25	0
	Notes: _____ _____ _____			

#	Criteria	Rating X (1 - 5)	Weight (1 - 10)	= Total
5	Availability of adequate personnel, equipment, and facilities to do the required work expeditiously.		5	0
	Notes:			
6	Qualifications, competence, and past performance of individuals who will be assigned key project responsibilities.		5	0
7	The consultant's approach to the planning, organizing, and management of a project effort, including communication procedures, approach to problem solving, data gathering methods, evaluation techniques, and similar factors.		5	0
	Notes:			
8	Present workload with attention to current and future commitments of available personnel, particularly those key persons expected to be assigned to the project.		5	0
	Notes:			
9	Financial stability, with particular attention to avoiding a situation in which the entity is solely dependent on income from the project at hand for its existence.		5	0
	Notes:			
10	Recommendations/opinions of the consultant's previous clients including ability to meet deadlines & remain within budget. Prior clients' advice as to the consultant's sense of responsibility, attitudes of key personnel, concern for economy, efficiency and environment, and quality of service.		7.5	0
	Notes:			
11	Observations of a consultant's current and/or completed projects.		5	0
	Notes:			

#	Criteria	Rating X (1 - 5)	Weight (1 - 10)	= Total
12	The reputation and integrity of the engineering consultant within the professional field and the community.		5	0

Notes:

13	Has the Village of Hinsdale worked with the consultant and/or sub-consultants and can cite any or all of the following advantages:		6.25	0
----	--	--	------	---

A The consultant's personnel are acquainted with the Village's organization and local conditions.

B A smooth start-up and satisfactory progress will result because the consultant and/or sub-consultants knowledge of the project, IDOT procedures, Village, etc.

Notes:

Grand Total 0

RECEIVED
VCH 1-31-13 11:35 AM
JMS



STATEMENT OF QUALIFICATIONS

Phase II Professional Engineering Design Services for OAK STREET BRIDGE REPLACEMENT PROJECT

Presented January 31, 2013 to
VILLAGE OF HINSDALE

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



HRGreen.com
323 Alana Drive, New Lenox, IL 60451-1766
Phone 815.462.9324 Fax 815.462.9328



January 31, 2013

Mr. Daniel M. Deeter, PE
Village Engineer
Village of Hinsdale
19 East Chicago Avenue
Hinsdale, Illinois 60521-3489

RE: Statement of Qualifications - Phase II Professional Engineering Design Services for Oak Street Bridge Replacement Project

Dear Mr. Deeter:

HR Green is pleased to submit this Statement of Qualifications to provide Phase II Professional Engineering Design Services for the Oak Street over BNSF Railroad Bridge Replacement Project. HR Green is a full service engineering firm with over 400 professionals.

HR Green is looking forward to continuing to provide engineering services to the Village of Hinsdale. We believe our selected team will provide services to the Village that will be unmatched by any competitor for this project. Our team was assembled with project continuity in mind. HR Green has retained the well-respected firms of Hitchcock Design Group, Huff & Huff and Wang Engineering from the Phase I Engineering team. We have included them with the HR Green team for Phase II Engineering Services.

- **Robert Davies, SE, PE** (HR Green) - Project Manager and Structural Lead
- **Milan Dobrosavljevic, PLS** (HR Green) - Topographic Survey and Right-of-Way Plats Lead
- **T. Scott Creech, PE** (HR Green) - Roadway and Utility Designs Lead
- **Tim King, RLA** (Hitchcock Design) - Landscape Architect Lead
- **Jamie Tunnell Bents, AICP** (Huff & Huff) - Environmental Services
- **Mickey L. Snider, PE** (Wang Engineering) - Geotechnical Services
- **Jack E. Petersen, SR/WA** (Community Land Acquisition Services, LLC) - Right-of-Way Appraisals, Negotiation Support and Acquisition Documents.

Most of these individuals were active participants in the Phase I Engineering process and/or have worked on projects for the Village in the past. Continuity between Phase I and Phase II will save time and budget by eliminating duplication of effort. The Community Working Group (CWG) and Village Board have expectations regarding the project scope and completed product. Working in conjunction with the Village staff, the HR Green team has the knowledge, experience and resources to understand and exceed the project expectations for the Village.

Based on our understanding of this project, we believe our team can deliver ahead of the currently programmed schedule (anticipated letting in the first half of 2015). We believe a November 2014 letting is attainable and that construction can be completed by the end of 2015. Reducing the construction duration will result in a savings of project costs and disruptions for the residents.

The following Statement of Qualifications will clearly demonstrate that the HR Green Team has the technical competence and past experience to deliver the design services you desire. If you require any additional information or have any questions, please contact me directly at 815.759.8316 or Scott Creech at 815.320.7119.

HR GREEN, INC.

Robert G. Davies
Robert G. Davies, SE, PE
Project Manager

HRGreen.com

Phone: 815.462.9324 Fax: 815.462.9328 Toll Free: 866.328.8278
323 Alana Drive, New Lenox, IL 60451-1766



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i. HR Green Experience & Capabilities

HR Green has assembled a talented, multi-disciplinary team of dedicated professionals to assist the Village of Hinsdale with the Phase II design services for Oak Street over BNSF Railroad Bridge replacement project. This is a similar project to the previous work HR Green has completed both for other municipalities in the suburban area of Chicago. Our Team has significant relevant project experience, qualifications, and creativity to address your projects in the most effective manner. This core group will be with you throughout the project. If required by project demands, our Team can add special expertise to meet your project needs in a thorough and professional manner.

HR Green, Inc. is celebrating our 100-year anniversary in March, having been in the business without interruption since 1913. We are a professional engineering and technical consulting firm that is privately held, employee-owned, serves clients in the public and private sectors, and is fully committed to the success of our clients and the well-being of our employees. We enjoy a long-standing reputation for business accountability to our clients, meaning that we partner with our clients to create viable facilities and healthy enterprises.

With seven local offices, HR Green can offer the Village of Hinsdale unparalleled service. As stakeholders in the region, we possess a firm understanding of the issues and challenges facing your community and understand the importance of these projects to the Village and the

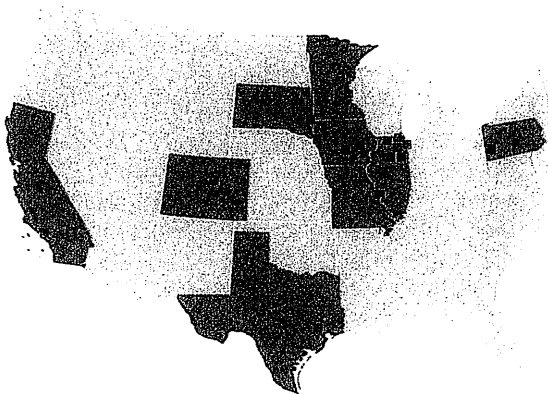
business/property owners along the corridors. Our local presence and understanding of your needs, coupled with our previous experience, uniquely positions our firm to complete for these projects. We also have the support and expertise of technical staff throughout the country to assist, if needed, with offices in Pennsylvania, Missouri, Texas, California, Kansas, South Dakota, Minnesota and Iowa.

HR Green has been in continuous operation since 1913, currently providing services in 5 markets: Transportation, Water, Governmental Services, Energy and Senior Living.

HR Green, Inc.
323 Alana Drive,
New Lenox, IL 60451-1766
815.462.9324 – Telephone
(800) 728-7805 – Toll Free
815.462.9328 – Fax

Project Contact
Client Manager
T. Scott Creech, PE, MBA
screech@hrgreen.com
or
Project Manager
Robert Davies, SE, PE
rdavies@hrgreen.com
815.759.8316 – Telephone

www.hrgreen.com



In Depth Services

HR Green combines engineering services with a diverse array of professional capabilities including technical and management services. We enjoy a longstanding reputation for business accountability, partnering with clients to design, construct, own and operate successful enterprises. HR Green's professionals make accountable decisions that benefit clients at every stage of their journey, from planning, design and construction through operation and maintenance. HR Green provides a wide range of services with expanded capabilities and resource availability in the following areas:

- Bridges
- Bridges over Railroads
- Water Mains
- Sanitary Sewers
- Roadways / Construction
- Green Stormwater





Bridges

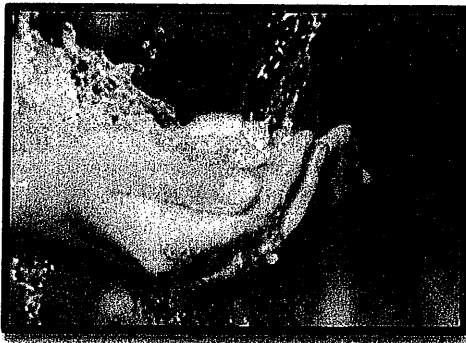
Our Highways & Bridges practice includes a full array of services to take your project from concept to completion. From urban arterial streets to Interstates, HR Green can help create sustainable, successful roadway systems. Our structural and architectural teams connect people and places by creating safe, functional and attractive bridges. Several examples of this type of work are included in detail in **Section iv: Downers Place Bridges, Cedar Road over Jackson Creek and Main Street Bridge over the Fox River.**

HR Green's practices within the Transportation business line are Construction, Highways & Bridges and Rail

Bridges over Railroads

Railroads have a prominent place in the nation's history and will play an even more important role in its future. To meet the needs of the rail industry, HR Green's freight, passenger, and transit qualified staff is experienced to offer rail planning, permitting, engineering and construction services and have worked with the major rail carriers such as BNSF. We understand that safety is paramount to the success of any rail project or project associated with rail lines, and this is our first priority. It is integrated, along with a heavy rail operations perspective, to produce a constructible, cost-effective, quality design. From rail design services to building and facility design, HR Green is prepared to support this project with our rail and structural engineering design services. Several examples of this type of work are included in detail in **Section iv: Oak Street over BNSF Phase I, Anderson Road Extension and Bunker Road Underpass of Union Pacific Railroad.**

Water Mains



In constant demand, water is one of our most critical natural resources. All known forms of life depend on water, making it a valuable commodity around the world. Used for drinking, bathing, irrigation, recreation and industrial applications, water is a resource that must be protected so communities and industries can continue to thrive and grow.

The efficient, responsible use of water and the protection of its quality have been core businesses at HR Green since 1916. Safe drinking water, clean rivers and flood protection are just a few of the goals we achieve for our clients. HR Green provides water, wastewater and water resources consulting to meet the needs of

communities and industries. From feasibility studies through construction and operation, we help our clients obtain reliable water supplies, meet governmental regulations and protect people and property. Examples of this type of work are included in detail in **Section iv: 2009-2012 Road Program and Main Street Bridge over the Fox River.**

HR Green's practices within the Water business line are Potable and Process Water, Wastewater and Water Resources

Sanitary Sewers

Wastewater collection, treatment and conveyance are critical in protecting our public health and natural resources. In addition to developing new, technologically advanced wastewater treatment plants and collection systems, we assist in rehabilitating, upgrading and expanding existing facilities. HR Green has worked with the Village of Hinsdale to rehabilitate and reconstruct sewers along several roadways including Garfield Street. Examples of this type of work are included in detail in **Section iv: Garfield Street Improvements and 2009-2012 Road Program.**

Roadways

The global economy depends on safe and efficient transport of people and products. HR Green helps clients in the public and private sectors develop and operate successful transportation infrastructure, including rail, streets, highways and bridges, intersection designs, complete streets concepts, traffic analyses and signal designs, utility coordination, pedestrian facilities, parking facilities, ports and intermodal facilities. From planning, design and NEPA





compliance through construction and program management, we are accountable to our clients' objectives. Several examples of this type of work are included in detail in **Section iv: Garfield Street Improvements, 2009-2012 Road Program, Anderson Road Extension, Downers Place Bridges and Cedar Road over Jackson Creek.**

Construction

HR Green staff is experienced with projects ranging from municipal work to multi-million dollar roadway reconstruction and new roadway projects. HR Green offers a full range of support services to help your project run smoothly and efficiently from start to finish. Our extensive project experience includes construction of bridges, roads and highways; storm and sanitary sewers; water distribution systems; water treatment facilities; wells, storage facilities, pumps and lift stations; wastewater facilities; and parking facilities. Several examples of this type of work are included in detail in **Section iv: Anderson Road Extension, Downers Place Bridges and Main Street Bridge over the Fox River.**



Green Stormwater Infrastructure

HR Green has led many infrastructure projects with an approach that communities can choose to maintain healthy waters, provide multiple environmental benefits and support sustainable communities. Unlike single-purpose gray stormwater infrastructure, which uses pipes to dispose of rainwater, green infrastructure uses vegetation and soil to manage rainwater where it falls. By weaving natural processes into the built environment, green infrastructure provides not only stormwater management, but also flood mitigation, air quality management, and much more. At a time when so much of our infrastructure is in need of replacement or repair and so few communities can foot the bill, we need resilient and affordable solutions that meet many objectives at once. HR Green infrastructure is one solution from HR Green. HR Green worked with the Village to develop green initiatives in the Woodlands Neighborhood. This effort results in clearer stormwater run-off and reduced flooding while still preserving the neighborhoods character. Several examples of this type of work are included in detail in **Section iv: The Woodlands Green Streets Initiatives, 2009-2012 Road Program and Downers Place Bridges.**





Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

October 9, 2012

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Jason Poppen
GREEN, HOWARD R. COMPANY
651 Prairie Pointe Drive
Suite 201
Yorkville, IL 60560

Dear Jason Poppen,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending Dec 31, 2011. Your firm's total annual transportation fee capacity will be \$100,800,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 168.00% are approved on a provisional basis. The actual rate used in agreement negotiations may be determined by our Office of Quality Compliance and Review in a pre-award audit.

Your firm is required to submit an amended SEFC through the Engineering Prequalification & Agreement System (EPAS) to this office to show 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. Changes must be submitted within 15 calendar days of the change and be submitted through the Engineering Prequalification and Agreement System (EPAS).

Your firm is prequalified until December 31, 2012. You will be given an additional six months from this date to submit the applicable portions of the "Statement of Experience and Financial Condition" (SEFC) to remain prequalified.

Sincerely,
John Baranzelli
Acting Bureau Chief
Bureau of Design & Environment

SEFC PREQUALIFICATIONS FOR GREEN, HOWARD R. COMPANY

CATEGORY	STATUS
Environmental Reports - Environmental Impact Statement	X
Special Services - Electrical Engineering	X
Transportation Studies - Mass Transit	X
Location Design Studies - New Construction/Major Reconstruction	X
Structures - Railroad	X
Hydraulic Reports - Waterways: Typical	X
Special Services - Construction Inspection	X
Highways - Freeways	X
Special Services - Surveying	X
Special Studies - Feasibility	X
Special Studies - Traffic Signals	X
Transportation Studies - Railway Engineering	X
Special Studies - Traffic Studies	X
Location Design Studies - Reconstruction/Major Rehabilitation	X
Hydraulic Reports - Pump Stations	X
Hydraulic Reports - Waterways: Complex	X
Highways - Roads and Streets	X
Special Services - Sanitary	X
Location Design Studies - Rehabilitation	X
Special Services - Landscape Architecture	X
Environmental Reports - Environmental Assessment	X
Special Studies - Safety	X
Structures - Highway: Advanced Typical	A
Special Studies - Pump Stations	X
Special Studies - Location Drainage	X
Structures - Highway: Typical	X
Special Studies - Signal Coordination & Timing (SCAT)	A

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



ii. Key Personnel Organization Chart & Resumes

HR Green staff and team members have garnered extensive Phase II Bridge experience through their careers on numerous municipal projects. Thus, the HR Green Team's past experience including several projects with the Village of Hinsdale equates to extensive actual experience on large and complex Phase II Bridge projects. The HR Green Project Team is committed to bringing this project to a successful and timely completion.

The HR Green Team brings an experienced group of managers with the skills and experience to perform the services that the Village will require under this contract. HR Green's work plan is based on a team approach led by **Mr. Robert Davies, SE, PE** who will be assigned **Project Manager**. He will be the point of contact for this project and is personally committed to the Village to ensure that this contract is successfully completed. His responsibilities in successfully completing each project assignment include:

- Managing the HR Green Project Team;
- Being the primary respondent to the Village;
- Being the principal point of contact for the project;
- Establishing clear lines of communication with all parties involved;
- Scheduling and internally coordinating the teams work;
- Organizing, and periodically modifying, a cost-effective project team required to meet all defined and changing requirements of IDOT;
- Establishing and maintaining the quality of our team's oversight;
- Assigning project work to a qualified and responsible team staff;
- Insuring budget and schedule control; and
- Providing leadership and direction.

In addition to managing the project, Mr. Davies will lead the bridge design effort and seal the bridge plans. The preliminary design and existing bridge inspections were performed during Phase I Engineering by Mr. Davies.

Mr. Akram Chaudhry, PE | Principal in Charge

Mr. Chaudhry has an impressive IDOT resume. He has served as Principal in Charge for many projects. Additionally, Mr. Chaudhry works with numerous local governments, including counties and municipalities on capital improvement projects. He brings over 42 years of experience, strong project management, and communication skills to the project team. He will facilitate communication with IDOT Bureau of Local Roads and coordinate submittals to IDOT.

Mr. David Thomson, PE | Railroad Coordinator

Mr. Thomson will utilize his experience with the BNSF to assure the submittal to the railroad is complete and timely. He provided Phase I input on the project, especially in regards to the County Line Road Alternative.

Mr. Kevin Arft, PE | Project Engineer

Mr. Arft has assembled Phase II plans including the PS&E submittal to Bureau of Local Roads requirements for more than a dozen bridge projects over the last 10 years. All were completed under Mr. Davies's supervision.

Mr. Mike Fischer, PLS | Surveyor

Mr. Fischer has diverse surveying expertise which includes Right-of-Way Plats for IDOT and ISTHA, GPS control surveys, land surveying and construction projects, as well as aerial mapping projects, flood mapping revision and hydrographic surveys.

Mr. Milan Dobrosavljevic, PLS | Surveyor

Mr. Dobrosavljevic is familiar with the Oak St. Project as he will be responsible for the survey work and is familiar with this project since he led the survey efforts for Phase I of the Oak Street Project. Additionally he has provided similar services as a part of the other projects HR Green has completed in Hinsdale.





Mr. T. Scott Creech, PE | Project Engineer – Roadway / Utilities

Mr. Creech will be responsible for leading the roadway and utility design team efforts. His team management and design experience in Hinsdale includes the following successful projects: The Woodlands Phase I, Garfield Street and multiple annual Road Program Projects. He is experienced with IDOT Local Roads policies/procedures.

Mr. Christopher M. Hartke, PE | Project Engineer – Roadway / Utilities

Mr. Hartke has served as Project Engineer on many Phase II Engineering projects. His experience includes a broad range of roadway design tasks including geometrics, maintenance of traffic and traffic calming measures as well as, public meeting involvement, and utility coordination.

Mr. Steve Hortege | Constructability Review

Mr. Hortege is a part of HR Green's Construction Engineering Group and he will review the plans for constructability, pay item accuracy and scheduling validity.

Mr. Phil Stuepfert, ASLA | Landscape Architect

Mr. Stuepfert has experience in Hinsdale including Landscape Architecture for the Woodlands Project, Phase I. He will be responsible for incorporating into the bid documents the structure aesthetics, landscaping and signage that Hitchcock Design Group will present during the project submittals.

Mr. David Maxwell, SE, PE | QC/QA Structures

Mr. Maxwell will provide a separate Quality Review for the bridge design documents.

Mr. Theodore Hamilton, PE | QA/QC Roadway

Mr. Hamilton has over 22 years of experience which includes all aspects of Phase II Engineering including preparing contract plans, specifications and cost estimates. He is very familiar with IDOT Bureau of Local Roads procedures, as he has served as the Project Manager on many IDOT Local Roads projects.

Key Personnel and Resumes

HR Green has included resumes for the key personnel mentioned above and included in the organizational chart on page 9.

Subconsultant Roles

Mr. James E. Huff, PE (Huff & Huff) and Ms. Jamie Tunnell Bents, AICP (Huff & Huff)

Huff and Huff will provide the CCDD sampling and testing noted in the Request for Qualifications. Based on their findings in the construction documents may be modified.

Mr. Mohammed Kothawala, PE (Wang) and Mr. Mickey L. Snider, PE (Wang)

Wang Engineering provided the bridge boring in Phase I and will provide additional geotechnical services needed for embankment and retaining wall design in Phase II.

Mr. Tim King (Hitchcock Design Group)

Hitchcock Design Group will continue to develop aesthetic treatments to the bridge and retaining walls, coordinate with landscaping and signage to pull the 2 1/2 block project together into a cohesive finished product. This process was started with the CWG in Phase I and will be completed with a consensus building effort at the 30% submittal.

Mr. Jack Petersen (Community Land Acquisition Services)

Mr. Petersen brings years of IDOT land appraisal, negotiation and acquisition experience to the project.

Subconsultant Personnel and Resumes

The Subconsultants selected for this project are mentioned in the Organizational Chart and their information is included in **section, iii: Subconsultant Capabilities and Resumes.**

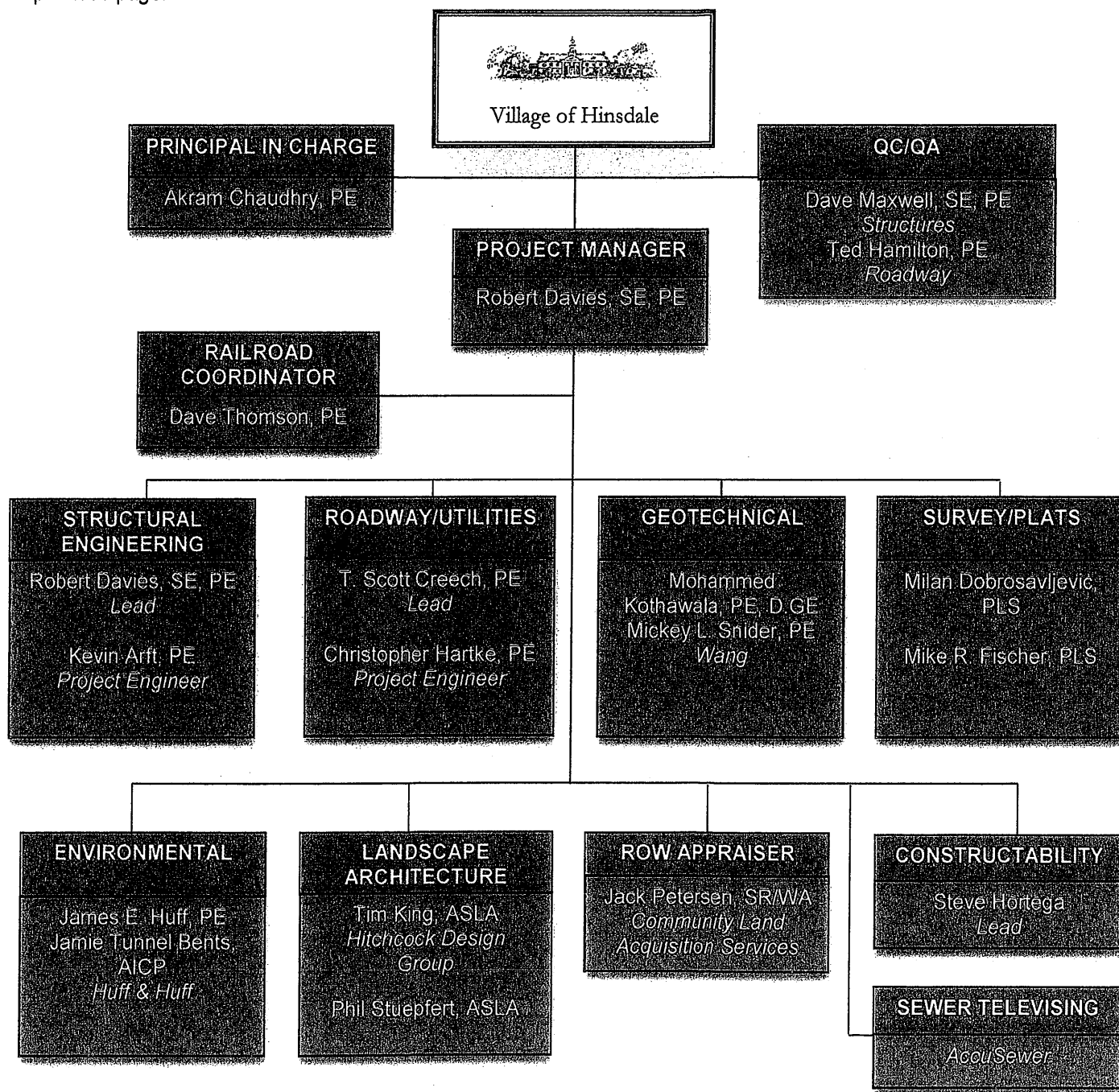




Key Personnel Organization Chart

HR Green has structured a team of qualified professionals and technicians for the design of this project. The same team members that effectively and successfully completed the recent projects referenced in Section B are proposed herein. Throughout our 100-year history, we have made responsiveness and attention to detail the standard by which work is performed. HR Green is particularly strong in its transportation expertise, and has the size and experience to handle this project entirely with local staff. However, the teaming arrangements we have made only help to strengthen our ability to excel at completing this job.

Key personnel are shown below in the Organizational Chart and their duties for the project are described on the previous page.





Robert Davies, SE, PE / Project Manager

Mr. Davies possesses over 31 years of experience as a licensed structural engineer, including 22 years of bridge design and condition inspection in Illinois and Wisconsin. This bridge experience covers stream crossings, interstate overpasses and railroad bridges. His experience also includes design and analysis of many different types of earth retaining structures and foundations. Mr. Davies will seal the plans for HR Green.

EXPERIENCE

31 Years

EDUCATION

MS, Civil Engineering, Marquette University - 1981

BS, Civil Engineering, Marquette University - 1979

REGISTRATION / LICENSE

Professional Engineer, IL - 062-053432 - 1987

Professional Engineer, OH - E-64401 - 2000

Professional Engineer, WI - 23237-006 - 1984

Professional Engineer, CO - PE 0045057-2011

Structural Engineer, IL - 081-004666 - 1999

Professional Engineer, TX - 101461 - 2008

Professional Engineer, IN - PE10809273 - 2008

Professional Engineer, IA PE 20738- 2011

SPECIALIZED TRAINING & CERTIFICATIONS

IDOT Bridge Program Manager

SELECTED PROJECT EXPERIENCE

Anderson Road Extension , Kane County Division of Transportation

Structural Project Leader. The Anderson Road Extension is a proposed new 4-lane roadway linking Illinois Route 38 to Keslinger Road. The project includes a three span, 496-foot-long overpass to carry the Anderson Road extension over three main line tracks of the UPRR and nine coach yard tracks. The bridge will consist of a composite concrete deck on 58-inch-deep plate girders. The project will provide a key north-south transportation link for vehicular access to the newly constructed commuter train station in a neighboring community and relieve congestion along one of the most heavily traveled roadways in the region. HR Green provided surveying, traffic analysis, preliminary geometry, drainage and environmental studies services on the project.

Mr. Davies developed a detailed scope of work and project budget, and was responsible for completion of this highway overpass design. HR Green provided the bridge design plans for this project which also included roadway work to the lead consultant. Mr. Davies' responsibilities included development of a design outline for use by HR Green, quality assurance, scheduling manpower, coordination, and sealing the completed drawings after satisfying the plan review processes. The proposed three span, 496 ft. long overpass will carry the Anderson Road extension over three main line tracks of the UPRR and nine coach yard tracks. The bridge consists of a composite concrete deck on 58 in. deep plate girders. Construction is currently delayed due to Right of Way issues. KCDOT asked HR Green to bring the plans up to current design standards in 2010 and Mr. Davies supervised the plan revisions.

Bunker Road under the Union Pacific Railroad (UPRR), Metra, Inc.

Project Structural Engineer Bunker Road is a new roadway that serves the Metra passenger station in LaFox, Illinois. The underpass was constructed in conjunction with the addition of a third track to the UPRR's West Line. The new three span railroad overpass bridge has a ballasted deck consisting of composite cast-in-place concrete on wide flange steel beams and plate girders. The bridge was constructed in two stages at an existing 30-foot-high embankment. Two of the three tracks remained open to rail traffic at all times. The center span clear spans 75 feet over a proposed three-lane roadway plus wide shoulders. The side spans cross sidewalks and include provisions for access through one abutment to the adjacent Metra passenger station center platform from the sidewalk below. The entire bridge is pile supported.





Mr. Davies developed a detailed scope of work and project budget and was responsible for completion of the railroad bridge design working as a subconsultant on the UP West Line extension project. HR Green provided the bridge-related construction documents which included roadway and track work. Mr. Davies prepared the design outline, performed quality assurance, scheduled manpower, coordinated with the lead consultant regarding all construction staging and track issues, and sealed the completed drawings.

Main Street Bridge over Fox River , Village Of Carpentersville

Project Manager The Main Street Bridge (SN 045-6150) is a four-span, 208 ft. long bridge spanning the Fox River in the downtown Historic District. The scope of work for this HBRRP-funded project included preparation of a Bridge Condition Report, preparation of a Phase I Engineering Report, preparation of a Section 106 Report, completion of Phase II Engineering Plans and bidding documents, and Phase III construction engineering services during reconstruction of the bridge.

The existing bridge consisted of a concrete deck on steel beams constructed in the 1930's. Two biennial bridge inspections included probing for scour, paint, and deck condition evaluation including infrared thermo graphic imaging. Five rehabilitation alternatives were analyzed for feasibility and cost. The completed design consists of 4 PPC deck beam spans (each 25 ft. long) supported on the rehabilitated and widened substructure. The deck beams are protected with a concrete wearing surface and support "Texas Rail" barriers between the roadway and path/sidewalk as well as along the outside edges of the bridge. This project was the recipient of the 2008 APWA Fox Valley Branch and Chicago Metro Chapter Project of the Year Award in the division of Transportation \$2-10 Million as well as a Merit Award winner for ACEC-IL. Mr. Davies managed Phase One and Phase Two Engineering and supervised the structural engineering team. He sealed the bridge drawings.

Cedar Road over Jackson Creek, Will County Department of Highways

Project Manager HR Green completed a Phase I study and Phase II design for the replacement of the Cedar Road Bridge over Jackson Creek (099-3026). Work included a Bridge Condition Report (including field work) for the 60 ft. single span concrete "tee" beam on closed abutments (1948) bridge. The Cedar Road and roadway work were complicated by the proximity to Metra right-of-way. HR Green completed all survey work, roadway geometrics, hydraulic modeling and bridge engineering in-house and performed topographic survey to Illinois Department of Natural Resources standards, which included creek cross-section and bridge features. Mr. Davies was the project manager, supervised all structural engineering and sealed the bridge plans.

Downer Place over the Fox River, City of Aurora

Project Manager HR Green prepared the Phase 1 design for the rehabilitation/replacement of the two bridges carrying Downer Place over the Fox River. Downer Place was a westbound one-way 2-lane Urban Local Street. Stolp Island separates the two (2) 165' long, three (3) span cast in place concrete closed spandrel arch bridges, which were approximately 100 years old. The bridges and many of the adjacent buildings are part of the Stolp Island Historic District. The arch bridge shape as well as decorative railings, decorative spandrel wall pier sections with outlooks for pedestrian benches and period lighting were included to re-create the historic look of the site. The preparation of a Section 106/4f Report was included.

Design Approval was received late in 2010 and construction plans were completed in July of 2011 in time for the planned September 2011 letting. Special challenges included numerous utility conflicts, reuse of existing piers and abutments despite the lack of available drawings for the existing bridges and regulatory hurdles. Construction was completed in 2012 and both bridges were opened to traffic in December of 2012. Mr. Davies managed Phase One and Phase Two Engineering and supervised the structural engineering team. He sealed the bridge drawings.

Bridge Inspection and Management Programs , Various Illinois Communities

Lead Bridge Program Manager HR Green has assisted the following communities with biennial bridge safety inspection and bridge management programs: Rockford, Carpentersville, Oswego, Lake in the Hills, Orland Park, New Lenox, Harvard, Wonder Lake, McHenry, Spring Grove, Johnsbury, Homer Glen, Mundelein, Des Plaines, Millbrook, Mokena, Aurora and Niles. Mr. Davies is the bridge program manager for many of these communities and manages HRG's bridge inspection team for all scheduled and special inspections.





Akram Chaudhry, PE | *Principal in Charge*

Mr. Chaudhry has 43 years of professional experience in transportation and municipal projects, including preliminary studies and contract plan and document preparation for highways and municipal projects, various intergovernmental Agreements for the use of State and Federal Funds, IDOT policies, procedures, standards, and construction management. Mr. Chaudhry assists counties and municipalities in putting together funding packages to finance their roadway improvements with various types of funds available through the Illinois Department of Transportation and various other Agencies. He coordinates, manages, and reviews Phase I Reports; Phase II Contract Plans, specifications, and estimates for compliance with approved reports, design policies, and state and federal requirements. He is also responsible for management of Phase III Construction contracts financed with State and Federal funds.

EXPERIENCE

43 Years

EDUCATION

BS, Civil Engineering, Chicago Technical College – 1969

REGISTRATION / LICENSE

Professional Engineer, IL - 062036735 - 1978

PROJECT EXPERIENCE

Illinois Avenue Bridge Reconstruction, City of Aurora

Principal. Project involved the reconstruction of two superstructures over the Fox River. The project included the rehabilitation and extension of a pedestrian tunnel for the Fox Valley Park District; storm sewer, sanitary sewer and watermain rehabilitation work around the bridge; and installation of sidewalks, driveways, landscaping, and street lighting. Of special consideration during this phase was the Fox Valley Park District. All areas surrounding the superstructure were District property, requiring the maintenance of access to these areas for the patrons of the District throughout construction.

Main Street Bridge over Fox River, Village Of Carpentersville

Principal. The Main Street Bridge (SN 045-6150) is a four-span, 208 ft. long bridge spanning the Fox River in the downtown Historic District. The scope of work for this HBRRP-funded project included preparation of a Bridge Condition Report, preparation of a Phase I Engineering Report, preparation of a Section 106 Report, completion of Phase II Engineering Plans and bidding documents, and Phase III construction engineering services during reconstruction of the bridge.

The existing bridge consisted of a concrete deck on steel beams constructed in the 1930's. Two biennial bridge inspections included probing for scour, paint, and deck condition evaluation including infrared thermo graphic imaging. Five rehabilitation alternatives were analyzed for feasibility and cost. The completed design consists of 4 PPC deck beam spans (each 25 ft. long) supported on the rehabilitated and widened substructure. The deck beams are protected with a concrete wearing surface and support "Texas Rail" barriers between the roadway and path/sidewalk as well as along the outside edges of the bridge.

This project was the recipient of the 2008 APWA Fox Valley Branch and Chicago Metro Chapter Project of the Year Award in the division of Transportation \$2-10 Million as well as a Merit Award winner for ACEC-IL.

Downer Place over the Fox River - City of Aurora, IL

Principal. HR Green prepared the Phase 1 design for the rehabilitation/replacement of the two bridges carrying Downer Place over the Fox River. Downer Place is a westbound one-way 2-lane Urban Local Street. Stolp Island separates the two (2) 165' long, three (3) span cast in place concrete closed spandrel arch bridges, which are approximately 100 years old. The bridges and many of the adjacent buildings are part of the Stolp Island Historic District. The arch bridge shape as well as decorative railings, decorative spandrel wall pier sections with bump-outs for pedestrian benches and period lighting were included to re-create the historic look of the site. The preparation of a Section 106/4f Report was included.





IDOT, Bureau of Local Roads & Streets, Project Management. Mr. Chaudhry is Principal in Charge/Project Manager at IDOT Bureau of Local Roads where he assists IDOT staff in managing Local Agency Phase I/Phase II projects. Mr. Chaudhry oversees HR Green staff engineers and Administrative Assistants stationed at IDOT Bureau of Local Roads in Schaumburg to manage various projects. He ascertains that the projects are reviewed and processed in conformance with IDOT and Federal policies, procedures and standards in a timely manner.

Various/Various Phase II Design (PTB 156/009), Illinois Department of Transportation, District 1

Principal. This project involves providing Phase II engineering services for various projects throughout District 1. The scopes of work include intersection improvements, resurfacing, retaining walls, survey, ACOE permitting and drainage improvements. Phase II engineering tasks include preparation of contract plans including maintenance of traffic plans, plan and profiles, erosion control, drainage and utilities, cross sections, retaining wall plan and details and ACOE permitting. Contract special provisions along with estimates of time are also being prepared.

Miller Road, McHenry County Division of Transportation

Principal. Project involved preparing a Phase I project report (Categorical Exclusion, Group, II), and Phase II Contract Plans for improvements along Miller Road between Illinois Route 31 and River Road in the City of McHenry, Illinois. The 3.25 mile improvement project involves the widening of Miller Road from its existing three lane cross section to a four lane cross section with a center median to improve capacity and level of service for the intersections. Improvements are being completed on the intersecting streets of Illinois Route 31, Green Street, and River Road. Miller Road improvements also include the construction of a 658 foot bridge over the Fox River which will be located along the north side of the existing bridge. Preparation of Phase II engineering contract documents includes typical sections, detailed maintenance of traffic plans, removal plans, plan and profiles, drainage and utilities plan and profiles, intersection grading plans, plat of highways, cross sections, detentions basin details, retaining walls, landscape, pavement marking and signing, lighting, traffic signals (3 intersections), temporary traffic signals and interconnect. Structure plans for a new 658 foot bridge over the Fox River are being prepared. HR Green is also coordinating with the ACOE to obtain an individual 404 permit for impacts to high quality wetlands and work within the Fox River. Contract specifications along with estimates of time and cost were completed for one segment (including the bridge) currently under construction.

Johnsburg Road Reconstruction, McHenry Co. Division of Transportation.

Principal. HR Green prepared a Phase I project report (Categorical Exclusion, Group II) for improvements to Johnsborg Road from Illinois Route 31 to Chapel Hill Road and to three intersecting streets. This CMAQ and ITEP-funded project involves widening and resurfacing of Johnsborg Road to improve the capacity and level of service for the intersections. Alternate geometric studies were completed at the Johnsborg Road/ Chapel Hill intersection. Alternates included a major realignment; maintain existing geometry, and a roundabout. The alternates were evaluated based on capacity improvements, right-of-way impacts, costs and public support. HR Green conducted extensive public coordination including two open house public meetings and a public hearing where a roundabout was the preferred alternative. Phase II engineering currently being completed includes preparation of contract documents including typical sections, detailed maintenance of traffic plans, removal plans, plan and profiles, roundabout plan and details, drainage and utilities plan and profiles, intersection grading plans, cross sections, retaining walls, landscape, pavement marking and signing, roadway and pedestrian lighting, and traffic signals (2 intersections). Contract specifications along with estimates of time and cost are being prepared.

EXPERIENCE WITH PREVIOUS EMPLOYERS

Illinois Department of Transportation, Bureau of Local Roads. Previously employed by IDOT for 32 years, Mr. Chaudhry, in the role of Local Roads Field Engineer for Kane and McHenry Counties and Northwest Council of Mayors, was in charge of many local-level projects financed with State and Federal funds, including Phase I Reports, Phase II Contract Plans, Local agency Agreements, MFT funded construction and Maintenance Programs, and construction management of MFT funded projects, documentation, and project closeout.





David Thomson, PE / Railroad Coordinator

Mr. Thomson is a project executive and manager with more than 30 years of experience providing project management and construction oversight for rail transportation initiatives, including the design of high speed rail alignments through congested urban environments, design and construction of rail transload and intermodal facilities, the renovation and relocation of railroad infrastructure, multi-year rail and highway capacity expansion plans. Mr. Thomson has previous rail management experience gained from 20 years of employment with the Burlington Northern Santa Fe Railway. As HR Green's Practice Leader for Rail and Highways, he is responsible for providing direction for rail and highway planning and design for civil, bridge and rail projects. Mr. Thomson's diverse background includes providing direction for freight rail maintenance activities; construction of new mainline, siding and industrial trackage; replacement of railroad bridges under traffic; railroad surveying; and providing leadership for two general contractors.

EXPERIENCE

30 Years (2 with HR Green)

EDUCATION

Master of Business Administration, Management, Letourneau University, Longview, Texas - 1995
BS, Civil Engineering, Michigan Technological University, Houghton, Michigan - 1983

REGISTRATION / LICENSE

Professional Engineer, IL - 062063361 - 2011
Professional Engineer, NE - E-7048 - 1991

IDOT PREQUALIFICATION CATEGORY ASSOCIATION

Transportation Studies: Railway Engineering

SELECTED PROJECT EXPERIENCE

Vernon Hills Parking Lot Expansion, Metra, Village of Vernon Hills

The Vernon Hills Parking Lot Expansion is a project proposing a new parking lot southeast of the existing parking lot on the east side of the Wisconsin Central Railway Line in the Village of Vernon Hills, Illinois. Mr. Thomson managed the project documentation, the overall design of the parking lots and the stormwater management plans, as well as the permitting with all local and state agencies.

Pingree Road Station ,Metra, City of Crystal Lake

Mr. Thomson oversaw the project documentation, the overall design of the parking lots, stormwater management plan and permitting with both local and state agencies, as well as the overall City approval process for plan development, annexation and platting. The project involved concept planning, annexation, as well as preliminary and final engineering. HR Green was responsible for all site design and surveying services required to complete this design and permit this project. Additionally, this project included the resubdivision of lands associated with this project.

Grade Separation Feasibility Study for UPRR at Pingree Road , Metra, Crystal Lake

HR Green provided a feasibility study for a grade separation in conjunction with the design of the Pingree Road passenger station. Project involved development of structural concepts and opinions of probable constructed costs for two underpass and two overpass configurations. The concepts include retaining walls, highway overpass bridges and railroad underpasses constructed with sheeting and shoring to maintain traffic on the UPRR Northwest Line. Pingree crosses the two-track UPRR at approximately a 60 degree angle at this location. The proximity of the new station and existing residential and commercial properties limits shoo fly options.

BNSF Transload Network,

Mr. Thomson oversaw management of \$80 million per year in service payments to transload operators under contract to BNSF for transload services. Develop new contract and accounting mechanisms reducing outstanding





payments from \$128 to \$12 million. Developed new transload facilities in Anaheim, CA, El Paso, TX, Denver, CO, Stockton, CA, Tacoma, WA, Houston, TX. Grew business unit from \$384 to \$423 million in 2 years. He worked with numerous public agencies, other railroads and customers on developing comprehensive solutions to address all concerns.

BN Capital Strategic Planning.

Mr. Thomson provided comprehensive capital planning of yearly and three year look-ahead capital requirements exceeding \$1 billion per year. He developed a capital ranking process to properly assign limited capital to the highest value projects for maintenance and expansion. He also oversaw Operational Research and Capacity Planning groups.

BN Project Management.

Mr. Thomson developed a comprehensive Asset Management Database; System-wide Project Management for capital maintenance gangs; development of System wide Project Management Reporting; development of System wide Capital Estimating Processes and Capital Budget Preparation; development of Maintenance Planning Process and prediction algorithms for the deterioration of rail, tie and surface conditions under varying wheel loadings and annual tonnages; development of rail maintenance algorithms to analyze rail grinding patterns, wear patterns, train characteristics to increase 132# RE rail life from average of 700MGT to 1.5BGT with resultant reduction in depreciation costs and reduced capital maintenance requirements; supervision of the B9 Track Geometry Test Car, "Lite Slice" Rail Measurement Cars, Rail inspection and testing; development of Asset Database for all fixed assets; development of scanning and conversion of Valuation Maps to electronic formats; managed and updated Track and Construction Standards Manuals; conversion of Engineering Track Charts from hand updated to electronic data driven; development of design for standard pre-cast concrete "tub" sections to improve bridge replacements.

BN Field Maintenance and Engineering.

Provided supervision and oversight in the construction of numerous projects throughout the Midwest and Southeast. Projects included: Tie Gang St. Francis Sub (Branchline); Tie Gang Ravenna Sub (Heavy Tonnage Coal Mainline); P-811 Concrete Tie and Rail Replace St. Joseph Sub (Heavy Tonnage Coal Mainline); Curve Rail Relay Wichita Falls Sub (Heavy Tonnage Coal Mainline); Tie Gang Amarillo Sub (Heavy Tonnage Coal Mainline); Rapid-On Rapid-Off (RO-RO) Tie Gang Pensacola Sub (Light Mainline); Curve Rail Relay Ravenna (Heavy Tonnage Coal Mainline); Curve Rail Relay Alliance Sub (Heavy Tonnage Coal Mainline) and Edgemont Sub (Heavy Tonnage Coal Mainline); In-Track Flash Butt Electric Arc Welding Brush Sub (Light Mainline with Amtrak); Field Weld Joint Elimination Brush Sub (Mainline with Amtrak); Field Weld Joint Elimination Hastings Sub (Mainline with Amtrak); Curve Rail Relay Plattsmouth Sub (Heavy Tonnage Coal Mainline); Rail Destressing St. Joseph Sub (Heavy Tonnage Coal Mainline); Surfacing Gang Brush Sub (Mainline with Amtrak); Rail End Slotting (4000 miles NE, KS, IA, MO branchlines); Switch/Turnout Grinding (Lincoln to Alliance, Lincoln to Sioux City, Lincoln to Ottumwa, Lincoln to St Joseph, Omaha Sub); Mainline Rail Grinding Lincoln to Alliance; Survey Party Chief and Transit/Level Instrument man New Mainline Construction Crawford Hill; Resident Engineer New Mainline Construction with 3 new Bridges South of Gillette; Resident Engineer New Mainline Construction with one new road grade separation West of Lincoln; Grade Crossing Improvements and Replacements (60 plus in NE, MO, TX, KS, OK, IA, CO, WY, MN, FL); Bridge Replacement under traffic Thayer Sub (Mainline); Bridge Replacement under traffic Tulsa Sub (Mainline); Bridge Replacement under traffic Cuba Sub; Bridge Replacement under traffic Colorado Springs Sub (Heavy Tonnage Coal Mainline); Planning, design and construction of Lincoln Terminal; Development of new Welding Truck design for ergonomics and safety; Development of improved welding repair techniques of manganese frogs; Development of rail destressing formulas still used as standards today; Development of Time and Motion Studies of Ro-RO Tie Gang; Development of Field Reporting Paperwork for System Project Management Reporting; New Yard Construction Lincoln Terminal (Heavy Coal, Merchandise and Amtrak terminal); Construction inspection and Resident Engineer New Yard Construction Irvine Intermodal Yard; Track and Facility Design for Anaheim Transload Facility; Tie Inspection; Bridge Inspection; Route and Alignment transit instrument man; Cross section and cut-fill survey and level instrument man; Bridge Surveys; Grade Separation Surveys; Derailment clean-up and track reconstruction; Pile Driving Thayer Sub (Mainline); Management of Public Works funds on grade crossings improvements; Coordination with State DOTs and local communities on public road improvements and matching funds.





Kevin Arft, PE / Project Engineer

Mr. Arft specializes in bridge design and condition inspection. His bridge experience covers stream crossings, roadway overpasses and railroad bridges. In addition to bridges, he also has experience with design and analysis of superstructures and foundations.

EXPERIENCE

12 Years

EDUCATION

BS, General Engineering, University of Illinois - 2000

REGISTRATION / LICENSE

Professional Engineer, IL - 062-059077 - 2006

Professional Engineer, TX - 100912 - 2008

Professional Engineer, IN - PE-10910273 - 2009

SPECIALIZED TRAINING & CERTIFICATIONS

NBIS Program Manager

PROJECT EXPERIENCE

Anderson Road Extension, Kane County Division of Transportation

Project Engineer

HR Green was responsible for Phase I and Phase II engineering for the Anderson Road Extension. The Anderson Road Extension is a proposed new two-lane (expandable to four-lanes in the future) roadway that will link Illinois Route 38 to Keslinger Road in the Village of Elburn, Illinois. The extension consists of approximately 1.6 miles of new and reconstructed roadway. The project includes over ¾ mile of associated improvements to Keslinger Road, Hicks Drive and Prairie Valley Street as well as the realignment of the existing access roadway to the Elburn Metra commuter station. The project also includes the construction of a grade separation structure to carry Anderson Road over the Union Pacific Railroad. The project will provide a key north-south transportation link for vehicular access to the Metra commuter station and relieve congestion along Illinois Route 47 by providing a grade separation option over the railroad tracks. HR Green also prepared the Phase II contract plans, specifications and estimates for the project. Mr. Arft's responsibilities included coordinating the bridge work with the roadway work, development and design of the substructure, concrete bridge rail, and quantity calculations for the bridge. He performed this work under the supervision of HR Green's Licensed Structural Engineers.

Bunker Road Underpass of Union Pacific Railroad, Metra, Inc.

Design Engineer.

This project, completed in tandem with another consultant, entailed a Phase I report utilizing federal (FTA) funds for a one-mile extension of Bunker Road. An Environment Assessment was completed for a five-lane roadway with a landscaped median, compensatory storage for fill in a floodplain, and bridge design for an underpass of a three-track Union Pacific rail line. The new three span railroad bridge has a ballasted deck consisting of composite cast-in-place concrete on wide flange steel beams and plate girders designed to AREMA, Metra, and UPRR requirements. The bridge was constructed in two stages at an existing 30 foot high embankment. Two of the three tracks remained open to rail traffic at all times. The center span clears 75 feet over a proposed three-lane roadway plus wide shoulders (to allow for future widening to four lanes). The side spans cross sidewalks and include provisions for access through one abutment to the adjacent Metra passenger station center platform from the sidewalk below. Kevin was responsible for design and drafting of the bridge substructure.

Illinois Avenue Bridge Reconstruction, City of Aurora

Project Engineer

Project involved the reconstruction of two superstructures over the Fox River. The project included the rehabilitation and extension of a pedestrian tunnel for the Fox Valley Park District; storm sewer, sanitary sewer and watermain rehabilitation work around the bridge; and installation of sidewalks, driveways, landscaping, and street lighting. Of special consideration during this project was the Fox Valley Park District. All areas surrounding the superstructure were District property, requiring the maintenance of access to these areas for the patrons of the





District throughout construction. Mr. Arft participated in all three phases of the project and was responsible for assisting in preparation of the Bridge Condition Reports, design of the substructure, approach roadway coordination with the bridge work, and fabrication drawing review.

Keslinger Road Bridge over Blackberry Creek, Elburn, IL, Kane County Division of Transportation

Project Engineer. HR Green prepared Phase I design including a Bridge Condition Report and hydraulic report, and Phase II Design for this single span, three lane bridge replacement. Keslinger Road passes over Blackberry Creek, a regulatory floodway, in rural Kane County. The new structure is 56 feet wide with a span of 60 feet. The bridge includes PPC deck beams on open abutments with a cast-in-place Texas Rail on each side. This project also included roadway reconstruction and profile changes to 1,000 feet of approach road, new right-of-way, and compensatory storage. Kevin contributed to the Bridge Condition Report and Project Development Report during Phase I, as well as the contract documents, drawings, and cost estimates during Phase II

Fairview Boulevard over Keith Creek, City of Rockford

Project Manager

Two-span, continuous, cast-in-place, concrete slab superstructure replacement. The project was let in June 2011 (SN 101-6060). Mr. Arft prepared the Bridge Condition Report, Phase I Report and design plans and specifications under the supervision of an Illinois Licensed Structural Engineer. Mr. Arft sealed the roadway plans.

Thompson Road over Nippersink Creek, Village of Wonder Lake

Project Manager. HR Green was responsible for Phase I, Phase II, and Phase III for this project. The scope of the bridge work included complete replacement of the existing 134 ft. long, three span precast, Prestressed concrete deck beam bridge with a 149 ft. long, three span, cast-in-place, concrete, deck on steel, wide flange beam bridge. Mr. Arft participated in the first two phases of the project and was responsible for assisting in preparation of the Bridge Condition Report and Project Development Report during Phase 1, and well as the contract documents, drawings and cost estimates during Phase 2. This work was done under the supervision of an Illinois Licensed Structural Engineer. Mr. Arft sealed the roadway plans.

Winn Road over Nippersink Creek, Village of Spring Grove

Project Manager.

HR Green was responsible for Phase I, Phase II, and Phase III for this project. The scope of the bridge work included complete replacement of the existing 130 ft. long, three span precast, Prestressed concrete deck beam bridge with a 142 ft. long, three span, Prestressed concrete deck beam bridge. Mr. Arft participated in the first two phases of the project and was responsible for assisting in preparation of the Bridge Condition Report, Project Development Report, roadway plans, bridge plans and specifications under the supervision of an Illinois Licensed Structural Engineer. Mr. Arft sealed the roadway plans.



Mike Fischer, PLS | Surveyor

Mr. Fischer has diverse surveying expertise includes GPS control surveys, land, rail and route surveying and construction projects, as well as high definition 3D laser scanning, flood mapping revision and hydrographic surveys. His responsibilities also include the management and quality control of surveying projects as well as preparation of surveying documents. He has implemented and applied numerous CAD, civil engineering, and surveying programs in the processing and automation of aerial, hydrographic, laser point cloud, surveying, and CAD data for both surveying and civil engineering projects. Mr. Fischer has extensive experience in large boundary and topography surveys in excess of 2,000 acres; state, county and municipal ROW surveys; NGS First Order Geodetic Control Projects; route and rail surveying, floodplain mapping, hydrographic surveying, and residential and commercial ALTA/ACSM Land Title Surveys.

EXPERIENCE

18 Years

EDUCATION

BS, Surveying Engineering, Ferris State University - 1995

REGISTRATION / LICENSE

Professional Land Surveyor, WI - 2518 - 2000

Professional Land Surveyor, IL - 35003443 - 2001

SPECIALIZED TRAINING & CERTIFICATIONS

Emergency Response to Hazardous Materials Certification, 2003

Contractor Orientation – CN, Metra RR

IDOT PREQUALIFICATION CATEGORY ASSOCIATION

Environmental Reports: Environmental Assessments (EA)

Environmental Reports: Environmental Impact Statements (EIS)

Location Design Studies: New Construction/Major Reconstruction

Location Design Studies: Reconstruction/Major Rehabilitation Special

Studies: Feasibility

SELECTED PROJECT EXPERIENCE

Anderson Road Extension , Kane County Division of Transportation

Survey Manager

The Anderson Road Extension is a new four-lane divided roadway linking Illinois Route 38 to Keslinger Road. The extension will provide a key north-south transportation link for vehicular access to the new Elburn Metra commuter station and will relieve congestion along Illinois Route 47 by providing a grade separation over the Union Pacific (UPRR) railroad tracks. As part of Metra's work along the UPRR West Line, a draft Environmental Assessment (EA) was prepared in Federal Transit Administration (FTA) format but was never processed for federal approval. Per an agreement with Kane County, Metra has provided the EA to the County for further processing. HR Green was the Project Manager overseeing the efforts to convert the EA into a format acceptable for FHWA approval, preparation of a Section 106 report, and the design of the four-lane roadway configuration. The project also included the completion of topographic surveying and preparation of the plat of highways for right of way acquisition.

Gresham Station; Chicago, Illinois, Metra

Survey Project Manager

HR Green performed a topographic survey along the Rock Island District railway of approximately 12,000 feet along the Joliet Subdistrict and approximately 3,500 feet along the Beverly Subdistrict, encompassing the existing improvements within the railroad right-of-way. HRG coordinated with safety flaggers at all times while performing the field survey. HRG created a topographic drawing for engineering and construction purposes. GPS was utilized for horizontal control stations, Illinois State Plane Coordinates, while a robotic total station for the topographic survey. The survey referenced the Chicago Standard Bench Monuments for vertical elevations. Upon completion





for the topographic survey, HRG established a construction baseline for future construction. During the entire project HRG provided a bi-monthly and/or monthly project status report to the Client. This survey was performed as a sub-consultant for Parsons Brinkerhoff for signal design along the project corridor.

**Prairie Parkway, Northeastern Illinois
Land Surveyor**

HR Green worked in conjunction with PB Americas to assist the Illinois DOT with planning for a proposed highway in northeastern Illinois called the Prairie Parkway. The 1,600-square-mile study area is located approximately 50 miles west of Chicago and encompasses all of Kendall County and portions of Kane, DeKalb, LaSalle, Grundy and Will counties. The study area is on the fringe of the Chicago metropolitan area and is experiencing rapid growth and development. HR Green is providing various services, including roadway design, surveying, stormwater management planning, public involvement and planning for a multi-use trail. Survey included preparation of the Corridor Protection Map, supplemental topographic survey for obscured areas, drainage/creek surveys and crossroads along with utility mapping.

**Mundelein Parking Lot Expansions, Metra, Inc.
Survey Crew Chief**

Work included three parking lot expansion projects at Mundelein, Vernon Hills and Vernon Township in Illinois. The projects were new parking lots at expanding stations for 200 to 800-space parking lots including detention, grading, stormwater management, site development, landscaping, and utilities. Mike was responsible for the boundary surveying and topographic data collection for the proposed parking lot expansion. This surveying work also included analyzing the Title Report for the property to verify existing easements and overall property size and geometry.

**Naperville/Warrenville/I-88 Plat of Highways, DuPage County
Land Surveyor**

Project involved plat of highways for approximately 100 parcels of land in Naperville for the intersection improvements at I-88 and Warrenville/Naperville Roads. Work included boundary surveys, topographic surveys, and utility surveys. The project involved detailed analysis of title commitments and deeds for the various parcels. Mike was the Project Manager for the preparation of the plat of highways. He coordinated with multiple design firms and agencies to compile accurate plats and legal descriptions.

**Richmond Bypass ROW Location, Village Of Richmond
Land Surveyor**

Work included establishing the right-of-way lines of approximately 4 miles of the unimproved State of Illinois right-of-way that is located along the west side of the Village of Richmond. Tasks performed include document research, sectional/metes and bounds boundary field location, calculations and CAD work to prepare a base map to be used for later engineering design and highway platting.

**I-55 Rehabilitation, Weber Road to US Route 30, Illinois DOT, District 1
Survey Crew Chief**

This project involved Phase II engineering services for the widening and resurfacing of I-55 between U.S. Route 30 (Plainfield Road) and Weber Road. This project covers approximately 6.85 miles and crosses through the municipalities of Bolingbrook, Romeoville, Plainfield, and Joliet. The Phase II final engineering services included topographic and design surveys and 3D laser scanning, roadway and bridge design, drainage analysis and design, erosion control, signing and pavement marking layout, maintenance of traffic, landscaping, structural design, and other related tasks needed to complete final plans, specifications and estimates. Mike's team utilized 3D laser scanning technology on this project. Data were processed and converted to a standard ASCII format for easy import into Microstation V8.

Union Pacific Railroad – East Market Yard, Des Moines, Iowa and Butler, Wisconsin Yard

HR Green performed topographic and boundary surveys for stormwater drainage and sanitary sewer improvements at the Des Moines and Butler yards. Survey included coordination with UP flaggers and engineers to collect the necessary data to submit to the UP's in house design team. Research was performed for deeds and easements of record. Drawings were processed to UP CAD standards and submitted in MicroStation format.





Milan Dobrosavljevic, PLS | Surveyor

Mr. Dobrosavljevic is directly involved in all phases of land surveying and mapping for transportation and land development projects. He has extensive experience the land development process, including retracement surveys of sectionalized lands. In addition, Mr. Dobrosavljevic has performed ALTA Land Title Surveys, Topographic Surveys, preliminary and final platting, legal descriptions, title commitment reviews, and construction layout services. Beyond the transportation and land development field, Milan also has experience with specialized environmental mapping, including hydrographic surveys and natural resources inventories.

EXPERIENCE

12 Years

EDUCATION

Bachelor of Science, Surveying, Michigan Tech University - 2000

Associates in Applied Sciences, Civil Engineering Technology, Michigan Tech University - 2000

REGISTRATION / LICENSE

Professional Land Surveyor, IL - 035-003615 - 2004

Professional Land Surveyor, IN - LS20700104 - 2007

Professional Land Surveyor, MN - 50008 - 2012

IDOT PREQUALIFICATION CATEGORY ASSOCIATION

Special Services: Construction Inspection

SELECTED PROJECT EXPERIENCE

Oak Street Bridge Replacement Phase 1, Village of Hinsdale

Project Surveyor. HR Green performed a topographic survey of the Oak Street Bridge over the Burlington Northern Santa Fe Railroad to assist with preliminary engineering and environmental studies for the replacement of the bridge. This included surveying approximately 5,250 feet of the adjacent roadways, 2,000 feet of the railroad, along with the bridge itself. A high definition 3D laser scan of the bridge was performed for documentation purposes. Field work within the railroad right of way was coordinated with safety flaggers at all times. A topographic drawing was prepared for engineering and design purposes. The survey referenced NGS monuments for horizontal and vertical control. A project status report was submitted weekly to the client. This survey was performed as a sub-consultant to Clark Dietz, Inc. for the Phase 1 contract.

Woodlands Infrastructure Improvements, Village of Hinsdale

Project Surveyor. The project is located in Woodland Neighborhood, platted in late nineteenth century with original homes constructed in early to mid-twentieth century. The neighborhood has a long history of problems related to surface water management. The project area comprised of poorly drained roads and flooding extended well beyond the right-of-way onto private property resulting in damage to homes and personal property as well as making roads impassable during and sometimes long after significant rainfall events. The existing roadways are severely deteriorated as a result. Due to the age of the water infrastructure, the mains are undersized and results in unacceptable level of interruptions due to breaks in the system. The sanitary sewer pipes also require lining to improve structural integrity and to reduce I/I. One of the goals of the Village to manage the surface water was to maximize the use of "green initiatives." HR Green was hired by the Village to complete the survey, design, bid document, permitting, and construction observation services for Phase I of the Woodlands Infrastructure Project.

Garfield Street Improvements, Village of Hinsdale

Land Surveyor. Project consisted of constructing new storm sewer and connecting the existing curb inlets away from the existing combined sanitary sewer to direct the storm water flows away from the waste water treatment facility. The existing brick sanitary sewer and manholes originally constructed in the 1920's were rehabilitated rather than removed for great cost savings. The project included removing three segments of water main and constructing new, larger water main. Funding alternatives were developed to include milling and overlaying pavement on Garfield Street, First Street, and Park Avenue. Survey aspects included topographic survey of approximately 4,500 feet of roadway including collector streets. This project required precise topography to identify





any existing drainage problems and to locate all parkway trees for minimal disturbance during the construction process. This project also included extensive research of the existing underground utilities for minimal disturbance.

US Route 30 Interim Improvements, Village of New Lenox

Land Surveyor. HR Green managed all survey aspects of the roadway improvement project, which included a topographic survey of approximately 6,000 feet of roadway. This project required extensive research at the Will County Recorder of Deeds Office to delineate and depict the existing right-of-way. This project also included the design for the installation of temporary traffic signals that needed to be accounted for in the topographic survey and existing right-of-way determination. Right-of-way conveyance documents were prepared to assist with the right-of-way acquisition required for the construction of the project.

Wolf Road Improvements at US Route 30, Village of Mokena

Project Surveyor. HR Green managed all survey aspects of the roadway improvement project, which included a topographic survey of approximately 2,500 feet of roadway including the existing intersection. This project required extensive research at the Will County Recorder of Deeds Office to delineate and depict the existing right-of-way. This project also included the need for precise coordination among the various consultants, sub-consultants, and IDOT regarding the future improvements of U.S. Route 30.

Laraway Road and Cedar Road Intersection Improvements, Village of New Lenox

Project Surveyor. Project involved improvements to the intersection of County Highway 74 (Laraway Road) and County Highway 4 (Cedar Road) in New Lenox, IL. Improvements to the intersection included widening and striping for the addition of left turn lanes in all directions, utility relocation and addition of a traffic signal. Project Engineering and Surveying services consisted of design and preparation of plans and specifications; bid documents; utility coordination; permitting right-of-way document preparation and coordination; and construction observation.

US 6 at Bell Road and McKinley Woods Road, Village of Channahon

Project Surveyor. To accommodate a proposed development, the project improved the intersections with left turn lanes, right turn lanes as applicable and a traffic signal installation. This project included preparation of a Traffic Impact Study to determine specific needs and impacts, and an Intersection Design Study (IDS) to determine required roadway geometry and traffic signalization. Surveying included an overall topographic survey of approximately 8,000 feet of roadway and preparation of right-of-way conveyance documents, which required extensive research at the Will County and Grundy County Recorder of Deeds Offices to delineate and depict the existing right-of-way.

Laraway and Gougar Roads, Will County Department of Highways

Project Surveyor. Project involves separate Pre-Phase I reports for the improvement of Laraway Road from US Route 52 to the Will/Cook County Line and the improvement of Gougar Road from US Route 52 to US Route 6. The objective of each report is to identify the proposed scope of improvements, lead the public involvement process with local communities, elected officials and the general public, document potential environmental impacts, identify access management strategies, and establish a proposed right-of-way envelope based on the typical cross-section, intersection geometrics, and drainage considerations.

Laraway and Cherry Hill Intersection Improvements, Will County Department of Highways

Project Surveyor. Improvements include widening and resurfacing of Laraway Road and Cherry Hill Road from a two-lane section to two through lanes with channelized left-turn lanes for all legs, auxiliary right-turn lanes and ten foot shoulders. The intersection improvements also include traffic signals, drainage appurtenances, utility coordination/relocation and Right-of-Way/easement acquisition. Survey work included a topographic survey of approximately 2,400 ft. of Cherry Hill Road and approximately 2,700 ft. of Laraway Road to IDOT standards, and locating existing right-of-way, section and adjacent parcel monumentation to create the base map for the Plat of Highways. Will County Illinois State Plane Control Monumentation was referenced to establish horizontal and vertical control utilizing GPS and the topographic survey with robotic total stations.





T. Scott Creech, PE | Project Engineer Roadway / Utilities

Mr. Creech's civil engineering experience is deep and diverse. His expertise includes: hydrology, hydraulics and drainage; transportation; site development; parks and recreation; and resident construction engineering. Scott has performed analysis, modeling, design, and reports for storm water management systems, drainage systems and structures in both urban and rural scenarios. He has served as Project Engineer and Project Manager for urban and rural roadway design, intersection design/capacity analysis studies, traffic signal design, street lighting, storm sewer, sanitary sewer, stormwater management systems, traffic studies, and project development reports. Scott has assisted with a variety of commercial, recreational, industrial and residential developments. He has also designed softball, soccer and basketball court complexes and parking facilities. His knowledge of the total project process, from inception through construction, has benefitted clients in both private and public sectors.

EXPERIENCE

25 Years

EDUCATION

BS, Physics, Truman State University - 1988
BS, Civil Engineering, Missouri U. of Science & Technology - 1987
MBA, Business Administration, Bradley University - 1991
MS, Civil Engineering, Bradley University - 2000

REGISTRATION / LICENSE

Professional Engineer, IL - 062047669 - 1991
Professional Engineer, IN - 10809879 - 2008

SELECTED PROJECT EXPERIENCE

US Route 150 (War Memorial Drive) and IL Route 91, City of Peoria

Project consists of improvements to 3.4 kilometer section of urban and rural roadway. Improvements include widening roadway from four-lane sections to six lanes with center and right turn lanes. More specific improvements include PCC overlay and widening; Bituminous overlay; combination concrete curb and gutter; storm sewer system; pipe culverts, ditching, erosion control system, new PCC Ramp at the I-474 interchange; widening and overlay to existing interchange ramps, six signalized intersections; overhead sign trusses; intersection lighting; staging plans, and pavement jointing plans.

US Route 6 and Bell Road Intersection Improvements, Village of Channahon

Project consists of interim improvements to the intersection of US Route 6 and Bell Road totaling 1,751 feet. Specific improvements entailed design and preparation of an intersection design study, plans and specifications, bid documents and construction observation. Geometric modifications consist of widening and resurfacing from a two-lane stop controlled section to two through-lanes with channelized left and right turn lanes. Project also includes traffic signals, drainage appurtenances, utility coordination/relocation and ROW easement acquisition. (2009)

Laraway Road and Cedar Road Intersection Improvements, Village of New Lenox

Project involved improvements to the intersection of County Highway 74 (Laraway Road) and County Highway 4 (Cedar Road) in New Lenox, IL. Improvements to the intersection included widening and striping for the addition of left turn lanes in all directions, utility relocation and addition of a traffic signal. Project Engineering and Surveying services consisted of design and preparation of plans and specifications; bid documents; utility coordination; permitting right-of-way document preparation and coordination; and construction observation. (2008)

Water Street Reconstruction (Walnut Street to Harrison Street), and Commercial Street Extension, City of Peoria

Project consisted of improvements to 1090 feet of Urban Minor Roadway. Improvements include new 8-inch PCC pavement with integral curb and gutter, PCC sidewalk, combination concrete curb and gutter, storm sewer system, ornamental planter boxes, ornamental street lighting, irrigation system, fencing, bituminous bike trail with aggregate shoulder, railroad track removal, ornamental benches and trash receptacles, brick paver cross walks, brick paver sidewalks, and erosion control.





94th Avenue and 151st Street Traffic Signal Improvements and System Interconnection, Village of Orland Park.

Project consists of traffic signal and interconnection improvements to 94th Avenue from Sunrise Lane to 151st St. and 151st St. from 94th Ave. to Orland Book Dr. Length of project is approximately 7,215 feet. Specifically, a Traffic Signal was added to 94th Ave. at Wheeler Drive and System Interconnection of seven (7) sets of signalized intersections utilizing wireless interconnection technology. Project funding consists of Local and STP Funding. (2009)

Laraway and Cherry Hill Intersection Improvements, Will County Department Of Highways

Improvements include widening and resurfacing of Laraway Road and Cherry Hill Road from a two-lane section to two through lanes with channelized left-turn lanes for all legs, auxiliary right-turn lanes and ten foot shoulders. The intersection improvements also include traffic signals, drainage appurtenances, utility coordination/relocation and right-of-way/easement acquisition. Survey work included a topographic survey of approximately 2,400 feet of Cherry Hill Road and approximately 2,700 feet of Laraway Road to IDOT standards, and locating existing right-of-way, section and adjacent parcel monumentation to create the base map for the Plat of Highways. Will County Illinois State Plane Control Monumentation was referenced to establish horizontal and vertical control utilizing GPS and the topographic survey with robotic total stations. (2009)

Laraway and Gougar Roads Pre-Phase I Study, Will County Department of Highways,

Project consists of the preparation of two separate Pre-Phase I reports for the improvement of Laraway Road from US Route 52 to the Will/Cook County line and the improvement of Gougar Road from US Route 52 to US Route 6, totaling approximately 20 miles for the project limits. The objective of each report is to identify the proposed scope of improvements; lead the public involvement process with local communities, elected officials and the general public; document potential environmental impacts; identify access management strategies; and establish a proposed right-of-way envelope based on the typical cross-section intersection geometrics and drainage considerations. The Scope of Services also includes preparation of right-of-way parcels. (2008)

Elgin/O'Hare Western Bypass Study, Program Management, Illinois Department of Transportation District 1 (PTB #141-03)

The Elgin O'Hare/West O'Hare Bypass is a proposed \$3.6 billion highway that will provide access to Chicago O'Hare airport from the west. The airport's expansion plans currently include the development of a new western terminal, which would be served by the proposed highway. HR Green has assumed the role of Program Manager for the project's Tier One Environmental Impact Study (EIS) on behalf of the Illinois Department of Transportation (IDOT) and assuring the project's conformance to Context Sensitive Solutions (CSS) policies. (2012)

County Highway 52 (Gougar Road) at US Rte. 30 Intersection Improvements Phase I & II, Will County Department of Highways

Will County Department of Highways (WCDH) has received Congestion Mitigation Air Quality funding for the improvements of County Highway 52 (Gougar Road) at U.S. Route 30 located within in the corporate limits of the Village of New Lenox. WCDH contracted with HR Green to provide the Phase I Study and Project Development Report as well as the Phase II Design, Bidding and Construction Documents. The limit of improvements for Gougar Road are from approximately 950 feet south of U.S. Rte. 30 to approximately 805 feet north of U.S. Rte. 30 with improvement omissions at the Rock Island District Rail Road (Metra). Total length of improvement is approximately 0.33 miles.

Specifically improvements include widening and resurfacing of C.H. 52 (Gougar Road) from a three-lane section with shared through-left turn lanes on the north leg and shared through-right turn lanes on the south leg to single through lanes in each direction with channelized left-turn lanes for all legs, auxiliary right-turn lanes for the south leg, and concrete curb and gutter. The intersection improvements also include temporary and permanent traffic signals installation, traffic signal interconnection, railroad liability insurance requirements and flagger coordination, drainage appurtenances, utility coordination/relocation and ICC/Metra coordination. Improvements are to be completed within existing right of way and without impacts to US. Rte. 30 portions of the intersection. (2009)





Christopher Hartke, PE | Project Engineer Roadway / Utilities

Mr. Hartke has served as a Project Manager and Task Lead for Phase I Project Studies and Phase II Roadway Design including geometrics, coordination, quantities and plan preparation for simple and complex highways. Projects have included work with private, state, local and international clients. His experience as a Task Lead includes transportation, and site development projects for residential and military sites. His responsibilities have included geometrics, grading, utility coordination, site layout and quantity takeoffs. His project management experience includes streetscaping projects involving coordination with multiple clients, organizations and subconsultants; and construction management experience with roadway and utility construction. Mr. Hartke is fully proficient in Bentley Suites including Geopak, MicroStation J and MicroStation V8. He also has experience with Microsoft Access, ArcGIS, AutoCAD and Land Desktop.

EXPERIENCE

13 Years

EDUCATION

BS, Civil Engineering, University of Iowa - 1999

REGISTRATION / LICENSE

Professional Engineer, IL - 062-057795 – 2004

Professional Engineer, WI - 36997-006 - 2004

PROJECT EXPERIENCE

Monroe Avenue, Hazard Road and Golfview Lane Improvements, Village of Carpentersville

Project Engineer. Project involved improvements to Hazard Road, Golfview Lane, Monroe Lane, and Illinois Route 68. This STP, CDBG and State funded project includes reconstruction of three Village collector roadways and widening of Illinois Route 68. HR Green prepared a Phase I Study for the proposed improvements. The Phase I Study was prepared to Federal Standards and was processed as a Categorical Exclusion Group II. HR Green also completed Phase II engineering services. Phase II engineering recently completed included preparation of contract documents including typical sections, maintenance of traffic plans on Illinois Route 68, removal plans, plan and profiles, water main replacement plans, drainage and utilities plan and profiles, intersection grading plans, plat of highways, cross sections, pavement marking and signing, and traffic signals plans and details. Contract specifications along with estimates of time and cost were also prepared.

Milwaukee Avenue Reconstruction, Village of Niles

Design Engineer. Project involved preparing a Phase I project report (Categorical Exclusion, Group, II), and Phase II Contract Plans. Project highlights included pavement widening and resurfacing to provide four 11-foot-wide lanes, water main, sidewalk, and curb and gutter replacement as well as traffic signals modernization and signal interconnections. Chris was responsible for the preparation of plan and profiles, signing and striping, maintenance of traffic plans, cross sections, water main designs, storm sewer design, and the preparation of a Phase I Report and Phase II design plans

Johnsburg Road Reconstruction, McHenry County Division of Transportation

Project Engineer. HR Green prepared a Phase I project report (Categorical Exclusion, Group II) for improvements to Johnsburg Road from Illinois Route 31 to Chapel Hill Road. This CMAQ and ITEP-funded project involves widening and resurfacing of Johnsburg Road to improve the capacity and level of service for the intersections. Alternate geometric studies were completed at the Johnsburg Road/ Chapel Hill intersection. Alternates included a major realignment, maintain existing geometry, and a roundabout. HR Green conducted extensive public coordination including two open house public meetings and a public hearing where a roundabout was the preferred alternative. Phase II engineering currently being completed includes preparation of contract documents including typical sections, detailed maintenance of traffic plans, removal plans, plan and profiles, roundabout plan and details, drainage and utilities plan and profiles, intersection grading plans, cross sections, retaining walls, landscape, pavement marking and signing, roadway and pedestrian lighting, and traffic signals (2 intersections). Contract specifications along with estimates of time and cost are being prepared.





Various/Various Phase II Design (PTB 156/009), Illinois Department of Transportation, District 1

Project Engineer. This project involves providing Phase II engineering services for various projects throughout District 1. The scopes of work include intersection improvements, resurfacing, retaining walls, survey, ACOE permitting and drainage improvements. Phase II engineering tasks include preparation of contract plans including maintenance of traffic plans, plan and profiles, erosion control, drainage and utilities, cross sections, retaining wall plan and details and ACOE permitting. Contract special provisions along with estimates of time are also being prepared.

I-55 Rehabilitation, Weber Road to US 30, Illinois Department of Transportation, District 1

Project Engineer. This project involved Phase II engineering services for the widening and resurfacing of I-55 between U.S. Route 30 (Plainfield Road) and Weber Road. This project covers approximately 6.85 miles and crosses through the municipalities of Bolingbrook, Romeoville, Plainfield, and Joliet. The Phase II final engineering services included topographic and design surveys and 3D laser scanning, roadway and bridge design, drainage analysis and design, erosion control, landscaping, structural design, and other related tasks needed to complete final plans, specifications and estimates.

I-57 over I-294 Interchange Reconstruction, Illinois Department of Transportation, District 1

Project Engineer. This project involved Phase II engineering services for the first contract that included improvements constructed along I-57 and I-294, between 150th Street in Posen and 159th Street in Markham in Cook County, Illinois. The work under this contract included pavement widening and resurfacing, shoulders, barrier wall, and associated items along northbound and southbound I-57 and C/D Road A, removal and reinstallation of I-57 bridge over I-294, the construction of C/D Road A bridge over I-294, and the construction of I-57 and C/D Road A bridge over Ramp B. HR Green performed Phase II engineering services including preparation of contract documents for storm sewer and utility plans, erosion control plans, and other related tasks needed to complete final plans, specifications and estimates.





Steve Hortega | Construction Engineer

Mr. Hortega joined HR Green in 2004 from the Illinois Department of Transportation (IDOT), District 3, where he served as a Resident Technician. While with IDOT, he gained extensive experience in inspection, materials testing, documenting pay items and quantities, surveying, designing, and problem solving during construction projects.

EXPERIENCE

18 Years

EDUCATION

AA, Liberal Arts, Waubensee Community College - 1992

SPECIALIZED TRAINING & CERTIFICATIONS

ACI Concrete Field Testing – Level I

Concrete Structures

Documentation – 05-0233

Elements of Highway Construction Layout

Erosion Control

Flagger Certification

High Strength Bolts and Fasteners

Labor Relations

PCC Pavement Inspection

Respirator Training

Stabilized Subbase for PCC Pavement

Work Zone Safety

Bituminous Concrete Field Inspection

Construction Materials Documentation

Earth Excavation and Embankment

Emergency Preparedness

Fall Protection and Safety

ICORS Documentation

Quality Assurance Management of Hot Mix Asphalt

Nuclear Density Training

Piling

Standard Earth Density

Storm Sewer

Local Agency Resident Engineer Construction

Training

Soils Field Testing and Inspection

IDOT PREQUALIFICATION CATEGORY ASSOCIATION

Special Services: Construction Inspection

SELECTED PROJECT EXPERIENCE

Garfield Street Improvement Project, Village of Hinsdale

Resident Engineer. This federally funded project included the separation of approximately 2,600 feet of combination sewer, approximately 1,400 feet of new 12 inch watermain, the lining of the existing combination sewer by using a trenchless cured-in-place lining system and the restoration of approximately 4,500 feet of roadway and all appurtenances within the limits of the project. This was a very high profile project that took place through a highly traveled urban portion of the historic downtown.

Downer Place Bridges Reconstruction, City of Aurora

Construction Observer. HR Green completed Phase III construction services on the \$6.8 million Downer Place Bridges over the Fox River in the City of Aurora. The federally funded project consists of replacing two existing 3-span, 173' long closed spandrel arches that were built in approximately 1910. The dual structures are separated by an island and are at the center of the City's downtown historic business district. This was a high priority project for the City and has a high level of visibility with City Hall and many businesses lying within the project limits. This project included, traffic control, utility coordination and relocation, public involvement, streetscaping, storm sewer, parking modifications, traffic signal interconnects patching and resurfacing.

Douglas Road Reconstruction, Village of Oswego

Resident Engineer. Project entailed widening/reconstruction of Douglas Road from US Route 30 to US Route 34. HR Green prepared a Phase I study and design report as well as Phase II contract plans and specifications. Other improvements include the addition of storm sewer, sidewalks, noise barrier and water main relocation. An existing bridge at Waubensee Creek was removed and replaced with a Precast, three-sided box culvert to accommodate the widened roadway. Traffic signals were replaced at two intersections, while new signals were





installed at Long Beach Road. Traffic signals at Long Beach Road, Fernwood Drive, and Townes Crossing were interconnected to facilitate improved traffic flow. In addition to the Phase I and Phase II engineering, HR Green performed Phase III resident engineering and inspection of the project. The project was let through the Illinois Department of Transportation, District 3. All construction was performed in accordance with the Standard Specifications for Road and Bridge Construction, IDOT Highway Standards, approved plans and special provisions.

Illinois Avenue Bridge Reconstruction, City of Aurora

Construction Inspector. Project involved the reconstruction of two superstructures over the Fox River. The construction inspection included the rehabilitation and extension of a pedestrian tunnel for the Fox Valley Park District; storm sewer, sanitary sewer and watermain rehabilitation work around the bridge; and installation of sidewalks, driveways, landscaping, and street lighting. Of special consideration during this phase was the Fox Valley Park District. All areas surrounding the superstructure were District property, requiring the maintenance of access to these areas for the patrons of the District throughout construction.

Bowes Road Bridge over Fitchie Creek, Kane County Division of Transportation

Construction Engineering. The project consisted of the replacement of an existing single-span slab bridge carrying Bowes Road over Fitchie Creek, just west of the Elgin city limits. The substandard bridge was replaced with a precast 3-sided structure, with cast-in-place footings founded on metal shell piling. The structure headwalls and precast wingwalls were constructed with an architectural finish which provided a fascia with the look of natural stone. Rip-rap was placed in the channel, around the footings and wingwalls to prevent scour. Bowes Road traffic was detoured and the project constructed under full road closure to allow completion in a tight, two-month timeframe. HR Green provided Phase III construction engineering services for the County and identified the project challenges prior to construction. As well as, coordinated fabrication of the precast structure segments to permit the earliest possible start date and prohibited the road closure until firm shipping dates were secured.

Sullivan Road Bridge over the Fox River, City of Aurora

Construction Inspector. The Sullivan Road Bridge is a major crossing over the Fox River, connecting Illinois Route 25 on the east side of the river to Illinois Route 31 on the west side of the river. HR Green performed construction inspection services for the Sullivan Road Bridge. The new bridge consists of five spans of steel beams supporting four 12 ft. lanes, a concrete median and sidewalk, and new street lighting. During construction, HR Green identified innovative changes that saved over \$700,000. HR Green provided funding assistance on the project and assisted in securing Federal CMAQ and HPP funds in excess of \$2 million.

Construction Inspection Services, Various Projects, Illinois Department of Transportation, District 3, Illinois.

Resident Engineer. HR Green provided resident engineering and inspection services for various projects throughout District 3. The District chose to utilize experienced members of the HR Green construction staff to provide independent resident engineering on 12 projects. Notable projects occurred in Grundy, Dekalb and Kankakee Counties on Interstate 80 Illinois Routes 23 and 27, and paving of previously unpaved rural roads in Pembroke Township.

Town Center Renovation, Village of Oswego

Resident Engineer. This project included the complete replacement of all roadway pavements, sidewalks, sanitary sewers and water mains, and construction of a new storm sewer system and roadway lighting system in a 20 block neighborhood adjacent to the Oswego central business district. HR Green performed topographic surveys, prepared easement plats, prepared construction plans and specifications, and assisted the Village in the bidding process, public involvement, construction staking and inspection.





Phil Stuepfert, ASLA | Landscape Architect

Mr. Stuepfert has a background in community planning and development projects ranging in size from 5 to 7,000 acres. He has obtained substantial experience with large-scale master planned communities, mixed use developments, golf course communities and age targeted communities. His project experience includes a wide variety of land uses including residential, retail, office, industrial and business parks. Mr. Stuepfert applies concepts to projects such as Complete Streets, Sustainable Urbanism, Conservation Design, Best Management Practices, Rain Gardens and other sustainable techniques. His ability to effectively communicate and collaborate with public agencies and clients has resulted in many successful projects across the United States.

Mr. Stuepfert is recognized in the design industry for innovative approaches that are environmentally sensitive. He is a frequent speaker at conferences on subjects such as Conservation Design and Sustainable Stormwater Techniques. He has also published articles titled "*Green Development Has Potential for Saving Green*" and "*Low Impact Stormwater Management*."

EXPERIENCE

17 Years

EDUCATION

BS Landscape Architecture – University of Illinois 1996

IDOT PREQUALIFICATION CATEGORY ASSOCIATION

Special Services: Landscape Architecture

SELECTED PROJECT EXPERIENCE

Ayer Street Downtown Reconstruction, City of Harvard

This exciting project addresses a five-block study area of Harvard's downtown. The planning team met with City officials and stakeholders to understand their vision for the downtown as a thriving business district. Village leaders envisioned Ayer Street and the surrounding downtown area as an eye-catching destination for residents and a regional event center. The planning team was instrumental in achieving this goal by defining the thematic design that reflects the heritage and character of the City through the use of landscape design, decorative lighting, pavers, street trees and grates, planters and site furnishings. A rhythmic and consistent program of paving materials was implemented and parking, walkways, and plaza spaces were carefully planned. Project responsibilities included surveying, landscape design development, preliminary and final concept designs, engineering, final construction documents and specifications.

Mr. Stuepfert led the planning and landscape architecture for this streetscape project including five blocks along the City of Harvard's downtown main street (Ayer Street). Project responsibilities included overseeing the design team and implementing the landscape design development, preliminary and final concept designs, and final construction documents and specifications. Mr. Stuepfert was heavily involved in the thematic design that reflects the heritage and character of the City through the use of landscape, decorative lighting, pavers, street trees and grates, planters and site furnishings. (2005)

McHenry Riverwalk, City of McHenry

This project consisted of a one-mile-long riverwalk path following the west bank of the Fox River and crossing Boone Lagoon via a new steel and concrete pedestrian bridge. The bridge spans 144 feet to a junction where the walk proceeds west following the south side of Boone Creek to Route 120.

Mr. Stuepfert functioned as the project manager for this exciting and prominent Riverwalk Project entailing a one-mile-long stretch along the west bank of the Fox River and crossing Boone Lagoon. Responsibilities included overall landscape design, coordination with the Client, preliminary and final construction documentation. Amenity design included extensive landscaping with seasonal color and irrigation, a 144 foot pedestrian bridge, ornamental shade structures, shore line stabilization with natural large boulders, a large donor sign and ornamental lighting.

Comprehensive Plan Update and West Side Sub-Area Plan, Village Of Channahon





This growing community along Interstate 80 in Will and Grundy County is experiencing rapid growth pressures and transportation challenges. HR Green developed a Comprehensive Land Use Plan Update including a Transportation Plan, Land Use Plan with land use designations and densities, Gateway Corridor Plan, Open Space and Parks Master Plan and design guidelines which identify Best Management Practices to be utilized along the Aux Sable Creek Corridor to ensure a high water quality for the Illinois River and surrounding water bodies. Scope also included public workshops with citizens, property owners, and Village staff and leaders.

Mr. Stuepfert functioned as the project manager and lead planner for this Comprehensive Plan Update and Sub-Area Plan. Mr. Stuepfert performed the analysis of the study area, created graphics and exhibits for inclusion in the final report. Mr. Stuepfert also wrote the Comprehensive Plan including chapters on Goals and Objectives, Land Use Classifications, Parks and Open Space, Economic Development, Transportation and overall design guidelines. Specific environmentally friendly techniques were proposed which identify Best Management Practices to be utilized along the Aux Sable Creek Corridor. Mr. Stuepfert attended and presented at public workshops with citizens, key stakeholder meetings and to the Village Board for adoption of the plan.

Comprehensive Land Use Plan, Village Of Hebron

This project consists of a detailed Comprehensive Land Use Plan including a Parks, Trails, and Open Space Plan for a growing northeastern Illinois community. HR Green created site analysis maps identifying environmental constraints, conservation district areas, existing zoning, current land uses and existing conditions. The final plan implemented planning strategies to maximize on the future economic growth of the area while protecting the regional character of the Hebron area. Public workshops and charrettes were conducted by HR Green and detailed design guidelines were formed to ensure orderly future development for the Village. The Comprehensive Plan was adopted by the Village in 2008.

Mr. Stuepfert functioned as the project manager and lead planner for this Comprehensive Plan Update and Sub-Area Plan. Mr. Stuepfert performed the analysis of the study area, created graphics and exhibits for inclusion in the final report. Mr. Stuepfert also wrote the Comprehensive Plan including chapters on Goals and Objectives, Land Use Classifications, Parks and Open Space, Economic Development, Transportation and overall design guidelines. Specific environmentally friendly techniques were proposed which identify Best Management Practices and respect for conservation district areas within the study area. Mr. Stuepfert presented at public workshops with citizens, key stakeholder meetings and to the Village Board for adoption of the plan.

Comprehensive Land Use Plan Update, Village Of Johnsburg

Comprehensive Land Use Plan update for the Illinois Route 31 Corridor and West Side study area for the Village of Johnsburg. The Village of 6,000 residents is experiencing rapid growth due to availability of land and proximity to Chicago. HR Green created a comprehensive base map illustrating existing conditions and an analysis of environmental opportunities and constraints. From this base map, the team produced an analysis of developable land to illustrate potential growth opportunities within the Village. The resulting future land use plan takes into account projected growth in all land uses including the planned Village Metra station. Additionally, HR Green designed a parks and open space plan which included determining a park classification system.

Mr. Stuepfert functioned as the project manager and lead planner for this Comprehensive Plan. Mr. Stuepfert performed the analysis of the study area, created graphics and exhibits for inclusion in the final report. Mr. Stuepfert also wrote the Comprehensive Plan including chapters on Goals and Objectives, Land Use Classifications, Parks and Open Space, Economic Development, Transportation and overall design guidelines. The resulting future land use plan takes into account projected growth in all land uses including the planned Village Metra station. Mr. Stuepfert attended and presented at public workshops with citizens, key stakeholder meetings and to the Village Board for adoption of the plan.





David Maxwell, SE, PE | QC/QA Structures

Mr. Maxwell is a company-wide resource for transportation structures at HR Green. A registered structural engineer, David specializes in major highway interchanges, complex bridges and drainage structures. His experience includes bridge and highway engineering, traffic control plans, utility relocation, and light rail project management. His bridge engineering experience includes the design of steel and pre-stressed concrete bridges, both straight and curved, as well as office review of all construction submittals during bridge construction. He is familiar with both AASHTO and AREMA Bridge Design Standards. Mr. Maxwell has highway design experience that includes interstate geometric layout and staging plans for major interstate intersections. His light rail experience includes construction coordination and utility/real estate design and construction interfacing.

EXPERIENCE

21 Years

EDUCATION

BS, Civil Engineering, Rose-Hulman Institute of Technology - 1991

REGISTRATION / LICENSE

Six States Including:

Professional Engineer - Civil, IL - 062-060246 - 2007

Professional Engineer - Structural, IL - 081-005455 - 1997

PROFESSIONAL AFFILIATIONS

American Society of Civil Engineers

Civil Engineering Department Board of Advisors, Rose-Hulman Institute of Technology

SELECTED PROJECT EXPERIENCE

I-29 over Singing Hills Boulevard, Iowa DOT, City of Sioux City, Iowa

This project involves replacing the structures carrying northbound and southbound I-29 over Singing Hills Boulevard in Sioux City, Iowa. Each 258 foot long structure will have four spans and consist of a composite concrete deck on 36 inch deep prestressed I-beams. The southbound structure will be 64.5 feet wide and the northbound structure will be 76.5 feet wide. The substructures will include multi-column piers and integral abutments, all supported by steel H-piles. The horizontal alignment of I-29 over these structures will be on a curve with a radius of 3800 feet, resulting in superelevated decks. Conspan and RC-pier were used to design the beams and substructure.

Mr. Maxwell was the structural design task leader for the design of the I-29 bridges over Singing Hills Boulevard. Both bridges are 256-feet long, four-span, slightly curved with precast prestressed concrete beams set at chords to the curve. Aesthetic design of the piers was a major part of the project. Additionally, this project is one of the first in Iowa designed for vehicle impact using the AASHTO LRFD Bridge Design Specifications.

I-35 over NE 36th Street, City of Ankeny, Iowa

HR Green completed an Interchange Justification Report and NEPA environmental assessment for construction of a new interchange and improvements to an existing interchange on Interstate 35 near Ankeny, Iowa. The IJR was approved by the Federal Highway Administration and lauded by the Iowa Department of Transportation as a model for future IJR preparation. HR Green also provided NEPA environmental services for the project. This project won the Grand Award for the Special Projects category in the 2008 ACEC-IA Engineering Excellence Awards.

Mr. Maxwell was the structural design task leader for both bridges carrying I-35 over NE 36th Street, as well as a triple 10' x 10' cast-in-place box culvert to convey Four Mile Creek under I-35. Both bridges are 252-feet long, two-span, 63-feet wide slightly curved with precast, prestressed concrete beams set at chords to the curve. Aesthetic design of the piers was a major part of the project. Additionally, this project is one of the first in Iowa designed for vehicle impact using the AASHTO LRFD Bridge Design Specifications.

US Highway 30, Phase I Design Report & EIS, Illinois Department Of Transportation, District 2





This project is a Location and Design Report and Environmental Impact Statement for District 2 of the Illinois Department of Transportation. HR Green is leading a team of consultants, in cooperation with Illinois Department of Transportation District 2 and the Federal Highway Administration, to complete an Environmental Impact Statement and Preliminary Design for a major improvement project along the Lincoln Highway (US Route 30) in Whiteside County, Illinois. The project corridor is approximately 25 miles long and 10 miles wide, extending from Illinois Route 136 near Fulton to Illinois Route 40 in Rock Falls.

Mr. Maxwell provided conceptual bridge layouts for all structures along the corridor.

**Various Services, Various Projects, Illinois Department Of Transportation, District 2
Design Engineer**

The District 2 office of Illinois Department of Transportation (DOT) has contracted with HR Green to provide various design and construction phase services for a variety of projects. Frequently, these projects have required fast response to take advantage of ideal bid letting times, overcome unexpected schedule snarls, or to capitalize on stimulus funding through the American Recovery and Reinvestment Act (ARRA). This work has included 12 bridge repairs or replacements, 5 large drainage structures or culverts, and 6 steel pile and precast concrete lagging retaining walls.

Mr. Maxwell has been the structural task lead for all the structural tasks on this project.

OTHER FIRM EXPERIENCE

INTERCHANGES / BRIDGES

Interstate 64 (U.S. Route 40) / 6th Street Ramp; City of St. Louis, Missouri

Project Manager, Lead Structural Engineer

This project involves the preliminary and final design of a new I-64 access ramp. This ramp is located in downtown St. Louis and connects 6th Street to the existing elevated portion of I-64. The new ramp is approximately 2000-feet long with 1700-feet on structure. Estimated project costs (design, right-of-way, and construction) are approximately \$12 million. Dave was responsible for preliminary layout and design and project management.

Interstates 55/64/70; City of St. Louis, Missouri

Project Manager, Lead Structural Engineer

As part of the new Mississippi River Bridge Project in St. Louis, Missouri, the interchange at the west end of the Poplar Street Bridge requires reconstruction. The plan for this interchange was to reconstruct four ramps (A, B, C, & D) on horizontally curved bridges to provide improved access for I-55 and Downtown St. Louis. The project scope is to take the concept as identified in the Environmental Impact Statement and develop preliminary roadway and bridge plans. Estimated construction costs (design, right-of-way, and construction) are approximately \$30 million. Dave was responsible for preliminary design and layout and project management.

RAILROAD BRIDGE EXPERIENCE

Multimodal Study, Mississippi River Crossing, Iowa Department of Transportation, Iowa.

This project involved the data collection, research, identification of deficiencies, and an investigation of a range of alternatives needed to accommodate future transportation needs to serve rail, highway and barge traffic at the Mississippi River crossing from Clinton, Iowa to Fulton, Illinois. The study involved an evaluation of the existing Union Pacific Railroad swing span structure built in 1909 and the US Highway 30 Gateway suspension bridge in Clinton. A feasibility analysis of the array of alternatives was developed, as well as potential environmental, social, economic, historic and cultural implications. Mr. Maxwell was responsible for project management, development of the final report, and development of improvement alternatives.





Theodore Hamilton, PE | QC/QA Roadway

Mr. Hamilton has a multi-faceted transportation background that includes managerial and technical experience on a variety of Phase I and II transportation projects. Mr. Hamilton has handled the crucial tasks of environmental review, project design, funding, governmental approval and public involvement for his clients. His projects have included resurfacing, reconstruction and new roadways on rural, urban and interstate routes. Mr. Hamilton has served in all aspects of the Phase I and II processes; from authoring Phase I design reports, roadway geometric design, preparation of Phase II contract plans, writing of specifications, and interagency coordination between FHWA, IDOT, regulatory agencies, and local municipalities. His environmental experience includes Phase I studies ranging from Categorical Exclusion to Environmental Class of Action Determination (ECAD), including documentation of environmental impacts, to Section 4(f) evaluation, wetland mitigation and coordination with permitting agencies. He has conducted various types of meetings to fulfill the public involvement criteria ranging from public informational meetings to public hearings.

EXPERIENCE

22

EDUCATION

BS, Civil Engineering, Purdue University - 1989

REGISTRATION / LICENSE

Professional Engineer, IL - 062-049143 - 1994

Professional Engineer, WI - 35265 - 2002

Professional Engineer, IN - PE10809300 - 2008

SELECTED PROJECT EXPERIENCE

Illinois Route 21 (Milwaukee Avenue) Reconstruction, Village of Niles

Project Coordinator. Project involved preparing a Phase I project report (Categorical Exclusion, Group, II), and Phase II Contract Plans. Project highlights included pavement widening and resurfacing to provide four 11-foot-wide lanes, water main installation, sidewalk, and curb and gutter replacement as well as traffic signals modernization and signal interconnections. Phase II engineering include preparation of plan and profiles, signing and striping, maintenance of traffic plans, cross sections, water main designs, and storm sewer design.

IL 59 at Shoe Factory Road, Village of Hoffman Estates

Project Manager. HR Green completed Phase I engineering and currently completing Phase II engineering for improvements to the IL 59 at Shoe Factory intersection. This project involves addition of turn lanes, median improvements and traffic sign modernization. Phase II contract documents currently being completed includes typical sections, detailed maintenance of traffic plans, removal plans, plan and profiles, drainage and utilities, intersection grading plans, cross sections, roadway lighting, and traffic signals.

Monroe Avenue, Hazard Road and Golfview Lane Improvements, Village of Carpentersville

Project Manager. Project involved improvements to Hazard Road, Golfview Lane, Monroe Lane, and Illinois Route 68. This STP, CDBG and State funded project included reconstruction of three Village collector roadways and widening of Illinois Route 68. The Phase I Study was prepared to Federal Standards and was processed as a Categorical Exclusion Group II. HR Green has also completed Phase II engineering services. Phase II engineering recently completed included preparation of contract documents including typical sections, maintenance of traffic plans on Illinois Route 68, removal plans, plan and profiles, water main replacement plans, drainage and utilities plan and profiles, intersection grading plans, plat of highways, cross sections, pavement marking and signing, and traffic signals plans and details.

Illinois Routes 31 & 120 Improvements, City of McHenry

Project Manager. Project involves Phase I and II engineering for the proposed improvements of the Illinois Route 31 at Illinois Route 120 intersection. Phase I engineering included preparation of three intersections design studies, location drainage study, public involvement and project development report. Phase II engineering plans including preparation of detailed maintenance of traffic plans, roadway plan and profiles, jointing plans,





intersection lighting, structure widening, drainage and utilities, cross sections, three traffic signals and ACOE permitting.

Illinois Route 31 at McCullom Lake Road, City of McHenry

Project Manager. Services provided included the processing of a Phase I Program Development Report (CE II) and preparation of detailed Phase II design plans and specifications that entailed realignment and widening of the McCullom Lake Road and Illinois Route 31 intersection to provide two lanes in each direction with dual left turn lanes at Illinois Route 31 and McCullom Lake Road. Scope of work included combination concrete curb and gutter, sidewalk, new storm sewer system, sidewalks, block retaining walls, special waste removal and modernization of traffic signals/interconnect. Phase II engineering included preparation of contract documents including typical sections, detailed maintenance of traffic plans, removal plans, plan and profiles, drainage and utilities plan and profiles, intersection grading plans, cross sections, landscape, pavement marking and signing, and traffic signal plans. This project was coordinated through the IDOT Bureau of Local Roads and designed according to federal standards. This project utilized federal (STP & CMAQ) and State funds.

Johnsburg Road Reconstruction, McHenry Co. Division of Transportation

Project Director. HR Green prepared a Phase I project report (Categorical Exclusion, Group II) for improvements to Johnsburg Road from Illinois Route 31 to Chapel Hill Road and three intersecting streets. This CMAQ and ITEP-funded project involves widening and resurfacing of Johnsburg Road to improve the capacity and level of service for the intersections. Alternate geometric studies were completed at the Johnsburg Road/ Chapel Hill intersection. Alternates included a major realignment, maintain existing geometry, and a roundabout. The alternates were evaluated based on capacity improvements, right-of-way impacts, costs and public support. Phase II engineering currently being completed includes preparation of contract documents including typical sections, detailed maintenance of traffic plans, removal plans, plan and profiles, roundabout plan and details, drainage and utilities plan and profiles, intersection grading plans, cross sections, retaining walls, landscape, pavement marking and signing, roadway and pedestrian lighting, and traffic signals (2 intersections).

Various/Various Phase II Design (PTB 156/009), Illinois Department of Transportation, District 1

Project Manager. This project involves providing Phase II engineering services for various projects throughout District 1. The scopes of work include intersection improvements, resurfacing, retaining walls, survey, ACOE permitting and drainage improvements. Phase II engineering tasks include preparation of contract plans including maintenance of traffic plans, plan and profiles, erosion control, drainage and utilities, cross sections, retaining wall plan and details and ACOE permitting. Contract special provisions along with estimates of time are also being prepared.

I-55 Rehabilitation, Weber Road to US Route 30, Illinois Department of Transportation, District 1

Project Manager. This project involved Phase II engineering services for the widening and resurfacing of I-55 between U.S. Route 30 (Plainfield Road) and Weber Road. This project covered approximately 6.85 miles and crossed through the municipalities of Bolingbrook, Romeoville, Plainfield, and Joliet. The Phase II final engineering services included topographic and design surveys and 3D laser scanning, roadway and bridge design, drainage analysis and design, erosion control, landscaping, structural design, and other related tasks needed to complete final plans, specifications and estimates.

I-57 over I-294 Interchange Reconstruction - Illinois Department of Transportation, District 1

Project Engineer. This project involved Phase II engineering services for the first contract that included improvements constructed along I-57 and I-294, between 150th Street in Posen and 159th Street in Markham in Cook County, Illinois. The work under this contract included pavement widening and resurfacing, shoulders, barrier wall, and associated items along northbound and southbound I-57 and C/D Road A, removal and reinstallation of I-57 bridge over I-294, the construction of C/D Road A bridge over I-294, and the construction of I-57 and C/D Road A bridge over Ramp B. HR Green performed Phase II engineering services including preparation of contract documents for storm sewer and utility plans, erosion control plans, and other related tasks needed to complete final plans, specifications and estimates.





iii. Subconsultant Capabilities & Resumes



Community Land Acquisition Services, LLC



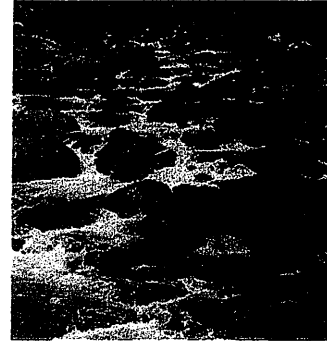
Jack E Petersen

SR/WA; R/W-NAC; R/W-RAC
Negotiations / Relocation
IL RE Managing Broker

Compassionate Eminent Domain Services

HUFF & HUFF, INC

Huff & Huff, Inc. (H&H) is a multi-disciplined firm, located in Oak Brook, Illinois providing environmental and civil engineering services as well as natural resource assessments. Founded in 1979, the firm size has grown to 30 professional engineers and scientists plus 4 support staff; this size guarantees personal involvement and supervision on all projects. We have completed projects in 32 states; however, the primary work areas are Illinois, Indiana, and Iowa.



The diversity of the firm's expertise allows effective solutions for clients. Wastewater, water quality, wetlands, groundwater remediation, air pollution, water pollution, hazardous waste, waste management, noise & vibration, NEPA documents, compliance assessments, environmental site assessments, underground storage tanks, and risk assessments are all areas



where H&H routinely provides engineering services. For 33 years H&H has maintained this diversity in environmental experience.

Our work has been recognized with five Engineering Excellence awards for noise, remediation, wastewater, and water quality projects. Currently H&H is the Tollway's environmental consultant and the Illinois DOT's statewide noise consultant, providing training and oversight on noise issues and IDOT District 1 Wetland Consultant. In addition, Metra has designated H&H as its wetland consultant for four years. These responsibilities are indicative of the quality and effectiveness of H&H's work.

H&H has provided solutions to environmental issues for public- and private-sector clients. We utilize our experience and innovative approaches to "make a difference" for our clients. We make this difference through effective resolution of issues, being responsive, and listening to our clients.





Oak Street Bridge Replacement Project Categorical Exclusion/Phase I Village of Hinsdale, Illinois Hinsdale, Illinois 2010 - 2012

Services Performed:

- Environmental Lead
- PESA/Special Waste
- Section 4(f)
- Tree Survey
- Section 106 Coordination
- Public Participation
- Noise Analysis

Client Contact:

Allen Staron, P.E.
Clark Dietz, Inc.
118 South Clinton
Suite 700
Chicago, IL 60661
(312) 466-8256

Huff & Huff, (H&H) Inc. provided environmental and NEPA lead services for Phase I of the Oak Street Bridge Replacement Project in Hinsdale, Illinois. Huff & Huff provided services as summarized below:

NEPA Lead, Categorical Exclusion

- Led the NEPA process and documentation for the project.
- Coordinated NEPA and environmental findings with the public, Village of Hinsdale, IDOT, and FHWA.

PESA and Special Waste

- Conducted special waste screening and field review for the NEPA/Phase I documentation.

Section 4(f)

- Coordinated and developed the Section 4(f) *de minimis* documentation for Oak Street impacts to Highland Park.

Tree Survey

- Conducted a tree survey of the project area.
- Identified landmark and exceptional trees impacted by the Oak Street improvements.
- Made recommendations for tree replacement in later phases of the project.

Section 106 Coordination

- Prepared a photo log of the project area and coordinated cultural resource impacts findings with IDOT.

Public Participation

- Assisted in Community Working Group meetings, public informational meetings, and the public hearing for the project.

Noise Analysis

- Completed a line-of-sight technical memorandum for the project to determine if the project would expose additional lines of sight to (and noise from) the proposed Oak Street Bridge.



Consulting Services Village of Hinsdale 2007-Current

Services Performed:

- Wet Weather Flow Monitoring
- CSO-First Flush Analysis
- CSO-Long-Term Control Plan
- Preliminary Design for CSO treatment
- Permit Negotiations
- CMOM Preparation

Client Contact:

Dan Deeter

Phone: 630-789-7039

Huff & Huff has provided consulting services to the Village of Hinsdale for over twenty years on a variety of environmental projects. In 2007, the Village requested H&H assistance with its combined sewer issues. Through negotiations with the Illinois EPA, a new CSO point was permitted and a compliance schedule was prepared for providing treatment at this new location.

Discrete samplers, flow monitors, and a rain gauge were then installed to determine the volume of first flush and rate of bypass flow. Based on the results, treatment versus storage alternatives, were evaluated. Based on flow rates up to 20 mgd, and a calculated first flush volume just under 1 million gallons, a storage tank was proposed. Combined with an aggressive sewer separation program, it is expected that the federal presumptive compliance of less than four overflow events annually will be achieved within the next eight years with this solution based on modeling with the antecedent rain SWMM model developed by our subconsultant, OHM Advisors. A buried tank adjacent to Flagg Creek was proposed, and detailed engineering for this solution completed in early 2009 by our other subconsultant, Clark Dietz, with H&H providing QA/QC. The tank became operational in October 2009, removing significant peak flow from the Flagg Creek WRD. Due to the difficulty in achieving both the fecal coliform effluent limit and chlorine residual limit, a de-chlorination system was designed and permitted in 2011/2012 by H&H.

H&H completed the Long-Term Compliance Plan, incorporating the findings of the first flush analysis with the aggressive sewer separation work and also the Capacity Management, Operation and Maintenance (CMOM) Plan. Timers were installed in the existing CSO locations to begin to collect data on the frequency and duration of overflow events.



Initiative for Stormwater Management Village of Hinsdale, Illinois 2009

Services Performed:

- Gathered background information
- Assessed existing conditions, including soil types, elevations, and storm water flow rates
- Prepared concept plan options and associated costs

Client Contact:

Daniel Deeter, P.E.
Village Engineer
Village of Hinsdale, IL

Phone: 630-789-7039



In 2009, Huff & Huff, Inc. (H&H) was contracted to conduct feasibility studies and make recommendations for stormwater improvements in the Woodlands neighborhood located northeast of 55th Street and County Line Road in the Village of Hinsdale.

H&H conducted studies to determine the potential uses and benefits of green approaches to stormwater management within communities where flooding and erosion control issues are prevalent. Through the combined use of traditional stormwater management techniques and green infrastructure, the desired stormwater protection and street/utility improvements were conceptualized. The green approach researched localized usage of techniques such as; rain gardens/bioswales, pervious shoulders, infiltration trenches/basins, water harvesting/storage, and small strategically located detention chambers.

The Woodlands neighborhood was constructed without stormwater conveyance or detention, which resulted in flooding throughout the neighborhood. The goal of this project was to develop a comprehensive plan for the reconstruction of the Woodlands streets by incorporating sufficient stormwater management techniques. The focus of the project was to reduce pollutant loading to surrounding streams and rivers, increase infiltration, provide aesthetically pleasing solutions for residences and pedestrians, and introduce and educate the community to green infrastructure and native vegetation.

Green infrastructure concepts were prepared for the entire neighborhood based on the specific goals and existing conditions. The selected plants do not require the use of fertilizers and require minimal maintenance after they have become established. Reduction in mowing will cut down on fuel and labor costs as well as emissions from the use and transportation of the mowing equipment.



JAMES E. HUFF, P.E.
Senior Vice President

Expertise: Soil & Groundwater Remedial Design
Hazardous Waste Management

Experience:

Since 1980, Mr. Huff has been vice president of Huff & Huff, Inc. responsible for projects pertaining to groundwater and soil remediation, hazardous waste management, and compliance assessments. Mr. Huff has recently served on both the Illinois Society of Professional Engineers' and the Illinois Road and Transportation Builders Association's Clean Construction and Demolition Debris committees. On behalf of the American Council of Engineering Companies-Illinois, Mr. Huff has served since 201 on the Illinois Site Remediation Advisory Committee, overseeing regulatory changes in the Illinois EPA Site Remediation Program, including the recently adopted vapor intrusion regulations.

Mr. Huff has completed a number of studies evaluating the feasibility of deep well injection for high saline wastewater for both chemical plants and for two petroleum refineries. He permitted the disposal of over 5 million gallons of brine from a closed brine solution mine in North Dakota, as a novel approach for eliminating a large brine pond. In New York, Mr. Huff has assisted a brine solution salt mine for the past 30 years with injection permitting and groundwater monitoring.

Remediation designs, many associated with coal tar and chlorinated solvents are a major portion of Mr. Huff's activities. He has designed and implemented thermal, zero-valent iron, landfarming, soil vapor extraction, groundwater recirculating systems through iron fractures, and treatment systems utilizing batch biological reactors, activated carbon, air strippers, and in situ enhanced bioremediation. Mr. Huff was the project manager on the remediation of four former manufactured gas plants (MGPs). Sustainable remediation approaches utilized at these MGP sites included securing regulatory and client approval to use coal tar impacted soil in a hot-mix asphalt plant for making asphalt, the first time this approach was used in the Midwest. This site received one of the first Comprehensive *No Further Remediation* letters from the Illinois EPA and was the recipient of the top *Honor Award for Engineering Excellence* in 2000 from ACEC-IL. Another MGP site received a *Special Achievement Engineering Excellence Award* in 2007, which incorporated soil vapor extraction operation prior to excavating out the tar well, to reduce benzene levels and the construction of a new reporting center building incorporating a significant number of "green" features. A third MGP site involved excavation of tar below the water table, which required dewatering. A water treatment system with discharge to the local POTW proved very cost effective in controlling remediation costs.

Huff & Huff, Inc. holds a license for Emulsified Zero-valent Iron (EZVI), a NASA technology for remediating source area concentrations of chlorinated solvent soil and groundwater contamination. Mr. Huff leads this effort, and has successfully applied EZVI full-scale at eight chlorinated solvent contaminated sites to date in four different states, and has one project in design for 2012 application in Nebraska. Mr. Huff is the industry leader in commercializing this combined abiotic/biotic technology, and has published the results from a number of these sites. Contaminants successfully remediated include PCE, TCE, TCA, and carbon tetrachloride, along with the daughter products. These applications have included pneumatic and hydraulic fracturing along with soil mixing. EZVI has successfully been applied to both the vadose zone and the saturated zone.

He has completed treatability studies at a Federal Superfund site for cyanide and thiocyanate destruction in groundwater, including operation of a 4,000 gallons per day (gpd) pilot reactor at the site and has completed a Feasibility Study (FS) for a major chlorinated solvent release at a State Superfund site in Ohio. The selected remedy for this state site was the first in Ohio that recognize intrinsic bioremediation as part of the remedy, and Mr. Huff is the Project Manager. The remediation focused on the source area, and included a combination of technologies, including EZVI, four SVE systems, automated free product removal, and enhanced anaerobic bioremediation using sodium benzoate. Mr. Huff was the project manager on a State Superfund site in upstate New York investigated for chlorinated solvents and drugs from a local pharmaceutical company that found impacted private water supply wells. Mr. Huff has directed over 15 hazardous waste closures of TSD facilities, ranging from drum storage areas to the

complete clean-up of a 27-acre abandoned manufacturing facility. This abandoned manufacturing site included plating solutions, cyanide bearing sludges, oils, and over 20,000 gallons of virgin chemicals requiring placement.

In the hazardous waste field, over sixty industrial plants have relied on Mr. Huff's expertise for complying with regulations. Mr. Huff conducts approximately 15 RCRA and DOT training sessions annually. He has prepared inspection plans, contingency plans, training plans, and waste minimization plans. Mr. Huff was active in two trade associations providing written comments during the development of the hazardous waste regulations. Mr. Huff directs H&H's underground storage tank (UST) closure and remediation projects for a variety of clients. Both petroleum and solvent tank releases have required regulatory reporting and remediation.

Compliance assessment is a significant part of Mr. Huff's work. Over 100 environmental audits of manufacturing firms have been conducted by Mr. Huff over the last fifteen years. These audits have included potential acquisitions as well as on-going industrial operations. Mr. Huff has also been involved in locating and permitting of new industrial facilities, including mining operations, chemical plants, metals, and peak energy plants.

From 1987 through 1990, Mr. Huff was a part-time faculty member, teaching the senior level environmental courses in the Civil Engineering Department at IIT-West in Wheaton, Illinois.

From 1976 to 1980, Mr. Huff was Manager of Environmental Affairs for the Armak Company (now Akzo Nobel Chemicals), a diversified industrial chemical manufacturer. At Armak, Mr. Huff was responsible for all environmental activities at eight plants located throughout the United States and Canada. Technical work included extensive biological and chemical treatability studies as well as designing new facilities, including two wastewater pretreatment facilities, a land application system, and an incinerator system.

Previously, Mr. Huff was an Associate Environmental Engineer in the Chemical Engineering Section at IIT Research Institute (IITRI). Much of this work involved advanced wastewater treatment development, including applying a combination of ozone/UV treatment of cyanide, PCB's, RDX, HMX, and TNT and the use of catalytic oxidation of cyanide using powdered activated carbon impregnated with cupric chloride in petroleum refinery activated sludge units.

At Mobil Oil's Joliet Refinery from 1971 to 1973, Mr. Huff was employed as an Advanced Environmental Engineer during the construction and start-up of the largest grassroots refinery ever constructed. Mr. Huff was responsible for wastewater training, permitting start-up, and technical support as well as for water supply, solid waste, and noise abatement issues at the refinery.

Memberships

American Council of Engineering Companies - IL

- Environmental Committee 1999 – 2005
 - Chairman-June 2000-2004
- Board of Directors-2005-2011
 - Vice President-2008-2010
 - Secretary/Treasurer-2010-2011

Water Environment Federation Member

Illinois Water Environment Association

National Water Well Association

Certified Class 2 and Class K Sewage Treatment Works Operator in Illinois

Licenses:

Registered Professional Engineer, Illinois

Education:

1966-1970	Purdue University, West Lafayette, Indiana B.S. in Chemical Engineering
1970-1971	Purdue University, West Lafayette, Indiana M.S.E. in Environmental Engineering
1974-1976	University of Chicago Graduate School of Business. Part time



*Expertise: Socioeconomics
Highway Noise Analysis
Environmental Justice*

*Land Use
Traffic and Transportation
Section 4(f), NEPA Documentation*

Huff & Huff, Inc. - 2010 to Present

NEPA Documentation and Analysis

- Prequalified as Environmental Assessment Lead, Community Assessment, Highway Traffic Noise, Technical Writing, Public Involvement – Illinois DOT (2010)
- US 51 Environmental Impact Statement, South Central Illinois (2010 – present)
- East Side Highway Environmental Assessment, Bloomington-Normal, Illinois (2010 – present)
- South E Street Categorical Exclusion, Richmond, Indiana (2010 – 2012)
- Oak Street Bridge (Lead), Hinsdale, Illinois (2011 – present)
- IL 104 Environmental Assessment, Meredosia, Illinois (2010 – 2011)
- Lorenzo Road Environmental Assessment, Illinois (2010 – present)
- Irving Park Road Bridge Categorical Exclusion, Chicago, Illinois (2011)
- NEPA documentation review for Midway International Airport/Chicago Department of Aviation, Chicago, Illinois (2011)

Section 4(f)

- Red Gate Road Bridge Section 4(f), Kane County, Illinois (2010)

Highway Noise Analysis

- Rollins Road Improvements, Illinois (2010)
- Stuenkel Road Interchange, Illinois (2011)
- South Fourth Street Extension, Champaign, Illinois (2010 – 2011)
- Lorenzo Road, Illinois (2012)

Other Projects

- Permitting and Analysis for Parke County Bridge Replacement, Parke County, Indiana
- Parking Revenue Control System Upgrade, O'Hare Airport, Chicago, Illinois
- New Lenox Plant #2 Facility Plan, New Lenox, Illinois

Snyder & Associates, Inc. (Ankeny, Iowa) - 2004 to 2010

NEPA Documentation and Analysis

- North-South Metro Parkway Environmental Impact Statement, Polk County, Iowa (2008 – 2010)
- Northeast Beltway Environmental Impact Statement, Polk County, Iowa (2008 – 2010)
- 19th Avenue North Streamlined EA, Clinton, Iowa (2008 – 2009)
- NE 18th Street Streamlined Environmental Assessment, Ankeny, Iowa (2010)
- Indianola Avenue Streamlined EA, Des Moines, Iowa (2005 – 2006)
- Jefferson/UPRR Categorical Exclusion, Jefferson, Iowa (2009)

Highway Noise Analysis

- NE 18th Street Environmental Assessment, Ankeny, Iowa (2010)
- Indianola Avenue Environmental Assessment, Des Moines, Iowa (2006)
- 19th Avenue North Environmental Assessment, Clinton, Iowa (2009)
- Kempton Bridge Streamlined Environmental Assessment, Polk County, Iowa (2010)

Section 4(f)

- North-South Metro Parkway EIS, Polk County, Iowa:
 - Federal land for flood control/recreation; wildlife refuge/Des Moines River Greenway; archeological sites; historic structures

Other Projects

- U.S. 63 Area Transportation Study, East Central Iowa (2009 – 2010)
- NW 86th Street/University Corridor Plan, Clive, Iowa (2005)
- Washington Street Access Management Plan, Pella, Iowa (2008)
- Community Planning/Comprehensive Plans/Zoning
 - City of Boone, Iowa: Zoning Code Amendments

- City of Indianola, Iowa: Comprehensive Plan mapping
- City of Earlham, Iowa: Comprehensive Plan amendments
- Traffic Impact Studies (2004 – 2007)
 - Various traffic impact studies and analyses in the Des Moines metro area
- Traffic Signal Analysis and Retiming (2004 – 2007)
 - Various traffic signal timing plans and implementation projects in the Des Moines metro area
- Federal and State Funding Applications (2004 – 2007)
 - Federal Appropriations
 - High Priority Transportation Projects
 - Traffic Safety Improvement Program (Iowa DOT)
 - Iowa's Clean Air Attainment Program (Iowa DOT)

Center for Transportation Research and Education (now InTrans) (Ames, Iowa) – 2001 to 2003

- Iowa's Mississippi River Trail Plan (Iowa DOT)
- High Priority Corridors for Access Management (Iowa DOT)
- Iowa/Minnesota Corridor Studies
- Access Management research

Seminars/Training

- National Highway Institute, Highway Traffic Noise, NHI 142051, Chicago, IL (2011)
- Institute of Cultural Affairs, Technology of Participation Facilitation Training (2010)
- National Highway Institute: NEPA & the Transportation Decisionmaking Process (2010)
- Public Involvement Workshop (American Planning Association, 2009 Annual Conference)
- Section 4(f) Workshop (Iowa DOT, administrated by the FHWA Resource Center, 2008)
- Traffic Noise Fundamentals, Bowlby and Associates, Nashville, Tennessee (2007)
- FHWA Traffic Noise Model 2.5, Bowlby and Associates, Nashville, Tennessee (2007)

Seminars Presented

- Transportation Funding and Project Management, Central Iowa American Planning Association, West Des Moines, Iowa (2010)
- NW 86th Street Access Management Plan: Complexities of Managing Access with Plans, Land Development, and Street Redesign. Presented at the 2008 Access Management Conference hosted by the Transportation Research Board's Access Management Committee.
- "Property Value Impacts of Access Management Techniques," Access Management Midyear Conference (Transportation Research Board), Kansas City, MO (2004)

Educational Experience:

B.S. Community and Regional Planning, Iowa State University (2002), Sociology Minor

M.S. Transportation, Iowa State University (2003)

Professional Affiliations: American Planning Association (APA), Institute of Transportation Engineers (ITE), Women's Transportation Seminar (WTS). Member of Transportation Research Board's Access Management Committee (AHB 70), 2006 – 2010.

Certification: American Institute of Certified Planners (AICP), 2006

SUMMARY

Established in 1982, Wang Engineering, Inc. (Wang) specializes in geotechnical engineering, construction inspection, and materials testing services. Over the past 30 years, Wang has provided these services to a wide range of state and federal governments, private, and public sector clients throughout the United States and in several countries overseas.

Wang is prequalified to perform Geotechnical Engineering services by the Departments of Transportation (DOT) in Illinois and Indiana. Wang is also prequalified to perform Construction Inspection and Quality Assurance Testing by the Illinois Department of Transportation.

Wang is a certified Disadvantaged Business Enterprise in the State of Illinois and Indiana, and is certified as a Minority Business Enterprise by the City of Chicago and numerous other public agencies.

Wang provides a full range of geotechnical engineering and engineering geology services required to support the design, construction, and maintenance needs of different facilities. The geotechnical services provided includes subsurface field investigations, geologic site characterization, laboratory testing of soil and rock, seismic analyses, structure foundation and retaining wall design, soil and rock cut and fill stability design, unstable slope management, in-situ testing using pressure-meter, vane-shear, inclinometer installation and monitoring, and vibration monitoring. Through Wang's wholly-owned subsidiary, Wang Testing Services, Inc. (WTS), all drilling operators are members of the International Union of Operating Engineers, Local 150 (AFL-CIO).

PROJECT EXPERIENCE

Major geotechnical projects we have recently completed or are currently working on in the Chicago Area includes:

Subsurface Exploration and Geotechnical Engineering Analysis for the New Prairie Parkway Alignment Description

The Illinois Department of Transportation is proposing a new, limited access highway that will connect Interstate 80 to Interstate 88 in the far western suburbs of Chicago. Wang's scope of geotechnical work included the Prairie Parkway mainline alignment from IL 71 to US 34, with several cross roads and two bridge structure and, in addition, Wang provided the geotechnical investigation and analysis for I-80 near Minooka to I-88 near Kaneville, as well as the reconstruction and addition of lanes for IL 47 from I-80 in Morris to Caton Farm Road south of Yorkville. Phase I geotechnical investigations included the Prairie Parkway and IL 47 mainline, ramps, side roads, and bridge and culvert structures.

Illinois Department of Transportation District 1 Various Geotechnical Projects/ Various Locations

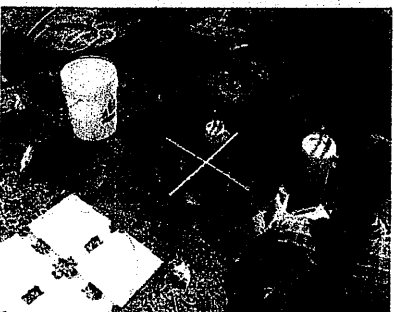
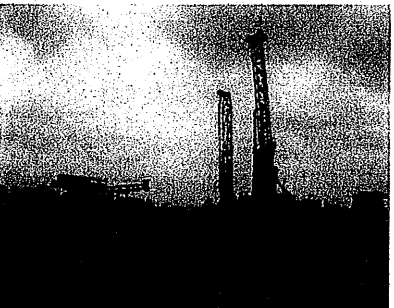
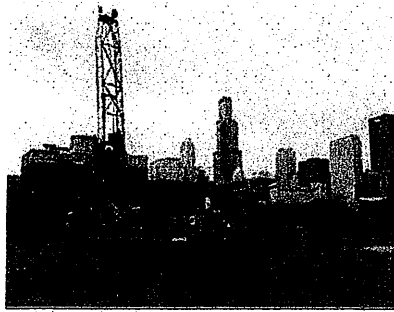
As Geotechnical Consultant to IDOT District One, Wang Engineering, Inc. (Wang) provided geotechnical engineering services for various projects under the 1994-1995, 2000-2001, 2006-2007, 2008-2009 and 2010-2011 contracts. The scope of work under each project varied based upon site conditions. Services included general soil survey, peat delineation survey, pavement coring, and sub-base sampling.

Interstate 55 Interchange at Arsenal Road

Wang performed the subsurface investigation, laboratory testing, and geotechnical engineering analyses and evaluations. Analyses and reports were completed for seven roadway alignments and five approach ramps having a total length of 57,000 feet; two multi-span flyover bridges; three retaining walls with exposed heights of 5.0 to 15.0 feet and a combined length of 7,000 feet; and one parking lot. The subsurface investigation consisted of over 1,100 feet of hollow-stem auger drilling and conventional rock coring in 233 boreholes and 43 full-depth pavement cores.

Interstate 80 Widening US Route 30 to US Route 45

Wang developed, managed, and completed the field and laboratory testing programs and geotechnical engineering analyses and evaluations for the widening an 8.14-mile long section of I-80. Phase II engineering services included roadway and structure design plans for the widening of the nine-span twin bridges over US 30, bridges over the Rock Island District Railroad, Hickory Creek, Old Plank Trail bridge over US 30, and the reconstruction the Interstate 80 interchange at US 30.



Project Location:

Grundy, Kendall, and Kane Counties,
Illinois

Year Completed:

2012

Project Owner:

Illinois Department of Transportation
D-93-037-08, PTB 890 / Item 163

Client:

TranSystems Corporation
1475 East Woodfield Road
Suite 600
Schaumburg, IL 60173-5440

Contact:

Mr. Christopher Bonus, P.E.
(847) 605-9600

Wang Project Budget:

\$2,200,000

Wang Project Team:

Corina Farez, Principal
Jerry Wang, QC/QA Reviewer
Liviú Iordache, Project Manager
Mickey Snider, Senior Engineer
Mike Kothawala, Senior Engineer
Samuel Sugiarto, Project Engineer
Cornelia Marin, Staff Engineer
Andri Kurnia, Staff Engineer
Chad Davis, Soil Inspector
Brandon Wilson, Soil Inspector
Francisc Bozga, Soil Inspector

Project Description

Wang provided geotechnical consulting services for a new, major limited access corridor that would address long-range traffic needs from within the western collar counties of the Chicago between Interstate 80 and Interstate 88. The new highway will include more than 40 miles of roadway pavement and embankments, over 50 water crossing and multi-span bridge structures, and associated detention basins and drainage structures.

Wang developed, managed, and completed the subsurface investigation, laboratory testing program, and geotechnical engineering analyses and evaluations. Wang issued six IDOT Roadway Geotechnical Reports (RGRs) and 49 Structure Geotechnical Reports (SGRs) for both mainline and crossover alignments, major interchange ramps, and water crossing bridge and culvert structures.

The subsurface investigation consisted of truck- and ATV-mounted drill rigs; 19,260 feet of hollow stem and mud rotary drilling in 1,270 boreholes, including split-spoon and Shelby tube sampling, and SPT testing. Many of the borings were performed on private property which required Wang to negotiate and schedule access with over 200 property owners. In addition, Wang coordinated utility clearance, and managed traffic control and permitting with four different state and local agencies. Wang used a mapping-grade Trimble GeoXH GPS to survey boring locations.

Laboratory testing included moisture content, particle size analysis, Atterberg limits, and unconfined compressive strength tests defined deformation and strength parameters for bearing capacity, settlement, and stability analyses. Wang's field and laboratory investigation unveiled a complex lithological profile made up recent floodplain and channel alluvium and glacial high-plasticity lacustrine clays underlain by diamicton units resting on top of Silurian dolostones and Ordovician shales. gINT boring logs and MicroStation plan and profile drawings summarized our investigation results and findings and served as starting point for geotechnical analyses and reporting.

Wang provided evaluations of the existing soil and groundwater conditions; long-term settlement and global stability analyses; swelling potential assessment; recommendation for subgrade treatment and improvement, and parameters for pavement and drainage design. Wang also performed structure specific seismic site classification and analysis; foundation feasibility evaluations; and analyses for the support of bridge abutment and pier foundations on either piles or drilled shafts.

Project Location:

Lake County, Illinois

Year Completed:

2012

Project Owner:

Illinois Department of Transportation
D-91-237-11, PTB 158 / Item 004

Client:

McDonough Associates
130 East Randolph Street
Suite 1000
Chicago, IL 60601-6214

Contact:

Mr. Sung Lee, P.E.
(312) 946-8600

Wang Project Budget:

\$84,000

Wang Project Team:

Corina Farez, Principal
Jerry Wang, QC/QA Reviewer
Liviu Iordache, Project Manager

Project Description

Wang developed a geotechnical program for subgrade investigation and peat delineation to support the proposed reconstruction of Illinois 83. The scope of work also included the geotechnical investigation for the realignment of the Illinois 137 and Illinois 83 intersection to align with the new Atkinson Road extension. The improvement is anticipated to include a new railroad grade crossing and new permanent traffic signal installation.

During August 2011, on an advanced contract, Wang performed a subsurface investigation consisting of forty-five 10-foot deep boreholes, surveyed the boring locations, performed laboratory index tests, and prepared electronic boring logs. The scope of the subsurface investigation program integrated twenty-six 10-foot to 45-foot deep boreholes that were previously drilled in 2002 and 2003. Close coordination with property owners was necessary to obtain access to many boring locations.

Project Location:

Will County, Illinois

Year Completed:

2012

Project Owner:Illinois Department of Transportation
D-91-046-10, PTB 153 / Item 030**Client:**Ciorba Group, Inc.
5507 North Cumberland Avenue
Suite 402
Chicago, IL 60656-1471**Contact:**Mr. Salvatore Di Bernardo, P.E.
(773) 775-4009**Wang Project Budget:**

\$400,000

Wang Project Team:Corina Farez, Principal
Jerry Wang, QC/QA Reviewer
Liviu Iordache, Project Manager
Mickey Snider, Senior Project Engineer
Samuel Sugiarto, Project Engineer
Cornelia Marin, Staff Engineer
Brandon Wilson, Soil Inspector**Project Description**

Phase II engineering services required roadway and structure design plans for widening an 8.14-mile long section of I-80. Interior lanes and median shoulders and barriers; partial replacement and widening of the nine-span twin bridges over US 30, bridges over the Rock Island District Railroad and Hickory Creek; removal and replacement of the Old Plank Trail bridge over US 30; and the reconstruction the Interstate 80 interchange at US 30 were part of the scope of work. In addition, the design of three noise abatement walls with a total length of 1,400 feet, two detention basins, and 22 sign structures was also included in the project design.

Wang developed, managed, and completed the field and laboratory testing programs and geotechnical engineering analyses and evaluations. Wang completed two IDOT Roadway Geotechnical Reports (RGRs), two Structure Geotechnical Reports (SGRs), and three letter reports covering the noise abatement, drainage, and sign structures.

The field investigation included over 3,000 feet of drilling and conventional rock coring in 226 boreholes, 33 full-depth pavement cores, and 78 DCP tests. Due to concerns regarding traffic control, most fieldwork took place during night hours. Many of the borings were performed on private property which required Wang to negotiate and schedule access with the property owners.

Empirical correlations were made to moisture content, particle size analysis, and Atterberg limits tests, defined deformation and strength parameters for bearing capacity, settlement, and stability analyses. Wang's field and laboratory investigation unveiled a lithological profile consisting of up to 30 feet of glacial diamicton resting on top of slightly weathered Silurian dolostone. MicroStation plan and profile drawings and gINT boring logs summarized the results of our investigation and provided the framework for geotechnical analyses and reporting.

For the Interstate 80 roadway widening and the ramp realignment at the US 30 interchange RGRs, Wang provided evaluations of the existing pavement conditions; long-term settlement and global stability analyses; recommendation for subgrade treatment and improvement using undercuts and geotechnical fabric; and parameters for pavement and drainage design. The SGRs included ASD and LRFD analyses for the support of new and/or widened abutment and pier foundations on shallow footings, H-piles, or drilled shafts socketed in rock. We provided recommendations for stage construction using soil retention systems with temporary soil or deadman anchors.

EDUCATION

M.S., 1975, Civil Engineering / Illinois
Institute of Technology, Chicago, IL

B.S., 1971, Civil Engineering / Gujarat
University, India

REGISTRATIONS/CERTIFICATIONS

Professional Engineer:
Illinois- 1982 (062-040483)

Diplomate Geotechnical Engineering:
ASCE- 2010 (1167)

PROFESSIONAL AFFILIATIONS

American Society of Civil Engineers
(ASCE)

National Society of Professional
Engineers (NSPE)

International Society of Soil Mechanics
and Foundation Engineers

EMPLOYMENT HISTORY

2005 to Present
Wang Engineering, Inc., Lombard, IL

1982 to 2005
AECOM (formerly Consoer Townsend
Envirodyne Engineers, Inc.),
Chicago, IL

1978 – 1982
Dames & Moore, Park Ridge, IL

1976 – 1978
Festing Service Corporation, Carol
Stream, IL

1971– 1973
DPW and DOH, Ahmedabad, India

EXPERIENCE PROFILE

Mr. Kothawala has over 39 years of experience in civil, geotechnical and foundation related projects, which included the development of subsurface investigation programs, coordinating field and laboratory testing, engineering analysis, and report preparation/review, and the support of design and construction phases. Responsibilities have included project management, technical execution, supervision of foundation and earth retention system installations, review and interpretation of geotechnical reports written by others, foundation design and specifications, and shop drawings review, and construction inspection and resolution for many public and private sector clients in Illinois and other states.

PROJECT EXPERIENCE**Subsurface Investigation and Geotechnical Engineering Analysis for the New Prairie Parkway Highway, IDOT D-93-037-08, Grundy, Kendall and Kane Counties, Illinois**

Mr. Kothawala served as the Project Manager and Senior Geotechnical Engineer responsible for project management, geotechnical analyses and recommendations. Wang provided geotechnical consulting services for a new, major limited access corridor that would address long-range traffic needs from within the western collar counties of the Chicago between Interstate 80 and Interstate 88. The new highway will include more than 40 miles of roadway pavement and embankments, over 50 water crossing and multi-span bridge structures, and associated detention basins and drainage structures.

Subsurface Investigation and Geotechnical Engineering Analysis for IDOT District One Various/Various Geotechnical Engineering Services – Years 1994, 2000, 2006, 2008, 2010 and 2011

As Geotechnical Consultant to IDOT District One, Wang provided geotechnical engineering services for various projects under the blanket contracts issued in 1994, 2000, 2006, 2008, 2010 and 2011 contracts. Mr. Kothawala served as the Project Manager on the 2006, 2008, 2010 and 2011 contracts. He was responsible for daily project management, coordination with the Client and Owner, preparation of geotechnical investigation and laboratory testing programs and the implementation of the Quality Assurance Program.

Illinois Tollway Move Illinois Capital Program – Jane Addams Memorial Tollway over the Fox River (M.P. 55.7)

Mr. Kothawala is serving as the Project Manager and Senior Geotechnical Engineer responsible for project management, geotechnical analyses and recommendations. Wang is performing the subsurface exploration, laboratory testing and geotechnical engineering analyses for the Jane Adams Memorial Tollway over the Fox River. A total of 35 borings were drilled to depths ranging from 30 to 90 feet below ground surface elevation for the dual structure bridge. These borings included 13 borings drilled in the river channel. An additional 83 borings were drilled for retaining walls associated with the widening.

Bolz Road and Stearns Road Corridors including New Fox River Crossings

Mr. Kothawala served as the Project Manager and Senior Geotechnical Engineer responsible for project management, geotechnical analyses and recommendations. Kane County has planned two new roadway corridors crossing over the Fox River. The Bolz Road corridor is 5.2 miles long and will extend from Huntley Road to Illinois Route 62. This project will have nine grade crossings, a new 1600-foot long bridge over the Fox River that consists of one main span over the river, two approach spans on the west bank and seven approach spans on the east bank and two parallel retaining walls immediately west of the Illinois Route 31 intersection. The new Stearns Road corridor planned by IDOT includes a new Fox River Bridge and a 4.6 mile long road alignment.

U.S. Route 45 (LaGrange Road) Widening and Reconstruction

Mr. Kothawala served as the Project Manager and Senior Geotechnical Engineer responsible for project management, geotechnical analyses and recommendations. The project includes reconstruction and widening of the existing four-lane roadway with a mountable median to a six lane roadway with a landscaped barrier median with major intersection improvement by adding turn lanes, increasing queue storage length and modernizing traffic signals. Wang performed the subsurface investigation, field and laboratory testing, engineering analyses and prepared three Roadway Geotechnical Reports (RGR's), eleven Structure Geotechnical Reports (SGR's) for retaining walls.

EDUCATION

M.S., Geotechnical Engineering,
Northwestern University, 2003

B.S., Civil Engineering,
Valparaiso University, 1997

REGISTRATIONS/CERTIFICATIONS

Professional Engineer:
Illinois, 2005 (062-058045)
Indiana, 2006 (10607136)

PROFESSIONAL AFFILIATIONS

Member:
American Society of Civil Engineers
(ASCE)

EMPLOYMENT HISTORY

2003 - Present
Wang Engineering, Inc., Lombard, IL

2001-2003
Northwestern University,

2000-2001
T.Y. Lin International

1998-2000
United States Peace Corps

1996-1997
RUST Environment and Infrastructure,

1995-1996
Village of Homewood Department of
Public Works

EXPERIENCE PROFILE

Mr. Snider has served as consultant, design engineer, and research assistant on geotechnical engineering, municipal environmental management and roadway engineering projects including shallow foundations, pile and drilled shaft (deep) foundations, earth pressure and retaining walls, slope stability, settlement analyses, bridge abutments and cofferdam analysis; extensive laboratory testing education and experience including consolidated-undrained triaxial, one-dimensional consolidation, and direct shear testing; geotechnical field investigations including the installation of driven piles, drilled shafts, and stone column ground improvements; research, instrumentation and analysis of geodynamic blasting and construction vibrations and structural response; environmental assessments; cost-effective management solutions; and roadway geometry design. He is familiar with standards, specifications, and practices of various transportation agencies in both Illinois and Indiana.

PROJECT EXPERIENCE**Subsurface Investigation and Geotechnical Engineering Analysis for the New Prairie Parkway Highway, IDOT D-93-037-08, Grundy, Kendall and Kane Counties, Illinois**

Mr. Snider served as the Senior Geotechnical Engineer, responsible for coordination with the Client, coordination of geotechnical investigations and laboratory testing programs and the writing and preparation of geotechnical reports and analyses. Wang provided geotechnical consulting services for a new, major limited access corridor that would address long-range traffic needs from within the western collar counties of the Chicago between Interstate 80 and Interstate 88. The new highway will include more than 40 miles of roadway pavement and embankments, over 50 water crossing and multi-span bridge structures, and associated detention basins and drainage structures.

Subsurface Investigation and Geotechnical Engineering Analysis for Interstate 80 Lane and Bridge Widening, US 30 to US 45 and US 30 Interchange, IDOT Project D-91-046-10, Will County, Illinois

Mr. Snider served as the Senior Geotechnical Engineer, responsible for coordination with the Client, coordination of geotechnical investigations and laboratory testing programs and the writing and preparation of geotechnical reports and analyses. Wang has performed the subsurface exploration, laboratory testing and geotechnical engineering analyses for roadway and structure design plans for widening an 8.14-mile long section of I-80. Interior lanes and median shoulders and barriers; partial replacement and widening of the nine-span twin bridges over US 30, bridges over the Rock Island District Railroad and Hickory Creek; removal and replacement of the Old Plank Trail bridge over US 30; and the reconstruction the Interstate 80 interchange at US 30 were part of the scope of work. In addition, the design of three noise abatement walls with a total length of 1,400 feet, two detention basins, and 22 sign structures was also included in the project design.

Illinois Tollway Move Illinois Capital Program – Jane Addams Memorial Tollway over the Kishwaukee River (M.P. 18.3)

Mr. Snider is serving as the Project Manager and Senior Geotechnical Engineer responsible for project management, geotechnical analyses and recommendations. Wang is performing the subsurface exploration, laboratory testing and geotechnical engineering analyses for the Jane Adams Memorial Tollway over the Kishwaukee River. A total of 16 borings were drilled to depths ranging from 67 to 105 feet below ground surface elevation for the dual structure bridge. These borings included 4 borings drilled in the west river channel.

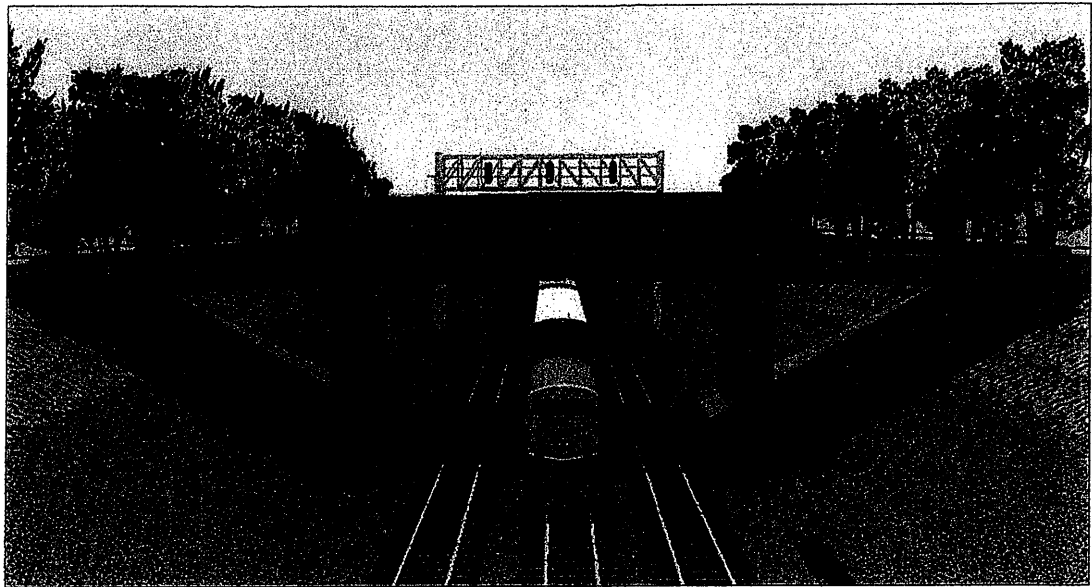
Subsurface Investigation and Geotechnical Engineering Analysis for IDOT District One Various/Various Geotechnical Engineering Services – Years 1994, 2000, 2006, 2008, 2010 and 2011

As Geotechnical Consultant to IDOT District One, Wang provided geotechnical engineering services for various projects under the blanket contracts issued in 1994, 2000, 2006, 2008, 2010 and 2011 contracts. Mr. Snider served as the Senior Geotechnical Engineer on the 2006, 2008, 2010 and 2011 contracts, responsible for coordination with the Client, coordination of geotechnical investigations and laboratory testing programs and the writing and preparation of geotechnical reports and analyses.



Oak Street Bridge Enhancements

Hinsdale, Illinois



Client
Village of Hinsdale

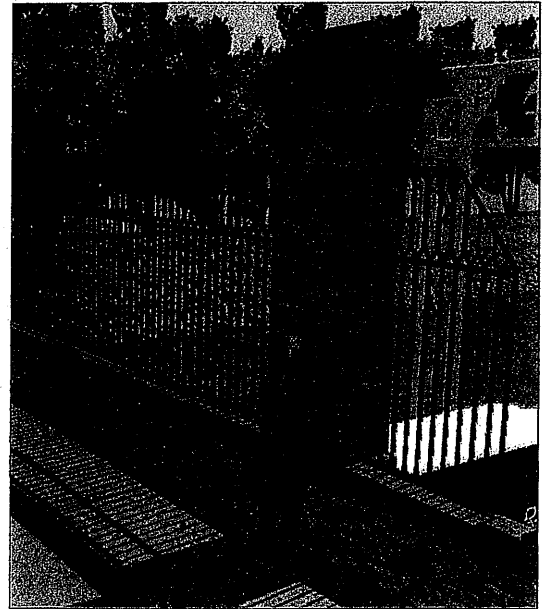
Clark Dietz, Inc.

Contact
Dan Deeter,
Village Engineer
630.789.7039

Allen Staron,
Senior Vice President
312.648.9900

Status
Phase I Complete

Construction Budget
\$15,000,000



Design Team
Clark Dietz, Inc.;
HR Green;
Huff & Huff, Inc.

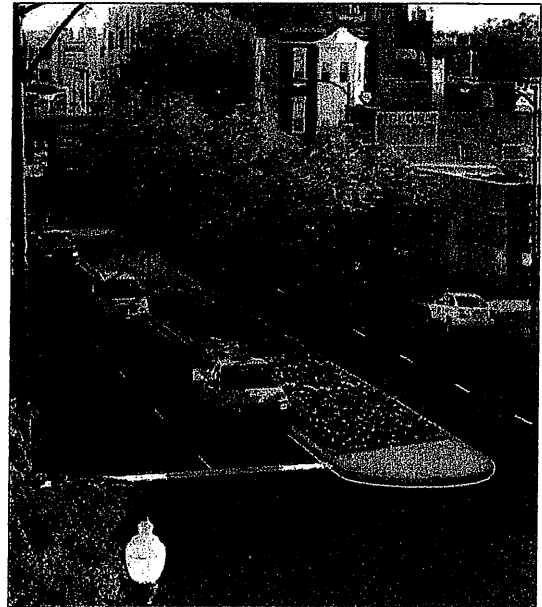
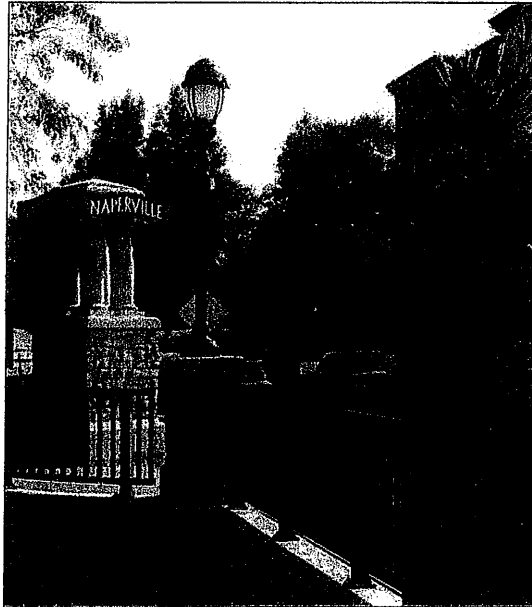
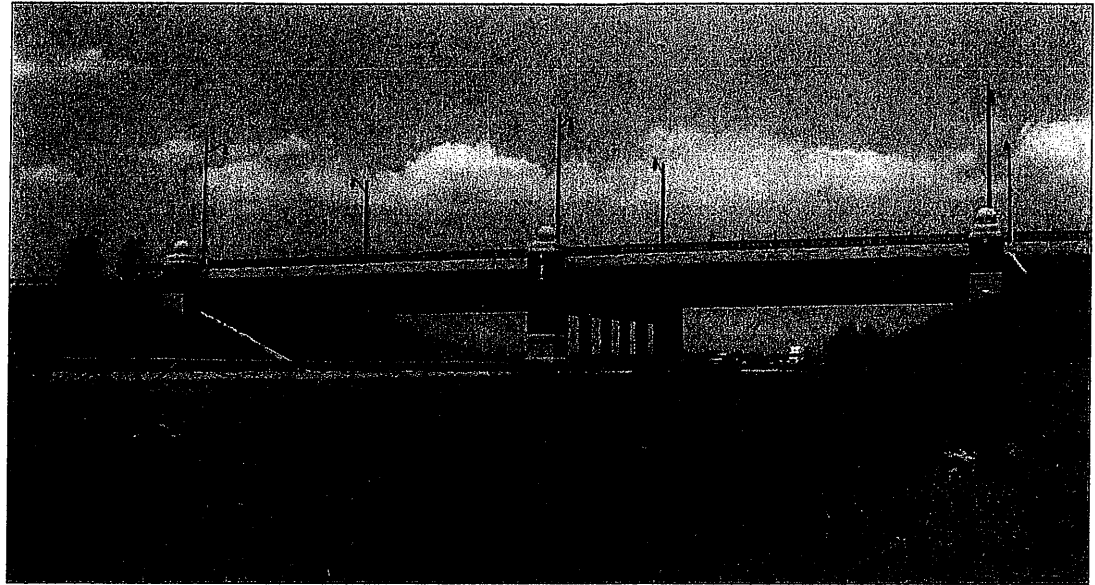
The Village of Hinsdale obtained funding from IDOT to replace the Oak Street Bridge that spans the Burlington Northern Railway line. Due to the bridge being located in a stately historic neighborhood, the Village and consultant team understood the importance of creating a design that fit into this unique site. By following the IDOT Context Sensitive Solutions process, Hitchcock Design Group developed a series of aesthetic bridge options for consideration. Through a series of Community Working Group meetings, a preferred design concept was finalized that was based on the style of the nearby Highlands Train Station. Phase I of this project was completed in 2012. Phase II, Design and Engineering is scheduled to begin in 2013.



Transportation Enhancements

Representative Projects

Oak Street Bridge Enhancements, Hinsdale, Illinois; I-57/Curtis Road Interchange, Champaign, Illinois; Main Street Bridge, Naperville, Illinois; I-55/County Line Road Interchange, Burr Ridge, Illinois; Route 56 Streetscape, Warrenville, Illinois; Western Avenue Streetscape, Chicago, Illinois; West Dempster Streetscape, Skokie, Illinois; Third Street Streetscape, Geneva, Illinois; Public Square and Maumee Street Streetscape, Angola, Indiana; Virginia Street Corridor, Crystal Lake, Illinois; NW 86th Street Corridor, Clive, Iowa; Kaskasia Alliance Multi-Use Trail (ADT), LaSalle County, Illinois; Des Plaines River Trail, Des Plaines, Illinois; DuPage River Multi-Use Trail, Naperville, Illinois; Gary Green Link Multi-Use Trail, Gary, Indiana



Transportation infrastructure is an important component of our built environment. Clearly the first priority is to ensure that facilities are designed to be functional and long lasting, but it is also important to consider enhancements that will improve the quality of the environment and create a unique sense of place within our communities. From bridges and streetscapes, to suburban corridors and bikeways, there are opportunities to develop multi-modal facilities that are functional, safe, attractive, and will establish important regional connections. By collaborating with other experienced professional firms, we have the capability to advance a project from initial planning through implementation. We can provide services that include facilitation between community leaders, jurisdictional agencies and related stakeholders; preparation of grant applications to secure project funding; design and documentation of enhancements as required for jurisdictional permitting, bidding and construction; and participation during construction administration.



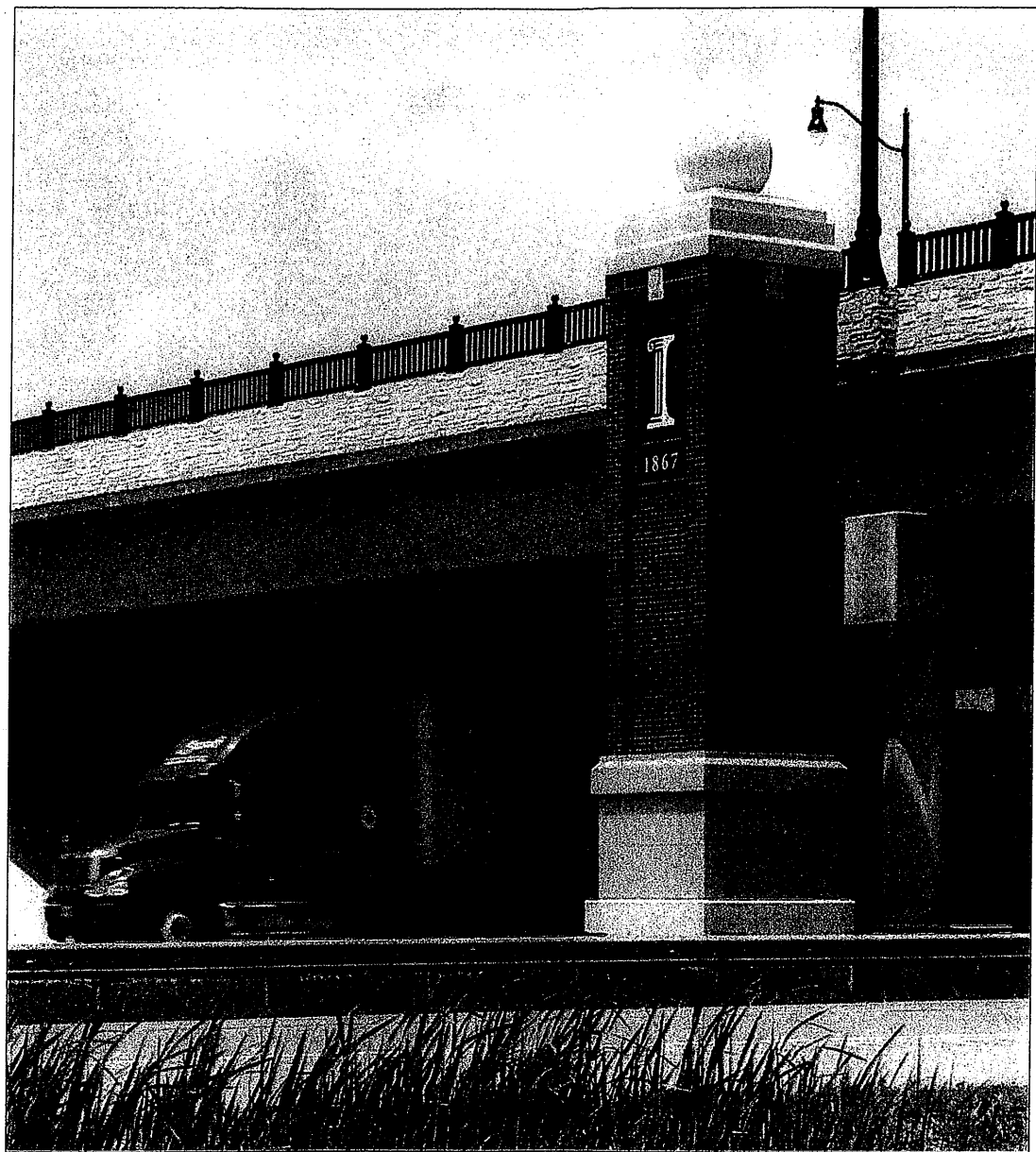
I-57 / Curtis Road Interchange Champaign, Illinois

Client
City of Champaign

Contact
Louis Braghini,
Engineering Technician III
217.403.4710

Status
Complete

Design Team
Clark Dietz



Recognizing the opportunity to make the Interstate 57 / Curtis Road Interchange a gateway to the City of Champaign and the University of Illinois, the city commissioned a consultant team including Hitchcock Design Group to develop a concept for improving this new Illinois Department of Transportation (IDOT) interchange. Aesthetic enhancements funded through the Illinois Transportation Enhancement Program (ITEP) including ornamental railings, stone patterned concrete, and masonry columns with precast capitals give the overpass a bold, new presence. The integration of the University logo and Campustown light standards with changeable banners adds character to the structure while demarcating the overpass as a gateway to the University of Illinois.



Main Street Bridge Naperville, Illinois

Client
City of Naperville

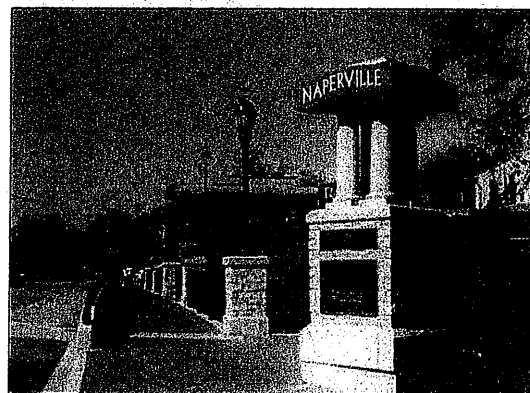
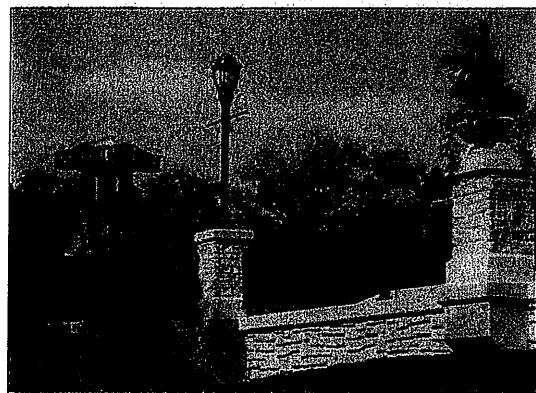
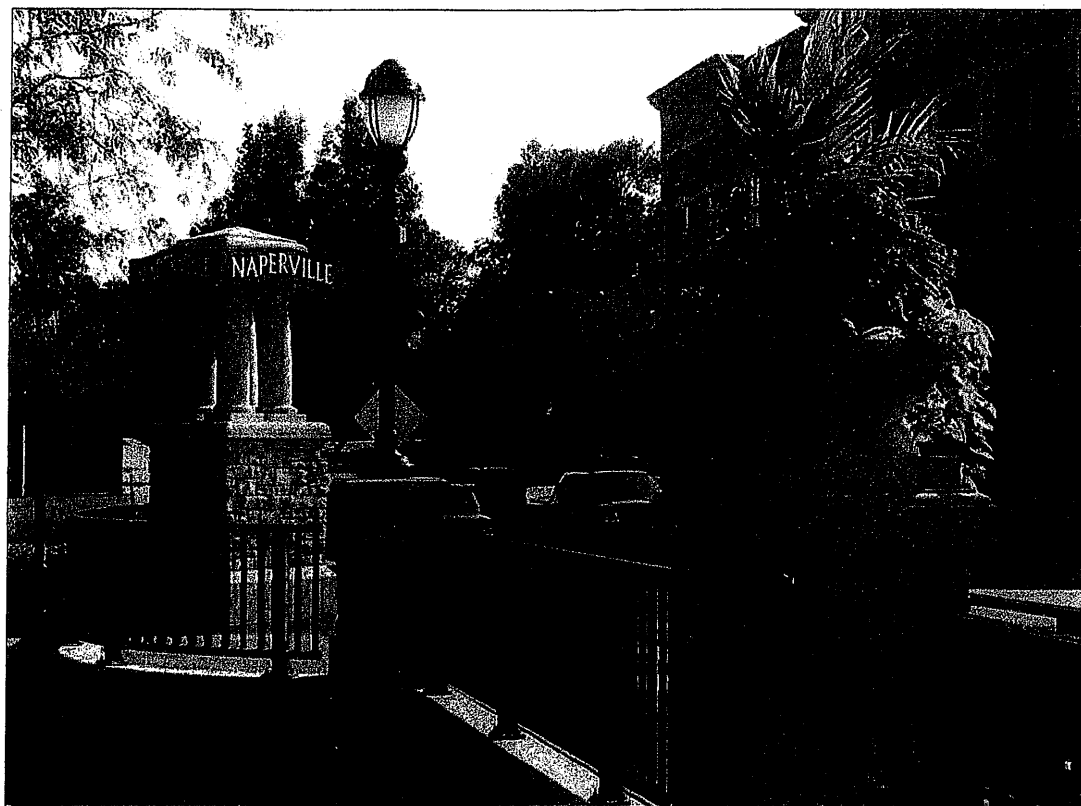
Contact
Bill Novack,
Engineering Services
630.420.6704

Status
Complete

Construction Budget
\$2,435,000

Awards
Outstanding Project
(under \$5 million) -
Illinois Sector American
Society of Civil Engineers

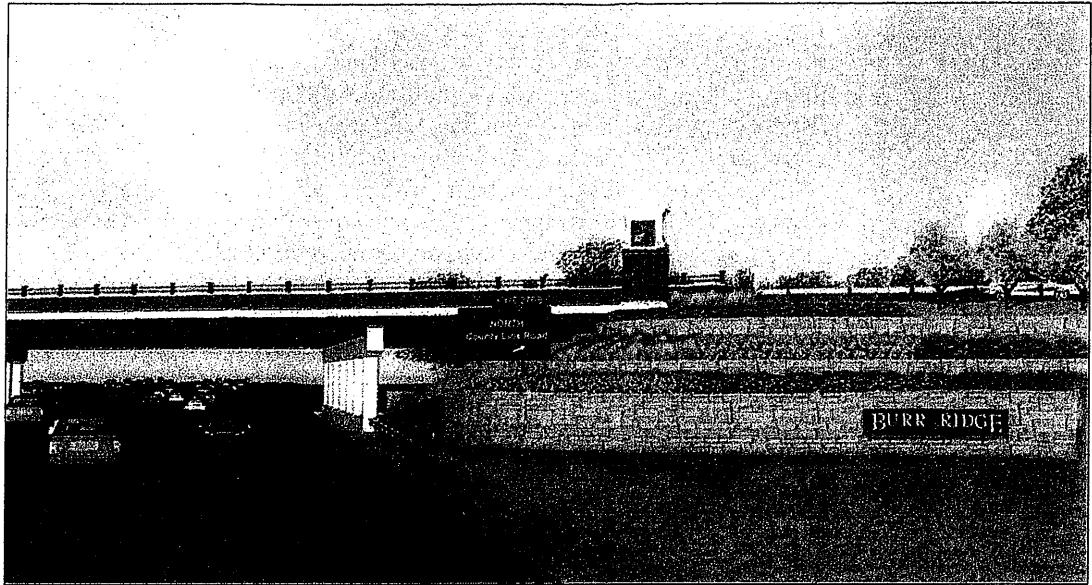
Design Team
Earth Tech



Looking to recognize the importance of this direct link into the historic central business district, the City of Naperville asked Hitchcock Design Group to participate in the design of the replacement bridge for the Main Street crossing of the West Branch of the DuPage River. The design enhances the character of the basic bridge structure and provides a pedestrian friendly entrance into the downtown, taking advantage of the vistas down the nationally recognized Naperville Riverwalk. Hitchcock Design Group's design of the bridge combined existing downtown streetscape standards with new elements, providing distinction to this entryway icon. The project required tireless advocacy throughout an extensive public process. Presentations were given in a variety of forums in order to gain consensus on the design of this important City Improvement project.



I-55 Bridge Enhancements Burr Ridge, Illinois

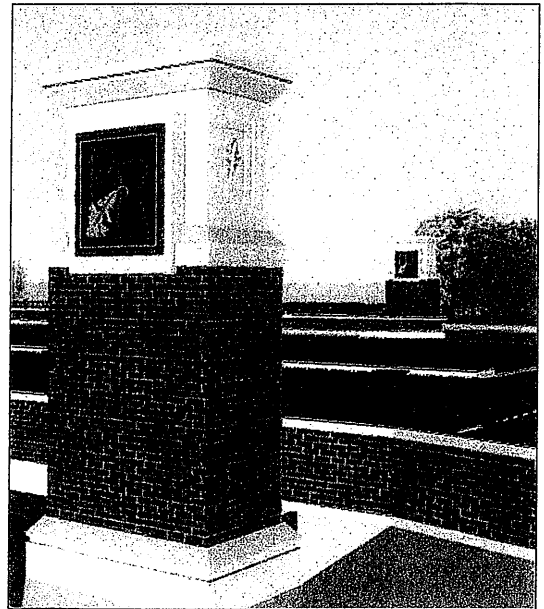


Client
Village of Burr Ridge

Contact
Doug Pollock,
Director of Community
Development
630.654.8181

Status
In Progress

Construction Budget
\$1,800,000



One of the challenges the Village of Burr Ridge faced in creating their new downtown, Burr Ridge Village Center, was signifying the entryways into Burr Ridge, specifically from I-55. In 2008 the Village commissioned Hitchcock Design Group to provide comprehensive streetscape and entryway planning services to create a unified, identifiable theme for Downtown Burr Ridge. The County Line Road Bridge over I-55 was recognized as the primary gateway into Burr Ridge.

In 2010, the Village and Hitchcock Design Group acquired funding for the bridge enhancements through the Illinois Department of Transportation Enhancement Program. The combination of bridge enhancements, decorative columns, terraced retaining walls, and landscape improvements will establish the Downtown Burr Ridge theme at this primary gateway into the village. Construction is scheduled to begin in the spring of 2013.



Timothy King, ASLA
Principal



Tim's focus on urban design, along with his disciplined management skills have helped many communities increase hospitality, improve connectivity, and promote economic development through the conception, permitting, and construction of millions of dollars of high profile public improvements. Recently, Tim has managed some of Hitchcock Design Group's most complex urban projects including multi-phased redevelopment plans, waterfronts, streetscapes, and transportation enhancements. A landscape architect with over 20 years of experience, Tim's commitment to excellence during the planning, design, and construction phases and his passion for creating better places has positioned Hitchcock Design Group as one of the leading planning and urban design firms in the region.

Education Bachelor of Landscape Architecture, with Honors
Michigan State University, 1990

Registration Licensed Landscape Architect, State of Illinois

Member American Society of Landscape Architects

Project Experience

- Oak Street Bridge Enhancements, Hinsdale, Illinois
- 22nd Street ITEP Enhancements, Oak Brook, Illinois
- Angola Public Square and Streetscape Improvement Plan, Angola, Indiana
- Geneva East State Street Streetscape, Geneva, Illinois
- Geneva Third Street Streetscape, Geneva, Illinois
- Illinois Route 53 Medians, Romeoville, Illinois
- Illinois Route 56 Streetscape, Warrenville, Illinois
- Illinois Route 72 Streetscape, West Dundee, Illinois
- Interstate 55 and County Line Road Interchange Enhancements, Burr Ridge, Illinois
- Interstate 57 and Curtis Road Interchange Enhancements, Champaign, Illinois
- La Grange Streetscape, La Grange, Illinois
- Northbrook Streetscape, Northbrook, Illinois
- Oak Brook Streetscape Beautification Master Plan, Oak Brook, Illinois
- Ogden Avenue Corridor Enhancements, Hinsdale, Illinois
- Ogden Avenue Corridor Enhancements, Naperville, Illinois
- Prairie Stone Entertainment District Streetscape, Hoffman Estates, Illinois
- University District Streetscape Design Guidelines, Champaign, Illinois
- Washington Street Streetscape, Naperville, Illinois
- West Dempster Streetscape Improvements, Skokie, Illinois
- Western Avenue Streetscape, Lake Forest, Illinois
- Woodstock Square Streetscape Guidelines, Woodstock, Illinois
- Addison Town Center Redevelopment Master Plan, Addison, Illinois
- Boneyard Creek Redevelopment, Champaign, Illinois
- Central Park Master Plan, Naperville, Illinois
- Downtown DeKalb Streetscape Improvement Plan, DeKalb, Illinois
- Elgin Riverfront, Elgin, Illinois
- Frank Van Buer Plaza and Parking Lot, DeKalb, Illinois
- Neenah Waterfront, Neenah, Wisconsin
- New Lenox Village Hall, New Lenox, Illinois
- Northbrook Metra Station, Northbrook, Illinois
- Racine Monument Square, Racine, Wisconsin
- Riverside Drive Promenade, Elgin, Illinois
- Rockford Riverwalk Master Plan, Rockford, Illinois
- Rockford Riverwalk Museum Campus, Rockford, Illinois
- St. Charles River Corridor Master Plan, St. Charles, Illinois

RECENT PROJECTS
COMMUNITY LAND ACQUISITION SERVICES, LLC

Jack E. Petersen, SRWA, RW-NAC, RW-RAC
Acquisition Manager, Sr. Acquisition & Relocation Agent

ILLINOIS DEPARTMENT OF TRANSPORTATION - DISTRICT ONE

105 Partial Takes & Temporary Construction Easements - 2005-2007
SCOPE: *On-Call Negotiation Services-Various Projects*

~100 Partial Takes & Temporary Construction Easements - 2010-2011
SCOPE: *Negotiation Services-Various Projects (Subconsultant to HNTB)*

CITY OF WEST CHICAGO

Hawthorne Lane (Powis Rd to Arbor Ave) STU - 27 Partial Takes - December 2006

SCOPE: *Project Management, Appraisal, Appraisal Review & Negotiation*

Joliet Street @ E. Wilson Avenue - 1 Partial Take - July 2011

SCOPE: *Acquisition Negotiation*

Geneva Spur - Great Western Bikeway Connector - 4 Partial Takes & Easements - Completed January 2013

SCOPE: *Acquisition Negotiation (STP Funded)*

CITY OF AURORA (SUBCONSULTANT TO HR GREEN, INC.)

East New York Street - Welsh Drive to Asbury Drive - 18 partial takes and temporary construction easements. (February 2013 completion)

SCOPE: *Negotiation Services*

CITY OF MARENGO (SUBCONSULTANT TO HR GREEN, INC.)

Prospect Street - US Route 20 to IL Route 176 - 13 partial takes and temporary construction easements. (February 2013 completion)

SCOPE: *Negotiation Services*

COUNTY OF WINNEBAGO

Blackhawk Island Flood Mitigation Program, (FEMA/IEMA HMGP / IDCEO)

SCOPE: *Project Management, Acquisition & Relocation*

Up to 32 Full Takes & TBD Relocations - Ongoing Project

Evergreen Terrace Flood Mitigation Program, (FEMA/IEMA HMGP / IDCEO)

SCOPE: *Project Management, Acquisition & Relocation*

12 Full Takes & TBD Relocation - Ongoing Project

VILLAGE OF MACHESNEY PARK

IL251/IL173 TIF District - 28 Full Takes & 22 Residential Relocations - July 2006

SCOPE: *Project Management, Appraisals, Review Appraisals, Negotiation & Relocation*

Flood Mitigation Program, Phase I 48 Full Takes & 1 Relocation - Sept 2010 to June 2011

SCOPE: *Project Management, Acquisition & Relocation (FEMA/IEMA/IDCEO)*

IL STATE TOLL HIGHWAY AUTHORITY

40 Partial Takes & Temporary Construction Easements - 2005-2008

SCOPE: *Project Management, Appraisals, Review Appraisals & Negotiation*

CITY OF CRYSTAL LAKE (SUBCONSULTANT TO PATRICK ENGINEERING, INC.)

Erick Street - 23 partial takes & easements - April 2008 to Sept 2008

SCOPE: *Project Management, Appraisals, Review Appraisals & Negotiation*

CITY OF CHICAGO - O'HARE MODERNIZATION PROGRAM

O'Hare Expansion - 40 Full Residential Takes in Bensenville - August 2006

SCOPE: *Residential Acquisition Negotiation*

CITY OF ROCKFORD - MORGAN STREET BRIDGE

Barron's Industries - July 2006

SCOPE: *Relocation Inventory*

GENERAL SERVICES ADMINISTRATION

Chicago Federal Courthouse Relocations - December 2006

SCOPE: *Relocation Plan, Restaurant Relocation*

VILLAGE OF ORLAND PARK AND COOK COUNTY DEPARTMENT OF HIGHWAYS

153rd Street - 30 partial takes & easements - July 2006

SCOPE: *Project Management, Appraisals, Review Appraisals & Negotiation*



Community Land Acquisition Services, LLC

Compassionate Eminent Domain Services

January 24, 2013

Resume of Jack E. Petersen, SR/WA; R/W-NAC; R/W-RAC Acquisition and Relocation Manager/Agent

Jack E. Petersen has worked in the right of way field for seventeen years. His land acquisition experience includes appraisal, negotiation, relocation assistance, condemnation and local public agency assistance. Mr. Petersen has a total of thirty-seven years of transportation project management, transportation and land planning, traffic engineering and program budgeting experience in the public and private sectors, 20 of which were as an Illinois Department of Transportation employee. Mr. Petersen has over seven years of experience as a land acquisition consultant and has completed assignments on several hundreds of property acquisitions and relocations.

Mr. Petersen owns Community Land Acquisition Services, LLC which provides eminent domain land acquisition negotiation and relocation assistance services to State, County and Municipal government agencies. He has worked on highway and road projects, TIF projects, and FEMA Flood Buy-out programs (non-eminent domain). As an Acquisition Negotiation Agent he prepares documentation of the acquiring agency's offer to acquire private property and negotiates amicable settlements with the property owners. Mr. Petersen researches title issues regarding property ownership and obtains releases and waivers of title exceptions; applies a working knowledge and interpretation of federal and state land acquisition policies and procedures to ensure project compliance; prepares documentation required for IDOT certification of acquisition on federally funded local agency transportation projects. Relocation assistance includes conducting relocation interviews with property owners and/or tenants; preparing relocation plans and personal property inventories, move specifications, bidder's agreements, etc. He assists in the moving of personal property from the acquired site; coordinates moving companies and other necessary bidders to obtain quotes for the move and re-establishment of personal property at the replacement location; performs replacement housing and business replacement property searches and calculations; provides relocation advisory services; and prepares and presents relocation claims for agency payments to relocatees.

As the IDOT District One Chief of Negotiations for three years, Mr. Petersen managed all aspects of the Negotiation Section to ensure closing of over 2,500 parcel acquisitions; reviewed survey plats and real estate appraisals for accuracy and consistency; negotiated over 350 administrative settlements of contested acquisitions with property owners and their attorneys; recommended project design revisions to project engineers to resolve property owner issues; worked closely with Condemnation Engineers, the Attorney General's office, Special Assistant Attorneys General and title companies to resolve land title clearing issues; and served as spokesperson at project public hearings/informational meetings.

Other Bureau of Land Acquisition experience included ensuring policy and procedure compliance for acquisition of parcels impacted by hazardous waste and/or underground storage tanks;

Resume of Jack E. Petersen, Continued

Page 2 of 2

providing technical assistance and review to over 100 local agencies for state certification of federally funded local agency transportation projects. Mr. Petersen's previous experience with IDOT also included six years of experience as the Community Assistance Chief of the Office of Planning & Programming, Chicago Area Transportation Study where he coordinated a regional transportation planning program, supervising and training a staff of eleven planners serving the sub-regions of the six-county CATS Council of Mayors. Mr. Petersen also administered funding distribution for the \$70 million annual federal transportation program and reported monthly funding status to elected and appointed officials of over 200 municipalities in northeast Illinois.

Professional Certifications and Licenses

- International Right of Way Association – Senior ROW Professional Certification (SR/WA)
- International Right of Way Association – Certified in Negotiation Acquisition (R/W-NAC)
- International Right of Way Association – Certified in Relocation Assistance (R/W-RAC)
- IDOT Approved Negotiation Agent & Relocation Agent
- INDOT Approved Relocation Agent
- IL Real Estate Managing Broker's License 2012 – Present
- IL Real Estate Broker's License 2005 – 2012
- IL Residential Appraiser's License 1994-1997

Areas of Specialization

- Project Management
- Right of Way Negotiation Acquisition
- Relocation Assistance Services
- Acquisition Policy Specialist
- Title Issue Resolution

Representative Clients

Acquisition negotiation and/or relocation services for the following State Agencies:

- Illinois Department of Transportation, Districts 1, 2, 7, & 8.
- Illinois State Toll Highway Authority
- IL Emergency Management Agency
- IL Dep't of Commerce & Economic Opportunity

Acquisition negotiation and/or relocation services for the following Local Agencies:

- | | | |
|---------------------------|-----------------------------|-----------------------|
| • City of Chicago | • Village of Orland Park | • County of Cook |
| • City of Crystal Lake | • City of West Chicago | • County of Winnebago |
| • Village of Hanover Park | • Village of Machesney Park | • City of Rockford |
| • City of Aurora | • City of Marengo | |

Education and Training

Southern Illinois University, Carbondale
B.A. Degree – Urban Studies 1974

University of Illinois, Springfield
MAPA Environmental Policy & Public
Administration (Degree Candidate)

State of Illinois

Department of Financial and Professional Regulation Division of Professional Regulation

LICENSE NO.
471.010295

The person, firm or corporation whose name appears on this certificate has complied with the provisions of the Illinois Statute and/or rules and regulations and is hereby authorized to engage in the activity as indicated below.

EXPIRES:

04/30/2013

LICENSED
REAL ESTATE MANAGING BROKER

JACK E PETERSEN
2020 MONDAY DRIVE
ELGIN, IL 60123

Sponsor: JACK E PETERSEN (471.010295)

Sign and date below to terminate



Sponsor Signature and License No.

BRENTE ADAMS
SECRETARY

Termination date

5/7
JAN STEWART
DIRECTOR

The official status of this license can be verified at www.idfpr.com

6962309



i. Similar Project Experience

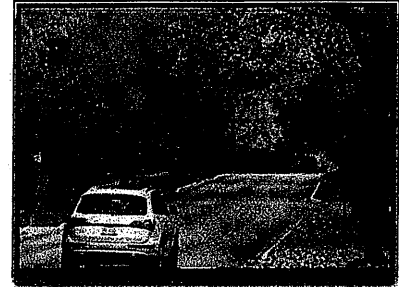
1) Village of Hinsdale Projects

PROJECT REFERENCE for all the Projects below.

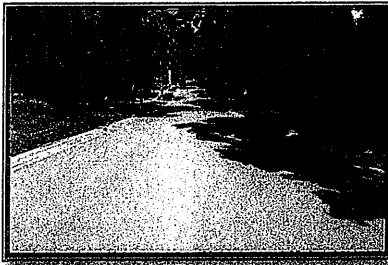
Mr. Dan Deeter, Village Engineer, Village of Hinsdale, 19 E. Chicago Ave., Hinsdale, IL 60521-3489
630.789.7039, ddeeter@villageofhinsdale.org

Garfield Street Improvements Phase I / II / III | Village of Hinsdale (2010)

Incorporated in 1873, the Village of Hinsdale encompasses some of the most beautiful historic buildings in Illinois. Garfield Street bisects Hinsdale's downtown historical district. This primary arterial street runs the entire length of Hinsdale from north to south and is lined with many fine examples of Victorian residential architecture. Like many old public rights-of-way, Garfield Street contained aging infrastructure built during a prior era. Combined sewers, constructed in the 1920s, conveyed both storm water and sanitary wastewater to a nearby wastewater treatment facility. The wastewater treatment facility has been overloaded during heavy rain events, due to the existing combined sewer systems within the Village. The combined sewer system was constructed with brick manholes and clay tile sewer pipes, which resulted in significant seepage of groundwater due to their deteriorated condition and age. Today, it is widely recognized that combined sewers are undesirable and may pose a public health risk by increasing the possibility of sewer backups into homes and surrounding topography. Combined sewers can pose an environmental hazard to the waters of Illinois, by causing unnecessary stress on the treatment system and potential overflows at the treatment system's point of discharge.



The Improvements along Garfield Street included a new separate storm sewer system to accept storm water runoff and convey it separately from the sanitary sewer system. For the purpose of project cost efficiencies, the new storm sewer was connected to the existing curb inlets throughout the project limits. The existing large diameter clay sewers and brick manholes were rehabilitated in place, rather than being replaced; resulting in significant cost savings for the Village. The project also removed three segments of aging water main and constructed new, larger water main. This further contributes to public health through water quality, and increases firefighting capacity.



Finally, the project included milling and asphalt overlay paving on Garfield Street, First Street and Park Avenue. In total, approximately 4,500 feet of the roadway corridor was improved. The existing historic brick roadway surface was carefully salvaged and returned to the Village Department of Public Works. These brick pavers will be put to good use in the future on other Village streets to match the historic character of the area while embodying the sustainable design principle of adaptive reuse. Large mature trees that are a part of the Victorian charm of the Garfield Street corridor were saved from removal and protected from damage by construction activities during the project.

HR Green, Inc. provided all surveying and engineering services for the project including planning, design, and construction phases of engineering. Surveying aspects included topographic surveying for the roadway and side streets as well as construction layout for the project. This project required precise topography to identify any existing drainage problems and to locate all parkway trees.

This project also included extensive research and mapping of the existing underground utilities, and some fairly extensive conflict design techniques for utility crossings.





The Woodlands Green Streets Initiatives | Village of Hinsdale, IL (2011-2013)



The Woodland Neighborhood in Hinsdale, Illinois has had a long history of problems related to surface water management resulting in damage to homes and personal property as well as making roads impassable during significant rainfall events. One of the goals of the Village was to manage the surface water using "green initiatives." The existing neighborhood is heavily wooded therefore the project team worked closely with the Village and Residents to minimize disturbance to the existing trees and neighborhood aesthetics while accomplishing the storm water management objectives of the Village through the use of 'Green' storm water management practices. The Green Initiatives include rain gardens, bio-swales, underground storage with infiltration areas. The environmental benefits include:

- Reduction in storm water pollutants
- Increase in the amount of storm water infiltration
- Preserve the existing neighborhood character

At completion, the project will provide improved storm water management system and reconstructed water main, rehabilitated sanitary sewers and reconstructed roadways.

Oak Street Phase I over BNSF | Village of Hinsdale, IL (2010-2012)

The Village of Hinsdale acquired the Oak Street Bridge from the BNSF in 2009 in order to utilize funding it obtained to help it replace the bridge. The bridge in its current configuration was assembled in the 1940s from salvaged materials dating back to 1899. The one lane bridge is functionally obsolete and structurally deficient (it is limited to a five ton maximum load). It is near the end of its useful life.

As a part of the Phase One Engineering team, HR Green provided the Bridge Condition Report, multiple bridge concepts (with cost analyses and impacts), and a Type Size and Location Drawing for concurrence by the BNSF, Village staff, IDOT and the Community Working Group (CWG). HR Green provided concept cost data for three other crossing sites as well. A revised Oak Street profile to meet railroad clearance requirements was developed with HR Green assistance. The new profile will make a retaining wall necessary and will require modifications to the intersecting streets including a cul-de-sac at Hillgrove Avenue. An HR Green representative assisted at each CWG meeting and Public Meeting held to discuss the project. HR Green also provided topographic and right-of-way determination survey for the project team.



2009-2011 Village Road Programs | Village of Hinsdale, IL (2011)

The Village contracted with HR Green to design improvements to multiple roadways. Improvements include hot mix asphalt patching and overlay; proposed storm sewer; sanitary sewer separation and rehabilitation; water main replacement; and ADA compliance efforts for multiple Village streets. A majority of the Hinsdale storm sewer system is still a combination sewer system. In accordance with IEPA requirements, the storm sewer was separated from the sanitary sewer in numerous location. HR Green designed a new storm water collection system which includes new storm sewer main, rehabilitating the existing catch basins and inlets and connecting them into the new system, and capping the abandoned storm sewer connections.





2) Anderson Road Extension Phase I / II / (Phase III Awarded) | Kane County Division of Transportation, IL (On Going Since 2006)

The Anderson Road Extension is a proposed new four-lane roadway that will link Illinois Route 38 to Keslinger Road. The project will provide a key north-south transportation link for vehicular access to the newly constructed Metra commuter station in Elburn and relieve congestion along Illinois Route 47 by providing a grade separation option over the railroad tracks. The new roadway will be approximately 2 miles long with signalized intersections at both Route 38 and Keslinger Road.



The project includes a three span, 496-foot-long overpass to carry the Anderson Road extension over three main line tracks of the UPRR and nine coach yard tracks. The bridge will consist of a composite concrete deck on 58-inch-deep plate girders. The project will provide a key north-south transportation link for vehicular access to the commuter train station and relieve congestion along one of the most heavily traveled roadways in the region. HR Green provided surveying, traffic analysis, preliminary geometry, drainage and environmental studies services on the project.

HR Green also provided the bridge design plans for this project to the lead consultant for METRA in 2004 as part of the UP Elburn extension project. The two bridge piers were constructed by METRA as a part of the Elburn Coach yards in 2005 but the remainder of the bridge construction was deferred. In 2006, the Kane County Division of Transportation took over the project. The bridge design was revised to accommodate a different roadway cross-section, and new design criteria. The revised plans are complete and the project is awaiting completion of Right of Way acquisition. When the project is let, HR Green is under contract to the KDOT to provide construction engineering services.

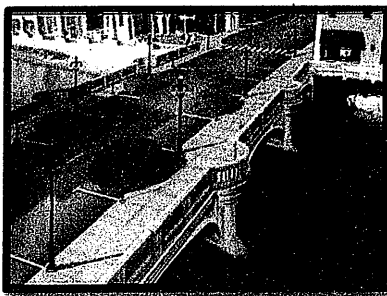
REFERENCE

Carl Schoedel-Director of Transportation
41W011 Burlington Rd
St. Charles, IL 60175
630.584.1170

3) Downer Place Bridges Phase I / II / III | City of Aurora, IL (2010-12)

HR Green was responsible for the Phase I / II / III engineering for the reconstruction of two high-profile bridges located in Aurora's downtown Stolp Island Historic District. The bridges were built circa 1910 to span over the east and west channels of the Fox River as 3-span, cast-in-place concrete, closed spandrel arches.

During Phase I, HR Green coordinated with a number of State of Illinois and federal agencies to receive environmental, historic, and preliminary design approvals. These approvals included the Project Development Report, Bridge Condition Report, and Section 106/4(f) Report. HR Green also participated in community meetings where public and business owner input was solicited in regard to project schedule, streetscaping, etc.



One of the highlights of this project is the historical significance of the old bridges (Illinois Historic Bridge Survey), historic district (Stolp Island listed on the National Register of Historic Places), and adjacent historic buildings (National Register of Historic Places). The proposed bridges generally match the appearance of the existing bridges. The Section 106/4(f) report was developed by HR Green to determine adverse effects to public properties using extensive public input and research related to the historic district and adjacent buildings. As a result of this work a Memorandum of Agreement was signed and approved by the Federal Highway Administration, Illinois State Historic Preservation Officer, IDOT, and City of Aurora.

During Phase II, HR Green was responsible for the preparation of contract plans and specifications for the proposed work to reconstruct the two historic bridges, resurface pavement within the project limits, and install a new lighting system on the bridges. Coordination with utilities, the existing riverwalk system, and adjacent buildings was





included as well. The bridge superstructures consist of precast, prestressed concrete deck beams with a 5" concrete wearing surface, decorative railing consisting of precast concrete and cast-in-place concrete. Precast concrete fascia panels mimic the original arch configuration. The existing substructures were removed to approximately 5' above the streambed and reconstructed to the beam seat elevations.

Architectural features to replicate the 1910 bridges include: light poles and globes modeled after the original "City of Lights" street lighting, concrete railings with open spindles, concrete outlooks at the piers, and the coping detail at the top of the fascia panels.

HR Green performed Phase III construction services for the \$6.8 million Downer Place Bridges over the Fox River. This was a high priority project for the City and has a high level of visibility with City Hall and many businesses lying within the project limits. This project included, traffic control, utility coordination and relocation, public involvement, streetscaping, storm sewer, parking modifications, traffic signal interconnects patching and resurfacing. Given the age of this downtown area, the design and construction team anticipated and promptly responded to a number of surprises discovered during construction without any construction delays. The bridges opened to traffic in December 2012.

REFERENCE

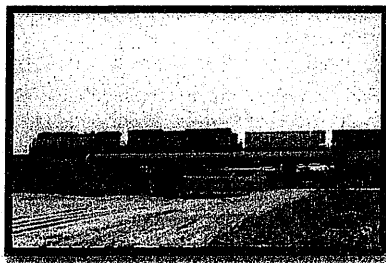
Mr. Chris Lirot, PE-Road & Bridge Engineer
City of Aurora
630.256.3620
clirot@aurora-il.org

4) Bunker Road Underpass of Union Pacific Railroad - Metra, Inc. | Kane County Division of Transportation, IL

Bunker Road was a new roadway in Kane County. It will serve a new Metra passenger station near LaFox, Illinois. Constructed in stages, the underpass construction was coordinated with a new third track on the UPRR's West Line and the relocation of one existing track. Two tracks remained in service (without slow orders) throughout construction. The new three-span railroad overpass bridge is a ballasted deck consisting of composite cast-in-place concrete on wide flange steel beams and plate girders designed to AREMA, Metra, and UPRR requirements.



The bridge was constructed in two stages at an existing 30-foot-high embankment. Two of the three tracks remained open to rail traffic at all times to carry 60 to 80 freight trains each day. The center span clears 75 feet over a proposed three-lane roadway plus wide shoulders (to allow for future widening to four lanes). The side spans cross proposed sidewalks and included provisions for access through one abutment to the adjacent Metra passenger station center platform from the sidewalk below. The entire bridge is pile supported. In addition to the bridge itself, extensive temporary sheeting and shoring was designed. The construction costs were \$4.5 million and it was completed in the Spring of 2006. The design by HR Green included all temporary shoring, the construction staging sequence, bridge structure including foundations and provisions for a future stairway up to the proposed center passenger platform.



CLIENT REFERENCE

James Wilhelms
Director of Capital Projects
Metra
312.322.6912





5) Cedar Road over Jackson Creek Phase I-II | Will County Department of Transportation, IL (2010)

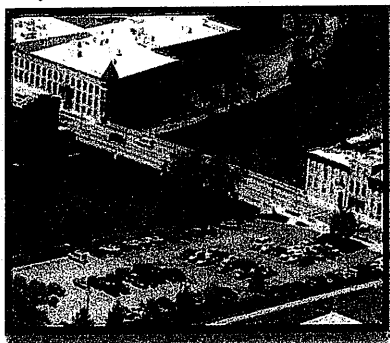
HR Green completed a Phase I study and Phase II design for the replacement of the Cedar Road Bridge over Jackson Creek (099-3026). Work by HR Green's Structural Department included a Bridge Condition Report (including field work) for the replacement of this 60-foot single span concrete "tee" beam on closed abutments (1948) bridge. The roadway work was complicated by the proximity to Metra right-of-way.

HR Green also completed a hydraulic report for this project to ensure the proposed bridge was sized properly. Since a regulatory model of the stream was not available from FEMA, HR Green completed the hydrologic modeling using HEC-1 software and determined the critical duration storm frequency for a variety of rainfall events. An iterative process was necessary to match the WSEs obtained in the HEC-1 model to the HEC-RAS model. Floodplain compensatory storage was provided in accordance with County requirements. HR Green completed all survey work, roadway geometrics, hydrologic and hydraulic modeling and bridge engineering in-house. The project utilized HBRRP funding. Phase II design by HR Green was completed in 2007. The project includes a complete replacement of the existing bridge over 105' single span bridge on new, integral abutments. Steel plate girders (40" webs) were utilized. The project was let in September 2009 for \$900,000. Construction was completed in conjunction with Cotter Consulting, Inc. and opened to traffic in September 2010.

REFERENCE

Mr. Bruce Gould, PE-Will County Department of Highways
16841 W. Laraway Road
Joliet, Illinois 60433
815.727.8476

6) Main Street Bridge over the Fox River | Carpentersville, Illinois



The Main Street Bridge is a four-span, 208-foot-long bridge spanning the Fox River in the downtown Historic District. The scope of work for this HBRRP-funded project included preparation of a Bridge Condition Report, preparation of a Phase I Engineering Report, preparation of a Section 106 Report, completion of Phase II Engineering Plans and bidding documents, and Phase III construction engineering services during reconstruction of the bridge.

The existing bridge consisted of a concrete deck on steel beams constructed in the 1930's. Two biennial bridge inspections included probing for scour, paint, and deck condition evaluation including infrared thermo graphic imaging. Five rehabilitation alternatives were analyzed for feasibility and cost. Major challenges with this project included:

- Preserving the historical character of the downtown district and facilitating historic preservation agency clearances for project approval while meeting all other local, state and federal permitting requirements;
- Working with area businesses to maintain access during construction in the immediate vicinity of the bridge while ensuring worker, pedestrian and vehicular safety;
- Maintaining effective communications with adjacent municipalities, school districts, emergency services, area businesses and residents to reduce inconvenience and minimize loss of business and ensuring good community relations;
- Providing a feasible design to fit within a constrained 60' right of way with buildings dating to the 1870's located at the right of way;
- Constructing a 16" water main through the river bedrock without impacting the riverbed to replace a critical water supply line serving the west portions of the Village;
- Dealing with unknown locations of underground utilities due to their age and improvising re-design during construction to rehabilitate the utility infrastructure with minimal impacts to the schedule; and
- Working over the Fox River while minimizing impact to the environment.





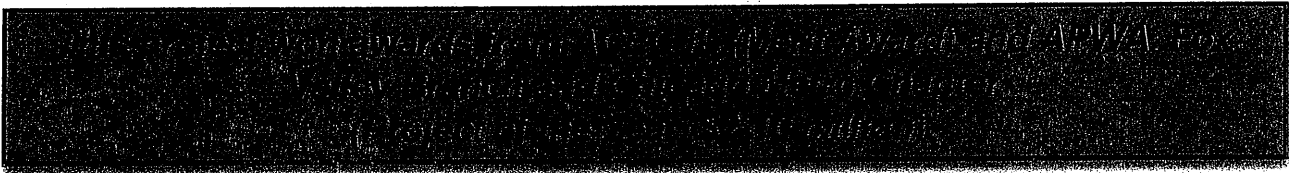
Phase I engineering developed proposed roadway geometry that met current State and Federal guidelines and at the same time fit within the tight constraints of the site. Because the project was located within the Dundee Township Historical District, the preparation and approval of a Section 106 Report was required prior to obtaining design approval to address possible adverse impacts to the historical area. The new bridge includes concrete decorative rail (Texas Rail), new period lighting fixtures, and a 10-foot bikepath.

Plans were included for the complete removal and replacement of approximately 350 feet of approach roadway on each side of the bridge. The roadway included new curb and gutter, streetlighting, and sidewalks as well as a connection to an . The preparation of final roadway and structure plans were completed for an IDOT letting in June 2005. Construction of the Main Street Bridge began in August 2005. The bridge was reopened in September 2006.

HR Green provided the Village of Carpentersville with full time resident engineering services for the project.

This project was the recipient of the 2008 APWA Fox Valley Branch and Chicago Metro Chapter Project of the Year Award in the division of Transportation \$2-10 Million.

The Carpentersville Main Street Bridge is a case study in positive community action and the power of partnerships between municipal government, local businesses, and the community as a whole. Locally, the Main Street Bridge is the only bridge connecting the east and west sides of the Village of Carpentersville serving an average daily traffic of more than 21,000 vehicles. Regionally, the bridge provides one of the few crossings of the Fox River serving a vital role in the area transportation system.





V. Willingness to meet Project Schedule

Time

A summary project schedule is included below. The summary is based on a more detailed Microsoft Project schedule we have already started for this project. The detailed schedule allows us to recommend a November letting and construction over one season. Some of the more important milestones and assumptions that went into these milestones are summarized below.

Phase II Engineering.

The summary project schedule is based on an estimated Notice to Proceed with design by June of 2013. We have assumed the Phase II Engineering agreement will be submitted to IDOT in mid-March. We have also assumed that the Project Design Report submitted to IDOT by Clark Dietz will receive a design approval by the end of April.

The schedule includes 25 working days for Village staff review and for the design team to provide project updates to the CWG at the 30%, 60% and 90% submittals. The updates may include renderings of the bridge, retaining walls and streetscaping.

Right-of-Way negotiations will start after the plats and appraisals are accepted. In order to make the November letting, right-of-way documents must be executed and submitted in late July of 2014 to allow IDOT to certify Right-of-Way by September 24th (required for November 2014 letting).

Recent projects on the November letting have been awarded in early January. An award in January would allow the Contractor to limit closure Oak Street and Hillgrove to a single construction season, rather than the 18 months noted in the request.

VI. Anticipated Workload

HR Green's team is available to begin to work on the Oak Street Bridge Replacement Project. In fact, the project team outlined above, including individuals who are experienced with the Project Phase II, are available to begin the Phase II Design upon notification should we have the fortunate opportunity of being selected.

VII. Statement of Understanding & Approach

1) Project Understanding

The Oak Street Bridge over the BNSF was replaced in the 1940s. The current bridge was constructed by the railroad using salvaged steel girders that were fabricated for a turntable in 1899. A number of repairs have been performed over the years, but the one lane bridge is obsolete, deteriorated and at the end of its service life.

The Village of Hinsdale acquired ownership of the bridge from the railroad in 2009 in order to utilize the funding they secured for the replacement project. Phase I Engineering began in 2010. The final Project Development Report will be submitted in the next month and the Village anticipates Design Approval in the first quarter of 2013.

We understand this project will consist of Phase II Engineering, right-of-way acquisition and some post design support. Raising the profile of Oak Street and reconfiguring Hillgrove Avenue will involve a significant amount of earthwork, right-of-way, utility relocation, and utility replacement. The completed roadway, drainage, bridge and many of the utilities will be owned and maintained by the Village of Hinsdale. Coordination with Village staff and conformance to Village standards will be an integral part of the entire design process, not a check off at the end of the project.





The Village engaged residents throughout the Phase I engineering process using elements of the Context Sensitive Solutions Design approach. Significant concern about increased traffic was addressed by downsizing the project footprint and review of possible traffic calming measures. Some suggested traffic calming measures could not be justified because the configuration of the existing bridge discourages through-traffic. The Village intends to compare traffic data collected during Phase I to traffic volumes after construction and evaluate possible mitigation measures. The HR Green team has experience in traffic analysis and traffic calming mitigation and will work with the Village staff to further address these concerns as applicable within the scope of the project as framed by the Phase I engineering and within the Federal and IDOT guidelines for the project.

The Adventist Hinsdale Hospital owns the properties northwest, northeast and southwest of the bridge and access to the hospital will be impacted. Their input and support was included in the Phase I engineering process but coordination will be required throughout Phase II design.

The BNSF Railroad has been very supportive of the project. During the design, we will work closely with them to minimize work on their right-of-way, coordinate the bid documents and the construction schedule with their operations and prepare the necessary agreements between the Village and BNSF.

2) Project Approach

HR Green will assemble a draft agreement and submit it to Village staff and then IDOT for review immediately after selection.

The engineering agreement will be formatted to IDOT BLR Form 5610. The agreement between the HR Green and the Village will be reviewed by IDOT before the Village allows HR Green to start work.

30% Submittal

We will work toward a 30% submittal for Village review and to update the CWG. To get to 30% several items from Phase I will have to be revisited and refined including:

- Review PDR (after Design Approval) noting revisions made during the approval process.
- Identify type, height, and limits of retaining wall(s).
- Coordination with Adventist Hinsdale Hospital (AHH) regarding the relocation of their driveway. Temporary construction access and right-of-way required adjacent to Hillgrove Avenue and southwest of the bridge.
- Review the extent of right-of-way (permanent and temporary) shown in the PDR and reduce where possible (especially within BNSF property).
- Pick up/finalize aesthetic considerations discussed in Phase I and produce renderings for Village staff, Village Board and the CWG to consider.

The goal of this exercise is concurrence with a preliminary plan so that design may proceed without late revisions.

Prior to 30% we will also:

- Televiser sanitary sewer within the project limits to determine what repair work to include in the project. This work will be performed by AccuSewer and included as a direct cost to the project.
- Extend topographic survey to include the sections noted in the request that are outside of the project limits indicated in the PDR (portions of Walnut, portions of Oak south of Chicago). Also include survey of the proposed storm sewer between the BNSF and the Highland/County Line Road intersection.
- Sample and test soils adjacent to the railroad and the hospital as outlined in the request. We would also recommend arranging to sample building debris from the existing building southwest of the bridge or requiring the current owner (AHH) to perform sampling.
- Submit the 30% drawings to BNSF.

60% Submittal

The 60% submittal will include right-of-way plats (for both easements and permanent takings), Right-of-Way appraisals and an updated opinion of construction cost. We will complete the plat of easement and provide the cost





data needed by BNSF to start the C&M (Construction and Maintenance) agreements between the Village and the BNSF.

90% Submittal

This submittal will be equivalent to the Prefinal submittal that IDOT Bureau of Local Roads will require by mid-June of 2014 in order to make the November 2014 letting. We anticipate Right of Way negotiations started after the 30% submittal will continue through 60% so that the Right of Way package can be submitted to IDOT with the Prefinal submittal; Right of Way Certification by IDOT is needed in September 2014 in order to make the November letting.

Final (100%) submittal

The final submittal (Plans Specifications and Estimate or "PS&E") is due at IDOT on August 18th, 2014 to make the November 2014 letting.

Bidding Services

This project will be let through IDOT's Bureau of Local Roads. IDOT will advertise and post the bid sets on their website. Bureau of Local Roads will also tender the bids, and open them, tabulate them and award the Contract. The design team will include time to respond to bidders questions passed along by IDOT or the Village.

Construction Phase

IDOT will require a separate agreement for Construction (Phase III) Engineering. However, we will keep the Phase I agreement open as long as we are allowed in order to answer construction phase questions. In addition to general questions, we will have Huff & Huff available to respond to any CCDD issues.

Quality Assurance

Quality assurance will be an ongoing effort throughout the design with detailed plan reviews by the Structural Reviewer and the Roadway / Utility Reviewer before each submittal. Prior to the PreFinal (90%) submittal, our QA process includes review by our Construction Engineering Group. We have found that a review by the Construction Engineer provides a different perspective aimed at finding and correcting omissions and inconsistencies in the plan and specifications. Our Construction Engineers will also provide input regarding constructability, scheduling and working days at each submittal.

VIII. Time – Bar Schedule

	2013												2014												2015												
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	
Agreement																																					
VIII. Review																																					
IDOT Review																																					
CWG																																					
BNSF Rev.																																					
30% (Prel) Plans																																					
60% Plans																																					
90% (Prefinal Plans)																																					
100% Plans (PS&E)																																					
Right of Way																																					
Adv. & Let (IDOT)																																					
Construction																																					





ix. Why HR Green

HR Green is passionate about enhancing the livability of our communities. Each person may have a slightly different definition of livability, but in general livability is about quality of life and safety of one's surroundings. This includes addressing infrastructure improvements through better planning and design, maximizing and expanding new technologies, such as the use of green solutions that provide the needed results in a non-evasive way. Our infrastructure improvement approach discussed in this document, are in line with this definition. Our team brings the following assets to this important project:

Experience of the Team—A multi-discipline team that due to our direct project and village experience will hit the ground running and require little ramp up time. This team understands the engineering process for Phase II Bridge Designs.

Railroad Coordination – We have extensive experience working on projects involving railroads including the BNSF. From our experience working with railroads, we understand their requirements, operational concerns and time lines.

Capacity to Meet Deadlines—Our staff depth and experience affords us the ability to adapt to changing situations as the public input is gathered and the issues and goals become more defined. We have the ability to apply more resources in a moment's notice if necessary to keep the project on schedule or fill a gap in a newly discovered area of expertise.

Project Management— HR Green has already begun discussing the Phase II of the Oak Street over BNSF Bridge Replacement Project. Scott Creech, PE will work closely with the Project Manager, Robert Davies, PE, SE with a wide variety of bridge replacement experience. Scott has a dynamic rapport with both his clients and his project team which will benefit with regard to the performance and delivery of this project. As Project Manager, Robert will become a vital extension to your community and make sure that the infrastructure improvements are in the best interest to the Village of Hinsdale and the affected stakeholders.

Local Knowledge— HR Green has previously been working together with the Village of Hinsdale to enhance the Village of Hinsdale. Our proposed project team comprises of professionals who already understand the goals and objectives that the Village sees as important. Our team has a successful working relationship with the Village of Hinsdale and understands the procedures of the Village.

In conclusion, we believe that HR Green's range of experience and capabilities in bridge replacement and design, storm water management (including 'green solutions'), water main, sanitary sewer and roadway infrastructure engineering as well as construction observation will provide you with expertise necessary to achieve your goals. While all of the above considerations are important ingredients in the project's success, nothing is as important as dedication and personal commitment to your needs; and you have that commitment from the HR Green team.



Village of Hinsdale
Environment and Public Services Committee
Meeting Agenda
Monday, March 11, 2013
7:30 P.M.
Memorial Building – Memorial Hall

1. Approval of Minutes – February 11, 2013
2. Public Services Monthly Report
3. Engineering Monthly Report
 - a) Project Status
 - b) State and Federal Funding Opportunities
 - c) Status of Qualifications Based Selection (QBS) Process for the Oak Street Bridge Replacement Project (Discussion)
 - d) Central Business District Parking and Alley Options (Discussion)
4. Request for Board Action
 - a) To Approve a Resolution Approving and Accepting a Plat of Subdivision to Re-subdivide The Properties Commonly Known as 127, 135 and 145 E. Fifth Street in the Village of Hinsdale, County of DuPage.
 - b) To Approve a Resolution for the Chestnut Street Construction Contract Change Order Number 5 in the Amount of \$195,046.41 Deduction to Martam Construction, Inc.
 - c) To Approve A Resolution for Maintenance of Streets and Highways by Municipalities under the Illinois Highway Code.
 - d) To Recommend to the Board of Trustees the change order repairs to Well #5 to Municipal Well and Pump in the amount of \$31,254.00.
 - e) To Approve the award of bid # 1540 to Water Services in the contract price of \$8,200.00.
 - f) To Approve the award of bid #1539 to American Underground Inc, not to exceed the budgeted amount of \$40,000.00
 - g) To Approve the award of bid #1536 for the service of tree and stump removal to Homer tree Care Inc, not to exceed the budgeted amount of \$65,000.00.
5. Adjournment

Items listed on the agenda will be discussed and considered by the Committee. The Committee welcomes public comment on the agenda items during discussion. Items that were previously discussed by one of the Village's Commissions and referred to the Committee for further consideration are noted on the agenda. Items recommended for approval at this meeting are then referred to the Village Board for further consideration at their next meeting. Items that are unanimously recommended for approval will be placed under the Consent Agenda section of the Board meeting. Items that do not receive a unanimous recommendation will be placed under the Committee Agenda section of the Board meeting.

The Village of Hinsdale is subject to the requirements of the Americans with Disabilities Act of 1990. Individuals with disabilities who plan to attend this meeting and who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting or the facilities, are requested to contact Darrell Langlois, ADA Coordinator, at 630-789-7014, or by TDD at 630-789-7022, promptly to allow the Village of Hinsdale to make reasonable accommodations for those persons.

Village Web Site: www.villageofhinsdale.org

**VILLAGE OF HINSDALE
ENVIRONMENT AND PUBLIC SERVICES COMMITTEE MINUTES
MONDAY, FEBRUARY 11, 2013**

Chairman Laura LaPlaca called the meeting of the Environment and Public Services Committee to order at 7:35 P.M., Monday February 11, 2013, in Memorial Hall of the Memorial Building, 19 East Chicago Avenue, Hinsdale, IL.

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

ABSENT: None

ALSO PRESENT: Dave Cook, Village Manager; George Franco, Director of Public Services; Tom Bueser, Deputy Director of Public Services; John Finnell, Village Arborist; Ralph Nikischer, Village Horticulturalist; and Dan Deeter, Village Engineer.

Approval of Minutes – January 14, 2013

The EPS Committee reviewed the minutes from the January 14, 2013 meeting. Chairman LaPlaca had one comment. Trustee Saigh motioned for approval of the January 14, 2013 minutes as revised. Trustee Haarlow seconded. The motion passed unanimously.

Public Services Monthly Report

Mr. Franco noted that the cost incurred by the Village for snow removal is currently half of the previous year's total due to the dry winter weather. Per the committee's direction at the January meeting, the public services department will be installing LED street lights in the Chestnut parking lot to better understand the cost savings that LED street lights can provide. Finally, staff has applied for an Illinois Urban Forest Restoration Grant for the Emerald Ash Borer. This will provide up to \$10,000 to plant trees on public property throughout the Village. Mr. Finnell estimates that the \$10,000 would fund the planting of forty 2-1/2 inch trees throughout the Village.

Decorative Recycling Containers Update (Central Business District) Chairman LaPlaca introduced this agenda item. Per the committee's direction during the January meeting, Mr. Franco provided information on a variety of potential recycling bins to be located in the downtown area including photographs, sizes, and costs. After some discussion, the committee directed staff to use the current recycle containers in three locations downtown.

2012 IPM Compliance Report. Chairman LaPlaca introduced this agenda item. Mr. Ralph Nikischer presented the 2012 IPM Compliance Report. Some of the issues addressed in the report included:

- 1) IPM Policy
- 2) What is IPM
- 3) Village IPM Process
- 4) Action thresholds
- 5) Identification
- 6) Prevention
- 7) Management
- 8) Turf Maintenance
- 9) Turf Evaluations
- 10) Turf Recommendations
- 11) Turf Improvements
- 12) Soil
- 13) Over Seeding
- 14) Watering
- 15) Sustainable Landscaping
- 16) Prairie Maintenance
- 17) Tree Preservation
 - i) Emerald Ash Borer program
 - ii) Elm preservation program
 - iii) 131 new trees were planted in 2012
- 18) Mosquito Abatement
- 19) Recommendations
 - i) Turf maintenance
 - ii) Sustainable landscaping
 - iii) Tree maintenance
 - iv) Continue mosquito abatement program

The report was followed by comments from Ms. Rut Jensen, 215 N. Grant Street; Ms. Gail Willoch, 603 Walker Road; and Ms. Julie Grieve, 609 S. Bruner.

Seasonal Holiday Decorations Chairman LaPlaca introduced this agenda item. Mr. Cook and Mr. Franco provided further information. Staff had obtained samples and prices from GKI Lighting for a variety of artificial decorations. Artificial wreaths and garlands were on display at the meeting. During the discussion, the committee acknowledged that the artificial decorations would result in a cost savings. However, at least two trustees on the committee felt that the artificial decorations were not attractive. After further discussion, the committee directed staff to use real wreaths (2 per light pole) and no garlands in the 2013 decorations. Additionally, the tree lighting should be improved.

Engineering Monthly Report

Mr. Deeter updated the committee on the status of the Oak Street Bridge replacement, the 2012 Resurfacing and Reconstruction Projects, and the 2013 Resurfacing and Reconstruction Projects. The Veeck Park Wet Weather Facility did experience an overflow as a result of the 1.5-inch rain on January 29th and 30th. The de-chlorination system worked as designed. The station achieved the necessary bacterial kill and then de-chlorinated the flow to reduce the chlorine levels below the IEPA standard prior to it flowing into Flagg Creek.

Request for Board Action

Trustee Geoga noted that the five awards of engineering services were distributed among the three engineering consultants that the Village currently has a positive relationship with. Further, some bids could be characterized as not being consistent. While Trustee Geoga emphasized he has no evidence of impropriety, to avoid any appearance of impropriety or collusion among the consultants, Trustee Geoga recommended that future Requests For Proposals (RFPs) should go out to more consultants – at least four or five.

To Award the Engineering Services for Construction Observation of the 2013 Road Resurfacing Project to Rempe-Sharpe & Associates, Inc. in the Amount Not to Exceed \$73,485.50. Chairman LaPlaca introduced this agenda item. Mr. Deeter provided additional comments. Trustee Saigh moved to approve. Trustee Haarlow seconded. The motion passed unanimously.

To Award the Engineering Services for Construction Observation of the 2013 Road Reconstruction Project to Rempe-Sharpe & Associates, Inc. in the Amount Not to Exceed \$112,438.69. Chairman LaPlaca introduced this agenda item. Trustee Saigh moved to approve. Trustee Haarlow seconded. The motion passed unanimously.

To Award the Engineering Services for Design of the 2014 Road Resurfacing Project to James J. Benes & Associates, Inc. in the Amount Not to Exceed \$44,189.00. Chairman LaPlaca introduced this agenda item. Trustee Saigh moved to approve. Trustee Haarlow seconded. The motion passed unanimously.

To Award the Engineering Services for Design of the 2014 Road Reconstruction Project to James J. Benes & Associates, Inc. in the Amount Not to Exceed \$101,285.00. Chairman LaPlaca introduced this agenda item. Trustee Haarlow moved to approve. Trustee Saigh seconded. The motion passed unanimously.

To Award the Engineering Services for Design of the Woodlands Phase 2 Project to Hr Green, Inc. in the Amount Not to Exceed \$123,012.00. Chairman LaPlaca introduced this agenda item. Trustee Geoga moved to approve. Trustee Saigh seconded. The motion passed unanimously.

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 8:53 P.M.

Respectfully submitted,

Dan Deeter
Village Engineer

MEMORANDUM

TO: CHAIRMAN LA PLACA AND THE EPS COMMITTEE
FROM: GEORGE FRANCO
SUBJECT: PUBLIC SERVICES MONTHLY REPORT-FEB. 2013
Date: 3/4/13

The Public Service Department dispatched snow and ice crews 12 times during February, plowing snow/ice and spreading 630 tons of rock salt, and 360 gallons of liquid calcium chloride on Village roadways with another 3.25 tons of material used to treat village sidewalks, ramps, and stairs. The cost for chemicals used was \$31,922.10 for rock salt, \$1,021.80 for bagged material, and \$394.20 for liquid calcium chloride for a total monthly chemical cost of \$33,338.10. These crews have logged approximately 550.5 overtime hours and 329 regular hours for snow removal operations, which included removing snow from the Business District 3 times during February. The sidewalks in the Business District were shoveled 3 times for a cost of \$1,785.00. A comparison of time and materials related to snow and ice operations from this year to last year (through February 28th) is as follows:

	<u>FY 2011-12</u>	<u>FY 2012-13</u>
Crews Dispatched	19	21
Regular hours	289	329
Overtime hours	604.5	550.5
Salt	644.5 tons	873 tons
Sand	77 tons	0 tons
Bagged Material	8.85 tons	5.75 tons
Liquid Calcium	1,800/gal	635/gal
Estimated Chemical Cost	\$55,934.29	\$49,917.30

All snow and ice removal equipment has been inspected and repaired after every snow event, and is considered to be in good working order. Public Service crews also responded to and repaired 3 water main breaks during the month of January. The dates, locations, and pipe sizes of the water main breaks are as follows:

- 2/12/13 611 S. County Line Rd. 6 inch cast iron main
- 2/18/13 5607 Childs 6 inch cast iron main
- 2/25/13 842 S. Monroe St. 6 inch cast iron main

The Public Service Department has been involved with other projects, which include:

- The continuation of the small tree pruning program, with Village crews pruning 335 trees with a diameter of 15 inches or less; crews have also completed 13 resident requests pruning 17 trees.
- The continuation of the tree pruning contract, with The Care of Trees pruning 441 parkway trees with a diameter of over 15 inches since November 2012.
- The upgrade and installation of a new electrical service in the lower level of the Memorial Building.
- Public Services staff has reviewed and commented on 9 tree preservation plans submitted for building/demolition permits.
- Monitoring of sump pump discharge locations, which require maintenance to remove icing hazards on roadways. During February, crews used approximately 26 tons of salt and 149 man hours to salt and scrape the ice from various locations throughout town.

- The installation and removal of two sets of banners on decorative light poles in the Business District.
- The pruning of shrubs at Robbins Park and KLM.
- Small engine repair and maintenance has been completed on hand tools for the upcoming season.
- The removal of 7 EAB positive ash trees in February, 67 EAB positive ash trees have been removed since February 2011.

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

PUBLIC SERVICE MONTHLY REPORT FOR FEB. 2013.00

ROADWAY

20.00 SIGNS
3.00 POSTS
1.00 SIGNS REPAIRED
14.50 TONS OF COLD MIX USED FOR POTHOLES
0.00 TONS OF HOT MIX
6.00 TONS OF GRAVEL FOR ALLEYS
0.00 WHITE PAINT
0.00 YELLOW PAINT
29.00 MAN HOURS BASIN TOP CLEANING
16.00 MAN HOURS ALLEY GRADING
0.00 MAN HOURS ALLEY TRIMMING
0.00 YARD OF CONCRETE

SNOW / ICE

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

TREE MAINT

352.00 TREES TRIMMED BY VILLAGE STAFF
7.00 TREES REMOVED BY VILLAGE STAFF
0.00 ELM TREES DETECTED BY STAFF 27 Pub. 51 Private
0.00 ELM TREES REMOVED BY STAFF
0.00 ELM TREES THAT HAVE HAD AMPUTATED LIMBS
0.00 TREE STUMPS REMOVED BY STAFF
0.00 TREES PLANTED
441.00 TREES TRIMMED BY CONTRACTOR
6.00 NON ELMS REMOVED BY CONTRACTOR
0.00 ELMS REMOVED BY CONTRACTOR
7.00 ASH TREES REMOVED DUE TO EAB 67 since Feb. 2011

EQUIP MAINT

11.00 SCHEDULED MAINT
38.00 UNSCHEDULED REPAIRS

WATER OPERATIONS

55677.00 GALLONS OF WATER PUMPED TO DISTRIBUTION SYSTEM
56461.00 PUMPED IN JANUARY 2012
300.00 FEET OF SEWER LINES CLEANED
0.00 SEWER BACKUP INVESTIGATIONS
0.00 BASINS REPAIRED
0.00 BASINS REBUILT
4.00 BASINS CLEAN FROM DEBRIS INSIDE
84.00 METER READINGS
1.00 WATER METERS REPAIRED
9.00 WATER METERS INSTALLED

- 0.00 HYDRANTS REPAIRED
- 1.00 HYDRANTS FLUSHED
- 3.00 WATER MAINS REPAIRED
- 2.00 SEWER SERVICE LOCATED
- 112.00 J U L I E LOCATE REQUEST
- 4.00 WATER CONNECT OR DISCONNECT INSPECTIONS
- 2.00 VALVES EXERCISED
- 0.00 VALVES REPAIRED
- 6.00 WATER METERS REMOVED
- 0.00 SEWER CONNECT INSPECTIONS
- 0.00 FOUNTAINS SERVICED

PARKS MAINTENANCE

Parks maintenance crews continued regular maintenance including debris removal and cleaning bathroom facilities. The recycling containers positioned in the Business District continued to be monitored and emptied. Graffiti was removed at various park locations. Crews pruned shrubs at Robbins Park and Katherine Legge. Small trees were trimmed at Veeck Park. Crews performed small engine maintenance on parks equipment. The design for the business district annual beds was completed and plants were ordered.

BUILDING MAINTENANCE

Building maintenance crews have been monitoring and servicing heating systems in all Village owned buildings, making repairs as needed. Service calls for February include: light fixture repairs at the food pantry at Village Hall as well as run a new electric service, camera installation at the Police Department, installation of new locks at the scout room and Memorial Hall trash room, light fixture repair at KLM, and the Fire House. Crews made repairs to heating systems at KLM, Police Department, and Fire Department.

[illegible][illegible]

VILLAGE OF HINSDALE - IL 0434520

MONTHLY REPORT

Month: February, 2013

Day	Dist x1000	Finished Water				Air Temp Average	Total Precip
		Free CL ₂ Avg (mg/l)	Turbidity Avg (NTU)	Fluoride Avg (mg/l)	H ₂ O Temp Average		
1	2057	0.86	0.03	1.20	39	3	0.00
2	1997	0.88	0.03	1.23	38	15	0.00
3	2021				38		0.00
4	2058	0.88	0.03	1.17	38	27	0.00
5	2012	0.87	0.03	1.14	38	30	0.00
6	2012	0.91	0.03	1.13	38	26	0.00
7	1972	0.97	0.01	1.18	38	35	0.00
8	1973	0.99	0.03	1.19	38	31	0.00
9	1962	0.98	0.03	1.15	38	30	0.00
10	1918				38		0.00
11	1975	0.88	0.03	1.07	38	27	0.00
12	1976	0.98	0.02	1.20	38	35	0.00
13	2069	0.96	0.03	1.21	38	29	0.00
14	1964	0.94	0.03	1.20	38	35	0.00
15	1941	0.99	0.01	1.23	38	28	0.00
16	1976	0.96	0.02	1.18	38	25	0.00
17	1910				38		0.00
18	1979	1.04	0.01	1.20	38	34	0.00
19	2035	1.00	0.01	1.14	38	21	0.00
20	2001	1.05	0.01	1.18	37	11	0.00
21	2045	0.96	0.01	1.15	37	28	0.00
22	1969	0.95	0.02	1.17	37	27	0.00
23	1953	0.90	0.03	1.18	37	28	0.00
24	1891				37		0.00
25	2104	0.95	0.01	1.16	37	30	0.00
26	2013	1.00	0.01	1.20	37	36	0.00
27	1933	1.01	0.03	1.10	37	36	0.00
28	1961	0.98	0.03	1.14	37	34	0.00
Sum:		55677					0.00
Avg:		1988	0.95	0.02	1.17	38	28
Max:		2104	1.05	0.03	1.23	39	36
Min:		1891	0.86	0.01	1.07	37	3

Reported By: Mark Pelkowski

VILLAGE OF HINSDALE, PLANT REPORT

Month: February, 2013

Day	Flow			—CL ₂ Residual—		Turbidity Average (NTU)	Fluoride Average (ppm)	H ₂ O Temp Average (F)	Air Temp Average (F)	Total Precip (in)
	Valve 1 (kgal)	Valve 2 (kgal)	Total (kgal)	Analyzer (ppm)	Lab (ppm)					
1	1060	997	2057	0.79	0.86	0.03	1.20	39	3	0.00
2	1997	0	1997	0.72	0.88	0.03	1.23	38	15	0.00
3	2021	0	2021	0.71				38		0.00
4	2058	0	2058	0.72	0.88	0.03	1.17	38	27	0.00
5	2012	0	2012	0.71	0.87	0.03	1.14	38	30	0.00
6	2012	0	2012	0.86	0.91	0.03	1.13	38	26	0.00
7	1972	0	1972	1.00	0.97	0.01	1.18	38	35	0.00
8	1973	0	1973	1.04	0.99	0.03	1.19	38	31	0.00
9	1962	0	1962	0.98	0.98	0.03	1.15	38	30	0.00
10	1918	0	1918	0.95				38		0.00
11	1975	0	1975	0.99	0.88	0.03	1.07	38	27	0.00
12	1976	0	1976	1.02	0.98	0.02	1.20	38	35	0.00
13	2069	0	2069	0.99	0.96	0.03	1.21	38	29	0.00
14	1964	0	1964	1.02	0.94	0.03	1.20	38	35	0.00
15	1941	0	1941	0.99	0.99	0.01	1.23	38	28	0.00
16	1976	0	1976	1.00	0.96	0.02	1.18	38	25	0.00
17	1910	0	1910	0.99				38		0.00
18	1979	0	1979	0.99	1.04	0.01	1.20	38	34	0.00
19	2035	0	2035	1.01	1.00	0.01	1.14	38	21	0.00
20	2001	0	2001	1.02	1.05	0.01	1.18	37	11	0.00
21	2045	0	2045	1.03	0.96	0.01	1.15	37	28	0.00
22	1969	0	1969	1.02	0.95	0.02	1.17	37	27	0.00
23	1953	0	1953	0.97	0.90	0.03	1.18	37	28	0.00
24	1891	0	1891	1.01				37		0.00
25	2104	0	2104	1.00	0.95	0.01	1.16	37	30	0.00
26	2013	0	2013	0.98	1.00	0.01	1.20	37	36	0.00
27	1933	0	1933	1.02	1.01	0.03	1.10	37	36	0.00
28	1961	0	1961	1.02	0.98	0.03	1.14	37	34	0.00
Sum:	54680	997	55677							0.00
Avg:	1953	36	1988	0.95	0.95	0.02	1.17	38	28	0.00
Max:	2104	997	2104	1.04	1.05	0.03	1.23	39	36	0.00
Min:	1060	0	1891	0.71	0.86	0.01	1.07	37	3	0.00

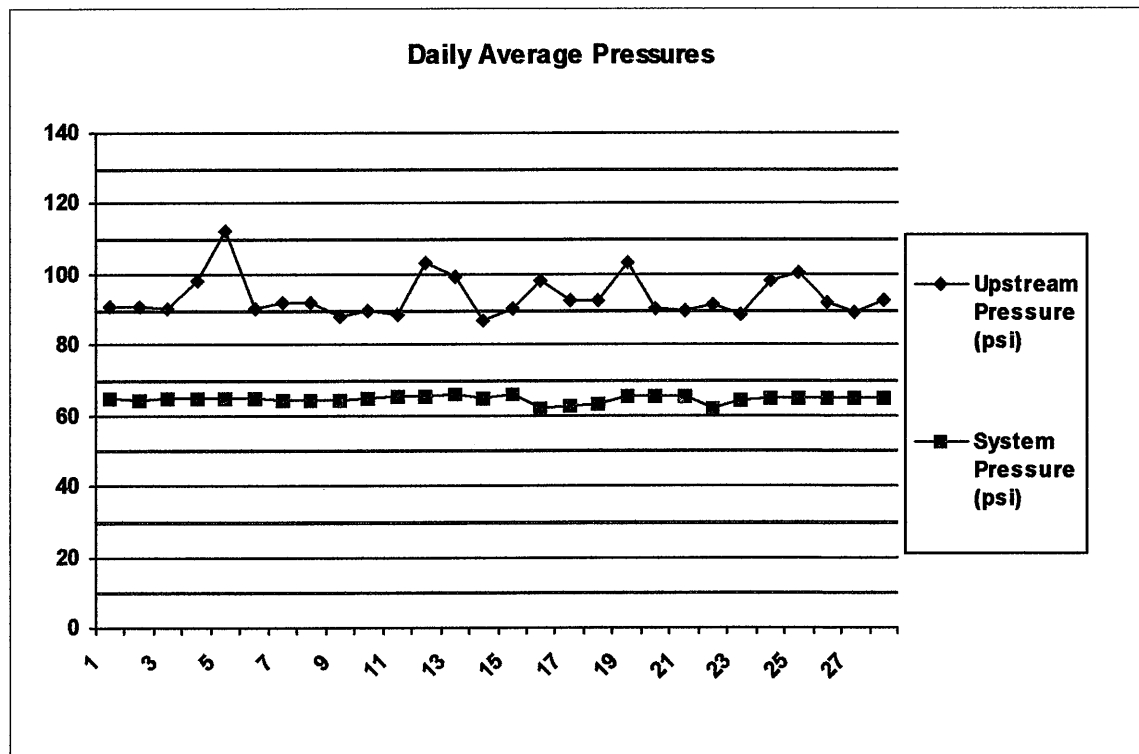
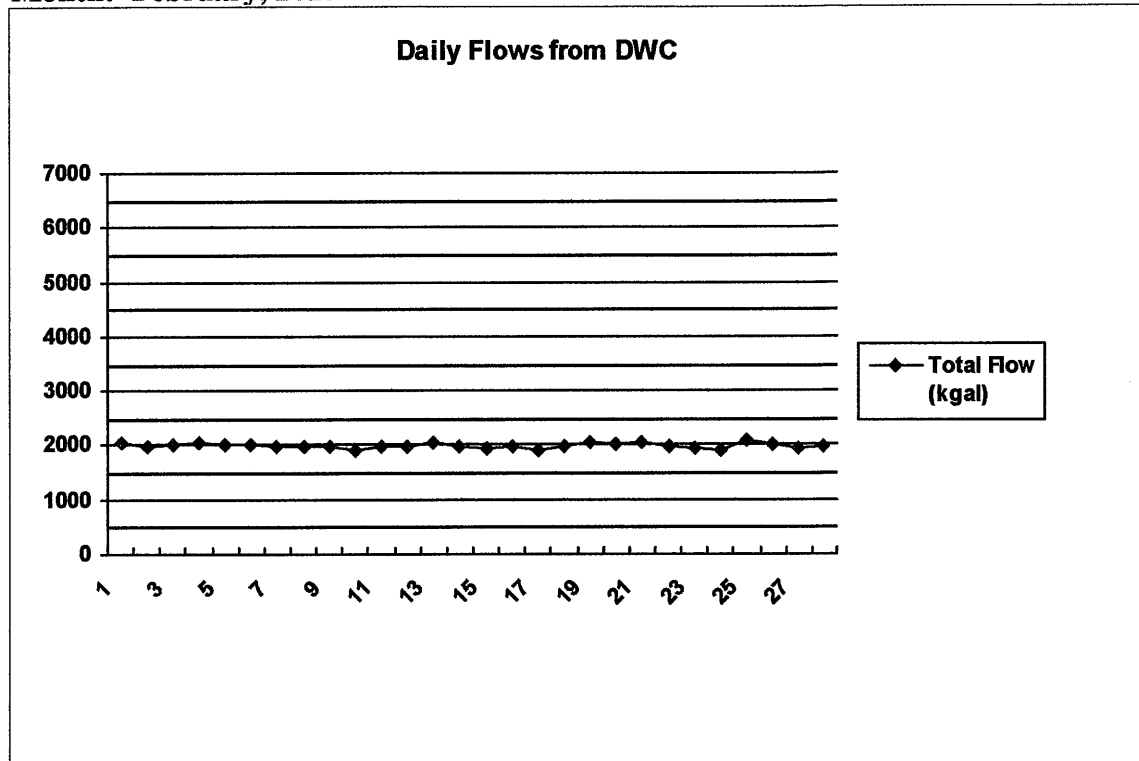
VILLAGE OF HINSDALE, PLANT REPORT

Month: February, 2013

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	2057	90.9	7.7	15.6	93.6	63.9	0.0	0.0	4.6
2	1997	90.9	7.8	15.5	93.7	63.8	0.0	0.0	4.8
3	2021	90.9	7.8	15.5	94.6	63.9	0.0	0.0	4.6
4	2058	91.1	7.9	15.6	92.2	63.9	0.0	0.0	4.5
5	2012	90.9	8.0	15.7	95.4	63.8	0.0	0.0	4.7
6	2012	90.8	7.9	15.7	94.1	63.7	0.0	0.0	4.5
7	1972	90.7	8.0	15.7	94.2	63.7	0.0	0.0	4.3
8	1973	91.2	7.9	15.7	93.2	63.9	0.0	0.0	4.7
9	1962	91.2	8.0	15.8	92.8	63.9	0.0	0.0	5.0
10	1918	90.8	8.1	15.9	94.2	63.7	0.0	0.0	4.0
11	1975	90.8	7.9	15.7	93.3	63.7	0.0	0.0	5.1
12	1976	90.9	7.8	15.4	93.3	63.8	0.0	0.0	5.4
13	2069	91.2	7.9	15.7	93.8	64.0	0.0	0.0	4.5
14	1964	91.3	8.0	15.8	93.9	63.9	0.0	0.0	4.3
15	1941	91.3	7.9	15.7	93.4	63.9	0.0	0.0	5.1
16	1976	91.3	8.0	15.8	93.6	63.8	0.0	0.0	4.6
17	1910	91.4	8.2	16.0	93.9	64.0	0.0	0.0	4.0
18	1979	91.1	8.1	15.9	94.3	63.9	0.0	0.0	4.7
19	2035	90.9	8.1	15.8	94.9	63.8	0.0	0.0	4.3
20	2001	91.0	7.9	15.6	95.4	63.8	0.0	0.0	4.8
21	2045	90.9	7.9	15.6	93.8	63.8	0.0	0.0	4.8
22	1969	91.5	7.9	15.6	92.8	63.9	0.0	0.0	4.3
23	1953	91.3	8.1	15.9	94.3	64.0	0.0	0.0	4.7
24	1891	90.3	8.0	15.8	94.3	63.5	0.0	0.0	5.1
25	2104	91.0	7.9	15.6	93.6	63.9	0.0	0.0	4.5
26	2013	91.4	8.1	15.9	93.8	63.9	0.0	0.0	3.6
27	1933	91.1	8.1	15.9	93.4	63.8	0.0	0.0	4.0
28	1961	90.7	8.1	15.9	92.7	63.7	0.0	0.0	4.2
Sum:							0.0	0.0	127.7
Avg:							0.0	0.0	4.6
Max:							0.0	0.0	5.4
Min:							0.0	0.0	3.6

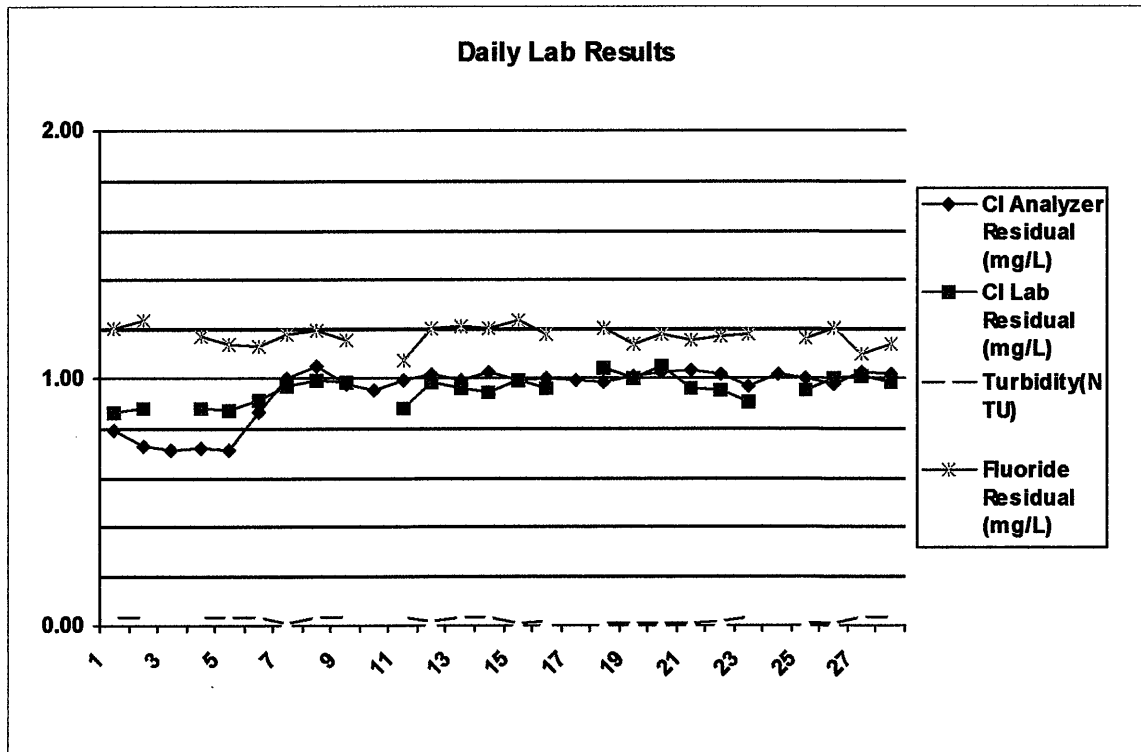
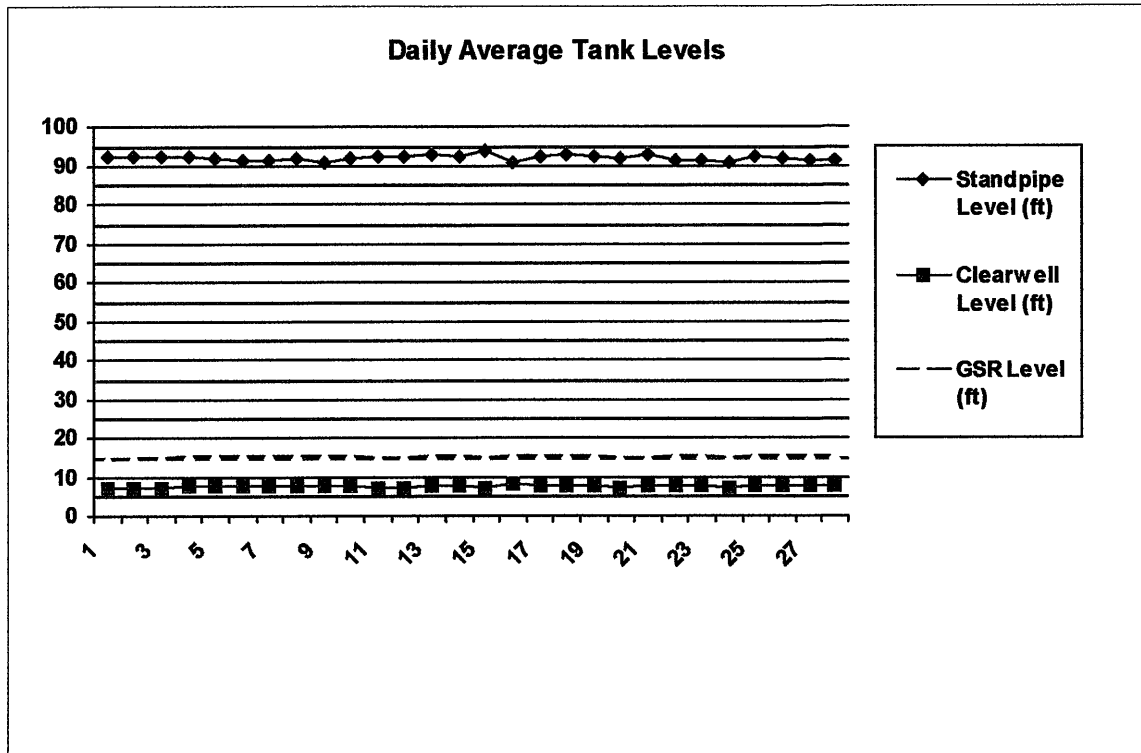
VILLAGE OF HINSDALE, SYSTEM TRENDS

Month: February, 2013



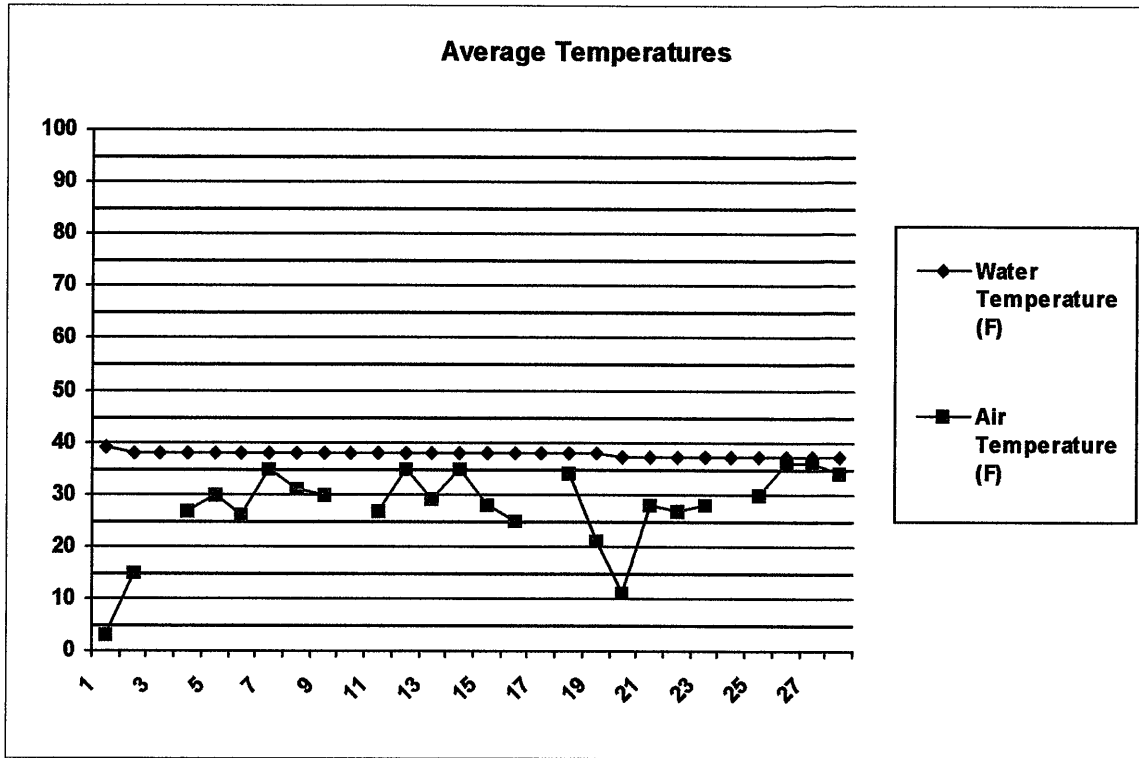
VILLAGE OF HINSDALE, SYSTEM TRENDS

Month: February, 2013



VILLAGE OF HINSDALE, SYSTEM TRENDS

Month: February, 2013



High Service and Well Pump Maintenance

February 2013

High Service Pump Motors

High Service Pump Motor #1- Pulled for inspection and repairs.

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- Pulled for inspection and repairs.

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

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

MONTHLY REPORT FOR February, 2013

# 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>0</u>
# of temperature readings(air)	<u>24</u>
# of temperature readings(water)	<u>28</u>
# of DBP samples	<u>0</u>
# of Pumps serviced	<u>6</u>
# of Sprinkling Violations	<u>0</u>
# of Special Well Samples	<u>0</u>

MEMORANDUM

TO: Chairman LaPlaca and Dave Cook
FROM: Dan Deeter
DATE: March 11, 2013
RE: Engineering Monthly Report

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 88 site inspections for the month of February. The following capital improvement projects and engineering studies are underway.

Oak Street Bridge Replacement Engineering Phase I/Environmental Assessment

- Final Public Meeting 03/12/13
- Mandatory public comment period. 03/13-28/13
- Summarize public meeting and comments into final report. 04/01-05/13
- Submit final project report into IDOT District 1 (early April) 04/08/13
- IDOT final review (min 30 days) 04/08/13-05/08/13
- Phase 1 Design approval. (IDOT/ICC/FHWA sign-offs) Late May/Early June

Oak Street Bridge Replacement Engineering Phase II/Design Engineering

- ✓ Issued Request for Qualifications letters to four consultants 01/11/13
- ✓ Received two statements of qualifications-HR Green & Rempe-Sharpe 01/31/13
- ✓ Staff evaluates qualifications of engineering consultants 02/01/13-02/25/13
- ✓ EPS discussion of staff recommendation for best qualified consultant 03/11/13
- Begin negotiations with best qualified consultant 03/12/13-04/03/13
- IDOT reviews, comments, & approves consultant's proposal(est. 30 day) 04/04/13-05/02/13
- EPS reviews and recommends design engineering contract 05/13/13
- Board of Trustees approves design engineering contract 05/21/13 or 06/04/13
 - After Phase I design approval
- Phase II Design begins est: Jun 2013

Woodlands Green Infrastructure Improvements, Phase 1

- ✓ Construction Started 06/29/12
- ✓ Binder course paving was applied the week of 11/09/12
- ✓ Substantial completion 12/15/12
- Rain garden/bio-swale construction will continue as weather permits.
- Final Completion (plantings, surface course) June 2013
- As of 11/03/12, total construction change order to date: \pm \$31,225 addition

50/50 Sidewalk Program

- | | |
|--|--------------------|
| • Mailings to all residents to identify 50/50 sidewalk locations | March – April 2013 |
| • Contract Bidding | April – May 2013 |
| • Sidewalk Replacement | June – July 2013 |

2013 Resurfacing (N. CLR) and 2013 Reconstruction (W. Fourth Street)

- | | |
|---|---------------------|
| ✓ Design engineering & permitting | May 2012 – Feb 2013 |
| ✓ Construction observation services Awarded | February 2013 |
| ✓ Construction bidding starts | 02/28/13 |
| • Bid opening | 03/26/13 |
| • EPS reviews and recommends contractor | 04/08/13 |
| • BOT awards construction contract | 04/16/13 |
| • Construction Starts | May 2013 |

2014 Resurfacing (S. Adams), 2014 Reconstruction (Walnut St.), & Woodlands Phase 2

- | | |
|--|---------------------|
| ✓ Design Engineering Proposal presented to EPS/BOT | February 2013 |
| • Design Engineering & Permitting | Mar 2013 – Jan 2014 |
| • Construction bidding | February 2014 |
| • Construction Contract Awarded | March 2014 |
| • Construction Starts | April 2014 |

Other Engineering Projects

IDOT will be resurfacing Illinois Route 83 from Knollwood Road to Illinois Route 56 (Butterfield Road). This improvement is tentatively scheduled for a March 8, 2013 letting with resurfacing beginning in the spring of 2013. To facilitate traffic in the area, resurfacing operations will be done primarily at night between the hours of 8:00 PM to 5:00 AM Monday through Friday as well as the weekends (as necessary).

State and Federal Funding Opportunities

A summary of the Grant Funds awarded 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 of water or water equivalent)
02/01/13	0.00		2.24	
02/02/13	0.00		3.37	
02/03/13	0.02		1.94	
02/04/13	0.01		3.30	
02/05/13	0.00		3.65	
02/06/12	0.01		3.80	0.01
02/07/13	0.03		3.97	0.50
02/08/13	0.00		3.70	
02/09/13	0.03		3.53	0.01
02/10/13	0.00		3.78	0.36
02/11/13	0.24		14.53	
02/12/13	0.00		3.28	
02/13/13	0.21		3.33	
02/14/13	0.00		3.36	
02/15/13	0.00		2.94	
02/16/13	0.00		2.71	
02/17/13	0.00		2.82	
02/18/13	0.03		2.62	0.23
02/19/13	0.01		2.49	
02/20/13	0.00		2.60	
02/21/13	0.00		2.72	0.01
02/22/13	0.00		2.38	
02/23/13	0.01		2.51	
02/24/13	0.02		2.63	0.04
02/25/13	0.05		2.76	
02/26/13	0.00		2.06	0.19
02/27/13	0.01		3.24	0.11
02/28/13	0.00		2.27	0.01

Total Precipitation in February: 1.47
Departure from Normal: -0.16

Notes:

1. Minimum tank elevation is 2.0 feet to avoid running the pumps dry and d
2. Village rain gage is not operated through the winter months.
3. Rain data from Hinsdale Middle School weather station.

**Village of Hinsdale
Grant Funds Awarded in 2009 - 2013**

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 Sale 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	N. Madison Resurfacing		\$317,765
DuPage Mayors & Managers	Surface Transportation Projects	S. Madison Resurfacing	Approved by DMMC	\$274,000
			12/04/12 for FY 2018	
Total				<u>\$24,464,021</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 2	Request submitted 12/14/12	\$750,000
Total				<u>\$5,645,000</u>

MEMORANDUM

TO: Chairman LaPlaca and EPS Committee

FROM: Dan Deeter, Village Engineer

DATE: March 11, 2013

RE: Status of Qualifications Based Selection (QBS) Process for the Oak Street Bridge Replacement Project.

Over the past month, a Village selection team consisting Dave Cook, Robb McGinnis, Al Diaz and Dan Deeter has been participating in the QBS process to recommend an engineering consultant team to conduct the Phase 2 (Design Engineering) for the Oak Street Bridge Replacement project. The Village originally sent out a request for qualifications to four engineering consultants who have a current working relationship with the Village. These include Clark Dietz, James J. Benes & Associates, HR Green, and Rempe-Sharpe & Associates. A timeline of the current QBS process is listed below:

- 01/31/13 – Village of Hinsdale received two statements of qualifications from HR Green and Rempe-Sharpe/Hanson Engineering. Clark Dietz declined to provide a statement of qualifications. James J. Benes & Associates' structural sub-consultant could not meet the IDOT bridge qualifications specified in the request for qualifications and, thus, did not submit a statement of qualifications.
- 02/01/13 – Village staff begins evaluating the qualifications of the engineering applicants including
- Organize an evaluation team.
 - Determine the evaluation criteria.
 - Team members review the applicant's statements of qualifications.
 - Phone interviews with references.
 - 02/13/13 – Site visits with the applicants to the Oak Street Bridge project site.
 - 02/25/13 – Interviews with the applicant engineering teams.
 - The evaluation team discusses the results of the evaluation process to date.
 - The evaluation team members individually complete the evaluation sheets.
- 03/11/13 – At the EPS Committee meeting, the evaluation team recommends the Village proceed with negotiations with the most qualified candidate.

Attached are the statements of qualification of the two engineering applicants, a sample of the evaluation form, and a summary of the evaluation team's scores. **It is the unanimous recommendation of the evaluation team that the HR Green engineering team is the most qualified engineering team to conduct Phase 2 (Design Engineering). Prior to beginning negotiations with HR Green to develop a design services contract for Phase 2, staff is requesting the EPS committee's comments and approval of this recommendation.** (An IDOT review of the contract will be part of the negotiation phase.)

Should IDOT, the Village staff and HR Green successfully develop a contract, the contract will then be presented to the EPS committee for review and to provide a recommendation to the Village Board of Trustees for final approval.

cc: David Cook, Village Manager

Qualifications evaluation

Owner: Village of Hinsdale

Project Description: Oak Street Bridge Phase II (Design Engineering)

Reviewers \	Firms	
	HR Green	Rempe-Sharpe / Hanson
Dave Cook	311.00	290.25
Robb McGinnis	303.00	262.75
Dan Deeter	391.25	390.00
Al Diaz	331.00	288.50
Grand Totals	1336.25	1231.5

Qualifications evaluation

Owner: Village of Hinsdale

Reviewer: _____

Project Description: Oak Street Bridge Replacement Project Phase 2 (Design Engineering)

Design Firm: _____

Contact: _____ Phone #: _____

SJ: Oak Street Bridge Phase II Consultant Qualifications Evaluation
Hinsdale, IL

Date RFQ received: 01/31/13

Consultant: _____

#	Criteria	Rating X (1 - 5)	Weight (1 - 10)	= Total
1	Education, experience, and expertise of consultant's principals and key employees		5	0
	Notes: _____ _____ _____			
2	Consultant's general experience, stability, and history of performance on projects similar to the Oak Street Bridge Replacement Project.		10	0
	Notes: _____ _____ _____			
3	Consultant's experience concerning project management and coordination with BNSF, Metra, county, state (IDOT, IEPA, etc) and federal organizations.		8.25	0
	Notes: _____ _____ _____			
4	Consultant's experience concerning project management and coordination with local governments, businesses, residents, and citizen groups.		8.25	0
	Notes: _____ _____ _____			

#	Criteria	Rating X (1 - 5)	Weight (1 - 10)	= Total
5	Availability of adequate personnel, equipment, and facilities to do the required work expeditiously.		5	0
	Notes:			
6	Qualifications, competence, and past performance of individuals who will be assigned key project responsibilities.		5	0
7	The consultant's approach to the planning, organizing, and management of a project effort, including communication procedures, approach to problem solving, data gathering methods, evaluation techniques, and similar factors.		5	0
	Notes:			
8	Present workload with attention to current and future commitments of available personnel, particularly those key persons expected to be assigned to the project.		5	0
	Notes:			
9	Financial stability, with particular attention to avoiding a situation in which the entity is solely dependent on income from the project at hand for its existence.		5	0
	Notes:			
10	Recommendations/opinions of the consultant's previous clients including ability to meet deadlines & remain within budget. Prior clients' advice as to the consultant's sense of responsibility, attitudes of key personnel, concern for economy, efficiency and environment, and quality of service.		7.5	0
	Notes:			
11	Observations of a consultant's current and/or completed projects.		5	0
	Notes:			

#	Criteria	Rating X (1 - 5)	Weight (1 - 10)	= Total
12	The reputation and integrity of the engineering consultant within the professional field and the community.		5	0

Notes:

13	Has the Village of Hinsdale worked with the consultant and/or sub-consultants and can cite any or all of the following advantages:		6.25	0
----	--	--	------	---

A The consultant's personnel are acquainted with the Village's organization and local conditions.

B A smooth start-up and satisfactory progress will result because the consultant and/or sub-consultants knowledge of the project, IDOT procedures, Village, etc.

Notes:

Grand Total 0

RECEIVED
VCH 1-31-13 11:35 AM
JMS



STATEMENT OF QUALIFICATIONS

Phase II Professional Engineering Design Services for OAK STREET BRIDGE REPLACEMENT PROJECT

Presented January 31, 2013 to
VILLAGE OF HINSDALE

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



HRGreen.com
323 Alana Drive, New Lenox, IL 60451-1766
Phone 815.462.9324 Fax 815.462.9328



January 31, 2013

Mr. Daniel M. Deeter, PE
Village Engineer
Village of Hinsdale
19 East Chicago Avenue
Hinsdale, Illinois 60521-3489

RE: Statement of Qualifications - Phase II Professional Engineering Design Services for Oak Street Bridge Replacement Project

Dear Mr. Deeter:

HR Green is pleased to submit this Statement of Qualifications to provide Phase II Professional Engineering Design Services for the Oak Street over BNSF Railroad Bridge Replacement Project. HR Green is a full service engineering firm with over 400 professionals.

HR Green is looking forward to continuing to provide engineering services to the Village of Hinsdale. We believe our selected team will provide services to the Village that will be unmatched by any competitor for this project. Our team was assembled with project continuity in mind. HR Green has retained the well-respected firms of Hitchcock Design Group, Huff & Huff and Wang Engineering from the Phase I Engineering team. We have included them with the HR Green team for Phase II Engineering Services.

- **Robert Davies, SE, PE** (HR Green) - Project Manager and Structural Lead
- **Milan Dobrosavljevic, PLS** (HR Green) - Topographic Survey and Right-of-Way Plats Lead
- **T. Scott Creech, PE** (HR Green) - Roadway and Utility Designs Lead
- **Tim King, RLA** (Hitchcock Design) - Landscape Architect Lead
- **Jamie Tunnell Bents, AICP** (Huff & Huff) - Environmental Services
- **Mickey L. Snider, PE** (Wang Engineering) - Geotechnical Services
- **Jack E. Petersen, SR/WA** (Community Land Acquisition Services, LLC) - Right-of-Way Appraisals, Negotiation Support and Acquisition Documents.

Most of these individuals were active participants in the Phase I Engineering process and/or have worked on projects for the Village in the past. Continuity between Phase I and Phase II will save time and budget by eliminating duplication of effort. The Community Working Group (CWG) and Village Board have expectations regarding the project scope and completed product. Working in conjunction with the Village staff, the HR Green team has the knowledge, experience and resources to understand and exceed the project expectations for the Village.

Based on our understanding of this project, we believe our team can deliver ahead of the currently programmed schedule (anticipated letting in the first half of 2015). We believe a November 2014 letting is attainable and that construction can be completed by the end of 2015. Reducing the construction duration will result in a savings of project costs and disruptions for the residents.

The following Statement of Qualifications will clearly demonstrate that the HR Green Team has the technical competence and past experience to deliver the design services you desire. If you require any additional information or have any questions, please contact me directly at 815.759.8316 or Scott Creech at 815.320.7119.

HR GREEN, INC.

Robert G. Davies
Robert G. Davies, SE, PE
Project Manager

HRGreen.com

Phone: 815.462.9324 Fax: 815.462.9328 Toll Free: 866.328.8278
323 Alana Drive, New Lenox, IL 60451-1766



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i. HR Green Experience & Capabilities

HR Green has assembled a talented, multi-disciplinary team of dedicated professionals to assist the Village of Hinsdale with the Phase II design services for Oak Street over BNSF Railroad Bridge replacement project. This is a similar project to the previous work HR Green has completed both for other municipalities in the suburban area of Chicago. Our Team has significant relevant project experience, qualifications, and creativity to address your projects in the most effective manner. This core group will be with you throughout the project. If required by project demands, our Team can add special expertise to meet your project needs in a thorough and professional manner.

HR Green, Inc. is celebrating our 100-year anniversary in March, having been in the business without interruption since 1913. We are a professional engineering and technical consulting firm that is privately held, employee-owned, serves clients in the public and private sectors, and is fully committed to the success of our clients and the well-being of our employees. We enjoy a long-standing reputation for business accountability to our clients, meaning that we partner with our clients to create viable facilities and healthy enterprises.

With seven local offices, HR Green can offer the Village of Hinsdale unparalleled service. As stakeholders in the region, we possess a firm understanding of the issues and challenges facing your community and understand the importance of these projects to the Village and the

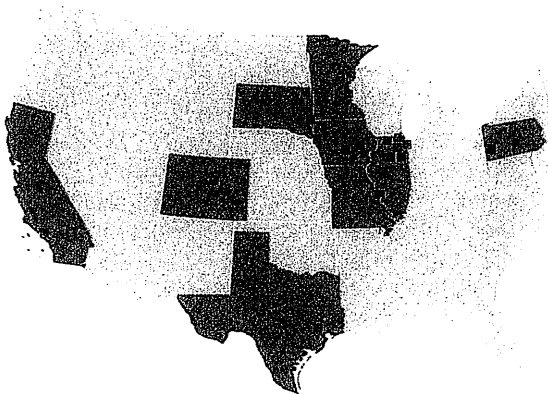
business/property owners along the corridors. Our local presence and understanding of your needs, coupled with our previous experience, uniquely positions our firm to complete for these projects. We also have the support and expertise of technical staff throughout the country to assist, if needed, with offices in Pennsylvania, Missouri, Texas, California, Kansas, South Dakota, Minnesota and Iowa.

HR Green has been in continuous operation since 1913, currently providing services in 5 markets: Transportation, Water, Governmental Services, Energy and Senior Living.

HR Green, Inc.
323 Alana Drive,
New Lenox, IL 60451-1766
815.462.9324 – Telephone
(800) 728-7805 – Toll Free
815.462.9328 – Fax

Project Contact
Client Manager
T. Scott Creech, PE, MBA
screech@hrgreen.com
or
Project Manager
Robert Davies, SE, PE
rdavies@hrgreen.com
815.759.8316 – Telephone

www.hrgreen.com



In Depth Services

HR Green combines engineering services with a diverse array of professional capabilities including technical and management services. We enjoy a longstanding reputation for business accountability, partnering with clients to design, construct, own and operate successful enterprises. HR Green's professionals make accountable decisions that benefit clients at every stage of their journey, from planning, design and construction through operation and maintenance. HR Green provides a wide range of services with expanded capabilities and resource availability in the following areas:

- Bridges
- Bridges over Railroads
- Water Mains
- Sanitary Sewers
- Roadways / Construction
- Green Stormwater





Bridges

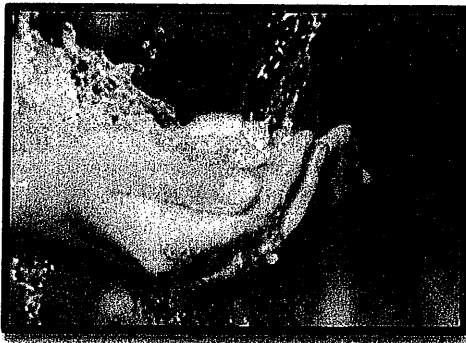
Our Highways & Bridges practice includes a full array of services to take your project from concept to completion. From urban arterial streets to Interstates, HR Green can help create sustainable, successful roadway systems. Our structural and architectural teams connect people and places by creating safe, functional and attractive bridges. Several examples of this type of work are included in detail in **Section iv: Downers Place Bridges, Cedar Road over Jackson Creek and Main Street Bridge over the Fox River.**

HR Green's practices within the Transportation business line are Construction, Highways & Bridges and Rail

Bridges over Railroads

Railroads have a prominent place in the nation's history and will play an even more important role in its future. To meet the needs of the rail industry, HR Green's freight, passenger, and transit qualified staff is experienced to offer rail planning, permitting, engineering and construction services and have worked with the major rail carriers such as BNSF. We understand that safety is paramount to the success of any rail project or project associated with rail lines, and this is our first priority. It is integrated, along with a heavy rail operations perspective, to produce a constructible, cost-effective, quality design. From rail design services to building and facility design, HR Green is prepared to support this project with our rail and structural engineering design services. Several examples of this type of work are included in detail in **Section iv: Oak Street over BNSF Phase I, Anderson Road Extension and Bunker Road Underpass of Union Pacific Railroad.**

Water Mains



In constant demand, water is one of our most critical natural resources. All known forms of life depend on water, making it a valuable commodity around the world. Used for drinking, bathing, irrigation, recreation and industrial applications, water is a resource that must be protected so communities and industries can continue to thrive and grow.

The efficient, responsible use of water and the protection of its quality have been core businesses at HR Green since 1916. Safe drinking water, clean rivers and flood protection are just a few of the goals we achieve for our clients. HR Green provides water, wastewater and water resources consulting to meet the needs of

communities and industries. From feasibility studies through construction and operation, we help our clients obtain reliable water supplies, meet governmental regulations and protect people and property. Examples of this type of work are included in detail in **Section iv: 2009-2012 Road Program and Main Street Bridge over the Fox River.**

HR Green's practices within the Water business line are Potable and Process Water, Wastewater and Water Resources

Sanitary Sewers

Wastewater collection, treatment and conveyance are critical in protecting our public health and natural resources. In addition to developing new, technologically advanced wastewater treatment plants and collection systems, we assist in rehabilitating, upgrading and expanding existing facilities. HR Green has worked with the Village of Hinsdale to rehabilitate and reconstruct sewers along several roadways including Garfield Street. Examples of this type of work are included in detail in **Section iv: Garfield Street Improvements and 2009-2012 Road Program.**

Roadways

The global economy depends on safe and efficient transport of people and products. HR Green helps clients in the public and private sectors develop and operate successful transportation infrastructure, including rail, streets, highways and bridges, intersection designs, complete streets concepts, traffic analyses and signal designs, utility coordination, pedestrian facilities, parking facilities, ports and intermodal facilities. From planning, design and NEPA





compliance through construction and program management, we are accountable to our clients' objectives. Several examples of this type of work are included in detail in **Section iv: Garfield Street Improvements, 2009-2012 Road Program, Anderson Road Extension, Downers Place Bridges and Cedar Road over Jackson Creek.**



Construction

HR Green staff is experienced with projects ranging from municipal work to multi-million dollar roadway reconstruction and new roadway projects. HR Green offers a full range of support services to help your project run smoothly and efficiently from start to finish. Our extensive project experience includes construction of bridges, roads and highways; storm and sanitary sewers; water distribution systems; water treatment facilities; wells, storage facilities, pumps and lift stations; wastewater facilities; and parking facilities. Several examples of this type of work are included in detail in **Section iv: Anderson Road Extension, Downers Place Bridges and Main Street Bridge over the Fox River.**

Green Stormwater Infrastructure

HR Green has led many infrastructure projects with an approach that communities can choose to maintain healthy waters, provide multiple environmental benefits and support sustainable communities. Unlike single-purpose gray stormwater infrastructure, which uses pipes to dispose of rainwater, green infrastructure uses vegetation and soil to manage rainwater where it falls. By weaving natural processes into the built environment, green infrastructure provides not only stormwater management, but also flood mitigation, air quality management, and much more. At a time when so much of our infrastructure is in need of replacement or repair and so few communities can foot the bill, we need resilient and affordable solutions that meet many objectives at once. HR Green infrastructure is one solution from HR Green. HR Green worked with the Village to develop green initiatives in the Woodlands Neighborhood. This effort results in clearer stormwater run-off and reduced flooding while still preserving the neighborhoods character. Several examples of this type of work are included in detail in **Section iv: The Woodlands Green Streets Initiatives, 2009-2012 Road Program and Downers Place Bridges.**





Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

October 9, 2012

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Jason Poppen
GREEN, HOWARD R. COMPANY
651 Prairie Pointe Drive
Suite 201
Yorkville, IL 60560

Dear Jason Poppen,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending Dec 31, 2011. Your firm's total annual transportation fee capacity will be \$100,800,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 168.00% are approved on a provisional basis. The actual rate used in agreement negotiations may be determined by our Office of Quality Compliance and Review in a pre-award audit.

Your firm is required to submit an amended SEFC through the Engineering Prequalification & Agreement System (EPAS) to this office to show 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. Changes must be submitted within 15 calendar days of the change and be submitted through the Engineering Prequalification and Agreement System (EPAS).

Your firm is prequalified until December 31, 2012. You will be given an additional six months from this date to submit the applicable portions of the "Statement of Experience and Financial Condition" (SEFC) to remain prequalified.

Sincerely,
John Baranzelli
Acting Bureau Chief
Bureau of Design & Environment

SEFC PREQUALIFICATIONS FOR GREEN, HOWARD R. COMPANY

CATEGORY	STATUS
Environmental Reports - Environmental Impact Statement	X
Special Services - Electrical Engineering	X
Transportation Studies - Mass Transit	X
Location Design Studies - New Construction/Major Reconstruction	X
Structures - Railroad	X
Hydraulic Reports - Waterways: Typical	X
Special Services - Construction Inspection	X
Highways - Freeways	X
Special Services - Surveying	X
Special Studies - Feasibility	X
Special Studies - Traffic Signals	X
Transportation Studies - Railway Engineering	X
Special Studies - Traffic Studies	X
Location Design Studies - Reconstruction/Major Rehabilitation	X
Hydraulic Reports - Pump Stations	X
Hydraulic Reports - Waterways: Complex	X
Highways - Roads and Streets	X
Special Services - Sanitary	X
Location Design Studies - Rehabilitation	X
Special Services - Landscape Architecture	X
Environmental Reports - Environmental Assessment	X
Special Studies - Safety	X
Structures - Highway: Advanced Typical	A
Special Studies - Pump Stations	X
Special Studies - Location Drainage	X
Structures - Highway: Typical	X
Special Studies - Signal Coordination & Timing (SCAT)	A

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



ii. Key Personnel Organization Chart & Resumes

HR Green staff and team members have garnered extensive Phase II Bridge experience through their careers on numerous municipal projects. Thus, the HR Green Team's past experience including several projects with the Village of Hinsdale equates to extensive actual experience on large and complex Phase II Bridge projects. The HR Green Project Team is committed to bringing this project to a successful and timely completion.

The HR Green Team brings an experienced group of managers with the skills and experience to perform the services that the Village will require under this contract. HR Green's work plan is based on a team approach led by **Mr. Robert Davies, SE, PE** who will be assigned **Project Manager**. He will be the point of contact for this project and is personally committed to the Village to ensure that this contract is successfully completed. His responsibilities in successfully completing each project assignment include:

- Managing the HR Green Project Team;
- Being the primary respondent to the Village;
- Being the principal point of contact for the project;
- Establishing clear lines of communication with all parties involved;
- Scheduling and internally coordinating the teams work;
- Organizing, and periodically modifying, a cost-effective project team required to meet all defined and changing requirements of IDOT;
- Establishing and maintaining the quality of our team's oversight;
- Assigning project work to a qualified and responsible team staff;
- Insuring budget and schedule control; and
- Providing leadership and direction.

In addition to managing the project, Mr. Davies will lead the bridge design effort and seal the bridge plans. The preliminary design and existing bridge inspections were performed during Phase I Engineering by Mr. Davies.

Mr. Akram Chaudhry, PE | Principal in Charge

Mr. Chaudhry has an impressive IDOT resume. He has served as Principal in Charge for many projects. Additionally, Mr. Chaudhry works with numerous local governments, including counties and municipalities on capital improvement projects. He brings over 42 years of experience, strong project management, and communication skills to the project team. He will facilitate communication with IDOT Bureau of Local Roads and coordinate submittals to IDOT.

Mr. David Thomson, PE | Railroad Coordinator

Mr. Thomson will utilize his experience with the BNSF to assure the submittal to the railroad is complete and timely. He provided Phase I input on the project, especially in regards to the County Line Road Alternative.

Mr. Kevin Arft, PE | Project Engineer

Mr. Arft has assembled Phase II plans including the PS&E submittal to Bureau of Local Roads requirements for more than a dozen bridge projects over the last 10 years. All were completed under Mr. Davies's supervision.

Mr. Mike Fischer, PLS | Surveyor

Mr. Fischer has diverse surveying expertise which includes Right-of-Way Plats for IDOT and ISTHA, GPS control surveys, land surveying and construction projects, as well as aerial mapping projects, flood mapping revision and hydrographic surveys.

Mr. Milan Dobrosavljevic, PLS | Surveyor

Mr. Dobrosavljevic is familiar with the Oak St. Project as he will be responsible for the survey work and is familiar with this project since he led the survey efforts for Phase I of the Oak Street Project. Additionally he has provided similar services as a part of the other projects HR Green has completed in Hinsdale.





Mr. T. Scott Creech, PE | Project Engineer – Roadway / Utilities

Mr. Creech will be responsible for leading the roadway and utility design team efforts. His team management and design experience in Hinsdale includes the following successful projects: The Woodlands Phase I, Garfield Street and multiple annual Road Program Projects. He is experienced with IDOT Local Roads policies/procedures.

Mr. Christopher M. Hartke, PE | Project Engineer – Roadway / Utilities

Mr. Hartke has served as Project Engineer on many Phase II Engineering projects. His experience includes a broad range of roadway design tasks including geometrics, maintenance of traffic and traffic calming measures as well as, public meeting involvement, and utility coordination.

Mr. Steve Hortega | Constructability Review

Mr. Hortega is a part of HR Green's Construction Engineering Group and he will review the plans for constructability, pay item accuracy and scheduling validity.

Mr. Phil Stuepfert, ASLA | Landscape Architect

Mr. Stuepfert has experience in Hinsdale including Landscape Architecture for the Woodlands Project, Phase I. He will be responsible for incorporating into the bid documents the structure aesthetics, landscaping and signage that Hitchcock Design Group will present during the project submittals.

Mr. David Maxwell, SE, PE | QC/QA Structures

Mr. Maxwell will provide a separate Quality Review for the bridge design documents.

Mr. Theodore Hamilton, PE | QA/QC Roadway

Mr. Hamilton has over 22 years of experience which includes all aspects of Phase II Engineering including preparing contract plans, specifications and cost estimates. He is very familiar with IDOT Bureau of Local Roads procedures, as he has served as the Project Manager on many IDOT Local Roads projects.

Key Personnel and Resumes

HR Green has included resumes for the key personnel mentioned above and included in the organizational chart on page 9.

Subconsultant Roles

Mr. James E. Huff, PE (Huff & Huff) and Ms. Jamie Tunnell Bents, AICP (Huff & Huff)

Huff and Huff will provide the CCDD sampling and testing noted in the Request for Qualifications. Based on their findings in the construction documents may be modified.

Mr. Mohammed Kothawala, PE (Wang) and Mr. Mickey L. Snider, PE (Wang)

Wang Engineering provided the bridge boring in Phase I and will provide additional geotechnical services needed for embankment and retaining wall design in Phase II.

Mr. Tim King (Hitchcock Design Group)

Hitchcock Design Group will continue to develop aesthetic treatments to the bridge and retaining walls, coordinate with landscaping and signage to pull the 2 1/2 block project together into a cohesive finished product. This process was started with the CWG in Phase I and will be completed with a consensus building effort at the 30% submittal.

Mr. Jack Petersen (Community Land Acquisition Services)

Mr. Petersen brings years of IDOT land appraisal, negotiation and acquisition experience to the project.

Subconsultant Personnel and Resumes

The Subconsultants selected for this project are mentioned in the Organizational Chart and their information is included in **section, iii: Subconsultant Capabilities and Resumes.**

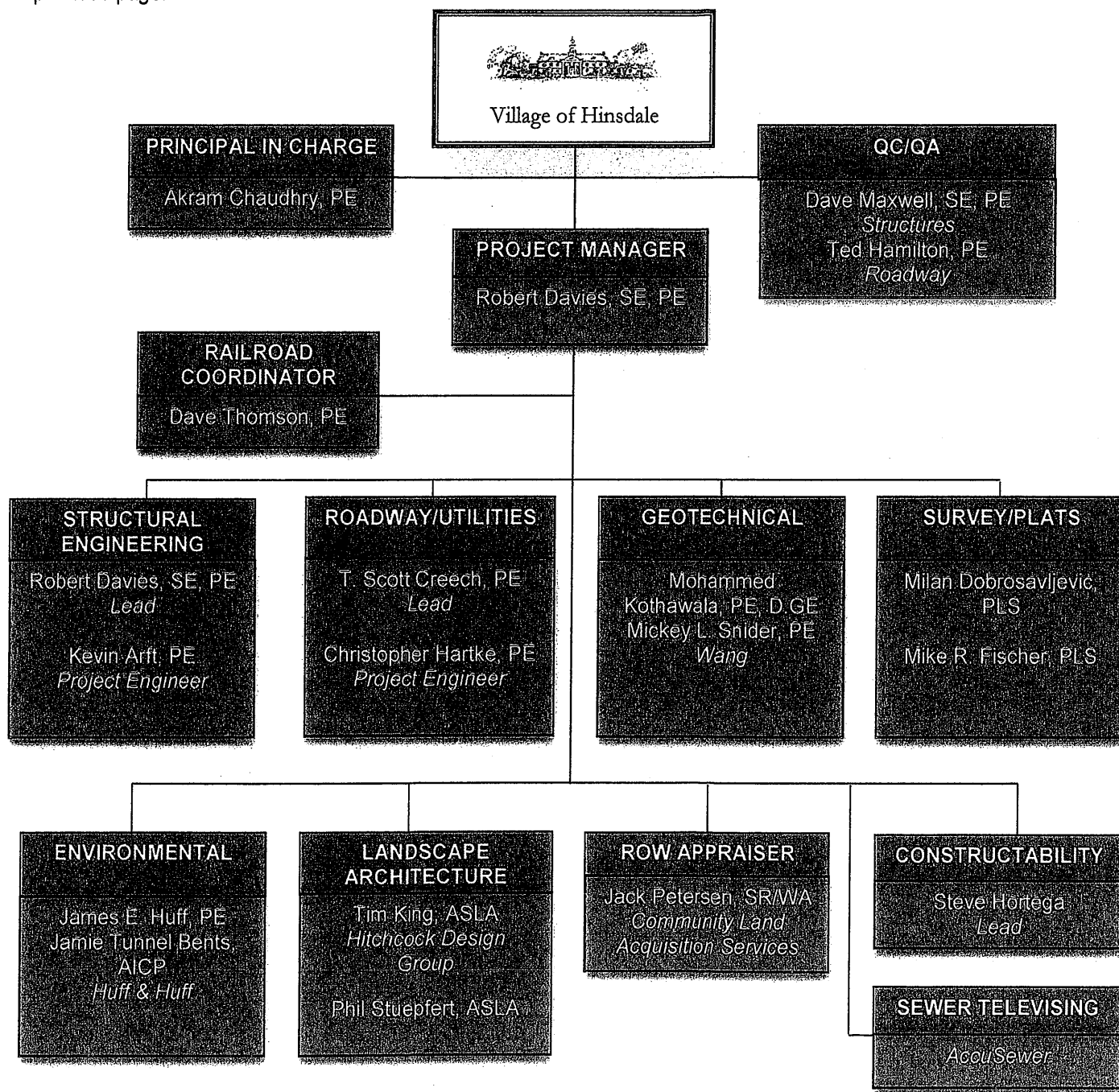




Key Personnel Organization Chart

HR Green has structured a team of qualified professionals and technicians for the design of this project. The same team members that effectively and successfully completed the recent projects referenced in Section B are proposed herein. Throughout our 100-year history, we have made responsiveness and attention to detail the standard by which work is performed. HR Green is particularly strong in its transportation expertise, and has the size and experience to handle this project entirely with local staff. However, the teaming arrangements we have made only help to strengthen our ability to excel at completing this job.

Key personnel are shown below in the Organizational Chart and their duties for the project are described on the previous page.





Robert Davies, SE, PE / Project Manager

Mr. Davies possesses over 31 years of experience as a licensed structural engineer, including 22 years of bridge design and condition inspection in Illinois and Wisconsin. This bridge experience covers stream crossings, interstate overpasses and railroad bridges. His experience also includes design and analysis of many different types of earth retaining structures and foundations. Mr. Davies will seal the plans for HR Green.

EXPERIENCE

31 Years

EDUCATION

MS, Civil Engineering, Marquette University - 1981

BS, Civil Engineering, Marquette University - 1979

REGISTRATION / LICENSE

Professional Engineer, IL - 062-053432 - 1987

Professional Engineer, OH - E-64401 - 2000

Professional Engineer, WI - 23237-006 - 1984

Professional Engineer, CO - PE 0045057-2011

Structural Engineer, IL - 081-004666 - 1999

Professional Engineer, TX - 101461 - 2008

Professional Engineer, IN - PE10809273 - 2008

Professional Engineer, IA PE 20738- 2011

SPECIALIZED TRAINING & CERTIFICATIONS

IDOT Bridge Program Manager

SELECTED PROJECT EXPERIENCE

Anderson Road Extension , Kane County Division of Transportation

Structural Project Leader. The Anderson Road Extension is a proposed new 4-lane roadway linking Illinois Route 38 to Keslinger Road. The project includes a three span, 496-foot-long overpass to carry the Anderson Road extension over three main line tracks of the UPRR and nine coach yard tracks. The bridge will consist of a composite concrete deck on 58-inch-deep plate girders. The project will provide a key north-south transportation link for vehicular access to the newly constructed commuter train station in a neighboring community and relieve congestion along one of the most heavily traveled roadways in the region. HR Green provided surveying, traffic analysis, preliminary geometry, drainage and environmental studies services on the project.

Mr. Davies developed a detailed scope of work and project budget, and was responsible for completion of this highway overpass design. HR Green provided the bridge design plans for this project which also included roadway work to the lead consultant. Mr. Davies' responsibilities included development of a design outline for use by HR Green, quality assurance, scheduling manpower, coordination, and sealing the completed drawings after satisfying the plan review processes. The proposed three span, 496 ft. long overpass will carry the Anderson Road extension over three main line tracks of the UPRR and nine coach yard tracks. The bridge consists of a composite concrete deck on 58 in. deep plate girders. Construction is currently delayed due to Right of Way issues. KCDOT asked HR Green to bring the plans up to current design standards in 2010 and Mr. Davies supervised the plan revisions.

Bunker Road under the Union Pacific Railroad (UPRR), Metra, Inc.

Project Structural Engineer Bunker Road is a new roadway that serves the Metra passenger station in LaFox, Illinois. The underpass was constructed in conjunction with the addition of a third track to the UPRR's West Line. The new three span railroad overpass bridge has a ballasted deck consisting of composite cast-in-place concrete on wide flange steel beams and plate girders. The bridge was constructed in two stages at an existing 30-foot-high embankment. Two of the three tracks remained open to rail traffic at all times. The center span clear spans 75 feet over a proposed three-lane roadway plus wide shoulders. The side spans cross sidewalks and include provisions for access through one abutment to the adjacent Metra passenger station center platform from the sidewalk below. The entire bridge is pile supported.





Mr. Davies developed a detailed scope of work and project budget and was responsible for completion of the railroad bridge design working as a subconsultant on the UP West Line extension project. HR Green provided the bridge-related construction documents which included roadway and track work. Mr. Davies prepared the design outline, performed quality assurance, scheduled manpower, coordinated with the lead consultant regarding all construction staging and track issues, and sealed the completed drawings.

Main Street Bridge over Fox River , Village Of Carpentersville

Project Manager The Main Street Bridge (SN 045-6150) is a four-span, 208 ft. long bridge spanning the Fox River in the downtown Historic District. The scope of work for this HBRRP-funded project included preparation of a Bridge Condition Report, preparation of a Phase I Engineering Report, preparation of a Section 106 Report, completion of Phase II Engineering Plans and bidding documents, and Phase III construction engineering services during reconstruction of the bridge.

The existing bridge consisted of a concrete deck on steel beams constructed in the 1930's. Two biennial bridge inspections included probing for scour, paint, and deck condition evaluation including infrared thermo graphic imaging. Five rehabilitation alternatives were analyzed for feasibility and cost. The completed design consists of 4 PPC deck beam spans (each 25 ft. long) supported on the rehabilitated and widened substructure. The deck beams are protected with a concrete wearing surface and support "Texas Rail" barriers between the roadway and path/sidewalk as well as along the outside edges of the bridge. This project was the recipient of the 2008 APWA Fox Valley Branch and Chicago Metro Chapter Project of the Year Award in the division of Transportation \$2-10 Million as well as a Merit Award winner for ACEC-IL. Mr. Davies managed Phase One and Phase Two Engineering and supervised the structural engineering team. He sealed the bridge drawings.

Cedar Road over Jackson Creek, Will County Department of Highways

Project Manager HR Green completed a Phase I study and Phase II design for the replacement of the Cedar Road Bridge over Jackson Creek (099-3026). Work included a Bridge Condition Report (including field work) for the 60 ft. single span concrete "tee" beam on closed abutments (1948) bridge. The Cedar Road and roadway work were complicated by the proximity to Metra right-of-way. HR Green completed all survey work, roadway geometrics, hydraulic modeling and bridge engineering in-house and performed topographic survey to Illinois Department of Natural Resources standards, which included creek cross-section and bridge features. Mr. Davies was the project manager, supervised all structural engineering and sealed the bridge plans.

Downer Place over the Fox River, City of Aurora

Project Manager HR Green prepared the Phase 1 design for the rehabilitation/replacement of the two bridges carrying Downer Place over the Fox River. Downer Place was a westbound one-way 2-lane Urban Local Street. Stolp Island separates the two (2) 165' long, three (3) span cast in place concrete closed spandrel arch bridges, which were approximately 100 years old. The bridges and many of the adjacent buildings are part of the Stolp Island Historic District. The arch bridge shape as well as decorative railings, decorative spandrel wall pier sections with outlooks for pedestrian benches and period lighting were included to re-create the historic look of the site. The preparation of a Section 106/4f Report was included.

Design Approval was received late in 2010 and construction plans were completed in July of 2011 in time for the planned September 2011 letting. Special challenges included numerous utility conflicts, reuse of existing piers and abutments despite the lack of available drawings for the existing bridges and regulatory hurdles. Construction was completed in 2012 and both bridges were opened to traffic in December of 2012. Mr. Davies managed Phase One and Phase Two Engineering and supervised the structural engineering team. He sealed the bridge drawings.

Bridge Inspection and Management Programs , Various Illinois Communities

Lead Bridge Program Manager HR Green has assisted the following communities with biennial bridge safety inspection and bridge management programs: Rockford, Carpentersville, Oswego, Lake in the Hills, Orland Park, New Lenox, Harvard, Wonder Lake, McHenry, Spring Grove, Johnsborg, Homer Glen, Mundelein, Des Plaines, Millbrook, Mokena, Aurora and Niles. Mr. Davies is the bridge program manager for many of these communities and manages HRG's bridge inspection team for all scheduled and special inspections.





Akram Chaudhry, PE | Principal in Charge

Mr. Chaudhry has 43 years of professional experience in transportation and municipal projects, including preliminary studies and contract plan and document preparation for highways and municipal projects, various intergovernmental Agreements for the use of State and Federal Funds, IDOT policies, procedures, standards, and construction management. Mr. Chaudhry assists counties and municipalities in putting together funding packages to finance their roadway improvements with various types of funds available through the Illinois Department of Transportation and various other Agencies. He coordinates, manages, and reviews Phase I Reports; Phase II Contract Plans, specifications, and estimates for compliance with approved reports, design policies, and state and federal requirements. He is also responsible for management of Phase III Construction contracts financed with State and Federal funds.

EXPERIENCE

43 Years

EDUCATION

BS, Civil Engineering, Chicago Technical College – 1969

REGISTRATION / LICENSE

Professional Engineer, IL - 062036735 - 1978

PROJECT EXPERIENCE

Illinois Avenue Bridge Reconstruction, City of Aurora

Principal. Project involved the reconstruction of two superstructures over the Fox River. The project included the rehabilitation and extension of a pedestrian tunnel for the Fox Valley Park District; storm sewer, sanitary sewer and watermain rehabilitation work around the bridge; and installation of sidewalks, driveways, landscaping, and street lighting. Of special consideration during this phase was the Fox Valley Park District. All areas surrounding the superstructure were District property, requiring the maintenance of access to these areas for the patrons of the District throughout construction.

Main Street Bridge over Fox River, Village Of Carpentersville

Principal. The Main Street Bridge (SN 045-6150) is a four-span, 208 ft. long bridge spanning the Fox River in the downtown Historic District. The scope of work for this HBRRP-funded project included preparation of a Bridge Condition Report, preparation of a Phase I Engineering Report, preparation of a Section 106 Report, completion of Phase II Engineering Plans and bidding documents, and Phase III construction engineering services during reconstruction of the bridge.

The existing bridge consisted of a concrete deck on steel beams constructed in the 1930's. Two biennial bridge inspections included probing for scour, paint, and deck condition evaluation including infrared thermo graphic imaging. Five rehabilitation alternatives were analyzed for feasibility and cost. The completed design consists of 4 PPC deck beam spans (each 25 ft. long) supported on the rehabilitated and widened substructure. The deck beams are protected with a concrete wearing surface and support "Texas Rail" barriers between the roadway and path/sidewalk as well as along the outside edges of the bridge.

This project was the recipient of the 2008 APWA Fox Valley Branch and Chicago Metro Chapter Project of the Year Award in the division of Transportation \$2-10 Million as well as a Merit Award winner for ACEC-IL.

Downer Place over the Fox River - City of Aurora, IL

Principal. HR Green prepared the Phase 1 design for the rehabilitation/replacement of the two bridges carrying Downer Place over the Fox River. Downer Place is a westbound one-way 2-lane Urban Local Street. Stolp Island separates the two (2) 165' long, three (3) span cast in place concrete closed spandrel arch bridges, which are approximately 100 years old. The bridges and many of the adjacent buildings are part of the Stolp Island Historic District. The arch bridge shape as well as decorative railings, decorative spandrel wall pier sections with bump-outs for pedestrian benches and period lighting were included to re-create the historic look of the site. The preparation of a Section 106/4f Report was included.





IDOT, Bureau of Local Roads & Streets, Project Management. Mr. Chaudhry is Principal in Charge/Project Manager at IDOT Bureau of Local Roads where he assists IDOT staff in managing Local Agency Phase I/Phase II projects. Mr. Chaudhry oversees HR Green staff engineers and Administrative Assistants stationed at IDOT Bureau of Local Roads in Schaumburg to manage various projects. He ascertains that the projects are reviewed and processed in conformance with IDOT and Federal policies, procedures and standards in a timely manner.

Various/Various Phase II Design (PTB 156/009), Illinois Department of Transportation, District 1

Principal. This project involves providing Phase II engineering services for various projects throughout District 1. The scopes of work include intersection improvements, resurfacing, retaining walls, survey, ACOE permitting and drainage improvements. Phase II engineering tasks include preparation of contract plans including maintenance of traffic plans, plan and profiles, erosion control, drainage and utilities, cross sections, retaining wall plan and details and ACOE permitting. Contract special provisions along with estimates of time are also being prepared.

Miller Road, McHenry County Division of Transportation

Principal. Project involved preparing a Phase I project report (Categorical Exclusion, Group, II), and Phase II Contract Plans for improvements along Miller Road between Illinois Route 31 and River Road in the City of McHenry, Illinois. The 3.25 mile improvement project involves the widening of Miller Road from its existing three lane cross section to a four lane cross section with a center median to improve capacity and level of service for the intersections. Improvements are being completed on the intersecting streets of Illinois Route 31, Green Street, and River Road. Miller Road improvements also include the construction of a 658 foot bridge over the Fox River which will be located along the north side of the existing bridge. Preparation of Phase II engineering contract documents includes typical sections, detailed maintenance of traffic plans, removal plans, plan and profiles, drainage and utilities plan and profiles, intersection grading plans, plat of highways, cross sections, detentions basin details, retaining walls, landscape, pavement marking and signing, lighting, traffic signals (3 intersections), temporary traffic signals and interconnect. Structure plans for a new 658 foot bridge over the Fox River are being prepared. HR Green is also coordinating with the ACOE to obtain an individual 404 permit for impacts to high quality wetlands and work within the Fox River. Contract specifications along with estimates of time and cost were completed for one segment (including the bridge) currently under construction.

Johnsburg Road Reconstruction, McHenry Co. Division of Transportation.

Principal. HR Green prepared a Phase I project report (Categorical Exclusion, Group II) for improvements to Johnsborg Road from Illinois Route 31 to Chapel Hill Road and to three intersecting streets. This CMAQ and ITEP-funded project involves widening and resurfacing of Johnsborg Road to improve the capacity and level of service for the intersections. Alternate geometric studies were completed at the Johnsborg Road/ Chapel Hill intersection. Alternates included a major realignment; maintain existing geometry, and a roundabout. The alternates were evaluated based on capacity improvements, right-of-way impacts, costs and public support. HR Green conducted extensive public coordination including two open house public meetings and a public hearing where a roundabout was the preferred alternative. Phase II engineering currently being completed includes preparation of contract documents including typical sections, detailed maintenance of traffic plans, removal plans, plan and profiles, roundabout plan and details, drainage and utilities plan and profiles, intersection grading plans, cross sections, retaining walls, landscape, pavement marking and signing, roadway and pedestrian lighting, and traffic signals (2 intersections). Contract specifications along with estimates of time and cost are being prepared.

EXPERIENCE WITH PREVIOUS EMPLOYERS

Illinois Department of Transportation, Bureau of Local Roads. Previously employed by IDOT for 32 years, Mr. Chaudhry, in the role of Local Roads Field Engineer for Kane and McHenry Counties and Northwest Council of Mayors, was in charge of many local-level projects financed with State and Federal funds, including Phase I Reports, Phase II Contract Plans, Local agency Agreements, MFT funded construction and Maintenance Programs, and construction management of MFT funded projects, documentation, and project closeout.





David Thomson, PE / Railroad Coordinator

Mr. Thomson is a project executive and manager with more than 30 years of experience providing project management and construction oversight for rail transportation initiatives, including the design of high speed rail alignments through congested urban environments, design and construction of rail transload and intermodal facilities, the renovation and relocation of railroad infrastructure, multi-year rail and highway capacity expansion plans. Mr. Thomson has previous rail management experience gained from 20 years of employment with the Burlington Northern Santa Fe Railway. As HR Green's Practice Leader for Rail and Highways, he is responsible for providing direction for rail and highway planning and design for civil, bridge and rail projects. Mr. Thomson's diverse background includes providing direction for freight rail maintenance activities; construction of new mainline, siding and industrial trackage; replacement of railroad bridges under traffic; railroad surveying; and providing leadership for two general contractors.

EXPERIENCE

30 Years (2 with HR Green)

EDUCATION

Master of Business Administration, Management, Letourneau University, Longview, Texas - 1995
BS, Civil Engineering, Michigan Technological University, Houghton, Michigan - 1983

REGISTRATION / LICENSE

Professional Engineer, IL - 062063361 - 2011
Professional Engineer, NE - E-7048 - 1991

IDOT PREQUALIFICATION CATEGORY ASSOCIATION

Transportation Studies: Railway Engineering

SELECTED PROJECT EXPERIENCE

Vernon Hills Parking Lot Expansion, Metra, Village of Vernon Hills

The Vernon Hills Parking Lot Expansion is a project proposing a new parking lot southeast of the existing parking lot on the east side of the Wisconsin Central Railway Line in the Village of Vernon Hills, Illinois. Mr. Thomson managed the project documentation, the overall design of the parking lots and the stormwater management plans, as well as the permitting with all local and state agencies.

Pingree Road Station ,Metra, City of Crystal Lake

Mr. Thomson oversaw the project documentation, the overall design of the parking lots, stormwater management plan and permitting with both local and state agencies, as well as the overall City approval process for plan development, annexation and platting. The project involved concept planning, annexation, as well as preliminary and final engineering. HR Green was responsible for all site design and surveying services required to complete this design and permit this project. Additionally, this project included the resubdivision of lands associated with this project.

Grade Separation Feasibility Study for UPRR at Pingree Road , Metra, Crystal Lake

HR Green provided a feasibility study for a grade separation in conjunction with the design of the Pingree Road passenger station. Project involved development of structural concepts and opinions of probable constructed costs for two underpass and two overpass configurations. The concepts include retaining walls, highway overpass bridges and railroad underpasses constructed with sheeting and shoring to maintain traffic on the UPRR Northwest Line. Pingree crosses the two-track UPRR at approximately a 60 degree angle at this location. The proximity of the new station and existing residential and commercial properties limits shoo fly options.

BNSF Transload Network,

Mr. Thomson oversaw management of \$80 million per year in service payments to transload operators under contract to BNSF for transload services. Develop new contract and accounting mechanisms reducing outstanding





payments from \$128 to \$12 million. Developed new transload facilities in Anaheim, CA, El Paso, TX, Denver, CO, Stockton, CA, Tacoma, WA, Houston, TX. Grew business unit from \$384 to \$423 million in 2 years. He worked with numerous public agencies, other railroads and customers on developing comprehensive solutions to address all concerns.

BN Capital Strategic Planning.

Mr. Thomson provided comprehensive capital planning of yearly and three year look-ahead capital requirements exceeding \$1 billion per year. He developed a capital ranking process to properly assign limited capital to the highest value projects for maintenance and expansion. He also oversaw Operational Research and Capacity Planning groups.

BN Project Management.

Mr. Thomson developed a comprehensive Asset Management Database; System-wide Project Management for capital maintenance gangs; development of System wide Project Management Reporting; development of System wide Capital Estimating Processes and Capital Budget Preparation; development of Maintenance Planning Process and prediction algorithms for the deterioration of rail, tie and surface conditions under varying wheel loadings and annual tonnages; development of rail maintenance algorithms to analyze rail grinding patterns, wear patterns, train characteristics to increase 132# RE rail life from average of 700MGT to 1.5BGT with resultant reduction in depreciation costs and reduced capital maintenance requirements; supervision of the B9 Track Geometry Test Car, "Lite Slice" Rail Measurement Cars, Rail inspection and testing; development of Asset Database for all fixed assets; development of scanning and conversion of Valuation Maps to electronic formats; managed and updated Track and Construction Standards Manuals; conversion of Engineering Track Charts from hand updated to electronic data driven; development of design for standard pre-cast concrete "tub" sections to improve bridge replacements.

BN Field Maintenance and Engineering.

Provided supervision and oversight in the construction of numerous projects throughout the Midwest and Southeast. Projects included: Tie Gang St. Francis Sub (Branchline); Tie Gang Ravenna Sub (Heavy Tonnage Coal Mainline); P-811 Concrete Tie and Rail Replace St. Joseph Sub (Heavy Tonnage Coal Mainline); Curve Rail Relay Wichita Falls Sub (Heavy Tonnage Coal Mainline); Tie Gang Amarillo Sub (Heavy Tonnage Coal Mainline); Rapid-On Rapid-Off (RO-RO) Tie Gang Pensacola Sub (Light Mainline); Curve Rail Relay Ravenna (Heavy Tonnage Coal Mainline); Curve Rail Relay Alliance Sub (Heavy Tonnage Coal Mainline) and Edgemont Sub (Heavy Tonnage Coal Mainline); In-Track Flash Butt Electric Arc Welding Brush Sub (Light Mainline with Amtrak); Field Weld Joint Elimination Brush Sub (Mainline with Amtrak); Field Weld Joint Elimination Hastings Sub (Mainline with Amtrak); Curve Rail Relay Plattsmouth Sub (Heavy Tonnage Coal Mainline); Rail Destressing St. Joseph Sub (Heavy Tonnage Coal Mainline); Surfacing Gang Brush Sub (Mainline with Amtrak); Rail End Slotting (4000 miles NE, KS, IA, MO branchlines); Switch/Turnout Grinding (Lincoln to Alliance, Lincoln to Sioux City, Lincoln to Ottumwa, Lincoln to St Joseph, Omaha Sub); Mainline Rail Grinding Lincoln to Alliance; Survey Party Chief and Transit/Level Instrument man New Mainline Construction Crawford Hill; Resident Engineer New Mainline Construction with 3 new Bridges South of Gillette; Resident Engineer New Mainline Construction with one new road grade separation West of Lincoln; Grade Crossing Improvements and Replacements (60 plus in NE, MO, TX, KS, OK, IA, CO, WY, MN, FL); Bridge Replacement under traffic Thayer Sub (Mainline); Bridge Replacement under traffic Tulsa Sub (Mainline); Bridge Replacement under traffic Cuba Sub; Bridge Replacement under traffic Colorado Springs Sub (Heavy Tonnage Coal Mainline); Planning, design and construction of Lincoln Terminal; Development of new Welding Truck design for ergonomics and safety; Development of improved welding repair techniques of manganese frogs; Development of rail destressing formulas still used as standards today; Development of Time and Motion Studies of Ro-RO Tie Gang; Development of Field Reporting Paperwork for System Project Management Reporting; New Yard Construction Lincoln Terminal (Heavy Coal, Merchandise and Amtrak terminal); Construction inspection and Resident Engineer New Yard Construction Irvine Intermodal Yard; Track and Facility Design for Anaheim Transload Facility; Tie Inspection; Bridge Inspection; Route and Alignment transit instrument man; Cross section and cut-fill survey and level instrument man; Bridge Surveys; Grade Separation Surveys; Derailment clean-up and track reconstruction; Pile Driving Thayer Sub (Mainline); Management of Public Works funds on grade crossings improvements; Coordination with State DOTs and local communities on public road improvements and matching funds.





Kevin Arft, PE / Project Engineer

Mr. Arft specializes in bridge design and condition inspection. His bridge experience covers stream crossings, roadway overpasses and railroad bridges. In addition to bridges, he also has experience with design and analysis of superstructures and foundations.

EXPERIENCE

12 Years

EDUCATION

BS, General Engineering, University of Illinois - 2000

REGISTRATION / LICENSE

Professional Engineer, IL - 062-059077 - 2006

Professional Engineer, TX - 100912 - 2008

Professional Engineer, IN - PE-10910273 - 2009

SPECIALIZED TRAINING & CERTIFICATIONS

NBIS Program Manager

PROJECT EXPERIENCE

Anderson Road Extension, Kane County Division of Transportation

Project Engineer

HR Green was responsible for Phase I and Phase II engineering for the Anderson Road Extension. The Anderson Road Extension is a proposed new two-lane (expandable to four-lanes in the future) roadway that will link Illinois Route 38 to Keslinger Road in the Village of Elburn, Illinois. The extension consists of approximately 1.6 miles of new and reconstructed roadway. The project includes over $\frac{3}{4}$ mile of associated improvements to Keslinger Road, Hicks Drive and Prairie Valley Street as well as the realignment of the existing access roadway to the Elburn Metra commuter station. The project also includes the construction of a grade separation structure to carry Anderson Road over the Union Pacific Railroad. The project will provide a key north-south transportation link for vehicular access to the Metra commuter station and relieve congestion along Illinois Route 47 by providing a grade separation option over the railroad tracks. HR Green also prepared the Phase II contract plans, specifications and estimates for the project. Mr. Arft's responsibilities included coordinating the bridge work with the roadway work, development and design of the substructure, concrete bridge rail, and quantity calculations for the bridge. He performed this work under the supervision of HR Green's Licensed Structural Engineers.

Bunker Road Underpass of Union Pacific Railroad, Metra, Inc.

Design Engineer.

This project, completed in tandem with another consultant, entailed a Phase I report utilizing federal (FTA) funds for a one-mile extension of Bunker Road. An Environment Assessment was completed for a five-lane roadway with a landscaped median, compensatory storage for fill in a floodplain, and bridge design for an underpass of a three-track Union Pacific rail line. The new three span railroad bridge has a ballasted deck consisting of composite cast-in-place concrete on wide flange steel beams and plate girders designed to AREMA, Metra, and UPRR requirements. The bridge was constructed in two stages at an existing 30 foot high embankment. Two of the three tracks remained open to rail traffic at all times. The center span clears 75 feet over a proposed three-lane roadway plus wide shoulders (to allow for future widening to four lanes). The side spans cross sidewalks and include provisions for access through one abutment to the adjacent Metra passenger station center platform from the sidewalk below. Kevin was responsible for design and drafting of the bridge substructure.

Illinois Avenue Bridge Reconstruction, City of Aurora

Project Engineer

Project involved the reconstruction of two superstructures over the Fox River. The project included the rehabilitation and extension of a pedestrian tunnel for the Fox Valley Park District; storm sewer, sanitary sewer and watermain rehabilitation work around the bridge; and installation of sidewalks, driveways, landscaping, and street lighting. Of special consideration during this project was the Fox Valley Park District. All areas surrounding the superstructure were District property, requiring the maintenance of access to these areas for the patrons of the





District throughout construction. Mr. Arft participated in all three phases of the project and was responsible for assisting in preparation of the Bridge Condition Reports, design of the substructure, approach roadway coordination with the bridge work, and fabrication drawing review.

Keslinger Road Bridge over Blackberry Creek, Elburn, IL, Kane County Division of Transportation

Project Engineer. HR Green prepared Phase I design including a Bridge Condition Report and hydraulic report, and Phase II Design for this single span, three lane bridge replacement. Keslinger Road passes over Blackberry Creek, a regulatory floodway, in rural Kane County. The new structure is 56 feet wide with a span of 60 feet. The bridge includes PPC deck beams on open abutments with a cast-in-place Texas Rail on each side. This project also included roadway reconstruction and profile changes to 1,000 feet of approach road, new right-of-way, and compensatory storage. Kevin contributed to the Bridge Condition Report and Project Development Report during Phase I, as well as the contract documents, drawings, and cost estimates during Phase II

Fairview Boulevard over Keith Creek, City of Rockford

Project Manager

Two-span, continuous, cast-in-place, concrete slab superstructure replacement. The project was let in June 2011 (SN 101-6060). Mr. Arft prepared the Bridge Condition Report, Phase I Report and design plans and specifications under the supervision of an Illinois Licensed Structural Engineer. Mr. Arft sealed the roadway plans.

Thompson Road over Nippersink Creek, Village of Wonder Lake

Project Manager. HR Green was responsible for Phase I, Phase II, and Phase III for this project. The scope of the bridge work included complete replacement of the existing 134 ft. long, three span precast, Prestressed concrete deck beam bridge with a 149 ft. long, three span, cast-in-place, concrete, deck on steel, wide flange beam bridge. Mr. Arft participated in the first two phases of the project and was responsible for assisting in preparation of the Bridge Condition Report and Project Development Report during Phase 1, and well as the contract documents, drawings and cost estimates during Phase 2. This work was done under the supervision of an Illinois Licensed Structural Engineer. Mr. Arft sealed the roadway plans.

Winn Road over Nippersink Creek, Village of Spring Grove

Project Manager.

HR Green was responsible for Phase I, Phase II, and Phase III for this project. The scope of the bridge work included complete replacement of the existing 130 ft. long, three span precast, Prestressed concrete deck beam bridge with a 142 ft. long, three span, Prestressed concrete deck beam bridge. Mr. Arft participated in the first two phases of the project and was responsible for assisting in preparation of the Bridge Condition Report, Project Development Report, roadway plans, bridge plans and specifications under the supervision of an Illinois Licensed Structural Engineer. Mr. Arft sealed the roadway plans.





Mike Fischer, PLS | Surveyor

Mr. Fischer has diverse surveying expertise includes GPS control surveys, land, rail and route surveying and construction projects, as well as high definition 3D laser scanning, flood mapping revision and hydrographic surveys. His responsibilities also include the management and quality control of surveying projects as well as preparation of surveying documents. He has implemented and applied numerous CAD, civil engineering, and surveying programs in the processing and automation of aerial, hydrographic, laser point cloud, surveying, and CAD data for both surveying and civil engineering projects. Mr. Fischer has extensive experience in large boundary and topography surveys in excess of 2,000 acres; state, county and municipal ROW surveys; NGS First Order Geodetic Control Projects; route and rail surveying, floodplain mapping, hydrographic surveying, and residential and commercial ALTA/ACSM Land Title Surveys.

EXPERIENCE

18 Years

EDUCATION

BS, Surveying Engineering, Ferris State University - 1995

REGISTRATION / LICENSE

Professional Land Surveyor, WI - 2518 - 2000

Professional Land Surveyor, IL - 35003443 - 2001

SPECIALIZED TRAINING & CERTIFICATIONS

Emergency Response to Hazardous Materials Certification, 2003

Contractor Orientation – CN, Metra RR

IDOT PREQUALIFICATION CATEGORY ASSOCIATION

Environmental Reports: Environmental Assessments (EA)

Environmental Reports: Environmental Impact Statements (EIS)

Location Design Studies: New Construction/Major Reconstruction

Location Design Studies: Reconstruction/Major Rehabilitation Special

Studies: Feasibility

SELECTED PROJECT EXPERIENCE

Anderson Road Extension , Kane County Division of Transportation

Survey Manager

The Anderson Road Extension is a new four-lane divided roadway linking Illinois Route 38 to Keslinger Road. The extension will provide a key north-south transportation link for vehicular access to the new Elburn Metra commuter station and will relieve congestion along Illinois Route 47 by providing a grade separation over the Union Pacific (UPRR) railroad tracks. As part of Metra's work along the UPRR West Line, a draft Environmental Assessment (EA) was prepared in Federal Transit Administration (FTA) format but was never processed for federal approval. Per an agreement with Kane County, Metra has provided the EA to the County for further processing. HR Green was the Project Manager overseeing the efforts to convert the EA into a format acceptable for FHWA approval, preparation of a Section 106 report, and the design of the four-lane roadway configuration. The project also included the completion of topographic surveying and preparation of the plat of highways for right of way acquisition.

Gresham Station; Chicago, Illinois, Metra

Survey Project Manager

HR Green performed a topographic survey along the Rock Island District railway of approximately 12,000 feet along the Joliet Subdistrict and approximately 3,500 feet along the Beverly Subdistrict, encompassing the existing improvements within the railroad right-of-way. HRG coordinated with safety flaggers at all times while performing the field survey. HRG created a topographic drawing for engineering and construction purposes. GPS was utilized for horizontal control stations, Illinois State Plane Coordinates, while a robotic total station for the topographic survey. The survey referenced the Chicago Standard Bench Monuments for vertical elevations. Upon completion





for the topographic survey, HRG established a construction baseline for future construction. During the entire project HRG provided a bi-monthly and/or monthly project status report to the Client. This survey was performed as a sub-consultant for Parsons Brinkerhoff for signal design along the project corridor.

**Prairie Parkway, Northeastern Illinois
Land Surveyor**

HR Green worked in conjunction with PB Americas to assist the Illinois DOT with planning for a proposed highway in northeastern Illinois called the Prairie Parkway. The 1,600-square-mile study area is located approximately 50 miles west of Chicago and encompasses all of Kendall County and portions of Kane, DeKalb, LaSalle, Grundy and Will counties. The study area is on the fringe of the Chicago metropolitan area and is experiencing rapid growth and development. HR Green is providing various services, including roadway design, surveying, stormwater management planning, public involvement and planning for a multi-use trail. Survey included preparation of the Corridor Protection Map, supplemental topographic survey for obscured areas, drainage/creek surveys and crossroads along with utility mapping.

**Mundelein Parking Lot Expansions, Metra, Inc.
Survey Crew Chief**

Work included three parking lot expansion projects at Mundelein, Vernon Hills and Vernon Township in Illinois. The projects were new parking lots at expanding stations for 200 to 800-space parking lots including detention, grading, stormwater management, site development, landscaping, and utilities. Mike was responsible for the boundary surveying and topographic data collection for the proposed parking lot expansion. This surveying work also included analyzing the Title Report for the property to verify existing easements and overall property size and geometry.

**Naperville/Warrenville/I-88 Plat of Highways, DuPage County
Land Surveyor**

Project involved plat of highways for approximately 100 parcels of land in Naperville for the intersection improvements at I-88 and Warrenville/Naperville Roads. Work included boundary surveys, topographic surveys, and utility surveys. The project involved detailed analysis of title commitments and deeds for the various parcels. Mike was the Project Manager for the preparation of the plat of highways. He coordinated with multiple design firms and agencies to compile accurate plats and legal descriptions.

**Richmond Bypass ROW Location, Village Of Richmond
Land Surveyor**

Work included establishing the right-of-way lines of approximately 4 miles of the unimproved State of Illinois right-of-way that is located along the west side of the Village of Richmond. Tasks performed include document research, sectional/metes and bounds boundary field location, calculations and CAD work to prepare a base map to be used for later engineering design and highway platting.

**I-55 Rehabilitation, Weber Road to US Route 30, Illinois DOT, District 1
Survey Crew Chief**

This project involved Phase II engineering services for the widening and resurfacing of I-55 between U.S. Route 30 (Plainfield Road) and Weber Road. This project covers approximately 6.85 miles and crosses through the municipalities of Bolingbrook, Romeoville, Plainfield, and Joliet. The Phase II final engineering services included topographic and design surveys and 3D laser scanning, roadway and bridge design, drainage analysis and design, erosion control, signing and pavement marking layout, maintenance of traffic, landscaping, structural design, and other related tasks needed to complete final plans, specifications and estimates. Mike's team utilized 3D laser scanning technology on this project. Data were processed and converted to a standard ASCII format for easy import into Microstation V8.

Union Pacific Railroad – East Market Yard, Des Moines, Iowa and Butler, Wisconsin Yard

HR Green performed topographic and boundary surveys for stormwater drainage and sanitary sewer improvements at the Des Moines and Butler yards. Survey included coordination with UP flaggers and engineers to collect the necessary data to submit to the UP's in house design team. Research was performed for deeds and easements of record. Drawings were processed to UP CAD standards and submitted in MicroStation format.





Milan Dobrosavljevic, PLS | Surveyor

Mr. Dobrosavljevic is directly involved in all phases of land surveying and mapping for transportation and land development projects. He has extensive experience the land development process, including retracement surveys of sectionalized lands. In addition, Mr. Dobrosavljevic has performed ALTA Land Title Surveys, Topographic Surveys, preliminary and final platting, legal descriptions, title commitment reviews, and construction layout services. Beyond the transportation and land development field, Milan also has experience with specialized environmental mapping, including hydrographic surveys and natural resources inventories.

EXPERIENCE

12 Years

EDUCATION

Bachelor of Science, Surveying, Michigan Tech University - 2000

Associates in Applied Sciences, Civil Engineering Technology, Michigan Tech University - 2000

REGISTRATION / LICENSE

Professional Land Surveyor, IL - 035-003615 - 2004

Professional Land Surveyor, IN - LS20700104 - 2007

Professional Land Surveyor, MN - 50008 - 2012

IDOT PREQUALIFICATION CATEGORY ASSOCIATION

Special Services: Construction Inspection

SELECTED PROJECT EXPERIENCE

Oak Street Bridge Replacement Phase 1, Village of Hinsdale

Project Surveyor. HR Green performed a topographic survey of the Oak Street Bridge over the Burlington Northern Santa Fe Railroad to assist with preliminary engineering and environmental studies for the replacement of the bridge. This included surveying approximately 5,250 feet of the adjacent roadways, 2,000 feet of the railroad, along with the bridge itself. A high definition 3D laser scan of the bridge was performed for documentation purposes. Field work within the railroad right of way was coordinated with safety flaggers at all times. A topographic drawing was prepared for engineering and design purposes. The survey referenced NGS monuments for horizontal and vertical control. A project status report was submitted weekly to the client. This survey was performed as a sub-consultant to Clark Dietz, Inc. for the Phase 1 contract.

Woodlands Infrastructure Improvements, Village of Hinsdale

Project Surveyor. The project is located in Woodland Neighborhood, platted in late nineteenth century with original homes constructed in early to mid-twentieth century. The neighborhood has a long history of problems related to surface water management. The project area comprised of poorly drained roads and flooding extended well beyond the right-of-way onto private property resulting in damage to homes and personal property as well as making roads impassable during and sometimes long after significant rainfall events. The existing roadways are severely deteriorated as a result. Due to the age of the water infrastructure, the mains are undersized and results in unacceptable level of interruptions due to breaks in the system. The sanitary sewer pipes also require lining to improve structural integrity and to reduce I/I. One of the goals of the Village to manage the surface water was to maximize the use of "green initiatives." HR Green was hired by the Village to complete the survey, design, bid document, permitting, and construction observation services for Phase I of the Woodlands Infrastructure Project.

Garfield Street Improvements, Village of Hinsdale

Land Surveyor. Project consisted of constructing new storm sewer and connecting the existing curb inlets away from the existing combined sanitary sewer to direct the storm water flows away from the waste water treatment facility. The existing brick sanitary sewer and manholes originally constructed in the 1920's were rehabilitated rather than removed for great cost savings. The project included removing three segments of water main and constructing new, larger water main. Funding alternatives were developed to include milling and overlaying pavement on Garfield Street, First Street, and Park Avenue. Survey aspects included topographic survey of approximately 4,500 feet of roadway including collector streets. This project required precise topography to identify





any existing drainage problems and to locate all parkway trees for minimal disturbance during the construction process. This project also included extensive research of the existing underground utilities for minimal disturbance.

US Route 30 Interim Improvements, Village of New Lenox

Land Surveyor. HR Green managed all survey aspects of the roadway improvement project, which included a topographic survey of approximately 6,000 feet of roadway. This project required extensive research at the Will County Recorder of Deeds Office to delineate and depict the existing right-of-way. This project also included the design for the installation of temporary traffic signals that needed to be accounted for in the topographic survey and existing right-of-way determination. Right-of-way conveyance documents were prepared to assist with the right-of-way acquisition required for the construction of the project.

Wolf Road Improvements at US Route 30, Village of Mokena

Project Surveyor. HR Green managed all survey aspects of the roadway improvement project, which included a topographic survey of approximately 2,500 feet of roadway including the existing intersection. This project required extensive research at the Will County Recorder of Deeds Office to delineate and depict the existing right-of-way. This project also included the need for precise coordination among the various consultants, sub-consultants, and IDOT regarding the future improvements of U.S. Route 30.

Laraway Road and Cedar Road Intersection Improvements, Village of New Lenox

Project Surveyor. Project involved improvements to the intersection of County Highway 74 (Laraway Road) and County Highway 4 (Cedar Road) in New Lenox, IL. Improvements to the intersection included widening and striping for the addition of left turn lanes in all directions, utility relocation and addition of a traffic signal. Project Engineering and Surveying services consisted of design and preparation of plans and specifications; bid documents; utility coordination; permitting right-of-way document preparation and coordination; and construction observation.

US 6 at Bell Road and McKinley Woods Road, Village of Channahon

Project Surveyor. To accommodate a proposed development, the project improved the intersections with left turn lanes, right turn lanes as applicable and a traffic signal installation. This project included preparation of a Traffic Impact Study to determine specific needs and impacts, and an Intersection Design Study (IDS) to determine required roadway geometry and traffic signalization. Surveying included an overall topographic survey of approximately 8,000 feet of roadway and preparation of right-of-way conveyance documents, which required extensive research at the Will County and Grundy County Recorder of Deeds Offices to delineate and depict the existing right-of-way.

Laraway and Gougar Roads, Will County Department of Highways

Project Surveyor. Project involves separate Pre-Phase I reports for the improvement of Laraway Road from US Route 52 to the Will/Cook County Line and the improvement of Gougar Road from US Route 52 to US Route 6. The objective of each report is to identify the proposed scope of improvements, lead the public involvement process with local communities, elected officials and the general public, document potential environmental impacts, identify access management strategies, and establish a proposed right-of-way envelope based on the typical cross-section, intersection geometrics, and drainage considerations.

Laraway and Cherry Hill Intersection Improvements, Will County Department of Highways

Project Surveyor. Improvements include widening and resurfacing of Laraway Road and Cherry Hill Road from a two-lane section to two through lanes with channelized left-turn lanes for all legs, auxiliary right-turn lanes and ten foot shoulders. The intersection improvements also include traffic signals, drainage appurtenances, utility coordination/relocation and Right-of-Way/easement acquisition. Survey work included a topographic survey of approximately 2,400 ft. of Cherry Hill Road and approximately 2,700 ft. of Laraway Road to IDOT standards, and locating existing right-of-way, section and adjacent parcel monumentation to create the base map for the Plat of Highways. Will County Illinois State Plane Control Monumentation was referenced to establish horizontal and vertical control utilizing GPS and the topographic survey with robotic total stations.





T. Scott Creech, PE | Project Engineer Roadway / Utilities

Mr. Creech's civil engineering experience is deep and diverse. His expertise includes: hydrology, hydraulics and drainage; transportation; site development; parks and recreation; and resident construction engineering. Scott has performed analysis, modeling, design, and reports for storm water management systems, drainage systems and structures in both urban and rural scenarios. He has served as Project Engineer and Project Manager for urban and rural roadway design, intersection design/capacity analysis studies, traffic signal design, street lighting, storm sewer, sanitary sewer, stormwater management systems, traffic studies, and project development reports. Scott has assisted with a variety of commercial, recreational, industrial and residential developments. He has also designed softball, soccer and basketball court complexes and parking facilities. His knowledge of the total project process, from inception through construction, has benefitted clients in both private and public sectors.

EXPERIENCE

25 Years

EDUCATION

BS, Physics, Truman State University - 1988
BS, Civil Engineering, Missouri U. of Science & Technology - 1987
MBA, Business Administration, Bradley University - 1991
MS, Civil Engineering, Bradley University - 2000

REGISTRATION / LICENSE

Professional Engineer, IL - 062047669 - 1991
Professional Engineer, IN - 10809879 - 2008

SELECTED PROJECT EXPERIENCE

US Route 150 (War Memorial Drive) and IL Route 91, City of Peoria

Project consists of improvements to 3.4 kilometer section of urban and rural roadway. Improvements include widening roadway from four-lane sections to six lanes with center and right turn lanes. More specific improvements include PCC overlay and widening; Bituminous overlay; combination concrete curb and gutter; storm sewer system; pipe culverts, ditching, erosion control system, new PCC Ramp at the I-474 interchange; widening and overlay to existing interchange ramps, six signalized intersections; overhead sign trusses; intersection lighting; staging plans, and pavement jointing plans.

US Route 6 and Bell Road Intersection Improvements, Village of Channahon

Project consists of interim improvements to the intersection of US Route 6 and Bell Road totaling 1,751 feet. Specific improvements entailed design and preparation of an intersection design study, plans and specifications, bid documents and construction observation. Geometric modifications consist of widening and resurfacing from a two-lane stop controlled section to two through-lanes with channelized left and right turn lanes. Project also includes traffic signals, drainage appurtenances, utility coordination/relocation and ROW easement acquisition. (2009)

Laraway Road and Cedar Road Intersection Improvements, Village of New Lenox

Project involved improvements to the intersection of County Highway 74 (Laraway Road) and County Highway 4 (Cedar Road) in New Lenox, IL. Improvements to the intersection included widening and striping for the addition of left turn lanes in all directions, utility relocation and addition of a traffic signal. Project Engineering and Surveying services consisted of design and preparation of plans and specifications; bid documents; utility coordination; permitting right-of-way document preparation and coordination; and construction observation. (2008)

Water Street Reconstruction (Walnut Street to Harrison Street), and Commercial Street Extension, City of Peoria

Project consisted of improvements to 1090 feet of Urban Minor Roadway. Improvements include new 8-inch PCC pavement with integral curb and gutter, PCC sidewalk, combination concrete curb and gutter, storm sewer system, ornamental planter boxes, ornamental street lighting, irrigation system, fencing, bituminous bike trail with aggregate shoulder, railroad track removal, ornamental benches and trash receptacles, brick paver cross walks, brick paver sidewalks, and erosion control.





94th Avenue and 151st Street Traffic Signal Improvements and System Interconnection, Village of Orland Park.

Project consists of traffic signal and interconnection improvements to 94th Avenue from Sunrise Lane to 151st St. and 151st St. from 94th Ave. to Orland Book Dr. Length of project is approximately 7,215 feet. Specifically, a Traffic Signal was added to 94th Ave. at Wheeler Drive and System Interconnection of seven (7) sets of signalized intersections utilizing wireless interconnection technology. Project funding consists of Local and STP Funding. (2009)

Laraway and Cherry Hill Intersection Improvements, Will County Department Of Highways

Improvements include widening and resurfacing of Laraway Road and Cherry Hill Road from a two-lane section to two through lanes with channelized left-turn lanes for all legs, auxiliary right-turn lanes and ten foot shoulders. The intersection improvements also include traffic signals, drainage appurtenances, utility coordination/relocation and right-of-way/easement acquisition. Survey work included a topographic survey of approximately 2,400 feet of Cherry Hill Road and approximately 2,700 feet of Laraway Road to IDOT standards, and locating existing right-of-way, section and adjacent parcel monumentation to create the base map for the Plat of Highways. Will County Illinois State Plane Control Monumentation was referenced to establish horizontal and vertical control utilizing GPS and the topographic survey with robotic total stations. (2009)

Laraway and Gougar Roads Pre-Phase I Study, Will County Department of Highways,

Project consists of the preparation of two separate Pre-Phase I reports for the improvement of Laraway Road from US Route 52 to the Will/Cook County line and the improvement of Gougar Road from US Route 52 to US Route 6, totaling approximately 20 miles for the project limits. The objective of each report is to identify the proposed scope of improvements; lead the public involvement process with local communities, elected officials and the general public; document potential environmental impacts; identify access management strategies; and establish a proposed right-of-way envelope based on the typical cross-section intersection geometrics and drainage considerations. The Scope of Services also includes preparation of right-of-way parcels. (2008)

Elgin/O'Hare Western Bypass Study, Program Management, Illinois Department of Transportation District 1 (PTB #141-03)

The Elgin O'Hare/West O'Hare Bypass is a proposed \$3.6 billion highway that will provide access to Chicago O'Hare airport from the west. The airport's expansion plans currently include the development of a new western terminal, which would be served by the proposed highway. HR Green has assumed the role of Program Manager for the project's Tier One Environmental Impact Study (EIS) on behalf of the Illinois Department of Transportation (IDOT) and assuring the project's conformance to Context Sensitive Solutions (CSS) policies. (2012)

County Highway 52 (Gougar Road) at US Rte. 30 Intersection Improvements Phase I & II, Will County Department of Highways

Will County Department of Highways (WCDH) has received Congestion Mitigation Air Quality funding for the improvements of County Highway 52 (Gougar Road) at U.S. Route 30 located within in the corporate limits of the Village of New Lenox. WCDH contracted with HR Green to provide the Phase I Study and Project Development Report as well as the Phase II Design, Bidding and Construction Documents. The limit of improvements for Gougar Road are from approximately 950 feet south of U.S. Rte. 30 to approximately 805 feet north of U.S. Rte. 30 with improvement omissions at the Rock Island District Rail Road (Metra). Total length of improvement is approximately 0.33 miles.

Specifically improvements include widening and resurfacing of C.H. 52 (Gougar Road) from a three-lane section with shared through-left turn lanes on the north leg and shared through-right turn lanes on the south leg to single through lanes in each direction with channelized left-turn lanes for all legs, auxiliary right-turn lanes for the south leg, and concrete curb and gutter. The intersection improvements also include temporary and permanent traffic signals installation, traffic signal interconnection, railroad liability insurance requirements and flagger coordination, drainage appurtenances, utility coordination/relocation and ICC/Metra coordination. Improvements are to be completed within existing right of way and without impacts to US. Rte. 30 portions of the intersection. (2009)





Christopher Hartke, PE | Project Engineer Roadway / Utilities

Mr. Hartke has served as a Project Manager and Task Lead for Phase I Project Studies and Phase II Roadway Design including geometrics, coordination, quantities and plan preparation for simple and complex highways. Projects have included work with private, state, local and international clients. His experience as a Task Lead includes transportation, and site development projects for residential and military sites. His responsibilities have included geometrics, grading, utility coordination, site layout and quantity takeoffs. His project management experience includes streetscaping projects involving coordination with multiple clients, organizations and subconsultants; and construction management experience with roadway and utility construction. Mr. Hartke is fully proficient in Bentley Suites including Geopak, MicroStation J and MicroStation V8. He also has experience with Microsoft Access, ArcGIS, AutoCAD and Land Desktop.

EXPERIENCE

13 Years

EDUCATION

BS, Civil Engineering, University of Iowa - 1999

REGISTRATION / LICENSE

Professional Engineer, IL - 062-057795 – 2004

Professional Engineer, WI - 36997-006 - 2004

PROJECT EXPERIENCE

Monroe Avenue, Hazard Road and Golfview Lane Improvements, Village of Carpentersville

Project Engineer. Project involved improvements to Hazard Road, Golfview Lane, Monroe Lane, and Illinois Route 68. This STP, CDBG and State funded project includes reconstruction of three Village collector roadways and widening of Illinois Route 68. HR Green prepared a Phase I Study for the proposed improvements. The Phase I Study was prepared to Federal Standards and was processed as a Categorical Exclusion Group II. HR Green also completed Phase II engineering services. Phase II engineering recently completed included preparation of contract documents including typical sections, maintenance of traffic plans on Illinois Route 68, removal plans, plan and profiles, water main replacement plans, drainage and utilities plan and profiles, intersection grading plans, plat of highways, cross sections, pavement marking and signing, and traffic signals plans and details. Contract specifications along with estimates of time and cost were also prepared.

Milwaukee Avenue Reconstruction, Village of Niles

Design Engineer. Project involved preparing a Phase I project report (Categorical Exclusion, Group, II), and Phase II Contract Plans. Project highlights included pavement widening and resurfacing to provide four 11-foot-wide lanes, water main, sidewalk, and curb and gutter replacement as well as traffic signals modernization and signal interconnections. Chris was responsible for the preparation of plan and profiles, signing and striping, maintenance of traffic plans, cross sections, water main designs, storm sewer design, and the preparation of a Phase I Report and Phase II design plans

Johnsburg Road Reconstruction, McHenry County Division of Transportation

Project Engineer. HR Green prepared a Phase I project report (Categorical Exclusion, Group II) for improvements to Johnsburg Road from Illinois Route 31 to Chapel Hill Road. This CMAQ and ITEP-funded project involves widening and resurfacing of Johnsburg Road to improve the capacity and level of service for the intersections. Alternate geometric studies were completed at the Johnsburg Road/ Chapel Hill intersection. Alternates included a major realignment, maintain existing geometry, and a roundabout. HR Green conducted extensive public coordination including two open house public meetings and a public hearing where a roundabout was the preferred alternative. Phase II engineering currently being completed includes preparation of contract documents including typical sections, detailed maintenance of traffic plans, removal plans, plan and profiles, roundabout plan and details, drainage and utilities plan and profiles, intersection grading plans, cross sections, retaining walls, landscape, pavement marking and signing, roadway and pedestrian lighting, and traffic signals (2 intersections). Contract specifications along with estimates of time and cost are being prepared.





Various/Various Phase II Design (PTB 156/009), Illinois Department of Transportation, District 1

Project Engineer. This project involves providing Phase II engineering services for various projects throughout District 1. The scopes of work include intersection improvements, resurfacing, retaining walls, survey, ACOE permitting and drainage improvements. Phase II engineering tasks include preparation of contract plans including maintenance of traffic plans, plan and profiles, erosion control, drainage and utilities, cross sections, retaining wall plan and details and ACOE permitting. Contract special provisions along with estimates of time are also being prepared.

I-55 Rehabilitation, Weber Road to US 30, Illinois Department of Transportation, District 1

Project Engineer. This project involved Phase II engineering services for the widening and resurfacing of I-55 between U.S. Route 30 (Plainfield Road) and Weber Road. This project covers approximately 6.85 miles and crosses through the municipalities of Bolingbrook, Romeoville, Plainfield, and Joliet. The Phase II final engineering services included topographic and design surveys and 3D laser scanning, roadway and bridge design, drainage analysis and design, erosion control, landscaping, structural design, and other related tasks needed to complete final plans, specifications and estimates.

I-57 over I-294 Interchange Reconstruction, Illinois Department of Transportation, District 1

Project Engineer. This project involved Phase II engineering services for the first contract that included improvements constructed along I-57 and I-294, between 150th Street in Posen and 159th Street in Markham in Cook County, Illinois. The work under this contract included pavement widening and resurfacing, shoulders, barrier wall, and associated items along northbound and southbound I-57 and C/D Road A, removal and reinstallation of I-57 bridge over I-294, the construction of C/D Road A bridge over I-294, and the construction of I-57 and C/D Road A bridge over Ramp B. HR Green performed Phase II engineering services including preparation of contract documents for storm sewer and utility plans, erosion control plans, and other related tasks needed to complete final plans, specifications and estimates.





Steve Hortega | Construction Engineer

Mr. Hortega joined HR Green in 2004 from the Illinois Department of Transportation (IDOT), District 3, where he served as a Resident Technician. While with IDOT, he gained extensive experience in inspection, materials testing, documenting pay items and quantities, surveying, designing, and problem solving during construction projects.

EXPERIENCE

18 Years

EDUCATION

AA, Liberal Arts, Waubensee Community College - 1992

SPECIALIZED TRAINING & CERTIFICATIONS

ACI Concrete Field Testing – Level I

Concrete Structures

Documentation – 05-0233

Elements of Highway Construction Layout

Erosion Control

Flagger Certification

High Strength Bolts and Fasteners

Labor Relations

PCC Pavement Inspection

Respirator Training

Stabilized Subbase for PCC Pavement

Work Zone Safety

Bituminous Concrete Field Inspection

Construction Materials Documentation

Earth Excavation and Embankment

Emergency Preparedness

Fall Protection and Safety

ICORS Documentation

Quality Assurance Management of Hot Mix Asphalt

Nuclear Density Training

Piling

Standard Earth Density

Storm Sewer

Local Agency Resident Engineer Construction

Training

Soils Field Testing and Inspection

IDOT PREQUALIFICATION CATEGORY ASSOCIATION

Special Services: Construction Inspection

SELECTED PROJECT EXPERIENCE

Garfield Street Improvement Project, Village of Hinsdale

Resident Engineer. This federally funded project included the separation of approximately 2,600 feet of combination sewer, approximately 1,400 feet of new 12 inch watermain, the lining of the existing combination sewer by using a trenchless cured-in-place lining system and the restoration of approximately 4,500 feet of roadway and all appurtenances within the limits of the project. This was a very high profile project that took place through a highly traveled urban portion of the historic downtown.

Downer Place Bridges Reconstruction, City of Aurora

Construction Observer. HR Green completed Phase III construction services on the \$6.8 million Downer Place Bridges over the Fox River in the City of Aurora. The federally funded project consists of replacing two existing 3-span, 173' long closed spandrel arches that were built in approximately 1910. The dual structures are separated by an island and are at the center of the City's downtown historic business district. This was a high priority project for the City and has a high level of visibility with City Hall and many businesses lying within the project limits. This project included, traffic control, utility coordination and relocation, public involvement, streetscaping, storm sewer, parking modifications, traffic signal interconnects patching and resurfacing.

Douglas Road Reconstruction, Village of Oswego

Resident Engineer. Project entailed widening/reconstruction of Douglas Road from US Route 30 to US Route 34. HR Green prepared a Phase I study and design report as well as Phase II contract plans and specifications. Other improvements include the addition of storm sewer, sidewalks, noise barrier and water main relocation. An existing bridge at Waubensee Creek was removed and replaced with a Precast, three-sided box culvert to accommodate the widened roadway. Traffic signals were replaced at two intersections, while new signals were





installed at Long Beach Road. Traffic signals at Long Beach Road, Fernwood Drive, and Townes Crossing were interconnected to facilitate improved traffic flow. In addition to the Phase I and Phase II engineering, HR Green performed Phase III resident engineering and inspection of the project. The project was let through the Illinois Department of Transportation, District 3. All construction was performed in accordance with the Standard Specifications for Road and Bridge Construction, IDOT Highway Standards, approved plans and special provisions.

Illinois Avenue Bridge Reconstruction, City of Aurora

Construction Inspector. Project involved the reconstruction of two superstructures over the Fox River. The construction inspection included the rehabilitation and extension of a pedestrian tunnel for the Fox Valley Park District; storm sewer, sanitary sewer and watermain rehabilitation work around the bridge; and installation of sidewalks, driveways, landscaping, and street lighting. Of special consideration during this phase was the Fox Valley Park District. All areas surrounding the superstructure were District property, requiring the maintenance of access to these areas for the patrons of the District throughout construction.

Bowes Road Bridge over Fitchie Creek, Kane County Division of Transportation

Construction Engineering. The project consisted of the replacement of an existing single-span slab bridge carrying Bowes Road over Fitchie Creek, just west of the Elgin city limits. The substandard bridge was replaced with a precast 3-sided structure, with cast-in-place footings founded on metal shell piling. The structure headwalls and precast wingwalls were constructed with an architectural finish which provided a fascia with the look of natural stone. Rip-rap was placed in the channel, around the footings and wingwalls to prevent scour. Bowes Road traffic was detoured and the project constructed under full road closure to allow completion in a tight, two-month timeframe. HR Green provided Phase III construction engineering services for the County and identified the project challenges prior to construction. As well as, coordinated fabrication of the precast structure segments to permit the earliest possible start date and prohibited the road closure until firm shipping dates were secured.

Sullivan Road Bridge over the Fox River, City of Aurora

Construction Inspector. The Sullivan Road Bridge is a major crossing over the Fox River, connecting Illinois Route 25 on the east side of the river to Illinois Route 31 on the west side of the river. HR Green performed construction inspection services for the Sullivan Road Bridge. The new bridge consists of five spans of steel beams supporting four 12 ft. lanes, a concrete median and sidewalk, and new street lighting. During construction, HR Green identified innovative changes that saved over \$700,000. HR Green provided funding assistance on the project and assisted in securing Federal CMAQ and HPP funds in excess of \$2 million.

Construction Inspection Services, Various Projects, Illinois Department of Transportation, District 3, Illinois.

Resident Engineer. HR Green provided resident engineering and inspection services for various projects throughout District 3. The District chose to utilize experienced members of the HR Green construction staff to provide independent resident engineering on 12 projects. Notable projects occurred in Grundy, Dekalb and Kankakee Counties on Interstate 80 Illinois Routes 23 and 27, and paving of previously unpaved rural roads in Pembroke Township.

Town Center Renovation, Village of Oswego

Resident Engineer. This project included the complete replacement of all roadway pavements, sidewalks, sanitary sewers and water mains, and construction of a new storm sewer system and roadway lighting system in a 20 block neighborhood adjacent to the Oswego central business district. HR Green performed topographic surveys, prepared easement plats, prepared construction plans and specifications, and assisted the Village in the bidding process, public involvement, construction staking and inspection.





Phil Stuepfert, ASLA | Landscape Architect

Mr. Stuepfert has a background in community planning and development projects ranging in size from 5 to 7,000 acres. He has obtained substantial experience with large-scale master planned communities, mixed use developments, golf course communities and age targeted communities. His project experience includes a wide variety of land uses including residential, retail, office, industrial and business parks. Mr. Stuepfert applies concepts to projects such as Complete Streets, Sustainable Urbanism, Conservation Design, Best Management Practices, Rain Gardens and other sustainable techniques. His ability to effectively communicate and collaborate with public agencies and clients has resulted in many successful projects across the United States.

Mr. Stuepfert is recognized in the design industry for innovative approaches that are environmentally sensitive. He is a frequent speaker at conferences on subjects such as Conservation Design and Sustainable Stormwater Techniques. He has also published articles titled "*Green Development Has Potential for Saving Green*" and "*Low Impact Stormwater Management*."

EXPERIENCE

17 Years

EDUCATION

BS Landscape Architecture – University of Illinois 1996

IDOT PREQUALIFICATION CATEGORY ASSOCIATION

Special Services: Landscape Architecture

SELECTED PROJECT EXPERIENCE

Ayer Street Downtown Reconstruction, City of Harvard

This exciting project addresses a five-block study area of Harvard's downtown. The planning team met with City officials and stakeholders to understand their vision for the downtown as a thriving business district. Village leaders envisioned Ayer Street and the surrounding downtown area as an eye-catching destination for residents and a regional event center. The planning team was instrumental in achieving this goal by defining the thematic design that reflects the heritage and character of the City through the use of landscape design, decorative lighting, pavers, street trees and grates, planters and site furnishings. A rhythmic and consistent program of paving materials was implemented and parking, walkways, and plaza spaces were carefully planned. Project responsibilities included surveying, landscape design development, preliminary and final concept designs, engineering, final construction documents and specifications.

Mr. Stuepfert led the planning and landscape architecture for this streetscape project including five blocks along the City of Harvard's downtown main street (Ayer Street). Project responsibilities included overseeing the design team and implementing the landscape design development, preliminary and final concept designs, and final construction documents and specifications. Mr. Stuepfert was heavily involved in the thematic design that reflects the heritage and character of the City through the use of landscape, decorative lighting, pavers, street trees and grates, planters and site furnishings. (2005)

McHenry Riverwalk, City of McHenry

This project consisted of a one-mile-long riverwalk path following the west bank of the Fox River and crossing Boone Lagoon via a new steel and concrete pedestrian bridge. The bridge spans 144 feet to a junction where the walk proceeds west following the south side of Boone Creek to Route 120.

Mr. Stuepfert functioned as the project manager for this exciting and prominent Riverwalk Project entailing a one-mile-long stretch along the west bank of the Fox River and crossing Boone Lagoon. Responsibilities included overall landscape design, coordination with the Client, preliminary and final construction documentation. Amenity design included extensive landscaping with seasonal color and irrigation, a 144 foot pedestrian bridge, ornamental shade structures, shore line stabilization with natural large boulders, a large donor sign and ornamental lighting.

Comprehensive Plan Update and West Side Sub-Area Plan, Village Of Channahon





This growing community along Interstate 80 in Will and Grundy County is experiencing rapid growth pressures and transportation challenges. HR Green developed a Comprehensive Land Use Plan Update including a Transportation Plan, Land Use Plan with land use designations and densities, Gateway Corridor Plan, Open Space and Parks Master Plan and design guidelines which identify Best Management Practices to be utilized along the Aux Sable Creek Corridor to ensure a high water quality for the Illinois River and surrounding water bodies. Scope also included public workshops with citizens, property owners, and Village staff and leaders.

Mr. Stuepfert functioned as the project manager and lead planner for this Comprehensive Plan Update and Sub-Area Plan. Mr. Stuepfert performed the analysis of the study area, created graphics and exhibits for inclusion in the final report. Mr. Stuepfert also wrote the Comprehensive Plan including chapters on Goals and Objectives, Land Use Classifications, Parks and Open Space, Economic Development, Transportation and overall design guidelines. Specific environmentally friendly techniques were proposed which identify Best Management Practices to be utilized along the Aux Sable Creek Corridor. Mr. Stuepfert attended and presented at public workshops with citizens, key stakeholder meetings and to the Village Board for adoption of the plan.

Comprehensive Land Use Plan, Village Of Hebron

This project consists of a detailed Comprehensive Land Use Plan including a Parks, Trails, and Open Space Plan for a growing northeastern Illinois community. HR Green created site analysis maps identifying environmental constraints, conservation district areas, existing zoning, current land uses and existing conditions. The final plan implemented planning strategies to maximize on the future economic growth of the area while protecting the regional character of the Hebron area. Public workshops and charrettes were conducted by HR Green and detailed design guidelines were formed to ensure orderly future development for the Village. The Comprehensive Plan was adopted by the Village in 2008.

Mr. Stuepfert functioned as the project manager and lead planner for this Comprehensive Plan Update and Sub-Area Plan. Mr. Stuepfert performed the analysis of the study area, created graphics and exhibits for inclusion in the final report. Mr. Stuepfert also wrote the Comprehensive Plan including chapters on Goals and Objectives, Land Use Classifications, Parks and Open Space, Economic Development, Transportation and overall design guidelines. Specific environmentally friendly techniques were proposed which identify Best Management Practices and respect for conservation district areas within the study area. Mr. Stuepfert presented at public workshops with citizens, key stakeholder meetings and to the Village Board for adoption of the plan.

Comprehensive Land Use Plan Update, Village Of Johnsburg

Comprehensive Land Use Plan update for the Illinois Route 31 Corridor and West Side study area for the Village of Johnsburg. The Village of 6,000 residents is experiencing rapid growth due to availability of land and proximity to Chicago. HR Green created a comprehensive base map illustrating existing conditions and an analysis of environmental opportunities and constraints. From this base map, the team produced an analysis of developable land to illustrate potential growth opportunities within the Village. The resulting future land use plan takes into account projected growth in all land uses including the planned Village Metra station. Additionally, HR Green designed a parks and open space plan which included determining a park classification system.

Mr. Stuepfert functioned as the project manager and lead planner for this Comprehensive Plan. Mr. Stuepfert performed the analysis of the study area, created graphics and exhibits for inclusion in the final report. Mr. Stuepfert also wrote the Comprehensive Plan including chapters on Goals and Objectives, Land Use Classifications, Parks and Open Space, Economic Development, Transportation and overall design guidelines. The resulting future land use plan takes into account projected growth in all land uses including the planned Village Metra station. Mr. Stuepfert attended and presented at public workshops with citizens, key stakeholder meetings and to the Village Board for adoption of the plan.





David Maxwell, SE, PE | QC/QA Structures

Mr. Maxwell is a company-wide resource for transportation structures at HR Green. A registered structural engineer, David specializes in major highway interchanges, complex bridges and drainage structures. His experience includes bridge and highway engineering, traffic control plans, utility relocation, and light rail project management. His bridge engineering experience includes the design of steel and pre-stressed concrete bridges, both straight and curved, as well as office review of all construction submittals during bridge construction. He is familiar with both AASHTO and AREMA Bridge Design Standards. Mr. Maxwell has highway design experience that includes interstate geometric layout and staging plans for major interstate intersections. His light rail experience includes construction coordination and utility/real estate design and construction interfacing.

EXPERIENCE

21 Years

EDUCATION

BS, Civil Engineering, Rose-Hulman Institute of Technology - 1991

REGISTRATION / LICENSE

Six States Including:

Professional Engineer - Civil, IL - 062-060246 - 2007

Professional Engineer - Structural, IL - 081-005455 - 1997

PROFESSIONAL AFFILIATIONS

American Society of Civil Engineers

Civil Engineering Department Board of Advisors, Rose-Hulman Institute of Technology

SELECTED PROJECT EXPERIENCE

I-29 over Singing Hills Boulevard, Iowa DOT, City of Sioux City, Iowa

This project involves replacing the structures carrying northbound and southbound I-29 over Singing Hills Boulevard in Sioux City, Iowa. Each 258 foot long structure will have four spans and consist of a composite concrete deck on 36 inch deep prestressed I-beams. The southbound structure will be 64.5 feet wide and the northbound structure will be 76.5 feet wide. The substructures will include multi-column piers and integral abutments, all supported by steel H-piles. The horizontal alignment of I-29 over these structures will be on a curve with a radius of 3800 feet, resulting in superelevated decks. Conspan and RC-pier were used to design the beams and substructure.

Mr. Maxwell was the structural design task leader for the design of the I-29 bridges over Singing Hills Boulevard. Both bridges are 256-feet long, four-span, slightly curved with precast prestressed concrete beams set at chords to the curve. Aesthetic design of the piers was a major part of the project. Additionally, this project is one of the first in Iowa designed for vehicle impact using the AASHTO LRFD Bridge Design Specifications.

I-35 over NE 36th Street, City of Ankeny, Iowa

HR Green completed an Interchange Justification Report and NEPA environmental assessment for construction of a new interchange and improvements to an existing interchange on Interstate 35 near Ankeny, Iowa. The IJR was approved by the Federal Highway Administration and lauded by the Iowa Department of Transportation as a model for future IJR preparation. HR Green also provided NEPA environmental services for the project. This project won the Grand Award for the Special Projects category in the 2008 ACEC-IA Engineering Excellence Awards.

Mr. Maxwell was the structural design task leader for both bridges carrying I-35 over NE 36th Street, as well as a triple 10' x 10' cast-in-place box culvert to convey Four Mile Creek under I-35. Both bridges are 252-feet long, two-span, 63-feet wide slightly curved with precast, prestressed concrete beams set at chords to the curve. Aesthetic design of the piers was a major part of the project. Additionally, this project is one of the first in Iowa designed for vehicle impact using the AASHTO LRFD Bridge Design Specifications.

US Highway 30, Phase I Design Report & EIS, Illinois Department Of Transportation, District 2





This project is a Location and Design Report and Environmental Impact Statement for District 2 of the Illinois Department of Transportation. HR Green is leading a team of consultants, in cooperation with Illinois Department of Transportation District 2 and the Federal Highway Administration, to complete an Environmental Impact Statement and Preliminary Design for a major improvement project along the Lincoln Highway (US Route 30) in Whiteside County, Illinois. The project corridor is approximately 25 miles long and 10 miles wide, extending from Illinois Route 136 near Fulton to Illinois Route 40 in Rock Falls.

Mr. Maxwell provided conceptual bridge layouts for all structures along the corridor.

**Various Services, Various Projects, Illinois Department Of Transportation, District 2
Design Engineer**

The District 2 office of Illinois Department of Transportation (DOT) has contracted with HR Green to provide various design and construction phase services for a variety of projects. Frequently, these projects have required fast response to take advantage of ideal bid letting times, overcome unexpected schedule snarls, or to capitalize on stimulus funding through the American Recovery and Reinvestment Act (ARRA). This work has included 12 bridge repairs or replacements, 5 large drainage structures or culverts, and 6 steel pile and precast concrete lagging retaining walls.

Mr. Maxwell has been the structural task lead for all the structural tasks on this project.

OTHER FIRM EXPERIENCE

INTERCHANGES / BRIDGES

Interstate 64 (U.S. Route 40) / 6th Street Ramp; City of St. Louis, Missouri

Project Manager, Lead Structural Engineer

This project involves the preliminary and final design of a new I-64 access ramp. This ramp is located in downtown St. Louis and connects 6th Street to the existing elevated portion of I-64. The new ramp is approximately 2000-feet long with 1700-feet on structure. Estimated project costs (design, right-of-way, and construction) are approximately \$12 million. Dave was responsible for preliminary layout and design and project management.

Interstates 55/64/70; City of St. Louis, Missouri

Project Manager, Lead Structural Engineer

As part of the new Mississippi River Bridge Project in St. Louis, Missouri, the interchange at the west end of the Poplar Street Bridge requires reconstruction. The plan for this interchange was to reconstruct four ramps (A, B, C, & D) on horizontally curved bridges to provide improved access for I-55 and Downtown St. Louis. The project scope is to take the concept as identified in the Environmental Impact Statement and develop preliminary roadway and bridge plans. Estimated construction costs (design, right-of-way, and construction) are approximately \$30 million. Dave was responsible for preliminary design and layout and project management.

RAILROAD BRIDGE EXPERIENCE

Multimodal Study, Mississippi River Crossing, Iowa Department of Transportation, Iowa.

This project involved the data collection, research, identification of deficiencies, and an investigation of a range of alternatives needed to accommodate future transportation needs to serve rail, highway and barge traffic at the Mississippi River crossing from Clinton, Iowa to Fulton, Illinois. The study involved an evaluation of the existing Union Pacific Railroad swing span structure built in 1909 and the US Highway 30 Gateway suspension bridge in Clinton. A feasibility analysis of the array of alternatives was developed, as well as potential environmental, social, economic, historic and cultural implications. Mr. Maxwell was responsible for project management, development of the final report, and development of improvement alternatives.





Theodore Hamilton, PE | QC/QA Roadway

Mr. Hamilton has a multi-faceted transportation background that includes managerial and technical experience on a variety of Phase I and II transportation projects. Mr. Hamilton has handled the crucial tasks of environmental review, project design, funding, governmental approval and public involvement for his clients. His projects have included resurfacing, reconstruction and new roadways on rural, urban and interstate routes. Mr. Hamilton has served in all aspects of the Phase I and II processes; from authoring Phase I design reports, roadway geometric design, preparation of Phase II contract plans, writing of specifications, and interagency coordination between FHWA, IDOT, regulatory agencies, and local municipalities. His environmental experience includes Phase I studies ranging from Categorical Exclusion to Environmental Class of Action Determination (ECAD), including documentation of environmental impacts, to Section 4(f) evaluation, wetland mitigation and coordination with permitting agencies. He has conducted various types of meetings to fulfill the public involvement criteria ranging from public informational meetings to public hearings.

EXPERIENCE

22

EDUCATION

BS, Civil Engineering, Purdue University - 1989

REGISTRATION / LICENSE

Professional Engineer, IL - 062-049143 - 1994

Professional Engineer, WI - 35265 - 2002

Professional Engineer, IN - PE10809300 - 2008

SELECTED PROJECT EXPERIENCE

Illinois Route 21 (Milwaukee Avenue) Reconstruction, Village of Niles

Project Coordinator. Project involved preparing a Phase I project report (Categorical Exclusion, Group, II), and Phase II Contract Plans. Project highlights included pavement widening and resurfacing to provide four 11-foot-wide lanes, water main installation, sidewalk, and curb and gutter replacement as well as traffic signals modernization and signal interconnections. Phase II engineering include preparation of plan and profiles, signing and striping, maintenance of traffic plans, cross sections, water main designs, and storm sewer design.

IL 59 at Shoe Factory Road, Village of Hoffman Estates

Project Manager. HR Green completed Phase I engineering and currently completing Phase II engineering for improvements to the IL 59 at Shoe Factory intersection. This project involves addition of turn lanes, median improvements and traffic sign modernization. Phase II contract documents currently being completed includes typical sections, detailed maintenance of traffic plans, removal plans, plan and profiles, drainage and utilities, intersection grading plans, cross sections, roadway lighting, and traffic signals.

Monroe Avenue, Hazard Road and Golfview Lane Improvements, Village of Carpentersville

Project Manager. Project involved improvements to Hazard Road, Golfview Lane, Monroe Lane, and Illinois Route 68. This STP, CDBG and State funded project included reconstruction of three Village collector roadways and widening of Illinois Route 68. The Phase I Study was prepared to Federal Standards and was processed as a Categorical Exclusion Group II. HR Green has also completed Phase II engineering services. Phase II engineering recently completed included preparation of contract documents including typical sections, maintenance of traffic plans on Illinois Route 68, removal plans, plan and profiles, water main replacement plans, drainage and utilities plan and profiles, intersection grading plans, plat of highways, cross sections, pavement marking and signing, and traffic signals plans and details.

Illinois Routes 31 & 120 Improvements, City of McHenry

Project Manager. Project involves Phase I and II engineering for the proposed improvements of the Illinois Route 31 at Illinois Route 120 intersection. Phase I engineering included preparation of three intersections design studies, location drainage study, public involvement and project development report. Phase II engineering plans including preparation of detailed maintenance of traffic plans, roadway plan and profiles, jointing plans,





intersection lighting, structure widening, drainage and utilities, cross sections, three traffic signals and ACOE permitting.

Illinois Route 31 at McCullom Lake Road, City of McHenry

Project Manager. Services provided included the processing of a Phase I Program Development Report (CE II) and preparation of detailed Phase II design plans and specifications that entailed realignment and widening of the McCullom Lake Road and Illinois Route 31 intersection to provide two lanes in each direction with dual left turn lanes at Illinois Route 31 and McCullom Lake Road. Scope of work included combination concrete curb and gutter, sidewalk, new storm sewer system, sidewalks, block retaining walls, special waste removal and modernization of traffic signals/interconnect. Phase II engineering included preparation of contract documents including typical sections, detailed maintenance of traffic plans, removal plans, plan and profiles, drainage and utilities plan and profiles, intersection grading plans, cross sections, landscape, pavement marking and signing, and traffic signal plans. This project was coordinated through the IDOT Bureau of Local Roads and designed according to federal standards. This project utilized federal (STP & CMAQ) and State funds.

Johnsburg Road Reconstruction, McHenry Co. Division of Transportation

Project Director. HR Green prepared a Phase I project report (Categorical Exclusion, Group II) for improvements to Johnsburg Road from Illinois Route 31 to Chapel Hill Road and three intersecting streets. This CMAQ and ITEP-funded project involves widening and resurfacing of Johnsburg Road to improve the capacity and level of service for the intersections. Alternate geometric studies were completed at the Johnsburg Road/ Chapel Hill intersection. Alternates included a major realignment, maintain existing geometry, and a roundabout. The alternates were evaluated based on capacity improvements, right-of-way impacts, costs and public support. Phase II engineering currently being completed includes preparation of contract documents including typical sections, detailed maintenance of traffic plans, removal plans, plan and profiles, roundabout plan and details, drainage and utilities plan and profiles, intersection grading plans, cross sections, retaining walls, landscape, pavement marking and signing, roadway and pedestrian lighting, and traffic signals (2 intersections).

Various/Various Phase II Design (PTB 156/009), Illinois Department of Transportation, District 1

Project Manager. This project involves providing Phase II engineering services for various projects throughout District 1. The scopes of work include intersection improvements, resurfacing, retaining walls, survey, ACOE permitting and drainage improvements. Phase II engineering tasks include preparation of contract plans including maintenance of traffic plans, plan and profiles, erosion control, drainage and utilities, cross sections, retaining wall plan and details and ACOE permitting. Contract special provisions along with estimates of time are also being prepared.

I-55 Rehabilitation, Weber Road to US Route 30, Illinois Department of Transportation, District 1

Project Manager. This project involved Phase II engineering services for the widening and resurfacing of I-55 between U.S. Route 30 (Plainfield Road) and Weber Road. This project covered approximately 6.85 miles and crossed through the municipalities of Bolingbrook, Romeoville, Plainfield, and Joliet. The Phase II final engineering services included topographic and design surveys and 3D laser scanning, roadway and bridge design, drainage analysis and design, erosion control, landscaping, structural design, and other related tasks needed to complete final plans, specifications and estimates.

I-57 over I-294 Interchange Reconstruction - Illinois Department of Transportation, District 1

Project Engineer. This project involved Phase II engineering services for the first contract that included improvements constructed along I-57 and I-294, between 150th Street in Posen and 159th Street in Markham in Cook County, Illinois. The work under this contract included pavement widening and resurfacing, shoulders, barrier wall, and associated items along northbound and southbound I-57 and C/D Road A, removal and reinstallation of I-57 bridge over I-294, the construction of C/D Road A bridge over I-294, and the construction of I-57 and C/D Road A bridge over Ramp B. HR Green performed Phase II engineering services including preparation of contract documents for storm sewer and utility plans, erosion control plans, and other related tasks needed to complete final plans, specifications and estimates.





iii. Subconsultant Capabilities & Resumes



Community Land Acquisition Services, LLC

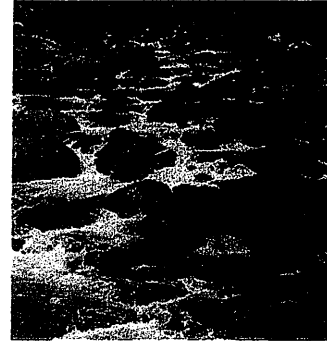


Jack E Petersen
SR/WA; R/W-NAC; R/W-RAC
Negotiations / Relocation
IL RE Managing Broker

Compassionate Eminent Domain Services

HUFF & HUFF, INC

Huff & Huff, Inc. (H&H) is a multi-disciplined firm, located in Oak Brook, Illinois providing environmental and civil engineering services as well as natural resource assessments. Founded in 1979, the firm size has grown to 30 professional engineers and scientists plus 4 support staff; this size guarantees personal involvement and supervision on all projects. We have completed projects in 32 states; however, the primary work areas are Illinois, Indiana, and Iowa.



The diversity of the firm's expertise allows effective solutions for clients. Wastewater, water quality, wetlands, groundwater remediation, air pollution, water pollution, hazardous waste, waste management, noise & vibration, NEPA documents, compliance assessments, environmental site assessments, underground storage tanks, and risk assessments are all areas



where H&H routinely provides engineering services. For 33 years H&H has maintained this diversity in environmental experience.

Our work has been recognized with five Engineering Excellence awards for noise, remediation, wastewater, and water quality projects. Currently H&H is the Tollway's environmental consultant and the Illinois DOT's statewide noise consultant, providing training and oversight on noise issues and IDOT District 1 Wetland Consultant. In addition, Metra has designated H&H as its wetland consultant for four years. These responsibilities are indicative of the quality and effectiveness of H&H's work.

H&H has provided solutions to environmental issues for public- and private-sector clients. We utilize our experience and innovative approaches to "make a difference" for our clients. We make this difference through effective resolution of issues, being responsive, and listening to our clients.





Oak Street Bridge Replacement Project Categorical Exclusion/Phase I Village of Hinsdale, Illinois Hinsdale, Illinois 2010 - 2012

Services Performed:

- Environmental Lead
- PESA/Special Waste
- Section 4(f)
- Tree Survey
- Section 106 Coordination
- Public Participation
- Noise Analysis

Client Contact:

Allen Staron, P.E.
Clark Dietz, Inc.
118 South Clinton
Suite 700
Chicago, IL 60661
(312) 466-8256

Huff & Huff, (H&H) Inc. provided environmental and NEPA lead services for Phase I of the Oak Street Bridge Replacement Project in Hinsdale, Illinois. Huff & Huff provided services as summarized below:

NEPA Lead, Categorical Exclusion

- Led the NEPA process and documentation for the project.
- Coordinated NEPA and environmental findings with the public, Village of Hinsdale, IDOT, and FHWA.

PESA and Special Waste

- Conducted special waste screening and field review for the NEPA/Phase I documentation.

Section 4(f)

- Coordinated and developed the Section 4(f) *de minimis* documentation for Oak Street impacts to Highland Park.

Tree Survey

- Conducted a tree survey of the project area.
- Identified landmark and exceptional trees impacted by the Oak Street improvements.
- Made recommendations for tree replacement in later phases of the project.

Section 106 Coordination

- Prepared a photo log of the project area and coordinated cultural resource impacts findings with IDOT.

Public Participation

- Assisted in Community Working Group meetings, public informational meetings, and the public hearing for the project.

Noise Analysis

- Completed a line-of-sight technical memorandum for the project to determine if the project would expose additional lines of sight to (and noise from) the proposed Oak Street Bridge.



Consulting Services Village of Hinsdale 2007-Current

Services Performed:

- Wet Weather Flow Monitoring
- CSO-First Flush Analysis
- CSO-Long-Term Control Plan
- Preliminary Design for CSO treatment
- Permit Negotiations
- CMOM Preparation

Client Contact:

Dan Deeter

Phone: 630-789-7039

Huff & Huff has provided consulting services to the Village of Hinsdale for over twenty years on a variety of environmental projects. In 2007, the Village requested H&H assistance with its combined sewer issues. Through negotiations with the Illinois EPA, a new CSO point was permitted and a compliance schedule was prepared for providing treatment at this new location.

Discrete samplers, flow monitors, and a rain gauge were then installed to determine the volume of first flush and rate of bypass flow. Based on the results, treatment versus storage alternatives, were evaluated. Based on flow rates up to 20 mgd, and a calculated first flush volume just under 1 million gallons, a storage tank was proposed. Combined with an aggressive sewer separation program, it is expected that the federal presumptive compliance of less than four overflow events annually will be achieved within the next eight years with this solution based on modeling with the antecedent rain SWMM model developed by our subconsultant, OHM Advisors. A buried tank adjacent to Flagg Creek was proposed, and detailed engineering for this solution completed in early 2009 by our other subconsultant, Clark Dietz, with H&H providing QA/QC. The tank became operational in October 2009, removing significant peak flow from the Flagg Creek WRD. Due to the difficulty in achieving both the fecal coliform effluent limit and chlorine residual limit, a de-chlorination system was designed and permitted in 2011/2012 by H&H.

H&H completed the Long-Term Compliance Plan, incorporating the findings of the first flush analysis with the aggressive sewer separation work and also the Capacity Management, Operation and Maintenance (CMOM) Plan. Timers were installed in the existing CSO locations to begin to collect data on the frequency and duration of overflow events.



Initiative for Stormwater Management Village of Hinsdale, Illinois 2009

Services Performed:

- Gathered background information
- Assessed existing conditions, including soil types, elevations, and storm water flow rates
- Prepared concept plan options and associated costs

Client Contact:

Daniel Deeter, P.E.
Village Engineer
Village of Hinsdale, IL

Phone: 630-789-7039



In 2009, Huff & Huff, Inc. (H&H) was contracted to conduct feasibility studies and make recommendations for stormwater improvements in the Woodlands neighborhood located northeast of 55th Street and County Line Road in the Village of Hinsdale.

H&H conducted studies to determine the potential uses and benefits of green approaches to stormwater management within communities where flooding and erosion control issues are prevalent. Through the combined use of traditional stormwater management techniques and green infrastructure, the desired stormwater protection and street/utility improvements were conceptualized. The green approach researched localized usage of techniques such as; rain gardens/bioswales, pervious shoulders, infiltration trenches/basins, water harvesting/storage, and small strategically located detention chambers.

The Woodlands neighborhood was constructed without stormwater conveyance or detention, which resulted in flooding throughout the neighborhood. The goal of this project was to develop a comprehensive plan for the reconstruction of the Woodlands streets by incorporating sufficient stormwater management techniques. The focus of the project was to reduce pollutant loading to surrounding streams and rivers, increase infiltration, provide aesthetically pleasing solutions for residences and pedestrians, and introduce and educate the community to green infrastructure and native vegetation.

Green infrastructure concepts were prepared for the entire neighborhood based on the specific goals and existing conditions. The selected plants do not require the use of fertilizers and require minimal maintenance after they have become established. Reduction in mowing will cut down on fuel and labor costs as well as emissions from the use and transportation of the mowing equipment.



JAMES E. HUFF, P.E.
Senior Vice President

Expertise: Soil & Groundwater Remedial Design
Hazardous Waste Management

Experience:

Since 1980, Mr. Huff has been vice president of Huff & Huff, Inc. responsible for projects pertaining to groundwater and soil remediation, hazardous waste management, and compliance assessments. Mr. Huff has recently served on both the Illinois Society of Professional Engineers' and the Illinois Road and Transportation Builders Association's Clean Construction and Demolition Debris committees. On behalf of the American Council of Engineering Companies-Illinois, Mr. Huff has served since 201 on the Illinois Site Remediation Advisory Committee, overseeing regulatory changes in the Illinois EPA Site Remediation Program, including the recently adopted vapor intrusion regulations.

Mr. Huff has completed a number of studies evaluating the feasibility of deep well injection for high saline wastewater for both chemical plants and for two petroleum refineries. He permitted the disposal of over 5 million gallons of brine from a closed brine solution mine in North Dakota, as a novel approach for eliminating a large brine pond. In New York, Mr. Huff has assisted a brine solution salt mine for the past 30 years with injection permitting and groundwater monitoring.

Remediation designs, many associated with coal tar and chlorinated solvents are a major portion of Mr. Huff's activities. He has designed and implemented thermal, zero-valent iron, landfarming, soil vapor extraction, groundwater recirculating systems through iron fractures, and treatment systems utilizing batch biological reactors, activated carbon, air strippers, and in situ enhanced bioremediation. Mr. Huff was the project manager on the remediation of four former manufactured gas plants (MGPs). Sustainable remediation approaches utilized at these MGP sites included securing regulatory and client approval to use coal tar impacted soil in a hot-mix asphalt plant for making asphalt, the first time this approach was used in the Midwest. This site received one of the first Comprehensive *No Further Remediation* letters from the Illinois EPA and was the recipient of the top *Honor Award for Engineering Excellence* in 2000 from ACEC-IL. Another MGP site received a *Special Achievement Engineering Excellence Award* in 2007, which incorporated soil vapor extraction operation prior to excavating out the tar well, to reduce benzene levels and the construction of a new reporting center building incorporating a significant number of "green" features. A third MGP site involved excavation of tar below the water table, which required dewatering. A water treatment system with discharge to the local POTW proved very cost effective in controlling remediation costs.

Huff & Huff, Inc. holds a license for Emulsified Zero-valent Iron (EZVI), a NASA technology for remediating source area concentrations of chlorinated solvent soil and groundwater contamination. Mr. Huff leads this effort, and has successfully applied EZVI full-scale at eight chlorinated solvent contaminated sites to date in four different states, and has one project in design for 2012 application in Nebraska. Mr. Huff is the industry leader in commercializing this combined abiotic/biotic technology, and has published the results from a number of these sites. Contaminants successfully remediated include PCE, TCE, TCA, and carbon tetrachloride, along with the daughter products. These applications have included pneumatic and hydraulic fracturing along with soil mixing. EZVI has successfully been applied to both the vadose zone and the saturated zone.

He has completed treatability studies at a Federal Superfund site for cyanide and thiocyanate destruction in groundwater, including operation of a 4,000 gallons per day (gpd) pilot reactor at the site and has completed a Feasibility Study (FS) for a major chlorinated solvent release at a State Superfund site in Ohio. The selected remedy for this state site was the first in Ohio that recognize intrinsic bioremediation as part of the remedy, and Mr. Huff is the Project Manager. The remediation focused on the source area, and included a combination of technologies, including EZVI, four SVE systems, automated free product removal, and enhanced anaerobic bioremediation using sodium benzoate. Mr. Huff was the project manager on a State Superfund site in upstate New York investigated for chlorinated solvents and drugs from a local pharmaceutical company that found impacted private water supply wells. Mr. Huff has directed over 15 hazardous waste closures of TSD facilities, ranging from drum storage areas to the

complete clean-up of a 27-acre abandoned manufacturing facility. This abandoned manufacturing site included plating solutions, cyanide bearing sludges, oils, and over 20,000 gallons of virgin chemicals requiring placement.

In the hazardous waste field, over sixty industrial plants have relied on Mr. Huff's expertise for complying with regulations. Mr. Huff conducts approximately 15 RCRA and DOT training sessions annually. He has prepared inspection plans, contingency plans, training plans, and waste minimization plans. Mr. Huff was active in two trade associations providing written comments during the development of the hazardous waste regulations. Mr. Huff directs H&H's underground storage tank (UST) closure and remediation projects for a variety of clients. Both petroleum and solvent tank releases have required regulatory reporting and remediation.

Compliance assessment is a significant part of Mr. Huff's work. Over 100 environmental audits of manufacturing firms have been conducted by Mr. Huff over the last fifteen years. These audits have included potential acquisitions as well as on-going industrial operations. Mr. Huff has also been involved in locating and permitting of new industrial facilities, including mining operations, chemical plants, metals, and peak energy plants.

From 1987 through 1990, Mr. Huff was a part-time faculty member, teaching the senior level environmental courses in the Civil Engineering Department at IIT-West in Wheaton, Illinois.

From 1976 to 1980, Mr. Huff was Manager of Environmental Affairs for the Armak Company (now Akzo Nobel Chemicals), a diversified industrial chemical manufacturer. At Armak, Mr. Huff was responsible for all environmental activities at eight plants located throughout the United States and Canada. Technical work included extensive biological and chemical treatability studies as well as designing new facilities, including two wastewater pretreatment facilities, a land application system, and an incinerator system.

Previously, Mr. Huff was an Associate Environmental Engineer in the Chemical Engineering Section at IIT Research Institute (IITRI). Much of this work involved advanced wastewater treatment development, including applying a combination of ozone/UV treatment of cyanide, PCB's, RDX, HMX, and TNT and the use of catalytic oxidation of cyanide using powdered activated carbon impregnated with cupric chloride in petroleum refinery activated sludge units.

At Mobil Oil's Joliet Refinery from 1971 to 1973, Mr. Huff was employed as an Advanced Environmental Engineer during the construction and start-up of the largest grassroots refinery ever constructed. Mr. Huff was responsible for wastewater training, permitting start-up, and technical support as well as for water supply, solid waste, and noise abatement issues at the refinery.

Memberships

American Council of Engineering Companies - IL

- Environmental Committee 1999 – 2005
 - Chairman-June 2000-2004
- Board of Directors-2005-2011
 - Vice President-2008-2010
 - Secretary/Treasurer-2010-2011

Water Environment Federation Member

Illinois Water Environment Association

National Water Well Association

Certified Class 2 and Class K Sewage Treatment Works Operator in Illinois

Licenses:

Registered Professional Engineer, Illinois

Education:

1966-1970	Purdue University, West Lafayette, Indiana B.S. in Chemical Engineering
1970-1971	Purdue University, West Lafayette, Indiana M.S.E. in Environmental Engineering
1974-1976	University of Chicago Graduate School of Business. Part time



*Expertise: Socioeconomics
Highway Noise Analysis
Environmental Justice*

*Land Use
Traffic and Transportation
Section 4(f), NEPA Documentation*

Huff & Huff, Inc. - 2010 to Present

NEPA Documentation and Analysis

- Prequalified as Environmental Assessment Lead, Community Assessment, Highway Traffic Noise, Technical Writing, Public Involvement – Illinois DOT (2010)
- US 51 Environmental Impact Statement, South Central Illinois (2010 – present)
- East Side Highway Environmental Assessment, Bloomington-Normal, Illinois (2010 – present)
- South E Street Categorical Exclusion, Richmond, Indiana (2010 – 2012)
- Oak Street Bridge (Lead), Hinsdale, Illinois (2011 – present)
- IL 104 Environmental Assessment, Meredosia, Illinois (2010 – 2011)
- Lorenzo Road Environmental Assessment, Illinois (2010 – present)
- Irving Park Road Bridge Categorical Exclusion, Chicago, Illinois (2011)
- NEPA documentation review for Midway International Airport/Chicago Department of Aviation, Chicago, Illinois (2011)

Section 4(f)

- Red Gate Road Bridge Section 4(f), Kane County, Illinois (2010)

Highway Noise Analysis

- Rollins Road Improvements, Illinois (2010)
- Stuenkel Road Interchange, Illinois (2011)
- South Fourth Street Extension, Champaign, Illinois (2010 – 2011)
- Lorenzo Road, Illinois (2012)

Other Projects

- Permitting and Analysis for Parke County Bridge Replacement, Parke County, Indiana
- Parking Revenue Control System Upgrade, O'Hare Airport, Chicago, Illinois
- New Lenox Plant #2 Facility Plan, New Lenox, Illinois

Snyder & Associates, Inc. (Ankeny, Iowa) - 2004 to 2010

NEPA Documentation and Analysis

- North-South Metro Parkway Environmental Impact Statement, Polk County, Iowa (2008 – 2010)
- Northeast Beltway Environmental Impact Statement, Polk County, Iowa (2008 – 2010)
- 19th Avenue North Streamlined EA, Clinton, Iowa (2008 – 2009)
- NE 18th Street Streamlined Environmental Assessment, Ankeny, Iowa (2010)
- Indianola Avenue Streamlined EA, Des Moines, Iowa (2005 – 2006)
- Jefferson/UPRR Categorical Exclusion, Jefferson, Iowa (2009)

Highway Noise Analysis

- NE 18th Street Environmental Assessment, Ankeny, Iowa (2010)
- Indianola Avenue Environmental Assessment, Des Moines, Iowa (2006)
- 19th Avenue North Environmental Assessment, Clinton, Iowa (2009)
- Kempton Bridge Streamlined Environmental Assessment, Polk County, Iowa (2010)

Section 4(f)

- North-South Metro Parkway EIS, Polk County, Iowa:
 - Federal land for flood control/recreation; wildlife refuge/Des Moines River Greenway; archeological sites; historic structures

Other Projects

- U.S. 63 Area Transportation Study, East Central Iowa (2009 – 2010)
- NW 86th Street/University Corridor Plan, Clive, Iowa (2005)
- Washington Street Access Management Plan, Pella, Iowa (2008)
- Community Planning/Comprehensive Plans/Zoning
 - City of Boone, Iowa: Zoning Code Amendments

- City of Indianola, Iowa: Comprehensive Plan mapping
- City of Earlham, Iowa: Comprehensive Plan amendments
- Traffic Impact Studies (2004 – 2007)
 - Various traffic impact studies and analyses in the Des Moines metro area
- Traffic Signal Analysis and Retiming (2004 – 2007)
 - Various traffic signal timing plans and implementation projects in the Des Moines metro area
- Federal and State Funding Applications (2004 – 2007)
 - Federal Appropriations
 - High Priority Transportation Projects
 - Traffic Safety Improvement Program (Iowa DOT)
 - Iowa's Clean Air Attainment Program (Iowa DOT)

Center for Transportation Research and Education (now InTrans) (Ames, Iowa) – 2001 to 2003

- Iowa's Mississippi River Trail Plan (Iowa DOT)
- High Priority Corridors for Access Management (Iowa DOT)
- Iowa/Minnesota Corridor Studies
- Access Management research

Seminars/Training

- National Highway Institute, Highway Traffic Noise, NHI 142051, Chicago, IL (2011)
- Institute of Cultural Affairs, Technology of Participation Facilitation Training (2010)
- National Highway Institute: NEPA & the Transportation Decisionmaking Process (2010)
- Public Involvement Workshop (American Planning Association, 2009 Annual Conference)
- Section 4(f) Workshop (Iowa DOT, administrated by the FHWA Resource Center, 2008)
- Traffic Noise Fundamentals, Bowlby and Associates, Nashville, Tennessee (2007)
- FHWA Traffic Noise Model 2.5, Bowlby and Associates, Nashville, Tennessee (2007)

Seminars Presented

- Transportation Funding and Project Management, Central Iowa American Planning Association, West Des Moines, Iowa (2010)
- NW 86th Street Access Management Plan: Complexities of Managing Access with Plans, Land Development, and Street Redesign. Presented at the 2008 Access Management Conference hosted by the Transportation Research Board's Access Management Committee.
- "Property Value Impacts of Access Management Techniques," Access Management Midyear Conference (Transportation Research Board), Kansas City, MO (2004)

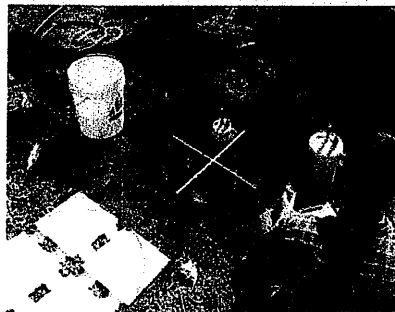
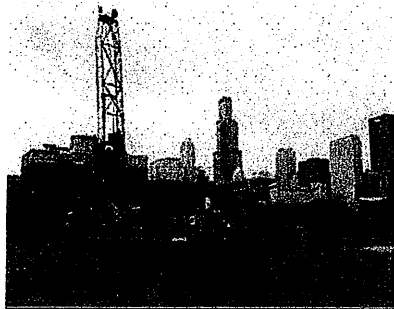
Educational Experience:

B.S. Community and Regional Planning, Iowa State University (2002), Sociology Minor

M.S. Transportation, Iowa State University (2003)

Professional Affiliations: American Planning Association (APA), Institute of Transportation Engineers (ITE), Women's Transportation Seminar (WTS). Member of Transportation Research Board's Access Management Committee (AHB 70), 2006 – 2010.

Certification: American Institute of Certified Planners (AICP), 2006



SUMMARY

Established in 1982, Wang Engineering, Inc. (Wang) specializes in geotechnical engineering, construction inspection, and materials testing services. Over the past 30 years, Wang has provided these services to a wide range of state and federal governments, private, and public sector clients throughout the United States and in several countries overseas.

Wang is prequalified to perform Geotechnical Engineering services by the Departments of Transportation (DOT) in Illinois and Indiana. Wang is also prequalified to perform Construction Inspection and Quality Assurance Testing by the Illinois Department of Transportation.

Wang is a certified Disadvantaged Business Enterprise in the State of Illinois and Indiana, and is certified as a Minority Business Enterprise by the City of Chicago and numerous other public agencies.

Wang provides a full range of geotechnical engineering and engineering geology services required to support the design, construction, and maintenance needs of different facilities. The geotechnical services provided includes subsurface field investigations, geologic site characterization, laboratory testing of soil and rock, seismic analyses, structure foundation and retaining wall design, soil and rock cut and fill stability design, unstable slope management, in-situ testing using pressure-meter, vane-shear, inclinometer installation and monitoring, and vibration monitoring. Through Wang's wholly-owned subsidiary, Wang Testing Services, Inc. (WTS), all drilling operators are members of the International Union of Operating Engineers, Local 150 (AFL-CIO).

PROJECT EXPERIENCE

Major geotechnical projects we have recently completed or are currently working on in the Chicago Area includes:

Subsurface Exploration and Geotechnical Engineering Analysis for the New Prairie Parkway Alignment Description

The Illinois Department of Transportation is proposing a new, limited access highway that will connect Interstate 80 to Interstate 88 in the far western suburbs of Chicago. Wang's scope of geotechnical work included the Prairie Parkway mainline alignment from IL 71 to US 34, with several cross roads and two bridge structure and, in addition, Wang provided the geotechnical investigation and analysis for I-80 near Minooka to I-88 near Kaneville, as well as the reconstruction and addition of lanes for IL 47 from I-80 in Morris to Caton Farm Road south of Yorkville. Phase I geotechnical investigations included the Prairie Parkway and IL 47 mainline, ramps, side roads, and bridge and culvert structures.

Illinois Department of Transportation District 1 Various Geotechnical Projects/ Various Locations

As Geotechnical Consultant to IDOT District One, Wang Engineering, Inc. (Wang) provided geotechnical engineering services for various projects under the 1994-1995, 2000-2001, 2006-2007, 2008-2009 and 2010-2011 contracts. The scope of work under each project varied based upon site conditions. Services included general soil survey, peat delineation survey, pavement coring, and sub-base sampling.

Interstate 55 Interchange at Arsenal Road

Wang performed the subsurface investigation, laboratory testing, and geotechnical engineering analyses and evaluations. Analyses and reports were completed for seven roadway alignments and five approach ramps having a total length of 57,000 feet; two multi-span flyover bridges; three retaining walls with exposed heights of 5.0 to 15.0 feet and a combined length of 7,000 feet; and one parking lot. The subsurface investigation consisted of over 1,100 feet of hollow-stem auger drilling and conventional rock coring in 233 boreholes and 43 full-depth pavement cores.

Interstate 80 Widening US Route 30 to US Route 45

Wang developed, managed, and completed the field and laboratory testing programs and geotechnical engineering analyses and evaluations for the widening an 8.14-mile long section of I-80. Phase II engineering services included roadway and structure design plans for the widening of the nine-span twin bridges over US 30, bridges over the Rock Island District Railroad, Hickory Creek, Old Plank Trail bridge over US 30, and the reconstruction the Interstate 80 interchange at US 30.

Project Location:

Grundy, Kendall, and Kane Counties,
Illinois

Year Completed:

2012

Project Owner:

Illinois Department of Transportation
D-93-037-08, PTB 890 / Item 163

Client:

TranSystems Corporation
1475 East Woodfield Road
Suite 600
Schaumburg, IL 60173-5440

Contact:

Mr. Christopher Bonus, P.E.
(847) 605-9600

Wang Project Budget:

\$2,200,000

Wang Project Team:

Corina Farez, Principal
Jerry Wang, QC/QA Reviewer
Liviu Iordache, Project Manager
Mickey Snider, Senior Engineer
Mike Kothawala, Senior Engineer
Samuel Sugiarto, Project Engineer
Cornelia Marin, Staff Engineer
Andri Kurnia, Staff Engineer
Chad Davis, Soil Inspector
Brandon Wilson, Soil Inspector
Francisc Bozga, Soil Inspector

Project Description

Wang provided geotechnical consulting services for a new, major limited access corridor that would address long-range traffic needs from within the western collar counties of the Chicago between Interstate 80 and Interstate 88. The new highway will include more than 40 miles of roadway pavement and embankments, over 50 water crossing and multi-span bridge structures, and associated detention basins and drainage structures.

Wang developed, managed, and completed the subsurface investigation, laboratory testing program, and geotechnical engineering analyses and evaluations. Wang issued six IDOT Roadway Geotechnical Reports (RGRs) and 49 Structure Geotechnical Reports (SGRs) for both mainline and crossover alignments, major interchange ramps, and water crossing bridge and culvert structures.

The subsurface investigation consisted of truck- and ATV-mounted drill rigs; 19,260 feet of hollow stem and mud rotary drilling in 1,270 boreholes, including split-spoon and Shelby tube sampling, and SPT testing. Many of the borings were performed on private property which required Wang to negotiate and schedule access with over 200 property owners. In addition, Wang coordinated utility clearance, and managed traffic control and permitting with four different state and local agencies. Wang used a mapping-grade Trimble GeoXH GPS to survey boring locations.

Laboratory testing included moisture content, particle size analysis, Atterberg limits, and unconfined compressive strength tests defined deformation and strength parameters for bearing capacity, settlement, and stability analyses. Wang's field and laboratory investigation unveiled a complex lithological profile made up recent floodplain and channel alluvium and glacial high-plasticity lacustrine clays underlain by diamicton units resting on top of Silurian dolostones and Ordovician shales. gINT boring logs and MicroStation plan and profile drawings summarized our investigation results and findings and served as starting point for geotechnical analyses and reporting.

Wang provided evaluations of the existing soil and groundwater conditions; long-term settlement and global stability analyses; swelling potential assessment; recommendation for subgrade treatment and improvement, and parameters for pavement and drainage design. Wang also performed structure specific seismic site classification and analysis; foundation feasibility evaluations; and analyses for the support of bridge abutment and pier foundations on either piles or drilled shafts.

Project Location:

Lake County, Illinois

Year Completed:

2012

Project Owner:

Illinois Department of Transportation
D-91-237-11, PTB 158 / Item 004

Client:

McDonough Associates
130 East Randolph Street
Suite 1000
Chicago, IL 60601-6214

Contact:

Mr. Sung Lee, P.E.
(312) 946-8600

Wang Project Budget:

\$84,000

Wang Project Team:

Corina Farez, Principal
Jerry Wang, QC/QA Reviewer
Liviu Iordache, Project Manager

Project Description

Wang developed a geotechnical program for subgrade investigation and peat delineation to support the proposed reconstruction of Illinois 83. The scope of work also included the geotechnical investigation for the realignment of the Illinois 137 and Illinois 83 intersection to align with the new Atkinson Road extension. The improvement is anticipated to include a new railroad grade crossing and new permanent traffic signal installation.

During August 2011, on an advanced contract, Wang performed a subsurface investigation consisting of forty-five 10-foot deep boreholes, surveyed the boring locations, performed laboratory index tests, and prepared electronic boring logs. The scope of the subsurface investigation program integrated twenty-six 10-foot to 45-foot deep boreholes that were previously drilled in 2002 and 2003. Close coordination with property owners was necessary to obtain access to many boring locations.

Project Location:

Will County, Illinois

Year Completed:

2012

Project Owner:Illinois Department of Transportation
D-91-046-10, PTB 153 / Item 030**Client:**Ciorba Group, Inc.
5507 North Cumberland Avenue
Suite 402
Chicago, IL 60656-1471**Contact:**Mr. Salvatore Di Bernardo, P.E.
(773) 775-4009**Wang Project Budget:**

\$400,000

Wang Project Team:Corina Farez, Principal
Jerry Wang, QC/QA Reviewer
Liviu Iordache, Project Manager
Mickey Snider, Senior Project Engineer
Samuel Sugiarto, Project Engineer
Cornelia Marin, Staff Engineer
Brandon Wilson, Soil Inspector**Project Description**

Phase II engineering services required roadway and structure design plans for widening an 8.14-mile long section of I-80. Interior lanes and median shoulders and barriers; partial replacement and widening of the nine-span twin bridges over US 30, bridges over the Rock Island District Railroad and Hickory Creek; removal and replacement of the Old Plank Trail bridge over US 30; and the reconstruction the Interstate 80 interchange at US 30 were part of the scope of work. In addition, the design of three noise abatement walls with a total length of 1,400 feet, two detention basins, and 22 sign structures was also included in the project design.

Wang developed, managed, and completed the field and laboratory testing programs and geotechnical engineering analyses and evaluations. Wang completed two IDOT Roadway Geotechnical Reports (RGRs), two Structure Geotechnical Reports (SGRs), and three letter reports covering the noise abatement, drainage, and sign structures.

The field investigation included over 3,000 feet of drilling and conventional rock coring in 226 boreholes, 33 full-depth pavement cores, and 78 DCP tests. Due to concerns regarding traffic control, most fieldwork took place during night hours. Many of the borings were performed on private property which required Wang to negotiate and schedule access with the property owners.

Empirical correlations were made to moisture content, particle size analysis, and Atterberg limits tests, defined deformation and strength parameters for bearing capacity, settlement, and stability analyses. Wang's field and laboratory investigation unveiled a lithological profile consisting of up to 30 feet of glacial diamicton resting on top of slightly weathered Silurian dolostone. MicroStation plan and profile drawings and gINT boring logs summarized the results of our investigation and provided the framework for geotechnical analyses and reporting.

For the Interstate 80 roadway widening and the ramp realignment at the US 30 interchange RGRs, Wang provided evaluations of the existing pavement conditions; long-term settlement and global stability analyses; recommendation for subgrade treatment and improvement using undercuts and geotechnical fabric; and parameters for pavement and drainage design. The SGRs included ASD and LRFD analyses for the support of new and/or widened abutment and pier foundations on shallow footings, H-piles, or drilled shafts socketed in rock. We provided recommendations for stage construction using soil retention systems with temporary soil or deadman anchors.

EDUCATION

M.S., 1975, Civil Engineering / Illinois
— Institute of Technology, Chicago, IL

B.S., 1971, Civil Engineering / Gujarat
University, India

REGISTRATIONS/CERTIFICATIONS

Professional Engineer:
Illinois- 1982 (062-040483)

Diplomate Geotechnical Engineering:
ASCE- 2010 (1167)

PROFESSIONAL AFFILIATIONS

American Society of Civil Engineers
(ASCE)

National Society of Professional
Engineers (NSPE)

International Society of Soil Mechanics
and Foundation Engineers

EMPLOYMENT HISTORY

2005 to Present
Wang Engineering, Inc., Lombard, IL

1982 to 2005
AECOM (formerly Consoer Townsend
Envirodyne Engineers, Inc.),
Chicago, IL

1978 – 1982
Dames & Moore, Park Ridge, IL

1976 – 1978
Festing Service Corporation, Carol
Stream, IL

1971– 1973
DPW and DOH, Ahmedabad, India

EXPERIENCE PROFILE

Mr. Kothawala has over 39 years of experience in civil, geotechnical and foundation related projects, which included the development of subsurface investigation programs, coordinating field and laboratory testing, engineering analysis, and report preparation/review, and the support of design and construction phases. Responsibilities have included project management, technical execution, supervision of foundation and earth retention system installations, review and interpretation of geotechnical reports written by others, foundation design and specifications, and shop drawings review, and construction inspection and resolution for many public and private sector clients in Illinois and other states.

PROJECT EXPERIENCE**Subsurface Investigation and Geotechnical Engineering Analysis for the New Prairie Parkway Highway, IDOT D-93-037-08, Grundy, Kendall and Kane Counties, Illinois**

Mr. Kothawala served as the Project Manager and Senior Geotechnical Engineer responsible for project management, geotechnical analyses and recommendations. Wang provided geotechnical consulting services for a new, major limited access corridor that would address long-range traffic needs from within the western collar counties of the Chicago between Interstate 80 and Interstate 88. The new highway will include more than 40 miles of roadway pavement and embankments, over 50 water crossing and multi-span bridge structures, and associated detention basins and drainage structures.

Subsurface Investigation and Geotechnical Engineering Analysis for IDOT District One Various/Various Geotechnical Engineering Services – Years 1994, 2000, 2006, 2008, 2010 and 2011

As Geotechnical Consultant to IDOT District One, Wang provided geotechnical engineering services for various projects under the blanket contracts issued in 1994, 2000, 2006, 2008, 2010 and 2011 contracts. Mr. Kothawala served as the Project Manager on the 2006, 2008, 2010 and 2011 contracts. He was responsible for daily project management, coordination with the Client and Owner, preparation of geotechnical investigation and laboratory testing programs and the implementation of the Quality Assurance Program.

Illinois Tollway Move Illinois Capital Program – Jane Addams Memorial Tollway over the Fox River (M.P. 55.7)

Mr. Kothawala is serving as the Project Manager and Senior Geotechnical Engineer responsible for project management, geotechnical analyses and recommendations. Wang is performing the subsurface exploration, laboratory testing and geotechnical engineering analyses for the Jane Adams Memorial Tollway over the Fox River. A total of 35 borings were drilled to depths ranging from 30 to 90 feet below ground surface elevation for the dual structure bridge. These borings included 13 borings drilled in the river channel. An additional 83 borings were drilled for retaining walls associated with the widening.

Bolz Road and Stearns Road Corridors including New Fox River Crossings

Mr. Kothawala served as the Project Manager and Senior Geotechnical Engineer responsible for project management, geotechnical analyses and recommendations. Kane County has planned two new roadway corridors crossing over the Fox River. The Bolz Road corridor is 5.2 miles long and will extend from Huntley Road to Illinois Route 62. This project will have nine grade crossings, a new 1600-foot long bridge over the Fox River that consists of one main span over the river, two approach spans on the west bank and seven approach spans on the east bank and two parallel retaining walls immediately west of the Illinois Route 31 intersection. The new Stearns Road corridor planned by IDOT includes a new Fox River Bridge and a 4.6 mile long road alignment.

U.S. Route 45 (LaGrange Road) Widening and Reconstruction

Mr. Kothawala served as the Project Manager and Senior Geotechnical Engineer responsible for project management, geotechnical analyses and recommendations. The project includes reconstruction and widening of the existing four-lane roadway with a mountable median to a six lane roadway with a landscaped barrier median with major intersection improvement by adding turn lanes, increasing queue storage length and modernizing traffic signals. Wang performed the subsurface investigation, field and laboratory testing, engineering analyses and prepared three Roadway Geotechnical Reports (RGR's), eleven Structure Geotechnical Reports (SGR's) for retaining walls.

EDUCATION

M.S., Geotechnical Engineering,
Northwestern University, 2003

B.S., Civil Engineering,
Valparaiso University, 1997

REGISTRATIONS/CERTIFICATIONS

Professional Engineer:
Illinois, 2005 (062-058045)
Indiana, 2006 (10607136)

PROFESSIONAL AFFILIATIONS

Member:
American Society of Civil Engineers
(ASCE)

EMPLOYMENT HISTORY

2003 - Present
Wang Engineering, Inc., Lombard, IL

2001-2003
Northwestern University,

2000-2001
T.Y. Lin International

1998-2000
United States Peace Corps

1996-1997
RUST Environment and Infrastructure,

1995-1996
Village of Homewood Department of
Public Works

EXPERIENCE PROFILE

Mr. Snider has served as consultant, design engineer, and research assistant on geotechnical engineering, municipal environmental management and roadway engineering projects including shallow foundations, pile and drilled shaft (deep) foundations, earth pressure and retaining walls, slope stability, settlement analyses, bridge abutments and cofferdam analysis; extensive laboratory testing education and experience including consolidated-undrained triaxial, one-dimensional consolidation, and direct shear testing; geotechnical field investigations including the installation of driven piles, drilled shafts, and stone column ground improvements; research, instrumentation and analysis of geodynamic blasting and construction vibrations and structural response; environmental assessments; cost-effective management solutions; and roadway geometry design. He is familiar with standards, specifications, and practices of various transportation agencies in both Illinois and Indiana.

PROJECT EXPERIENCE**Subsurface Investigation and Geotechnical Engineering Analysis for the New Prairie Parkway Highway, IDOT D-93-037-08, Grundy, Kendall and Kane Counties, Illinois**

Mr. Snider served as the Senior Geotechnical Engineer, responsible for coordination with the Client, coordination of geotechnical investigations and laboratory testing programs and the writing and preparation of geotechnical reports and analyses. Wang provided geotechnical consulting services for a new, major limited access corridor that would address long-range traffic needs from within the western collar counties of the Chicago between Interstate 80 and Interstate 88. The new highway will include more than 40 miles of roadway pavement and embankments, over 50 water crossing and multi-span bridge structures, and associated detention basins and drainage structures.

Subsurface Investigation and Geotechnical Engineering Analysis for Interstate 80 Lane and Bridge Widening, US 30 to US 45 and US 30 Interchange, IDOT Project D-91-046-10, Will County, Illinois

Mr. Snider served as the Senior Geotechnical Engineer, responsible for coordination with the Client, coordination of geotechnical investigations and laboratory testing programs and the writing and preparation of geotechnical reports and analyses. Wang has performed the subsurface exploration, laboratory testing and geotechnical engineering analyses for roadway and structure design plans for widening an 8.14-mile long section of I-80. Interior lanes and median shoulders and barriers; partial replacement and widening of the nine-span twin bridges over US 30, bridges over the Rock Island District Railroad and Hickory Creek; removal and replacement of the Old Plank Trail bridge over US 30; and the reconstruction the Interstate 80 interchange at US 30 were part of the scope of work. In addition, the design of three noise abatement walls with a total length of 1,400 feet, two detention basins, and 22 sign structures was also included in the project design.

Illinois Tollway Move Illinois Capital Program – Jane Addams Memorial Tollway over the Kishwaukee River (M.P. 18.3)

Mr. Snider is serving as the Project Manager and Senior Geotechnical Engineer responsible for project management, geotechnical analyses and recommendations. Wang is performing the subsurface exploration, laboratory testing and geotechnical engineering analyses for the Jane Adams Memorial Tollway over the Kishwaukee River. A total of 16 borings were drilled to depths ranging from 67 to 105 feet below ground surface elevation for the dual structure bridge. These borings included 4 borings drilled in the west river channel.

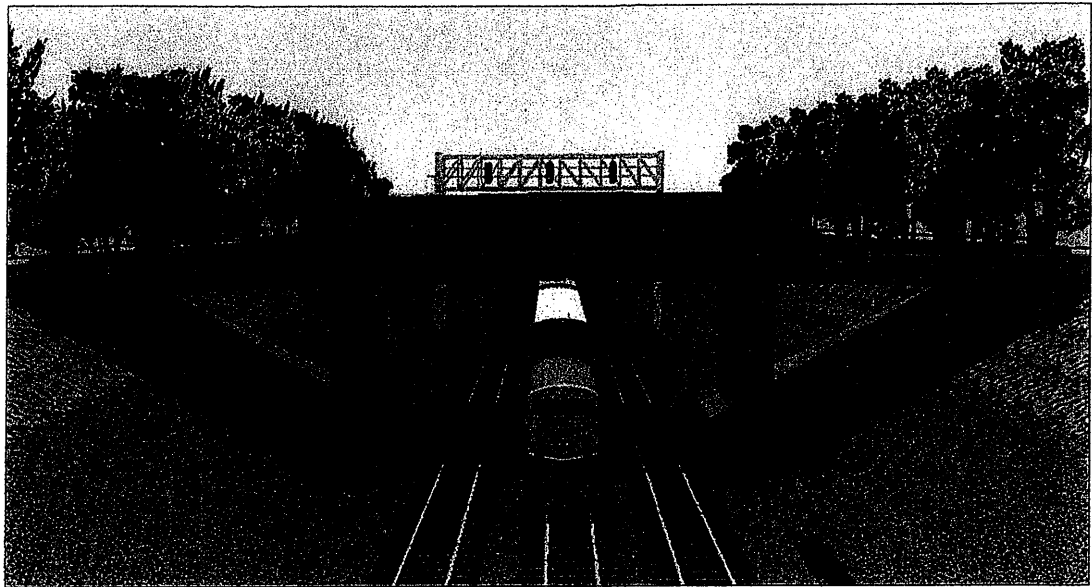
Subsurface Investigation and Geotechnical Engineering Analysis for IDOT District One Various/Various Geotechnical Engineering Services – Years 1994, 2000, 2006, 2008, 2010 and 2011

As Geotechnical Consultant to IDOT District One, Wang provided geotechnical engineering services for various projects under the blanket contracts issued in 1994, 2000, 2006, 2008, 2010 and 2011 contracts. Mr. Snider served as the Senior Geotechnical Engineer on the 2006, 2008, 2010 and 2011 contracts, responsible for coordination with the Client, coordination of geotechnical investigations and laboratory testing programs and the writing and preparation of geotechnical reports and analyses.



Oak Street Bridge Enhancements

Hinsdale, Illinois



Client
Village of Hinsdale

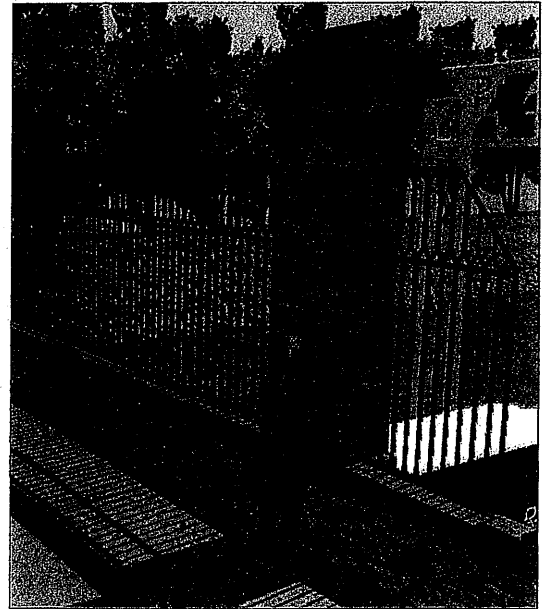
Clark Dietz, Inc.

Contact
Dan Deeter,
Village Engineer
630.789.7039

Allen Staron,
Senior Vice President
312.648.9900

Status
Phase I Complete

Construction Budget
\$15,000,000



Design Team
Clark Dietz, Inc.;
HR Green;
Huff & Huff, Inc.

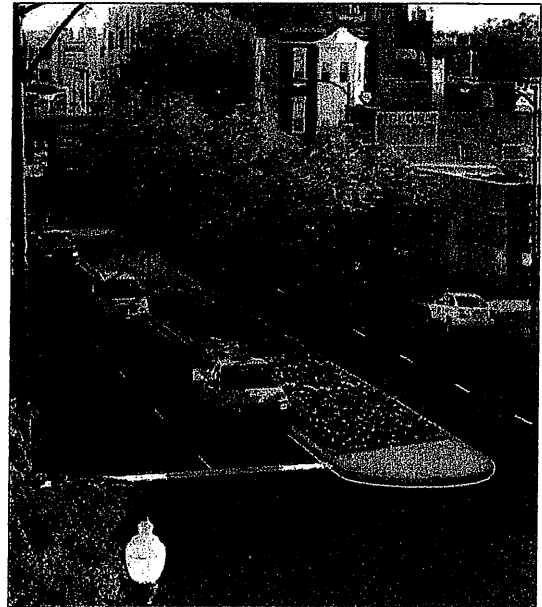
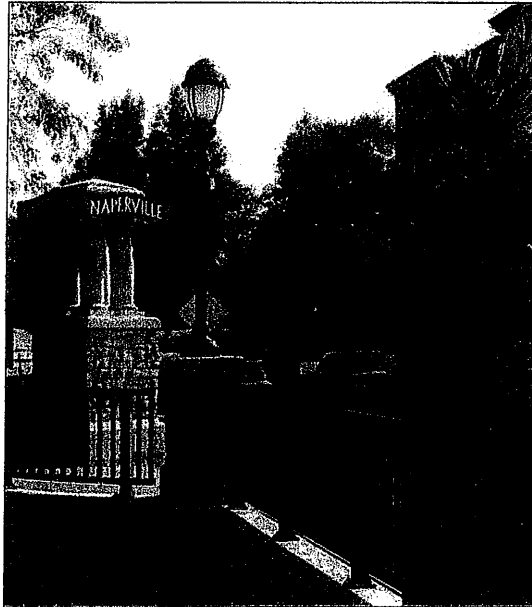
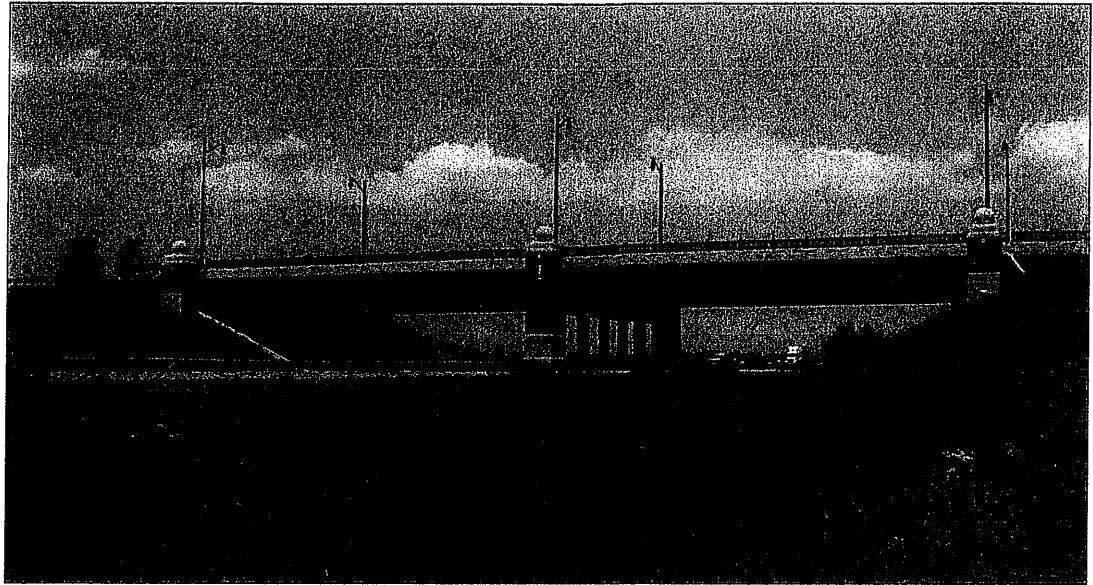
The Village of Hinsdale obtained funding from IDOT to replace the Oak Street Bridge that spans the Burlington Northern Railway line. Due to the bridge being located in a stately historic neighborhood, the Village and consultant team understood the importance of creating a design that fit into this unique site. By following the IDOT Context Sensitive Solutions process, Hitchcock Design Group developed a series of aesthetic bridge options for consideration. Through a series of Community Working Group meetings, a preferred design concept was finalized that was based on the style of the nearby Highlands Train Station. Phase I of this project was completed in 2012. Phase II, Design and Engineering is scheduled to begin in 2013.



Transportation Enhancements

Representative Projects

Oak Street Bridge Enhancements, Hinsdale, Illinois; I-57/Curtis Road Interchange, Champaign, Illinois; Main Street Bridge, Naperville, Illinois; I-55/County Line Road Interchange, Burr Ridge, Illinois; Route 56 Streetscape, Warrenville, Illinois; Western Avenue Streetscape, Chicago, Illinois; West Dempster Streetscape, Skokie, Illinois; Third Street Streetscape, Geneva, Illinois; Public Square and Maumee Street Streetscape, Angola, Indiana; Virginia Street Corridor, Crystal Lake, Illinois; NW 86th Street Corridor, Clive, Iowa; Kaskasia Alliance Multi-Use Trail (ADT), LaSalle County, Illinois; Des Plaines River Trail, Des Plaines, Illinois; DuPage River Multi-Use Trail, Naperville, Illinois; Gary Green Link Multi-Use Trail, Gary, Indiana



Transportation infrastructure is an important component of our built environment. Clearly the first priority is to ensure that facilities are designed to be functional and long lasting, but it is also important to consider enhancements that will improve the quality of the environment and create a unique sense of place within our communities. From bridges and streetscapes, to suburban corridors and bikeways, there are opportunities to develop multi-modal facilities that are functional, safe, attractive, and will establish important regional connections. By collaborating with other experienced professional firms, we have the capability to advance a project from initial planning through implementation. We can provide services that include facilitation between community leaders, jurisdictional agencies and related stakeholders; preparation of grant applications to secure project funding; design and documentation of enhancements as required for jurisdictional permitting, bidding and construction; and participation during construction administration.



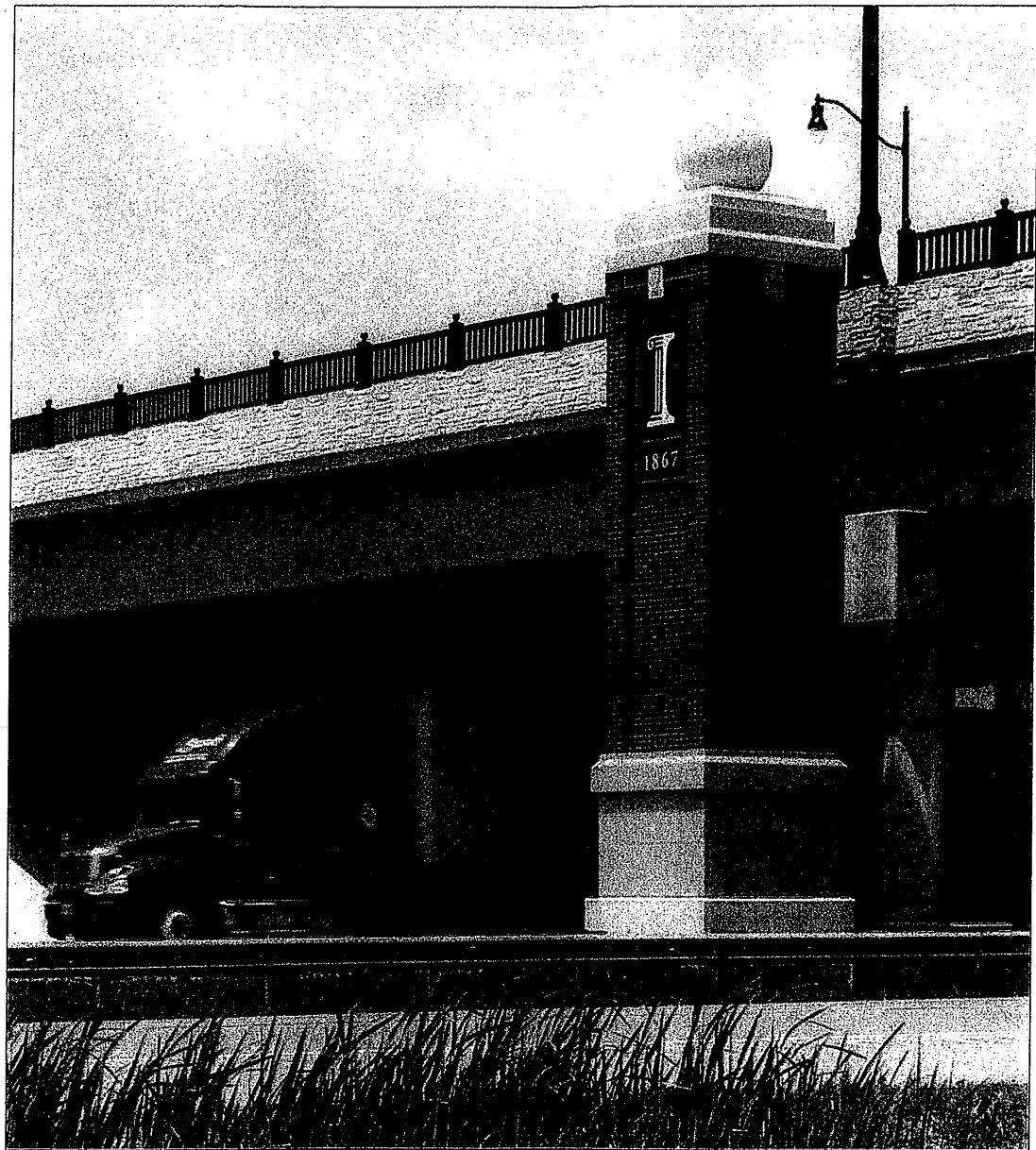
I-57 / Curtis Road Interchange Champaign, Illinois

Client
City of Champaign

Contact
Louis Braghini,
Engineering Technician III
217.403.4710

Status
Complete

Design Team
Clark Dietz



Recognizing the opportunity to make the Interstate 57 / Curtis Road Interchange a gateway to the City of Champaign and the University of Illinois, the city commissioned a consultant team including Hitchcock Design Group to develop a concept for improving this new Illinois Department of Transportation (IDOT) interchange. Aesthetic enhancements funded through the Illinois Transportation Enhancement Program (ITEP) including ornamental railings, stone patterned concrete, and masonry columns with precast capitals give the overpass a bold, new presence. The integration of the University logo and Campustown light standards with changeable banners adds character to the structure while demarcating the overpass as a gateway to the University of Illinois.



Main Street Bridge Naperville, Illinois

Client
City of Naperville

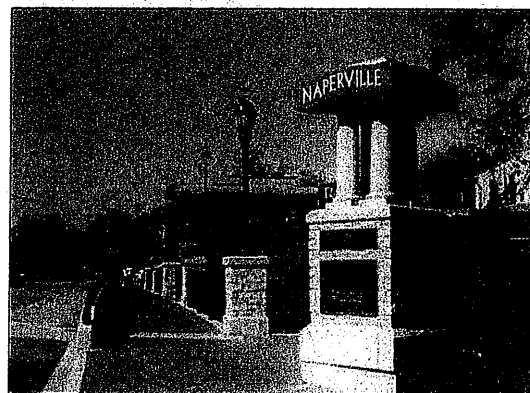
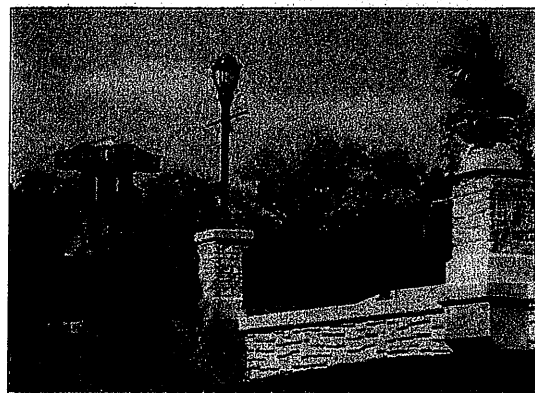
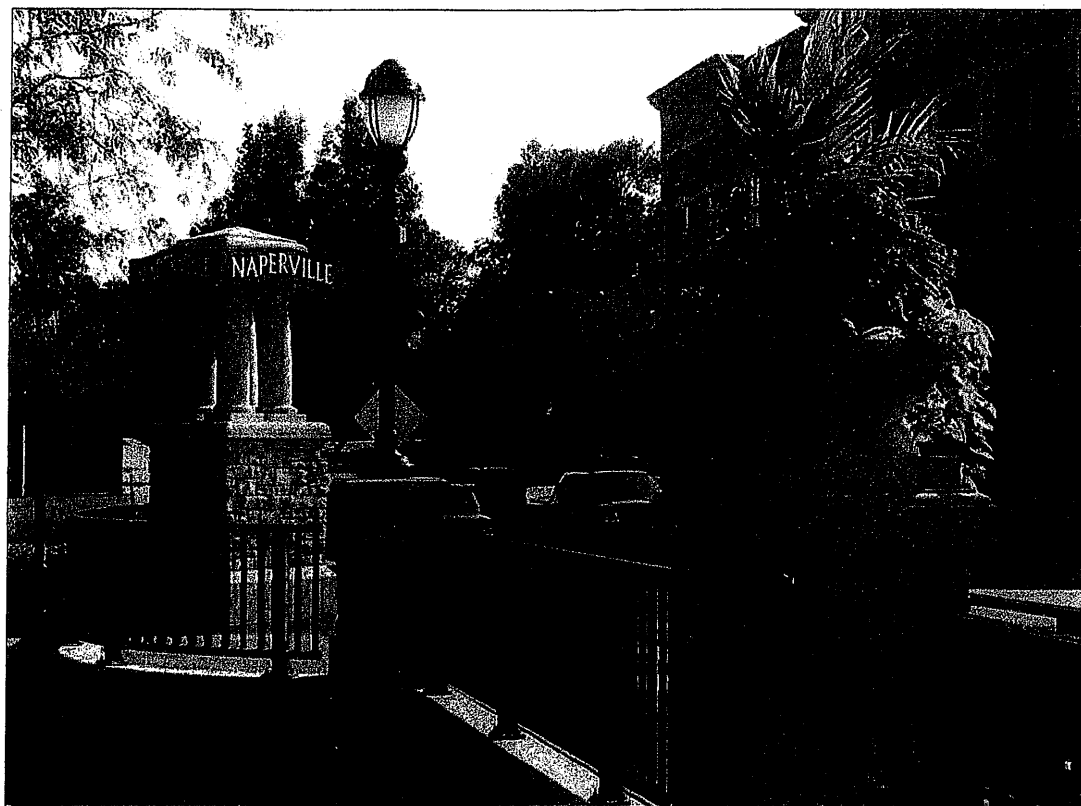
Contact
Bill Novack,
Engineering Services
630.420.6704

Status
Complete

Construction Budget
\$2,435,000

Awards
Outstanding Project
(under \$5 million) -
Illinois Sector American
Society of Civil Engineers

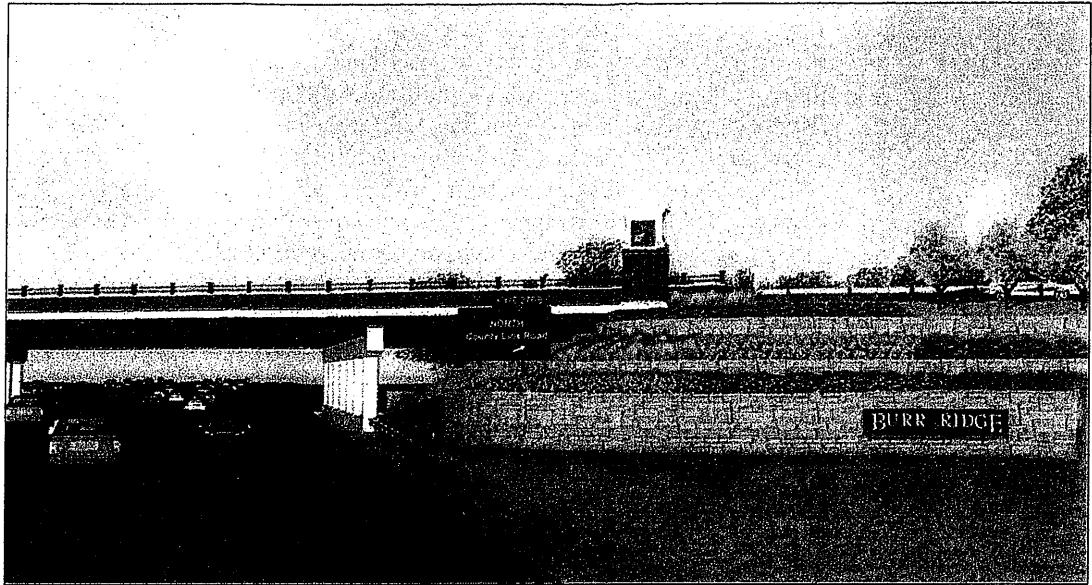
Design Team
Earth Tech



Looking to recognize the importance of this direct link into the historic central business district, the City of Naperville asked Hitchcock Design Group to participate in the design of the replacement bridge for the Main Street crossing of the West Branch of the DuPage River. The design enhances the character of the basic bridge structure and provides a pedestrian friendly entrance into the downtown, taking advantage of the vistas down the nationally recognized Naperville Riverwalk. Hitchcock Design Group's design of the bridge combined existing downtown streetscape standards with new elements, providing distinction to this entryway icon. The project required tireless advocacy throughout an extensive public process. Presentations were given in a variety of forums in order to gain consensus on the design of this important City Improvement project.



I-55 Bridge Enhancements Burr Ridge, Illinois

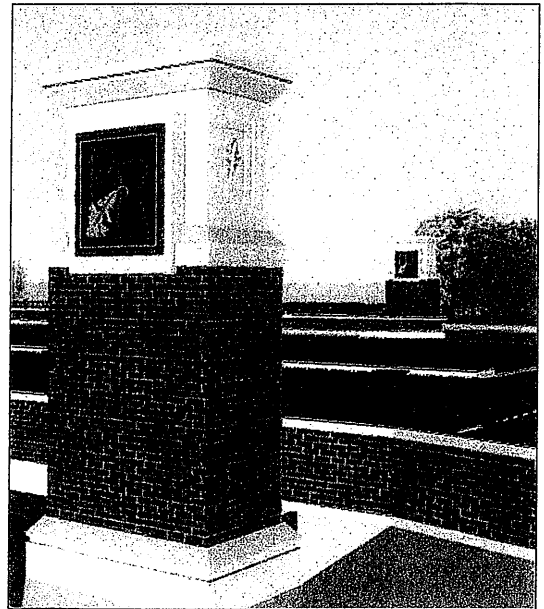


Client
Village of Burr Ridge

Contact
Doug Pollock,
Director of Community
Development
630.654.8181

Status
In Progress

Construction Budget
\$1,800,000



One of the challenges the Village of Burr Ridge faced in creating their new downtown, Burr Ridge Village Center, was signifying the entryways into Burr Ridge, specifically from I-55. In 2008 the Village commissioned Hitchcock Design Group to provide comprehensive streetscape and entryway planning services to create a unified, identifiable theme for Downtown Burr Ridge. The County Line Road Bridge over I-55 was recognized as the primary gateway into Burr Ridge.

In 2010, the Village and Hitchcock Design Group acquired funding for the bridge enhancements through the Illinois Department of Transportation Enhancement Program. The combination of bridge enhancements, decorative columns, terraced retaining walls, and landscape improvements will establish the Downtown Burr Ridge theme at this primary gateway into the village. Construction is scheduled to begin in the spring of 2013.



Timothy King, ASLA
Principal



Tim's focus on urban design, along with his disciplined management skills have helped many communities increase hospitality, improve connectivity, and promote economic development through the conception, permitting, and construction of millions of dollars of high profile public improvements. Recently, Tim has managed some of Hitchcock Design Group's most complex urban projects including multi-phased redevelopment plans, waterfronts, streetscapes, and transportation enhancements. A landscape architect with over 20 years of experience, Tim's commitment to excellence during the planning, design, and construction phases and his passion for creating better places has positioned Hitchcock Design Group as one of the leading planning and urban design firms in the region.

Education Bachelor of Landscape Architecture, with Honors
Michigan State University, 1990

Registration Licensed Landscape Architect, State of Illinois

Member American Society of Landscape Architects

Project Experience

- Oak Street Bridge Enhancements, Hinsdale, Illinois
- 22nd Street ITEP Enhancements, Oak Brook, Illinois
- Angola Public Square and Streetscape Improvement Plan, Angola, Indiana
- Geneva East State Street Streetscape, Geneva, Illinois
- Geneva Third Street Streetscape, Geneva, Illinois
- Illinois Route 53 Medians, Romeoville, Illinois
- Illinois Route 56 Streetscape, Warrenville, Illinois
- Illinois Route 72 Streetscape, West Dundee, Illinois
- Interstate 55 and County Line Road Interchange Enhancements, Burr Ridge, Illinois
- Interstate 57 and Curtis Road Interchange Enhancements, Champaign, Illinois
- La Grange Streetscape, La Grange, Illinois
- Northbrook Streetscape, Northbrook, Illinois
- Oak Brook Streetscape Beautification Master Plan, Oak Brook, Illinois
- Ogden Avenue Corridor Enhancements, Hinsdale, Illinois
- Ogden Avenue Corridor Enhancements, Naperville, Illinois
- Prairie Stone Entertainment District Streetscape, Hoffman Estates, Illinois
- University District Streetscape Design Guidelines, Champaign, Illinois
- Washington Street Streetscape, Naperville, Illinois
- West Dempster Streetscape Improvements, Skokie, Illinois
- Western Avenue Streetscape, Lake Forest, Illinois
- Woodstock Square Streetscape Guidelines, Woodstock, Illinois
- Addison Town Center Redevelopment Master Plan, Addison, Illinois
- Boneyard Creek Redevelopment, Champaign, Illinois
- Central Park Master Plan, Naperville, Illinois
- Downtown DeKalb Streetscape Improvement Plan, DeKalb, Illinois
- Elgin Riverfront, Elgin, Illinois
- Frank Van Buer Plaza and Parking Lot, DeKalb, Illinois
- Neenah Waterfront, Neenah, Wisconsin
- New Lenox Village Hall, New Lenox, Illinois
- Northbrook Metra Station, Northbrook, Illinois
- Racine Monument Square, Racine, Wisconsin
- Riverside Drive Promenade, Elgin, Illinois
- Rockford Riverwalk Master Plan, Rockford, Illinois
- Rockford Riverwalk Museum Campus, Rockford, Illinois
- St. Charles River Corridor Master Plan, St. Charles, Illinois

RECENT PROJECTS
COMMUNITY LAND ACQUISITION SERVICES, LLC

Jack E. Petersen, SRWA, RW-NAC, RW-RAC
Acquisition Manager, Sr. Acquisition & Relocation Agent

ILLINOIS DEPARTMENT OF TRANSPORTATION - DISTRICT ONE

105 Partial Takes & Temporary Construction Easements - 2005-2007
SCOPE: *On-Call Negotiation Services-Various Projects*

~100 Partial Takes & Temporary Construction Easements - 2010-2011
SCOPE: *Negotiation Services-Various Projects (Subconsultant to HNTB)*

CITY OF WEST CHICAGO

Hawthorne Lane (Powis Rd to Arbor Ave) STU - 27 Partial Takes - December 2006

SCOPE: *Project Management, Appraisal, Appraisal Review & Negotiation*

Joliet Street @ E. Wilson Avenue - 1 Partial Take - July 2011

SCOPE: *Acquisition Negotiation*

Geneva Spur - Great Western Bikeway Connector - 4 Partial Takes & Easements - Completed January 2013

SCOPE: *Acquisition Negotiation (STP Funded)*

CITY OF AURORA (SUBCONSULTANT TO HR GREEN, INC.)

East New York Street - Welsh Drive to Asbury Drive - 18 partial takes and temporary construction easements. (February 2013 completion)

SCOPE: *Negotiation Services*

CITY OF MARENGO (SUBCONSULTANT TO HR GREEN, INC.)

Prospect Street - US Route 20 to IL Route 176 - 13 partial takes and temporary construction easements. (February 2013 completion)

SCOPE: *Negotiation Services*

COUNTY OF WINNEBAGO

Blackhawk Island Flood Mitigation Program, (FEMA/IEMA HMGP / IDCEO)

SCOPE: *Project Management, Acquisition & Relocation*

Up to 32 Full Takes & TBD Relocations - Ongoing Project

Evergreen Terrace Flood Mitigation Program, (FEMA/IEMA HMGP / IDCEO)

SCOPE: *Project Management, Acquisition & Relocation*

12 Full Takes & TBD Relocation - Ongoing Project

VILLAGE OF MACHESNEY PARK

IL251/IL173 TIF District - 28 Full Takes & 22 Residential Relocations - July 2006

SCOPE: *Project Management, Appraisals, Review Appraisals, Negotiation & Relocation*

Flood Mitigation Program, Phase I 48 Full Takes & 1 Relocation - Sept 2010 to June 2011

SCOPE: *Project Management, Acquisition & Relocation (FEMA/IEMA/IDCEO)*

IL STATE TOLL HIGHWAY AUTHORITY

40 Partial Takes & Temporary Construction Easements - 2005-2008

SCOPE: *Project Management, Appraisals, Review Appraisals & Negotiation*

CITY OF CRYSTAL LAKE (SUBCONSULTANT TO PATRICK ENGINEERING, INC.)

Erick Street - 23 partial takes & easements - April 2008 to Sept 2008

SCOPE: *Project Management, Appraisals, Review Appraisals & Negotiation*

CITY OF CHICAGO - O'HARE MODERNIZATION PROGRAM

O'Hare Expansion - 40 Full Residential Takes in Bensenville - August 2006

SCOPE: *Residential Acquisition Negotiation*

CITY OF ROCKFORD - MORGAN STREET BRIDGE

Barron's Industries - July 2006

SCOPE: *Relocation Inventory*

GENERAL SERVICES ADMINISTRATION

Chicago Federal Courthouse Relocations - December 2006

SCOPE: *Relocation Plan, Restaurant Relocation*

VILLAGE OF ORLAND PARK AND COOK COUNTY DEPARTMENT OF HIGHWAYS

153rd Street - 30 partial takes & easements - July 2006

SCOPE: *Project Management, Appraisals, Review Appraisals & Negotiation*



Community Land Acquisition Services, LLC

Compassionate Eminent Domain Services

January 24, 2013

Resume of Jack E. Petersen, SR/WA; R/W-NAC; R/W-RAC Acquisition and Relocation Manager/Agent

Jack E. Petersen has worked in the right of way field for seventeen years. His land acquisition experience includes appraisal, negotiation, relocation assistance, condemnation and local public agency assistance. Mr. Petersen has a total of thirty-seven years of transportation project management, transportation and land planning, traffic engineering and program budgeting experience in the public and private sectors, 20 of which were as an Illinois Department of Transportation employee. Mr. Petersen has over seven years of experience as a land acquisition consultant and has completed assignments on several hundreds of property acquisitions and relocations.

Mr. Petersen owns Community Land Acquisition Services, LLC which provides eminent domain land acquisition negotiation and relocation assistance services to State, County and Municipal government agencies. He has worked on highway and road projects, TIF projects, and FEMA Flood Buy-out programs (non-eminent domain). As an Acquisition Negotiation Agent he prepares documentation of the acquiring agency's offer to acquire private property and negotiates amicable settlements with the property owners. Mr. Petersen researches title issues regarding property ownership and obtains releases and waivers of title exceptions; applies a working knowledge and interpretation of federal and state land acquisition policies and procedures to ensure project compliance; prepares documentation required for IDOT certification of acquisition on federally funded local agency transportation projects. Relocation assistance includes conducting relocation interviews with property owners and/or tenants; preparing relocation plans and personal property inventories, move specifications, bidder's agreements, etc. He assists in the moving of personal property from the acquired site; coordinates moving companies and other necessary bidders to obtain quotes for the move and re-establishment of personal property at the replacement location; performs replacement housing and business replacement property searches and calculations; provides relocation advisory services; and prepares and presents relocation claims for agency payments to relocatees.

As the IDOT District One Chief of Negotiations for three years, Mr. Petersen managed all aspects of the Negotiation Section to ensure closing of over 2,500 parcel acquisitions; reviewed survey plats and real estate appraisals for accuracy and consistency; negotiated over 350 administrative settlements of contested acquisitions with property owners and their attorneys; recommended project design revisions to project engineers to resolve property owner issues; worked closely with Condemnation Engineers, the Attorney General's office, Special Assistant Attorneys General and title companies to resolve land title clearing issues; and served as spokesperson at project public hearings/informational meetings.

Other Bureau of Land Acquisition experience included ensuring policy and procedure compliance for acquisition of parcels impacted by hazardous waste and/or underground storage tanks;

Resume of Jack E. Petersen, Continued

Page 2 of 2

providing technical assistance and review to over 100 local agencies for state certification of federally funded local agency transportation projects. Mr. Petersen's previous experience with IDOT also included six years of experience as the Community Assistance Chief of the Office of Planning & Programming, Chicago Area Transportation Study where he coordinated a regional transportation planning program, supervising and training a staff of eleven planners serving the sub-regions of the six-county CATS Council of Mayors. Mr. Petersen also administered funding distribution for the \$70 million annual federal transportation program and reported monthly funding status to elected and appointed officials of over 200 municipalities in northeast Illinois.

Professional Certifications and Licenses

- International Right of Way Association – Senior ROW Professional Certification (SR/WA)
- International Right of Way Association – Certified in Negotiation Acquisition (R/W-NAC)
- International Right of Way Association – Certified in Relocation Assistance (R/W-RAC)
- IDOT Approved Negotiation Agent & Relocation Agent
- INDOT Approved Relocation Agent
- IL Real Estate Managing Broker's License 2012 – Present
- IL Real Estate Broker's License 2005 – 2012
- IL Residential Appraiser's License 1994-1997

Areas of Specialization

- Project Management
- Right of Way Negotiation Acquisition
- Relocation Assistance Services
- Acquisition Policy Specialist
- Title Issue Resolution

Representative Clients

Acquisition negotiation and/or relocation services for the following State Agencies:

- Illinois Department of Transportation, Districts 1, 2, 7, & 8.
- Illinois State Toll Highway Authority
- IL Emergency Management Agency
- IL Dep't of Commerce & Economic Opportunity

Acquisition negotiation and/or relocation services for the following Local Agencies:

- | | | |
|---------------------------|-----------------------------|-----------------------|
| • City of Chicago | • Village of Orland Park | • County of Cook |
| • City of Crystal Lake | • City of West Chicago | • County of Winnebago |
| • Village of Hanover Park | • Village of Machesney Park | • City of Rockford |
| • City of Aurora | • City of Marengo | |

Education and Training

Southern Illinois University, Carbondale
B.A. Degree – Urban Studies 1974

University of Illinois, Springfield
MAPA Environmental Policy & Public
Administration (Degree Candidate)

State of Illinois

Department of Financial and Professional Regulation Division of Professional Regulation

LICENSE NO.
471.010295

The person, firm or corporation whose name appears on this certificate has complied with the provisions of the Illinois Statutes and/or rules and regulations and is hereby authorized to engage in the activity as indicated below.

EXPIRES:

04/30/2013

LICENSED
REAL ESTATE MANAGING BROKER

JACK E PETERSEN
2020 MONDAY DRIVE
ELGIN, IL 60123

Sponsor: JACK E PETERSEN (471.010295)

Sign and date below to terminate



Sponsor Signature and License No.

BRENTE ADAMS
SECRETARY

Termination date

5/7
JAN STEWART
DIRECTOR

The official status of this license can be verified at www.idfpr.com

6962309



i. Similar Project Experience

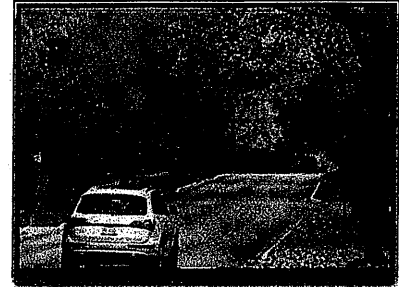
1) Village of Hinsdale Projects

PROJECT REFERENCE for all the Projects below.

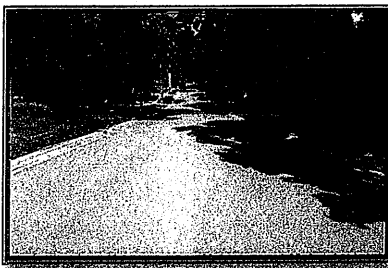
Mr. Dan Deeter, Village Engineer, Village of Hinsdale, 19 E. Chicago Ave., Hinsdale, IL 60521-3489
630.789.7039, ddeeter@villageofhinsdale.org

Garfield Street Improvements Phase I / II / III | Village of Hinsdale (2010)

Incorporated in 1873, the Village of Hinsdale encompasses some of the most beautiful historic buildings in Illinois. Garfield Street bisects Hinsdale's downtown historical district. This primary arterial street runs the entire length of Hinsdale from north to south and is lined with many fine examples of Victorian residential architecture. Like many old public rights-of-way, Garfield Street contained aging infrastructure built during a prior era. Combined sewers, constructed in the 1920s, conveyed both storm water and sanitary wastewater to a nearby wastewater treatment facility. The wastewater treatment facility has been overloaded during heavy rain events, due to the existing combined sewer systems within the Village. The combined sewer system was constructed with brick manholes and clay tile sewer pipes, which resulted in significant seepage of groundwater due to their deteriorated condition and age. Today, it is widely recognized that combined sewers are undesirable and may pose a public health risk by increasing the possibility of sewer backups into homes and surrounding topography. Combined sewers can pose an environmental hazard to the waters of Illinois, by causing unnecessary stress on the treatment system and potential overflows at the treatment system's point of discharge.



The Improvements along Garfield Street included a new separate storm sewer system to accept storm water runoff and convey it separately from the sanitary sewer system. For the purpose of project cost efficiencies, the new storm sewer was connected to the existing curb inlets throughout the project limits. The existing large diameter clay sewers and brick manholes were rehabilitated in place, rather than being replaced; resulting in significant cost savings for the Village. The project also removed three segments of aging water main and constructed new, larger water main. This further contributes to public health through water quality, and increases firefighting capacity.



Finally, the project included milling and asphalt overlay paving on Garfield Street, First Street and Park Avenue. In total, approximately 4,500 feet of the roadway corridor was improved. The existing historic brick roadway surface was carefully salvaged and returned to the Village Department of Public Works. These brick pavers will be put to good use in the future on other Village streets to match the historic character of the area while embodying the sustainable design principle of adaptive reuse. Large mature trees that are a part of the Victorian charm of the Garfield Street corridor were saved from removal and protected from damage by construction activities during the project.

HR Green, Inc. provided all surveying and engineering services for the project including planning, design, and construction phases of engineering. Surveying aspects included topographic surveying for the roadway and side streets as well as construction layout for the project. This project required precise topography to identify any existing drainage problems and to locate all parkway trees.

This project also included extensive research and mapping of the existing underground utilities, and some fairly extensive conflict design techniques for utility crossings.





The Woodlands Green Streets Initiatives | Village of Hinsdale, IL (2011-2013)



The Woodland Neighborhood in Hinsdale, Illinois has had a long history of problems related to surface water management resulting in damage to homes and personal property as well as making roads impassable during significant rainfall events. One of the goals of the Village was to manage the surface water using "green initiatives." The existing neighborhood is heavily wooded therefore the project team worked closely with the Village and Residents to minimize disturbance to the existing trees and neighborhood aesthetics while accomplishing the storm water management objectives of the Village through the use of 'Green' storm water management practices. The Green Initiatives include rain gardens, bio-swales, underground storage with infiltration areas. The environmental benefits include:

- Reduction in storm water pollutants
- Increase in the amount of storm water infiltration
- Preserve the existing neighborhood character

At completion, the project will provide improved storm water management system and reconstructed water main, rehabilitated sanitary sewers and reconstructed roadways.

Oak Street Phase I over BNSF | Village of Hinsdale, IL (2010-2012)

The Village of Hinsdale acquired the Oak Street Bridge from the BNSF in 2009 in order to utilize funding it obtained to help it replace the bridge. The bridge in its current configuration was assembled in the 1940s from salvaged materials dating back to 1899. The one lane bridge is functionally obsolete and structurally deficient (it is limited to a five ton maximum load). It is near the end of its useful life.

As a part of the Phase One Engineering team, HR Green provided the Bridge Condition Report, multiple bridge concepts (with cost analyses and impacts), and a Type Size and Location Drawing for concurrence by the BNSF, Village staff, IDOT and the Community Working Group (CWG). HR Green provided concept cost data for three other crossing sites as well. A revised Oak Street profile to meet railroad clearance requirements was developed with HR Green assistance. The new profile will make a retaining wall necessary and will require modifications to the intersecting streets including a cul-de-sac at Hillgrove Avenue. An HR Green representative assisted at each CWG meeting and Public Meeting held to discuss the project. HR Green also provided topographic and right-of-way determination survey for the project team.



2009-2011 Village Road Programs | Village of Hinsdale, IL (2011)

The Village contracted with HR Green to design improvements to multiple roadways. Improvements include hot mix asphalt patching and overlay; proposed storm sewer; sanitary sewer separation and rehabilitation; water main replacement; and ADA compliance efforts for multiple Village streets. A majority of the Hinsdale storm sewer system is still a combination sewer system. In accordance with IEPA requirements, the storm sewer was separated from the sanitary sewer in numerous location. HR Green designed a new storm water collection system which includes new storm sewer main, rehabilitating the existing catch basins and inlets and connecting them into the new system, and capping the abandoned storm sewer connections.





2) Anderson Road Extension Phase I / II / (Phase III Awarded) | Kane County Division of Transportation, IL (On Going Since 2006)

The Anderson Road Extension is a proposed new four-lane roadway that will link Illinois Route 38 to Keslinger Road. The project will provide a key north-south transportation link for vehicular access to the newly constructed Metra commuter station in Elburn and relieve congestion along Illinois Route 47 by providing a grade separation option over the railroad tracks. The new roadway will be approximately 2 miles long with signalized intersections at both Route 38 and Keslinger Road.



The project includes a three span, 496-foot-long overpass to carry the Anderson Road extension over three main line tracks of the UPRR and nine coach yard tracks. The bridge will consist of a composite concrete deck on 58-inch-deep plate girders. The project will provide a key north-south transportation link for vehicular access to the commuter train station and relieve congestion along one of the most heavily traveled roadways in the region. HR Green provided surveying, traffic analysis, preliminary geometry, drainage and environmental studies services on the project.

HR Green also provided the bridge design plans for this project to the lead consultant for METRA in 2004 as part of the UP Elburn extension project. The two bridge piers were constructed by METRA as a part of the Elburn Coach yards in 2005 but the remainder of the bridge construction was deferred. In 2006, the Kane County Division of Transportation took over the project. The bridge design was revised to accommodate a different roadway cross-section, and new design criteria. The revised plans are complete and the project is awaiting completion of Right of Way acquisition. When the project is let, HR Green is under contract to the KDOT to provide construction engineering services.

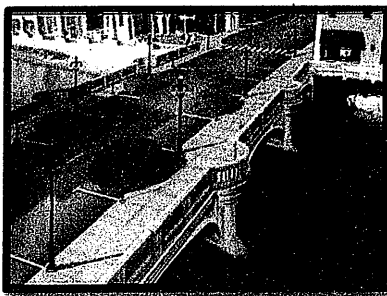
REFERENCE

Carl Schoedel-Director of Transportation
41W011 Burlington Rd
St. Charles, IL 60175
630.584.1170

3) Downer Place Bridges Phase I / II / III | City of Aurora, IL (2010-12)

HR Green was responsible for the Phase I / II / III engineering for the reconstruction of two high-profile bridges located in Aurora's downtown Stolp Island Historic District. The bridges were built circa 1910 to span over the east and west channels of the Fox River as 3-span, cast-in-place concrete, closed spandrel arches.

During Phase I, HR Green coordinated with a number of State of Illinois and federal agencies to receive environmental, historic, and preliminary design approvals. These approvals included the Project Development Report, Bridge Condition Report, and Section 106/4(f) Report. HR Green also participated in community meetings where public and business owner input was solicited in regard to project schedule, streetscaping, etc.



One of the highlights of this project is the historical significance of the old bridges (Illinois Historic Bridge Survey), historic district (Stolp Island listed on the National Register of Historic Places), and adjacent historic buildings (National Register of Historic Places). The proposed bridges generally match the appearance of the existing bridges. The Section 106/4(f) report was developed by HR Green to determine adverse effects to public properties using extensive public input and research related to the historic district and adjacent buildings. As a result of this work a Memorandum of Agreement was signed and approved by the Federal Highway Administration, Illinois State Historic Preservation Officer, IDOT, and City of Aurora.

During Phase II, HR Green was responsible for the preparation of contract plans and specifications for the proposed work to reconstruct the two historic bridges, resurface pavement within the project limits, and install a new lighting system on the bridges. Coordination with utilities, the existing riverwalk system, and adjacent buildings was





included as well. The bridge superstructures consist of precast, prestressed concrete deck beams with a 5" concrete wearing surface, decorative railing consisting of precast concrete and cast-in-place concrete. Precast concrete fascia panels mimic the original arch configuration. The existing substructures were removed to approximately 5' above the streambed and reconstructed to the beam seat elevations.

Architectural features to replicate the 1910 bridges include: light poles and globes modeled after the original "City of Lights" street lighting, concrete railings with open spindles, concrete outlooks at the piers, and the coping detail at the top of the fascia panels.

HR Green performed Phase III construction services for the \$6.8 million Downer Place Bridges over the Fox River. This was a high priority project for the City and has a high level of visibility with City Hall and many businesses lying within the project limits. This project included, traffic control, utility coordination and relocation, public involvement, streetscaping, storm sewer, parking modifications, traffic signal interconnects patching and resurfacing. Given the age of this downtown area, the design and construction team anticipated and promptly responded to a number of surprises discovered during construction without any construction delays. The bridges opened to traffic in December 2012.

REFERENCE

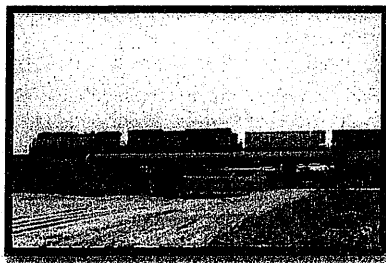
Mr. Chris Lirot, PE-Road & Bridge Engineer
City of Aurora
630.256.3620
clirot@aurora-il.org

4) Bunker Road Underpass of Union Pacific Railroad - Metra, Inc. | Kane County Division of Transportation, IL

Bunker Road was a new roadway in Kane County. It will serve a new Metra passenger station near LaFox, Illinois. Constructed in stages, the underpass construction was coordinated with a new third track on the UPRR's West Line and the relocation of one existing track. Two tracks remained in service (without slow orders) throughout construction. The new three-span railroad overpass bridge is a ballasted deck consisting of composite cast-in-place concrete on wide flange steel beams and plate girders designed to AREMA, Metra, and UPRR requirements.



The bridge was constructed in two stages at an existing 30-foot-high embankment. Two of the three tracks remained open to rail traffic at all times to carry 60 to 80 freight trains each day. The center span clears 75 feet over a proposed three-lane roadway plus wide shoulders (to allow for future widening to four lanes). The side spans cross proposed sidewalks and included provisions for access through one abutment to the adjacent Metra passenger station center platform from the sidewalk below. The entire bridge is pile supported. In addition to the bridge itself, extensive temporary sheeting and shoring was designed. The construction costs were \$4.5 million and it was completed in the Spring of 2006. The design by HR Green included all temporary shoring, the construction staging sequence, bridge structure including foundations and provisions for a future stairway up to the proposed center passenger platform.



CLIENT REFERENCE

James Wilhelms
Director of Capital Projects
Metra
312.322.6912





5) Cedar Road over Jackson Creek Phase I-II | Will County Department of Transportation, IL (2010)

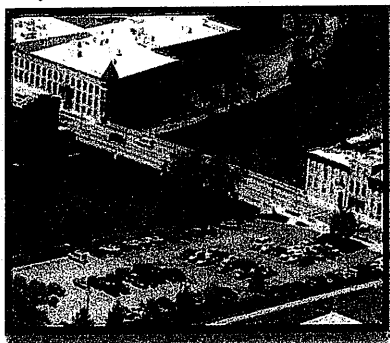
HR Green completed a Phase I study and Phase II design for the replacement of the Cedar Road Bridge over Jackson Creek (099-3026). Work by HR Green's Structural Department included a Bridge Condition Report (including field work) for the replacement of this 60-foot single span concrete "tee" beam on closed abutments (1948) bridge. The roadway work was complicated by the proximity to Metra right-of-way.

HR Green also completed a hydraulic report for this project to ensure the proposed bridge was sized properly. Since a regulatory model of the stream was not available from FEMA, HR Green completed the hydrologic modeling using HEC-1 software and determined the critical duration storm frequency for a variety of rainfall events. An iterative process was necessary to match the WSEs obtained in the HEC-1 model to the HEC-RAS model. Floodplain compensatory storage was provided in accordance with County requirements. HR Green completed all survey work, roadway geometrics, hydrologic and hydraulic modeling and bridge engineering in-house. The project utilized HBRRP funding. Phase II design by HR Green was completed in 2007. The project includes a complete replacement of the existing bridge over 105' single span bridge on new, integral abutments. Steel plate girders (40" webs) were utilized. The project was let in September 2009 for \$900,000. Construction was completed in conjunction with Cotter Consulting, Inc. and opened to traffic in September 2010.

REFERENCE

Mr. Bruce Gould, PE-Will County Department of Highways
16841 W. Laraway Road
Joliet, Illinois 60433
815.727.8476

6) Main Street Bridge over the Fox River | Carpentersville, Illinois



The Main Street Bridge is a four-span, 208-foot-long bridge spanning the Fox River in the downtown Historic District. The scope of work for this HBRRP-funded project included preparation of a Bridge Condition Report, preparation of a Phase I Engineering Report, preparation of a Section 106 Report, completion of Phase II Engineering Plans and bidding documents, and Phase III construction engineering services during reconstruction of the bridge.

The existing bridge consisted of a concrete deck on steel beams constructed in the 1930's. Two biennial bridge inspections included probing for scour, paint, and deck condition evaluation including infrared thermo graphic imaging. Five rehabilitation alternatives were analyzed for feasibility and cost. Major challenges with this project included:

- Preserving the historical character of the downtown district and facilitating historic preservation agency clearances for project approval while meeting all other local, state and federal permitting requirements;
- Working with area businesses to maintain access during construction in the immediate vicinity of the bridge while ensuring worker, pedestrian and vehicular safety;
- Maintaining effective communications with adjacent municipalities, school districts, emergency services, area businesses and residents to reduce inconvenience and minimize loss of business and ensuring good community relations;
- Providing a feasible design to fit within a constrained 60' right of way with buildings dating to the 1870's located at the right of way;
- Constructing a 16" water main through the river bedrock without impacting the riverbed to replace a critical water supply line serving the west portions of the Village;
- Dealing with unknown locations of underground utilities due to their age and improvising re-design during construction to rehabilitate the utility infrastructure with minimal impacts to the schedule; and
- Working over the Fox River while minimizing impact to the environment.





Phase I engineering developed proposed roadway geometry that met current State and Federal guidelines and at the same time fit within the tight constraints of the site. Because the project was located within the Dundee Township Historical District, the preparation and approval of a Section 106 Report was required prior to obtaining design approval to address possible adverse impacts to the historical area. The new bridge includes concrete decorative rail (Texas Rail), new period lighting fixtures, and a 10-foot bikepath.

Plans were included for the complete removal and replacement of approximately 350 feet of approach roadway on each side of the bridge. The roadway included new curb and gutter, streetlighting, and sidewalks as well as a connection to an . The preparation of final roadway and structure plans were completed for an IDOT letting in June 2005. Construction of the Main Street Bridge began in August 2005. The bridge was reopened in September 2006.

HR Green provided the Village of Carpentersville with full time resident engineering services for the project.

This project was the recipient of the 2008 APWA Fox Valley Branch and Chicago Metro Chapter Project of the Year Award in the division of Transportation \$2-10 Million.

The Carpentersville Main Street Bridge is a case study in positive community action and the power of partnerships between municipal government, local businesses, and the community as a whole. Locally, the Main Street Bridge is the only bridge connecting the east and west sides of the Village of Carpentersville serving an average daily traffic of more than 21,000 vehicles. Regionally, the bridge provides one of the few crossings of the Fox River serving a vital role in the area transportation system.





V. Willingness to meet Project Schedule

Time

A summary project schedule is included below. The summary is based on a more detailed Microsoft Project schedule we have already started for this project. The detailed schedule allows us to recommend a November letting and construction over one season. Some of the more important milestones and assumptions that went into these milestones are summarized below.

Phase II Engineering.

The summary project schedule is based on an estimated Notice to Proceed with design by June of 2013. We have assumed the Phase II Engineering agreement will be submitted to IDOT in mid-March. We have also assumed that the Project Design Report submitted to IDOT by Clark Dietz will receive a design approval by the end of April.

The schedule includes 25 working days for Village staff review and for the design team to provide project updates to the CWG at the 30%, 60% and 90% submittals. The updates may include renderings of the bridge, retaining walls and streetscaping.

Right-of-Way negotiations will start after the plats and appraisals are accepted. In order to make the November letting, right-of-way documents must be executed and submitted in late July of 2014 to allow IDOT to certify Right-of-Way by September 24th (required for November 2014 letting).

Recent projects on the November letting have been awarded in early January. An award in January would allow the Contractor to limit closure Oak Street and Hillgrove to a single construction season, rather than the 18 months noted in the request.

VI. Anticipated Workload

HR Green's team is available to begin to work on the Oak Street Bridge Replacement Project. In fact, the project team outlined above, including individuals who are experienced with the Project Phase II, are available to begin the Phase II Design upon notification should we have the fortunate opportunity of being selected.

VII. Statement of Understanding & Approach

1) Project Understanding

The Oak Street Bridge over the BNSF was replaced in the 1940s. The current bridge was constructed by the railroad using salvaged steel girders that were fabricated for a turntable in 1899. A number of repairs have been performed over the years, but the one lane bridge is obsolete, deteriorated and at the end of its service life.

The Village of Hinsdale acquired ownership of the bridge from the railroad in 2009 in order to utilize the funding they secured for the replacement project. Phase I Engineering began in 2010. The final Project Development Report will be submitted in the next month and the Village anticipates Design Approval in the first quarter of 2013.

We understand this project will consist of Phase II Engineering, right-of-way acquisition and some post design support. Raising the profile of Oak Street and reconfiguring Hillgrove Avenue will involve a significant amount of earthwork, right-of-way, utility relocation, and utility replacement. The completed roadway, drainage, bridge and many of the utilities will be owned and maintained by the Village of Hinsdale. Coordination with Village staff and conformance to Village standards will be an integral part of the entire design process, not a check off at the end of the project.





The Village engaged residents throughout the Phase I engineering process using elements of the Context Sensitive Solutions Design approach. Significant concern about increased traffic was addressed by downsizing the project footprint and review of possible traffic calming measures. Some suggested traffic calming measures could not be justified because the configuration of the existing bridge discourages through-traffic. The Village intends to compare traffic data collected during Phase I to traffic volumes after construction and evaluate possible mitigation measures. The HR Green team has experience in traffic analysis and traffic calming mitigation and will work with the Village staff to further address these concerns as applicable within the scope of the project as framed by the Phase I engineering and within the Federal and IDOT guidelines for the project.

The Adventist Hinsdale Hospital owns the properties northwest, northeast and southwest of the bridge and access to the hospital will be impacted. Their input and support was included in the Phase I engineering process but coordination will be required throughout Phase II design.

The BNSF Railroad has been very supportive of the project. During the design, we will work closely with them to minimize work on their right-of-way, coordinate the bid documents and the construction schedule with their operations and prepare the necessary agreements between the Village and BNSF.

2) Project Approach

HR Green will assemble a draft agreement and submit it to Village staff and then IDOT for review immediately after selection.

The engineering agreement will be formatted to IDOT BLR Form 5610. The agreement between the HR Green and the Village will be reviewed by IDOT before the Village allows HR Green to start work.

30% Submittal

We will work toward a 30% submittal for Village review and to update the CWG. To get to 30% several items from Phase I will have to be revisited and refined including:

- Review PDR (after Design Approval) noting revisions made during the approval process.
- Identify type, height, and limits of retaining wall(s).
- Coordination with Adventist Hinsdale Hospital (AHH) regarding the relocation of their driveway. Temporary construction access and right-of-way required adjacent to Hillgrove Avenue and southwest of the bridge.
- Review the extent of right-of-way (permanent and temporary) shown in the PDR and reduce where possible (especially within BNSF property).
- Pick up/finalize aesthetic considerations discussed in Phase I and produce renderings for Village staff, Village Board and the CWG to consider.

The goal of this exercise is concurrence with a preliminary plan so that design may proceed without late revisions.

Prior to 30% we will also:

- Televiser sanitary sewer within the project limits to determine what repair work to include in the project. This work will be performed by AccuSewer and included as a direct cost to the project.
- Extend topographic survey to include the sections noted in the request that are outside of the project limits indicated in the PDR (portions of Walnut, portions of Oak south of Chicago). Also include survey of the proposed storm sewer between the BNSF and the Highland/County Line Road intersection.
- Sample and test soils adjacent to the railroad and the hospital as outlined in the request. We would also recommend arranging to sample building debris from the existing building southwest of the bridge or requiring the current owner (AHH) to perform sampling.
- Submit the 30% drawings to BNSF.

60% Submittal

The 60% submittal will include right-of-way plats (for both easements and permanent takings), Right-of-Way appraisals and an updated opinion of construction cost. We will complete the plat of easement and provide the cost





data needed by BNSF to start the C&M (Construction and Maintenance) agreements between the Village and the BNSF.

90% Submittal

This submittal will be equivalent to the Prefinal submittal that IDOT Bureau of Local Roads will require by mid-June of 2014 in order to make the November 2014 letting. We anticipate Right of Way negotiations started after the 30% submittal will continue through 60% so that the Right of Way package can be submitted to IDOT with the Prefinal submittal; Right of Way Certification by IDOT is needed in September 2014 in order to make the November letting.

Final (100%) submittal

The final submittal (Plans Specifications and Estimate or "PS&E") is due at IDOT on August 18th, 2014 to make the November 2014 letting.

Bidding Services

This project will be let through IDOT's Bureau of Local Roads. IDOT will advertise and post the bid sets on their website. Bureau of Local Roads will also tender the bids, and open them, tabulate them and award the Contract. The design team will include time to respond to bidders questions passed along by IDOT or the Village.

Construction Phase

IDOT will require a separate agreement for Construction (Phase III) Engineering. However, we will keep the Phase I agreement open as long as we are allowed in order to answer construction phase questions. In addition to general questions, we will have Huff & Huff available to respond to any CCDD issues.

Quality Assurance

Quality assurance will be an ongoing effort throughout the design with detailed plan reviews by the Structural Reviewer and the Roadway / Utility Reviewer before each submittal. Prior to the PreFinal (90%) submittal, our QA process includes review by our Construction Engineering Group. We have found that a review by the Construction Engineer provides a different perspective aimed at finding and correcting omissions and inconsistencies in the plan and specifications. Our Construction Engineers will also provide input regarding constructability, scheduling and working days at each submittal.

VIII. Time – Bar Schedule

	2013												2014												2015												
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	
Agreement																																					
VIII. Review																																					
IDOT Review																																					
CWG																																					
BNSF Rev.																																					
30% (Prel) Plans																																					
60% Plans																																					
90% (Prefinal Plans)																																					
100% Plans (PS&E)																																					
Right of Way																																					
Adv. & Let (IDOT)																																					
Construction																																					





ix. Why HR Green

HR Green is passionate about enhancing the livability of our communities. Each person may have a slightly different definition of livability, but in general livability is about quality of life and safety of one's surroundings. This includes addressing infrastructure improvements through better planning and design, maximizing and expanding new technologies, such as the use of green solutions that provide the needed results in a non-evasive way. Our infrastructure improvement approach discussed in this document, are in line with this definition. Our team brings the following assets to this important project:

Experience of the Team—A multi-discipline team that due to our direct project and village experience will hit the ground running and require little ramp up time. This team understands the engineering process for Phase II Bridge Designs.

Railroad Coordination – We have extensive experience working on projects involving railroads including the BNSF. From our experience working with railroads, we understand their requirements, operational concerns and time lines.

Capacity to Meet Deadlines—Our staff depth and experience affords us the ability to adapt to changing situations as the public input is gathered and the issues and goals become more defined. We have the ability to apply more resources in a moment's notice if necessary to keep the project on schedule or fill a gap in a newly discovered area of expertise.

Project Management— HR Green has already begun discussing the Phase II of the Oak Street over BNSF Bridge Replacement Project. Scott Creech, PE will work closely with the Project Manager, Robert Davies, PE, SE with a wide variety of bridge replacement experience. Scott has a dynamic rapport with both his clients and his project team which will benefit with regard to the performance and delivery of this project. As Project Manager, Robert will become a vital extension to your community and make sure that the infrastructure improvements are in the best interest to the Village of Hinsdale and the affected stakeholders.

Local Knowledge— HR Green has previously been working together with the Village of Hinsdale to enhance the Village of Hinsdale. Our proposed project team comprises of professionals who already understand the goals and objectives that the Village sees as important. Our team has a successful working relationship with the Village of Hinsdale and understands the procedures of the Village.

In conclusion, we believe that HR Green's range of experience and capabilities in bridge replacement and design, storm water management (including 'green solutions'), water main, sanitary sewer and roadway infrastructure engineering as well as construction observation will provide you with expertise necessary to achieve your goals. While all of the above considerations are important ingredients in the project's success, nothing is as important as dedication and personal commitment to your needs; and you have that commitment from the HR Green team.



