



Agenda
Village of Glen Ellyn
Capital Improvements Commission
Regular Meeting
Tuesday, September 11, 2018
7:00 PM
Glen Ellyn Civic Center, Room 301

Individuals with disabilities who plan to attend the hearing and who require certain accommodations in order to allow them to observe and participate, or who have questions regarding the accessibility of the meeting or facilities, are requested to contact the Village at least 24 hours before the meeting.

A. Call to Order

B. Public Comment (Non Agenda Items)

C. Approval of Minutes

July 10, 2018 Capital Improvements Commission Meeting Minutes

D. Current Project Matters

CIC Discussion of CBD Streetscape and Utility Project

Taylor Avenue Pedestrian Tunnel Project Status and Presentation

E. Trustee's Report

F. Other Business

G. Public Works Report

H. Project Report

September 7, 2018 Monthly Construction Report

I. Adjournment



Capital Improvements Commission

535 Duane Street
Glen Ellyn, IL 60137

Meeting: 09/11/18 07:00 PM

Department: Capital Improvements Commission

Department Head: Rich Daubert

Category: Minutes

Prepared By: Rich Daubert

SCHEDULED

AGENDA ITEM (ID # 3552)

DOC ID: 3552

July 10, 2018 Capital Improvements Commission Meeting Minutes

The Draft Minutes of the July 10, 2018 Capital Improvements Commission Meeting are attached hereto for review and approval by the Commission.

ATTACHMENTS:

- CIC Meeting Minutes July 10 2018 - Draft (PDF)

MINUTES (DRAFT)

BOARD OR COMMISSION: Capital Improvements DATE: July 10, 2018

MEETING: Regular X Special _____ CALLED TO ORDER: 7:02 PM

QUORUM: Yes X No _____ ADJOURNED: 9:14 PM

MEMBER ATTENDANCE:

PRESENT: Commissioners Biggam, Cattero, Foerster, Lindquist, Syzmanski, Ryne, Zucchero

OTHERS: Professional Engineer Rich Daubert, Director Julius Hansen, Senior Civil Engineer Tom Topor

ABSENT: Chairman Lane, Commissioner Kumar

CALL TO ORDER:

The July 10, 2018 meeting of the Capital Improvements Commission, held at the Glen Ellyn Civic Center, was called to order at 7:02 PM. A quorum was present.

CHAIRMAN PRO-TEM

The commission nominated Commissioner Biggam to act as Chairman Pro-Tem, approved unanimously.

AUDIENCE PARTICIPATION (non-agenda items):

There were no comments.

APPROVAL OF MINUTES:

Commissioner Lindquist moved, and Commissioner Foerster seconded, to approve the May 8, 2018 meeting minutes. The motion was approved unanimously.

REVIEW OF DRAFT 2019 BUDGET ENGINEERING ITEMS:

Engineer Daubert gave a PowerPoint presentation of the draft budget items for 2019. He explained that engineering projects are funded from four main funds: Capital Projects Fund, Water Fund, Sewer Fund (Sanitary Sewer), and Parking Fund (Parking lots).

Engineer Daubert outlined the major roadway projects slated for 2019:

- 2019 Street Reconstruction Program \$3.7M (Streets, curbs, gutters, storm sewers) in the west central area of the Village (map provided in presentation)

- Roadway Resurfacing and Maintenance \$670,000 (Hill Ave from Cumnor to Acorn) and pavement preservation, crack sealing, etcetera
- Roosevelt/Pershing Improvement \$500,000 (Baker Hill Subdivision – putting in a left turn lane on Roosevelt for new grocery store, a ¾ access intersection)
- Sidewalk Removal and Replacement Program \$200,000

Engineer Daubert proceeded to outline the major water/sewer projects for 2019:

- 2019 Street Reconstruction Projects \$2.7M
- Roosevelt Road/Route 53 Water Main Lining \$1.5M
- Sanitary Sewer Lining Program \$500,000
 - Lining sewers on those streets that have been rehabilitated in 2018
- Memory Court Lift Station \$625,000
 - Village has 5 lift stations, this one is the oldest. Staff provided locations and commentary on each of the other lift stations.
- Village Green Storm Sewer \$300,000
 - Replacing plastic corrugated pipe that drains the Village Green ball fields, joint project with the Park District

The parking lot projects scheduled for 2019 were outlined by Engineer Daubert.

Main/Glenwood Parking Lot – A development is proposed for the Geische property that includes ground level retail with condos above and potentially a parking garage extending onto the Glenwood portion of the existing Main/Glenwood parking lot. The existing lot is in poor condition, and a retaining wall needs replacing for an estimated cost of \$250,000. Public Works put in jersey barriers to make it safe and secure in case the concrete wall fails. The Commission agreed to defer this project for a year (to 2020) due to pending development of the site.

Crescent/Metra Parking Lots – These lots need resurfacing at a cost of approximately \$80,000. The east lot is worse than the west lot. The new train station project would include complete reconstruction of these existing parking lots but per Engineer Daubert, it could realistically be 7 years before the new station is built. Engineer Daubert estimated that the existing lot is 12-15 years old. The likelihood of the new train station project is unknown. The Commission agreed that this resurfacing of the lots should be done in 2019, as they are highly visible, widely used, and funded by the parking lot fund and associated parking collection fees with users of the lots expecting them to be in good working condition.

Engineer Daubert summarized the Major Engineering Projects for 2019:

- Central Business District Streetscape Improvements (continuation of assignment from 2018)
 - Engineer Tom Topor explained that Staff invited 13 engineering firms to bid on this project. Staff is expecting about 7 proposals, due on Friday. They plan to interview select firms before awarding contract. Discussion followed regarding an old limestone sewer pipe that runs underneath the train tracks. Staff is

expecting a late 2019/early 2020 start of construction, and potentially a 2-year project.

- Engineering for Future Projects
 - Baker Hill/DuPage/Nicoll Way federal funding (LAFO) \$90,000
 - Metra Train Station Phase 2 Engineering, Budget TBD
- Roosevelt Road Water Main Design

TRUSTEE REPORT:

No trustee present.

OTHER BUSINESS:

John Hubsy from the Public Works Department presented information about the Village's water meters. The water meters were last changed out in 1999-2001. Mr. Hubsy presented an old style 5/8ths inch meter that reads in 10 gallon digits. Presently, Village employees walk from meter to meter and use a touch pad to record the meter readings. The lifetime of a meter is about 20 years, according to the manufacturer. PW staff tested over 200 meters that had been pulled from rehabs or tear downs. All the testing conducted showed that meters were performing with specifications for new meters, leading Mr. Hubsy to believe that the Village is still well served by continuing to use these meters. To go in every home and replace the entire meter would be \$3-4 million. The proposed system only requires replacing the outside of the meter, without needing to make individual in-home appointments. Staff considered hiring an outside firm to replace meters and enter a lease agreement, but ultimately the Village would lose money on this option. It is possible to change the outside part of the meters with Village employees (including hiring two part-time temp positions) in about 2 years (replacing 7000 meters).

The new system is a remote read system, no manual reading of meters is needed. The system would allow the Village a savings of \$70,000 a year by eliminating the meter reader positions, other tasks and equipment. Mr. Hubsy explained that it is an initial cost of \$645,000 for the new meter reading equipment and related expenses. The new system would allow the Village to have a daily read capability and would also allow PW to find leaks and watermain breaks much quicker. The project would be funded from the water fund. About 1600 radio read meters have already been installed as part of new construction/water meter replacement. The new system would greatly increase customer service, and allow them to be notified of increased water usage/potential leaks.

Commissioner Ryne made a motion to recommend replacement of Village's touch pad water meter technology with remote radio read technology and defer replacement of water meter bodies due to their accuracy until such information warrants. The recommended budget for this assignment is \$660,000 using in-house and seasonal labor to be funded out of the water fund. Seconded by Commissioner Lindquist. All ayes, the motion was approved unanimously.

PUBLIC WORKS REPORT:

Director Hansen explained that PW would like to install two large trees (white swamp oaks) in the CBD, to see how large of a tree they can plant in the CBD during the streetscape project. Going to do that this fall. Both trees to be planted in front of Subway on Crescent Avenue. To see if PW can physically and logistically plant that large a tree, and how the tree fares.

PROJECT REPORT:

Engineer Tom Topor gave an update on the street resurfacing project in the southwest area of the Village including the Lambert Farms Subdivision, Marston, Orchard, and Ramblewood. The project is progressing well and anticipated to be complete by mid-August.

Engineer Daubert stated that the Main Street resurfacing project is substantially complete. In addition, concrete curb and sidewalk replacement work on Park from Fairview to Crescent is substantially complete. Reconstruction of the Hill and Park intersection was recently completed. Contractors have milled all pavement from Fairview to the tracks on Park. Some utility repairs will be completed this week, first layer of asphalt pavement will go down this week. Sod replacement won't occur until September when more favorable weather permits.

ADJOURNMENT:

Commissioner Zuccherro moved to adjourn the meeting, seconded by Commissioner Ryne. With unanimous consent, the meeting was adjourned at 9:14 PM.

Submitted by C. Johnson, Recording Secretary
Reviewed by Rich Daubert, Professional Engineer



Capital Improvements Commission

535 Duane Street
Glen Ellyn, IL 60137

Meeting: 09/11/18 07:00 PM

Department: Capital Improvements Commission

Department Head: Rich Daubert

Category: Discussion Item

Prepared By: Rich Daubert

SCHEDULED

AGENDA ITEM (ID # 3553)

DOC ID: 3553

CIC Discussion of CBD Streetscape and Utility Project

Please see the attached materials pertaining to this Agenda Item.

ATTACHMENTS:

- Memo.CBD Streetscape.Recommendation to CIC (PDF)
- RFP - CBD Streetscape Improvements Addendum1 Final (PDF)
- 2018-07-13 CBD Streetscape and Utilities - Civiltech (PDF)



MEMORANDUM

TO: Capital Improvements Commission

FROM: Rich Daubert, Professional Engineer
Tom Topor, Senior Civil Engineer

DATE: September 7, 2018

RE: CIC Discussion of CBD Streetscape and Utility Improvements
Phase II Engineering Design Services

Request For Proposals

On June 12, 2018 staff issued the attached Request for Proposals (RFP) for the detailed design of CBD Streetscape and Utility Improvements. The RFP included community information, project background and a description of previously implemented plans that helped shape the project along with a description of existing conditions of the underground and above ground infrastructure in the CBD. The RFP set a specific scope of services for the assignment, described minimum required qualifications of consulting firms, included a proposed project budget, as well as an anticipated project schedule.

Proposed Improvements To Be Designed

Proposed improvements include both underground (Utility) and above ground (Streetscape) components of the project. The Utility component is based on the results of the CBD Underground Utility Study performed by RJN and includes specific watermain, storm sewer and sanitary sewer improvements. The Streetscape component includes improvements to streets and sidewalks; on-street parking; street lighting system; trees and tree planters; signage; and variety of other streetscape elements consisting of benches, bike racks, litter receptacles, and retaining walls.

The RFP divided the entire assignment into two phases of design work. Phase 1 includes Concept Development and Preliminary Engineering. Phase 2 includes Pre-Final / Final Engineering / Bid Packages and Competitive Bidding Process. Detailed descriptions of each phase are included in the attached RFP.

Proposals and Proposal Review

A mandatory pre-submittal meeting was held on June 20th to address any questions from the firms and further tune the scope of the project. A follow up addendum was issued on June 29th providing additional project scope information and extending the deadline for submitting proposals to July 13, 2018.

On July 13, 2018, proposals from six engineering firms were received. Engineering staff performed a detailed review of all six proposals based on the evaluations criteria. A summary of the results is provided below.

Total Score = Sum of Criteria Score X Points Possible / 6 (total number of firms); Maximum Score = 100							
Proposal Evaluation Criteria (Listed in RFP)	Max Points	Prime Consultants/Respondents to RFP					
		V3	ERA	Thomas	Civiltech	GHA	Primera
1. Firm Information (size, location, history, resources, etc.);	5	6	6	6	6	6	6
2. Experience on similar projects with reference (name, title, address, phone, email & fax numbers) within last three years only;	10	4	3	5	4	4	6
3. Qualifications (resumes) of personnel assigned to work on the project (project team), organizational chart, etc.;	10	2	1	3	6	4	5
4. Ability to meet project deadlines (provide schedule with work items/staff hours needed, critical path	10	4	4	4	4	6	4
5. Completeness of project approach (detailed scope of services/tasks, etc.);	30	3	1	5	6	2	4
6. Any additional services/tasks not identified in this RFP that the consultant believes will improve the project, reduce costs and time, etc.;	5	6	1	4	5	3	2
7. Not-To-Exceed Cost and Total Fixed Price	30	6	5	4	3	2	1
Total Score	100	71.7	49.2	73.3	77.5	50.8	56.7
Final Rank (1 is least favorable response, 6 is most favorable response)		4	1	5	6	2	3
Phase I Fixed Cost		\$243,592.51	\$284,394.00	\$253,285.79	\$268,502.00	\$326,803.00	\$358,475.00
Phase II Fixed Cost		\$471,931.52	\$548,677.00	\$542,857.60	\$721,444.00	\$795,185.00	\$872,721.00
Total Price Phase I and Phase II		\$715,524.03	\$833,071.00	\$796,143.39	\$989,946.00	\$1,121,988.00	\$1,231,196.00

Consultant Interviews

Follow up interviews with V3, Thomas, Civiltech, and Primera were conducted on August 28 and 30, 2018. The interview panel consisted of Village President Diane McGinley, Village Board Trustee Bill Enright, Village Manager Mark Franz, Economic Development Coordinator Meredith Hannah, Associate Planner Kelly Purvis, Professional Engineer Rich Daubert, Part-Time Professional Engineer Bob Minix, Civil Engineer Steve Warner, and Senior Civil Engineer Tom Topor.

The format of the interview included introductions, a presentation by the firm, and follow up questions from the interview panel. Follow up questions intended to identify how firms would develop concept alternatives; how multiple and potentially conflicting stakeholder interests would be addressed; how staff would be involved in the project; and the respondents' comfort with their tasks, hours, fees, and schedule provided within their proposal.

Taking staff's initial evaluation and the follow up interviews into consideration, the interview panel reached a consensus that the Civiltech team submitted the most favorable proposal and is the best firm for the assignment. Civiltech's proposal is attached for reference.

The Civiltech team was evaluated as superior in terms of design experience and overall makeup of the design team. The Civiltech members proposed for this project consists of experienced engineers and architects specializing in roadway design, ADA design, traffic engineering, landscape architecture, grant coordination, traffic signals, railroad coordination, structural engineering, environmental engineering, construction staging and historic preservation. Civiltech will team with RJN Group who would be performing underground utility design, Muse Community + Design who would be assisting in project outreach and stakeholders coordination, Jorgensen & Associates performing topographical survey, Santacruz Land Acquisitions for any required land acquisitions, and Midland and Standard for geotechnical testing.

Negotiations and Recommendations

Staff is currently working with Civiltech to fine tune the scope of services for the first phase of the design assignment. Staff plans on submitting a recommendation to retain Civiltech Engineering for the project at the September 24 Village Board Meeting. Near the completion of the first phase of the assignment, an agreement would be negotiated with the firm for the second phase of the assignment.

Action Requested

Public Works Staff would like to discuss and solicit input from the Capital Improvements Commission on the following:

1. Initially the plan is to contract design services for Phase I of the assignment. The specific items of scope for Phase I of the assignment is included in the RFP and the proposal from Civiltech. The end goal for Phase I is to arrive at a preferred scope for the project improvements including a commitment to the overall scope and limits of the project as well as details such as the roadway geometrics, materials to be utilized, preferred staging, budget, etcetera. Phase II of the assignment will involve making the Phase I concept a reality in terms of project design with the end deliverables being detailed engineering drawings, bidding/contract documents, and permits to construct the improvements. **Given the criticality of Phase I, does the Commission have any specific concerns or recommendations regarding how the Village approaches the Phase I portion of the assignment?**
2. Public outreach and community involvement is one of the most important components of the project assignment. The interview panel recognized that the Civiltech team will excel in this regard. Ways for community involvement include public meetings, online surveys, charrettes in the CBD, etcetera. **Does the CIC have any specific recommendations regarding how we engage the public, particularly the businesses that will be substantially impacted by the project?**
3. **Are there any other items of concern and/or recommendations that the Commission would like to provide to staff as it embarks on this important project?**

Attachments

Request for Proposal Addendum 1 Final
Proposal from Civiltech



VILLAGE OF GLEN ELLYN

REQUEST FOR PROPOSALS (RFP)

**CENTRAL BUSINESS DISTRICT (CBD) STREETSCAPE AND UTILITY
IMPROVEMENTS**

PHASE II ENGINEERING SERVICES



Main Street and Crescent Boulevard

Issued: Tuesday, June 12, 2018 (Amended on June 27, 2018)

Mandatory Pre-Submittal Meeting: 1:00 p.m. local time on Wednesday, June 20, 2018

Proposals Due: 12:00 noon local time on Friday, July 13, 2018

CBD Streetscape and Utility Improvements RFP
Phase II Engineering Services

Issued: June 12, 2018
Amended: June 27, 2018

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**LEGAL NOTICE
REQUEST FOR PROPOSALS (RFP)
CENTRAL BUSINESS DISTRICT (CBD) STREETSCAPE AND UTILITY
IMPROVEMENTS
PHASE II ENGINEERING SERVICES**

NOTICE IS HEREBY GIVEN by the Village of Glen Ellyn, Illinois that sealed proposals for Phase II Engineering Services for the Glen Ellyn Central Business District Streetscape and Utility Improvements in the Village of Glen Ellyn, Illinois, will be received by the Village of Glen Ellyn, Public Works Reno Service Center, 30 South Lambert Road, Glen Ellyn, Illinois 60137, until **12:00 noon local time on July 13, 2018.**

A **mandatory** pre-submittal meeting will be conducted at 1:00 p.m. local time on June 20, 2018 at the Glen Ellyn Public Works Reno Service Center, 30 South Lambert Road, Glen Ellyn, Illinois 60137.

To request an electronic copy of the RFP or obtain additional information, please contact Tom Topor, Senior Civil Engineer, by email at ttopor@glenellyn.org or by phone at 630-547-5520.

Dated at Glen Ellyn, Illinois this 12th day of June, 2018. *Amended on June 27th, 2018*

INTRODUCTION

The Village of Glen Ellyn ("**Village**") is requesting proposals for professional engineering consultant services ("**Consultant Services**") for the planning and design for improvements to Glen Ellyn's Central Business District Utilities and Streetscape. Respondents must be able to demonstrate previous experience with similar projects. The submittal shall detail the firm(s) and project team qualifications, experience on similar projects, project approach, scope of services/tasks, total fixed price, Not-to-Exceed price and any supplemental information for completing the scope of services/tasks specified hereinafter.

PROJECT BACKGROUND

Community Summary

Glen Ellyn is an attractive community with a small town atmosphere. The Village of approximately 27,000 people is located approximately 20 miles west of Downtown Chicago. It is known for its historic Central Business District, residential neighborhoods, and a variety of public amenities. The Central Business District is an active, heavily pedestrian traveled area containing a mix of shopping, entertainment, public, and residential uses. Civic buildings such as the Glen Ellyn Train Station, Civic Center, Public Library, Post Office, and Fire Station, that service the community, are all located within the Central Business District. Metra's Union Pacific – West line as well as the main stem of the Illinois Prairie Path pass through Downtown Glen Ellyn.

Project Background

The Village of Glen Ellyn plans on constructing a streetscape and utility project along the core Central Business District, generally bound by Anthony Street to the north, Western/Prospect Avenues to the west, Park Boulevard to the east, and Hillside Avenue to the south as depicted in Figure 1. The planned streetscape project is a result of a process that started in 2009 with a creation and adoption of a Downtown Strategic Plan. The Downtown Strategic Plan identified creation of economically-viable Downtown that is attractive to citizens and businesses as the main goal of any future improvements in the central Business District. Subsequently, the Village developed a Streetscape Plan & Parking Study which was adopted by the by the Village Board in 2013. The Streetscape Plan & Parking Study outlines majority of the recommendations related to the streetscape improvements in the CBD, as well as general scope of work to be included in the streetscape plan. In addition the Streetscape Plan provides specific recommendation for surficial treatment options for various locations in the CBD. These recommendations shall be used as a guide in plan preparation with final design to be approved the Village. The Streetscape Plan & Parking Study is available on the Village's website can be viewed here:

http://www.glenellyn.org/Planning/Documents/Streetscape_Plan_Parking_Study.pdf

CBD Streetscape and Utility Improvements RFP
Phase II Engineering Services

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Recently completed Community Signage and Wayfinding Plan provided additional guidelines and design standards for the Village's Directional Signs, Community Facility Identification, Parking Directional and Identity, Street Signs, and Branding Elements. The Final Community Signage and Wayfinding Plan is available on the Village's website can be viewed here:

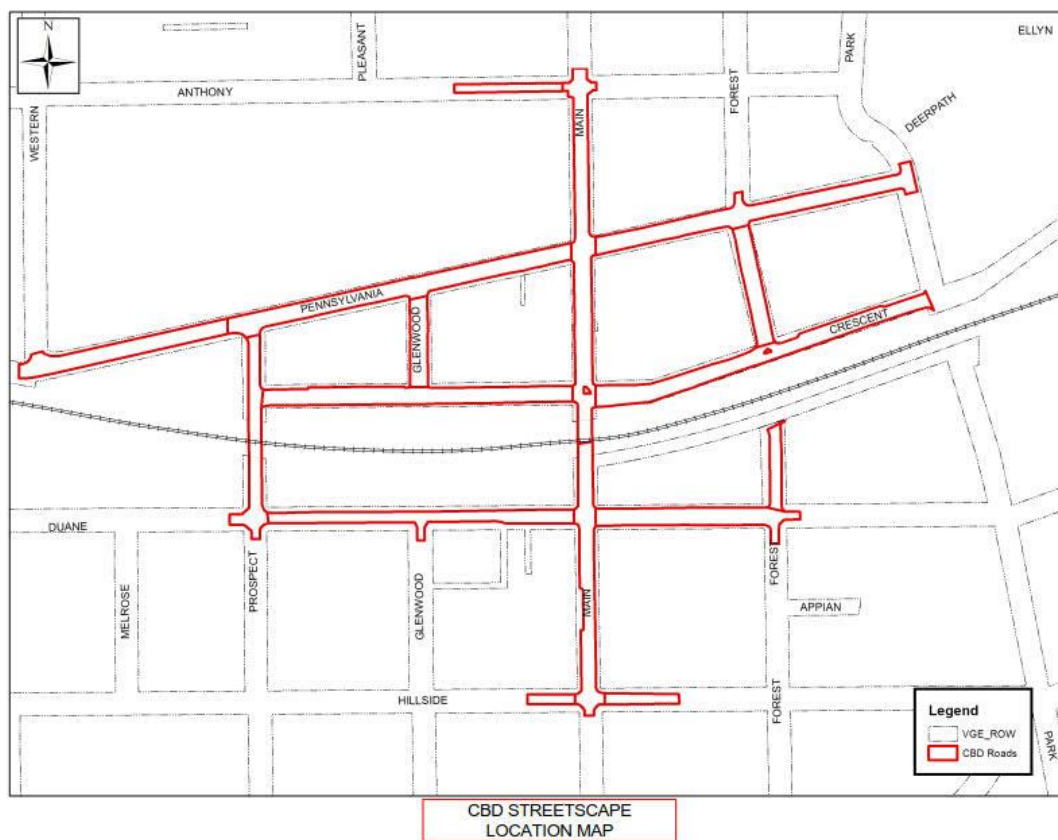
<http://www.glenellyn.org/Planning/Documents/Community%20Signage%20and%20Wayfinding%20Plan%20FINAL%203-14-16.pdf>

A recent assessment of the existing CBD surface infrastructure which included streets, sidewalks, and tree infrastructure emphasized the need to perform the basic roadway and sidewalk improvement. The planned streetscape improvements would be performed in conjunction the proposed work on street segments slated for either resurfacing or reconstruction.

In July of 2017, the Village has commenced an underground sanitary, storm, and water utility infrastructure for the Central Business District (CBD). The purpose of this assignment is to assess the condition of the aforementioned utilities in the CBD with the final deliverable for the project being a report identifying repairs and improvements to the underground infrastructure in the CBD. It is expected that the anticipated design of the underground utility improvements will be based on the results of the underground utility study. A copy of the draft report prepared by the RJN Group of the CBD Underground Utility Study dated May 2018 is included with this Request for Proposals as Attachment B.

In concert with this RFP, the Village is in the process of retaining a Planning Consultant to update the Village's Comprehensive Plan. The update will focus on 3 subareas of the Village including the Central Business District. The CBD subarea update is anticipated to be completed by early 2019. The firm retained for the Streetscape and Utility Engineering assignment will be expected to incorporate the pertinent Comprehensive Plan updates into the Streetscape Project. More specifically, subjects that will be evaluated in the CBD as part of the Plan Update include on and off-street parking, development of the McChesney-Miller site located at northwest corner of Crescent and Glenwood, potential re-development of the Village's Crescent Boulevard parking lot, and incorporation of enhances and/or new public amenities.

Figure 1



Existing Conditions

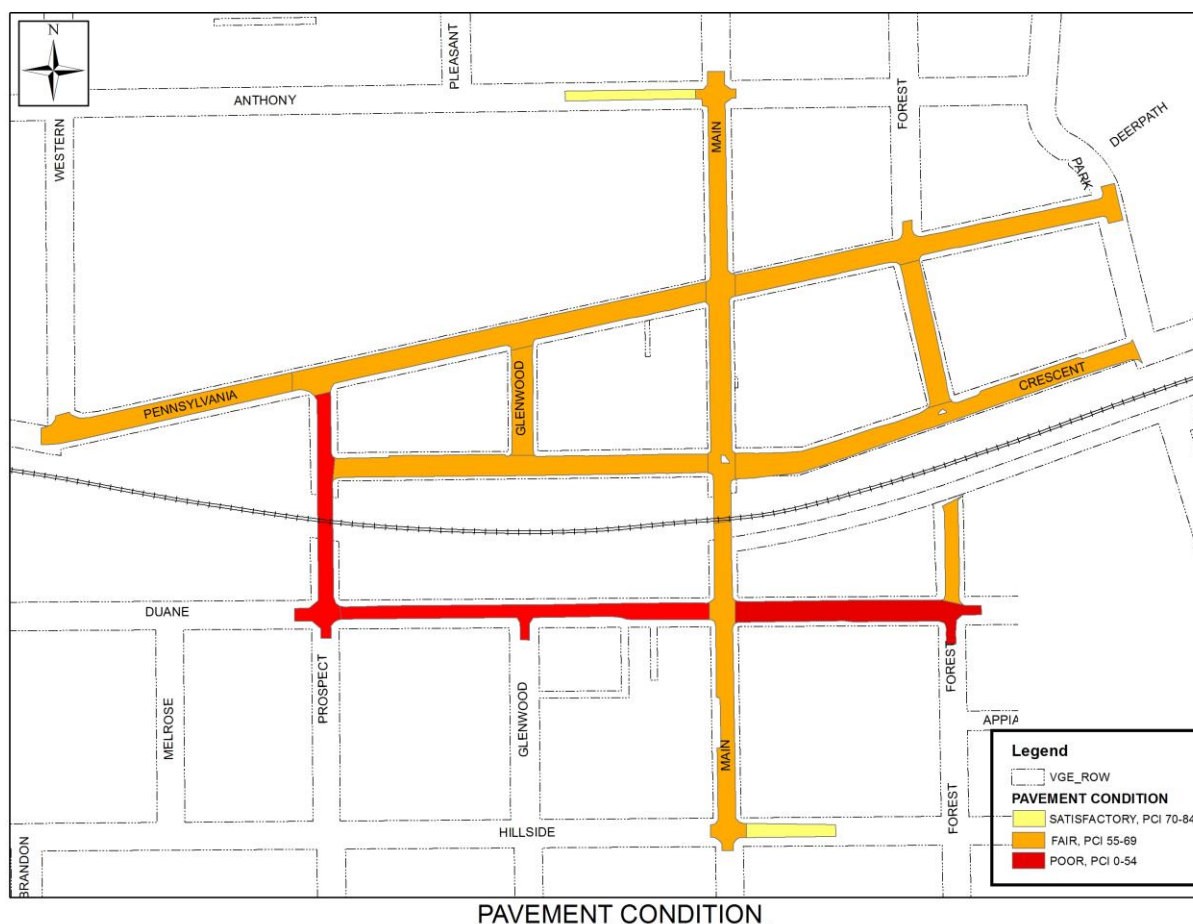
The core Glen Ellyn Central Business District is generally bound by Anthony Street to the north, Western/Prospect Avenues to the west, Park Avenue to the east, and Hillside Avenue to the south. The existing CBD surface infrastructure has not received a significant rehabilitation since the Community Development Block Grant Projects involving storm sewer, paving, and street light improvements completed in the mid-1980s. Since then, various projects have been completed along with resurfacing and selective patching, including an underground rehabilitation project and street resurfacing project both completed in 1998. Below is a general summary of various infrastructure components located in the CBD.

Pavement and Sidewalks

The core Central Business District consists of approximately 1.6 centerline miles of streets as follows: Main from Hillside to Anthony (FAU), Pennsylvania from Western to Main (FAU), Crescent from Prospect to Park (FAU from Main to Park, Local from Prospect to Main), Forest from Crescent to Pennsylvania (Local), Glenwood from Crescent to Pennsylvania (Local), Prospect from Duane to Pennsylvania (FAU), and Duane from Prospect to Forest (Local). The most recent Pavement Condition

Index (PCI) Survey completed in 2016 rated the streets in the 42-69 PCI range, or fair to poor condition. See Figure 2 for a graphic of the 2016 PCI Survey data.

Figure 2



The core Central Business District consists of approximately of 100,000 square feet of sidewalk pavement. The ongoing sidewalk maintenance has generally addressed most serious sidewalk defects, but the majority of sidewalks, curb ramps and crosswalks lack a consistency in material treatment and do not fully meet the latest ADA and PROWAG standards. A recent cursory assessment of the CBD sidewalks identified a list of potential deficiencies ranging from excessive cross slope and lack of appropriate detectable warning surfaces to non-complaint sidewalk clearances and inconsistent transitions to private property business entrances. In addition, staff is aware of vaulted sidewalk areas which will require special attention during the detailed design and construction phases of the Streetscape and Utility Project.

Water System

The Village owns and maintains water, storm, sanitary and streetlight utilities in the Central Business District. The existing watermains vary in age from approximately 30 year old ductile iron pipe on Crescent Boulevard to 110 year old cast iron pipe along the stretches of Main Street and Prospect

Avenue and other parts of the CBD. As part of the CBD Underground Utility Study, the Village engaged a consultant specializing in watermain condition assessments to analyze selected sections of the existing water system. The sections that were assessed include critical sections of the system located under the Union Pacific-West Railroad Line as well as sections of the main that had a highest number of recorded watermain breaks, including the relatively new ductile iron pipe on Crescent Boulevard. The draft report prepared by Echologics is included with this RFP as Attachment C.

Sanitary Sewer System

The Village owns and maintains 2.6 miles of sanitary sewer within the Central Business District. All sanitary sewer mains and services were recently televised and reviewed as part of the CBD Underground Utility Study. The sanitary sewer system is generally in an adequate condition. Description and condition of various component of the system are included in the attached report prepared by RJN. RJN is in the process of completing flow metering with follow-up modeling to be completed by the end of 2018. This further study may identify recommended improvements in the CBD such as up-sizing and/or adding sanitary sewer mains in the CBD which would be considered for incorporation in the Streetscape and Utility Engineering and Construction projects. *As part of the CBD Underground Utility Study rim to invert elevations of inspected structures were collected and will be available for future use. However, the Village expects that the selected consultant for the streetscape project shall dip all structures to collect and verify the accuracy of all pipe inverts and sizes.*

Storm Sewer System

The Village owns and maintains 4.6 miles of storm sewer within the Central Business District. All storm sewer mains were recently televised and reviewed as part of the CBD Underground Utility Study. Description and condition of various component of the system are included in the attached report prepared by RJN. *As part of the CBD Underground Utility Study rim to invert elevations of inspected structures were collected and will be available for future use. However, the Village expects that the selected consultant for the streetscape project shall dip all structures to collect and verify the accuracy of all pipe inverts and sizes.*

Street Light System

The bulk of the existing system was installed in the late 1980's, early 1990's, with some more recent installations on Crescent dating back to 2004. In 2017 the Village completed the process of replacing the luminaires with more efficient custom-made LED replica luminaires with up-lighting capabilities. *4 controllers are currently feeding the CBD area.*

Additional Streetscape Components

The Central Business District Right-of-Way contains a variety of existing streetscape elements consisting of tree planters, benches, bike racks, litter receptacles, retaining walls, and signage; all in various state and condition.

Trees and Tree Planters

The Village takes pride in trees that enhance the beauty of the downtown. Approximately half of the existing parkway trees are Honey locust with remaining trees being of various species. Recently

completed 2018 CBD Tree Review identified 112 parkway trees located within the CBD in various conditions. Various types of tree planters currently exist in the CBD with generally insufficient and inconsistent tree planter areas. Attached as Attachment D is 2018 CBD Tree Review completed by Osage Group.

Proposed Improvements

The Village is looking to revitalize the Central Business District by performing improvements to the following infrastructure components:

Pavement and Sidewalks

The scope of the pavement and sidewalk improvements generally shall include the following:

- Performing roadway improvements based on the PCI data and geotechnical investigations which should include reconstruction of Duane Street and various degrees of pavement resurfacing and curb and gutter replacement for all remaining streets in the scope of the project
- Ensuring the most appropriate roadway pavement improvements are performed based on the location and extent of underground utility work as well as to accommodate the needed ADA improvements
- Sidewalk, crosswalk and curb ramp upgrades to ensure full compliance with latest ADA and PROWAG standards
- Widening of certain sidewalk sections generally located on Pennsylvania, Forest, and Glenwood
- Installation of curb bump outs and pedestrian plazas as appropriate
- Consistent sidewalk, crosswalk and paved parkway decorative treatments
- Rearrangement of certain sections of on-street parking to allow for wider sidewalk and maximize on-street parking

Water System

Staff has identified the following improvements based on recently completed watermain assessment, age and material of the watermain, and current break history. The estimated scope of the watermain infrastructure improvements is itemized below. Actual scope of the water system rehabilitation will be finalized prior to proceeding with Phase II of the design work.

- *Replacement of 12" watermain and services on Crescent Blvd between Glenwood and Park (~1,500 FT)*
- *Replacement of 8" watermain and services on Main St between Hillside and Duane (~500 FT)*
- *Replacement of 8" watermain and services on Main St between Crescent and Pennsylvania (~450 FT)*
- *Abandonment of 8" watermain and services on Main St between Duane and Crescent (Under the UP-West Line) (~350 FT)*
- *Replacement of watermain and services on Pennsylvania Ave from Main St. to Glenwood (~450 FT). Main shall be up-sized from Main St. to ~250 Feet West of Main/Pennsylvania Intersection.*

CBD Streetscape and Utility Improvements RFP
Phase II Engineering Services

Issued: June 12, 2018
Amended: June 27, 2018

- *Abandonment of 6" watermain on Pennsylvania Ave from Western to Main (~1,500 FT)*
- *Lining of 12" watermain on Western Ave (extended) between Duane and Pennsylvania (under the UP-West Line) (~450 FT)*
- *Replacement of water services on Main St watermain between Pennsylvania and Anthony, including fire service lines for future use*
- *Replacement of water services on Pennsylvania Ave watermain between Western and Forest, including fire service lines for future use*
- *Addition of valve on Prospect Ave between UP-West Line and Crescent. Work may also include replacement of adjacent water service for 462 Prospect.*
- *Replacement of water services to three CBD water fountains*
- *Abandonment of water service to old decorative water fountain located at the Civic Center site*
- *Replacement and addition of new fire hydrants and valves at strategic locations throughout the CBD (Assume 10 hydrants and 10 valves)*

Sanitary Sewer System

The scope of the sanitary sewer improvements shall primarily be based on the results of the CBD Underground Utility Study performed by RJN as indicated in the draft report. The final scope may be amended in the final version of the report. Generally the scope shall include:

- Lining of medium priority sanitary mains (approx. 650 feet)
- Performing all necessary point repairs
- Investigating and improving the sanitary sewer on Glenwood Ave as described in the report
- Investigating and improving the sanitary sewer on sections of Main St as described in the report
- Sealing of abandoned services and replacing services as necessary
- Completing structure repairs as described in the report

Storm Sewer System

The scope of the sanitary sewer repairs shall be based primarily on the results of the CBD Underground Utility Study performed by RJN as indicated in the draft report. The final scope may be amended in the final version of the report. Generally the scope shall include:

- Replacing the storm sewer main on Pennsylvania Ave between east of Main St to Forest Ave
- Lining of approximately 1710 feet of high and medium priority mains
- Performing point repair at cross bore locations in the storm sewer
- Rehabilitating or abandoning the limestone box sewer under the UP-West Line at Forest
- Completing structure repairs as described in the report
- Abandoning unutilized sections of storm sewer

Street Light System

- Replacement of streetlight conduits throughout the CBD
- Relocation of street lights to accommodate required sidewalk clearance
- Replacement of all street light foundations

CBD Streetscape and Utility Improvements RFP
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- Replacement of street light *handholes*, disconnects, and other gear
- *Removal, rehabilitation (sandblasting and painting), and reinstallation of existing streetlight poles*
- *Installation of electrical outlets at the base of parkway trees*
- *Installation of street ceiling lighting at selected sections of the CBD (assume two intersections).*

Parking Assessment

Design considerations should be included for potential rearrangement of the on-street CBD parking to maximize the use of available parking spaces and for the purposes of creating required number of accessible parking spaces.

Additional Streetscape Components

Inclusion of variety of existing streetscape elements consisting of tree planters, benches, bike racks, litter receptacles, retaining walls, and signage consistent with the Streetscape Plan & Parking Study

Trees, Tree Planters and landscaping

The scope shall generally include:

- Installation of appropriately sized tree planters and raised planters for trees and landscaping
- Preparing a comprehensive tree preservations and replacement plan to include potential irrigation systems, underdrains, and structural soils installations.
- Other improvements as needed

Signage

Inclusion of the following signs as identified in the Community Signage and Wayfinding Plan:

- *Primary|Secondary Directional Signs*
- *Community Facility Identification (Remaining signs)*
- *Street Signs*
- *Branding Elements*

MINIMUM QUALIFICATIONS

- Project team must include engineers, landscape architects, surveyors, and other design professionals licensed/certified to practice in the State of Illinois as required to perform the scope of services herein described
- Prior experience with municipal clients specifically in the design of streetscape and utility projects of similar scope and scale
- Demonstrated knowledge of all applicable building, Illinois Department of Transportation, Metra, and Union Pacific Railroad Codes, Standards, and Regulations

PROJECT TEAM STRUCTURE

It is anticipated that an Architectural/Engineering firm will serve as the prime-consultant with sub-consultants serving the roles outside of the prime-consultant's areas of expertise.

Prime-Consultant: The firm serving as the prime consultant may only submit one Proposal and may not participate as a sub-consultant on any other team.

Sub-Consultants: Regardless of discipline, firms that participate only as sub-consultants may do so with as many teams as desired.

SCOPE OF SERVICES/TASKS

Respondents shall submit a detailed scope of services/tasks for the completion of the architectural and phase II engineering services. It is anticipated that the services/tasks including, but not limited to, the following will need to be performed/provided for the project, unless otherwise designated. If any additional tasks are added by the Proposer, please note as such by either bolding or italicizing in Proposal:

Phase 1 – Concept Development and Preliminary Engineering (25% Complete)

- Administer kick-off meeting to review the project goals and project approach and review how the scope of services/tasks will be implemented
Develop detailed project schedule including milestones
- Prepare conceptual design depicting the proposed improvements including site plans, exhibits, and renderings including rough cost estimates.
- Develop proposed construction timeline and phasing alternatives
- Administer at least one (1) public hearing to engage public and solicit comments on conceptual alternatives and present to final conceptual design
- Attend a Co-Committee Capital Improvements and Plan Commission Meeting to present the alternatives and public input, and to solicit recommendations
- Prepare a final conceptual alternative for consideration by the Village Board of Trustees
- Amend final conceptual alternative as necessary for approval by Village Board
- Identification of and application for applicable grants
- Coordinate improvements with planned Glen Ellyn Train Station and Pedestrian Tunnel project
- Conduct a complete and detailed topographical survey (including all above & underground utilities (pipe sizes, materials, inverts, crowns, etcetera), structures, ground contours at 1-foot intervals, critical ground spot elevations, trees 6-inches & larger in diameter, fences, mature landscaping, bushes, property lines (pins), etc.) of the project site and extending a minimum 100-feet, or longer as necessary, beyond the limits of the proposed work. This will include

obtaining the required permission from private property owners to complete the survey work on their respective properties.

- Geotechnical Soil Borings to determine subsurface conditions
- Pavement cores as required to confirm pavement section.
- Historical Database Review of all potential soil contaminants sites and any Highway Authority and Railroads Agreements
- Coordination with the Village's GIS Consortium contact to obtain all available aerial contour mapping and utility data for the project work site and immediate surrounding area. This data is only intended to supplement and not replace the detailed field topographical survey. The selected consultant will need to execute a data sharing agreement with the Village to obtain said data.
- Utility Coordination (Nicor, ComEd, AT&T, Comcast, Sprint, etc.) and resolution of all conflicts. This will include a design stage J.U.L.I.E. and utility map request from all utility owners located within and adjacent to each Project site to ensure all possible conflicts are accounted for.
- Include all Village provided archived project "as-constructed" information in the design documents.
- Refine design as necessary based upon the modeling, topographical, and utility survey results.
- Identification and initial submittal of all other required and applicable remaining Permits, including, but not limited to Village of Glen Ellyn, Illinois Department of Transportation (IDOT), Illinois Environmental Protection Agency (IEPA), Illinois Department of Natural Resources (IDNR), Union Pacific Railroad (UPRR), etcetera
- Evaluation to determine if any stormwater Best Management Practices (BMPs), including green infrastructure improvements, can be incorporated.
- Develop conceptual approach to construction staging, traffic control strategies, construction parking, pedestrian accommodations, and schedule.

Phase 2 – Pre-Final / Final Engineering / Bid Packages / Competitive Bidding Process

- Preparation of 60% and 90% Engineering Drawings (Exist. & Proposed Conditions Plan, Utility & Profiles), Quantities, Specifications, Details, Cost Estimate, etc.) to be reviewed/approved by Village staff. Five (5) hard copies of each to be provided, all drawings will be full-sized (24"x36"). One electronic copy (pdf format) of each will also be provided.
- *Based on a review of the preliminary topo survey data (collection of any visible property pins) and DuPage County parcel data, establishment of right-of-way lines where deemed necessary for the identification and acquisition of required temporary and permanent easements, which will involve acting as the Village representative in all correspondence and meetings with the property owners, preparation of necessary Temporary & Permanent Easement Plat(s), including legal and easement descriptions, etc.*
- Develop detailed plans for construction staging, traffic control, construction parking, and pedestrian accommodations.
- Completion of environmental engineering testing of soils and preparation of appropriate CCDD forms.

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- Procurement of all required and applicable Permits, including, but not limited to the Village of Glen Ellyn, DuPage County, IDOT, IEPA, IDNR, UPRR, etc.
- Final Engineering Drawing Set (including, but not limited to Title Sheet, Summary of Quantities, Traffic Control & Protection, Grading Plans, SWPP, Utility Plans, Utility Crossing Data at all major locations, Sewer Profiles, Cross-Sections, Tree Removal & Preservation Plan, Restoration/Landscape Plan, Tree Plantings, Details, General Notes, etc.) and Final Construction Estimate. Fifteen (15) hard copies of each shall be provided. All drawings will be full-sized (24"x36"). One electronic copy (pdf format) of each will also be provided.
- Preparation of Bidding/Construction Contract providing all Specific Project Specifications and Special Provisions. Note that general conditions and other "front end" Contract documents will be provided by Village. The Village also has Special Provisions that the Consultant shall utilize as pertinent to the assignment.
- Finalize and/or follow-up on any grants applied for and to ensure project(s) eligibility is maintained.
- Administration of the competitive bidding process including:
 - Conducting mandatory Pre-Bid Meeting
 - Issuing Bid Documents
 - Answering technical questions during bidding process
 - Issuing any Addendums, if necessary
 - Reviewing first and second low bidder references, similar work history and availability and making a recommendation regarding the Award of Contract or Rejection of Bids

Budget:

Estimated Budget for various components of the project*	
Item	Cost
Roadway and Sidewalk Work**	\$7.7M
Upgrade Sidewalk and Crosswalk Areas to Pavers	\$1.5M
Street Lighting Repairs and Installations – Conduit/Wiring Replacement, Urban Ceiling Lighting	\$600K
Lighted Pedestrian Bollards	\$0
Site Furnishings – Seat Walls, Benches, Bike Racks, Art, Trash Receptacles, Etc.	\$300K
Landscaping – Trees, Shrubs, Perennials, Etc.	\$300K

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Totals	\$10.4M
*Utility Improvement Budget In Development	
**Pending Determinations Made During Phase II Engineering	

ANTICIPATED SCHEDULE

The Village intends to enter into agreement with the selected consultant in 2018. A tentative and negotiable schedule is as follows:

- Enter into Consultant Services Agreement – *August* 2018
- Complete Preliminary Concept Development – October 2018
- Finalize Concept Approval – November 2018
- Complete Preliminary Engineering – December 2018
- Approve final project scope – January 2019
- Utilities Pre-Final Engineering (75% Complete) – May 2019
- Utilities Final Engineering/Bid Package – July 2019
- Utilities Competitive Bidding Process – September 2019
- Streetscape Pre-Final Engineering (75% Complete) – November 2019
- Streetscape Final Engineering/Bid Package – January 2020
- Streetscape Competitive Bidding Process – February 2020

PROPOSAL CONTENT

Proposals shall including the following information separated into tabbed sections as follows:

1. Cover Letter:
Provide a brief cover letter expressing interest in providing the services in connection with the proposed project and summarizing the key points of the Proposal.
2. Firm Information:
Provide the name, address, and contact information for all firms involved in the project. Also include number of years in business, principals in the firm, primary contacts, and the proposed role for each firm in the project.
3. Financial and Legal Status:
 - a. Describe the general financial capability of the firm.
 - b. List any litigation and any actions taken by any regulatory agency against or involving the firm or its agents or employees with respect to any work performed within the previous ten years.
 - c. List insurance coverage that the firm has which would be applicable to the work described in this RFP.

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4. **Project Understanding:**
State in concise terms your understanding of the project and its goals, as well as suggested scope of services. State the team's project and cost control approach in providing the highest quality service at the best value. Also note the proposed approach for outreach with project stakeholders and available resources to complete the project.
5. **Project Team Information:**
List any partners, subcontractors or sub-consultants, which may be used as well as their roles in the project.
6. **Project Staffing:**
List personnel who will be directly involved with the project and their experience with similar type and size of projects. Include resumes with a maximum of two pages per staff member.
7. **Scope of Services/Tasks:**
Indicate a detailed recommended scope of services and suggested tasks the Village of Glen Ellyn should consider to meet the goals of this project. This shall include, but is not limited to, the items listed in the RFP.
8. **References:**
List at least three references for each consultant and sub-consultant, which you believe support your qualifications to complete this project.
9. **Project Portfolio:**
Summarize at least five projects in similar scope and magnitude completed by the firm within the past ten (10) years, including references.
10. **Additional Information:**
Include any other information you believe to be pertinent to the RFP.
11. **Total Not-to-Exceed Price :** Respondents shall provide a *Total Not-to-Exceed Price* including supporting documentation for formulating the *Total Not-to-Exceed Price* including hours, hourly rates, and direct costs/reimbursable expenses for Phase 1 of the Work.
12. **Total Not-to-Exceed Price:** Respondents shall provide a *Not-To-Exceed Cost* including supporting documentation for formulating the *Not-To-Exceed Cost* including hours, hourly rates, and direct costs/reimbursable expenses for each Phase 2 of Work. This price should be based on the scope of the improvements as currently listed in the RFP. Upon completion of Phase 1 design, the final scope of services will be reviewed and if mutual agreed the proposed fee for Phase 2 design amended.

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In submitting a Proposal, Consultant agrees to the “Attachment A General Terms and Conditions” document provided with this RFP. The document will become a part of the Consultant Services Agreement to be executed between the Village and selected Consultant

INSTRUCTIONS TO PROPOSERS

Preparation of Proposals

All proposals must be signed by an authorized official. Proposals that contain omissions, erasures, alterations, or additions not called for, conditional or alternate bids unless called for, or that contain irregularities of any kind may be rejected.

Clarifications

Village reserves the right to make clarifications, corrections, or changes in this RFP at any time prior to the time proposals are opened. All proposers or prospective proposers will be informed of said clarifications, corrections, or changes.

Delivery of Proposals

Please submit **four (4) paper copies** of your proposals in a sealed envelope plainly marked:

Glen Ellyn Central Business District Streetscape and Utility Improvements Phase II Engineering Services with firm's full legal name to the **Village of Glen Ellyn, Public Works Reno Service Center, 30 South Lambert Road, Glen Ellyn, IL 60137, Attention: Tom J. Topor, PE, Senior Civil Engineer, no later than 12:00 P.M., July 13, 2018.** In addition, **please submit one (1) CD-ROM or USB flash drive containing your proposal.** Proposals may be delivered by mail or in person. Proposals received after the time specified above will be returned unopened.

Freedom of Information Act

All information submitted to the Village in response to this Request for Proposals shall be deemed a public record and will be subject to disclosure under the Illinois Freedom of Information Act (5 ILCS 140 *et seq.*) subsequent to the award of the contract. Proposers are advised that Section 7(1)(g) of that Act exempts the following from disclosure:

Trade secrets and commercial or financial information obtained from a person or business where the trade secrets or commercial or financial information are furnished under a claim that they are proprietary, privileged or confidential, and that disclosure of the trade secrets or commercial or financial information would cause competitive harm to the person or business, and only insofar as the claim directly applies to the records requested.

Proposers desiring to have portions of their proposals considered exempt are advised to mark these portions accordingly.

Withdrawal of Proposals

No proposal shall be withdrawn for a period of 90 days after the opening of any proposal.

Rejection of Proposals

Proposals that are not prepared in accordance with these Instructions to Proposers may be rejected. If not rejected, Village may demand correction of any deficiency and accept the deficiently prepared proposal upon compliance with these Instructions to Proposers.

Acceptance of Proposals

Proposals submitted are offers only and the decision to accept or reject is a function of quality, reliability, capability, reputation, and expertise of the Proposers.

The Village reserves the right to accept the proposal that is, in its judgment, the best and most favorable to the interests of Village and to the public based on the evaluation factors in this RFP; to reject the low price proposal; to accept any item of any proposal; to reject any and all proposals; and to waive irregularities and informalities in any proposal submitted or in the request for proposal process; provided, however, the waiver of any prior defect or informality shall not be considered a waiver of any future or similar defect or informality. Proposers should not rely upon, or anticipate, such waivers in submitting their proposal.

Insurance Requirements

Contemporaneous with Consultant's execution of the Agreement for the assignment, Consultant shall provide certificates and policies of insurance evidencing at least the minimum insurance coverages and limits set forth hereinafter. For good cause shown, Owner may extend the time for submission of the required policies of insurance upon such terms, and with such assurances of complete and prompt performance, as Owner may impose in the exercise of its sole discretion. **Such policies shall be in a form acceptable to Owner and from companies with a general rating of A minus and a financial size category of Class X or better in Best's Insurance Guide and otherwise acceptable to Owner. Such insurance shall provide that no change, modification in, or cancellation of any insurance shall become effective until the expiration of 30 days after written notice thereof shall have been given by the insurance company to Owner.** Consultant shall, at all times while providing, performing, or completing the Services, maintain and keep in force, at Consultant's expense, at least the minimum insurance coverages as follows:

- A. Worker's Compensation and Employer's Liability with limits not less than:
 - (1) Worker's Compensation: Statutory;
 - (2) Employer's Liability:

\$1,000,000 injury-per occurrence

\$500,000 disease-per employee

\$1,000,000 disease-policy limit

Such insurance shall evidence that coverage applies in the State of Illinois.

- B. Comprehensive Motor Vehicle Liability with a combined single limit of liability for bodily injury and property damage of not less than \$1,000,000 for vehicles owned, non-owned, or rented.

All employees shall be included as insureds.

- C. Comprehensive General Liability with coverage written on an “occurrence” basis and with limits no less than:

General Aggregate: \$2,000,000 Bodily Injury and Property Damage
Combined Single Limit for this Project.

Coverages shall include:

- Broad Form Property Damage Endorsement
- Blanket Contractual Liability (must expressly cover the indemnity provisions of the Contract)

- D. Professional Liability Insurance. With a limit of liability of not less than \$1,000,000 per occurrence and \$2,000,000 in the aggregate and covering Consultant against all sums that Consultant may be obligated to pay on account of any liability arising out of the Contract.

- E. Umbrella Policy. The required coverages may be in any combination of primary, excess, and umbrella policies. Any excess or umbrella policy must provide excess coverage over underlying insurance on a following-form basis such that when any loss covered by the primary policy exceeds the limits under the primary policy, the excess or umbrella policy becomes effective to cover such loss.

- F. Owner as Additional Insured. Owner shall be named as an Additional Insured and a Cancellation Notice recipient on all policies except for:

Worker’s Compensation
Professional Liability

Each such additional Insured endorsement shall identify Owner as follows: The Village of Glen Ellyn, including its Board members and elected and appointed officials, its officers, employees, agents, attorneys, consultants, and representatives.

- G. Other Parties as Additional Insureds. In addition to Owner, the following parties shall be named as additional insured on the following policies:

Additional Insured

Policy or Policies

All additional public or private property owners as needed on all policies with the exception of Worker's Compensation and Professional Liability.

EVALUATION OF PROPOSALS

The submitted proposals will be reviewed/selected based upon factors in this RFP and including the following:

1. Firm Information (size, location, history, resources, etc.);
2. Experience on similar projects with reference (name, title, address, phone, e-mail & fax numbers) within the last *ten* years only;
3. Qualifications (resumes) of personnel assigned to work on the project (project team), organizational chart, etc.;
4. Ability to meet project deadlines (provide schedule with work items/staff hours needed, critical path items, etc.);
5. Completeness of project approach (detailed scope of services/tasks, etc.);
6. Any additional services/tasks not identified in this RFP that the consultant believes will improve the project, reduce costs and time, etc.; and
7. *Total of Not-to-Exceed Prices for Phase 1 and Phase 2 of the assignment*

Follow-up discussions may be conducted with firm(s) to resolve any questions, finalize the scope of work and agreement on final Total Fixed Price cost as a means to recommend final selection to the Village Board of Trustees. **Follow-up interviews with short listed firms will be conducted on July 23rd and July 24th. Please ensure that key staff members are available on those days to meet with the Village.**

CBD Streetscape and Utility Improvements RFP
Phase II Engineering Services

Issued: June 12, 2018
Amended: June 27, 2018

PROPOSAL/AGREEMENT ACCEPTANCE FORM

*****THIS PROPOSAL, WHEN ACCEPTED AND SIGNED BY AN AUTHORIZED SIGNATORY OF THE VILLAGE OF GLEN ELLYN, SHALL BECOME A CONTRACT BINDING UPON BOTH PARTIES.**

Entire Block Must Be Completed When A Submitted Proposal Is To Be Considered For Award

PROPOSER:

_____	Date: _____
Company Name	
_____	_____
Street Address of Company	Email Address
_____	_____
City, State, Zip	Contact Name (Print)
_____	_____
Business Phone	24-Hour Telephone
_____	_____
Fax	Signature of Officer, Partner or Sole Proprietor

	Print Name & Title
ATTEST: If a Corporation	

Signature of Corporation Secretary	

VILLAGE OF GLEN ELLYN:

	ATTEST:
_____	_____
Authorized Signature	Signature
_____	_____
Printed Name	Printed Name
_____	_____
Title	Title
_____	_____
Date	Date

CBD Streetscape and Utility Improvements RFP
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In submitting a Proposal, Consultant agrees to the “Attachment A - General Terms and Conditions” document provided with this RFP

QUESTIONS

All questions concerning the project, the submittal of Proposals, the Village’s review and evaluation of submittals should be directed to:

Tom Topor, PE
Senior Civil Engineer
Village of Glen Ellyn
Public Works Reno Service Center
30 South Lambert Road
Glen Ellyn, IL 60137
Phone 630-547-5520
Fax 630-469-3128
ttopor@glenellyn.org

Pertinent inquiries that could impact the response to this RFP will be answered and circulated to all entities who have received a copy of this RFP.

APPENDIX

Attachment A General Terms and Conditions

Attachment B Central Business District Underground Sanitary, Storm, and Water Utility Study –
DRAFT

Attachment C Attachment C-Echologics ePulse Draft Report for RJN_Revision 01 04 2018

Attachment D CBD Streetscape Tree Assessment



PROPOSAL TO PROVIDE PHASE II ENGINEERING SERVICES

Central Business District (CBD) Streetscape and Utility Improvements

July 13, 2018





Proposal for Phase II Engineering Services
Central Business District (CBD) Streetscape and Utility Improvements

Village of Glen Ellyn | July 13, 2018

1. Cover Letter

2. Firm Information

3. Financial and Legal Status

4. Project Understanding

5. Project Team Information

6. Project Staffing

7. Scope of Service/Tasks

8. References

9. Project Portfolio

10. Additional Information

11. Phase I Price

12. Phase II Price



Civiltech Engineering, Inc.
www.civiltechinc.com

Two Pierce Place, Suite 1400
Itasca, IL 60143
Phone: 630.773.3900
Fax: 630.773.3975

30 N LaSalle Street, Suite 2624
Chicago, IL 60602
Phone: 312.726.5910
Fax: 312.726.5911

Transportation

Civil

Construction

Environmental

Water Resources

Structural

Right-of-Way

July 13, 2018

Mr. Tom J. Topor, P.E.
Senior Civil Engineer
Village of Glen Ellyn
Public Works Reno Service Center
30 South Lambert Road
Glen Ellyn, IL 60137

**Re: Request for Proposal
Central Business District (CBD) Streetscape and Utility Improvements
Phase II Engineering Services**

Dear Mr. Topor:

The Civiltech team is excited about the opportunity to provide the Village of Glen Ellyn Phase II Engineering Services for the Central Business District Streetscape and Utility Improvements. We also are submitting Phase I services as required to complete Concept Development and Preliminary Engineering.

Glen Ellyn's Central Business has all of the elements that ignite our team's passion and creativity. At Civiltech, we strive to design infrastructure improvements within the public way that successfully balance the needs of the users of all modes of the transportation system. Our goal is to produce a design that respects and enhances vehicular mobility and the neighborhood context, while providing high level pedestrian, bicycle, and transit accommodations.

We believe that public way improvements are more than just transportation improvements, and that transportation improvements should have many purposes which all aim to improve the quality of life for the adjacent areas. For these reasons, we are eagerly submitting our qualifications with our proposal, showcasing our staff's talents and recent experiences and our unique specialized services. By selecting Civiltech, the Village will be partnering with a consultant team that brings the following attributes:

- Extensive experience with roadway and intersection improvements throughout the region, some of which are included in the Related Experience section of this proposal. Significant Complete Street Design experience that includes on-street bicycle accommodations, with an emphasis on balancing the needs of all transportation modes.
- Streetscape experience that includes green infrastructure, pedestrian plazas, gateway treatments, side street bumpouts, decorative cross walks, ADA compliance, center refuge islands, and lighting.
- Extensive previous experience with and working knowledge of the Village of Glen Ellyn.
- A successful history of positive coordination with stakeholders that are affected by roadway improvements being designed by Civiltech.
- An in-house team with all the specialized disciplines required for this project including landscape architecture, planning, and land acquisition, as well as transportation engineering.
- Separate but integrated Phase I, II, and III teams that work closely together to establish fundamental design elements, ensuring that key design decisions are understood and carried through the completion of project, and that the transition between phases is smooth and well-coordinated.
- An up-front dedication to understanding the project's elements, challenges, and strategies to make it a success for all parties involved.

We recognize the significance of the utility improvements to the scope and success of this project and have included RJN Group, Inc. on our team. Since RJN provided assessments and the resulting reports for Glen Ellyn's Sanitary Sewer System and Storm Sewer System, they will ensure that the needs and recommendations documented in the reports are carried through the design.



RJN has a clear understanding of the Village's utility improvement needs, and that understanding is represented in the comprehensive scope of services and cost allocations included in this proposal. With the Civiltech team, the Village will have a thorough understanding of the utility improvement requirements, including work needs and costs, minimizing the chance for unpleasant surprises down the road.

We have chosen the following additional subconsultants We have strong working relationships with all of these companies, and they will perform their service as an extension of the Civiltech team with their work being coordinated by the Project Manager.

Jorgensen & Associates, Inc. has been providing surveying services for public and private sector clients for over 28 years. Jorgensen will provide right of way layouts and plats. Also, Jorgensen will provide topographic surveying.

Midland Standard Engineering and Testing, Inc. specializes in providing geotechnical engineering and construction materials testing throughout the region. MSET will provide Geotechnical Services and Material Testing as required for the project.

Huff & Huff, Inc. (H&H), a subsidiary of GZA GeoEnvironmental, Inc. is a multi-disciplined firm providing environmental and civil engineering services as well as natural resource assessments to the region since 1979. H&H will provide Environmental and CCDD services on the project.

Muse Community + Design is a Chicago-based urban planning and public engagement firm that helps clients make inspired changes to improve their communities. Civiltech and Muse make a powerful public engagement team ensuring strong and positive community and stakeholder participation, communication, and collaboration.

Santacruz Land Acquisitions specializes in negotiation and acquiring parcels of land for right of way use for public infrastructure projects. Sanatacruz has provided negotiations on all Civiltech land acquisition projects for the past 8 years and will support the Civiltech Right of Way team on this project.

I will serve as the Senior Project Manager and will be the primary contact for this submittal. We are proposing an outstanding team of engineers for all components of this project. Within this proposal, we have highlighted the key staff and included their resumes as an attachment.

Thank you for the opportunity to submit our proposal. I hope this letter and our proposal capture our excitement and interest in this opportunity. We look forward to expanding our relationship with Glen Ellyn and introducing you to the different, additional services our firm offers. Please contact me if you have any questions or if you wish to discuss any component of this proposal.

Very truly yours,
CIVILTECH ENGINEERING, INC.

A handwritten signature in blue ink that reads "Michael J. Folkening".

Michael J. Folkening, P.E., PTOE, LEED Green Associate
Director of the Chicago Office / Vice President
312.564.2491
mfolkening@civiltechinc.com

CBD Streetscape and Utility Improvements RFP
Phase II Engineering Services

Issued: June 12, 2018
Amended: June 27, 2018

PROPOSAL/AGREEMENT ACCEPTANCE FORM

*****THIS PROPOSAL, WHEN ACCEPTED AND SIGNED BY AN AUTHORIZED SIGNATORY OF THE VILLAGE OF GLEN ELLYN, SHALL BECOME A CONTRACT BINDING UPON BOTH PARTIES.**

Entire Block Must Be Completed When A Submitted Proposal Is To Be Considered For Award

PROPOSER:

Civiltech Engineering, Inc.
Company Name

Two Pierce Place, Suite 1400
Street Address of Company

Itasca, IL 60143
City, State, Zip

630.773.3900
Business Phone

630.773.3975
Fax

Date: July 13, 2018

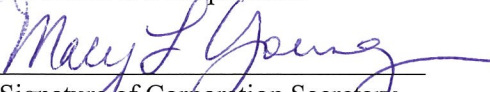
mfolkeneng@civiltechinc.com
Email Address

Michael J. Folkening, P.E. PTOE,
LEED Green Associate
Contact Name (Print)

312.656.0687
24-Hour Telephone


Signature of Officer, Partner or
Sole Proprietor
Michael J. Folkening, P.E., PTOE
Vice President
Print Name & Title

ATTEST: If a Corporation


Signature of Corporation Secretary

VILLAGE OF GLEN ELLYN:

Authorized Signature

Printed Name

Title

Date

ATTEST:

Signature

Printed Name

Title

Date



Proposal for Phase II Engineering Services
Central Business District (CBD) Streetscape and Utility Improvements

Village of Glen Ellyn | July 13, 2018

1. Cover Letter

2. Firm Information

3. Financial and Legal Status

4. Project Understanding

5. Project Team Information

6. Project Staffing

7. Scope of Service/Tasks

8. References

9. Project Portfolio

10. Additional Information

11. Phase I Price

12. Phase II Price

2. Firm Information

Prime Firm

Civiltech Engineering, Inc.

30 years in business

Corporate Headquarters
Two Pierce Place, Suite 1400
Itasca, IL 60143

Chicago Office
30 N. LaSalle Street, Suite 2624
Chicago, IL 60602

Contact: Michael J. Fokening, P.E., PTOE, LEED Green Associate
Vice President / Director of Chicago Office
312.564.2491 mfolkening@civiltechinc.com

Principals:

Mary L. Young, P.E., PTOE	Director of Traffic, Environmental & Design Studies
Jonathan R. Vana, P.E.	Director of Design Services
James D. Ewers, P.E.	Director of Construction Engineering Services
Michael J. Fokening, P.E., PTOE, LEED Green Associate	Director of Chicago Office
Gregory J. Hatlestad, P.E., S.E.	Director of Structural Design Services
Thomas K. Liliensiek, P.E.	Director of Water Resources
David W. White	Director of Valuation Services (Right of Way)
Robert D. Atchison	Director of Finance
Kyle E. Mishler	Director of Human Resources

Subconsultants

RJN Group - Underground Utilities Design (Water, Sanitary, and Storm Improvements)

200 W. Front Street
Wheaton, IL 60187

Contact: Michael N. Young, P.E.
Senior Vice President
630.682.4700 x314 myoung@rjnmail.com

Jorgensen & Associates, Inc. - Right of Way Layout and Plats and Topographic Survey

120 Park Avenue
Lake Villa, IL 60046

Contact: Christian Jorgensen, PLS
Founding Principle/President
847.356.3371 cjorgensen@earthlink.net

Subconsultants (continued)

Santacruz Land Acquisitions - Land Acquisition and Negotiation Services

222 Northfield Road, Suite 201
Northfield, IL 60093

Contact: Javier Steve Santacruz
President/Right of Way Consultant
847.251.5800 jsteve@santacruz-associates.com

Muse Community + Design - Public Outreach/Stakeholder Engagement

2027 N. Honore Street
Chicago, IL 60614

Contact: Courtney Kashima, AICP
Founding Principal
312.636.4624 courtney@musecommunitydesign.com

Huff & Huff, Inc. - Environmental Services and CCDD

915 Harger Road, Suite 330
Oak Brook, IL 60523

Contact: Jeremy J. Reynolds, P.G.
Associate Principal
630.684.9100 jeremy.reynolds@gza.com Civiltech Engineering, Inc.

Midland Standard Engineering and Testing, Inc. - Geotechnical Services

558 Plate Drive, #6
East Dundee, IL 60118

Contact: William D. Prigge, P.E.
President
847.844.1895 wprigge@msetinc.com



Proposal for Phase II Engineering Services
Central Business District (CBD) Streetscape and Utility Improvements

Village of Glen Ellyn | July 13, 2018

1. Cover Letter
2. Firm Information

3. Financial and Legal Status

4. Project Understanding
5. Project Team Information
6. Project Staffing
7. Scope of Service/Tasks
8. References
9. Project Portfolio
10. Additional Information
11. Phase I Price
12. Phase II Price

3. FINANCIAL AND LEGAL STATUS

a. General Financial Capacity of Firm

Civiltech's total annual transportation fee capacity is \$33,600,000. Please contact us if you require additional information.

b. Litigation and Legal Actions

Civiltech Engineering has been named in the following three pending suits:

1. Jennifer Pope vs. Village of Schaumburg, et al. – Negligence suit claiming compensatory damages in excess of \$30,000, as a result of personal injuries sustained on a roadway construction job site. The associated contract on which the claim was filed had a value of approximately \$400,000.
2. Derek Brettman, individually and as Guardian of Gina Brettman vs. Efren Garcia d/b/a/ E.G.G. Trucking, et al. - Negligence suit claiming compensatory damages in excess of \$50,000, as a result of personal injuries sustained in a vehicle collision at a roadway intersection that was under construction. The associated contract on which the claim was filed had a value of approximately \$330,000.
3. Michael Auriemma vs. The Illinois State Toll Highway Authority, et al. - Negligence suit claiming compensatory damages in excess of \$50,000, as a result of personal injuries sustained in a vehicle collision on a roadway that was under construction. The associated contract on which the claim was filed had a value of approximately \$1,800,000.

c. Insurance Coverage

A sample Certificate of Insurance is following.

ACORD™

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
4/10/2018

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer any rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Greyling Ins. Brokerage/EPIC 3780 Mansell Rd. Suite 370 Alpharetta, GA 30022		CONTACT NAME: Nicole Larsen PHONE (A/C, No, Ext): 770.552.4225 FAX (A/C, No): 866.550.4082 E-MAIL ADDRESS: Nicole.Larsen@greyling.com															
INSURED Civiltech Engineering, Inc. Two Pierce Place, Suite 1400 Itasca, IL 60143		INSURER(S) AFFORDING COVERAGE <table border="1"> <tr> <th>INSURER</th> <th>NAIC #</th> </tr> <tr> <td>INSURER A : Hartford Accident & Indemnity Company</td> <td>22357</td> </tr> <tr> <td>INSURER B : Hartford Fire Insurance Co.</td> <td>19682</td> </tr> <tr> <td>INSURER C : Travelers Casualty & Surety Co of Ameri</td> <td>31194</td> </tr> <tr> <td>INSURER D :</td> <td></td> </tr> <tr> <td>INSURER E :</td> <td></td> </tr> <tr> <td>INSURER F :</td> <td></td> </tr> </table>		INSURER	NAIC #	INSURER A : Hartford Accident & Indemnity Company	22357	INSURER B : Hartford Fire Insurance Co.	19682	INSURER C : Travelers Casualty & Surety Co of Ameri	31194	INSURER D :		INSURER E :		INSURER F :	
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INSURER D :																	
INSURER E :																	
INSURER F :																	

COVERAGES

CERTIFICATE NUMBER: 18-18

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☒ PRO-JECT ☐ LOC OTHER:			84SBWL19844	11/01/2017	11/01/2018	EACH OCCURRENCE \$2,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$2,000,000 MED EXP (Any one person) \$10,000 PERSONAL & ADV INJURY \$2,000,000 GENERAL AGGREGATE \$4,000,000 PRODUCTS - COMP/OP AGG \$4,000,000 \$
A	☒ AUTOMOBILE LIABILITY ☒ ANY AUTO ☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS ☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY			84UEGVV2743	11/01/2017	11/01/2018	COMBINED SINGLE LIMIT (Ea accident) \$1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
A	☒ UMBRELLA LIAB ☒ OCCUR ☐ EXCESS LIAB ☐ CLAIMS-MADE DED ☐ RETENTION \$			84SBWL19844	11/01/2017	11/01/2018	EACH OCCURRENCE \$3,000,000 AGGREGATE \$3,000,000 \$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? ☒ Y ☒ N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below		N/A	84WEGCB4307	11/01/2017	11/01/2018	☒ PER STATUTE ☐ OTH-ER E.L. EACH ACCIDENT \$1,000,000 E.L. DISEASE - EA EMPLOYEE \$1,000,000 E.L. DISEASE - POLICY LIMIT \$1,000,000
C	Professional Liability			106278045	04/10/2018	04/10/2019	Per Claim \$5,000,000 Aggregate \$5,000,000
A	Valuable Papers			84SBWL19844	11/01/2017	11/01/2018	Limit \$275,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

is named as an Additional

Insured on the above referenced liability policies with the exception of workers compensation & professional liability where required by written contract.

The above referenced liability policies with the exception of workers compensation, umbrella and professional liability are primary & non-contributory where required by written contract.

(See Attached Descriptions)

CERTIFICATE HOLDER

CANCELLATION

FOR VERIFICATION
PURPOSES ONLY

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

D.H. Gilling

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ACORD 25 (2016/03) 1 of 2
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Packet Pg. 43

Attachment: 2018-07-13 CBD Streetscape and Utilities - Civiltech (3553 : CIC Discussion of CBD Streetscape and Utility Project)



Proposal for Phase II Engineering Services
Central Business District (CBD) Streetscape and Utility Improvements

Village of Glen Ellyn | July 13, 2018

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Development of the McChesney-Miller site

Potential re-development of Crescent Boulevard parking lot

Electric Train Depot

Prairie Path improvement

Gateway enhancements to the Prairie Path will be designed to attract walkers from the Downtown. Placemaking and wayfinding branding can also be designed by the project team and placed throughout Downtown to direct users to the Prairie Path for casual usage. Other trail amenities will also be considered and designed where feasible.

Alley improvement location

The project team can utilize their land acquisition knowledge to create a complete connection through Downtown alleys.

Curb extensions at intersections

Curb extensions help to achieve several goals: Safer, shorter crossings, higher visibility for pedestrians entering the crosswalk, and space for enhancements such as benches, landscaping, decorative surface treatments, or stormwater infiltration. Beyond the intersections, we recommend extending curb extensions at Prospect/Duane and Main/Duane to shorten the Prairie Path crossings at Main and Prospect.

Downtown identity feature

Fountain Plaza

Downtown identity feature

Outdoor dining

Our project team will coordinate with adjacent cafes and restaurants in the project area in providing outdoor seating where possible. The presence of outdoor seating will provide placemaking as well as economic benefits. However, it is also important to provide a clear path for people on foot and wheelchair users along the sidewalk. The needs for all users will be balanced. Where space is limited but outdoor seating is desired, places for portable outdoor dining will be considered for feasibility and included in the parking designs.

Paver art feature

The paver art feature will be a good opportunity to create a synergy between the Downtown commercial area and Electric Train Depot with the Village logo, Glen Ellyn "a downtown to treasure," and train branding. We will utilize the exceptional artistic placemaking and graphics skills of our talented project team and collaborate with the Chamber of Commerce and other community groups (such as the Glen Ellyn Historical Society) on determining memorable paver art.

Brick pavers

Include permeable brick pavers on both Main & Duane Street adjacent to the street and sidewalk that allow for improved storm water management.

Midblock crossing

Glen Ellyn Millennium Floral Clock

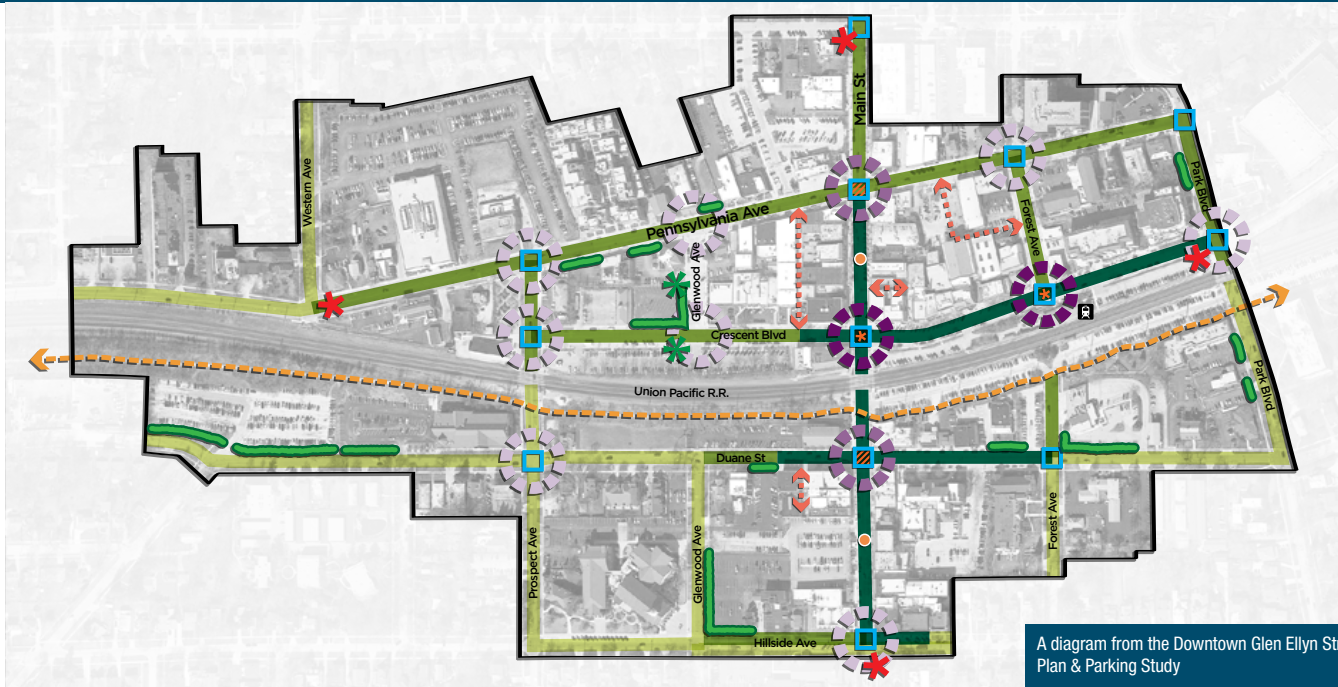
4. Project Understanding

The Village of Glen Ellyn is seeking proposals for planning and design services for improvements to the Central Business District (CBD). The project includes improvements to pavement and sidewalks, utilities, lighting and streetscape, signage, and landscaping. The project also includes the assessment of existing parking and design recommendations to maximize the available spaces.

The CBD has an exciting mix of land uses which include historic components, commercial, civic, and residential properties. These land uses are served not only by automobiles, but by transit users, bicyclists, and robust pedestrian usage. The project parameters include two important transportation networks include the Glen Ellyn Train Station serving Metra's Union Pacific-West line and the Illinois Prairie Path which passes through downtown parallel to the railroad line.

The Civiltech team has carefully reviewed the Downtown Glen Ellyn Streetscape Plan & Parking Study. We understand that the recommendations in the study are to be used as a guide in the plan preparation for this project. Likewise, we have studied the recently published the Community Signage and Wayfinding Plan which contains additional guidelines and design standards for wayfinding, facility identification, street signs, and community branding. We commend Glen Ellyn for conducting these high level studies, creating a strong vision and roadmap for your community.

In addition to our transportation engineers, Civiltech's proposed team includes an in-house landscape architect, transportation planner, and historic preservationist. This talented team will ensure that the Village's pre-established design goals and guidelines are carefully and thoughtfully carried through the entire project.



General Scope of Services

Pavement and Sidewalks

The project includes improvements to pavement and sidewalks through the core CBD consisting of approximately 1.6 miles of streets (both FAU and local). A Pavement Condition Index (PCI) Survey completed in 2016 indicates the streets in the project parameters to be fair to poor condition. The RFP includes a diagram of the pavement condition. In addition to general pavement condition, two important improvement requirements involve addressing ADA and PROWAG standards and existing vaulted sidewalks.

Vaulted Sidewalks - Civiltech has strong experience in the assessment and preparation of vaulted sidewalk inventory, as well as design solutions. Our Phase I team together with our structural department has strong working experience with scanning techniques for locating vaulted sidewalks and determining their parameters. Our strength in coordinating with stakeholders, property owners, and utilities is beneficial to coordinating with property owners adjacent to and impacted by vaulted sidewalks. In addition to locating and developing an inventory, our structural team is experienced in the structural assessments required.

Our Phase II team, together with our Structural Engineers, have the specialized experience of developing solutions for the repair, replacement or filling of vaulted sidewalks. This experience includes design work for roadway widening and improvements, intersection improvements, streetscape improvements, utility coordination, traffic signal controls, drainage considerations, landscape considerations, and light fixture base installations.

Previous project examples include:

- Fullerton Avenue Streetscape Improvement, Chicago, Illinois
- Halsted Street and 63rd Street Improvement, Chicago, Illinois
- North Avenue Streetscape Improvement, Chicago, Illinois

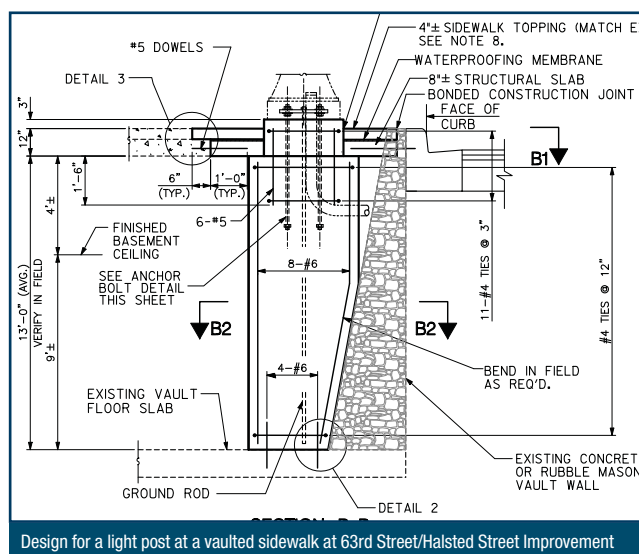
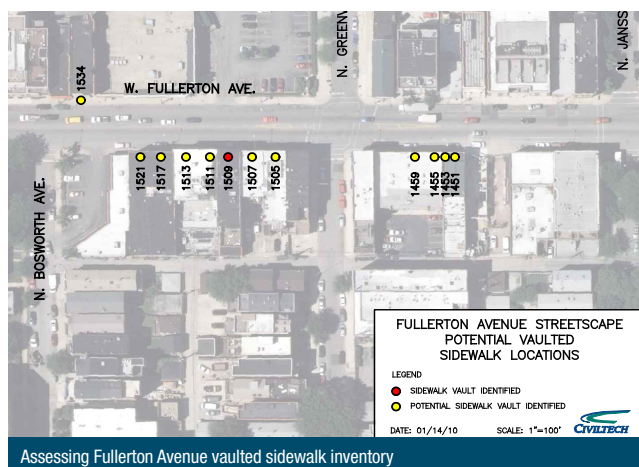
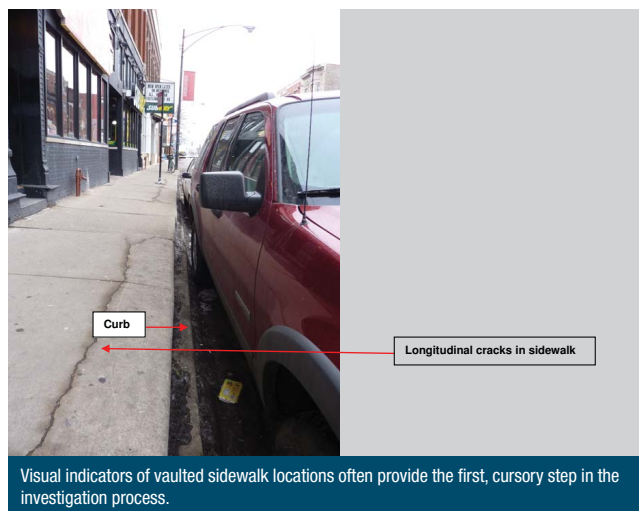
Through Civiltech's work with the City-Wide Construction Engineering Services/City of Chicago's Aldermanic Menu Program we have extensive experience with CDOT's standards for the elimination of vaulted sidewalks. Civiltech's team has assisted CDOT in the construction required to eliminate or shore up vaulted sidewalks throughout the City, many in association with ADA improvements.

Also of interest, is our Oak Park Avenue Improvement. After the project was bid for construction in the Spring of 2015 it was discovered that an unmarked Read Dunning cemetery existed within the middle portion of the project corridor. Civiltech incorporated the same scanning technology and inventory techniques used on vaulted sidewalks to assess abandoned internment locations. This project was closely coordinated with IDOT Cultural Resources and the Illinois Historic Preservation Agency.

Through our experience with vaulted sidewalks, we can identify key factors for successful outcomes.

Early detection of design issues focused around vaulted sidewalk structural integrity is critical to the final design of the streetscape components. Late discovery of a structural deficiency can impact and drastically change the design and construction sequence. Civiltech strives to make our clients aware of special conditions early on, long before the final design is determined.

Communication and coordination with the property owners is a key for the overall success of the project. Property owners are usually more amiable to providing assistance when they feel included and appreciated. This allows Civiltech to coordinate with the owners, who may need to be open during construction, and work to accommodate their special scheduling requirements.



Leveraging existing relationships with other agencies is beneficial to trouble shooting issues. Vaulted sidewalks often overlap between private property and the public way. They are often used to house or access utilities. Due to these special conditions, when issues occur, they can involve ownership and required action from a number of different agencies. Civiltech is skilled at communicating with the various stakeholders to connect with the right individuals to resolve issues quickly.

As with all existing conditions and Phase I work, extensive photographic documentation is important. Documentation is critical for coordinating design issues with the appropriate stakeholders.

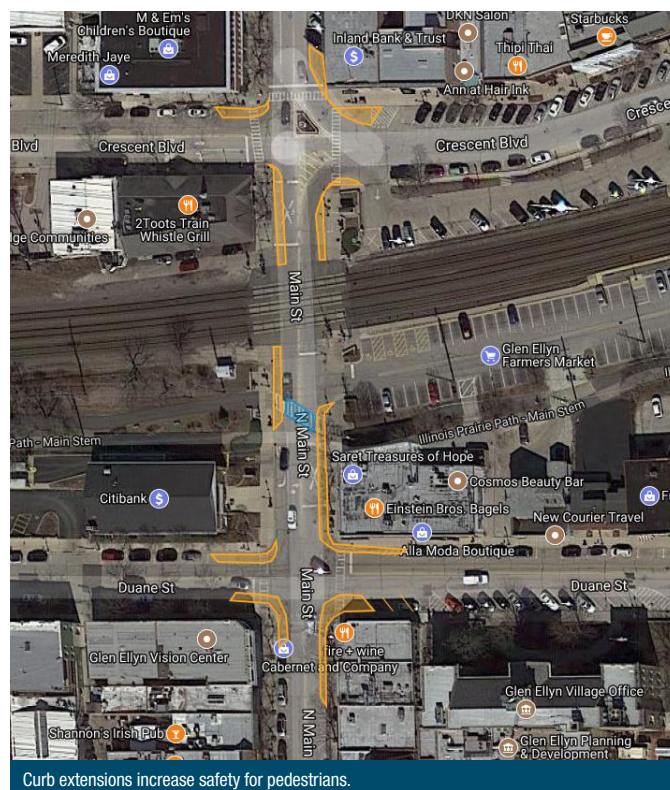
Pedestrian Accommodations and ADA Considerations - Pedestrian access through the CBD is a vital component to the success of the design and construction. The business stakeholders depend on foot traffic as much as vehicular. Residents and employees depend on safe pedestrian access to retail, transit, and recreation within the project parameters. All components of the project need to meet the requirements of the Americans with Disabilities Act, under the guidance of the Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way. The keys to meeting these requirements are as follows:

- A) Provide ADA compliant curb ramps – Many of the existing curb ramps do not have the current, standard detectable warnings (truncated domes) and do not meet ADA requirements. In addition, curb ramps will need to be removed in order to construct the new curb and gutter. Although IDOT has updated their Highway Standards to include several options for providing curb ramps, we believe it is in the best interest of the project to include detailed grading plans at each of the curb ramps. This will ensure that the grades proposed are less than the maximum allowed, and has the added benefit of making the layout of the sidewalk more straight-forward during construction, leading to fewer opportunities for the curb ramp to be constructed out of compliance.
- B) Provide ADA compliant access to buildings – It will be important to have the proposed roadway profile match the existing profile in the downtown area to make sure the pedestrian access routes to the buildings remain complaint. The design goal will be to minimize the reconstruction of paved areas in front of buildings.
- C) Reduce pedestrian crossing lengths - The Streetscape Plan and Parking Study identified potential curb extensions at several downtown intersections. We agree with these recommendations, as curb extensions help to achieve several goals: Safer, shorter crossings, higher visibility for pedestrians entering the crosswalk, and space for enhancements such as benches, landscaping, decorative surface treatments, or stormwater infiltration.

Beyond the intersections, we recommend extending curb extensions at Prospect/Duane and Main/Duane to shorten the Prairie Path crossings at Main and Prospect. Shorter crossings will increase safety for people on the trail, while the extended space can be landscaped to visually highlight the path. This would tie in nicely with the improvements recommended in the Plan to enhance the Prairie Path, making it more attractive as a destination within downtown Glen Ellyn.

The Streetscape Plan and Parking Study also identified two potential new mid-block crossing locations with curb extensions on Main Street, but noted that the police department would like further study and coordination on these. We propose to work with the Village's Engineering, Public Works and police staff to evaluate these potential crossings. If it is determined that the crossings should move forward, cones or temporary paint could be placed on the pavement to outline the proposed curb extensions. This would allow police, fire, or other emergency vehicles to test them on site and provide feedback before designs are finalized.

- D) Temporary pedestrian access during construction – The streets within the project parameters have sidewalks



on both sides. This feature will enable Civiltech to include items in the plans that will facilitate pedestrians throughout the construction process. Temporary rubber curb ramps, aggregate, and asphalt surfaces will allow for pedestrians to be redirected to the opposite leg of intersections while the other is under reconstruction. In residential sections, while half of the road's pavement, driveways, and sidewalk spot repairs are being reconstructed, pedestrians can be rerouted to the opposite side of the street for minimal disruption of their normal travel path.

- E) Temporary Illinois Prairie Path trail access during construction – The trail crossing could be kept open through the use of temporary ramps and aggregate. Time limits for the ramp construction could be placed in the plans to ensure the contractor limits the amount of time cyclists and pedestrians need to use the temporary access.

Utility Improvements

The project includes improvements to three major utilities, the Water System, the Sanitary Sewer System, and the Storm Sewer System.

Water System - The Village engaged Echologics for a watermain condition assessment and the draft report is included with the RFP. The scope of watermain work is based on the assessment and is outlined in the RFP. We understand that the actual scope of the water system rehabilitation will be finalized prior to proceeding with Phase II of the design work.

Sanitary Sewer System - The Village engaged RJN to prepare a report on the condition of the system and to provide flow metering and follow-up modeling. The scope of the improvements is based on the results of the RJN's CBD Underground Utility Study. The general scope is included in the RFP.

Storm Sewer System - RJN also provide the village a condition study of the storm sewer. The general scope of the sanitary sewer repairs are based on the results of RJN's CBD Underground Utility Study.



Safe pedestrian access through the CBD is a vital component to a successful project outcome.

Civiltech has included RJN on our team to address this component of the design and provide utility coordination. RJN's strong working knowledge of the existing systems will be a benefit to the Village in the design process.

RJN will be involved in amending and creating the final versions of the reports named above. Their inclusion on our team ensures that design work will be in compliance with the results and recommendations of their studies.

Street Light System

The project includes replacement and/or relocation of street lights, conduit, foundations, and other related work throughout the CBD. To address this item, our team includes Derek N. Mall, P.E., our in-house lighting designer who specializes in roadway, pedestrian, and bicycle path lighting. Lighting design will follow the streetscape recommendations and standards defined in the Downtown Glen Ellyn Streetscape Plan and Parking Study.

Parking Assessment

We understand that the project includes an assessment of on-street parking in the CBD to maximize the use of available spaces and ensuring that the required number of accessible spaces are met. We have included James R. Woods, P.E., PTOE for this item. Jim has extensive experience in traffic and parking assessments and with his previous work in Glen Ellyn has a good understanding of the Village's existing conditions and needs.

Familiarity with Pennsylvania Avenue - Civiltech completed a study for Glen Ellyn analyzing the feasibility of converting Pennsylvania Avenue between Main Street and Forest Avenue from a one-way westbound street to a two-way street in the CBD. One of the study's objectives was to minimize the loss of on-street parking.

Accessible Parking - Streetscape construction presents an opportunity to create accessible on-street parking spaces as required in PROWAG. Placement and design of these spaces will affect the other elements of the streetscape. For example: in areas with wide sidewalks, a new accessible parallel parking space must have an adjacent access aisle at street level for the entire length of the space, and a ramp from the aisle to the sidewalk. Adding an access aisle means narrowing the sidewalk next to the accessible space, which influences the placement of other features such as light poles or signs. Narrower sidewalks with parallel parking do not require access aisles, but the sidewalk adjacent to the space must be clear of obstructions, and a ramp must be available. We will consider all of these issues carefully and work with Glen Ellyn to select the best locations for accessible spaces and design them to meet PROWAG guidelines.

Streetscape

The design will be consistent with the Downtown Glen Ellyn Streetscape Plan and Parking Study. Key features of the Plan align with Civiltech's approach to successful streetscape design. The primary approach to a successful streetscape project is to design for people. Even though the CBD must strike a balance between all modes of transportation, Civiltech believes that a successful street is one where people can safely and enjoyably stroll, bike, or access transit, in addition to comfortably navigating by car. Several features that contribute to the pedestrian experience will be included in the design, including high visibility crosswalks, delineated by decorative pavers, and shorter crosswalk distances, created by the use of curb extensions or bump outs. Improved lighting contributes to both safety and aesthetics.

The streetscape design will include a complete street approach by careful consideration of pedestrian and bicycle mobility. Design features that support this approach through the CBD include hardscape improvements at plaza spaces at downtown street corners and intersection crossings. These plaza spaces can be delineated with decorative brick and concrete. Additional bike racks contribute to a complete streets design, as will providing shade and seating areas.



Decorative lightposts include community identifiers in Civiltech's Fullerton Avenue Streetscape Project.



High visibility crosswalks delineated by decorative pavers contribute to the pedestrian experience.

Where appropriate and meaningful, Civiltech can recommend green infrastructure techniques. Innovative materials and landscaping contribute to cleaner air and more desirable facilities for walking, bicycling, and other forms of active transportation, and improve a community's liveability. Including green infrastructure features also provide responsible and future-looking design solutions. A variety of green infrastructure techniques are feasible for an exciting streetscape project and can include:

- Stormwater management can be supported through the use of permeable pavers and tree grates with infiltration planters
- Recycled materials can be integral in product specifications
- Lighting enhancements can include LED light sources
- Native plant species can be specified planting opportunities

Design aesthetics are critical as the most visible and enjoyable component of streetscape design. First and foremost, streetscapes should create a sense of place and community. Streets should be places where people want to be; to live, work, shop, eat, and play. Streetscapes can represent and celebrate a neighborhood's culture, identity, and history. Key design features that help create a sense of place include unique paving patterns, street furniture, decorative lighting, and well-designed wayfinding. In creating new streetscapes, balancing new materials with historic context is critical. Also, all successful streetscape designs require stakeholder input. Civiltech is looking forward to executing the Village of Glen Ellyn's Streetscape Plan and Parking Study. With our talented engineering staff and our in-house Landscape Architecture, Pedestrian/Bicycle Facility Expertise, and Transportation Planning, we can ensure a successful outcome for all user groups and stakeholders.

Prior Relevant Experience of our Landscape Architect - In addition to Civiltech's Fullerton Avenue Streetscape and Northcenter Town Square Pedestrian Plaza, Civiltech's Landscape Architect also brings design experience from Batavia's River Street Woonerf, completed in 2013.

Phil Hutchinson, PLA led the landscape architecture component while at Altamanu. CBBEL was a sub to Altamanu during the Phase I design. CBBEL was prime during Phase II, with Altamanu working as a sub.

Batavia, IL has a historic downtown with a rich history along the Fox River, but in recent decades has seen an influx of car-oriented development, with little attention given to the declining pedestrian experience. An opportunity to reverse this pattern was identified on River Street, and the Dutch concept of a woonerf was introduced to the Midwest. The design for this shared-street concept was spearheaded by Phil Hutchinson, PLA and construction was completed in 2013.

The streetscape design reimagines a typical street as a unique shared public space within the downtown core. Drawing on the historic limestone and timber architecture, the curbless street design seamlessly connects the buildings and space through the use of clay brick pavers and granite curbs, and

Phillip J. Hutchinson, PLA, while Assistant Principal at Altamanu, Inc. provided landscape architecture services on River Street in Batavia. The new streetscape is a Dutch-style Woonerf that features a curbless, flexible multi-use design and green infrastructure components such as permeable paving and expanded below grade soil chambers, as well as custom street furniture and LED lighting.



unique elements such as custom wood benches and decorative planters. Pedestrians are prioritized above vehicles, and the design encourages local businesses to utilize street space as cafés, plazas and entertainment space. Creative placement of planters and street furniture ensure pedestrian safety while still providing vehicles room to maneuver and travel through the space.

By designing this unique space from the ground up with pedestrians as the top priority, the project imparts a distinctive sense of place in downtown Batavia that stands out in an otherwise car-oriented environment. The result has been a catalyst for new business in downtown Batavia. Since its completion, retail space on the block has been fully leased with several new shops and restaurants taking advantage of the outdoor space and improved foot traffic. On weekends, River Street transforms into a Farmer's Market, and the street is home to special events such as concerts, holiday events and street festivals.



In addition to aesthetic improvements, the streetscape features several green infrastructure elements hidden below the surface. The curved in-ground planters feature infiltration inlets and below-grade soil vaults that ensure new trees have adequate access to soil and water. The roadway includes a section of permeable pavers that allow for stormwater infiltration and slow down runoff. The "dark-sky" compliant street lighting is high-efficiency LED and the streetscape furniture features recycled materials.



Trees, Tree Planters and Landscaping

The project includes the installation of tree planters as well as a comprehensive tree preservation and replacement plan. The Civiltech team includes our in-house landscape architect to address this component of the design.

We recognize that in addition to the installation of new tree facilities, the management of existing trees is another critical component of green infrastructure techniques. Maintaining the existing tree canopy reduces urban heat island effect. Other approaches include preserving historic trees through the use of low-impact construction methods such as air excavation around tree roots and the use of root-aeration matting.

A complete Scope of Services is included in section "7. Scope of Services/Tasks."

Signage

The project involves including directional, community identity, and branding signage, as well as street signs. All signage will comply with the Community Signage and Wayfinding Plan.

Civiltech's multi-disciplinary team includes support staff with strong graphics capabilities and experience with signage development and branding campaigns.

Project and Cost Control Approach

Our designers recognize the importance to design to our client's budgets, and we maintain a constant awareness of the status of project costs from the beginning to end of every project. Agencies are tasked with completing projects with limited funding, and scope changes that could potentially increase project costs will always be recognized and immediately communicated with the Village. Although this is important on every project we complete, a recent example is Civiltech's work for the Illinois Tollway. The Tollway's \$14 billion "Move Illinois" program is in the process of moving forward, and Civiltech was selected for a key design role on the Elgin-O'Hare expressway. Our directive was to complete our work in a manner that "designed to budget". Our ability to successfully complete this task on projects of large magnitude demonstrates our ability to successfully manage budgets on projects of all sizes.

We propose to complete quantity calculations and an engineer's estimate of cost at all project milestones in order to develop accurate estimates throughout the project design development. All estimating will be completed in accordance with our Quality Control/Quality Assurance Plan. Reviews will include input from our construction engineering staff to ensure that pay item identification is complete and comprehensive. This will result in high quality and accurate project budget management.

Public and Stakeholder Outreach

The Civiltech team includes Muse Community + Design to address public and stakeholder outreach. Glen Ellyn has made significant investments in its downtown in recent years including planning for its future. The Central Business District Streetscape and Utility Improvements are a result of the investment and planning that has come before including the 2009 Downtown Strategic Plan, 2012 Downtown Traffic Study, 2013 Streetscape Plan and Parking Study, and the recent Community Signage and Wayfinding Plan. Our approach builds off of the recommendations in these plans and includes an efficient and appropriate engagement strategy to test the ideas as we develop alternatives and create final designs. For example, ideas such as mid-block crossings and changes to the Prairie Path were proposals from previous plans that do not have clear consensus. Our approach includes activities that get the right people in the room in order to chart a way forward for Phase II engineering.

Muse engages exciting approaches to help communities bring inspiring and creative solutions to improve places for people. Muse's Principal, Courtney Kashima, AICP has worked nationally and internationally in the areas of land use, zoning, economic development, and historic preservation. Muse is leading many significant and exciting Chicago area projects including the Vision Zero West Neighborhood Plans and Chicago Department of Transportation's Complete Streets Design Guidelines. She has also worked in many suburban Cities and Villages including participation in the Niles Bicycle and Pedestrian Plan creation.

Please see section "7. Scope of Services/Tasks" for a list of recommended outreach approaches.



Coordinating with the public and stakeholders is a critical part of the project. Shown above is Civiltech's Mike Folkening facilitating a Task Force meeting breakout discussion for North Lake Shore Drive.

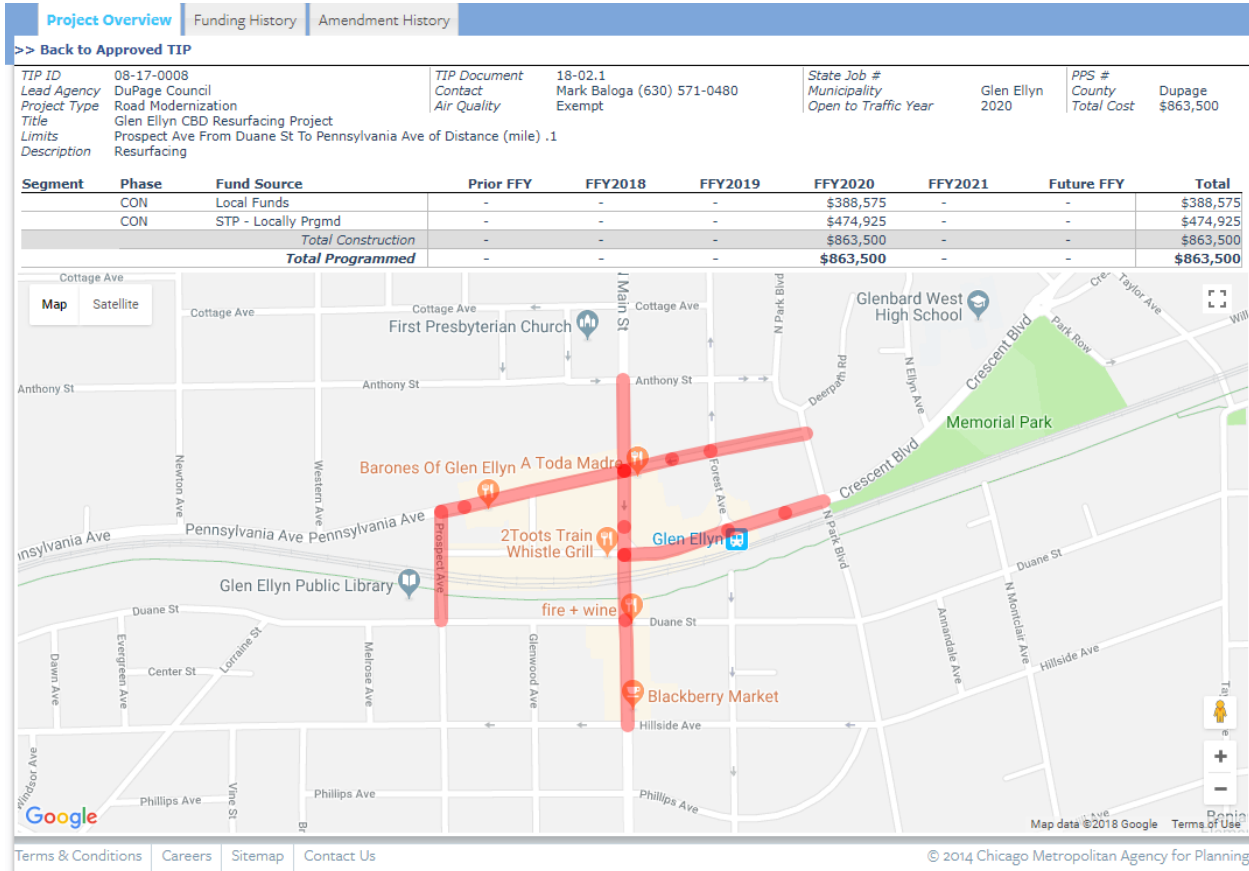
WHY CIVILTECH?



POTENTIAL USE OF FEDERAL FUNDING

One of our primary areas of expertise includes securing and implementing projects that utilize federal funds. When considering the use of federal funding for schedule critical projects such as this one in the Village of Glen Ellyn, it is of utmost importance to consider the approval elements and how they fit into the project schedule. This will ensure that realistic time frames for project implementation are established and adhered to so that target lettings can be achieved.

With Civiltech's assistance, the Village secured STP funding through the DuPage Mayors and Managers Conference (DMMC) for the Central Business District Resurfacing project. Total project cost was estimated at **\$863,500 with a federal share of \$474,925 targeting the 2020 federal fiscal year** (lettings between November 2019 and October 2020).



Although no mention of utilizing this funding was mentioned in the RFP, Civiltech believes that there may be an opportunity to incorporate this funding into the overall improvement through the completion of a separately approved IDOT let contract. Our intention will be to further explore this option with the Village to maximize available funding, and perhaps seek other opportunities that may arise within the Village's desired project schedule.



Proposal for Phase II Engineering Services
Central Business District (CBD) Streetscape and Utility Improvements

Village of Glen Ellyn | July 13, 2018

1. Cover Letter
2. Firm Information
3. Financial and Legal Status
4. Project Understanding

5. Project Team Information

6. Project Staffing
7. Scope of Service/Tasks
8. References
9. Project Portfolio
10. Additional Information
11. Phase I Price
12. Phase II Price

5. PROJECT TEAM INFORMATION

Key

Civiltech Project Leadership

Civiltech In-house Team

Subconsultants



Senior Project Manager
Michael J. Folkening, P.E,
PTOE, LEED Green Associate

**Senior Project Manager-Phase I
Environmental Processing QC**
Mary L. Young, P.E., PTOE

**Project Manager/Project
Coordinator**
Kristin R. Kalitowski, P.E.

Phase II QC/QA
David J. Kreeger, P.E.

Huff & Huff, Inc.
Environmental Services
CCDD

**Senior Project Engineer
Environmental Processing**
Joel E. Christell, P.E.

**Senior Project Engineer
Traffic**
James R. Woods, P.E., PTOE

**Senior Project Engineer
Lighting**
Derek N. Mall, P.E.
Project Engineer Lighting
Shirley J. Choi, P.E.

**Senior Project Engineer
Streetscape and
Construction Staging**
Brian A. Sroufe, P.E.

**Landscape Architect
Urban Design**
Phillip J. Hutchinson, PLA

**Project Engineer
Geometrics**
Amanda L. Kleinwachter, P.E.

**Land Acquisition
Appraisals**
David W. White

**Senior Project Engineer
Traffic Signals**
Joseph J. Emry, P.E.

**Rail Corridor Coordination
Planning and Design**
Madelaine M. Johnson, P.E.

Historic Preservationist
Liz Patterson

**Transportation Analyst
GIS**
Jacqueline A. Henrikson, AICP

**Chief Structural Engineer
Vaulted Sidewalk**
Gregory J. Hatelstad, P.E., S.E.

Constructability Reviews
James D. Ewers, P.E.
David M. Bugaj

Muse Community + Design
Public Outreach
Stakeholder Engagement

RJN Group
Underground Utilities Design
Water, Sanitary, and Storm
Improvements

**Midland Standard
Engineering and Testing, Inc.**
Geotechnical Services

Jorgensen & Associates, Inc.
Right of Way Layouts and Plats
Topographic Survey

Santacruz Land Acquisitions
Land Acquisitions and
Negotiations



Proposal for Phase II Engineering Services
Central Business District (CBD) Streetscape and Utility Improvements

Village of Glen Ellyn | July 13, 2018

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12. Phase II Price

KEY PERSONNEL

One of Civiltech's unique qualifications is the **ability to commit a specific team of experienced individuals** to a project, who have personally taken part in similar projects. Therefore, we ask that you pay particular attention to the experience and capabilities of the key personnel available for assignment to this project. Below is a list of our key staff members and subconsultants who will provide the design services, as well as a summary of their capabilities. This staff will be supplemented with additional designers, technicians, and administrative staff as necessary.



Kristin R. Kalitowski, P.E. | Project Manager/Project Coordinator

Ms. Kalitowski specializes in geometric roadway design, bicycle and pedestrian facility design, highway design, street rehabilitation and reconstruction, and drainage design. Kristin will coordinate the day-to-day project activities of the entire team and subconsultants. As PM, Kristin will provide the Village of Glen Ellyn a team leader that is highly responsive, with outstanding communication and organizational skills. Kristin is a strong leader able to keep the team on task and schedule.



Mike Folkening, P.E., PTOE, LEED Green Associate | Senior Project Manager

Mr. Folkening specializes in both preliminary and prefinal design projects ranging from simple intersections to large corridor improvements. He currently serves as the Director of the Civiltech Chicago office. His projects include roadways, streetscapes, shared use paths and trails, site developments, and recreational park facilities. Mr. Folkening specializes in urban roadway improvements that involve streetscape elements and high level pedestrian, bicycle, and transit accommodations.



Phillip J. Hutchinson, P.L.A., LEED AP | Landscape Architect

Mr. Hutchinson has recently joined the Civiltech team, bringing diverse experience spanning large-scale master planning and transportation projects. Phil brings 8 years of experience leading urban design and landscape architecture components for streetscape projects and 16 years of total experience working in the landscape architecture field. He has experience designing and developing pedestrian environments, community identifiers and gateways, such as River Street in Batavia, a flexible, multi-use, woonerf design. He has also provided design services on many streetscape projects such as Fulton Market District, 95th Street Streetscape, Sauganash Gateway, and Broadway and Lawrence in Chicago's Uptown neighborhood and strives to incorporate green infrastructure elements in every project. Mr. Hutchinson also provides urban design and landscape architectural services as part of the North Lake Shore Drive Phase I study team. He is currently providing landscape architectural services to the Northcenter Town Square, a pedestrian plaza in the City of Chicago.



Brian A. Sroufe, P.E. | Senior Project Engineer / Streetscape / Construction Staging

Brian will serve as a Senior Project Engineer. Brian has 11 years of experience in Phase I, Phase II, and site engineering, specializing in streetscapes and urban bike facility design. He has worked on traffic engineering and impact studies, environmental and location-design studies, civil site design, stormwater pollution prevention plans, and the development of contract plans, specifications, and cost estimates. Brian has recently completed two Chicago Streets for Cycling Projects. He served as the lead designer for the Oak Park Avenue reconstruction and is also assisting with Obama Presidential Center mobility improvements in Jackson Park. Both of these projects have required close coordination with IDOT Cultural Resources, the State Historic Preservation Officer, and the Illinois Historic Preservation Agency. Brian has also performed traffic modeling and geometric design and documented existing conditions for the North Lake Shore Drive Phase I Study.



Jacqueline Henrikson, AICP | [Transportation Planner](#)

Jacque specializes in pedestrian and bicycle planning and policy, with projects throughout the Chicago region. Her projects have ranged from site-specific to community-wide plans. She has assisted in engaging the public and key stakeholders, formulating their goals and visions for active transportation, formalizing these ideas with policy changes and design guidelines, and beginning the steps of implementation through infrastructure design and programming. She has also assisted communities in economic and prioritization analyses for bike and pedestrian facilities as well as identifying funding opportunities. Her planning assistance has led to on-the-ground construction of successful projects, such as the first known bike boulevard in the metro area suburbs in Brookfield, IL.



James R. Woods, P.E., PTOE | [Senior Project Engineer Traffic and Parking Assessment](#)

Jim is a Civiltech Project Manager specializing in the preparation of environmental and location-design studies, traffic engineering, and impact studies. He has expertise in transportation modeling and simulation packages.



Joseph J. Emry, P.E. | [Senior Project Engineer Traffic Signals](#)

Joe is a Civiltech Project Manager and lead traffic signal design engineer. He has extensive experience in the successful completion of traffic signal installation projects for various municipalities, agencies, and IDOT. Joe served as Project Manager on our IDOT District 1 Districtwide Traffic Signal Plan Preparation Contract and Signal Interconnect projects for a variety of municipalities and agencies.



Amanda L. Kleinwachter, P.E. | [Project Engineer Geometrics](#)

Amanda will serve as the Project Engineer. Amanda provides Phase II engineering for roadway design projects with a specialization in bike and pedestrian facility design. She also has experience in transportation planning projects such as corridor studies and comprehensive plans, as well as traffic impact studies and capacity analysis. Amanda has worked extensively on Phase I and II projects that involve streetscape improvements, including Chicago Streets for Cycling Phase IV, Project 3; Lincoln Village Pedestrian and Bicycle Bridge; Chicago West Side Safe Routes to School Enhancements; and CDOT's 2018 Arterial Resurfacing program and Vision Zero.



Gregory J. Hatlestad, P.E., S.E. | [Lead Structural Engineer](#)

Greg will serve as the Lead Structural Engineer on this project. He is a registered Structural Engineer and Professional Engineer in Illinois, and is the Director of Structural Engineering Services for Civiltech. His experience has focused primarily on the design and inspection of transportation related structures including highway bridges, railroad bridges, hydraulic box culverts, and retaining walls. Greg provides structural assessments and design solutions to projects with existing vaulted sidewalks. Also, he provided the structural analysis for the neighborhood identifier banner support arms on the ornamental light posts as part of the Fullerton Avenue Streetscape Improvement project.


Liz Patterson | [Historic Preservationist](#)

Liz is a Civiltech in-house Historic Preservation consultant available to provide services as needed on this project. Her Historic Preservation clients include government agencies throughout the Chicago area.


Madelaine M. Johnson, P.E. | [Rail Corridor Coordination, Planning, and Design](#)

Maddie has worked in planning and design of commuter and high-speed rail corridors. Her expertise includes project management, development of design plans and specifications, project scheduling, train performance modeling, and working with GIS and CAD applications. Maddie specializes in Environmental Assessment and Design Studies, Road and Highway Design, Interagency Coordination, Commuter Rail Studies, and Corridor Planning. She is available to provide Railroad coordination services as required on this project.


Derek N. Mall, P.E. | [Senior Project Engineer Lighting](#)

Derek leads Civiltech's lighting design department specializing in highway and pedestrian lighting design. His experience includes highway and roadway lighting for various counties and municipalities, as well as the Illinois Tollway. He was provided lighting design for streetscape projects for the Villages of Wilmette, Lemont, and Mundelein.


Shirley J. Choi, P.E. | [Project Engineer Lighting](#)

Shirley is a Civiltech Project Engineer specializing in highway and pedestrian lighting design, drainage design, and highway and roadway design. She has providing lighting design for counties and municipalities throughout the Chicago area.


David J. Kreeger, P.E. | [Phase II QC/QA](#)

David is a Civiltech Project Manager on Phase II projects. He specializes in roadway geometrics and drainage, sewer and watermain design, local street rehabilitation and reconstruction, and pedestrian facility design. Dave provided Phase II design services on Glen Ellyn's Duane Street Main Basin Improvement.


Mary L. Young, P.E., PTOE | Phase I Environmental Processing and QC/QA

Mary is Civiltech's Director of Traffic, Environmental & Design Studies. Mary is currently the Environmental Design Lead on the North Lake Shore Drive Phase I Study and on the Jackson Park Obama Center. On this project she will provide Quality Assurance/Quality Control and brings vast experience in community and stakeholder involvement and coordination programs. Mary has 25 years of experience in traffic and transportation engineering as well as environmental and location-design studies for projects ranging from simple intersection improvements to major roadway corridor projects. She has completed more than 50 Phase I engineering studies funded as part of the Surface Transportation Program. She also has had extensive training in the National Environmental Policy Act procedures and methodologies and is prequalified by IDOT to perform Environmental Impact Statements. Through her communication skills and extensive knowledge of the transportation planning and implementation process, she has created effective stakeholder involvement programs as part of the context sensitive design process.


Joel E. Christell, P.E. | Senior Project Engineer Environmental Processing

Joel serves as a Civiltech Project Manager specializing in environmental and location design studies and location drainage studies. He has managed or been involved in the engineering of projects for local municipalities and counties throughout the Chicago area. Joel led the environmental assessment and design studies for the Oak Park Avenue improvement, Fullerton Avenue Streetscape improvement, Chicago West Side Safe Routes to School Enhancements, Lincoln Village Pedestrian and Bicycle Bridge, and Chicago Streets for Cycling Phase IV, Project 3. He has led the Project Development Report for many roadway improvements with sidepaths, as well as pedestrian and bicycle trail projects.


David W. White | Land Acquisition Services

Mr. White is the Director of Right-of-Way Services for Civiltech. He has performed appraisals on extensive property types including special use properties; neighborhood, community and regional shopping centers; apartment complexes; single- and multi-tenanted industrial buildings; low to high-rise office buildings; mixed-use facilities; and vacant land. Valuations of special use properties include golf courses, self-storage facilities, stone quarries, gasoline stations, railroad right of way, and airplane hangar buildings. Clients served include public and private agencies, law firms, and lenders. Valuations have been performed for condemnation purposes, estate planning, financing, and investment analysis.


James D. Ewers, P.E. | Constructability Reviews

Jim will provide Constructability reviews for this project. Jim has over 30 years of experience in construction management and review and serves as Civiltech's Director of Construction Engineering Services. Prior to joining Civiltech, Jim was employed at IDOT where he spent 16 years in the Bureau of Construction. Jim will provide insight and review to the proposed improvement plans in regards to maintenance of traffic, constructability and review of unit costs and pay items


David M. Bugaj, P.E. | Constructability Reviews

Dave is a Resident Engineer with Civiltech's Construction Engineering Department and will provide Constructability Reviews on this project. Dave has vast knowledge of Glen Ellyn's roadway, path, and parking network, as he has been the Senior Resident Engineer on many of Glen Ellyn's transportation improvements. Dave will ensure that the policies and procedures of Glen Ellyn are followed. He has provided Glen Ellyn with comprehensive administration and detailed coordination with Village departments. Dave will make certain that all concerns are satisfied, and the project consistently moves forward toward a successful completion.

Following are key staff from the subconsultant firms on the Civiltech team.

Michael N. Young, P.E. is a Senior Vice President with **RJN Group**. Mike has a wide range of experience with civil engineering addressing improvements to sanitary sewer, combined sewer, and stormwater systems, and water distribution and treatment facilities. served as the Project Director on Glen Ellyn's Central Business District Underground Study.

Karol Giokas, P.E. is a Project Manager with **RJN Group**. She has a diverse engineering background working in environmental engineering. She has managed numerous sanitary sewer studies for Chicago metro communities involving flow monitoring, hydraulic modeling, smoke testing, manhole inspection, dyed water flooding, and building inspections for separate sanitary and combined sewer systems.

Courtney D. Kashima, AICP is the Principal of **Muse Community + Design**. Courtney excels at creating the processes, policies and partnerships needed to bring about meaningful change in the built environment. In recent years, she has applied this experience to projects related to transportation and urban planning. She has facilitated community engagement processes in more than 18 cities, in six states, and on two continents.

Jeremy J. Reynolds, P.G. is an Associate Principal with **Huff & Huff, Inc.** Jeremy has transportation project experience related to municipal, local highway, interstate, and railroad projects including special and hazardous waste screening and extensive experience related to direction of soils to clean construction and demolition debris (CCDD) facilities for numerous municipalities/cities; Preliminary Environmental Site Assessments (PESA) and Preliminary Site Investigations (PSI). Currently acting as Principal in charge of IDOT contract to conduct Phase II PSI projects.

Shane A. Cuplin, P.G. is a Senior Project Manager with **Huff & Huff, Inc.** His background includes Phase I ESAs, Phase II Subsurface Investigations, Special Waste Screening (Preliminary Environmental Site Assessments), Special Waste Sampling (Preliminary Site Investigations), and clean construction and demolition debris (CCDD).

Christian H. Jorgensen, P.L.S. is the President of **Jorgensen and Associates, Inc.** As president is in direct responsible charge of all surveying activities, client relations, marketing, project management, Quality Assurance/Quality Control and coordination of office and field personnel

Javier Steve Santacruz is the President and Right of Way Consultant with **Santacruz Land Acquisitions**. Steve provides right-of-way services for a variety of governmental agencies. He has assisted on planning of right-of-way during plan development stages, as well as worked as a right-of-way agent in the acquisition and facilitation of right- of-way necessary for the completion of a project.

Jonathan Abplanalp is Vice President and Right of Way Consultant with **Santacruz Land Acquisitions**. He provides right-of-way services for a variety of governmental agencies. He has worked as a right-of-way agent in the acquisition and facilitation of right-of-way necessary for the completion of a project.

Michael J. Folkening, P.E., PTOE, LEED Green Associate Director of Chicago Office

Education

B.S Civil Engineering, 1995
Valparaiso University
Think Bike Chicago Workshop – Dutch
Cycling Embassy, September 2013
Sustainable Streets for Chicago,
June 2009
Designing Streets for Pedestrian Safety,
November 2007
Context Sensitive Solutions for Local
Agencies, October 2006

Professional Registrations

Professional Engineer - Illinois;
062-054315
Professional Traffic Operations Engineer
- National Certification; 2483
LEED Green Associate – Identification
Number; 10539906

Professional Organizations

American Society of Civil Engineers

Areas of Specialization

Roadway and Highway Design
Street Rehabilitation and Reconstruction
Drainage Design
Preparation of Contract Plans,
Specifications and Estimates
Site Design Engineering
Bikeway and Pedestrian Facility Design

Mr. Folkening has been employed in private consulting since 1995 and currently serves as the Director of Civiltech's Chicago Office. In addition, Mr. Folkening serves as Project Manager for Phase I and Phase II transportation improvements. His projects include roadways, streetscapes, shared use paths and trails, site developments, and recreational park facilities. Mr. Folkening specializes in urban roadway improvements that involve streetscape elements and high level pedestrian, bicycle, and transit accommodations.

Representative Projects

Bikeway and Pedestrian Facility Design

- *Chicago Streets for Cycling Phase IV, Project 3 – Phase I and II*; Chicago Department of Transportation, Division of Project Development; \$3.0 million
- *Lincoln Village Pedestrian and Bicycle Bridge – Phase I and II*; Chicago Department of Transportation, Division of Project Development; \$2.0 million
- *Stony Island Avenue Cycle Track, 77th Street to 67th Street – Phase I and II*; Chicago Department of Transportation, Division of Project Development; \$2.5 million
- *Des Plaines River Trail Improvements – Phase I and II*; City of Des Plaines; \$900,000

Major Roadway and Arterial Design

- *North Lake Shore Drive Phase I Study*; Chicago Department of Transportation, Division of Engineering
- *Lake Shore Drive over LaSalle Drive Bridge Rehabilitation*; Chicago Department of Transportation, Division of Engineering; \$3.1 million
- *LaSalle Drive Reconfiguration, Clark Street to LSD – Phase I and II*; Chicago Department of Transportation, Division of Engineering; \$10.5 million
- *63rd Street Improvement, Western Avenue to Wallace Street – Phase I and II*; Chicago Department of Transportation, Division of Engineering; \$28.9 million
- *126th Place and Torrence Avenue Improvement – Phase I and II*; Chicago Department of Transportation, Division of Engineering; \$17.7 million
- *Stony Island Avenue Improvement at 79th Street/South Chicago Avenue – Phase I and II*; Chicago Department of Transportation, Division of Engineering; \$1.9 million

Arterial and Collector Streets

- *Oak Park Avenue, Irving Park Road to Forest Preserve Drive*; Chicago Department of Transportation, Division of Engineering; \$3.6 million
- *Fullerton Avenue, Ashland Avenue to Southport Avenue – Phase I and II*; Chicago Department of Transportation, Streetscape and Sustainable Design Program; \$6.0 million
- *Chicago West Side Safe Routes to School Enhancements*; Chicago Department of Transportation, Division of Project Development; \$520,000
- *Cermak Road Vertical Clearance Improvement at Kenton Avenue – Phase I*; Chicago Department of Transportation, Division of Engineering
- *Deerfield Road, Wilmot Road to Chestnut Avenue – Phase II*; Village of Deerfield; \$3.0 million

Roadway and Roadside Enhancements

- *31st Street Bicycle/Pedestrian Path – Phase I and II; Village of Oak Brook*; \$1.1 million
- *North Avenue Medians, Harlem Avenue to Austin Avenue and Kedzie Avenue to Western Avenue*; Chicago Department of Transportation - Division of Engineering

Michael J. Folkening, P.E., PTOE, LEED Green Associate Director of Chicago Office

Representative Projects (Continued)

Roadway and Roadside Enhancements (Continued)

- *Martin Luther King Drive, 35th Street to 51st Street*; Chicago Department of Transportation, Division of Engineering
- *79th Street Median Planters and Kedzie Triangle Improvement*; Chicago Department of Transportation, Division of Engineering; \$3.3 million

Residential and Industrial Streets

- *City Construction Engineering, Chicago Aldermanic Menu Program*; Chicago Department of Transportation, Division of Engineering
- *WPA, North Area Project 6*; Chicago Department of Transportation, Division of Engineering
- *Special Assessment #213 – West Road, Roadway and Infrastructure*; Village of Lombard; \$3.5 million

Traffic Signals

- *Cermak Road Interconnect, Ashland Avenue to Martin Luther King Drive*; Chicago Department of Transportation, Division of Engineering
- *Streeterville Interconnect*; Chicago Department of Transportation, Division of Engineering

Traffic Engineering and Impact Studies

- *Chicago Cubs Post-Game Signal Timing Study*; Chicago Department of Transportation, Division of Project Development
- *Addison Street/Lake Shore Drive Access Study*; Chicago Department of Transportation, Division of Project Development
- *Chicago Stockyards Traffic Study*; Chicago Department of Transportation, Division of Project Development

Transportation Planning

- *NATO Street Closure Permit Plan*; Chicago Department of Transportation
- *Grade Separation Budgetary Cost*; Illinois Department of Transportation - CREATE
- *Pavement Marking Record Plans*; Chicago Department of Transportation, Division of Engineering

Site Design Engineering

- *Greenebaum Park (Artificial Turf Field and Playground)*; Chicago Park District; \$2.5 million
- *DePaul University, The Theatre School*; OWP/P | Cannon Design; \$64 million
- *Park Rehabilitation, Groups C and E (2006)*; Chicago Park District; \$2.0 million
- *Park Rehabilitation, Groups A, B, C, D, E, F and Mount Greenwood (2007)*; Chicago Park District; \$8.0 million
- *Park Rehabilitation, Clarendon Park*; Chicago Park District; \$800,000
- *Park Rehabilitation, Kennedy Park*; Chicago Park District; \$400,000
- *Abounding Life Church of God in Christ*; Village of Posen, Illinois; \$2.5 million
- *The Highlands at Orland Park - Grading and Stabilization*; Village of Orland Park; \$1.1 million
- *Moraine Sculpture Park*; Park District of Highland Park; \$3.0 million

Kristin R. Kalitowski, P.E.

Project Manager

Education

B.S. Civil Engineering, 2002
Purdue University

Illinois Fundamentals of
Geometric Design, June 2003

Northwestern University
Center for Public Safety

Professional Registrations

Professional Engineer - Illinois;
062-059477

Professional Organizations

American Society of Civil Engineers

Areas of Specialization

Roadway and Highway Design

Drainage Design

Site Design Engineering

Street Rehabilitation and Reconstruction

Bicycle and Pedestrian Facility Design

Ms. Kalitowski has worked for Civiltech Engineering since May 2002, preparing geometric roadway design and contract plans and specifications. Previously she worked for the Village of Vernon Hills Engineering Department where her responsibilities included construction inspection, plan review, and some design work.

Representative Projects

Roadway and Highway Design

- *Algonquin Road at West Drive Intersection Improvements*; Village of Schaumburg; \$2.4 million
- *Lake Cook Road*; Village of Buffalo Grove; \$45.0 million
- *Salem Drive - Bode Road to Golf Road*; Village of Schaumburg; \$2.5 million
- *Walnut Lane - Golf Road to Bode Road*; Village of Schaumburg; \$2.5 million
- *Fairfield Road/Route 176*; Lake County Division of Transportation; \$11.8 million
- *Shoe Factory Road Improvements*; Village of Hoffman Estates; \$11.5 million
- *Barrington Road at Schaumburg Road*; Village of Schaumburg; \$7.4 million
- *Illinois Route 31 (Western Algonquin Bypass)*; McHenry County Division of Transportation; \$60.0 million
- *IL Route 83 at Greenleaf Avenue*; Village of Elk Grove Village; \$3.8 million
- *IL Route 83 at Pratt Boulevard*; Village of Elk Grove Village; \$3.4 million
- *Greenwood Road at Glenview Road*; Village of Glenview; \$3.9 million
- *Essington Road at Hennepin Drive*; City of Joliet; \$2.7 million
- *Special Assessment 219 Watermain and Sanitary Sewer Replacement*; Village of Lombard; \$1.0 million
- *Wright Boulevard*; Village of Schaumburg; \$5.3 million
- *U.S. Route 30, U.S. Route 45 to IL 43*; Illinois Department of Transportation; \$30.0 million
- *Wise Road Phase II Improvements*; Village of Schaumburg; \$6.3 million
- *Haligus Road STP Improvement*; Village of Huntley; \$1.8 million
- *Devon and Arlington Heights Intersection Phase II*; Village of Elk Grove Village; \$2.6 million
- *Lively Boulevard STP Improvement, Devon to Touhy*; Village of Elk Grove Village; \$5.0 million
- *Lake Street/Springfield Drive*; Village of Bloomingdale; \$695,000
- *Contract RR-03-5168; I-Pass Only Lane Expansion (Plazas 37 and 51)*; Illinois Tollway; \$1.5 million
- *Naperville Road/Warrenville Road Grade Separation and I-88 Interchange Improvement*; DuPage County Division of Transportation; \$68.0 million

Drainage Design

- *Fairfield Road/Route 176*; Lake County Division of Transportation; \$11.8 million
- *Shoe Factory Road Improvements*; Village of Hoffman Estates; \$15.5 million
- *Olde Towne East Project*; Village of Lombard; \$5.0 million

Kristin R. Kalitowski, P.E.

Project Manager

Representative Projects (Continued)

Drainage Design (Continued)

- *Wise Road Phase II Improvements*; Village of Schaumburg; \$6.3 million
- *Halgus Road STP Improvement*; Village of Huntley; \$1.8 million
- *U.S. Route 30, U.S. Route 45 to IL 43*; Illinois Department of Transportation; \$30.0 million
- *Deerfield Parkway STP Improvement, IL Route 83 to Weiland Road*; Village of Buffalo Grove; \$8.8 million

Site Design Engineering

- *Pleasant Square P.U.D.*; Village of Schaumburg
- *Ford Motor Company, Chicago Assembly Plant*; Gala Engineering; \$6.3 million

Street Rehabilitation and Reconstruction

- *Circle Avenue*; Village of Lombard; \$1.4 million
- *Lombard Meadows Reconstruction Phase I and II*; Village of Lombard; \$5.2 million
- *Olde Towne East Project*; Village of Lombard; \$4.9 million
- *Duane Street Main Basin Improvement*; Village of Glen Ellyn; \$2.5 million
- *North Industrial Park Street Rehabilitation*; Village of Lombard; \$2.7 million
- *Mission Hills Road Rehabilitation*; Mission Hills Homeowners Association; \$1.2 million
- *Forest Avenue, Hillside Avenue and Appian Way*; Village of Glen Ellyn; \$1.0 million

Bicycle and Pedestrian Facility Design

- *Randall Road Transit Infrastructure Improvements*; Kane County Division of Transportation; \$900,000
- *Lake Cook Road*; Village of Buffalo Grove; \$45.0 million
- *Fairfield Road/Route 176*; Lake County Division of Transportation; \$11.8 million

Brian A. Sroufe, P.E.

Project Manager

Education

B.S. Civil Engineering, 2007
University of Cincinnati
BMP-LID Design with EPA SWMM
and RECARGA, March 2010
NACTO Urban Bikeway Design
Guide Training, October 2015
FHWA Designing for Pedestrian
Safety 201, October 2016

Professional Registrations

Professional Engineer - Illinois;
062-064208

Professional Organizations

Institute of Transportation Engineers

Areas of Specialization

Urban Bike Facility Design
Traffic Engineering and Impact Studies
Site Design Engineering
Roadway and Highway Design
Drainage Design
Preparation of Contract Plans,
Specifications and Estimates
Environmental Assessment and
Design Studies

Mr. Sroufe has worked for Civiltech Engineering since June 2007 after graduating from the University of Cincinnati. Throughout his time at Civiltech, Mr. Sroufe has contributed to both Phase I and Phase II design engineering, working on urban bike facility design, traffic engineering and impact studies, environmental and location-design studies, site design, drainage design using low-impact development (LID) practices, stormwater pollution prevention plans, and the development of contract plans, specifications, and cost estimates.

Representative Projects

Major Roadway and Arterial Design

- *North Lake Shore Drive Phase I Study*; Chicago Department of Transportation, Division of Engineering
- *Lake Shore Drive over LaSalle Drive Bridge Rehabilitation*; Chicago Department of Transportation, Division of Engineering; \$3.1 million

Arterial and Collector Streets

- *Fullerton Avenue, Ashland Avenue to Southport Avenue – Phase I and II*; Chicago Department of Transportation, Streetscape and Sustainable Design Program; \$6.0 million
- *Cermak Road Vertical Clearance Improvement at Kenton Avenue – Phase I*; Chicago Department of Transportation, Streetscape and Sustainable Design Program; Chicago Department of Transportation, Division of Engineering; \$2.7 million
- *Chicago West Side Safe Routes to School Enhancements*; Chicago Department of Transportation, Division of Project Development; \$520,000
- *Oak Park Avenue, Irving Park Road to Forest Preserve Drive*; Chicago Department of Transportation, Division of Engineering; \$3.6 million
- *Kreutzer Road Extension, IL Route 47 to Main Street – Phase I and II*; Village of Huntley; \$4.7 million
- *South Main Street Improvements, U.S. Route 14 to South of Virginia Road – Phase I*; City of Crystal Lake; \$4.0 million

Urban Bike Facility Design

- *Chicago Streets for Cycling Phase IV, Project 3 – Phase I and II*; Chicago Department of Transportation, Division of Project Development; \$3.0 million
- *Lincoln Village Pedestrian and Bicycle Bridge – Phase I and II*; Chicago Department of Transportation, Division of Project Development; \$2.0 million
- *Stony Island Avenue Cycle Track, 77th Street to 67th Street – Phase I and II*; Chicago Department of Transportation, Division of Project Development; \$2.5 million

Roadway and Roadside Enhancements

- *Virginia Street TIF District Improvements, Crystal Lake Avenue to Teckler Boulevard*; City of Crystal Lake; \$4.2 million

Residential and Industrial Streets

- *Citywide Construction Engineering*; Chicago Department of Transportation, Division of Engineering

Brian A. Sroufe, P.E.

Project Manager

Representative Projects (Continued)

Traffic Engineering and Impact Studies

- *Three Oaks Recreation Area*; City of Crystal Lake; \$16.0 million
- *Fort Belvoir Traffic Impact Study, Fairfax County, Virginia*; Army and Air Force Exchange Service/Defense Commissary Agency
- *New Community Center at Immanuel Lutheran Church Traffic Impact Study*; Crystal Lake Parks District
- *McHenry County Traffic Model and Two Sub-regional Studies*; McHenry County Division of Transportation

Site Design Engineering

- *New Commissary and Navy Exchange, NSA Annapolis, MD*; The Jenkins Group; \$3.7 million
- *Three Oaks Recreation Area*; City of Crystal Lake; \$16.0 million
- *Add/Alter Commissary Facility, Fort Riley, Kansas*; The Jenkins Group; \$1.6 million
- *Shopping Center Expansion, Fort Carson, Colorado*; The Jenkins Group; \$1.4 million
- *Add/Alter Commissary Facility, Fort Leavenworth, KS*; The Jenkins Group; \$900,000
- *New Commissary, Fort Polk, Louisiana*; The Jenkins Group

Phillip J. Hutchinson, P.L.A., LEED AP

Landscape Architect

Education

Bachelors of Landscape Architecture, 2001
Michigan State University

Professional Registrations

Registered Landscape Architect - I
Illinois, Indiana, and Michigan
LEED Accredited
CLARB Certified

Professional Organizations

American Society of Landscape Architects

Areas of Specialization

Landscape Design
Project Management
Graphic Presentations
Streetscape Design
Community Identification / Gateways
Custom Site Furnishings Design

Phillip J. Hutchinson, L.A. has recently joined the Civiltech team, bringing diverse experience spanning large-scale master planning and transportation projects. Mr. Hutchinson brings nearly 10 years of experience leading urban design and landscape architecture components for streetscape projects, and over 15 years of total experience working in the landscape architecture field. He has experience designing and developing pedestrian environments, community identifiers and gateways for streetscape projects in historic settings, and strives to incorporate green infrastructure elements in every project.

Representative Projects

- *North Lake Shore Drive Phase I Study*; Chicago Department of Transportation, Division of Engineering
- *Chicago Streets for Cycling Phase IV, Project 3A – Phase I and II*; Chicago Department of Transportation, Division of Project Development; \$3.0 million

At a previous place of employment, Mr. Hutchinson worked with Civiltech on the following projects:

- *North Lake Shore Drive Phase I Study*; Chicago Department of Transportation, Division of Engineering
- *Burnham Park: 31st Auxiliary Parking Log Expansion*; Chicago Park District; \$1.6 million
- *Grant Park Skate Plaza*; Chicago Park District; \$2.5 million

At a previous place of employment, Mr. Hutchinson provided Landscape and Streetscape Design services and Project Management on the following projects:

- *Fulton Market District - streetscape, gateway signage, and custom furniture*; Chicago Department of Transportation, Division of Engineering
- *Broadway and Lawrence - streetscape, community identifier, performance stage, and plaza design*; Chicago Department of Transportation, Division of Engineering
- *River Street - streetscape design and pedestrian space*; City of Batavia
- *Fred Anderson Park, including performance state and overhead canopy design*; Chicago Park District
- *West Park - playground and performance stage*; Glencoe Park District
- *Scoville Park - playground, performance stage, and plaza*; Park District of Oak Park

Jacqueline A. Henrikson, AICP

Transportation Analyst

Education

Master of Urban Planning & Policy, 2014
University of Illinois at Chicago
Bachelor of Arts, Major in Creative
Writing and Minor in Journalism, 2009
Knox College
Data Science
General Assembly 2018

Professional Registrations

American Institute of Certified Planners

Professional Organizations

Association of Pedestrian and Bicycle
Professionals, Chicagoland Chapter
Co-Founder and Board Member,
National Communications
Committee Co-Chair
Women in Planning and Development,
Former Programs Chair
American Planning Association, Member

Areas of Concentration

Transportation Planning
Bicycle Studies
Pedestrian Studies
Complete Streets
Crash Analysis
Coordination and Public Involvement
Geographic Information Systems
Policy Development
Technical Writing

Ms. Henrikson has over three years of experience in pedestrian and bicycle planning and policy projects all around the Chicago region. Her projects have ranged from site-specific to community-wide plans. She has assisted communities in engaging the public and key stakeholders, formulating their goals and visions for active transportation, formalizing these ideas with policy changes and design guidelines, and beginning the steps of implementation through infrastructure design and programming. She has also assisted communities in economic and prioritization analyses for bike and pedestrian facilities as well as identifying funding opportunities. Her planning assistance has led to on-the-ground construction of successful projects, such as the first known bike boulevard in the metro area suburbs in Brookfield, IL.

Representative Projects

Transportation Planning

- *North Lake Shore Drive Phase I Study*; Chicago Department of Transportation, Division of Engineering

As a transportation planner at Active Transportation Alliance, Ms. Henrikson has worked on the following projects:

Network-wide Bicycle and Pedestrian Planning

- *Network-wide Bicycle and Pedestrian Planning*; Village of Brookfield | Project Manager and Planning Lead
- *Calumet Park Active Transportation Plan*; Village of Calumet Park | Project Manager and Planning Lead
- *Melrose Park Active Transportation Plan*; Village of Melrose Park | Planning Lead
- *Lynwood Active Transportation Plan*; Village of Lynwood | Technical Planner
- *Bensenville Active Transportation Plan*; Village of Bensenville | Technical Planner
- *Lombard Bicycle and Pedestrian Plan*; Village of Lombard, Alta Planning & Design | Community Engagement and Existing Conditions Planner
- *Wayne Township Bike Plan*; Wayne Township | Assistant Technical Planner

Studies, Corridors and Site Access Planning

- *Chicago River Trail Action Plan*; *Richard H. Driehaus Foundation*; Chicago | Assistant Technical and Community Engagement Planner
- *Little Village Paseo Feasibility Study*; Chicago Department of Transportation | Technical Planner for proposed trail crossing improvements
- *Accessibility Action Plan for Six Corners Commercial District*; Six Corners Association, Chicago | Technical Planner
- *Big Marsh Access Action Plan*; Friends of Big Marsh, Chicago | Assistant Community Engagement and Existing Conditions Planner
- *Grant Elementary School Access Action Plan*; Village of South Chicago Heights | Project Manager and Planning Lead
- *Kings Road Corridor Study*; Village of Steger | Project Manager and Planning Lead

Jacqueline A. Henrikson

Transportation Analyst

Representative Projects (Continued)

Policy and Design Standards

- *Memphis Complete Streets Project Delivery Manual*; City of Memphis, TN

Played a key role in developing a cohesive set of right-of-way allocations for the City of Memphis, Tennessee through analyzing local land use and development code. Created fifty cross-sections to illustrate these recommendations in the manual and at a workshop for City officials. Wrote the chapter on how to apply the cross sections to various roadway and land use typologies.

- *Complete Streets Policy Development and Implementation for Suburban Cook County Municipalities: Calumet Park, Midlothian, Steger, South Chicago Heights and Calumet City*; Partnerships to Improve Community Health, Cook County Department of Public Health

- Provided technical assistance to communities in formulating and implementing strong policy language with teeth that could withstand municipal staffing and leadership changes
- Temporary Traffic Calming: assisted in designing, preparing, and building six temporary traffic calming pop-up events. Engaged community members on the day of the events through surveys, discussions, and filmed interviews with elected officials and residents.

Amanda L. Kleinwachter, P.E.

Engineer IV

Education

B.S Civil Engineering, 2012
University of Minnesota, Twin Cities

Professional Registrations

Professional Engineer - Illinois;
062-068716

Professional Organizations

American Society of Civil Engineers
Institute of Transportation Engineers

Areas of Specialization

Traffic Engineering and Impact Studies
Capacity Analysis
Transportation Planning
Public Information Meetings
Urban Bike Facility Design

Ms. Kleinwachter has been working in the transportation field since 2012. She has been employed by Civiltech since May of 2015. She helps with various Phase I and Phase II engineering for urban roadway design projects, specializing in bike and pedestrian design. Prior to Civiltech, Ms. Kleinwachter worked as a traffic/transportation engineer where her responsibilities included traffic impact studies, transportation planning projects such as corridor studies and comprehensive plans, capacity analysis, and Phase I studies. She also was involved in many presentations at public hearings and workshops for various projects.

Representative Projects

Urban Bike Facility Design

- *Chicago Streets for Cycling Phase IV, Project 3 – Phase I and II*; Chicago Department of Transportation, Division of Project Development; \$3.0 million
- *Lincoln Village Pedestrian and Bicycle Bridge – Phase I and II*; Chicago Department of Transportation, Division of Project Development; \$2.0 million

Major Roadway and Arterial Design

- *North Lake Shore Drive Phase I Study*; Chicago Department of Transportation, Division of Engineering
- *Lake Shore Drive over LaSalle Drive Bridge Rehabilitation*; Chicago Department of Transportation, Division of Engineering, \$3.1 million

Arterial and Collector Streets

- *Arterial Resurfacing*; Chicago Department of Transportation, Division of Engineering
- *Chicago West Side Safe Routes to School Enhancements*; Chicago Department of Transportation, Division of Project Development, \$520,000
- *Cermak Road Vertical Clearance Improvement at Kenton Avenue – Phase I*; Chicago Department of Transportation, Division of Engineering, \$2.7 million
- *North Lake Shore Drive*; Chicago Department of Transportation
- *Citywide Construction Engineering*; City of Chicago, Chicago Department of Transportation, Division of Engineering

Traffic Engineering and Impact Studies

- *Various Traffic Engineering Services*; City of Chicago – Office of Emergency Management & Communications

As an Engineer at a previous place of employment, Ms. Kleinwachter has worked on the following projects:

Transportation Planning and Corridor Studies

- *95th Street Corridor Study*; Chicago Metropolitan Agency for Planning
- *Ridgeland Avenue Corridor Study*; Regional Transit Authority and Cook County Department of Transportation and Highways
- *Village of Mahomet Master Transportation Plan*; Village of Mahomet, Illinois
- *Skokie Boulevard Corridor Study*; Village of Northbrook, Illinois

Amanda L. Kleinwachter, P.E.

Engineer IV

Representative Projects (Continued)

Traffic Impact Studies

- *Unilever (Kilbourn Plant) Expansion*; Chicago, Illinois
- *1001 W Chicago Avenue Mixed Used Development*; Chicago, Illinois
- *Six Corners Mixed Use Development*; Chicago, Illinois
- *NR 1 Transport Truck Terminal*; New Lenox, Illinois

Phase I Studies – Crash Analysis, Capacity Analysis, Signal Warrant Analysis, Utility Coordination, Project Development Report

- *Beck Road*; Lake County Division of Transportation - Lindenhurst, Illinois
- *Lyons Woods Trail*; Lake County Forest Preserve - Waukegan, Illinois
- *Buffalo Grove Road*; Lake County Division of Transportation - Buffalo Grove, Illinois

David J. Kreeger, P.E.

Project Manager

Education

B.S. Civil Engineering, 1998
Valparaiso University

Professional Registrations

Professional Engineer - Illinois;
062-056261

Areas of Specialization

Roadway and Highway Design
Street Rehabilitation and Reconstruction
Bikeway and Pedestrian Facility Design
Drainage Design
Roadside Barrier Warrant Analysis

Mr. Kreeger has been employed in private consulting engineering since June of 1998. He currently serves as a Project Manager for Phase II projects, including roadway geometrics and drainage, sewer and watermain design, local street rehabilitation and reconstruction, and pedestrian facility design.

Representative Projects

Roadway and Highway Design

- *State and National Parkways*; Village of Schaumburg; \$6.0 million
- *Algonquin Road at West Drive Intersection Improvements*; Village of Schaumburg; \$2.4 million
- *Lake Cook Road*; Village of Buffalo Grove; \$45.0 million
- *Salem Drive - Bode Road to Golf Road*; Village of Schaumburg; \$2.5 million
- *Lively Boulevard*; Village of Elk Grove Village; \$3.2 million
- *Walnut Lane - Golf Road to Bode Road*; Village of Schaumburg; \$2.5 million
- *Fairfield Road/Route 176*; Lake County Division of Transportation; \$11.8 million
- *Barrington Road at Schaumburg Road*; Village of Schaumburg; \$6.6 million
- *Shoe Factory Road Improvements*; Village of Hoffman Estates; \$11.5 million
- *IL Route 83 at Greenleaf Avenue*; Village of Elk Grove Village; \$3.8 million
- *IL Route 83 at Pratt Boulevard*; Village of Elk Grove Village; \$3.4 million
- *Greenwood Road at Glenview Road*; Village of Glenview; \$3.9 million
- *Essington Road at Hennepin Drive*; City of Joliet; \$2.7 million
- *Wright Boulevard*; Village of Schaumburg; \$5.3 million
- *Wise Road Phase II Improvements*; Village of Schaumburg; \$6.3 million
- *Halgus Road STP Improvement*; Village of Huntley; \$1.8 million
- *Devon Avenue and Arlington Heights Intersection Phase II*; Village of Elk Grove Village; \$3.3 million
- *Lively Boulevard STP Improvement, Devon to Touhy*; Village of Elk Grove Village; \$5.0 million
- *Lake Street/Springfield Drive*; Village of Bloomingdale
- *Biesterfeld Road and Leicester Road Intersection Realignment and Widening*; Village of Elk Grove Village; \$1.0 million
- *U.S. Route 30, U.S. Route 45 to IL 43*; Illinois Department of Transportation; \$30.0 million
- *IL Route 83 (Busse Road) and Devon Avenue STP Intersection Improvement*; Village of Elk Grove Village; \$3.65 million
- *Devon Avenue and Tonne Road STP Intersection Improvement*; Village of Elk Grove Village; \$2.1 million
- *IL Route 83 (Busse Road) and Landmeier Road Intersection Improvement*; Village of Elk Grove Village; \$2.57 million
- *Quentin Road and Lake Cook Road Improvements*; Village of Deer Park; \$8.0 million
- *Long Grove Road*; Village of Deer Park; \$600,000
- *Bell Road and 151st Street Intersection Improvement*; Will County Highway Department; \$2.5 million
- *Biesterfeld Road Widening and Reconstruction, Meacham Road to IL Route 53*; Village of Elk Grove Village; \$2.0 million

David J. Kreeger, P.E.

Project Manager

Representative Projects (Continued)

Street Rehabilitation and Reconstruction

- *Circle Avenue*; Village of Lombard; \$1.4 million
- *Lombard Meadows Reconstruction Phase I and II*; Village of Lombard; \$5.2 million
- *Olde Towne East Project*; Village of Lombard; \$5.0 million
- *Lombard Road STP Project Fullerton Avenue to U.S. Route 20*; Village of Addison; \$3.4 million
- *Lombard Hills East Residential Street Improvement*; Village of Lombard; \$9.0 million
- *Special Assessment 219 Watermain and Sanitary Sewer Replacement*; Village of Lombard; \$1.0 million
- *Duane Street Main Basin Improvement*; Village of Glen Ellyn; \$2.5 million
- *North Industrial Park Street Rehabilitation*; Village of Lombard; \$2.7 million

Bikeway and Pedestrian Facility Design

- *Randall Road Transit Infrastructure Improvements*; Kane County Division of Transportation; \$800,000
- *Fairfield Road/Route 176 Underpass*; Lake County Division of Transportation; \$5.2 million
- *Main Street Streetscape and Resurfacing LAPP*; Village of Lombard; \$900,000
- *Monaville Road Bike Path Underpass*; Lake County Division of Transportation; \$1.6 million
- *York Road/Harger Road Bicycle/Pedestrian Path STP Improvement*; Village of Oak Brook; \$1.9 million
- *Busse Road Transit Corridor Improvement Project*; Village of Elk Grove Village; \$1.1 million

Drainage Design

- *Fairfield Rd/IL 176*; Lake County Division of Transportation; \$11.8 million
- *Elk Grove Business Park*; Village of Elk Grove Village; \$12.0 million
- *Halgus Road STP Improvement*; Village of Huntley; \$1.8 million
- *IL Route 83 (Busse Road) and Devon Avenue STP Intersection Improvement*; Village of Elk Grove Village; \$3.65 million
- *IL Route 83 (Busse Road) and Landmeier Road Intersection Improvement*; Village of Elk Grove Village; \$2.57 million
- *Quentin Road and Lake Cook Road Improvements*; Village of Deer Park; \$8.0 million
- *Long Grove Road*; Village of Deer Park; \$600,000
- *Lombard Hills East Residential Street Improvement*; Village of Lombard; \$9.0 million

Roadside Barrier Warrant Analysis

- *York Road/Harger Road Bicycle/Pedestrian Path STP Improvement*; Village of Oak Brook; \$1.9 million
- *IL Route 83 (Busse Road) and Devon Avenue STP Intersection Improvement*; Village of Elk Grove Village; \$3.65 million
- *IL Route 83 (Busse Road) and Landmeier Road Intersection Improvement*; Village of Elk Grove Village; \$2.57 million
- *Quentin Road and Lake Cook Road Improvements*; Village of Deer Park; \$8.0 million
- *York Road/Harger Road Bicycle/Pedestrian Path STP Improvement*; Village of Oak Brook; \$1.9 million

Gregory J. Hatlestad, P.E., S.E.

Director of Structural Design Services

Education

B.S. Civil Engineering, 1993
University of Illinois at
Urbana-Champaign

M.S. Civil Engineering, 2000
University of Illinois at Chicago

Training/Certification:
Seismic Design of Highway Bridges
Safety Inspection of In-Services Bridges

Professional Registrations

Structural Engineer - Illinois;
081-005562

Professional Engineer - Illinois;
062-052391

Professional Organizations

ACEC - IDOT Bridge Subcommittee
American Railway Engineering and
Maintenance-of-Way Association

Areas of Specialization

Highway Bridges
Railroad Structures
Pedestrian/Bicycle Bridges
Bridge Inspection and Rating
Pedestrian/Bicycle Underpasses
Retaining Walls and Braced Excavations

Mr. Hatlestad has over 20 years of professional experience in the areas of civil and structural engineering. His experience has focused primarily on the design and inspection of transportation related structures including highway bridges, pedestrian bridges, railroad bridges, hydraulic box culverts and retaining walls. His bridge design experience includes multi-span bridges and curved bridges. He is responsible for the preparation of Bridge Type Studies, Type, Size and Location (TSL) Drawings, Technical Reports, Final Plans and Specifications, Bridge Load Ratings on a variety of projects utilizing federal, local and private funds. As department head, he is responsible for the management of the structural engineering staff and projects.

Representative Projects

Highway Bridges

- *I-88 at IL Rte 47 Interchange*; Illinois Tollway; \$15.0 million
- *Eastbound and Westbound Elgin O'Hare Expressway (IL 390) over IL Route 83*; Illinois Tollway; \$7.0 million
- *Buffalo Grove Road and Weiland Road over Buffalo Creek, 2 Bridges*; Village of Buffalo Grove and Cook County Highway Department; \$3.3 million
- *Illinois Route 31 Western Algonquin Bypass, 4 Bridges*; McHenry County Division of Transportation; \$12.0 million
- *LaSalle Drive Pedestrian Underpass Rehabilitation*; Chicago Department of Transportation; \$2.5 million
- *Kreutzer Road over South Branch of the Kishwaukee River*; Village of Huntley; \$1.0 million
- *Jane Addams Memorial Tollway (I-90) Widening and Reconstruction Master Plan, Higgins Road to IL Route 53/I-290*; Illinois Tollway; \$400.0 million
- *Lake Shore Drive (US Route 41) over LaSalle Drive Bridge Reconstruction*; Chicago Department of Transportation; \$8.6 million
- *US 30 over Hickory Creek Bridge Widening*; Illinois Department of Transportation; \$2.0 million
- *Gilmer Road over Bicycle Path Underpass*; Lake County Forest Preserve District; \$1.3 million
- *Deerpath Road over Mill Creek*; City of Batavia; \$700,000
- *Umbdenstock Road Bridge over CC&P RR*; Kane County Division of Transportation; \$1.8 million
- *Grand Avenue over Millennium Trail Underpass*; Lake County Forest Preserve District; \$2.2 million

Retaining Walls

- *Elgin O'Hare Expressway (IL 390) Retaining Walls*; Illinois Tollway; \$1.5 million
- *Illinois Route 31 Western Algonquin Bypass, 10 Retaining Walls*; McHenry County Division of Transportation; \$6.0 million
- *Wright Boulevard Retaining Wall*; Village of Schaumburg; \$280,000
- *Arlington Heights Road Retaining Wall Extension*; Village of Elk Grove Village; \$90,000
- *Stearns Road Retaining Wall*; Kane County Division of Transportation; \$500,000

Pedestrian / Bicycle Bridges

- *Millennium Trail - Ray Lake Connection, Phase II*; Lake County Forest Preserve District; \$300,000

Gregory J. Hatlestad, P.E., S.E.

Director of Structural Design Services

Representative Projects (Continued)

Railroad Structures

- *CN/EJ&E Railway over US Route 14*; Village of Barrington and Illinois Department of Transportation; \$6.0 million

As a Project/Structural Engineer at previous places of employment, Mr. Hatlestad has aided in the following projects:

Highway Structures

- *Mill Street over I-88 (East-West Tollway), City of Naperville*; Illinois Tollway
- *Illinois Route 50 over the North Branch of the Chicago River, City of Chicago*; Illinois Department of Transportation
- *Southwest Highway over B&O Railroad and Stony Creek*; Illinois Department of Transportation
- *East-West Tollway (I-88) Widening and Reconstruction, IL Route 59 to Washington Street*; Illinois Tollway
- *Wilmington Road over I-55, Will County*; Illinois Department of Transportation
- *Illinois Route 22 Reconstruction*; Lincolnshire, Illinois Department of Transportation
- *Sayre Avenue over Kennedy Expressway (I-90) and CTA, City of Chicago*; Illinois Department of Transportation
- *North-South Tollway (I-355), Boughton Road To 75th Street*; Illinois Tollway
- *Stevenson Expressway (I-55) over Sanitary and Ship Canal*; Illinois Department of Transportation
- *Illinois Route 53 over Springbrook Creek, Village of Itasca*; Illinois Department of Transportation
- *Illinois Route 31 over CC&P Railroad, South Elgin*; Illinois Department of Transportation
- *Hayman Falls Lane over Embrass River, Shawano Wisconsin*; Wisconsin Department of Transportation
- *I-294 (Tri-State Tollway) Master Plan, Dempster Ave. to Lake-Cook Road*; Illinois Tollway

Railroad Structures

- *Temporary Bridge for Carrying the Union Pacific RR over County Farm Road*; DuPage County Division of Transportation
- *Mineral Street Sewer*; City of Milwaukee, Wisconsin
- *Expansion of Rail Service - Track, Structures and Signals, Southwest Service Line*; METRA
- *Improvement of Rail Service - Track, Structures and Signals, Rock Island Service Line*; METRA
- *College Avenue Commuter Train Station, Union Pacific West Line, City of Wheaton*; METRA
- *Chicago, Milwaukee, St. Paul & Pacific Railroad over the North Branch of the Chicago River*; METRA

Pedestrian Bridges

- *Sun City Retirement Community Sales Center Bridge, Village of Huntley*; Del Webb

REVISED: 2018

James R. Woods, P.E., PTOE

Project Manager

Education

B.S. Civil Engineering, 1997
Valparaiso University

FHWA Traffic Noise Model
Training Course, August 1998
Bowlby & Associates, Inc.

Phase I Process Overview and Location
and Environmental Studies, May 2004
Illinois Department of Transportation

Beginner - Advanced Synchro
and Sim Traffic Course, July 2000
University of Nebraska at Lincoln

VISSIM Intro Training, May 2006
PTV America

Context Sensitive
Solutions Approach, May 2007
Illinois Department of Transportation

Introduction to NEPA and
Transportation Decision Making,
November 2009
FHWA/National Highway Institute
Course No. 142052

Highway Traffic Noise, August 2010
FHWA/National Highway Institute
Course No. 142051

Professional Registrations

Professional Engineer - Illinois;
062-055445

Professional Traffic Operations
Engineer - National Certification; 211

Professional Organizations

Institute of Transportation Engineers

Areas of Specialization

Environmental Assessment
and Design Studies

Feasibility Studies

Traffic Engineering and Impact Studies

Highway Noise Analysis

Mr. Woods has been employed in private consulting at Civiltech Engineering since June 1997. He currently serves as a Project Manager for the preparation of environmental and location-design studies and traffic engineering and impact studies. He also specializes in highway noise measurement, modeling, analysis and reporting. In addition, Mr. Woods has expertise in transportation modeling and simulation packages including Synchro, VISSIM and CORSIM.

Representative Projects

Environmental Assessment and Design Studies

- *Categorical Exclusion Group I, IL 83 at Greenleaf Avenue and Pratt Avenue Intersection Improvements*; Village of Elk Grove Village
- *Project Development Report, Thorndale Avenue Improvements, IL Route 53 (Rohling Road) to Arlington Heights Road*; DuPage County Division of Transportation
- *Environmental Class of Action Determination and Design Report, IL Route 22, Quentin Road to IL Route 83*; Illinois Department of Transportation; \$36.0 million
- *Project Development Report, Ridge Avenue Improvements, Howard Street to Lyons Street*; City of Evanston; \$6.6 million
- *Project Development Report, 95th Street Park and Ride*; City of Naperville; \$1.1 million
- *Environmental Class of Action Determination and Combined Design Report, Fairway Drive Extension, U.S. Route 45 to IL Route 60*; Village of Vernon Hills; \$17.0 million
- *Project Development Report, Naper Boulevard and Chicago Avenue/Maple Avenue Intersection Improvement*; City of Naperville; \$14.5 million
- *Project Report, Washington Street, IL Route 83 to U.S. Route 45*; Lake County Division of Transportation; \$6.5 million
- *Design Study, Biesterfeld Road Widening and Reconstruction, Meacham Road to IL Route 53*; Village of Elk Grove Village; \$2.0 million
- *Project Development Report, Rollins Road, U.S. Route 45 to IL Route 132*; Lake County Division of Transportation; \$5.0 million
- *Project Development Report, Prospect Street, U.S. Route 20 to IL Route 176*; City of Marengo; \$3.6 million

Feasibility Studies

- *Hamilton Lakes/Elgin-O'Hare Expressway Access Study*; Hamilton Partners
- *I-90 Corridor Study Local Agency Master Plan, IL Route 59 to Arlington Heights Road*; Village of Schaumburg
- *Lake-Cook Road/Arlington Heights Road Continuous Flow Intersection Study*; Lake County Division of Transportation
- *Strategic Regional Arterial Study – Subset No. 5*; Illinois Department of Transportation
- *North-South Arterial Traffic Study*; Village of Barrington
- *Naperville Road/Warrenville Road/I-88 Interchange Feasibility Study*; DuPage County Division of Transportation

Traffic Engineering and Impact Studies

- *Batavia Park District Traffic Impact Study*; City of Batavia
- *Various Traffic Engineering Studies*; City of Highland Park
- *CN Railway Acquisition of the E, J & E Railway Traffic Impact Study*; Village of Barrington
- *Memory Gardens Traffic Impact and Parking Study*; SCI Illinois Services, Inc.

James R. Woods, P.E., PTOE

Project Manager

Representative Projects (Continued)

Traffic Engineering and Impact Studies (Continued)

- *Treehouse at the Ravines Traffic Impact and Parking Study*; Harp Group
- *Fairground/Farm Bureau Property Traffic Impact Study*; Lake County Division of Transportation
- *Vernon Hills Traffic Engineering Services*; Village of Vernon Hills
- *Synnestvedt Property Redevelopment Traffic Impact Analysis and Preliminary Engineering*; Lennar Communities of Chicago, LLC
- *IL Route 137 and Butterfield Road Traffic Access and Intersection Design Study*; Ashley Capital
- *Proposed Plainfield Hospital Traffic Impact Analysis*; Edward Hospital
- *City-Wide Traffic Engineering Study*; City of Aurora
- *City Centre Traffic Circulation Study*; City of Elmhurst

Highway Noise Analyses

- *Environmental Assessment and Design Report, Weiland Road/Lake Cook Road, Lake Cook Road to IL Route 22 and Buffalo Grove Road to Hastings Lane*; Village of Buffalo Grove and Cook County Highway Department; \$80.0 million
- *Environmental Assessment and Design Report, Quentin Road, U.S. Route 12 to IL Route 22*; Lake County Division of Transportation; \$24.0 million
- *Noise Analysis Technical Memorandum, Templeton Woods Traffic Noise Study, IL Route 83 from 31st Street to U.S. Route 34 (Ogden Avenue)*; TK Templeton Woods, LLC
- *Noise Analysis Technical Memorandum, Village of Oak Brook Noise Monitoring, Interstate 294 from IL Route 38 (Roosevelt Road) to 31st Street*; Village of Oak Brook
- *Project Development Report, Kreutzer Road Extension, IL Route 47 to south of Main Street*; Village of Huntley; \$4.4 million
- *Environmental Assessment and Design Report, Caton Farm Road and Bruce Road, Gaylord Road to Cedar Road*; Will County Department of Highways
- *Environmental Class of Action Determination and Combined Design Report, IL Route 22, Quentin Road to IL Route 83*; Illinois Department of Transportation; \$36.0 million
- *Jane Addams Memorial Tollway (I-90) Master Planning Study, IL Route 53 to Higgins Road*; Illinois Tollway
- *Project Development Report, Kreutzer Road Extension*; Village of Huntley; \$3.7 million
- *Project Development Report, Washington Street, Cedar Lake Road to Hainesville Road*; Lake County Division of Transportation; \$6.6 million
- *Environmental Assessment and Design Report, IL Route 31 Western Bypass, Edgewood Drive to Rakow Road*; McHenry County Division of Transportation; \$64.0 million
- *Environmental Class of Action Determination and Project Development Report, Orchard Road, U.S. Route 30 to Jericho Road*; Kane County Division of Transportation; \$23.6 million
- *Environmental Class of Action Determination and Project Development Report, Fairway Drive Extension, U.S. Route 45 to IL Route 60*; Village of Vernon Hills; \$17.0 million
- *Project Development Report, Naper Boulevard and Chicago Avenue/Maple Avenue Intersection Improvement*; City of Naperville; \$14.5 million

Joseph J. Emry, P.E.

Project Manager

Education

B.S. Civil Engineering, 1999
Valparaiso University

Traffic Signal Workshop, April 2000
Northwestern University Center
for Public Safety

Phase I Process Overview, March 2006
Illinois Department of Transportation

Road Safety Assessments, June 2007
Illinois Department of Transportation

Highway Safety Manual, December 2008
Institute of Transportation Engineers

Traffic Signal Seminar, October 2009
CECI/IDOT

2009 MUTCD Workshop, May 2010
Institute of Transportation Engineers

Professional Registrations

Professional Engineer - Illinois;
062-057496

Professional Organizations

Institute of Transportation Engineers

Areas of Specialization

Traffic Signal and Signal System Design

Environmental Assessment
and Design Studies

Traffic Engineering and Impact Studies

Safety Studies

Mr. Emry has been employed as an engineer by Civiltech Engineering since 1999. His responsibilities include overseeing the design of traffic signals for the Illinois Department of Transportation and other local agencies and municipalities. He also works to complete safety studies, traffic impact studies, and environmental/design study projects.

Representative Projects

Traffic Signal and Signal System Design

- *Citywide Construction Engineering*; Chicago Department of Transportation, Division of Engineering
- *Lake Cook Road*; Village of Buffalo Grove; \$43.5 million
- *Essington Road and Caton Farm Road*; City of Joliet
- *Roselle Road at Schaumburg Road*; Village of Schaumburg
- *Quentin Road, U.S. Route 12 to IL Route 22*; Lake County Division of Transportation; \$22.8 million
- *Barrington Road at Schaumburg Road*; Village of Schaumburg; \$6.6 million
- *Fairfield Road/Route 176 Improvement*; Lake County Division of Transportation; \$11.8 million
- *Elgin O'Hare Western Access (EOWA) IL-390, Lively Boulevard to Supreme Drive*; Illinois Tollway; \$88.9 million
- *Wise Road Phase II Improvements*; Village of Schaumburg; \$6.3 million
- *Devon and Arlington Heights Intersection Phase II*; Village of Elk Grove Village; \$2.6 million
- *Lively Boulevard STP Improvement, Devon to Touhy*; Village of Elk Grove Village; \$5.0 million
- *Fairview Avenue Traffic Signal Modernization and Interconnect*; Village of Downers Grove; \$770,000
- *Quentin Road and Lake Cook Road Improvements*; Lake County Division of Transportation; \$10.0 million
- *Various Traffic Signal Projects, Region 1*; Illinois Department of Transportation, Division of Highways
- *Naperville Road/Warrenville Road/I-88 Reagan Tollway Improvement*; DuPage County Division of Transportation; \$68.0 million
- *Fabyan Parkway Traffic Signal Interconnect*; Kane County Division of Transportation; \$1.0 million
- *Meacham Road, Tower Road to Algonquin Road*; Village of Schaumburg; \$7.0 million
- *U.S. Route 14/Davis Street/Arthur Avenue Intersection Improvement*; Village of Arlington Heights; \$5.0 million
- *Deerfield Road Rehabilitation, Wilmot Road to Park Avenue*; Village of Deerfield; \$3.3 million
- *Deerfield Parkway Improvement, IL Route 83 to Weiland Road*; Village of Buffalo Grove; \$7.0 million
- *IL Route 31 Algonquin Western Bypass*; McHenry County Division of Transportation; \$64.0 million

Joseph J. Emry, P.E.

Project Manager

Representative Projects (Continued)

Traffic Signal and Signal System Design (Continued)

- *Wilson Street Interconnect*; City of Batavia; \$2.6 million
- *Stearns Road*; Kane County Division of Transportation; \$9.0 million
- *Quentin Road Improvement, Long Grove Road to White Pine Road*; Lake County Division of Transportation; \$17.8 million
- *U.S. Route 30, U.S. Route 45 to IL Route 43*; Illinois Department of Transportation; \$30.0 million

Environmental Assessment and Design Studies

- *Environmental Assessment and Design Report, U.S. Route 14 Grade Separation at CN/EJ&E Railway*; Village of Barrington; \$60.5 million
- *Environmental Assessment and Design Report, IL Route 31 Western Bypass, Edgewood Drive to Rakow Road*; McHenry County Division of Transportation; \$50.4 million
- *Environmental Class of Action Determination and Design Report, IL Route 22 Quentin Road to IL Route 83*; Illinois Department of Transportation; \$29.0 million
- *Project Development Report; Deerpath Road at Mill Creek*; City of Batavia; \$1.0 million

Traffic Engineering and Impact Studies

- *Pinetree Mall Traffic Study*; City of Crystal Lake
- *Pleasant Square Traffic Impact Study*; Village of Schaumburg
- *Treehouse at the Ravines Traffic and Parking Study*; The Harp Group
- *Shoe Factory Road Improvements*; Village of Hoffman Estates
- *Elgin Regional Park*; City of Elgin
- *College of DuPage Traffic Study*; College of DuPage
- *Wilson Street/Prairie Street Traffic Analysis*; City of Batavia

Safety Studies

- *Various Safety Assessments, Region 1/District 1*; Illinois Department of Transportation

Madeline Johnson, P.E.

Engineer IV

Education

B.S. Construction Engineering, 2009
Purdue University
Fundamentals of Geometric Design
Workshop, September 2014
Northwestern University Center
for Public Safety

Professional Registrations

Professional Engineer – Illinois;
062-065848

Professional Organizations

American Society of Civil Engineers
Women in Construction
Mentorship (WinC)

Areas of Concentration

Environmental Assessment
and Design Studies
Road and Highway Design
Interagency Coordination
Commuter Rail Studies
Feasibility Studies
Alternate Analysis
Corridor Planning

Ms. Johnson has worked in the field of transportation since 2009. She has worked for Civiltech Engineering since August 2014. Prior to Civiltech, Madeline worked in planning and design of commuter and high-speed rail corridors. Madeline also spent three summers working in commercial construction as an intern. Her experiences include project management, development of design plans and specifications, project scheduling, train performance modeling, and working with GIS and CAD applications.

Representative Projects

Environmental Assessment and Design Studies

- *Project Development Report, Main Street Phase I Study*; City of Batavia
- *Project Development Report, State and National Parkway Phase I Study*; Village of Schaumburg
- *Project Development Report, Rand Road Sidepath Phase I Study*; City of Des Plaines
- *Project Development Report, Biesterfeld Road and Oakton Street Resurfacing*; Village of Elk Grove Village
- *Project Development Report, John F. Kennedy and Elk Grove Boulevard Resurfacing and Bridge Improvements*; Village of Elk Grove Village
- *Project Development Report, Brickvale Drive Phase I Study*; Village of Elk Grove Village
- *Project Development Report, Church Road Phase I Study*; Village of Bensenville
- *Feasibility Study, U.S. Route 45 at Dada Drive/Grant Avenue Trail Crossing*; Lake County Forest Preserve District

As an Engineer at a previous place of employment, Ms. Johnson has worked on the following projects:

Rail Corridor Planning and Design

- *IDOT Chicago-St. Louis High Speed Rail Project*; Illinois Department of Transportation; \$1.2 billion
- *Denver Interregional Connectivity Study*; Colorado Department of Transportation
- *Dearborn to Kalamazoo Corridor Acquisition and Improvements*; Michigan Department of Transportation
- *Northern Lights Express Passenger Rail Project*; Minnesota Department of Transportation
- *Lake Forest Amtrak Hiawatha Station Stop- Operations Analysis*; City of Lake Forest, IL
- *Ohio Statewide Passenger Rail Project- Programmatic Environmental Impact Statement*; Ohio Rail Development Commission/Ohio Department of Transportation
- *Milwaukee-Twin Cities High Speed Passenger Rail Corridor Program*; Minnesota Department of Transportation
- *Chicago-Milwaukee Tier 1 Environmental Assessment*; Wisconsin Department of Transportation & Illinois Department of Transportation
- *Midwest Regional Rail Initiative Phase 7*; Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Ohio, and Wisconsin Departments of Transportation

Madelaine Johnson, P.E.

Engineer IV

Representative Projects (Continued)

As an Engineer Intern at a previous place of employment, Ms. Johnson worked on the following projects:

Construction Management and Oversight

- *Jesse Brown VA Hospital*; United States Department of Veteran Affairs; \$82 million
- *O'Hare Façade and Circulation Enhancement (FACE) Terminals 2 & 3*; City of Chicago

Derek N. Mall, P.E.

Project Manager

Education

B.S. Civil Engineering, 1992
Bradley University
M.S. Civil Engineering, 1998
University of Illinois at Chicago

Professional Registrations

Professional Engineer - Illinois;
062-051308

Professional Organizations

American Society of Civil Engineers
Illuminating Engineering Society
of North America

Areas of Specialization
Roadway and Highway Design
Freeway and Tollway Design
Lighting Design
Watermain Design
Street Rehabilitation and Reconstruction
Preparation of Contract Plans,
Specifications and Estimates

Mr. Mall has been employed in private consulting engineering since 1992. He currently serves as a Project Manager focusing on geometric design and the development of contract plans and specifications for street and highway improvement projects. He also is responsible for highway and pedestrian lighting designs.

Representative Projects

Lighting Design

- *Arterial Street Lighting*; Village of Schaumburg; \$1.7 million
- *Dundee Road Lighting*; Village of Wheeling; \$2.7 million
- *Lake Cook Road*; Village of Buffalo Grove; \$45.0 million
- *Lake Zurich Road at US Route 14*; Village of Barrington; \$3.9 million
- *Barrington Road at Schaumburg Road*; Village of Schaumburg; \$6.6 million
- *Gilmer Road over Bicycle Path Underpass*; Lake County Forest Preserve District; \$1.3 million
- *Grand Avenue Underpass*; Lake County Forest Preserve District
- *IL Route 31 (Western Algonquin Bypass)*; McHenry County Division of Transportation; \$60 million
- *Main Street Lighting, Roosevelt Road to North Avenue*; Village of Lombard; \$3.0 million
- *Lively Boulevard, Devon Avenue to Touhy Avenue*; Village of Elk Grove Village; \$4.6 million
- *Busse Road (IL 83) Lighting, Mark Street to Howard Street*; Village of Elk Grove Village; \$2.2 million
- *Halgus Road STP Improvement*; Village of Huntley; \$1.8 million
- *Naperville Road/Warrenville Road Grade Separation and I-88 Interchange Improvement*; DuPage County Division of Transportation; \$68.0 million
- *Dundee Road (IL 68) Intersection Lighting Improvement at Arlington Heights Road and Buffalo Grove Road*; Village of Buffalo Grove; \$1.4 million
- *I-90 Interchange Improvement at Rockton Road*; Illinois Tollway; \$3.0 million
- *Green Bay Road Streetscape Improvement*; Village of Wilmette; \$1.3 million
- *Canal Street Reconstruction and Streetscape*; Village of Lemont; \$1.14 million
- *Mundelein Downtown Streetscape Improvement*; Village of Mundelein; \$1.9 million

Roadway and Highway Design

- *Greentree Parkway, Red Top Drive & Fourth Avenue Resurfacing*; Village of Libertyville; \$1.0 million
- *Algonquin Road at West Drive Intersection Improvements*; Village of Schaumburg; \$2.4 million
- *Finley Road Improvements*; Village of Lombard; \$3.9 million
- *Stearns Road*; Kane County Division of Transportation; \$9.0 million
- *Atkinson Road Extension*; Village of Grayslake; \$6.0 million
- *Shoe Factory Road Improvements*; Village of Hoffman Estates; \$15.5 million
- *Naperville Road/Warrenville Road Grade Separation and I-88 Interchange Improvement*; DuPage County Division of Transportation; \$68.0 million

Derek N. Mall, P.E.

Project Manager

Representative Projects (Continued)

Roadway and Highway Design (Continued)

- *Belmont/Sheridan/Lake Shore Drive STP Improvement*; Chicago Department of Transportation - Bureau of Highways; \$1.3 million
- *Stearns School Road, Dilley's Road to Skokie Highway (U.S. 41)*; Lake County Division of Transportation; \$1.2 million
- *Cedar Lake Road Improvement, North Rosedale Court to Rollins Road*; Lake County Division of Transportation; \$2.2 million
- *71st Street, South Shore Drive and Yates Boulevard Intersection Improvement*; Chicago Department of Transportation - Bureau of Highways; \$1.4 million

Freeway and Tollway Design

- *Elgin O'Hare Western Access (EOWA) IL-390, Lively Boulevard to Supreme Drive*; Illinois Tollway; \$88.9 million
- *I-90 Pavement Rehabilitation (Elmhurst Road to Golf Road)*; Illinois Tollway; \$20.0 million
- *I-90 Master Plan, IL Route 53 to Higgins Road*; Illinois Tollway; \$240.0 million
- *Contract RR-03-5168; I-Pass Only Lane Expansion (Plazas 37 and 51)*; Illinois Tollway; \$1.5 million
- *Northwest Tollway Resurfacing, Newburg Road to IL Route 173*; Illinois Tollway; \$14.2 million
- *I-90 Interchange Improvement at Rockton Road*; Illinois Tollway; \$3.0 million
- *Wright Boulevard; Village of Schaumburg*; \$5.3 million
- *Wise Road Phase II Improvements*; Village of Schaumburg; \$6.3 million

Watermain Design

- *Elgin O'Hare Western Access (EOWA) IL-390 - Lively Boulevard to Supreme Drive*; Illinois Tollway; \$88.9 million
- *2015 Street Reconstruction*; Village of Libertyville; \$1.0 million
- *2014 Street Reconstruction*; Village of Libertyville; \$1.0 million
- *Lake Street Resurfacing and Watermain Improvements*; Village of Libertyville; \$1.1 million
- *Watermain and Sewer Improvements*; Village of Hanover Park; \$400,000

Street Rehabilitation and Reconstruction

- *2016 Street Improvements*; Village of Villa Park; \$1.6 million
- *Greentree Parkway, Red Top Drive and Fourth Avenue STP Resurfacing Project*; Village of Libertyville; \$1.0 million
- *2015 Street Reconstruction*; Village of Libertyville; \$1.0 million
- *2014 Street Reconstruction*; Village of Libertyville; \$1.0 million
- *2013 Street Reconstruction*; Village of Libertyville; \$1.0 million
- *Reed Road Reconstruction*; Village of Huntley; \$800,000
- *2007 Street Resurfacing Improvement*; Village of Berkeley; \$1.0 million

Shirley J. Choi, P.E.

Engineer IV

Education

B.S. Civil Engineering, 1997
University of Illinois at Chicago
Fundamentals of
Geometric Design,
October 2001
Northwestern University
Center for Public Safety
ACEC-IDOT Lighting Seminar,
May 2011
ACEC-Illinois and Illinois
Department of Transportation

Professional Registrations

Professional Engineer - Illinois;
062-055682

Professional Organizations

American Society of Civil Engineers

Areas of Specialization

Roadway and Highway Design
Street Rehabilitation and Reconstruction
Resident Engineer
Lighting Design
Preparation of Contract Plans,
Specifications and Estimates

Ms. Choi has been employed in private consulting engineering since May of 1997. Since graduation, she has served as a Resident Engineer and Project Engineer assisting in the areas of highway and pedestrian lighting design, drainage design, highway and roadway design, and the development of contract plans and specifications.

Representative Projects

Roadway and Highway Design

- *Dee Road, Manor Lane to Farrell Avenue*; City of Park Ridge; \$300,000
- *Main Street STP Improvement, Phase II*; Village of Lombard; \$2.8 million
- *Lake and Swift Intersection Improvements*; Village of Addison; \$700,000
- *Army Trail Road, Regency Drive to Swift Road*; DuPage County Division of Transportation; \$8.7 million
- *79th Street, Cicero Avenue to Kedzie Avenue, and Western Avenue, 83rd Street to 119th Street, Median Planters*; Chicago Department of Transportation - Bureau of Highways; \$10.5 million

Resident Engineering

- *York Road Bicycle Trail*; Village of Oak Brook; \$500,000
- *Dilley's Road*; Village of Gurnee, Cypress Equities

Lighting Design

- *Arterial Street Lighting*; Village of Schaumburg; \$1.7 million
- *Lake Cook Road*; Village of Buffalo Grove; \$45.0 million
- *Weiland Road Improvements (Lake Cook Road to IL Route 22)*; Lake County Division of Transportation
- *LED Beacon Lighting*; Village of Gurnee
- *Dundee Road Lighting*; Village of Wheeling; \$2.7 million
- *Lombard Meadows Reconstruction Phase I*; Village of Lombard; \$2.2 million
- *Millennium Trail Underpass – Grand Avenue, Illinois Route 132*; Lake County Division of Transportation; \$2.7 million
- *Fairfield Rd/IL 176*; Lake County Division of Transportation; \$11.8 million
- *Walnut Lane - Golf Road to Bode Road*; Village of Schaumburg; \$2.5 million
- *Main Street Lighting, Roosevelt Road to North Avenue*; Village of Lombard; \$3.0 million
- *Barrington Road at Schaumburg Road*; Village of Schaumburg; \$7.4 million
- *Lively Boulevard, Devon Avenue to Touhy Avenue*; Village of Elk Grove Village; \$4.6 million
- *Busse Road (IL 83) Lighting, Mark Street to Howard Street*; Village of Elk Grove Village; \$2.2 million
- *Wise Road Phase II Improvements*; Village of Schaumburg; \$6.3 million
- *95th Street Park and Ride Phase I/II Engineering*; City of Naperville; \$1.1 million
- *Haligus Road STP Improvement*; Village of Huntley; \$1.8 million
- *Davis Street Improvement*; Village of Arlington Heights; \$1.3 million
- *Wright Boulevard*; Village of Schaumburg; \$5.3 million

Shirley J. Choi, P.E.

Engineer IV

Representative Projects (Continued)

Lighting Design (Continued)

- *Joint NIKE Site Redevelopment*; Village of Vernon Hills; \$18 million
- *Dundee Road (IL 68) Intersection Lighting Improvement at Arlington Heights Road and Buffalo Grove Road*; Village of Buffalo Grove; \$1.4 million
- *Cass Avenue Bridge and IL Route 83 Bridge over I-55, Underpass Lighting*; Illinois Department of Transportation - District 1; \$7.5 million
- *The Glen Redevelopment Project*; Village of Glenview \$65.0 million

Street Rehabilitation and Reconstruction

- *Main Street Resurfacing (LAPP)*; Village of Lombard; \$900,000
- *Main Street and Fairview Avenue Resurfacing Project (LAPP)*; Village of Downers Grove; \$1.0 million
- *South Broadway Improvements*; Village of Lombard; \$2.0 million
- *Forest Avenue, Hillside Avenue and Appian Way*; Village of Glen Ellyn; \$1.0 million
- *Main Street*; City of Park Ridge

Drainage Design

- *Lake and Swift Intersection Improvements*; Village of Addison; \$700,000
- *Main Street STP Improvement, Phase II*; Village of Lombard; \$2.8 million
- *Riford Road from St. Charles to Crescent*; Village of Glen Ellyn; \$2.5 million
- *Army Trail Road, Regency Drive to Swift Road*; DuPage County Division of Transportation; \$8.3 million

Bikeway and Pedestrian Facility Design

- *Lively Boulevard from Touhy to Howard*; Village of Elk Grove Village; \$1.9 million
- *York Road Bicycle Trail*; Village of Oak Brook; \$500,000

Mary L. Young, P.E., PTOE

Director of Traffic, Environmental and Design Studies

Education

B.S. Civil Engineering, 1991
University of Illinois at
Urbana-Champaign

Administrative Record, May 2016
FHWA/National Highway Institute
Course No. 142062

NEPA and Transportation Decision
Making, June 2007
FHWA/National Highway Institute
Course No. 142005

Beyond Compliance: Historic
Preservation in Transportation Project
Development, November 2013
FHWA/National Highway Institute
Course No. 142049

Environmental Impact Assessment:
National Environmental Policy Act and
Related Requirements, April 2003
American Law Institute/
Environmental Law Institute

Environmental Impacts of
Highway Projects, March 1998
University of Wisconsin at Madison

Context Sensitive Solutions
Awareness Class, October 2006
Illinois Department of Transportation

Administrative Record, May 2016
FHWA/National Highway Institute
Course No. 142062

Professional Registrations

Professional Engineer - Illinois;
062-050889

Professional Traffic Operations
Engineer - National Certification; 346

Professional Organizations

American Society of Civil Engineers
Institute of Transportation Engineers

Areas of Specialization

Environmental and Design Studies
Feasibility Studies
Traffic Engineering

Ms. Young has been employed in private consulting engineering since 1991 and serves as the Director of Civiltech's Traffic, Environmental and Design Studies Department. Ms. Young possesses expertise in comprehensive impact studies, traffic engineering, and environmental/location-design studies for projects ranging from intersection improvements to major roadway corridor projects. Ms. Young has had extensive training in the National Environmental Policy Act procedures and methodologies and is pre-qualified by IDOT at the Environmental Impact Statement (EIS) level. She is able to create effective stakeholder involvement programs as part of the context sensitive design process through her extensive knowledge of the transportation planning and implementation process combined with her communication skills. Ms. Young is a registered Professional Engineer in Illinois as well as a nationally certified Professional Traffic Operations Engineer.

Representative Projects

Environmental and Design Studies

- *Environmental Impact Statement, North Lake Shore Drive, Grand Avenue to Hollywood Avenue*; City of Chicago; \$1.5 billion
- *Environmental Assessment and Design Report, U.S. Route 14 at CN Railroad Grade Separation*; Village of Barrington; \$62.8 million
- *Environmental Assessment and Design Report, IL Route 31 Western Bypass, Edgewood Drive to Rakow Road*; McHenry County Division of Transportation; \$81.7 million
- *Environmental Assessment and Design Report, Weiland Road/Lake Cook Road, Lake Cook Road to IL Route 22 and Buffalo Grove Road to Hastings Lane*; Village of Buffalo Grove and Cook County Highway Department; \$96.0 million
- *Environmental Class of Action Determination and Design Report, IL Route 22, Quentin Road to IL Route 83*; Illinois Department of Transportation; \$36.0 million
- *Environmental Class of Action Determination and Project Development Report, Quentin Road, South of Long Grove Road to North of U.S. Route 12*; Lake County Division of Transportation; \$17.8 million
- *Environmental Class of Action Determination and Project Development Report, Orchard Road, U.S. Route 30 to Jericho Road*; Kane County Division of Transportation; \$23.6 million
- *Environmental Class of Action Determination and Project Development Report, Fairway Drive Extension, U.S. Route 45 to IL Route 60*; Village of Vernon Hills; \$17.0 million
- *Project Development Report, Quentin Road, U.S. Route 12 to IL Route 22*; Lake County Division of Transportation; \$22.8 million
- *Project Report, Fairfield Road/IL Route 176*; Lake County Division of Transportation; \$20.0 million
- *Project Development Report, Willow Road, West Village Limit to Provident Avenue*; Village of Winnetka; \$6.0 million
- *Project Development Report, Caton Farm Road/Essington Road Intersection Improvement*; City of Joliet; \$2.5million
- *Project Development Report, Kreutzer Road Extension*; Village of Huntley; \$4.7 million

Mary L. Young, P.E., PTOE

Director of Traffic, Environmental and Design Studies

Representative Projects (Continued)

Environmental and Design Studies (Continued)

- *Project Development Report, Washington Street, Cedar Lake Road to Hainesville Road;* Lake County Division of Transportation; \$8.5 million
- *Project Development Report, Ridge Avenue Improvements, Howard Street to Lyons Street;* City of Evanston; \$6.6 million
- *Project Development Report, Arthur Avenue/Davis Street/U.S. Route 14 Improvement;* Village of Arlington Heights; \$5.0 million
- *Project Development Report, Barrington Road/Schaumburg Road Intersection Improvement;* Village of Schaumburg; \$6.5 million
- *Project Development Report, Arlington Heights Road/Devon Avenue Intersection Improvement;* Village of Elk Grove Village; \$3.4 million
- *Project Development Report, Wise Road, Roselle Road to Plum Grove Road;* Village of Schaumburg; \$6.3 million
- *Project Development Report, Lively Boulevard, Devon Avenue to Touhy Avenue;* Village of Elk Grove Village; \$4.6 million
- *Project Development Report, Devon Avenue/Tonne Road Intersection Improvement;* Village of Elk Grove Village; \$2.1 million

Feasibility Studies

- *Jane Addams Memorial Tollway (I-90) Master Planning Study, IL Route 53 to Higgins Road;* Illinois Tollway
- *I-55 at IL Route 59 Joliet Interchange Improvement;* City of Joliet
- *I-90 Corridor Study Local Agency Master Plan, IL Route 59 to Arlington Heights Road;* Village of Schaumburg
- *Lake-Cook Road/Arlington Heights Road Continuous Flow Intersection Study;* Lake County Division of Transportation
- *IL Route 60/Butterfield Road Grade Separation Study;* Lake County Division of Transportation
- *Strategic Regional Arterial Study - Subset No. 5;* Illinois Department of Transportation
- *North-South Arterial Traffic Study;* Village of Barrington
- *Naperville Road/Warrenville Road/I-88 Interchange Feasibility Study;* DuPage County Division of Transportation
- *IL Route 62/IL Route 31 Congestion Mitigation Feasibility Study;* McHenry County Division of Transportation

Traffic Engineering

- *Traffic Impact Study, Bridge Street Town Centre, 360-Acre Commercial Development;* City of Joliet
- *City-Wide Traffic and Parking Study;* City of Park Ridge
- *Various Traffic and Safety Studies;* Illinois Department of Transportation
- *City-Wide Traffic Engineering Study;* Bike and Pedestrian Plan; City of Aurora

Joel E. Christell, P.E.

Project Manager

Education

B.S. Civil Engineering, 1999
University of Illinois at
Urbana-Champaign

Illinois Fundamentals of
Geometric Design, March 2000
Northwestern University
Center for Public Safety

Storm Sewer System Design
and Stormwater Detention
Basin Design, October 2000
University of Wisconsin at Madison

Illinois Fundamentals of Drainage
and Drainage Studies, April 2006
Illinois Department of Transportation

Context Sensitive Solutions
Approach Class, September 2006
Illinois Department of Transportation

ADA Transition Plan, March 2015
Illinois Department of Transportation

Professional Registrations

Professional Engineer - Illinois;
062-057475

Professional Organizations

Institute of Transportation Engineers –
Illinois Section Past President

Areas of Specialization

Traffic Engineering and Impact Studies

Environmental Assessment
and Design Studies

Feasibility Studies

Location Drainage Studies

Mr. Christell has been employed in private consulting engineering since June of 1999. He currently serves as Project Manager for the preparation of environmental and location-design studies. He also specializes in the preparation of Location Drainage Studies. Mr. Christell has managed or been involved in the engineering of over twenty-five Federal-aid projects for local municipalities and counties in the Chicago area.

Representative Projects

Environmental Assessment and Design Studies

- *Oak Park Avenue, Irving Park Road to Forest Preserve Drive*; Chicago Department of Transportation, Division of Engineering; \$3.6 million
- *Fullerton Avenue, Ashland Avenue to Southport Avenue – Phase I and II*; Chicago Department of Transportation, Streetscape and Sustainable Design Program; \$6.0 million
- *Chicago West Side Safe Routes to School Enhancements*; Chicago Department of Transportation, Division of Project Development; \$520,000
- *Lincoln Village Pedestrian and Bicycle Bridge – Phase I and II*; Chicago Department of Transportation, Division of Project Development; \$2.0 million
- *Chicago Streets for Cycling Phase IV, Project 3 – Phase I and II*; Chicago Department of Transportation, Division of Project Development; \$3.0 million
- *Environmental Assessment and Design Report, IL Route 31 Western Bypass, Edgewood Drive to Rakow Road*; McHenry County Division of Transportation; \$50.4 million
- *Environmental Class of Action Determination and Project Development Report, Fairway Drive Extension, U.S. Route 45 to IL Route 60*; Village of Vernon Hills; \$17.0 million
- *Environmental Class of Action Determination and Project Development Report, Orchard Road, U.S. Route 30 to Jericho Road*; Kane County Division of Transportation; \$23.6 million
- *Project Development Report; Lively Boulevard – Thorndale Avenue to Devon Avenue*; Village of Elk Grove Village; \$3.2 million
- *Project Development Report; Church Road Improvements – Grand Avenue to Jefferson Street*; Village of Bensenville; \$1.9 million
- *Project Development Report, Barrington Road/Schaumburg Road Intersection Improvement*; Village of Schaumburg; \$4.4 million
- *Project Development Report, Kreutzer Road Extension, IL Route 47 to Main Street*; Village of Huntley; \$4.7 million
- *Project Development Report; South Main Street Improvements, U.S. Route 14 to South of Virginia Road*; City of Crystal Lake; \$4.0 million
- *Project Development Report, Arlington Heights Road/Devon Avenue Intersection Improvement*; Village of Elk Grove Village; \$2.6 million
- *Project Development Report, Wise Road, Roselle Road to Plum Grove Road*; Village of Schaumburg; \$6.3 million
- *Project Development Report, Lively Boulevard, Devon Avenue to Touhy Avenue*; Village of Elk Grove Village; \$5.2 million
- *Project Development Report, Devon Avenue/Tonne Road Intersection Improvement*; Village of Elk Grove Village; \$2.0 million
- *Project Development Report, Haligus Road Extension*; Village of Huntley; \$1.8 million
- *Project Development Report, Fullerton Avenue, Addison Road to Villa Avenue*; Village of Addison; \$2.0 million

Joel E. Christell, P.E.

Project Manager

Representative Projects (Continued)

Environmental Assessment and Design Studies (Continued)

- *Project Development Report, Main Street STP Improvement*; Village of Lombard
- *Project Development Report, Addison Road Resurfacing*; Village of Addison; \$3.8 million
- *Project Development Report, McDermott Drive Phase I Study, Taft Avenue to Wolf Road*; Village of Berkeley
- *Project Development Report, Lombard Road STP Project Phase I, Fullerton Avenue to U.S. Route 20*; Village of Addison; \$3.4 million
- *Project Development Report, Golfview Road, 31st Street to 1st Avenue*; Chicago Zoological Society
- *Project Development Report; Des Plaines River Trail Improvements*; City of Des Plaines
- *Project Development Report; Gilmer Road Bike Path Underpass*; Lake County Forest Preserves
- *Project Development Report, Grand Avenue Bike Path Underpass*; Lake County Forest Preserve District
- *Project Development Report, Monaville Road Bike Path Underpass*; Lake County Division of Transportation; \$1.6 million
- *Project Development Report, Washington Street Bike Path, Atkinson Road to Lancer Lane*; Lake County Division of Transportation
- *Categorical Exclusion Group I, IL Route 59 Sidewalks, 119th Street to 87th Street*; City of Naperville; \$900,000
- *Categorical Exclusion Group I, Biesterfield Road at I-290*; Village of Elk Grove Village
- *Categorical Exclusion Group I, Illinois Safe Routes to School – Crosswalks 2013*; Chicago Department of Transportation

Location Drainage Studies

- *Environmental Class of Action Determination and Combined Design Report, IL Route 22, Quentin Road to IL Route 83*; Illinois Department of Transportation; \$35.5 million
- *Project Development Report, Washington Street, Cedar Lake Road to Hainesville Road*; Lake County Division of Transportation; \$6.6 million
- *Willow Road Phase I Study, West Village Limit to Provident Avenue*; Village of Winnetka; \$4.9 million
- *Project Development Report, Thorndale Avenue, Arlington Heights Road to IL Route 53 Phase I*; DuPage County Division of Transportation; \$6.6 million

Feasibility Studies

- *Strategic Regional Arterial Study - Subset No. 5*; Illinois Department of Transportation
- *North-South Arterial Traffic Study*; Village of Barrington
- *Maple Avenue Feasibility Study*; Village of Downers Grove

Traffic Engineering

- *Main Street Resurfacing*; Village of Lombard
- *Park Ridge Comprehensive Traffic and Parking Study*; City of Park Ridge
- *Traffic Engineering Services*; Chicago Department of Transportation
- *City-Wide Traffic Engineering Study*; City of Aurora

David W. White

Director of Valuation Services

Education

B.S. Civil Engineering,
University of Illinois
at Urbana-Champaign

Professional Registrations

Certified General Real Estate Appraiser,
State of Illinois, License No. 553.000624

Certified General Real Estate
Appraiser, State of Indiana,
License No. CG41700006

IDOT Approved Fee Appraiser
and Review Appraiser

Professional Organizations

International Right of Way Association

Fox Valley Association of Realtors

Areas of Concentration

Real Estate Appraiser
and Consultant

Property Valuations
Under Eminent Domain

Qualified as an expert witness in Federal
Court and the Circuit Courts of Cook,
McHenry, DuPage, DeKalb, Kane, Lake
Madison, St. Clair, and Will Counties in
Illinois; Lake County in Indiana; and
Sedgwick County in Kansas.

Mr. White is the Director of Valuation Services for Civiltech Engineering. He has been actively engaged in real estate valuation and consulting since 1984. Prior to formally joining Civiltech Engineering on October 1, 2002 he was President and owner of David White & Company. Appraisals have been performed on various properties including special use properties, neighborhood, community and regional shopping centers, apartment complexes, single- and multi-tenanted industrial buildings, low to high-rise office buildings, mixed-use facilities, and vacant land. Valuations of special use properties include golf courses, self-storage facilities, stone quarries, gasoline stations, railroad right of way, and airplane hangar buildings. Clients served include law firms, lenders, private and public agencies. Valuations have been performed for condemnation purposes, estate planning, financing, and investment analysis.

Representative Projects

Prepared appraisal reports for the following projects

- *IL 158, 150 parcels*; Illinois Department of Transportation - District 8
- *IL 159, 100 parcels*; Illinois Department of Transportation - District 8
- *Stearns Road Bridge Corridor*; Kane County Division of Transportation
- *Longmeadow Bridge Corridor*; Kane County Division of Transportation
- *Interstate 294, 150 parcels*; Illinois Tollway
- *Interstate 355, 70 parcels*; Illinois Tollway
- *Interstate 255, 70 parcels*; Illinois Department of Transportation - District 8
- *Illiana Expressway, 150 parcels*; Illinois Department of Transportation
- *Army Trail Road, 200 parcels*; DuPage County Division of Transportation
- *126th Street, 40 parcels*; Chicago Department of Transportation
- *Algonquin Road, 90 parcels*; McHenry County Division of Transportation
- *55th Street Widening, 40 parcels*; DuPage County Division of Transportation
- *Lake Cook Road, 72 parcels*; Cook County Highway Department
- *CTA Brown Line Expansion; 30 parcels*
- *McCormick Place Expansion*
- *O'Hare Modernization Program*
- *Illinois High Speed Rail, Joliet to East St. Louis*

Prepared appraisal reports for the following State and County Agencies

- *Illinois Department of Transportation - Districts 1, 2, 3, 7, 8, 9 | Illinois State Toll Highway Authority | Cook County Highway Department | DuPage County Division of Transportation | Kane County Division of Transportation | Kendall County Division of Transportation | Lake County Division of Transportation | McHenry County Division of Transportation*

Prepared appraisal reports for the following Local Agencies

- *Village of Antioch | City of Batavia | Village of Bensenville | Village of Berkeley Village of Buffalo Grove | Village of Carpentersville | City of Chicago | City of Country Club Hills | City of DeKalb | Village of Elk Grove | Village of Frankfort City of Geneva | Geneva Park District*

David W. White

Director of Valuation Services

Representative Projects (Continued)

Prepared appraisal reports for the following County Agencies

- *Kansas Department of Transportation*
- *Illinois Attorney General*
- *Cook County Highway Department*
- *DuPage County Division of Transportation*
- *Kane County Division of Transportation*
- *Kendall County Division of Transportation*
- *Lake County Division of Transportation*
- *McHenry County Division of Transportation*
- *Will County Highway Department*
- *DuPage County Forest Preserve District*
- *Kane County Forest Preserve District*
- *DuPage County State's Attorney*
- *McHenry County State's Attorney*
- *Kane County State's Attorney*
- *DeKalb Airport Authority*
- *DuPage Airport Authority*
- *DuPage Water Commission*

Prepared appraisal reports for the following Attorneys and Law Firms

- *Ryan & Ryan*
- *Burke, Burns, & Pinelli, Ltd.*
- *Holland & Knight*
- *Deutsch, Levy, & Engel*
- *Neal & Leroy*
- *Kinnally, Krentz, Loran, Hodge & Herman, PC*
- *Steve Helm & Associates*
- *Day & Robert*
- *Klein, Thorpe, & Jenkins, Ltd.*
- *Brady & Jensen*
- *Rosenthal, Murphey, & Coblenz*
- *Conklin & Conklin*
- *Walker Wilcox Matousek, LLP*
- *Dunn, Martin, Miller & Heathcock, Ltd.*
- *Schmidt & Barbrow, P.C.*
- *Santacruz Land Acquisitions*

Prepared appraisal reports for the following Corporations

- *BP Amoco Oil Company*
- *Shell Oil Company*
- *Phillips 66 Company*
- *Mobil Oil Company*
- *AT&T*
- *Northern Border Pipeline, Enron Corp.*
- *Envirotest, Inc.*
- *Commonwealth Edison/Exelon*
- *Chicago Title & Trust*
- *Union Pacific Railroad*

James D. Ewers, P.E.

Director of Construction Engineering Services

Education

B.S. Civil Engineering, 1988
University of Illinois at
Urbana-Champaign

Professional Registrations

Professional Engineer - Illinois;
062-050067

IDOT ICORS Certified

IDOT Documentation of Contract
Quantities; 05-0013

Professional Organizations

American Public Works Association
Illinois Association of Highway Engineers

Areas of Specialization

Project Management
Quality Assurance
Construction Management
Resident Engineering
Construction Inspection

Mr. Ewers is the Project/Quality Manager for all of Civiltech's Phase III (Construction Engineering) projects. He provides his experienced guidance to improvements ranging from multi-use paths to expressway reconstructions. He has been the Construction Manager over hundreds of projects for various agencies such as the Illinois Department of Transportation (IDOT), the Illinois Tollway, Counties, Forest Preserves, and Municipalities. He is responsible for ensuring that Civiltech performs the highest quality resident engineering, construction administration, and constructability reviews while managing the engineering budgets. Prior to joining Civiltech, Mr. Ewers was employed with IDOT since his graduation from the University of Illinois in 1988. He served in the Bureaus of Land Acquisition, Programming, and 14 of his 16 years at IDOT were devoted to projects in the Bureau of Construction. His experience in documentation procedures, materials testing, construction layout, and field inspection generated his promotions to the positions of Construction Supervisor over a major highway reconstruction program, and Local Agency Construction Supervisor responsible for all District One Federal Aid projects.

Representative Experience

Construction Management

- *Greentree Parkway, Red Top Drive & Fourth Avenue Resurfacing*; Village of Libertyville; \$1.0 million
- *Elgin O'Hare Western Access (EOWA) - Mainline: Arlington Heights Road to Lively Boulevard*; Illinois Tollway; \$52.6 million
- *EOWA Wood Dale Bridge over I-390 Mainline*; Illinois Tollway; \$20.0 million
- *Hill Ave over East Branch of the DuPage River*; Village of Lombard; \$1.5 million
- *Damen Elston Fullerton Realignment/Reconstruction*; Chicago Department of Transportation; \$19.0 million
- *EOWA Advance Work Contracts – Lively, Mittel, and Salt Creek Bridges – Park / Hamilton New Roadway*; Illinois Tollway; \$41.0 million
- *2015 Street Reconstruction Program*; Village of Libertyville; \$1.0 million
- *Salem Drive Improvement*; Village of Schaumburg; \$2.3 million
- *US 30 from IL 31 to US 34 Road, Bridge and Interchange Reconstruction*; Illinois Department of Transportation; \$45.0 million
- *Lombard Meadows - Phase I*; Village of Lombard; \$2.0 million
- *2014 Street Reconstruction Program*; Village of Libertyville; \$1.0 million
- *EOWA Devon Avenue Bridge over I-290*; Illinois Tollway; \$9.3 million
- *Fairfield Road at IL Route 176 Intersection Improvement*; Lake County Division of Transportation; \$11.9 million
- *Walnut Drive Improvement*; Village of Schaumburg; \$2.5 million
- *Hawthorne Reconstruction Improvements Project*; Village of Glen Ellyn; \$3.9 million
- *IL Route 31 at Virginia Road and Klasen Road*; McHenry County Div. of Trans; \$9.0 million
- *Orchard Road Reconstruction from Jericho to US Route 30*; Kane County Division of Transportation; \$9.3 million
- *Washington Street Resurfacing – Naper Boulevard to 75th Street*; City of Naperville; \$1.3 million
- *Sunset/Turner Roadway Improvements*; Village of Glen Ellyn; \$2.2 million
- *Gilmer Road Underpass*; Lake County Forest Preserve District; \$1.8 million
- *North Industrial Park Reconstruction*; Village of Bensenville; \$10.7 million
- *IL Route 83 Busse Road at Pratt Boulevard*; Village of Elk Grove Village; \$3.0 million
- *IL Route 83 Busse Road at Greenleaf Avenue*; Village of Elk Grove Village; \$3.5 million
- *Des Plaines River Trail Improvement*; City of Des Plaines; \$3.5 million
- *Essington Road/Hennepin Drive Intersection Reconstruction*; City of Joliet; \$2.7 million

James D. Ewers, P.E.

Director of Construction Engineering Services

Representative Projects (Continued)

Construction Management (Continued)

- *Bryant Avenue/Thain's Addition Improvements*; Village of Glen Ellyn; \$5.7 million
- *I-290/IL 53 Roadway and Bridge Rehabilitation, Higgins Road to Rand Road*; Illinois Department of Transportation \$23.5 million
- *Southwest Highway over B&O Railroad Bridge Reconstruction*; Illinois Department of Transportation; \$9.1 million
- *2010 Schaumburg Street Improvements Contract 2*; Village of Schaumburg; \$3.7 million
- *Stearns Road, Contract 5 from Randall Road to McLean Boulevard*; Kane County Division of Transportation; \$9.0 million
- *2009 Street Improvements*; Village of Glen Ellyn; \$2.4 million
- *Ridge Avenue Improvements, Howard Street to Lyons Street*; City of Evanston; \$6.6 million
- *Montclair Commuter Parking Lot*; Village of Glen Ellyn; \$639,000
- *Parkside - Summerdale Road Reconstruction*; Village of Glen Ellyn; \$3.9 million
- *IL Route 60 over I-94 Improvement*; Illinois Department of Transportation; \$21.0 million
- *I-90 at I-39, Cherry Valley Interchange*; Illinois Tollway; \$56 million
- *Open Road Tolling, Plazas 1, 5, and 7, Northwest Tollway*; Illinois Tollway; \$89.0 million
- *Kirk Road at IL 56*; Kane County Division of Transportation; \$7.0 million
- *Deerfield Parkway Improvement*; Village of Buffalo Grove; \$7.7 million

IDOT District One - Bureau of Construction

Construction Supervisor for South Cook and all of Will County:

- Responsible for implementing a program of more than 75 projects valued at over \$100 million per year from 2003 to 2004.
- Assigned, directed and successfully completed these tasks with a staff of 20 to 25 Resident Engineers and 30 to 40 crew members. Tasks also include the proper allocation of other resources such as vehicles and consultants.
- Required daily decisions regarding engineering issues, determination and authorization of needed changes, scheduling and problem resolution for both project and employee concerns. Conducted multiple pre-construction, progress and partnering meetings.
- Kept the public well informed through contacts with elected officials as well as newspaper, radio and television interviews.
- Directly responsible for the reconstruction of the I-80/94 Kingery Expressway from the I-294/IL 394 interchange into Indiana. This project is made of more than 20 contracts valued at over \$330 million to be completed in 2007. It requires coordination with the Local Agencies in the area and their representatives, the Illinois Tollway and Indiana DOT. Proper administration of this complicated reconstruction is being accomplished by directing four consultant firms.

Local Agency Construction Supervisor:

- Responsible for all Federally funded Local Agency projects in District One, including the City of Chicago, from 1999 to 2003.
- Averaged over 100 projects valued at \$100 to \$200 million per year.
- Directed five Area Professional Engineers to ensure that the Local Agencies and their consultants executed and completed projects in accordance with the plans, specifications and proper contract administration documentation. Also responsible for the District Bridge Painting Technician and the Federal Reimbursable Force Account Engineer.
- Coordinated successfully with the designers, MFT Engineers and managers from the Bureau of Local Roads as well as representatives from most every Local Agency in the six counties of IDOT District One.

Local Agency Area Engineer:

- Supervised over 30 projects in 1998 from bridges and pavement reconstructions to bicycle paths. Projects totaled to more than \$40 million.
- Guided various Local Agency personnel and their consultants through IDOT's policies and procedures to ensure successful project completion and Federal Participation.

David M. Bugaj

Resident Engineer V

Education

B.S. Agricultural Engineering, 1989
University of Wisconsin, River Falls

Professional Registrations

IDOT ICORS Certified
IDOT Documentation of Contract
Quantities; 17-12533 (expires 03/02/2021)
IDOT QC/QA Mix Aggregate
Technician Course
IDOT Bituminous Concrete Level I
IDOT Bituminous Concrete Level II
IDOT Bituminous Concrete
Density Tester Course
IDOT Portland Cement
Concrete Level I
IDOT Portland Cement
Concrete Level II
Certified Erosion and Sediment
Control Inspector
IDOT S-33 Soils Field
Testing and Inspection
IDOT S-11 Hot Mix
Field Inspection

Areas of Specialization

Resident Engineering
Bridge Construction Inspection
Construction Inspection
Construction Documentation

Mr. Bugaj has been employed in the private sector of the civil engineering field since 1987. Prior to joining Civiltech, Mr. Bugaj served as a Field Engineer and Resident Engineer on various construction projects in Wisconsin, Minnesota, and Illinois. Mr. Bugaj has been working on construction projects in Illinois for over 20 years and has been involved with construction related projects for over 25 years.

Representative Projects

Resident Engineering

- *Eagle Heights Neighborhood Street Rehabilitation*; City of Elgin; \$5.8 million
- *Foster Avenue Resurfacing Improvement*; Village of Bensenville; \$560,000
- *Biesterfield Road and Gibson Drive Rehabilitation*; Village of Elk Grove Village; \$1.3 million
- *Chidester-Elm-Lenox-Linden (CELL) Improvements*; Village of Glen Ellyn; \$3.3 million
- *North Industrial Park Reconstruction SSA 9*; Village of Bensenville; \$7.3 million
- *Hawthorne Reconstruction Improvements Project*; Village of Glen Ellyn; \$3.9 million
- *Braeside Drainage Improvements*; Village of Glen Ellyn; \$601,000
- *North Industrial Park Reconstruction*; Village of Bensenville; \$10.7 million
- *Sunset/Turner Roadway Improvements*; Village of Glen Ellyn; \$2.2 million
- *Braeside Neighborhood Lighting Improvements*; Village of Glen Ellyn; \$1.9 million
- *Park Boulevard and Lambert Road Resurfacing Improvement*; Village of Glen Ellyn; \$600,000
- *Bryant Avenue/Thain's Addition Improvement*; Village of Glen Ellyn; \$5.7 million
- *Riford Road from St. Charles to Crescent*; Village of Glen Ellyn; \$2.5 million
- *Park Boulevard Reconstruction*; Village of Glen Ellyn; \$1.5 million
- *Braeside Area and Grove Avenue Improvements*; Village of Glen Ellyn; \$1.9 million
- *2009 Street Improvements*; Village of Glen Ellyn; \$2.4 million
- *Montclair Commuter Parking Lot*; Village of Glen Ellyn; \$639,000
- *Parkside - Summerdale Road Reconstruction*; Village of Glen Ellyn; \$3.9 million
- *2008 Street Improvements*; Village of Glen Ellyn; \$2.0 million
- *East Panfish Basin Improvements, Street Resurfacing, Rehabilitation and Storm and Water Improvements*; Village of Glen Ellyn; \$800,000
- *2007 Street Improvements, Street Resurfacing, Rehabilitation and Storm Sewer Improvements*; Village of Glen Ellyn; \$3.3 million
- *Duane Street Improvement Project*; Village of Glen Ellyn; \$2.7 million
- *Lambert Farms Utility Improvements, Street Resurfacing, Rehabilitation, and Storm and Sanitary Sewer Improvements*; Village of Glen Ellyn; \$3.1 million
- *SACROW Area Improvements, Street Reconstruction, Water Main and Sewer Improvements*; Village of Glen Ellyn; \$4.1 million
- *Sunset Avenue and Glen Ellyn Manor Improvement Project*; Village of Glen Ellyn; \$4.2 million

David M. Bugaj

Resident Engineer V

Representative Projects (Continued)

Resident Engineering (Continued)

- *Prospect Avenue Improvement Project*; Village of Glen Ellyn; \$2.0 million
- *Wingate Basin Improvements, Street Resurfacing, Rehabilitation and Storm Sewer Improvements*; Village of Glen Ellyn; \$7.5 million
- *Hillside Basin Improvements, Street Resurfacing, Rehabilitation and Storm Sewer Improvements*; Village of Glen Ellyn; \$1.2 million
- *Newton Avenue, Anthony Street and Cottage Avenue Improvements, Street Resurfacing, Rehabilitation and Storm Sewer Improvements*; Village of Glen Ellyn; \$1.35 million

Construction Inspection

- *Contract #82712, U.S. Route 45 (Route 176 to 137) Roadway Reconstruction, Add Lanes, and Traffic Signal Modernization*; Illinois Department of Transportation; \$15.2 million
- *147th Street/Central Avenue Intersection Improvement*; City of Oak Forest; \$1.4 million
- *Contract CIP-95-728A, Plaza 73 Widening and Modification*; Illinois Tollway; \$30.3 million
- *Contract CIP-660, Tri-State Tollway M.P. 24.2 to 36.9*; Illinois Tollway; \$22.8 million
- *Contract MIP-93-584, Tri-State Tollway M.P. 56.4 to 59.0*; Illinois Tollway; \$8.0 million
- *Route 31 and Wilson Road Intersection Reconstruction*; Illinois Department of Transportation and City of Batavia
- *Illinois Central Gulf R.R. Bridge Reconstruction*; Metra
- *Wisconsin Central Commuter Line, 11 locations*; Metra
- *Skyway and 75th Street Ramps Installation and Improvements*; Chicago Department of Transportation
- *34th Street Sewer Installation and Improvement*; Chicago Department of Sewers
- *Sewer Pipe Plant Reports*; Chicago Department of Sewers
- *Chicago Intersections Signs Erection Contract*; Chicago Department of Transportation

Roadway and Highway Design

- *U.S. Route 30, Widening and Reconstruction*; Illinois Department of Transportation
- *Columbus Park Parkway, Bikeway Trail Design*; Chicago Department of Transportation
- *Ogden - Cicero Interchange*; Illinois Department of Transportation
- *Lake Shore Drive Realignment*; Chicago Department of Transportation
- *EJ&E Feasibility Study*; Metra
- *I-355 Toll Extension (south)*; Illinois Tollway
- *Route 53 Extension (north)*; Illinois Tollway
- *IL Route 73 Box Culvert Design and Roadway Modifications*; Illinois Department of Transportation

Michael N. Young, P.E.

Senior Vice President



Years of Experience: 23

Education

B.S.—Civil Engineering, (University of Illinois - Urbana/Champaign, 1994)

M.S.—Environmental Engineering, (University of Illinois - Urbana/Champaign, 1995)

Registrations

P.E.—Illinois #062-052840, Iowa #20899, Minnesota #51013, Kansas #25169, Kentucky #33511, Missouri #2018006019

Certifications/Training

OSHA 10-Hour Safety Certification, 30-003162136

4-Hour Work Zone Traffic Control

Defensive Driving for Non-Commercial Vehicles,

First Aid, CPR, and AED (Defibrillator)

Confined Space Rescue

Committees/Technical Organizations

APWA Chicago Metro Chapter - Suburban Branch

ACEC-IL MWRD Committee

ISAWWA - Sanitary Collection Systems Committee

Papers and Presentations

"Utilizing Storage to Supplement Flow Reduction and Reduce Basement Backups", WATERCON, 2017

"Reducing Basement Backups through Intergovernmental Cooperation and Design-Build", APWA, 2016

"Developing a Road Map for a Rehab Program", Trenchless Technology Roadshow, 2013

Mr. Young has a wide range of experience with civil engineering addressing improvements to sanitary sewer, combined sewer, and stormwater systems, and water distribution and treatment facilities. Specifically, he has been responsible for conducting and managing flow monitoring, hydraulic modeling, smoke testing, manhole inspection, sewer televising, dye flooding, and building inspection programs, and he has designed and managed construction activities for lift stations, force mains, sanitary sewers, combined sewers, potable water lines, and storage facilities. Michael has also led multiple design-build projects with lead responsibilities for both design and construction.

RELATED PROJECT EXPERIENCE

Central Business District (CBD) Underground Study, Glen Ellyn, Illinois—Project Director. Study to evaluate the condition and capacity needs of the sewer, water, and storm sewer infrastructure in the downtown area. Services included flow monitoring (7 meters) to identify bottlenecks and capacity issues, acoustic assessment of water mains, CCTV inspection of sewer and storm sewer mains and laterals. Manhole inspections were conducted to assess the condition of all sanitary and storm manholes, inlets, and catch basins. Smoke testing was performed to locate structural defects in pipes and connections with follow-up dye testing to check potential sewer-storm cross connections. Building inspections (115) identified illegal connections to the sewer system. All findings were updated in the GIS and thematic maps were produced summarizing recommendations and findings.

Southwest Wet-Weather Control Facility, Elmhurst, Illinois—Project Director. Study and design services for a wet-weather relief system for the Saylor Jackson pump station. Developing the preliminary design report included conducting an evaluation and design for gravity sewer improvements, and hydraulic modeling to develop dry- and wet-weather capacities for the dry-weather force main. Hydraulic modeling simulations were performed to determine the dry- and wet-weather capacities for the dry-weather force main. Designs were developed for 5,600 LF of 18-inch wet-weather force main, 2,800 LF of 10-inch dry-weather force main, 2,300 LF of 24-inch sanitary sewer, 600 LF of storm sewer, major modifications to the pump station and replacement of all controls, a 2 MG wet-weather storage tank at the WWTP, 3,128 LF of pavement, curb, and gutter.

Sanitary Improvement Program, Glen Ellyn, Illinois—Project Manager. Program to consolidate system recommendations from multiple studies into actionable plan. Plan included prioritizing public sector manhole rehabilitation recommendations and storm/sanitary interaction follow-up, as well as private sector excess flow removal recommendations.

Astor-Myrtle Sewer Separation Preliminary Design, Villa Park, Illinois—Project Director. Design to separate the combined sewer involving 700 LF of new 12-inch sanitary sewer, 3,470 LF of new 24- and 36-inch storm sewer and inlets, 100 LF of 6-inch water line due to alignment conflicts, and 6,530 LF of full width roadway replacement. Services included preliminary engineering and modeling to size the sewers, calculate peak run-off, and finalize the alignment, utility locates, permitting (IEPA and DuPage Stormwater), loan application assistance, and bidding assistance. Pipeline improvements were constructed using open-cut.

Karol Giokas, P.E.

Project Manager



Years of Experience: 24

Education

B.S.—Mechanical Engineering,
(Washington University, St. Louis,
Missouri, 1980)

M.S.—Mechanical Engineering, (Villanova
University, 1990)

Registrations

P.E.—Illinois #062-061653, Iowa #20182

Certifications/Training

NASSCO PACP/MACP/LACP, U-114-
06019889

OSHA 10-Hour Safety Certification, 30-
003162135

4-Hour Work Zone Traffic Control

Defensive Driving for Non-Commercial
Vehicles

Permit Required-Confined Space Entry
Rescue (Supervisor)

Confined Space Entry and Rescue

First Aid, CPR, and AED (Defibrillator)

Committees/Technical Organizations

WEF, IWEA, CSWEA, IAWEA, BAM-I,
APWA

Papers and Presentations

“New Trench Safety Workshop for Public
Works Personnel a Huge Success”,
APWA, 2015

“From Paper to the Cloud-Creating a
Sewer GIS for Burlington, IA”, IAWEA,
2015

“Developing a Rehabilitation Strategy
for Sewer Pipe Lining”, co-authored for
Trenchless Technology: Pipe Relining
Guide, 2014

Ms. Giokas has a diverse engineering background working in environmental engineering. She has managed numerous sanitary sewer studies for Chicago metro communities involving flow monitoring, hydraulic modeling, smoke testing, manhole inspection, dyed water flooding, and building inspections for separate sanitary and combined sewer systems. She has also managed multiple GIS conversion, creation, and upgrade projects. In addition, Karol led the implementation of innovative technologies to enhance RJN field investigation data collection and analysis, and asset management modeling tools to enhance municipal infrastructure planning and evaluation.

RELATED PROJECT EXPERIENCE

Central Business District (CBD) Underground Study, Glen Ellyn, Illinois—Project Manager. Study to evaluate the condition and capacity needs of the sewer, water, and storm sewer infrastructure in the downtown area. Services included flow monitoring (7 meters) to identify bottlenecks and capacity issues, acoustic assessment of water mains, CCTV inspection of sewer and storm sewer mains and laterals. Manhole inspections were conducted to assess the condition of all sanitary and storm manholes, inlets, and catch basins. Smoke testing was performed to locate structural defects in pipes and connections with follow-up dye testing to check potential sewer-storm cross connections. Building inspections (115) identified illegal connections to the sewer system. All findings were updated in the GIS and thematic maps were produced summarizing recommendations and findings.

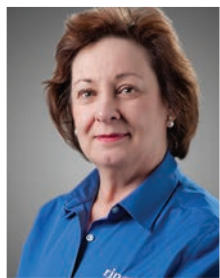
Sanitary Sewer Evaluation Study, Glen Ellyn, Illinois—Project Manager. Multi-year SSES program involving field investigations, modeling, and GIS improvement. Field activities included flow metering (6 meters), smoke testing (200,000 LF), manhole inspection (740 structures), sub-centimeter structure locates, and review of Village-provided CCTV. A village-wide skeletal SewerGEMS model was constructed and calibrated using collected flow data and recommendations for further study and system rehabilitation measures were developed. Recommended rehabilitation included both public sector and private sector recommendations. All data was incorporated into an enhanced Village GIS.

Sanitary Improvement Program, Glen Ellyn, Illinois—Project Engineer. Program to consolidate system recommendations from multiple studies into actionable plan. Plan included prioritizing public sector manhole rehabilitation recommendations and storm/sanitary interaction follow-up, as well as private sector excess flow removal recommendations.

Basin 3 and 4 Evaluation and Rehabilitation Program, Wheaton, Illinois—Project Manager. Multi-year program to provide measurable evidence that prior studies and rehabilitation measures have effectively reduced overflows, and to develop recommendations for additional cost-effective recommendations. Project tasks included compilation of existing study and rehabilitation data, long- and short-term flow monitoring, 12 meters, manhole inspection, smoke testing (12,000 LF), building inspection (600), lateral sewer television, and SewerGEMS hydraulic modeling for 112,000 LF.

Catherine Morley, P.E.

Senior Project Engineer



Years of Experience: 37

Education

B.S.—Civil Engineering, (Imperial College of Science, Technology and Medicine, London, England, 1973)

Postgraduate Diploma—Environmental Engineering, (Asian Institute of Technology, Bangkok, Thailand, 1972)

Registrations

P.E.—Illinois #062-044743

Certifications/Training

NASSCO PACP/MACP/LACP,
U-310-10261

OSHA 10-Hour Safety Certification,
30-003162137

4-Hour Work Zone Traffic Control

First Aid, CPR, and AED (Defibrillator)

Confined Space Entry and Rescue

Defensive Driving for Non-Commercial Vehicles

Committees/Technical Organizations

Board of Directors for the Midwest Society for Trenchless Technology

Education Committee North American Society for Trenchless Technology

Papers and Presentations

“Large Diameter Restrained Joint PVC Pipe Helps Chicago Suburb Get Relief from Sewer Backups,” MSTT/ASCE NASTT No-Dig Conference, 2017

“Southwest Wet-Weather Control Facility”, CSWEA/IAWA/APWA Collection Systems Conference, 2017

Ms. Morley specializes in sanitary sewer system analyses and design, stormwater management studies and flood relief schemes, construction management, water main replacement and extensions, pavement reconstruction, and design of sanitary treatment plant facilities. Her design expertise includes application of “no-dig” technologies, including directional drilling, pipe bursting and lining for water, sewer, and storm sewer improvements.

RELATED PROJECT EXPERIENCE

Astor-Myrtle Sewer Separation Preliminary Design, Villa Park, Illinois—Project Manager. Design to separate the combined sewer involving 700 LF of new 12-inch sanitary sewer, 3,470 LF of new 24- and 36-inch storm sewer and inlets, 100 LF of 6-inch water line due to alignment conflicts, and 6,530 LF of full width roadway replacement. Services included preliminary engineering and modeling to size the sewers, calculate peak run-off, and finalize the alignment, utility locates, permitting (IEPA and DuPage Stormwater), loan application assistance, and bidding assistance. Pipeline improvements were constructed using open-cut.

Southwest Wet-Weather Control Facility, Elmhurst, Illinois—Project Manager. Study and design services for a wet-weather relief system for the Saylor Jackson pump station. Developing the preliminary design report included conducting an evaluation and design for gravity sewer improvements, and hydraulic modeling to develop dry- and wet-weather capacities for the dry-weather force main. Hydraulic modeling simulations were performed to determine the dry- and wet-weather capacities for the dry-weather force main. Designs were developed for 5,600 LF of 18-inch wet-weather force main, 2,800 LF of 10-inch dry-weather force main, 2,300 LF of 24-inch sanitary sewer, 600 LF of storm sewer, major modifications to the pump station and replacement of all controls, a 2 MG wet-weather storage tank at the WWTP, 3,128 LF of pavement, curb, and gutter.

IEPA Loan Assistance, Water Main Replacement, Rolling Meadows, Illinois—Project Manager. Assisted with application to obtain funding from the Public Water Supply Loan Program administered by the IEPA. Services included preparation of a project plan and other required documentation necessary to submit the application.

IEPA Loan Assistance, Villa Park, Illinois—Project Manager. Assisted with applications to obtain funding for the South Villa Avenue and North Side Water Main Improvement projects. Applications were developed for funding from the IEPA State Revolving Loan Fund.

Water Main IEPA Loan Assistance, Deerfield, Illinois—Project Manager. Assisted the City with obtaining funding for drinking water and wastewater projects through the ARRA program. The funds were being distributed through the Illinois EPA Revolving Fund Loan Programs. Tasks included developing a project plan and other documentation that addressed population and growth projections, consumption and water usage projections, descriptions of the adequacy of existing water distribution facilities and ordinances, potential state or federal violation issues, basin of design for improvements, maps, environmental impacts, anticipated schedules, and projected costs for improvements.

Yann Gallin

Project Engineer



Years of Experience: 14

Education

M.S.—Engineering Studies, (National School for Water and Environmental Engineering of Strasbourg, ENGEES, France, 2003)

Certifications/Training

4-Hour Work Zone Traffic Control

First Aid, CPR, and AED (Defibrillator)

Defensive Driving for Non-Commercial Vehicles

Highway Work Zone Flagger Safety

Confined Space Entry/Attendant

Software Expertise

AutoCAD

MapInfo

ArcGIS

Mr. Gallin offers a wide background with water and wastewater engineering improvement projects. He has been responsible for project and contract management extending to design, construction testing, and troubleshooting. His recent experience includes designing and managing water and wastewater facilities for French army bases located in Afghanistan and Chad. He also brings experience with ISO 9001 reporting.

RELATED PROJECT EXPERIENCE

Astor-Myrtle Sewer Separation Preliminary Design, Villa Park, Illinois—Project Engineer. Design to separate the combined sewer involving 700 LF of new 12-inch sanitary sewer, 3,470 LF of new 24- and 36-inch storm sewer and inlets, 100 LF of 6-inch water line due to alignment conflicts, and 6,530 LF of full width roadway replacement. Services included preliminary engineering and modeling to size the sewers, calculate peak run-off, and finalize the alignment, utility locates, permitting (IEPA and DuPage Stormwater), loan application assistance, and bidding assistance. Pipeline improvements were constructed using open-cut.

Southwest Wet-Weather Control Facility, Elmhurst, Illinois—Project Engineer. Study and design services for a wet-weather relief system for the Saylor Jackson pump station. Developing the preliminary design report included conducting an evaluation and design for gravity sewer improvements, and hydraulic modeling to develop dry- and wet-weather capacities for the dry-weather force main. Hydraulic modeling simulations were performed to determine the dry- and wet-weather capacities for the dry-weather force main. Designs were developed for 5,600 LF of 18-inch wet-weather force main, 2,800 LF of 10-inch dry-weather force main, 2,300 LF of 24-inch sanitary sewer, 600 LF of storm sewer, major modifications to the pump station and replacement of all controls, a 2 MG wet-weather storage tank at the WWTP, 3,128 LF of pavement, curb, and gutter.

Multi-Year SSES & Sewer Rehabilitation Program, Joliet, Illinois—Project Engineer. Year 3 SSES and rehabilitation program to capture data and identify solutions for I/I remediation in the separate and combined sewer areas. Tasks included permanent flow meter data collection and analysis (6 meters), temporary flow monitoring (5 meters) to capture pre-rehabilitation data; manhole inspections (709); storm inlet inspections (310); wet-weather investigations; smoke testing (101,750 LF); dyed water testing and CCTV video review (22,750 LF); CSO modeling; and conducting private sector I/I removal programs in 3 neighborhood involving building inspections and dye tracing to develop recommendations for disconnection.

Annual Sewer Rehabilitation Program, Villa Park, Illinois—Project Engineer. Design and bidding services for rehabilitation of approximately 20,000 LF of sewer and 22 manholes. Tasks included general site survey for lining work, detailed topographical survey for point repairs, field review of point repair locations, utility locates; backyard manhole inspections (22), IEPA permitting, and bidding assistance.

Algonquin Road Sewer Design, Des Plaines, Illinois—Project Engineer. Design services for a new 18-inch diversion sewer to eliminate the potential for surcharging in the system. Services included preliminary design study including MWRD permitting and sewer alignment, final design, and construction permitting (MWRD, IDOT, IEPA, and the Village of Mt. Prospect).

Ryan Johnson, E.I.

Project Engineer



Years of Experience: 6

Education

B.S.—Civil and Materials Engineering,
(University of Illinois - Chicago, 2012)

A.D.—Engineering Science, (College of
DuPage, 2010)

Registrations

E.I.T.—Illinois #061-037233

Certifications/Training

OSHA 10-Hour Safety Certification,
28-004280873

4-Hour Work Zone Traffic Control

Defensive Driving for Non-Commercial
Vehicles

Confined Space Entry and Rescue

First Aid, CPR, and AED (Defibrillator)

Software Expertise

AutoCAD Civil 3D

Mr. Johnson brings experience with municipal water and sewer evaluation and design programs. As a project engineer, he has been responsible for conducting field surveys and conditions inspections, flow analysis, utility locates, and preparing plans and specifications for pipeline, lift station, and manholes.

RELATED PROJECT EXPERIENCE

Astor-Myrtle Sewer Separation Preliminary Design, Villa Park, Illinois—Project Engineer. Design to separate the combined sewer involving 700 LF of new 12-inch sanitary sewer, 3,470 LF of new 24- and 36-inch storm sewer and inlets, 100 LF of 6-inch water line due to alignment conflicts, and 6,530 LF of full width roadway replacement. Services included preliminary engineering and modeling to size the sewers, calculate peak run-off, and finalize the alignment, utility locates, permitting (IEPA and DuPage Stormwater), loan application assistance, and bidding assistance. Pipeline improvements were constructed using open-cut.

Southwest Wet-Weather Control Facility, Elmhurst, Illinois—Project Engineer. Study and design services for a wet-weather relief system for the Saylor Jackson pump station. Developing the preliminary design report included conducting an evaluation and design for gravity sewer improvements, and hydraulic modeling to develop dry- and wet-weather capacities for the dry-weather force main. Hydraulic modeling simulations were performed to determine the dry- and wet-weather capacities for the dry-weather force main. Designs were developed for 5,600 LF of 18-inch wet-weather force main, 2,800 LF of 10-inch dry-weather force main, 2,300 LF of 24-inch sanitary sewer, 600 LF of storm sewer, major modifications to the pump station and replacement of all controls, a 2 MG wet-weather storage tank at the WWTP, 3,128 LF of pavement, curb, and gutter.

Central Road Improvements, Rolling Meadows, Illinois—Project Engineer. Design services for replacement of 1,800 LF of 21-inch vitrified clay sewer with significant root intrusion; the pipe is constructed 19 feet below the surface. There are approximately 30 city-owned service laterals connected to the existing pipe. The 21-inch sewer was rehabilitated and a new 8-inch sewer was installed at a shallower depth and connected to the service laterals to allow easy access for maintenance.

Algonquin Road Sewer Design, Des Plaines, Illinois—Project Engineer. Design services for a new 18-inch diversion sewer to eliminate the potential for surcharging in the system. Services included preliminary design study including MWRD permitting and sewer alignment, final design, and construction permitting (MWRD, IDOT, IEPA, and the Village of Mt. Prospect).

Annual Sewer Rehabilitation Program, Villa Park, Illinois—Project Engineer. Design and bidding services for rehabilitation of approximately 20,000 LF of sewer and 22 manholes. Tasks included general site survey for lining work, detailed topographical survey for point repairs, field review of point repair locations, utility locates; backyard manhole inspections (22), IEPA permitting, and bidding assistance.

Sanitary Sewer System Studies for Basins 3 and 4, Wheaton, Illinois—Project Engineer. Detailed evaluation to reduce basement backups and overflows. Tasks included GIS review and mapping, analysis and evaluation, hydraulic modeling, and recommendations and reporting.



COURTNEY D. KASHIMA, AICP PRINCIPAL

Courtney is a certified urban planner (AICP) and charrette facilitator (NCI). She has worked nationally and internationally in the areas of land use, zoning, economic development, and historic preservation. Courtney excels at creating the processes, policies and partnerships needed to bring about meaningful change in the built environment. In recent years, she has applied this experience to projects related to health and transportation. She has facilitated community engagement processes in more than 18 cities, in six states, and on two continents. For the Pace Vision Plan Update, she is reserving 10% availability of her time for the project duration.

SELECTED PROJECTS

TRANSPORTATION SAFETY & EDUCATION PROGRAMS AND PLANNING, CHICAGO, IL

Courtney is leading a team providing outreach and planning for CDOT's bicycle and pedestrian safety and education programs. This program includes Vision Zero, Complete Streets, and the Bicycle Ambassadors.

VISION ZERO WEST SIDE NEIGHBORHOOD PLANS, CHICAGO, IL

Courtney is leading the creation of neighborhood-level plans for three identified "high crash areas" on Chicago's west side. The plans will apply the City's Vision Zero policy plan to the neighborhood level by focusing on engineering, education, and enforcement recommendations that are reflective of community input and context.

DEVELOPMENT REVIEW PLANNER, FOREST PARK, IL

Courtney provides development review for the Village of Forest Park and staffs the Plan Commission and Zoning Board of Appeals. Duties include reviewing proposed projects for compliance with Village plans and regulations and advising property owners and developers.

INTERIM PLANNER, LA GRANGE, IL

Courtney served as interim planner for the Village of La Grange and provided site plan review, zoning analysis, and case management for the Plan Commission and Board of Zoning Appeals. She worked with elected officials, developers, and residents on current and planned projects including the transit-rich downtown.

COMPLETE STREETS DESIGN GUIDELINES, CHICAGO, IL*

Courtney was part of the consultant team tasked with creating CDOT's Complete Streets Design Guidelines. Courtney's role included land use and zoning assessment, the creation of land use typologies, assisting with stakeholder outreach, and the creation of the document and its graphics. A key aspect of this work was the creation of typologies to categorize streets and select appropriate treatments. The typologies were rooted in the Chicago Zoning Ordinance and land use patterns and provide a thoughtful classification system in support of the construction of complete streets.

EDUCATION

University of Illinois at Chicago
Masters in Urban Planning, 2004

University of Illinois
at Urbana-Champaign
Bachelor of Arts in Urban
Planning, 2000

Sheffield University (U.K.)
Town and Regional Planning
Semester Abroad, 1999

CERTIFICATIONS

American Institute of Certified
Planners (AICP)

Certified Charrette Facilitator,
National Charrette Institute

AFFILIATIONS

American Planning Association
President, Lambda Alpha
International-Ely Chapter

Past President, Illinois Chapter of the
American Planning Association

Co-Chair, 2011 APA-IL State
Conference

Co-Chair, 2013 National Planning
Conference

SELECTED PROJECTS, CONTINUED

RTA TRANSIT SUPPORTIVE ZONING (MULTIPLE MUNICIPALITIES)*

Courtney worked with communities selected by the Regional Transportation Authority to create transit-supportive zoning recommendations based on TOD plans previously completed in each community. The narrow focus of the scope—to update and amend zoning regulations as an implementation tool—provided an opportunity to create contemporary and context-sensitive land use and parking regulations.

NILES BICYCLE AND PEDESTRIAN PLAN, NILES, IL*

Courtney was part of the team that created the Niles Bicycle and Pedestrian Plan- a first for the Village. Courtney's role was to create land use recommendations and development guidelines that were supportive of multi-modal transportation. In addition, she led community engagement efforts including a design charrette for Milwaukee Avenue.

COLONY PARK SUSTAINABLE COMMUNITY INITIATIVE, AUSTIN, TX*

Courtney was the project manager for the creation of a 250+ acre master plan on the east side of Austin, Texas. The project was funded through HUD's Sustainable Community Initiative and sought to create a walkable, sustainable, mixed-use, mixed-income community that maximized existing and planning transit. In addition to managing the project and it's 17-firm consultant team, Courtney was responsible for the analysis and recommendations related to land use and zoning as well as the community engagement process. The plan was distinctive for its "development readiness" by including corresponding design guidelines, strategies for engaging private developers and preliminary entitlements and engineering.

UTICA MIDTOWN CORRIDOR NORTH SMALL AREA PLAN, TULSA, OK*

Courtney was the project manager for a Small Area Plan for a historically significant neighborhood around a major hospital. In close partnership with the City of Tulsa and a citizen advisory team appointed by the City Councilor, the Plan provided guidance on improvements to the historic housing stock, neighborhood open space, a regulatory framework, economic development, urban design, and connections to Route 66 (the northern boundary of the planning area).

VILLAGE CENTER TRANSPORTATION MASTER PLAN, GLADSTONE, MO*

Courtney provided land use, LEED-ND, and urban design recommendations for the newly-created downtown (village center) in a suburban community. She facilitated community outreach activities including a symposium, working groups, and multi-day charrette with bus and walking tours.

CONTACT

1658 N. Milwaukee Avenue, #277
Chicago, IL 60647

courtney@musecommunitydesign.com

www.musecommunitydesign.com

(312) 636-4624

*Projects at Farr Associates



RESUME



Jeremy J. Reynolds, P.G.

Associate Principal

Summary of Experience

Mr. Reynolds joined the Huff & Huff team in October 2004 after working with an environmental consulting firm in La Crosse, WI since 1994 and currently has 23 years of experience as an environmental consultant. Experience includes risk assessment, Phase I and II environmental site assessments, subsurface investigation and remediation including voluntary and consent order remediation sites involving chlorinated solvents, petro (LUST) and agri-chemicals, RCRA, and CERCLA hazardous waste sites, solid and hazardous waste management. In addition, Mr. Reynolds has transportation project experience related to municipal, local highway, interstate, and railroad projects including special and hazardous waste screening and extensive experience related to direction of soils to clean construction and demolition debris (CCDD) facilities for numerous municipalities/cities; Preliminary Environmental Site Assessments (PESA) and Preliminary Site Investigations (PSI). Currently acting as Principal in charge of IDOT contract to conduct Phase II PSI projects.

Relevant Project Experience

SPECIAL WASTE AND SPOILS ASSESSMENT FOR CCDD DISPOSAL

- Oversight of staff completing PESA, PSI, and CCDD Assessments for multiple prime consultants and direct for municipalities and contractors in Cook, Lake, DuPage, Kane, and McHenry counties.
- Conducted Special Waste and CCDD Assessment for stormwater infrastructure portion of O'Hare Bypass project within Franklin Park industrial park in preliminary phase of Illinois State Toll Highway Authority (ISTHA) (2015-current)
- Conducted Special Waste and CCDD Assessment for the ISTHA I-90 interchange with Elmhurst Road, Des Plaines, IL (2013-2014)
- Conducted Special Waste and CCDD Assessment for the ISTHA I-90 interchange with Barrington Road, Hoffman Estates, IL (2014)
- Currently conducting PESA, PSI, CCDD assessment for the Longmeadow Parkway Bridge Project over the Fox River, Carpentersville, IL (2013-current)
- Ongoing direction of soils for final disposition at Clean Construction and Demolition Debris (CCDD) determination for multiple municipalities, contractors, and various transportation related projects via LPC-662 and LPC-663 Forms and painted CCDD via LPC-667 Form including City of Aurora, Villages of Northbrook, Glenview, Wilmette and others (2010-current)
- Subsurface investigation, special waste screening, human health risk assessment, and environmental oversight during construction for Bloomingdale Trail Project and associated Walsh Park (Site Remediation Project-seeking NFR status), City of Chicago, IL (2012-current)
- Protection of NFR status for a previously remediated industrial site owned by the City of Chicago Public Schools in a joint project with the Chicago Park District to reconstruct Greenbaum Park over the formerly remediated property, including direction of various excavated materials to multiple disposal facilities (2011-2012).

Education

B.S., 1994, Geology, Winona State University, Winona, MN

Registrations & Certificates

Professional Geologist

2006, Illinois, #196.001170

2009, Nebraska, #G-0343

2016, Minnesota, #54194

Currently applying for PG via reciprocity/comity in KS & WI

Affiliations

- Northbrook Environmental Quality Commission (Chair)
- American Public Works Association
- AEG
- NGWA
- ACEC Illinois (Environmental Committee Member)

Areas of Specialization

- Subsurface Soil and Groundwater Investigation and Remediation
- CCDD Disposal Assessment
- Environmental Site Assessments
- Environmental Site Investigations
- Preliminary Environmental Site Investigations
- Preliminary Site Investigations
- Sustainability



RESUME



Shane A. Cuplin, P.G.

Senior Project Manager

Education

B.S., 1999, Geology, Western Illinois University, Macomb, IL
 Coursework completed towards M.S., 2001, Hydrogeology, Northern Illinois University, DeKalb, IL

Registrations & Certificates

Illinois Registered Professional Geologist, 2009, #196.001279
 Kansas Licensed Geologist, 2014, #852

Affiliations

- Illinois Association of Aggregate Producers (Environmental Committee)

Areas of Specialization

- Geology/Hydrogeology
- Subsurface Soil and Groundwater Investigation and Remediation
- UST Removal/Abandonment
- UST Investigation and Remediation to Closure
- Preliminary Environmental Site Assessments
- Preliminary Site Investigations
- Environmental Site Assessments (Phase I and II)

Summary of Experience

Shane Cuplin is a geologist with over 17 years of experience in environmental remediation as well as involvement with various aspects of special waste management as related to transportation projects. His background includes Phase I ESAs, Phase II Subsurface Investigations, Special Waste Screening (Preliminary Environmental Site Assessments), Special Waste Sampling (Preliminary Site Investigations), clean construction and demolition debris (CCDD) and involvement in various leaking underground storage tank and site remediation site throughout the Midwest. Mr. Cuplin is an Illinois Registered Professional Geologist.

Relevant Project Experience

PRELIMINARY ENVIRONMENTAL SITE ASSESSMENTS (PESA) / PRELIMINARY SITE INVESTIGATION (PSI) / SPECIAL WASTE

- Ongoing direction of soils for final disposition at CCDD and/or soil only sites for various environmental design clients confronted with new Illinois EPA regulatory requirements (2010-present)
- Conducted Special Waste and CCDD Assessment for select areas of the Illinois State Toll Highway Authority Route 88 and Route 355 Toll Roads (2017-present)
- Completed Special Waste Screening and sampling activities for various segments for improvements to the Illinois State Toll Highway Authority Route 90 Toll Road. Provided review and comments for additional special waste reports completed for the roadway (2012-2014)
- Completed Special Waste Screening and sampling activities for water reclamation district improvements along various stream areas including along Tinley Creek and the Illinois and Michigan Canal, Tributary D (2012-2013)
- Conducted PSI soil borings along Union Pacific Railroad right-of-way in Elmhurst, Illinois (2009)
- Conducted soil borings along select portions of 2.25 miles of proposed bike trail improvements in Gary, Indiana (2009)
- Conducted a PESA with soil borings for proposed improvements in Crystal Lake, Illinois involving Union Pacific Railroad right-of-way access (2008)
- Conducted a Phase I ISA and Red Flag Investigation for 2.25 miles of proposed bike trail improvements in Gary, Indiana (2008)

Javier Steve Santacruz

President / Right of Way Consultant

Mr. Santacruz has spent his career as a real estate professional working as a controller for VMS Realty Partners and general counsel of Continental Offices. He has extensive experience in lease negotiation, property management, debt restructuring, acquisitions/dispositions and the development of real estate investment vehicles.

For the past twenty years, Mr. Santacruz has been providing right-of-way services for a variety of governmental agencies. He has assisted on planning of right-of-way during plan development stages, as well as worked as a right-of-way agent in the acquisition and facilitation of right-of-way necessary for the completion of a project. He has extensive experience working with the Illinois Department of Transportation and the Illinois State Toll Highway Authority gaining a thorough understanding of the policies and procedures of those agencies in meeting their right-of-way requirements. Representative project experience includes:

- O'Hare Modernization Program, O'Hare Airport expansion for the City of Chicago – Right-of-Way Agent. Completed the acquisition or referral for condemnation of over 300 parcels in a seven month period. Coordinated the acquisition process with relocation agents assigned to provide relocation benefits to displaced property owners under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.
- Washington Street in Lake County, Illinois, Lake County Division of Transportation – Right-of-way Agent. Engaged to provide negotiation/acquisition and appraisal services for 135 parcels over a 2.5 mile corridor. Project involved roadway widening and a grade separation of METRA rails from the roadway.
- Grand Avenue Grade Separation, Grand Avenue Railroad Relocation Authority, Franklin Park, Illinois – Right-of-way Agent. Provided negotiation services and facilitated acquisition of over eighty parcels of right-of-way necessary to complete a rail-road grade separation along Grand Avenue in Franklin Park involving the Soo Line Railroad, CP Rail Systems, Wisconsin Central and Indiana Harbor Belt Railroad.
- I57 and I294 Interchange, Illinois State Toll Highway Authority – Right-of-Way Agent. Engaged to provide a combination of negotiation/acquisition and appraisal services for over one hundred parcels for the construction of an interchange connecting two major interstates.

Firm:

*Santacruz Associates Ltd. d/b/a
Santacruz Land Acquisitions*

Role:

Right of Way Consultant

Years of Experience: 25+

Education:

*Juris Doctorate
DePaul University, 1990
BS in Accounting
DePaul University, 1983*

Professional Credentials:

International Right of Way



WILLIAM D. PRIGGE, P.E.

Principal

Profile: Principal Engineer in charge of engineering analysis, exploration, laboratory testing, materials evaluation and report preparation for civil work projects. Particular experience on projects related to pavement rehabilitation, recycling and reconstruction; large and small scale earthwork, structures, infrastructure, development, practical and remedial solutions to soil related problems for foundations, embankments, stabilization and alternative treatments.

Manages quality assurance and quality control testing and inspection programs of construction projects including: roadways, runways, taxiways, aprons, HMA, PC concrete, earthwork, structural and reinforcing steel, sewers, and foundations including caissons, drilled piers, piles and footings.

Education: Bachelor of Science in Civil Engineering, University of Illinois, Champaign-Urbana, Illinois
(Geotechnical and Construction Materials)
December, 1982

Professional Registration: Licensed Professional Engineer, Illinois: #062-043823, 1988
Wisconsin: #28074, 1998
Indiana: #PE60910498

Continuing Education: Superpave Analytical Mix Design, University of Kentucky
December 1999 – 1.2 CEU

Foundation Engineering, University of Wisconsin-Madison
January 2004 – 2.2 CEU

Geotechnical Instrumentation for Field Measurements,
University of Florida March 2005 – 2.4 CEU

Investigative and Forensic Engineering Training
Investigative Engineers Association November 2012 – 1.9 CEU

Certifications: Illinois Department of Transportation QC/QA Training Program
ACI Concrete Field Technician – Grade 1
Level III Portland Cement Concrete
Level III Hot Mix Asphalt (Superpave)
Geotechnical Inspection and Field Inspection S-33
Construction Documentation S-50
Documentation of Contract Quantities S-14 #15-0314
Erosion and Sediment Control Workshop
Nuclear Density Radiation Safety Officer Training and Hazmat Certification 49 CFR 172, Subpart H.
ISTHA I-MIRS

Professional Affiliations: Asphalt Recycling and Reclaiming Association, ARRA.

Work History: **Midland Standard Engineering & Testing, Inc.**, 2005 to Present, Principal, East Dundee, IL

Schleede-Hampton Associates, Inc./Chicago Testing Laboratory 1985 to 2005, Senior Engineer and Branch Manager, Elk Grove Village, IL

Claude H. Hurley Company, 1983 to 1985, Geotechnical and Construction Material Engineer, Elmhurst, IL

Contact: wprigge@msetinc.com (847) 844-1895

WILLIAM J. WYZGALA, P.E.

Principal – Senior Geotechnical Engineer

Profile: Serves as lead soil engineer for transportation, development and construction projects.

Geotechnical Engineer in charge of engineering analysis, exploration, laboratory testing, materials evaluation and report preparation for over 1,000 projects. Particular experience on projects related to roadway construction, including bridge foundations, LRFD pile design, MSE wall external stability, slope and wall global stability and embankment settlement using ReSSA and FoSSA software, pavement rehabilitation and reconstruction; large and small scale earthwork, utility, and building construction. Has specific experience with RGR, SGR report preparation, pavement evaluation and repair/rehabilitation recommendations for roadways and parking lots as part of roadway 'Soil Survey' explorations and pavement evaluations for roadway maintenance planning and rehabilitation.

Education: Bachelor of Science in Civil Engineering, University of Illinois, Champaign-Urbana, Illinois
(Geotechnical and Construction Materials)
August, 1981

Professional Registration: Licensed Professional Engineer, Illinois: #062-042911, Wisconsin #32071-6

Continuing Education: Foundation Engineering, University of Wisconsin-Madison
January 2005 – 2.2 CEU

Geopier Soil Reinforcement Technical Training
April 2009 - 2.0 CEU

Investigative and Forensic Engineering Training
Investigative Engineers Association November 2012 – 1.9 CEU

Certifications: Geotechnical Inspection and Field Inspection, IDOT S-33
Fire Investigation – Peter Vallas Associates, Inc. November 2012

Professional Affiliations: American Society of Civil Engineers
National Society of Professional Engineers

Work History: **Midland Standard Engineering & Testing, Inc.**, 2006 to Present, Vice President

Schleede-Hampton Associates, Inc./Chicago Testing Laboratory 1989 to 2006, Senior Engineer and Project Manager

RJN Environmental, Inc. 1988 to 1989, Resident Engineer

Harry O. Hefter Associates, Inc. 1985 to 1988, Resident Engineer, Civil Project Engineer/Construction Manager

Claude H. Hurley Company, 1981 to 1985, Geotechnical and Construction Material Engineer

Contact: wwwyzgala@msetinc.com (847) 844-1895

Midland Standard Engineering & Testing, Inc.

*Geotechnical
Construction Materials Testing*

Resume of

MICHAEL H. PRIGGE, P.E.

Project Engineer

Education: Bachelor of Science in Civil Engineering, Iowa State University, Ames, Iowa
Geotechnical and Construction Materials
May 2009.

**Professional
Registration:** Professional Engineer, Illinois 062-066611

Affiliation: American Society of Civil Engineers

Certification: Illinois Department of Transportation QC/QA Training Program
Aggregate Technician Course 5 Day
Level III Portland Cement Concrete
ACI Concrete Field Testing Technician, Level I
Level III, Hot Mix Asphalt
Gradation Tester Course
Nuclear Density/Nuclear Gauge Safety Training
Hazmat Certification 49 CFR 172, Subpart H

IL Department of Transportation -Specific Task Training:
Documentation of Contract Quantities S14 – 15-0313
Geotechnical Inspection and Field Inspection S-33
Piling S-19
Erosion and Sediment Control Workshop-Module III: Inspection

**General
Experience
Statement:**

Responsible for Geotechnical evaluation, analysis and report preparation. Plan and implementation of explorations programs including boring layout, surveying, site sampling, testing and reporting as well as field supervision and inspection of earthwork, foundation construction and material testing for projects in northern Illinois.

Experience on projects related to roadway construction, including bridge foundations, LRFD pile design, MSE wall external stability, slope and wall global stability and embankment settlement using Slide 2018, ReSSA and FoSSA software, pavement rehabilitation and reconstruction; large and small scale earthwork, utility, and building construction. Has specific experience with RGR, SGR report preparation, pavement evaluation and repair/rehabilitation recommendations for roadways and parking lots as part of roadway 'Soil Survey' explorations and pavement evaluations for roadway maintenance planning and rehabilitation. Experience in evaluation and design of structures constructed near the flood plain and FEMA criteria.

Work History: Midland Standard Engineering & Testing, Inc.–2009 to Present, Staff Engineer

Midland Standard Engineering & Testing, Inc.–2006, 2007, 2008, Field Technician, Summer Internships

Midland Standard Engineering & Testing, Inc.–2005, Lab Technician, Summer Internship

Schleede-Hampton Associates, Inc.-2003, 2004, Lab Technician

Resume of

Christian H. Jorgensen, P.L.S.

EXPERIENCE

8/90 to Present JORGENSEN & ASSOCIATES, INC.

President - As president is in direct responsible charge of all surveying activities, client relations, marketing, project management, Quality Assurance/Quality Control and coordination of office and field personnel. The following is a brief list of major projects completed or currently under contract by Jorgensen & Associates, Inc.: Topographic Surveys of the Illinois State Toll Highway Authority System, Village of Libertyville Downtown Rehabilitation Phase I & II, Northeastern Illinois University campus buildings survey and the City of West Chicago Carolina Acres Road Extension. Topographic and Boundary Surveys for proposed subdivisions, numerous "ALTA" Surveys of commercial and estate properties. Land Acquisition Surveys in over forty municipalities in the Chicagoland area, for the Illinois Department of Transportation, the Lake County Division of Transportation, the Cook County Department of Transportation and Highways, the McHenry County Division of Transportation, and the Illinois State Toll Highway Authority. Right of Way surveys for Antioch and Lake Villa Townships. Quality control for the construction of the Veterans Administration Hospital, North Chicago, Illinois. Construction staking and quality control for Abbott Laboratories, Building AP31 a \$40 million Research and Development Building and the remonumentation of Abbott Park, Abbott Park, Illinois. Topographic survey, construction staking and quality control for Abbott Laboratories, Buildings R12 and R13, \$50 million Office, Research and Development Buildings, North Chicago, Illinois. Topographic, boundary and site grid monumentation survey of the proposed 352 acre Abbott Park Northeast facility. Topographic, boundary and site grid monumentation survey of the proposed 170 acre Abbott Park Wrigley Property facility. Topographic and boundary survey of the 80 acre Abbott Park East facility. Kansas bridge and stream surveys at six locations along major rivers in the Eastern half of the State of Kansas. Illinois Department of Transportation, District Six various hydraulic surveys at thirteen locations throughout District Six. District One various land surveys throughout District One, PSB 82, PSB 93, PSB 99, PTB 108, PTB 116, PTB 137, PTB 144, PTB 155 and PTB 162. PTB 114 Land Acquisition along IL. 120 from Woodstock to McHenry. PTB 121 Land Acquisition along U.S. 20 in the Village of Addison. PTB 134 Land Acquisition along IL. 59 from U.S. 52 to IL. 126. Indefinite Delivery Contract for Hydrographic Surveying Services, Chicago District, Corps of Engineers. Flood Elevation Surveys for the City of Elmhurst and the Village of Libertyville. Vertical control survey for the entire Village of Homewood and the Village of Mundelein.

9/88 to 8/90 McCLURE ENGINEERING ASSOCIATES, INC.

Survey Department Manager - Responsible for all design, construction and legal surveys, client relations, marketing, project management and coordination of office and field personnel as related to surveying.

Major projects: Abbott Laboratories, Abbott Park, Illinois, Building AP32 a \$40 million Office and Warehouse Building; Rush-North Shore Medical Center Office Building; Great America Rolling Thunder Roller Coaster; Abbott Laboratories, North Chicago, Illinois Building R8 a \$40 million Research and Development Building; Veterans Administration Hospital, North Chicago, Illinois;

State Plane Coordinate Control Survey for Aerial Mapping of the Village of Beach Park, Illinois; numerous Topographic, Boundary, "ALTA", Subdivision and I.D.O.T. Land Acquisition surveys.

4/83 to 9/88 RICHARD A. MILLER & ASSOCIATES, INC./G.A.S.

Land Surveyor/Associate - Responsible for all surveys, calculations and legal descriptions for the following: Four Land Acquisition projects for the Illinois Department of Transportation, Commercial and Industrial projects, Plats of Subdivision, Annexation, Dedication, and Vacation. Topographic Surveys along I-294 and I-88 for the Illinois State Toll Highway Authority. Numerous "ALTA" Surveys, Railroad Surveys and layout, Structural Settlement Surveys on bridges crossing the Mississippi River, U.S. Route 20 at Dubuque, IA and Lansing, IA. "As-Built" Survey of North Point Marina in Winthrop Harbor, IL.

8/78 to 4/83 LUDLOW & ASSOCIATES, INC.

Party Chief - Responsible for construction staking of Commercial and Industrial projects including High-Rise Buildings, Factories, Enclosed Shopping Malls, and Oil Refinery and Petrochemical Plants. Designing and computing lot configuration of subdivisions; prepared Lot, Boundary and Condominium surveys; and prepared Annexation, Dedication and Vacation plats.

6/71 to 8/78 METCALF & EDDY, INC.

Party Chief - Topographic Surveys, Construction Layout, and Legal Surveys for a variety of projects including Expressway, Bridge and Street Projects for the I.D.O.T., Toll Highway projects for the Illinois State Toll Highway Authority and Office Building and Parking Lot layouts for Commercial and Industrial Clients.

PROFESSIONAL REGISTRATION

Professional Land Surveyor, Illinois 1987
Professional Land Surveyor, Wisconsin 1993

EDUCATION

College of Lake County	Grayslake, Illinois
Harper College	Palatine, Illinois
Triton College	River Grove, Illinois

PROFESSIONAL ORGANIZATIONS

Illinois Professional Land Surveyors Association
Northeast Chapter - Active Member
National Society of Professional Surveyors
American Council of Engineering Companies of Illinois - Firm Member

Resume of
Kristopher L. Krisan

EXPERIENCE

8/93 to Present JORGENSEN & ASSOCIATES, INC.

CADD Supervisor - Responsible for drawing and updating drawings for topographic surveys, land acquisition surveys and "ALTA" surveys. Responsible for MicroStation base file management for Abbott Laboratories, I.D.O.T. and the Village of Libertyville. Responsible for AutoCAD file management for Northeastern Illinois University. Instruct Junior CADD Operator and coordination with survey crew.

9/91 to 8/93 SARGENT & LUNDY

Drafter II/CADD Operator - Responsible for updating drawings of fossil and nuclear power plants in the civil discipline. CADD drafting software programs utilized included AutoCAD and MicroStation.

2/90 to 9/91 McCLIER CORPORATION

Drafter/CADD Operator

Manually drafted architectural plans for the Rookery, Allied Marketing and K-Mart Corporation. CADD drafting of parking lots, contours, underground utilities for K-Mart, UPS and Japan Airlines facilities.

4/89 to 2/90 GATE CITY STEEL

Engineering Clerk - Responsible for printing and mailing of drawings. Minimal drafting of rebar components.

EDUCATION

Arizona State University	Tempe, Arizona
Morrison Institute of Technology	Morrison, Illinois
Illinois Institute of Technology	Chicago, Illinois

Resume of

Kirk J. Ruter, S.I.T.

EXPERIENCE

9/07 to Present JORGENSEN & ASSOCIATES, INC.

Party Chief - Responsible for Field Surveys of the following: Topographic and Boundary Surveys, "ALTA" Surveys for commercial and estate property, Land Acquisition Surveys for the Illinois Department of Transportation, McHenry County Division of Transportation, Illinois State Toll Highway Authority, Lake County Division of Transportation and the Cook County Department of Transportation and Highways. District One various land surveys throughout District One.

4/95 to 8/96 MANHARD CONSULTING CORPORATION

Instrument Operator/Survey Technician - Performed various surveys including boundary, topographic, route, A.L.T.A. and construction staking. Operated conventional total stations, automatic levels and static GPS receivers.

PROFESSIONAL REGISTRATION

Land Surveyor in Training, Illinois, 2011

EDUCATION

College of Lake County	Grayslake, Illinois
Southern Illinois University	Carbondale, Illinois
1996 – 2000	
B.S. - Forestry	

PROFESSIONAL ORGANIZATIONS

Illinois Professional Land Surveyors Association
Northeast Chapter – S.I.T. Member

Resume of

David J. Deiler

EXPERIENCE

3/09 to Present JORGENSEN & ASSOCIATES, INC.

Party Chief - Responsible for Field Surveys of the following: Topographic and Boundary Surveys, "ALTA" Surveys for commercial and estate property, Land Acquisition Surveys for the Illinois Department of Transportation, McHenry County Division of Transportation, Illinois State Toll Highway Authority, Lake County Division of Transportation and the Cook County Department of Transportation and Highways. District One various land surveys throughout District One.

1/01 to 2/09 GREENGARD, INC.

Party Chief – Responsible for Field Surveys of the following: Topographic, Boundary and "ALTA" Surveys for commercial and residential properties. Construction staking of commercial and residential subdivisions.

EDUCATION

Southern Illinois University
College of Lake County

Joliet, Illinois
Lake County, Illinois



Proposal for Phase II Engineering Services
Central Business District (CBD) Streetscape and Utility Improvements

Village of Glen Ellyn | July 13, 2018

1. Cover Letter
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7. Scope of Services/Tasks

Phase I – Concept Development and Preliminary Engineering

The scope of services for the Concept Development and Preliminary Engineering will include environmental and location-design studies needed to develop and refine geometric improvements, evaluate costs and impacts, and undertake coordination with jurisdictional agencies and the public. The primary objective of the Phase I Engineering Study is to develop a conceptual improvement plan which provides the desired level of traffic safety and operation, minimizes impacts to adjacent properties, and which fulfills all of the requirements for processing by the Village of Glen Ellyn, Illinois Environmental Protection Agency (IEPA), Illinois Department of Natural Resources (IDNR) and Illinois Department of Transportation (IDOT) standards, as applicable.

It is our understanding that federal funds are available for proposed improvements to the municipal CBD federal-aid routes. However, we also understand that the project schedule is a priority to the Village. We have outlined a comprehensive Scope of Services for Phase I Engineering that assumes these improvements will not be constructed with federal funds in order to expedite Phase I Engineering.

If the Village ultimately decides to use federal funds on these CBD routes, we recommend using them in a separate, simpler project without right-of-way or easement acquisition such as pavement rehabilitation and/or resurfacing. Using federal funds on a project that requires land acquisition requires scope items such as IDOT/FHWA coordination meetings, an Environmental Survey Request, a PESA and PSI, Drainage Studies, and a Project Development Report. By committing to only using municipal funds, a lighter Phase I scope of services is needed and months of state and federal reviews are eliminated from the project schedule's critical path.

Tasks that have been added to the Phase I scope of services that were not referenced in the RFP are italicized.

Item 1 – Early Coordination and Data Collection – This item will include the following:

- a. Initial meeting with the Village to discuss project goals and project approach, and review how the scope of services will be implemented.
- b. Develop detailed project schedule including milestones.
- c. Collect and review previous studies and “as-constructed” roadway plans from the Village for inclusion in the design documents.
- d. Coordination with the Village’s GIS Consortium contact to obtain all available aerial contour mapping and utility data for the project work site and immediate surrounding area.
- e. Obtain public and private utility atlases including initiating a design stage J.U.L.I.E. request. This initial request will serve as the basis for our ongoing utility company coordination throughout the design process.
- f. Perform project area reconnaissance and prepare a photo log documenting existing conditions.
- g. Obtain recent digital aerial photography of study area at a scale of 1" = 50'

Item 2 – Topographic Survey – This item includes completion of a detailed topographical survey including all above-ground and underground utilities, structures, ground contours at 1-foot intervals, critical ground spot elevations, trees (6 inches diameter and larger), fences, mature landscaping, bushes, and property lines (pins) of the project site extending a minimum of 100 feet beyond the limits of the proposed work. This includes obtaining permission from private property owners to complete the survey work on their respective properties. We are proposing to use Jorgensen and Associates, Inc. to complete this task.

Item 3 – Preparation of Base Maps – This item includes preparation of electronic base sheets including identification and location of all existing utilities within the project limits, establishing existing right-of-way in the base drawings, and development of existing/proposed alignments. Existing cross section information will be generated from the survey data and plotted on cross section sheets to aid in the development of a proposed underground utility improvements and proposed roadway profiles.

Item 4 – Subsurface Soils and Pavement Investigation – A factor which often contributes to project cost increases during the implementation of an improvement is the inaccuracy of cost estimates for pavement rehabilitation and treatment of unsuitable subgrade soils. To ensure that these costs are defined early in the project, soil borings and pavement cores will be completed. This information will provide thicknesses of the existing pavement structure and subsoil conditions. It will provide the location of the groundwater table if it is encountered. This information will be assembled into a report and provide recommended soil support values to enable us to complete the pavement design report. This work item also includes the preparation of two pavement designs and the presentation of those designs in a pavement type analysis memorandum. This memorandum will

include preliminary costs for each type of pavement structure as well as analysis of the life-cycle cost for each pavement design. Recommendations will be developed for the pavement structure in the design year (based upon a 20-year design life).

We are proposing to use **Midland Standard Engineering & Testing, Inc.** as a subconsultant to perform the geotechnical studies for this project.

Item 5 – Crash Analysis – *Civiltech had previously collected and tabulated collision data on the CBD roadways when completing the STP Project Application. We are in possession of crash reports on Crescent Boulevard, Duane Street, Forest Avenue, Glenwood Avenue, Main Street, Pennsylvania Avenue, and Prospect Avenue for the years 2012 through 2015. This item will include reviewing that crash data and obtaining any new available crash data from the Village to supplement the data in our possession. We will use this information to evaluate safety improvement needs in the project area and to identify and implement crash countermeasures when preparing alternate geometric concepts.*

Item 6 – Traffic Analysis – *Civiltech is in possession of the Village of Glen Ellyn Central Business District Traffic Study (March 2012) and the Pennsylvania Avenue Two-Way Conversion Study technical memorandum that it provided for the Village in November 2015. This item includes reviewing these studies and any other more recent studies the Village may have conducted, and verification that existing conditions are similar to what was documented in these older studies. This work includes performing field observations to observe queues and other traffic conditions, as well as collecting four 24-hour intersection turning movement counts using a Video Collection Unit (VCU) as needed to verify that the traffic volumes collected for previous studies and STP applications are still accurate and appropriate for evaluation of alternate geometric concepts. This work also includes cursory parking utilization observations to verify the parking utilization data provided in the Streetscape Plan & Parking Study (May 2013).*

Item 7 – Alternate Geometric Studies – This item includes developing conceptual plans, exhibits, renderings, and rough cost estimates for numerous geometric alternatives within the project limits. Proposed concepts for roadway and sidewalk improvements will include widened sidewalks, curb bump-outs and pedestrian plazas, and on-street parking reconfigurations, as well as other potential streetscape and safety enhancements such as corner radii modifications, raised crosswalks, and/or pedestrian refuge islands. Stormwater Best Management Practices (BMPs), including green infrastructure improvements, will also be evaluated for incorporation into concept plans. This item includes the following tasks:

- a. Prepare preliminary horizontal alignment and geometrics on the topographic base sheets.
- b. Define preliminary vertical geometrics including a preliminary analysis of cross sections.
- c. Define the limits of construction and any necessary easements or right-of-way acquisition.
- d. Prepare preliminary Plan and Profile sheets.

This item includes refinement of the concept plan and preparation of a final conceptual alternative for consideration and review by the Village Board of Trustees, as well as amending the final concept alternative as necessary for approval by the Village Board.

Item 8 – Preliminary Utility Design – We are proposing to use **RJN Group, Inc.** to assist with the Phase I underground utility design tasks as part of this item which includes:

- a. Attendance at key meetings with the Village of Glen Ellyn.
- b. Review of options for completing required utility improvements, with additional evaluation of sanitary improvements on Glenwood Avenue and Main Street, and the limestone box storm sewer under the UP Railroad at Forest Avenue.
- c. Preparation of preliminary utility improvement GIS exhibits for review by Civiltech and the Village.
- d. Preparation of a summary of water, sanitary, and storm improvements with exhibits and preliminary opinion of construction cost.
- e. Incorporation of comments into final utility improvement GIS exhibits.
- f. Participation in presentation of the final conceptual alternative to Village Board of Trustees.

Item 9 – Stakeholder Coordination and Public Involvement (by Muse Community + Design) – Glen Ellyn has made significant investments in its downtown in recent years including planning for its future. The Central Business District Streetscape and Utility Improvements are a result of the investment and planning that has come before including the 2009 Downtown Strategic Plan, 2012 Downtown Traffic Study, 2013 Streetscape Plan and Parking Study, and the recent Community Signage and Wayfinding Plan. Our approach builds off of the recommendations in these plans and includes an efficient and appropriate engagement strategy to test

the ideas as we develop alternatives and create final designs. For example, ideas such as mid-block crossings and changes to the Prairie Path were proposals from previous plans that do not have clear consensus. Our approach includes activities that get the right people in the room in order to chart a way forward for Phase II engineering.

Walking Tour - Village staff, elected officials, representatives from the Alliance of Downtown Glen Ellyn, the consultant team, and invited community representatives will conduct a walking tour of the study area to help the team identify critical issues and opportunities. Touring together expands the team's technical view of the area to one that is guided by those who live, work and invest there.

Review of Past Plans and Reports - Previous plans, policies, regulations, reports, and studies affecting the downtown will be reviewed to assess relevant changes and to align recommendations. This includes but is not limited to the Zoning Code, Comprehensive Plan (including the pending update), 2009 Downtown Strategic Plan, 2012 Downtown Traffic Study, 2013 Streetscape Plan and Parking Study, and the recent Community Signage and Wayfinding Plan.

Technical Advisory Committee - We propose the convening of a technical advisory committee (TAC) made up of relevant Village departments, IDOT, DuPage County, Union Pacific Railroad, Metra, the Alliance of Downtown Glen Ellyn, and similar organizations to advise on the development of alternatives and to provide two-way communication to stakeholders. The TAC would meet 2-3 times to review alternatives and final concepts.

State of Downtown Meeting - Instead of a traditional kick-off meeting, it is suggested that the outreach process start with a downtown symposium or "state of downtown" meeting in partnership with the Alliance of Downtown Glen Ellyn. This format broadens the appeal and ties the project to larger downtown issues. The agenda will be intentionally designed to provide an update on past planning and infrastructure improvements in downtown and involve local leaders and community members in speaking roles. For example, the event could include:

- Status reports on parking, signage and wayfinding
- Engagement around the updated comprehensive plan
- Moderated panel on the future of downtown and the role that streetscape and utilities play
- An ideas forum with best practices from around the country

Public Open House - A community open house will be created to obtain public review and comment on the proposed improvements. The open house may be scheduled in conjunction with an existing community event or as a standalone event.

Item 10 – Agency Coordination – The efficiency and timeliness of executing a project often can hinge on the level and frequency of coordination with agency officials. In order to avoid delays and costly multiple design revisions, we believe it will be helpful to have short but regular coordination meetings or conference calls with the Village decision-makers to review the overall progress. This item would include the following:

- a. Coordination of improvements with the planned Village of Glen Ellyn Train Station and Pedestrian Tunnel project.
- b. Preparation for and attendance at a Co-Committee Capital Improvements and Plan Commission Meeting to present the alternatives and public input, and to solicit recommendations.

Item 11 – Railroad Coordination – The CBD project area is divided by the Union Pacific - West Railroad Line. Coordination with the Union Pacific and Metra will be a key part of this project. Civiltech has coordinated with these agencies on a variety of projects, including roadway, bridge, and pedestrian and bicycle improvements. This work will include coordination with each agency as well as review of any existing Railroad Agreements.

Item 12 – Grant Applications – We will prepare up to three (3) additional applications for state and/or federal funding, including all analyses, exhibits, tables and text required for these applications. This item includes one Village review. Potential funding applications (depending on status of any of these currently being prepared by the Village) include the following:

- Congestion Mitigation and Air Quality (CMAQ).
- Transportation Alternatives Program (TAP).

- Rail-Highway Safety Program.
- Illinois Transportation Enhancement Program (ITEP).
- Illinois Grade Crossing Protection Fund.

This work will continue into Phase II Engineering to finalize and/or follow-up on any grants applied for and to ensure project eligibility is maintained.

Item 13 – Permits – This work includes Identification and submittal of any permits required for the proposed improvements including, but not limited, to the Village of Glen Ellyn, DuPage County, IDOT, IEPA, and IDNR, if applicable.

Sanitary and Watermain permits will be required for all new construction that are part of this project. The Engineer will work with the Village to prepare all the necessary forms and schedules for submission, respond to IEPA's questions and modify plans as necessary. The typical timeline for the approval of permits is 90 days from the date of submission.

In addition, the lining of the watermain under the railroad will require coordination and probable permitting from Union Pacific Railroad (UPRR). The Engineer will work with UPRR as necessary to obtain the permit and include text in the specifications for railroad supervision during construction as needed. This work will continue into Phase II Engineering to procure all required and applicable permits.

Item 14 – Maintenance of Traffic – This work includes development of a conceptual construction timeline with up to three conceptual phasing alternatives that include construction staging, traffic control strategies, construction layout and parking, pedestrian accommodations, and schedule. This work will continue into Phase II Engineering to develop detailed Maintenance of Traffic plans.

Phase II – Pre-Final/Final Engineering, Bid Packages, Competitive Bidding Process

The scope of services for the Pre-Final/Final Engineering / Bid Packages / Competitive Bidding Process will consist of the preparation of contract plans and specifications to secure competitive bids. The contract plans and specifications will be prepared in accordance with the final conceptual alternative as approved by the Village Board of Trustees.

Item 15 – Landscape Architecture – This work includes developing an overall streetscape concept design based on elements described in the recently completed Streetscape Plan & Parking Study and Community Signage and Wayfinding Plan. This item will include development of designs and renderings, as well as participation in meetings to present and review the following elements:

- Overall streetscape design including curb extensions, pavers, decorative crosswalks, paver art, tree planting, street furniture, raised architectural planters and all materials and finishes.
- Green infrastructure improvements, including infiltrating pavements, below-grade soil vaults, infiltrating planters and a native planting palette.
- Community identifiers including vertical obelisk style downtown identifiers and light pole mounted identifiers/signage
- Parking lot screening improvements, and connections to adjacent alleys, parklets and the Prairie Path trail system.

Item 16 – Lighting Design – This item will consist of designing updated lighting systems with the CBD project limits. It is expected that the existing lighting units (recently upgraded to LED) will be used. The foundations will be replaced where the foundation is deteriorating or grade changes require a new foundation. All conduits and cabling will be replaced. Voltage drop calculations will be completed for both the lighting and outlets to determine cable sizes.

The street lighting controllers and services will be evaluated to determine if replacement is needed. Controllers will likely need modifications at a minimum to address need for outlets to be on when lights are off.

The existing lighting layout does not appear to be designed to meet any lighting standards and there is no discussion of completing new lighting layouts, therefore no lighting photometrics to determine existing or proposed light levels for roadways or pedestrian walkways have been included.

Ceiling lighting will be evaluated at key locations throughout the CBD project limits specifically on Main Street between Pennsylvania Avenue and Crescent Boulevard.

Depending on the staging of the work and number of foundations to be replaced temporary lighting may be desired. We have included design time for temporary lighting as necessary.

Item 17 – Vault Investigation and Design – This item includes the review and assessment of vaulted sidewalk locations provided by the Village of Glen Ellyn at the start of the project. It consists of vault removal or avoidance tasks such as coordination of utility relocations, offset pole foundations, design of structural slabs, and waterproofing.

Item 18 – Underground Utility Design – We are proposing to use **RJN Group, Inc.** to assist with the Phase II utility improvements design including:

- a. Attendance at key meetings with Civiltech and Village staff.
- b. Preparation of Utilities Improvement Plans:
 - Water improvement plan and profiles per improvements listed in RFP.
 - Sanitary improvement plan and profiles per improvements listed in RFP including lateral lining and replacement.
 - Storm improvement plan and profiles per improvements listed in RFP.
 - Traffic control plans (for utility improvements only).
 - General notes and details.
- c. Preparation of Utilities Improvement Technical Specifications.
- d. Incorporation of Village “front end” documents into specifications.
- e. Preparation of opinion of probable construction cost.
- f. Preparation of 75% Utility Improvement Bid Documents for Village review.
- g. Preparation of Final Utility Improvement Bid Documents.
- h. Preparation of permit applications related to utility improvements.
- i. Administration of Utility Improvement Bid Process.

Item 19 – Preliminary (60%) Plans, Specifications & Estimate – This work includes development of preliminary 60% plans, specifications and construction cost estimate for the proposed improvements for review by Village staff, including, but not limited to:

- Existing and Proposed Conditions Plans.
- Utility Improvement Plan & Profiles (noted in Item 17).
- Project Specific Details.
- Detailed Specifications.
- Preliminary Summary of Quantities with Engineer’s Cost Estimate.

Five hard copies of the full submittal will be provided. Drawings will be full-size (24” x 36”). One PDF copy of the submittal will also be provided.

Item 20 – Pre-Final (90%) Plans, Specifications & Estimate – This work includes development of pre-final 90% plans, specifications and construction cost estimate for the proposed improvements for review by Village staff, including, but not limited to:

- Disposition of 60% Village review comments.
- Revisions to Preliminary Plans in accordance with 60% review comments.
- Cover Sheet.
- General Notes.
- Typical Sections.
- Alignments, Ties, & Benchmarks.
- Traffic Control & Protection Plans.

- Grading Plans.
- Stormwater Pollution Prevention Plans.
- Utility Crossing Data.
- Cross Sections.
- Tree Removal & Preservation Plans.
- Restoration/Landscape Plans.
- Tree Plantings.
- Lighting Plans.
- Signage and Pavement Marking Plans.
- Updated Detailed Specifications.
- Pre-Final Summary of Quantities with Engineer's Cost Estimate.

Five hard copies of the full submittal will be provided. Drawings will be full-size (24" x 36"). One PDF copy of the submittal will also be provided.

Item 21 – Final (100%) Plans, Specifications & Estimate – This work includes development of final 100% plans, specifications and construction cost estimate for the proposed improvements for bid, including, but not limited to:

- Disposition of 90% Village review comments.
- Revisions to Pre-Final Plans in accordance with 90% review comments.
- Preparation of Bidding/Construction Contract with Specific Project Specifications and Special Provisions, including general conditions, Special Provisions, and other "front end" contract documents to be provided by the Village.
- Final Summary of Quantities with Engineer's Cost Estimate.

Fifteen hard copies of the Final Plans will be provided. Drawings will be full-size (24" x 36"). One PDF copy of the submittal will also be provided.

Item 22 – Special Waste and CCDD Documentation (by Huff & Huff, Inc.) - The scope of the work includes environmental engineering services necessary to evaluate the subgrade soil condition for the purpose of compliance with Clean Construction or Demolition Debris regulations in areas of proposed excavation. The scope of this task includes the following sub-tasks:

Records Search and Review - Preparation of the Potential Impacted Properties (PIP) analysis of the project corridors identified within the RFP. A database search will be conducted to cover the project area, including review of historical aerial photographs to document land-use over time within the project area.

Site Inspection - Inspection of the work sites, looking for indications of potential environmental concern such as stained soils or dead vegetation in conjunction with PIP analysis. The locations of any identified PIPs in close proximity to the project areas will be confirmed during the site inspection if applicable. This task also includes pre-marking of proposed soil boring locations for the utility locate call.

Soil Borings, Sampling, and Laboratory Analysis - Huff & Huff will conduct limited sampling activities within the proposed limits of excavation with laboratory analysis based upon the contaminants of concern (COCs) determined through the due diligence process in this task.

- a. Soil Borings and Soil Sampling - It is anticipated that up to two days of field effort will be required with up to thirty-three (33) borings completed along the multiple project corridors, assumed to be completed with the aid of traffic control services (1 day of traffic control included in scope/fee).

The borings will be advanced and soil samples collected for laboratory analysis to address the PIPs/RECs for soil disposal considerations, specifically at locations identified for proposed excavation. The number of borings, location, and depths will ultimately be dependent upon design details to account for depths of proposed disturbance and the findings of the due diligence from this task. Currently, it is estimated that borings will be advanced to depths ranging from 2 to 12 feet deep, depending on the nature of the improvements in any specific location.

- b. **Laboratory Analysis** - Laboratory analysis of soil samples is proposed to be consistent with constituents of concern (COCs) to be determined from the PESA. Based on our understanding of the project corridors, we have provided the following sampling protocol for budgetary considerations. Boring locations where petroleum products or other volatile organic compounds represent the primary concern, samples will be field screened with a photoionization detector (PID). The sample with the highest PID reading in each boring will be analyzed for:

- Volatile Organic Compounds (up to 5 samples) – VOCs are volatile compounds found in gasoline and related to various solvents;
- Benzene, toluene, ethylbenzene, and total xylenes (BTEX) (up to 18 samples) – BTEX are volatile compounds found in gasoline;
- Polynuclear Aromatic Hydrocarbons (PNAs) (up to 18 samples) – Semi-volatile compounds commonly formed during incomplete combustion of organic compounds. PNAs are a subset of SVOCs and can be formed by the combustion of wood, coal, and petroleum products. They are also found in less refined, nonvolatile petroleum products and can be used to identify potential for diesel or fuel oil contamination in soil.

Other field screening factors such as visual, or proximity to potential sources of known contamination to determine which samples will be analyzed to identify the presence of:

- RCRA Metals, total and SPLP/TCLP methods (up to 18 samples) – Federal environmental regulations identify eight (8) heavy metals as hazardous if present in a solid waste at concentrations above varying threshold concentrations. Samples will be analyzed for select RCRA Metals, some of which may require further SPLP or TCLP analysis to determine compliance with the CCDD maximum allowable concentrations (MACs) (up to 4 samples).
- Pesticides and Herbicides (up to 2 samples) – Pesticides and herbicides have historically been utilized along railroad corridors.

In addition, soil samples will be analyzed for soil pH from each boring location, analyzed with a field meter consistent with CCDD sampling requirements with select pH samples submitted for laboratory analysis (up to 20).

CCDD (LPC-Form) Documentation - The soil sample results will be compared to the Maximum Allowable Concentrations (MACs) associated with CCDD facility acceptance, including the soil pH range of 6.25 to 9.0. If results achieve the MAC values, Huff & Huff will prepare the LPC-663 document that will be signed/stamped by the Huff & Huff. Any locations that do not achieve the MACs (including soil pH range) will be identified as exclusion zones, not acceptable for CCDD facility disposal.

Item 23 – Construction Administration – This work item includes providing assistance to the Village with administration of a competitive bidding process including:

- Conducting mandatory Pre-Bid Meeting.
- Issuing Bid Documents.
- Responding to technical questions during the bidding process.
- Issuing Addendums, if necessary.
- Attendance at the bid opening.
- Reviewing first and second low bidder references, similar work history and availability, and making a recommendation regarding the Award of Contract or Rejection of Bids.
- Responding to questions and clarifications and review of shop drawing submittals during each stage of construction on drawings and specifications, as well as attending construction coordination meetings as needed.

Item 24 – Supervision, Administration, and Project Coordination – This item includes the following:

- a. Project setup, monthly invoicing and preparation of status reports.
- b. In-house coordination meetings and implementation of Civiltech's QC/QA review process.
- c. Phase II coordination with private utility companies to address potential utility conflicts
- d. Follow-up coordination and finalization of any grants applied for in Phase I, including maintaining eligibility in Phase II.
- e. Procurement of all required and applicable permits.

Item 25 – Right-of-Way Negotiations & Acquisitions – The Right-of-Way acquisition process is a critical component for the success of the CBD Streetscape and Utility Improvements project. We are proposing to utilize **Jorgensen and Associates, Inc.** to confirm existing right-of-way lines, obtain titles, and prepare plats for any necessary temporary and permanent easements. Our in-house appraiser, Dave White, will meet with property owners as needed and prepare appraisals and/or waiver valuations. We proposed to use Santacruz Land Acquisitions for negotiations and titles.



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Civiltech Engineering, Inc.

Lubica Benak

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Subconsultants

RJN Group - Underground Utilities Design (Water, Sanitary, and Storm Improvements)

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Paul Burris

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Vydas Juskelis P.E.

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Jorgensen & Associates, Inc. - Right of Way Layout and Plats and Topographic Survey**Jeffrey Young, P.E.**

McHenry County Division of Transportation
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Stephen Heuer, PLS

Lake County Division of Transportation
847.377.7488

Miguel Coreano, PLS

Illinois Department of Transportation
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Santacruz Land Acquisitions - Land Acquisition and Negotiation Services**Sheila Derka**

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Michael Woodward

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Muse Community + Design - Public Outreach/Stakeholder Engagement**Charity Jones, AICP**

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Steve Glinke

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Sean Wiedel, AICP

Assistant Commissioner, CDOT
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Huff & Huff, Inc. - Environmental Services and CCDD**Kelly Hamill**

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Midland Standard Engineering and Testing, Inc. - Geotechnical Services**Robert Mitchard**

Public Works Director
Village of Algonquin
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Elk Grove Village
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David Boesch

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Fullerton Avenue Streetscape Improvement – Ashland Avenue to Racine Avenue

Chicago Department of Transportation Streetscape and Sustainable Design Program

Construction Cost

\$4.3 million

Funding

State Funds

Status

Phase II completed in 2015
Substantial construction completed in 2016

Project Manager

Michael J. Folkening, P.E., PTOE
LEED Green Associate

Phase I QC/QA

Joel E. Christell, P.E.

Senior Project Engineer

Christopher S. Wolff, P.E.,
LEED Green Associate

Project Engineers

Brian A. Sroufe, P.E.
Brandon J. Bogenschutz, P.E.,
LEED Green Associate

Structural Engineer

Gregory J. Hatlestad, P.E., S.E.

Scope of Services

Interagency Coordination
Mini Phase I
Streetscape Design
Street Lighting
ADA Ramp Design
Preparation of Contract Plans,
Specifications and Estimate

Client Contact

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Lubica.Benak@cityofchicago.org



Rendering of W Fullerton Avenue and N Greenview Avenue



Aerial Photography: Brian Fritz Photography

This streetscape improvement was funded by state funds, and included improvements to enhance the economic appeal of the area through beautification elements and safety enhancements. The improvements were designed in compliance with the City of Chicago's Complete Streets Guidelines, and incorporated the following safety, beautification, and Best Management Practice improvements:

- Road diet, narrowing through lanes and reducing the total pavement width by 5 feet
- Widened ADA-compliant sidewalk and ADA ramps at intersections
- Bus stop relocations for better access
- Side street bump-outs with rain gardens and at-grade planters
- 10-foot wide decorative crosswalks
- Ornamental street and pedestrian lighting with neighborhood identifier banners
- Parkway landscaping which included permeable pavers and a tree root chamber system

Civiltech performed a mini Phase I, receiving a finding of Categorical Exclusion, Group I without Project Development Report with design exceptions. The public involvement process included meetings with key stakeholders to review design elements and obtain feedback from merchants along the thoroughfare. The stakeholders consisted of the 32nd Ward, the Sheffield Neighborhood Association, Wrightwood Neighbors, DePaul University, West DePaul, and the Lincoln Park Chamber of Commerce. A public presentation was also conducted, led by CDOT Project Development. Clearances for Biological and Cultural Resources were also received.

The Phase II process was prepared in accordance with the City of Chicago and Illinois Department of Transportation guidelines, and was completed in 2015.

Northcenter Town Square

Chicago Department of Transportation

Status

Phase II completion is anticipated in mid-2018

Senior Project Manager and QC/QA

Michael J. Folkening, P.E., PTOE,
LEED Green Associate

Project Manager

Brian Sroufe, P.E.

Project Engineer

Amanda Kleinwachter, P.E.

Transportation Analyst

Jacqueline Henrikson, AICP

ADA Specialist/Pedestrian Facilities

Brandon J. Bogenschutz, P.E.,
LEED Green Associate

Structural Engineer

Gregory J. Hatlestad, P.E., S.E.

Water Resources

Thomas K. Liliensiek, P.E.

Constructability Review

James D. Ewers, P.E.

Scope of Services

Bicycle and Pedestrian Facility
Planning and Design

Plaza Design

Client Contact

Lubica Benak
Project Director
Chicago Department of Transportation
Division of Project Development
Streetscape and Sustainable Design Program
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Civiltech Engineering was selected to provide design engineering services to the Chicago Department of Transportation for the Northcenter Town Square. The objective of this project is to transform an under utilized vehicular space into a vibrant pedestrian plaza. By repurposing W. Belle Plaine Avenue and the cul-de-sac into a pedestrian environment, and rehabilitating the adjacent existing plaza, a dynamic new space will serve as formal and informal gathering and event space for the neighborhood. Improvements will include raising the W. Belle Plaine Avenue to align with the existing plaza, thus increasing its size; replacing pavement within the plaza; and installing an informal children's play area. Additional improvements include upgraded lighting; site furniture, signage, a stage with an additional power supply, raised seating area, fencing, decorative paving that could consist of pavers, scored concrete and painted surfaces, landscape improvements, and the addition of shade trees.

The Northcenter Town Square Final Concept Design and Summary, prepared by PORT Urbanism (Port), was submitted in August, 2017. The study looked at site context, existing conditions, site challenges, and the ways in which the site was being utilized, including community programs and events. Civiltech include PORT Urbanism on our team to ensure that the design process was a seamless extension of the Final Concept Design and that our work begin with a strong understanding and continuity of the early design studies and community input.

Civiltech's scope of services includes Phase II Engineering and Landscape Architecture tasks. The contract plans and specifications are being prepared in accordance with CDOT's Complete Streets and Sustainable Urban Infrastructure Design Guidelines.

PROVEN RESULTS

CLIENT | Village of Glen Ellyn, Illinois

PROJECT

Central Business District (CBD) Underground Study

SERVICE PERIOD | 2017–2018

CONTRACT VALUE | \$625,000

SERVICES PROVIDED

- Flow Monitoring (7 meters)
- Manhole Inspections (325)
- Smoke Testing (3,750 LF)
- Dye Testing Setups (3)
- CCTV Review (28,000)
- Private Property Inspections (115)
- Hydraulic Modeling (3,750 LF)
- Engineering Analysis
- Recommendations

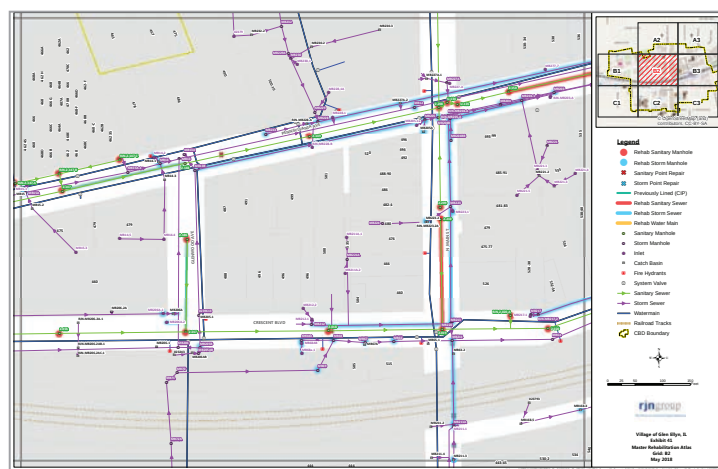
Infrastructure Study Addresses Critical Repairs and Capacity Needs

PROJECT OVERVIEW

The Village of Glen Ellyn, proactively supporting a plan to upgrade their Downtown Business District streetscape, undertook a comprehensive program to study the condition of underground water, sewer, and storm sewer infrastructure. The goal of the project was to recommend improvements that would restore the structural integrity of aging pipelines and upgrade capacity to ensure continuing high levels of service for the future.

RJN ROLE

RJN Group, Inc. was selected by the Village to conduct a comprehensive condition assessment of the water, sewer, and storm sewer infrastructure, develop recommendations for improvements to be incorporated in the streetscape upgrade program, and update the Village GIS.



ACCOMPLISHMENTS

- The Village GIS upgrade incorporated more than 700 updates including GPS coordinates, structure attributes, connectivity, and structural issues for sewer, water, and storm sewer mains and laterals, manholes, inlets, and catch basins. Many of the inspected structures were not previously mapped or the connectivity was incorrect.
- Acoustic water main condition assessments, subcontracted to Echologics, were performed to locate potential leak sites in water mains with recurring maintenance needs.
- TV inspection review identified structural issues with a rectangular stone storm sewer crossing under the Union Pacific RR tracks.
- Lateral televising identified a number of abandoned laterals and the building inspections—performed primarily on commercial properties—identified a higher than average number of illegal connections.
- Engineering analysis of condition data resulted in recommendations for repair and replacement of water, sewer, and storm sewers, manholes, and inlets. Flow monitoring and the updated GIS provided the foundation for the capacity evaluation and validation of recommended improvements.

PROJECT REFERENCE

Tomasz Topor, P.E.
Senior Civil Engineer
Village of Glen Ellyn
(630) 547-5520
ttopor@glenellyn.org

PROVEN RESULTS

CLIENT | Elmhurst, Illinois

SERVICE PERIOD | 2011-2016

CONTRACT VALUE | \$1,590,000

CONSTRUCTION EST. | \$10,000,000

SYSTEM/PROJECT METRICS

- 11 mgd dry- and wet-weather pump station
- 5,600 LF of 18" wet-weather force main
- 2,800 LF of 10" dry-weather force main
- 1,800 LF of 24" sanitary sewer
- 600 LF of 24" storm sewer
- 2 MG wet-weather storage facility

SERVICES PROVIDED

- Hydraulic modeling
- Pump station design
- Force main design
- Gravity sewer design
- Storage tank sizing
- Construction inspection

PROJECT REFERENCE

Paul Burris
Utility Operations Manager
(630) 530-3042
paul.burris@elmhurst.org

Southwest Wet-Weather Control Facility Provides Needed Capacity

PROJECT OVERVIEW

Due to flooding issues re-occurring in residential areas during rain events, the City of Elmhurst embarked on a comprehensive program to investigate and analyze their sanitary and storm sewer systems. The City is a first tier Chicago suburb composed mainly of mature residential neighborhoods.

RJN ROLE

RJN Group, Inc. performed the initial evaluations of the sewer system and developed recommendations to improve system capacity. The study involved evaluating the effectiveness of the City's ongoing rehabilitation programs and conducting field studies, flow monitoring to support analysis tasks, and hydraulic modeling. The study found that the southwest area of the City, specifically the area served by the Saylor-Jackson Pump Station, was undersized for significant rainfall events.

RJN SERVICES

RJN designed the Southwest Wet-weather Control Facility to address the system capacity issues in the southwest area of the city which involved:

- Replacing 2,800 linear feet of 10-inch dry-weather force main that had experienced numerous breaks and required immediate attention
- Designing a wet-weather relief system for the Saylor-Jackson Pump Station that included:
 - Wet-weather pump station and force main used to pump excess flow to the storage tank
 - Dry-weather pump station improvements
 - Wet-weather storage facility (2 MG) at the WWTP
- Replacing/upgrading the electrical service entrance equipment, motor control center, and genset assembly and cast-in-place concrete wet-well and valve pit
- Designing roadway improvements for access to the new storage facility
- Extending a 24-inch storm sewer by 600 feet to replace an undersized and failing drain tile.
- Replacing multiple water mains in need of replacement or in conflict with pipeline alignments

ACCOMPLISHMENTS

- Improvements to the pump station and force main improved capacity and eliminated service issues caused by breaks in the existing force main
- The storage at the treatment facility and the wet-weather pumping facility is designed to turn on during wet-weather to alleviate flooding issues and reduce excess flows



Downtown Elmhurst ADA Assessment

City of Elmhurst

Construction Cost

N/A

Funding

Local

Status

Completed February 2017

Project Manager

Kristen E. Hahn, P.E., PTOE

Design Engineers

Matthew L. Crocker, P.E.

Ernest L. Williams

Stephen Wong, P.E.

GIS Specialist

Peter M. Layer

Scope of Services

Pedestrian Studies

ADA Ramp Design

Data Collection and GIS Mapping

Technical Report

Client Contact

Mr. Kent Johnson

City Engineer

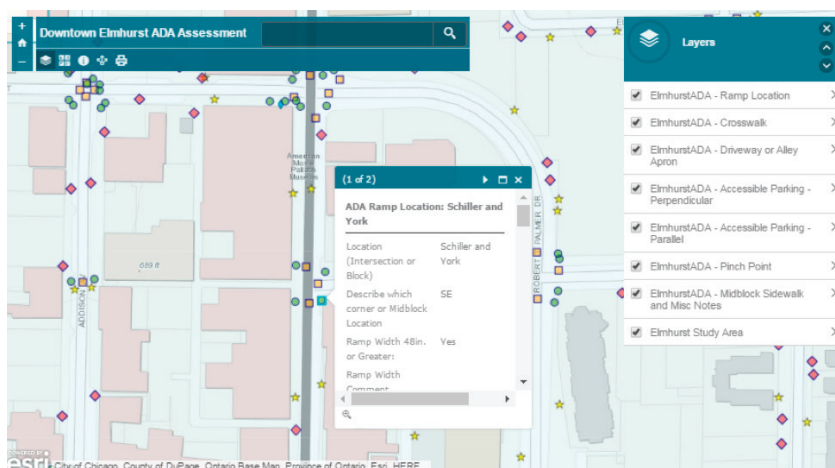
City of Elmhurst

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Elmhurst, IL 60126

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In December 2016, Civiltech performed a comprehensive assessment of the City of Elmhurst downtown area in terms of accessibility to people with disabilities. 53 intersections, 172 curb ramps, 99 crosswalks, 147 mainline sidewalks, 170 driveway and alley aprons, and 22 on-street accessible parking spaces were measured in detail to evaluate compliance with federal guidelines (ADA and PROWAG). Field data including measurements and photos were collected using a highly efficient smartphone app, customized for this project. The app is powered using ArcGIS and allows for data to be synced in real time to an interactive online map. Along with the map, a detailed report provides critical information to strategically plan future improvements with ADA compliance as a key objective. Civiltech's ADA experience and proven method of efficient data collection allowed for this assessment to be delivered very quickly and at low cost to the client.

For over 10 years, Civiltech has been closely involved with the City of Chicago's efforts to establish and enforce ADA standards for the public way. Our staff has designed, inspected, and QC certified literally thousands of curb ramps and sidewalks throughout all neighborhoods of the city. We have a thorough understanding of federal guidelines and ADA travel path methodology. Our experience includes providing compliant ramp configurations in challenging scenarios such as extreme elevation differences, narrow parkways, and vaulted sidewalks. Civiltech is ready to bring this expertise to other municipalities that wish to bring their facilities into compliance to service the needs of all users.

Oak Park Avenue Improvement – Irving Park Road to Forest Preserve Drive

Chicago Department of Transportation – Division of Engineering

Construction Cost

\$4.4 million

Funding

Local

Status

Phase I and II completed in 2015

Construction completed in 2016

Project Manager

Michael J. Folkening, P.E., PTOE,
LEED Green Associate

Phase I QC/QA

Joel E. Christell, P.E.

Project Engineer

Brian A. Sroufe, P.E.

Traffic Signal Engineer

Joseph J. Emry, P.E.

Structural Engineer

Gregory J. Hatlestad, P.E., S.E.

Water Resources Lead

Thomas K. Liliensiek, P.E.

Scope of Services

Roadway and Highway Design
Bikeway and Pedestrian Facilities Design
Traffic Engineering and Impact Studies
Interagency Coordination
Preparation of Contract Plans,
Specifications and Estimates
Traffic Signal Design

Client Contact

John Sadler, P.E.
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Division of Engineering
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Using TIF funds from the City of Chicago, Oak Park Avenue was reconstructed using a Complete Streets approach. The reconstruction provided a three-lane road section with two 10-foot travel lanes and a striped median to accommodate frequent left-turn access for driveways. Buffer-protected bike lanes (5-foot wide with a 2-foot striped buffer) were also provided along both sides of the roadway inside of new curb and gutter. In order to maximize pedestrian accommodations, a curb-attached 8-foot wide sidewalk was constructed along the western side of Oak Park Avenue, and a 6-foot wide sidewalk was constructed along the eastern side of the roadway, separated by a grass 7-foot parkway. A new LED street lighting system was also provided.

This project was unique in that the roadway is under the maintenance and jurisdiction of IDOT but the improvement was funded entirely with City money. Therefore, an “official” Phase I Study was not required, but many of the same studies and coordination were needed. Although the project was processed through IDOT’s permit section, the Bureau of Programming approved the proposed geometrics; the Bureau of Traffic approved the traffic signal modifications and the Hydraulics Unit approved the design of the new drainage system. Furthermore, excavation in a State right-of-way required that a Preliminary Environmental Site Assessment (PESA) be conducted. Huff & Huff, Inc. completed the PESA and Preliminary Site Investigation (PSI) based on Recognized Environmental Conditions (RECs) identified by the site assessment.

Civiltech completed the mini Phase I which successfully implemented the City’s Complete Streets approach while satisfying IDOT’s vehicular capacity and drainage requirements. The Phase II plans, specifications and estimates were then prepared. After the project was bid for construction in the Spring of 2015 it was discovered that an unmarked Read Dunning cemetery existed within the middle portion of the project corridor. Civiltech then obtained the specialized archeological services of Louis Berger and McKissack & McKissack to develop a Phase I Archaeological Reconnaissance Survey, avoidance plan, and archaeological monitoring plan to address unanticipated finds during the construction phase. The proposed improvements were also redesigned to avoid excavation within the cemetery limits. The redesign was closely coordinated with IDOT Cultural Resources and the Illinois Historic Preservation Agency.

PROVEN RESULTS

CLIENT | Village of Villa Park, Illinois

PROJECT

Astor/Myrtle Sewer Separation

SERVICE PERIOD | 2016–2018

CONTRACT VALUE | \$246,400

CONSTRUCTION EST. | \$3,317,000

SERVICES PROVIDED

- Sewer Design (700 LF)
- Water Design (100 LF)
- Storm Sewer Design (3,470 LF)
- Pavement Replacement (6,530 SY)
- Permitting (IEPA and DuPage Stormwater)
- IEPA Loan Assistance
- Bidding Assistance

PROJECT REFERENCE

Vydas Juskelis P.E.
Public Works Director
(630) 834-8505
vydasj@invillapark.com

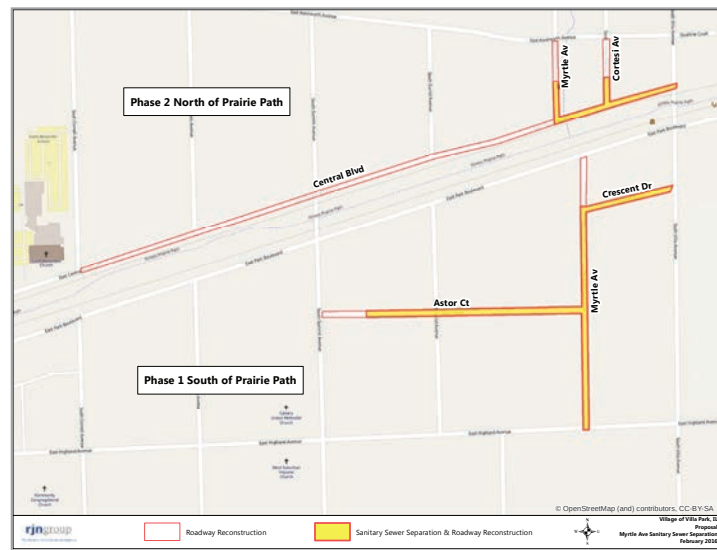
Sewer Separation Adds Capacity to Sanitary and Storm Sewer Systems

PROJECT OVERVIEW

The central area of Villa Park has historically been a combined sewer system with a history of overflows. Working with RJN, the Village developed a comprehensive plan to reduce combined sewer overflows by systematically separating the sewers in the entire area.

RJN ROLE

RJN Group, Inc. was selected by the Village to prepare preliminary and final design services to separate the Astor/Myrtle combined sewer. Loan application assistance was also provided to acquire Illinois EPA (IEPA) loans to fund the program improvements.



ACCOMPLISHMENTS

- The existing 12-inch combined sewer became the sanitary sewer serving the area. New 24-inch and 36-inch storm sewers and inlets were designed to carry storm water.
- Due to the limited capacity of the receiving storm sewer, 0.6 acre-feet of underground detention (45-inch by 29-inch elliptical RCP pipe) was designed at the “top of the system” to retain flows during major storm events.
- At one location the new storm sewer was in conflict with the sanitary laterals requiring the design of a new sanitary sewer (700 LF of 12-inch sewer) to service the affected homes.
- The pipe alignment traveled within the street ROW and since the existing pavement required repairs, construction of the new storm sewers used open cut construction.
- Pavement replacement was designed for the full width including curb
- IEPA loan applications were completed to acquire funding through the IEPA Water Pollution Control Board Revolving Loan fund. The loan application required developing a 5-year facility plan for all projects in the Village’s combined sewer area and completing all loan application documents.
- All findings and recommendations were provided as updates to the GIS.

Chicago West Side Safe Routes to School Enhancements

Chicago Department of Transportation – Division of Project Development

Construction Cost

\$530,000

Funding

Safe Routes to School, Federal

Status

Phase I completed July 2015

Phase II completed February 2016

Senior Project Manager

Michael J. Folkening, P.E., PTOE
LEED Green Associate

Project Manager

Brian A. Sroufe, P.E.

Phase I QC/QA

Joel E. Christell, P.E.

Design Engineers

Kristen E. Hahn, P.E., PTOE
Amanda L. Kleinwachter, P.E.
Brandon J. Bogenschutz, P.E.,
LEED Green Associate

Scope of Services

Roadway and Highway Design
Bikeway and Pedestrian Facility Design
Interagency Coordination
Preparation of Contract Plans,
Specifications and Estimates

Client Contacts

Lubica Benak
Project Director
Chicago Department of Transportation
Division of Project Development
Streetscape and Sustainable Design Program
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The City of Chicago was awarded a Safe Routes to School grant to provide pedestrian safety enhancements at 10 individual unsignalized intersections. These locations include:

- Chicago Avenue at Pine Avenue
- Chicago Avenue at Lotus Avenue
- Chicago Avenue at Lockwood Avenue
- Chicago Avenue at Latrobe Avenue
- Chicago Avenue at Lamon Avenue
- Madison Street at Pine Avenue
- Madison Street at Long Avenue
- Madison Street at Leamington Avenue
- Madison Street at Leclaire Avenue
- Madison Street at Lamon Avenue

Civiltech was selected by the Chicago Department of Transportation to provide Phase I and Phase II Engineering services to design pedestrian refuge islands at these ten unsignalized intersections. Chicago Avenue and Madison Street are both minor arterials with two travel lanes in each direction. The addition of a pedestrian refuge island in the center median significantly reduces the chance of pedestrian-related crashes by allowing pedestrians to cross one direction of travel at a time.

Phase I tasks included pedestrian and driver behavior observations, discussing safety concerns with principals and crossing guards, documenting existing conditions, analyses of crash patterns and bus ridership, reviewing potential impacts to parking, turning movements, and transit operations, and preliminary geometric design studies. During the Phase II process, the Illinois Department of Transportation selected the project to be processed and let by the State through the Bureau of Local Roads. Civiltech utilized its experience and knowledge of State-let projects to transition the plans and specifications to IDOT's standard formatting. The project appeared on the April 2016 letting and construction was completed in the Fall of 2016.

Pennsylvania Avenue One-Way/Two-Way Study

Village of Glen Ellyn

Construction Cost

n/a

Study Funding

Local

Status

Completed fall of 2015

Project Manager

James R. Woods, P.E., PTOE

Traffic Engineer

Brian R. DeSalle, P.E., PTOE

Design Engineer

Jennifer M. Hyman, P.E.

Scope of Services

Traffic Analyses

Conceptual Geometric Plans

Client Contact

Mr. Robert Minix, P.E.

Professional Engineer

Glen Ellyn Public Works Department

30 South Lambert Road

Glen Ellyn, IL 60137

630.547.5514

bobm@glenellyn.org



Civiltech completed a study to analyze the feasibility of converting Pennsylvania Avenue between Main Street and Forest Avenue from a one-way westbound street to a two-way street in the Village of Glen Ellyn's Central Business District.

A Village of Glen Ellyn Central Business District Traffic Study (CBDTS) was previously prepared by the Village in 2012. One of the primary considerations in the CBDTS was the conversion of the entire Main Street/Crescent Boulevard/Forest Avenue/Pennsylvania Avenue block from one-way to two-way operation. The objectives of the CBDTS were to improve traffic flow, minimize loss of on-street parking, and evaluate impacts to pedestrian and bicyclist access and safety.

The CBDTS first found that the existing one-way roadway system is generally operating well with minimal delay and queuing, with some congestion caused by Metra and freight trains on the Union Pacific (UP) railroad. It also found that a two-way roadway system can be designed to operate well. The CBDTS listed a range of advantages and disadvantages of converting the CBD Commercial Block to two way operation for Village consideration. The Village subsequently determined that the conversion of the entire CBD Commercial Block to two-way option should not be pursued at this time.

Civiltech's follow-up study satisfied a curiosity on the part of Village staff regarding the feasibility of converting only Pennsylvania Avenue to two-way operation, versus converting all four streets on the CBD Commercial Block. The study involved traffic data collection, capacity analyses using Synchro, network simulations using SimTraffic, development of a conceptual improvement concept, and preparation of a technical memorandum.



Burnham Park: 31st Auxiliary Parking Lot Expansion

Chicago Park District

Construction Cost

\$1.6 million

Funding

Local

Status

Construction Completed 2017

Senior Project Manager

Michael J. Folkening, P.E., PTOE,
LEED Green Associate

Project Manager

Gary P. Overbay, P.E.

Project Engineer

Kenneth W. Hodgen, P.E.

Scope of Services

Preparation of Contract Plans,
Specifications and Estimates

Parking Lot Design

Drainage Design

Permitting

Interagency Coordination

Construction Inspection

Client Contact

Mr. Randy DuRussel
Construction Project Manager
Chicago Park District
541 N Fairbanks Ct
Chicago, IL 60611
312.742.4694
randy.durussel@chicagoparkdistrict.com



Civiltech Engineering, Inc. provided civil engineering services to the Chicago Park District for the expansion of an existing parking lot on 31st Street near South Lake Shore Drive. The existing parking lot serves the 31st Street Beach and Marina, and provides winter boat storage for the marina users. The parking facility was inadequate for the area's growing demands.

Civiltech provided a storm water design that allows all storm water runoff from the parking lot to remain on site and infiltrate into the underlying soils. Catch basins intercept runoff from impervious surfaces and route the runoff to a porous aggregate layer underlying the southern parking lot expansion. The medians utilize pervious pavement and porous aggregate to capture runoff and allow for fluctuating water levels.

Civiltech worked with a team of sub consultants to complete the landscape design, camera surveillance system, and automated access gate system. The parking lot layout and the gate placement were optimized to allow multiple configurations and uses for changing demands.

Civiltech also provided part-time construction monitoring and attended weekly on-site meetings to ensure conformance with the Contract Documents.

Arterial Resurfacing – 2016 and 2017

Chicago Department of Transportation

Construction Cost

Varies

Funding

Federal

Status

Ongoing

Design Engineers

Amanda L. Kleinwachter, P.E.

Brandon J. Bogenschutz, P.E.,
LEED Green Associate

Scope of Services

Roadway and Highway Design

Traffic Calming

Bikeway and Pedestrian Facility Design

Client Contact

Nathan Roseberry

Coordinating Engineer I

Chicago Department of Transportation

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The City of Chicago completes an Arterial Resurfacing project to resurface approximately 40 miles of roadway within City limits each year. The project is split into four sections; North, Central, South and Far South. CDOT prioritizes approximately 10 miles per area each year to be resurfaced.

Along with the roadway resurfacing, pedestrian and bicycle facility upgrades, as well as traffic calming measures are implemented. Some of the improvements include bike lane installations and enhancements, curb extensions, and pedestrian refuge islands.

For the 2016 and 2017 programs, Civiltech assisted in the design for pedestrian refuge islands and curb extensions both attached and detached. Along the six corridors completed over the two year period, over 50 curb extensions and pedestrian refuge islands were designed. The design of these traffic calming measures required close coordination with CDOT staff.

Civiltech also assisted with the compilation of Phase I and Phase II plan sets. This included all sheets necessary for IDOT review. This included addressing various comments received from different IDOT bureaus and providing dispositions for all design comments received.



Chicago Streets for Cycling, Phase IV – Projects 3A & 3B

Chicago Department of Transportation – Division of Project Development

Construction Cost

\$3.4 million (3A & 3B)

Funding

Federal

Status

3A (Neighborhood Greenways):
Phase I completed July 2017;
Phase II on-going
3B (Upgrades for Protected Bike Lanes):
Phase I completed April 2016;
Phase II completed December 2016

Senior Project Manager

Michael J. Folkening, P.E., PTOE
LEED Green Associate

Project Manager

Brian A. Sroufe, P.E.

Phase I QC/QA

Joel E. Christell, P.E.

Design Engineers

Amanda L. Kleinwachter, P.E.

Structural Engineer

Gregory J. Hatlestad, P.E., S.E.

Traffic Signal Engineer

Joseph J. Emry, P.E.

Scope of Services

Roadway and Highway Design
Bikeway and Pedestrian Facility Design
Accident Analysis
Project Development Report
Interagency Coordination
Preparation of Contract Plans,
Specifications and Estimates
Traffic Signal Design
Bridge Condition Report

Client Contact

David Smith, AICP
Senior Transportation Planner
Chicago Department of Transportation
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The Chicago Streets for Cycling program fills in gaps in the City of Chicago bike network by building safe, comfortable bike and pedestrian friendly facilities. Civiltech was selected to complete Projects 3A and 3B of Streets for Cycling – Phase IV. Projects 3A and 3B utilize Congestion Mitigation and Air Quality (CMAQ) funding.

Project 3A includes Neighborhood Greenway improvements to four corridors, Wood Street and Cortland Street in Wicker Park, and Plymouth Court and 9th Street in the South Loop. Neighborhood Greenways, otherwise known as "bike boulevards" or "bicycle friendly streets," are low volume roadways, often residential, that prioritize the comfort and safety of bicyclists and pedestrians. These improvements will consist of traffic circles, pavement markings, bicycle traffic signals, curb extensions, and other traffic calming elements. Project 3A also includes implementation of protected bike lanes on Polk Street in the South Loop to create a short extension of the existing two-way protected bike lanes on Dearborn Street. The existing signalized intersection at Polk Street and Dearborn Street will be modified to add new bike signalization for northbound bike traffic. The project also includes adding buffered bike lane markings on Cermak Road from Marshall Boulevard to Wood Street

Project 3B includes the upgrading existing protected bike lanes in the City of Chicago to meet the rapidly growing demand for comfortable and accessible bicycle infrastructure on City roadways. This project will provide concrete barrier median separation between the bike lane and travel/parking lanes on Harrison Street, Dearborn Street, Kinzie Street, Milwaukee Avenue, and Elston Avenue. The project also includes adding buffered bike lane markings on Washington Boulevard from Cicero Avenue to Hamlin Boulevard.

Civiltech is performing both Phase I and Phase II design services for the projects. Project 3B received design approval in April 2016 and IDOT's authorization to advertise the Phase II plans in December 2016. Project 3A received design approval in July 2017 and Final Phase II plans will be submitted in November 2017. It is anticipated Project 3A and 3B construction will begin in the Spring of 2018.

North Lake Shore Drive Phase I Study

Chicago Department of Transportation | Illinois Department of Transportation

Construction Cost

\$1.5 billion

Funding

State

Status

Ongoing

Project Manager

Robert J. Andres, P.E., PTOE

Project Coordinator

Michael J. Folkening, P.E., PTOE

Environmental Lead

Mary L. Young, P.E., PTOE

Scope of Services

Environmental Impact Statement

Alternatives Analysis

Combined Design Report

Traffic Modeling and Simulation

Safety Studies

Intersection Design Studies

Highway Bridges

Highway Noise Analysis

NEPA/404 Merger Process

Interagency Coordination

Section 4(f)/Section 106 Statement

Public Involvement

Context Sensitive Solutions Process

Client Contact

Mr. John Sadler, P.E.

Assistant Chief Highway Engineer

Chicago Department of Transportation

Division of Engineering

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Ms. Lori S. Brown, P.E.

Project Manager

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The Chicago Department of Transportation in conjunction with the Illinois Department of Transportation, the Chicago Park District and Chicago Transit Authority have undertaken a Phase I Study for the seven mile stretch of North Lake Shore Drive between Grand Avenue and Hollywood Avenue on the north side of the City of Chicago. North Lake Shore Drive is an iconic boulevard that traverses historic Lincoln Park. Most of the infrastructure was constructed 80 years ago and is in need of reconstruction. In those 80 years, travel demand has increased dramatically, but so has transit usage and non-motorized travel. As many as 30,000 users per day utilize portions of the Lakefront Trail. There is the need to strike a better balance between all users.

This project will correct design deficiencies at various locations along the corridor, particularly at the Oak Street Curve where an average of 3 crashes occur per week. Redesigning the curve will require extending the Drive into Lake Michigan. As such, extensive coordination is occurring with IDNR, USFWS and USACE to determine impacts and mitigation measures.

Because Lincoln Park is on the National Register of Historic Places and the roadway right-of-way is located at the backs of curb, any changes to roadway facilities will result in an impact to the Park. The Park is not only a recreational facility protected under Section 4(f) of the U.S. Department of Transportation Act of 1969, but due to its historic nature is protected under Section 106 of the National Historic Preservation Act of 1966. As a result, this project requires substantial coordination with the Illinois Historic Preservation Agency and ultimately the National Park Service.

The project is being conducted utilizing IDOT's Context Sensitive Solutions (CSS) process. A number of Task Forces have been created to obtain input from residents, business owners and advocacy groups. An extensive public outreach program is being undertaken with a project website, newsletters, and media campaigns.

A Combined Design Report and an Environmental Impact Statement will be prepared for this project.

Golfview Road – Brookfield Zoo North Parking Lot

Chicago Zoological Society

Construction Cost

\$ 3.4 million

Status

Phase I approved - January 2012
Phase II completed - October 2013
Phase III completed - Summer 2014

Phase I Project Manager and Phase II QC

Michael J. Folkening, P.E., PTOE,
LEED Green Associate

Phase I QC/QA

Mary L. Young, P.E., PTOE

Phase II Project Manager

Gary Blazek, P.E.

Project Engineers

Christopher S. Wolff, P.E.,
LEED Green Associate

Brandon J. Bogenschutz, P.E.,
LEED Green Associate

Daniel T. Echols

Kenneth W. Hodgen, P.E.

Christopher T. Braband, P.E.

Structural Engineer

Gregory J. Hatlestad, P.E., S.E.

Phase III Project Manager

James D. Ewers, P.E.

Resident Engineer

John P. Vogelman, P.E.

Surveyor

Scope of Services

Roadway and Highway Design
Traffic Engineering and Impact Studies
Project Development Report
Location Drainage Study
Stormwater Management
Interagency Coordination
Plan and Specification Preparation
Kiosk Design
Lighting Design
Resident Engineering
Construction Documentation
Construction Inspection

Client Contact

Mr. Rich Gamble
Senior Vice President of Operations
Chicago Zoological Society
3300 Golf Road
Brookfield, IL 60513
708.688.8080
rich.gamble@czs.org



The main objectives of this project were to reduce traffic delays for vehicles entering and exiting the north parking lot of the Brookfield Zoo and to reduce queuing vehicles along 1st Avenue during the Zoo's peak hours of major events. The project limits for Golfview Road were from 31st Street to 1st Avenue. The proposed roadway improvements included providing better lane channelization at the north parking lot entrance/exit, reconfiguring the intersection of Golfview Road and 1st Avenue, and providing a bus turnout / drop-off zone to enhance pedestrian access along 31st Street. Within the Brookfield Zoo parking lot, the proposed improvements included extending the storage lanes of the 6 kiosks, modifying the parking lot vehicular circulation, adding parking lot lighting, and updating communication lines.

The project funding consisted of an Illinois Department of Commerce and Economic Opportunity (DCEO) grant, a Federal High Priority Project (HPP) Funds and additional local money from the Chicago Zoological Society. Civiltech provided Phase I, II and III engineering services and led the CZS through the IDOT approval process during all three phases. Phase I work included geometric studies, Intersection Design Studies, crash analysis, preparation of a Location Drainage Study, and finally the preparation of a Project Development Report. Phase II services included preparation of detailed design plans for the roadway improvement, entrance and parking lot improvements, lighting and kiosk design. Phase III serviced included providing construction inspection and all project documentation required by IDOT. This project was closely coordinated with the Forest Preserve District of Cook County, the Village of Brookfield, IDOT and the Cook County Building and Zoning Department.

Rand Road Sidepath - Central Road to Elk Boulevard

City of Des Plaines

Construction Cost

\$3.4 million

Funding

ITEP

Status

Phase I - Completed December 2017

Phase II - In Progress

QC/QA

Mary L. Young, P.E., PTOE

Phase I Project Manager

Joel E. Christell, P.E.

Phase II Project Manager

Jonathan R. Vana, P.E.

Project Engineers

Madelaine M. Johnson, P.E.

Brian A. Sroufe, P.E.

Scope of Services

Bicycle and Pedestrian Facility Design

Coordination and Public Involvement

Interagency Coordination

Railroad Coordination

Location Drainage Studies

Project Development Report

Client Contact

City of Des Plaines

Public Works and Engineering Department

1420 Miner Street

Des Plaines, IL 60016

847.391.5390



Civiltech Engineering, Inc. is providing Phase I and Phase II engineering services for the design and permitting of a new sidepath that extends along the south side of US Route 12 (Rand Road) from Central Road to Elk Boulevard, through the City of Des Plaines. The new sidepath is approximately 2.4 miles and includes two rail crossings.

The sidepath project closes a major gap that existed in the sidewalk network and allowed the continuation of the Northwest Municipal Conference planned *Evanston-Elgin Regional Bikeway* through the City of Des Plaines. The project connects to several programmed and completed improvements to create a continuous bicycle corridor through the length of Des Plaines. Completed improvements included:

Des Plaines River Road Reconstruction Project (IDOT) - including reconstruction of the Rand Road/River Road intersection to provide pedestrian crossings.

Rand Road Bridge over Des Plaines River Reconstruction Project (IDOT) - including new sidepath from Elk Boulevard to Ballard Road.

Des Plaines River Train Improvements (City) - project complete and included a new sidepath along the north side of Ballard Road from east River Road to Bellaire Avenue.

Rand Road Tree Planting Project (City) - ITEP funded project to improve the aesthetics of the Rand Road corridor through the planting of trees. This project is in Phase I design and requires coordination with the sidepath project.

The design of the Rand Road Sidepath project includes coordination and permitting of the project through IDOT; review and topographic survey of the proposed alignment; coordination with utilities with regard to conflicts; production of plans and specifications including the design of measures to increase the safety of the proposed sidepath at roadway and railroad crossings; and preparation of an Engineers Estimate of Cost for Construction.

Lincoln Village Pedestrian and Bicycle Bridge

Chicago Department of Transportation - Division of Project Development
Streetscape and Sustainable Design Program

Construction Cost

\$2.5 million

Funding

Illinois Transportation Enhancement
Program (ITEP), Local

Status

Phase I completed November 2017;
Phase II on-going

Project Manager

Michael J. Folkening, P.E., PTOE,
LEED Green Associate

Project Engineers

Brian A. Sroufe, P.E.

Brandon J. Bogenschutz, P.E.
LEED Green Associate

Phase I QC/QA

Joel E. Christell, P.E.

Scope of Services

Bikeway and Pedestrian Facilities Design

Pedestrian/Bicycle Bridges

Retaining Walls

Project Development Report

Preparation of Contract Plans,
Specifications and Estimates

Client Contact

Lubica Benak
Program/Project Manager
Chicago Department of Transportation
Division of Project Development
Streetscape and Sustainable Design Program
30 N. LaSalle St. Suite 500
Chicago, IL 60602
312.742.2837
Lubica.Benak@cityofchicago.org



Rendering: Altamanu Inc.

Civiltech Engineering was selected by the Chicago Department of Transportation to provide Phase I and Phase II Engineering services for this project. The project includes construction of a single-span prefabricated pedestrian and bicycle bridge over the North Shore Channel north of Lincoln Avenue in the City of Chicago.

The bridge connects the north and south legs of the North Shore Channel Trail – a 6.7 mile shared-use path that runs from Chicago to Evanston. The project is the final link in the creation of a contiguous multi-use trail connecting four municipalities along the North Shore Channel.

The project scope includes MSE retaining walls, HMA bike path connections and lighting improvements. The project includes multi agency coordination between the Chicago Department of Transportation, Illinois Department of Transportation, Metropolitan Water Reclamation District of Greater Chicago, and the Chicago Park District. A Regional 404 Permit will be obtained from the Army Corps of Engineers. The project received design approval in November 2017 from IDOT. Pre-final plans will also be completed in November 2017. It is anticipated to begin construction in Summer 2018.

Jackson Park Improvements / Obama Presidential Center

Chicago Department of Transportation

Status

Phase I and II completion is anticipated for early 2019

Phase I Project Manager

Mary L. Young, P.E., PTOE

Water Resources Manager

Thomas K. Liliensiek, P.E.

Project Engineers

Jennifer M. Hyman, P.E.

Brian R. DeSalle, P.E., PTOE

Brian A. Sroufe, P.E.

John L. Perkins, P.E., CFM

Landscape Architect

Phillip J. Hutchinson, P.L.A., LEED AP

Scope of Services

Environmental Processing - Lead

Traffic Analysis Support

Roadway Design Support

Historic Preservation Support

Water Resources – Existing and Proposed

Drainage Plan - Lead

Landscape Architecture

Client Contact

Mr. John J. Sadler, P.E.

Assistant Chief Highway Engineer

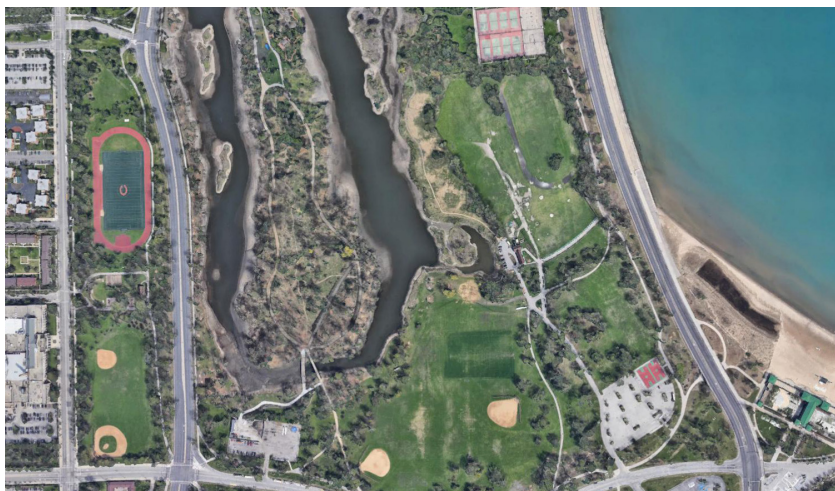
Chicago Department of Transportation

Division of Engineering

30 North LaSalle Street, Suite 400

Chicago, IL 60602

john.sadler@cityofchicago.org



Civiltech has been retained by the City of Chicago to provide Phase I transportation planning and engineering services for proposed roadway improvements and closures necessary to create a continuous parkland within Jackson Park. The planning and development objectives are described in the 2018 South Lakefront Framework Plan which was authorized in 1999 by the Chicago Park District to “define the changing needs of these parks, to provide a plan to enhance each of the park’s commitments to servicing the neighboring communities, and to preserve the intended historic character”. Many of the improvements planned for in the 1999 SLFP have been completed and the Chicago Park District recently finalized an update to the 1999 SLFP which continues to provide a vision of the parks and their function as a whole. The 2018 SLFP outlines recommendations for land use and management over the next several years for Jackson and South Shore Cultural Center Parks. Recently, additional improvements and changes have been proposed to Jackson Park, including the construction of the Obama Presidential Center. These future improvements have provided an opportunity to update the SLFP as it pertains to Jackson Park and South Shore Cultural Center Park and the transportation network that will support these improvements.

Roadway improvements are necessary to address traffic impacts from roadway closures within Jackson Park. Improvement needs fall into two categories; accommodate changes in travel patterns and improve bicyclist and pedestrian access and circulation. Without improvements, many intersections will experience considerable increases in delay and operate over capacity. Thus, there is a need to improve roadway and intersection facilities to accommodate the future changes in travel patterns and provide acceptable levels of intersection safety and operation. With future plans to provide bicycle routes for local residents to the park, as well as several stations established for the Divvy program to provide bicycles for visitors to travel toward and within the park, there is a need to provide safe and frequent access points and to improve facility conditions that allow for better circulation within the park.

14th Street Reconstruction – IL Route 131 to Jackson Street

Lake County Division of Transportation

Construction Cost

\$13.4 million

Funding

STP

Status

2016

Phase I Environment Lead/QC/QA

Mary L. Young, P.E., PTOE

Phase I Project Manager

Joel E. Christell, P.E.

Phase I Project Engineer

James R. Tibble, P.E.

Phase II Senior Project Manager

Jonathan R. Vana, P.E.

Phase II Project Manager

David J. Kreeger, P.E.

Phase II Project Engineer

Petro Kravets, P.E.

Lighting Engineer

Derek N. Mall, P.E.

Drainage Engineer

Thomas K. Liliensiek, P.E.

Scope of Services

Project Development Report

Interagency Coordination

Traffic Analysis

Crash Analysis

Roadway Reconstruction

4(f) Evaluation

Public Involvement

Stakeholder Involvement

Roadway and Highway Design

Traffic Signal and Signal System Design

Drainage Design

Lighting Design

Pavement Design

Preparation of Contract Plans,

Specifications and Estimates

Client Contact

Mr. Tom Somodji

Project Manager

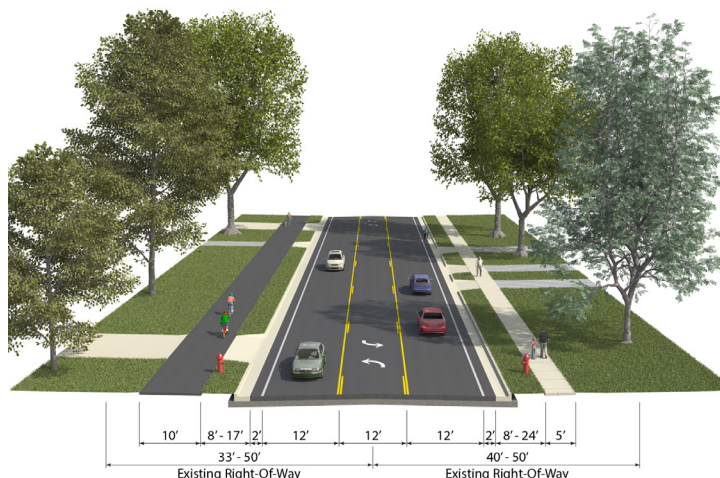
Lake County Division of Transportation

600 W. Winchester Road

Libertyville, IL 60048

847.377.7485

TSomodji@lakecountyil.gov



The 14th Street reconstruction is a federal-aid project that includes narrowing 14th Street to three lanes with one 12-foot lane in each direction with a 3-foot paved shoulder and B-6.24 curb and gutter and a 12-foot center shared turn lane. A 10-foot shared-use path will be constructed on the north side of 14th Street and a 5-foot sidewalk will be constructed on the south side. 14th Street has limited pedestrian facilities that include intermittent sidewalks that vary in width and condition. The improvement includes the installation of street lighting. Bus stop pads and shelters will be installed along 14th Street to accommodate the local PACE users. A total 11 bus stops will be installed and 6 of those stops will have a shelter.

The all-way stop at the intersection of 14th Street and Dugdale Road will be replaced with a single lane roundabout. The roundabout will improve safety at the intersection and decrease vehicle delay. Crosswalks and pedestrian refuge islands will be constructed to shorten the crossing distances for pedestrians. Traffic signal modifications will occur at the intersections of IL Route 131 and 14th Street, Lewis Avenue and 14th Street, and Jackson Street and 14th Street.

The 10-foot shared-use path will benefit both local and regional bicyclists. Local users will enjoy connections to the Novak-King Elementary School, Twin City Park, and the Greenbelt Forest Preserve. Regional bicyclists will now have access to the continually growing Lake County Bikeways. The connection to the U.S. Bicycle Route 37, Robert McClory Bike Path provides the users access to other regional bike paths throughout Lake County.

This project was coordinated through the Cities of North Chicago and Waukegan. Public Involvement Meetings were held to inform the public of the project process. A Stakeholder Involvement Group, consisting of community leaders, business owners, and residents, was formed to ensure identified solutions balanced community and technical needs. Because of the impacts to the Greenbelt Forest Preserve, a 4(f) Evaluation was prepared. The 4(f) Evaluation will result in a de minimis impact finding.

Master Bike & Active Transportation Plan

Village of Wilmette

Funding

Local

Status

Ongoing

Project Manager / Lead Transportation Planner

Jacqueline A. Henrikson, AICP

Principal in Charge

Quality Control/Quality Assurance

Michael J. Folkening, P.E., PTOE,
LEED Green Associate

Urban Designer/Landscape Architect

Phillip J. Hutchinson, P.L.A., LEED AP

Environmental and Traffic Support

James R. Woods, P.E., PTOE

Planning / Design Engineer

Amanda L. Kleinwachter, P.E.

Scope of Services

Transportation Planning

Landscape Architecture

Traffic Analysis

Bikeway and Pedestrian

Facility Design

Community Engagement

Geographic Information Systems

Policy and Programming

Recommendations

Client Contact

Dan Manis

Village Engineer

Village of Wilmette

1200 Wilmette Avenue

Wilmette, IL 60091

847.853.7627

manisd@wilmette.com



In partnership with the Village of Wilmette and Active Transportation Alliance, Civiltech is leading the creation of a community-wide Master Bike and Active Transportation Plan. This is a forward-thinking initiative to collaborate on a consensus-building plan that will be a roadmap for transportation decisions in the Village. The plan will provide built environment, program, and policy recommendations for improving walking, bicycling and access to buses and trains in the Village.

The project team is underway in this planning process to leverage and build upon the existing transportation assets in the community, such as regional trails, the CTA Purple Line, and the Metra rail commuter line, to fill in the gaps and create solid last-mile connections for all roadway users.

Civiltech is partnering with Active Trans and utilizing both in-person as well as interactive online mapping applications to ensure that all voices of the community are heard in the engagement process. The project team approach to public involvement is uniquely tailored to the community and first involves a process of determining not only advocates and champions, but also potentially hard-to-reach voices who don't show up to the traditional public workshops.

The Civiltech approach to plan making involves including planners, architects, and engineers from the early stages of the planning process to avoid pitfalls that happen when the disciplines remain in silos. Experts in each of the professions are brought to the table as key team members from project kickoff and continue involvement throughout the whole process. The project team will utilize 3D graphic renderings and aerial drone photography to illustrate how planning recommendations will look on Wilmette streets. Rather than using heavy text, these quick rendering capabilities will help the residents visualize the possibilities. The team will also utilize data science and Geographic Information Systems to identify challenges and opportunities as well as prioritize recommendations. Finally, the approach utilizes engineering cost expertise to further guide implementation.



Proposal for Phase II Engineering Services
Central Business District (CBD) Streetscape and Utility Improvements

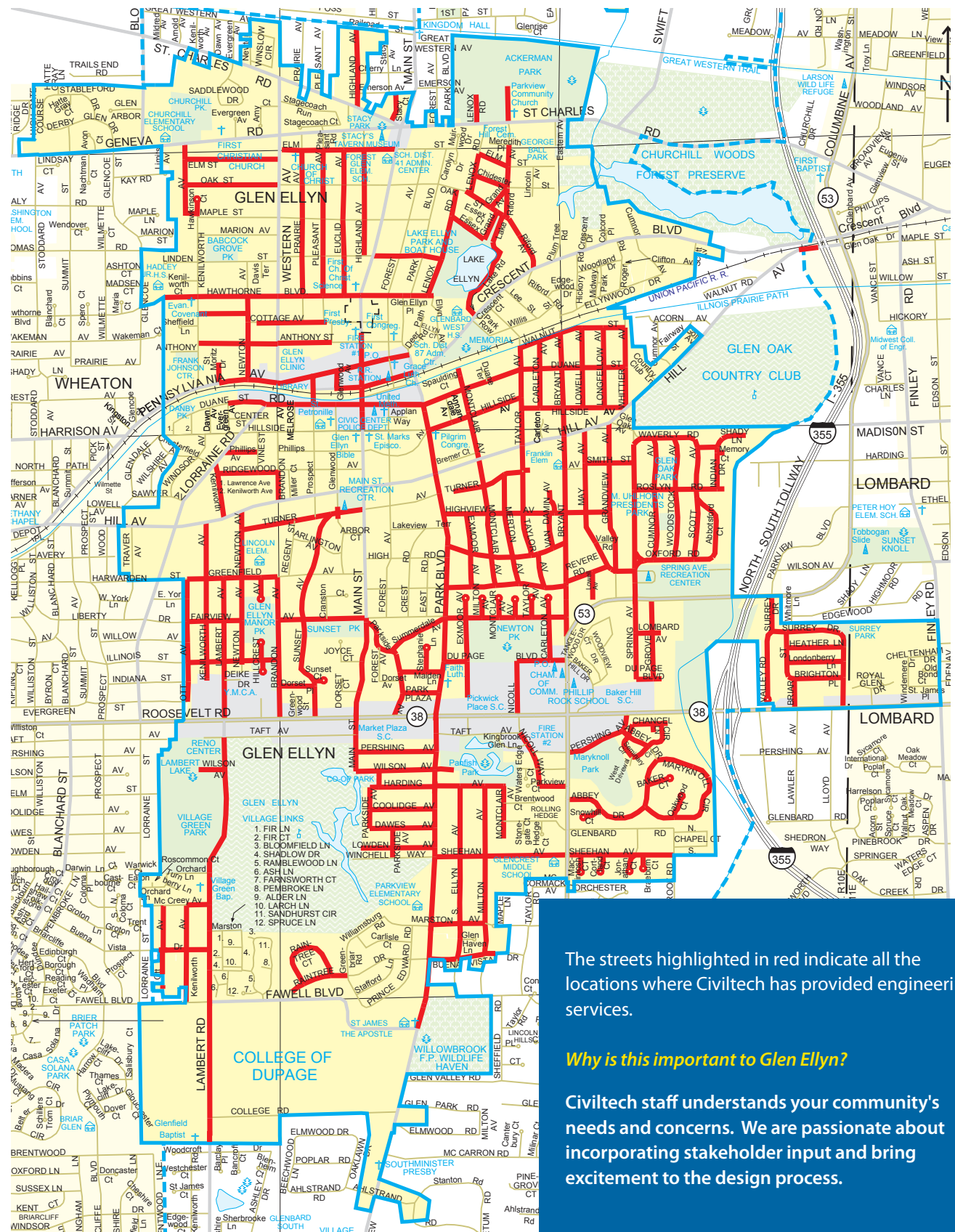
Village of Glen Ellyn | July 13, 2018

1. Cover Letter
2. Firm Information
3. Financial and Legal Status
4. Project Understanding
5. Project Team Information
6. Project Staffing
7. Scope of Service/Tasks
8. References
9. Project Portfolio

10. Additional Information

11. Phase I Price
12. Phase II Price

Civiltech's Familiarity with Glen Ellyn



The streets highlighted in red indicate all the locations where Civiltech has provided engineering services.

Why is this important to Glen Ellyn?

Civiltech staff understands your community's needs and concerns. We are passionate about incorporating stakeholder input and bring excitement to the design process.



Proposal for Phase II Engineering Services
Central Business District (CBD) Streetscape and Utility Improvements

Village of Glen Ellyn | July 13, 2018

1. Cover Letter
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8. References
9. Project Portfolio
10. Additional Information

11. Phase I Price

12. Phase II Price

PHASE I - COST ESTIMATE OF CONSULTANT SERVICES

Overhead Rate: 116.56%
 Complexity Factor "R": 0
 CPFF = 14.5%(DL+R(DL)+OH(DL)+IHDC)

ITEM	WORK HOURS (A)	PAYROLL (B)	OVERHEAD & FRINGE BENEFITS (C)	IN-HOUSE DIRECT COSTS (D)	FIXED FEE (E)	OUTSIDE DIRECT COSTS (F)	SERVICES BY OTHERS (G)	TOTAL (B-G)	% OF TOTAL (H)
1 EARLY COORDINATION AND DATA COLLECTION	40	\$1,702	\$1,984	\$33	\$539	\$0	\$0	\$4,257	1.6%
2 TOPOGRAPHIC SURVEY (by Jorgensen and Associates, Inc.)	6	\$241	\$281	\$0	\$76	\$0	\$59,638	\$60,235	22.4%
3 PREPARATION OF BASE MAPS	80	\$2,673	\$3,116	\$0	\$839	\$0	\$0	\$6,629	2.5%
4 SUBSURFACE SOILS AND PAVEMENT INVESTIGATION (by Midland Standard Engineering & Testing, Inc.)	16	\$677	\$790	\$0	\$213	\$0	\$13,606	\$15,286	5.7%
5 CRASH ANALYSIS	16	\$609	\$710	\$0	\$191	\$0	\$0	\$1,511	0.6%
6 TRAFFIC ANALYSIS	40	\$1,534	\$1,788	\$33	\$487	\$1,600	\$0	\$5,442	2.0%
7 ALTERNATE GEOMETRIC STUDIES	368	\$12,794	\$14,913	\$113	\$4,034	\$0	\$0	\$31,854	11.9%
8 PRELIMINARY UTILITY DESIGN (by RJN Group, Inc.)	20	\$1,061	\$1,236	\$0	\$333	\$0	\$85,620	\$88,250	32.9%
9 STAKEHOLDER COORDINATION AND PUBLIC INVOLVEMENT (by Muse Community + Design)	120	\$5,597	\$6,524	\$183	\$1,784	\$0	\$9,750	\$23,838	8.9%
10 AGENCY COORDINATION	64	\$3,814	\$4,446	\$158	\$1,221	\$0	\$0	\$9,638	3.6%
11 RAILROAD COORDINATION	24	\$1,352	\$1,576	\$0	\$425	\$0	\$0	\$3,352	1.2%
12 GRANT APPLICATIONS	56	\$2,325	\$2,710	\$120	\$747	\$0	\$0	\$5,902	2.2%
13 PERMITS	12	\$751	\$875	\$160	\$259	\$0	\$0	\$2,044	0.8%
14 MAINTENANCE OF TRAFFIC	108	\$4,139	\$4,824	\$0	\$1,300	\$0	\$0	\$10,263	3.8%
PROJECT TOTALS	970	\$39,269	\$45,772	\$799	\$12,447	\$1,600	\$168,614	\$268,502	100.0%

PHASE I - WORK HOUR ESTIMATE (PAGE 1 OF 2)

Item #	Sub-Task	Description	Senior Project Manager QC/QA \$75.00	Project Manager \$56.33	Landscape Architect \$44.00	Engineer IV \$38.75	Engineer III \$32.75	Engineer II \$32.00	Engineer I \$29.21	Senior Design Tech. \$37.75	Total Work Hours
ITEM 1		EARLY COORDINATION AND DATA COLLECTION									
	a.	Kick-off meeting with the Village.	1	1							2
	b.	Develop detailed project schedule including milestones.	1	3							4
	c.	Collect and review previous studies and "as-constructed" roadway plans.		1		3					4
	d.	Obtain and process all available aerial contour mapping and utility data for project area.		1		3					4
	e.	Obtain public and private utility atlases including J.U.L.I.E. design stage request.					2				2
	f.	Perform project area reconnaissance and prepare a photo log documenting existing conditions including sign inventory.	2	2	2			8	8		22
	g.	Obtain recent digital aerial photography of project area at a scale of 1" = 50'.								2	2
		Sub-Total Item 1 =	4	8	2	6	2	8	8	2	40
ITEM 2		TOPOGRAPHIC SURVEY (by Jorgensen and Associates, Inc.)									
		Topographic survey to be completed by Subconsultant - Jorgensen and Associates, Inc.									
	a.	Coordination with survey subconsultant.		2							2
	b.	Evaluate ADA compliance.						4			4
		Sub-Total Item 2 =	0	2	0	0	0	4	0	0	6
ITEM 3		PREPARATION OF BASE MAPS									
	a.	Establish and draft existing utilities.				2		16	16		34
	b.	Establish and draft existing right-of-way using DuPage County GIS data.				2		8			10
	c.	Establish and draft roadway alignments.				2	16				18
	d.	Develop project base sheets.				2				16	18
		Sub-Total Item 3 =	0	0	0	8	16	24	16	16	80
ITEM 4		SUBSURFACE SOILS AND PAVEMENT INVESTIGATION (by Midland Standard Engineering & Testing, Inc.)									
		Pavement cores and geotechnical soil borings to be completed by Subconsultant - Midland Standard Engineering & Testing, Inc.									
	a.	Coordination with soils subconsultant.		2							2
	b.	Review Soils Reports.		2		2					4
	c.	Pavement Design.		2			8				10
		Sub-Total Item 4 =	0	6	0	2	8	0	0	0	16
ITEM 5		CRASH ANALYSIS									
	a.	Collect new crash data from Village.		2							2
	b.	Review and tabulate available crash data.		2				12			14
		Sub-Total Item 5 =	0	4	0	0	0	12	0	0	16
ITEM 6		TRAFFIC ANALYSIS									
	a.	Review available traffic studies.		4		8					12
	b.	Perform field observations to verify documented existing conditions, including peak hour queues and parking utilization.				8		8			16
	c.	Collect four 24-hour intersection turning movement counts using Video Collection Unit (VCU), including pedestrian and bicycle movements.					4			8	12
		Sub-Total Item 6 =	0	4	0	16	4	8	0	8	40

PHASE I - WORK HOUR ESTIMATE (PAGE 2 OF 2)

Item #	Sub-Task	Description	Senior Project Manager QC/QA \$75.00	Project Manager \$56.33	Landscape Architect \$44.00	Engineer IV \$38.75	Engineer III \$32.75	Engineer II \$32.00	Engineer I \$29.21	Senior Design Tech. \$37.75	Total Work Hours
	f.	Preparation of preliminary Plan & Profile sheets for final concept alternative.					8	16	56	32	112
	g.	Amend final conceptual alternative as necessary for approval by Village Board of Trustees.		2	2	4	8	8	16	16	56
Sub-Total Item 7 =			0	18	26	44	40	72	120	48	368
ITEM 8	PRELIMINARY UTILITY DESIGN (by RJN Group, Inc.)										
		Preliminary utility engineering services to be completed by Subconsultant - RJN Group, Inc.									
	a.	Coordination with Subconsultant.	4	8		8					20
Sub-Total Item 8 =			4	8	0	8	0	0	0	0	20
ITEM 9	STAKEHOLDER COORDINATION AND PUBLIC INVOLVEMENT (by Muse Community + Design)										
		Public outreach and stakeholder engagement tasks will be lead by Subconsultant - Muse Community + Design.									
	a.	Assistance with preparation of public meeting presentation materials and attendance at meetings.	16	16	24	24				40	120
Sub-Total Item 9 =			16	16	24	24	0	0	0	40	120
ITEM 10	AGENCY COORDINATION										
	a.	Regular coordination meetings Village (assume 6 meetings).	16	16							32
	b.	Preparation for and presentation of plan alternatives at Co-Committee Capital Improvements and Plan Commission Meeting.	8	8	8	8					32
Sub-Total Item 10 =			24	24	8	8	0	0	0	0	64
ITEM 11	RAILROAD COORDINATION										
	a.	Coordination or proposed improvements with Union Pacific and Metra, including review of existing Railroad Agreements.		24							24
Sub-Total Item 11 =			0	24	0	0	0	0	0	0	24
ITEM 12	GRANT APPLICATIONS										
	a.	Preparation of up to 3 applications for state and/or federal funding.		16		16			12	12	56
Sub-Total Item 12 =			0	16	0	16	0	0	12	12	56
ITEM 13	PERMITS										
	a.	Identification of all permits required for utility and streetscape improvements.	4	8							12
Sub-Total Item 13 =			4	8	0	0	0	0	0	0	12
ITEM 14	MAINTENANCE OF TRAFFIC										
	a.	Development of up to 3 construction phasing alternatives including staging, traffic control, construction layout, pedestrian accommodations, and schedule.		16		24			40		80
	b.	Finalization of detailed Maintenance of Traffic plan for inclusion in contract documents.		4		8				16	28
Sub-Total Item 14 =			0	20	0	32	0	0	40	16	108
Total Engineering Workhours			52	158	60	164	70	128	196	142	970

PHASE I - DIRECT COSTS

Item #	Description	No.	Units	Cost/Unit	In-House Costs	Outside Costs	Services by Others
ITEM 1	EARLY COORDINATION AND DATA COLLECTION						
	Mileage (2 trips @ 30 miles round trip)	60	miles	\$ 0.545	\$ 32.70	\$ -	\$ -
	Item 1 Total				\$ 32.70	\$ -	\$ -
ITEM 2	TOPOGRAPHIC SURVEY (by Jorgensen and Associates, Inc.)						
	Jorgensen & Associates, Inc.: Topographic Survey				\$ -	\$ -	\$ 59,638.38
	Item 2 Total				\$ -	\$ -	\$ 59,638.38
ITEM 3	PREPARATION OF BASE MAPS						
	None						
	Item 3 Total				\$ -	\$ -	\$ -
ITEM 4	SUBSURFACE SOILS AND PAVEMENT INVESTIGATION (by Midland Standard Engineering & Testing, Inc.)						
	Midland Standard Engineering & Testing, Inc.: Geotechnical Services				\$ -	\$ -	\$ 13,606.00
	Item 4 Total				\$ -	\$ -	\$ 13,606.00
ITEM 5	CRASH ANALYSIS						
	None						
	Item 5 Total				\$ -	\$ -	\$ -
ITEM 6	TRAFFIC ANALYSIS						
	Mileage (2 trips @ 30 miles round trip)	60	miles	\$ 0.545	\$ 32.70	\$ -	\$ -
	Video Collection Unit (Miovision) count processing	4	each	\$ 400.00	\$ -	\$ 1,600.00	\$ -
	Item 6 Total				\$ 32.70	\$ 1,600.00	\$ -
ITEM 7	ALTERNATE GEOMETRIC STUDIES						
	Mileage (2 trips @ 30 miles round trip)	60	miles	\$ 0.545	\$ 32.70	\$ -	\$ -
	Print 2 copies x 40 pages (half size)	80	page	\$ 0.50	\$ 40.00	\$ -	\$ -
	Postage (2 agencies)	2	each	\$ 20.00	\$ 40.00	\$ -	\$ -
	Item 7 Total				\$ 112.70	\$ -	\$ -
ITEM 8	PRELIMINARY UTILITY DESIGN (by RJN Group, Inc.)						
	RJN Group, Inc.: Preliminary Utility Improvements Design				\$ -	\$ -	\$ 85,620.00
	Item 8 Total				\$ -	\$ -	\$ 85,620.00
ITEM 9	STAKEHOLDER COORDINATION AND PUBLIC INVOLVEMENT (by Muse Community + Design)						
	Muse Community + Design: Public Outreach and Stakeholder Engagement				\$ -	\$ -	\$ 9,750.00
	Mileage (2 trips @ 30 miles round trip)	60	miles	\$ 0.545	\$ 32.70	\$ -	\$ -
	Postage for Invite Letters (Assume 100 letters)	100	each	\$ 0.50	\$ 50.00	\$ -	\$ -
	Print 2 copies x 10 exhibits (full size)	20	sheets	\$ 5.00	\$ 100.00	\$ -	\$ -
	Item 9 Total				\$ 182.70	\$ -	\$ 9,750.00
ITEM 10	AGENCY COORDINATION						
	Mileage (6 trips @ 30 miles round trip)	180	miles	\$ 0.545	\$ 98.10	\$ -	\$ -
	Print 6 copies x 20 pages (half size)	120	page	\$ 0.50	\$ 60.00	\$ -	\$ -
	Item 10 Total				\$ 158.10	\$ -	\$ -
ITEM 11	RAILROAD COORDINATION						
	None						
	Item 11 Total				\$ -	\$ -	\$ -
ITEM 12	GRANT APPLICATIONS						
	Print 3 copies x 40 pages (half size)	120	page	\$ 0.50	\$ 60.00	\$ -	\$ -
	Postage (3 agencies)	3	each	\$ 20.00	\$ 60.00	\$ -	\$ -
	Item 12 Total				\$ 120.00	\$ -	\$ -

**COST PLUS FIXED FEE
COST ESTIMATE OF CONSULTANT SERVICES**

FIRM
PSB
PRIME/SUPPLEMENT

Jorgensen & Associates, Inc.

DATE 07/11/18

OVERHEAD RATE	1.5457
COMPLEXITY FACTOR	0

[illegible]

DBE 0.00%

ATTACHMENT 1.1
SCHEDULE OF SERVICES AND FEES
Central Business District Streetscape and Utility Improvements
Glen Ellyn, Illinois

<u>Item</u>	<u>Estimated Quantity</u>	<u>Unit Cost</u>	<u>Extension</u>
<u>Field Services</u>			
Mobilization of Coring Equipment, and Personnel, lump sum	1	\$400.00	\$400.00
Pavement Core and Probe, each	21	\$125.00	\$2,625.00
Roadway Subgrade Profile Borings, each	6	\$150.00	\$900.00
Storm Sewer and Watermain Replacement, per ft	100	\$19.00	\$1,900.00
Traffic Control, per day	2	\$660.00	\$1,320.00
Field Services Total:			\$7,145.00
<u>Laboratory Services</u>			
Measure and Photograph Cores, each	21	\$20.00	\$420.00
Moisture Content Determinations, ea	58	\$6.00	\$348.00
Unconfined Compressive Strength, each	38	\$6.00	\$228.00
Classification Testing, each	2	\$180.00	\$360.00
Illinois Bearing Rtaio with MDR, each	1	\$365.00	\$365.00
Laboratory Services Total:			\$1,721.00
<u>Engineering Services:</u>			
Layout and Clear Utilities, Preparation of Soil Boring Logs			
Analysis and Recommendations for Foundations			
Construction and Site Preparation Recommendations			
Report Preparation, Consultation			
Estimated Cost			\$4,740.00
TOTAL:			\$13,606.00

VILLAGE OF GLEN ELLYN
CBD Streetscape and Utility Improvements
Utility Engineering Services

RJN Group, Inc.

Task No.	Description	275	190	150	140	120	110	90	80	70	70	Total	Indirect	Total
		PD	SPM	PM	CM	PE	ET	GIS	FM	FT	CL	Hours	Cost	Cost
Phase 1 - Preliminary Design														
1001	Project Management and Meetings	10	8	28	-	12	-	-	-	-	8	66	\$ 150	\$ 10,620
1002	General Coordination	8	8	28	-	-	-	-	-	-	4	48		\$ 8,200
1003	Data Collection and Review	2	8	12	-	20	20	-	-	-	2	64		\$ 8,610
1004	Review and Evaluate Utility Improvements	8	20	36	12	56	48	-	4	-	2	186	\$ 150	\$ 25,690
1005	Prepare Utility Exhibits	4	8	16	2	44	40	48	-	-	2	164	\$ 400	\$ 19,840
1006	Preliminary Design Report - Utilities	4	8	16	-	48	36	20	-	-	6	138		\$ 16,960
1007	Permit Review and Utility Coordination	2	8	16	-	20	8	2	-	-	2	58		\$ 8,070
	Subtotal	38	68	152	14	200	152	70	4	-	26	724	\$ 700	\$ 97,990
Phase 2 - Final Design														
7001	Project Management and Meetings	12	12	48	-	24	-	-	-	-	12	108	\$ 300	\$ 16,800
7002	General Coordination	6	12	28	-	12	-	-	-	-	4	62		\$ 9,850
7003	Prepare Water Improvement Plans	8	24	88	16	96	200	40			2	474		\$ 59,460
7004	Prepare Sanitary Improvements Plans	6	20	56	12	68	140	32	-	-	1	335		\$ 42,040
7005	Prepare Storm Improvement Plans	4	12	48	6	60	120	32	-	-	1	283		\$ 34,770
7006	Prepare Traffic Control Plans	1	4	16	4	32	60		-	-	1	118		\$ 14,505
7007	Prepare Notes and Details	1	4	12	2	24	48		-	-	1	92		\$ 11,345
7008	Specifications	8	32	60	2	80	92	-	-	-	16	290		\$ 38,400
7009	Opinion of Probable Construction Cost	2	8	16	6	24	36	4	-	-	2	98		\$ 12,650
7010	75% Submittal	2	4	12		12	20	4	-	-	8	62	\$ 500	\$ 8,170
7011	Final Bid Package	2	4	12		24	32	4	-	-	12	90	\$ 2,000	\$ 12,710
7012	Permits	4	12	24	2	32	40	4	-	-	4	122		\$ 16,140
7013	Bidding	2	4	12	-	24	16	-	-	-	4	62	\$ 100	\$ 8,130
	Subtotal	58	152	432	50	512	804	120	-	-	68	2,196	\$ 2,900	\$ 284,970
	Grand Total	96	220	584	64	712	956	190	4	-	94	2,920	\$ 3,600	\$ 382,960

- PD Project Director
- SPM Senior Project Manager
- PM Project Manager
- CM Construction Manager
- PE Project Engineer
- ET Engineering Technician
- GIS GIS Technician
- FM Field Manager
- FT Field Technician
- CL Clerical



July 13, 2018

Village of Glen Ellyn CBD Streetscape and Utility Improvements RFP

Task	Hours	Rate	Total Cost
Kickoff/Team Coordination	4	\$125	\$500
Walking Tour	8	\$125	\$1,000
Review of Past Plans	10	\$125	\$1,250
Technical Advisory Committee	24	\$125	\$3,000
State of Downtown Meeting	12	\$125	\$1,500
Public Open House	8	\$125	\$1,000
Reviews/Team Coordination	12	\$125	\$1,500
TOTAL HOURS	78	\$125	\$9,750



Proposal for Phase II Engineering Services
Central Business District (CBD) Streetscape and Utility Improvements

Village of Glen Ellyn | July 13, 2018

1. Cover Letter
2. Firm Information
3. Financial and Legal Status
4. Project Understanding
5. Project Team Information
6. Project Staffing
7. Scope of Service/Tasks
8. References
9. Project Portfolio
10. Additional Information
11. Phase I Price

12. Phase II Price

PHASE II - COST ESTIMATE OF CONSULTANT SERVICES

Overhead Rate: 116.56%
 Complexity Factor "R": 0
 CPFF = 14.5%(DL+R(DL)+OH(DL)+IHDC)

ITEM	WORK HOURS (A)	PAYROLL (B)	OVERHEAD & FRINGE BENEFITS (C)	IN-HOUSE DIRECT COSTS (D)	FIXED FEE (E)	OUTSIDE DIRECT COSTS (F)	SERVICES BY OTHERS (G)	TOTAL (B-G)	% OF TOTAL (H)
15 LANDSCAPE ARCHITECTURE	192	\$8,982	\$10,469	\$33	\$2,825	\$0	\$0	\$22,309	3.1%
16 LIGHTING DESIGN	200	\$8,348	\$9,730	\$33	\$2,626	\$0	\$0	\$20,737	2.9%
17 VAULT INVESTIGATION AND DESIGN	148	\$7,471	\$8,708	\$33	\$2,351	\$0	\$0	\$18,562	2.6%
18 UNDERGROUND UTILITY DESIGN (by RJN Group, Inc.)	24	\$1,092	\$1,273	\$0	\$343	\$0	\$263,920	\$266,629	37.0%
19 PRELIMINARY (60%) PLANS, SPECIFICATIONS & ESTIMATE	276	\$9,960	\$11,609	\$140	\$3,148	\$0	\$0	\$24,856	3.4%
20 PRE-FINAL (90%) PLANS, SPECIFICATIONS & ESTIMATE	902	\$31,693	\$36,941	\$595	\$10,038	\$0	\$0	\$79,267	11.0%
21 FINAL (100%) PLANS, SPECIFICATIONS & ESTIMATE	308	\$11,369	\$13,252	\$1,745	\$3,823	\$0	\$0	\$30,189	4.2%
22 SPECIAL WASTE AND CCDD DOCUMENTATION (by Huff & Huff, Inc.)	20	\$1,056	\$1,230	\$0	\$331	\$0	\$20,827	\$23,444	3.2%
23 CONSTRUCTION ADMINISTRATION	88	\$5,584	\$6,509	\$33	\$1,758	\$0	\$0	\$13,884	1.9%
24 SUPERVISION, ADMINISTRATION, AND PROJECT COORDINATION	176	\$8,678	\$10,115	\$0	\$2,725	\$0	\$0	\$21,517	3.0%
25 RIGHT-OF-WAY NEGOTIATIONS & ACQUISITIONS	0	\$0	\$0	\$48,000	\$6,960	\$0	\$145,091	\$200,051	27.7%
PROJECT TOTALS	2,334	\$94,231	\$109,836	\$50,611	\$36,928	\$0	\$429,837	\$721,444	100.0%

PHASE II - WORK HOUR ESTIMATE (PAGE 1 OF 2)

Item #	Sub-Task	Description	Senior Project Manager QC/QA \$73.75	Project Manager \$56.33	Landscape Architect \$44.00	Chief Struct. Engineer \$75.00	Engineer IV \$38.75	Engineer III \$32.75	Engineer II \$32.00	Engineer I \$29.21	Total Work Hours
ITEM 15		LANDSCAPE ARCHITECTURE									
	a.	Planting Plan / Concept Design.			40						40
	b.	Community Identifiers / Concept Design.			40						40
	c.	Renderings of design concepts.			32						32
	d.	Meetings to review design concepts.			16						16
	e.	Structural and wind load analysis for pole-mounted branding elements.				24	40				64
		Sub-Total Item 15 =	0	0	128	24	40	0	0	0	192
ITEM 16		LIGHTING DESIGN									
	a.	Data collection and review of existing lighting systems		16			16				32
	b.	Light pole and cabling layout		2			16				18
	c.	Voltage drop calculations (cable sizing)		2			6				8
	d.	Controller modifications/replacement design		6			40				46
	e.	Temporary lighting design		2			40				42
	f.	Ceiling lighting design		6			48				54
		Sub-Total Item 16 =	0	34	0	0	166	0	0	0	200
ITEM 17		VAULT INVESTIGATION AND DESIGN									
	a.	Review and assess vaulted sidewalk locations provided by Village.		8		8	16				32
	b.	Design vault backfilling or reconstruction as needed.				36	80				116
		Sub-Total Item 17 =	0	8	0	44	96	0	0	0	148
ITEM 18		UNDERGROUND UTILITY DESIGN (by RJN Group, Inc.)									
		Underground Utility Design services to be completed by Subconsultant - RJN Group, Inc.									
	a.	Coordination with Subconsultant.	4	4			8	8			24
		Sub-Total Item 18 =	4	4	0	0	8	8	0	0	24
ITEM 19		PRELIMINARY (60%) PLANS, SPECIFICATIONS & ESTIMATE									
	a.	Existing and Proposed Conditions Plans.		8			16	40	40	40	144
	b.	Utility Improvement Plan & Profiles.		4			16	16			36
	c.	Project Specific Details.		4	8		8	8		16	44
	d.	Detailed Specifications.		4	4		8	8			24
	e.	Preliminary Summary of Quantities with Engineer's Cost Estimate.	2	2	2	2	4	8	8		28
		Sub-Total Item 19 =	2	22	14	2	52	80	48	56	276
ITEM 20		PRE-FINAL (90%) PLANS, SPECIFICATIONS & ESTIMATE									
	a.	Disposition of 60% Village review comments.		2	2	2	8	8			22
	b.	Revisions to Preliminary Plans in accordance with 60% review comments.	2	4		2	8	8	24	24	72
	c.	Cover Sheet.						8			8
	d.	General Notes.						8	8		16
	e.	Typical Sections.						8	16	16	40
	f.	Alignments, Ties, & Benchmarks.						4	12		16
	g.	Traffic Control & Protection Plans.		4			8	8	16	24	60
	h.	Grading Plans.		2			16	16	40	56	130
	i.	Stormwater Pollution Prevention Plans.		2			8	8		24	42
	j.	Utility Crossing Data.						8			8
	k.	Cross Sections.		4			8	8	40	40	100
	l.	Tree Removal & Preservation Plans.			16					24	40
	m.	Restoration/Landscape Plans.			24				24		48
	n.	Tree Plantings.			16				16		32
	o.	Lighting Plans.		16			80		40		136
	p.	Signage and Pavement Marking Plans.		2	16		8	8	16	32	82
	q.	Updated Detailed Specifications.		2	4		8	8			22
	r.	Pre-Final Summary of Quantities with Engineer's Cost Estimate.	2	2	2	2	4	8	8		28
		Sub-Total Item 20 =	4	40	80	6	156	116	260	240	902

PHASE II - WORK HOUR ESTIMATE (PAGE 2 OF 2)

Item #	Sub-Task	Description	Senior Project Manager QC/QA \$73.75	Project Manager \$56.33	Landscape Architect \$44.00	Chief Struct. Engineer \$75.00	Engineer IV \$38.75	Engineer III \$32.75	Engineer II \$32.00	Engineer I \$29.21	Total Work Hours
ITEM 21		FINAL (100%) PLANS, SPECIFICATIONS & ESTIMATE									
	a.	Disposition of 90% Village review comments.		4	2	2	8	8			24
	b.	Revisions to Pre-Final Plans in accordance with 90% review comments.	2	8	24	2	16	16	80	80	228
	c.	Preparation of Bidding/Construction Contract.	4	8			8	8			28
	d.	Final Summary of Quantities with Engineer's Cost Estimate.	2	2	2	2	4	8	8		28
		Sub-Total Item 21 =	8	22	28	6	36	40	88	80	308
ITEM 22		SPECIAL WASTE AND CCDD DOCUMENTATION (by Huff & Huff, Inc.)									
		Special Waste and Clean Construction or Demolition Debris documentation tasks will be completed by Subconsultant - Huff & Huff, Inc.									
	a.	Coordination with Subconsultant.	4	8			8				20
		Sub-Total Item 22 =	4	8	0	0	8	0	0	0	20
ITEM 23		CONSTRUCTION ADMINISTRATION									
	a.	Conduct mandatory Pre-Bid Meeting.	4	4							8
	b.	Issue Bid Documents.		8							8
	c.	Respond to technical questions during the bidding process.	4	4							8
	d.	Issue Addendums.		8							8
	e.	Review 1st and 2nd low bidder references, work history and availability, and make recommendation for Award of Contract or Rejection of Bids.	4	4							8
	f.	Respond to questions and clarifications during construction on drawings and specifications, and attend construction coordination meetings as needed.	24	24							48
		Sub-Total Item 23 =	36	52	0	0	0	0	0	0	88
ITEM 24		SUPERVISION, ADMINISTRATION, AND PROJECT COORDINATION									
	a.	Project setup, monthly invoicing, and preparation of status reports.		40							40
	b.	In-house coordination meetings and QC/QA reviews.	16	8	8	8					40
	c.	Phase II utility company coordination to address potential utility conflicts.		16				16		16	48
	d.	Coordination and finalization of any grants applied for in Phase I.		8				16			24
	e.	Procurement of permits.		8				16			24
		Sub-Total Item 24 =	16	80	8	8	0	48	0	16	176
ITEM 25		RIGHT-OF-WAY NEGOTIATIONS & ACQUISITIONS									
		Confirmation of existing right-of-way, title acquisition, and preparation of plats will be completed by Subconsultant - Jorgensen and Associates, Inc.									
		Appraisals will be completed by Civiltech (Dave White) on a lump sum basis - see Detailed Direct Costs.									
		Negotiations and title acquisitions will be completed by Subconsultant - Santacruz Land Acquisitions									
		Sub-Total Item 25 =	0	0	0	0	0	0	0	0	0
		Total Engineering Workhours	74	270	258	90	562	292	396	392	2,334

PHASE II - DIRECT COSTS

Item #	Description	No.	Units	Cost/Unit	In-House Costs	Outside Costs	Services by Others
ITEM 15	LANDSCAPE ARCHITECTURE						
	Mileage (2 trips @ 30 miles round trip)	60	miles	\$ 0.545	\$ 32.70	\$ -	\$ -
	Item 15 Total				\$ 32.70	\$ -	\$ -
ITEM 16	LIGHTING DESIGN						
	Mileage (2 trips @ 30 miles round trip)	60	miles	\$ 0.545	\$ 32.70	\$ -	\$ -
	Item 16 Total				\$ 32.70	\$ -	\$ -
ITEM 17	VAULT INVESTIGATION AND DESIGN						
	Mileage (2 trips @ 30 miles round trip)	60	miles	\$ 0.545	\$ 32.70	\$ -	\$ -
	Item 17 Total				\$ 32.70	\$ -	\$ -
ITEM 18	UNDERGROUND UTILITY DESIGN (by RJN Group, Inc.)						
	RJN Group, Inc.: Utility Improvements Design				\$ -	\$ -	\$ 263,920.00
	Item 18 Total				\$ -	\$ -	\$ 263,920.00
ITEM 19	PRELIMINARY (60%) PLANS, SPECIFICATIONS & ESTIMATE						
	Print 5 copies plans x 50 sheets (full size)	200	sheets	\$ 0.50	\$ 100.00	\$ -	\$ -
	Print 5 copies of specifications & estimate x 40 pages	200	pages	\$ 0.10	\$ 20.00	\$ -	\$ -
	Postage (1 agency)	1	each	\$ 20.00	\$ 20.00	\$ -	\$ -
	Item 19 Total				\$ 140.00	\$ -	\$ -
ITEM 20	PRE-FINAL (90%) PLANS, SPECIFICATIONS & ESTIMATE						
	Print 5 copies plans x 200 sheets (full size)	1000	sheets	\$ 0.50	\$ 500.00	\$ -	\$ -
	Print 5 copies of specifications & estimate x 150 pages	750	pages	\$ 0.10	\$ 75.00	\$ -	\$ -
	Postage (1 agency)	1	each	\$ 20.00	\$ 20.00	\$ -	\$ -
	Item 20 Total				\$ 595.00	\$ -	\$ -
ITEM 21	FINAL (100%) PLANS, SPECIFICATIONS & ESTIMATE						
	Print 15 copies plans x 200 sheets (full size)	3000	sheets	\$ 0.50	\$ 1,500.00	\$ -	\$ -
	Print 15 copies of specifications & estimate x 150 pages	2250	pages	\$ 0.10	\$ 225.00	\$ -	\$ -
	Postage (1 agency)	1	each	\$ 20.00	\$ 20.00	\$ -	\$ -
	Item 21 Total				\$ 1,745.00	\$ -	\$ -
ITEM 22	SPECIAL WASTE AND CCDD DOCUMENTATION (by Huff & Huff, Inc.)						
	Huff & Huff Inc.: Special Waste and CCDD Services				\$ -	\$ -	\$ 20,826.71
	Item 22 Total				\$ -	\$ -	\$ 20,826.71
ITEM 23	CONSTRUCTION ADMINISTRATION						
	Mileage (2 trips @ 30 miles round trip)	60	miles	\$ 0.545	\$ 32.70	\$ -	\$ -
	Item 23 Total				\$ 32.70	\$ -	\$ -
ITEM 24	SUPERVISION, ADMINISTRATION, AND PROJECT COORDINATION						
	None						
	Item 24 Total				\$ -	\$ -	\$ -
ITEM 25	RIGHT-OF-WAY NEGOTIATIONS & ACQUISITIONS						
	Jorgensen and Associates, Inc.: ROW, Plats, and Legals				\$ -	\$ -	\$ 77,090.67
	Appraisals (Assume 15 temporary and 5 permanent easements)	20	each	\$ 2,400.00	\$ 48,000.00	\$ -	\$ -
	Santacruz Land Acquisitions: Negotiations				\$ -	\$ -	\$ 58,000.00
	Santacruz Land Acquisitions: Title				\$ -	\$ -	\$ 10,000.00
	Item 25 Total				\$ 48,000.00	\$ -	\$ 145,090.67

VILLAGE OF GLEN ELLYN
CBD Streetscape and Utility Improvements
Utility Engineering Services

RJN Group, Inc.

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	Subtotal	38	68	152	14	200	152	70	4	-	26	724	\$ 700	\$ 97,990
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7012	Permits	4	12	24	2	32	40	4	-	-	4	122		\$ 16,140
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- PD Project Director
- SPM Senior Project Manager
- PM Project Manager
- CM Construction Manager
- PE Project Engineer
- ET Engineering Technician
- GIS GIS Technician
- FM Field Manager
- FT Field Technician
- CL Clerical

Cost Estimate of Consultant Services (CPFF)

Firm Huff & Huff, Inc.
Route CBD Streetscape - various
Section various see RFP
County DuPage
Job No.
PTB & Item

Date 7/10/2018

Overhead Rate 186.64%

Complexity Factor 0

Item	Manhours	Payroll	Overhead & Fringe Benefits	In-House Direct Costs	Fixed Fee	Outside Direct Costs	Services By Others	Total	% of Grand Total
CCDD Documentation	62	2,002.25	3,737.01	252.48	868.80	7,290.00	5,400.00	19,550.54	93.87%
Project Management	3	133.59	249.33	0.00	55.52	0.00	0.00	438.44	2.11%
QAQC	5	255.25	476.39	0.00	106.09	0.00	0.00	837.73	4.02%
TOTALS	70	2,391.09	4,462.73	252.48	1,030.41	7,290.00	5,400.00	20,826.71	100.00%

Method of Compensation:

Cost Plus Fixed Fee 1 14.5%[DL + R(DL) + OH(DL) + IHDC]
 Cost Plus Fixed Fee 2 14.5%[DL + R(DL) + 1.4(DL) + IHDC]
 Cost Plus Fixed Fee 3 14.5%[(2.3 + R)DL + IHDC]
 Specific Rate
 Lump Sum

**COST PLUS FIXED FEE
COST ESTIMATE OF CONSULTANT SERVICES**

FIRM
PSB
PRIME/SUPPLEMENT

Jorgensen & Associates, Inc.

Prime

**OVERHEAD RATE
COMPLEXITY FACTOR**

1.5457

0

DATE 07/11/18

[illegible]

DBE 0.00%





Capital Improvements Commission

535 Duane Street
Glen Ellyn, IL 60137

Meeting: 09/11/18 07:00 PM

Department: Capital Improvements Commission

Department Head: Rich Daubert

Category: Presentation

Prepared By: Rich Daubert

SCHEDULED

AGENDA ITEM (ID # 3554)

DOC ID: 3554

Taylor Avenue Pedestrian Tunnel Project Status and Presentation

Please see the attached materials pertaining to this Agenda Item.

ATTACHMENTS:

- TAPT Project Status and Presentation to CIC 9-7-18 (PDF)
- 2018.09.11.CIC Presentation_Taylor Tunnel (PDF)



MEMORANDUM

TO: Capital Improvements Commission

FROM: Rich Daubert, Professional Engineer

DATE: September 7, 2018

RE: Taylor Avenue Pedestrian Tunnel Project
Project Status and Presentation

While this month's project report contains a fairly detailed update on the status of the Taylor Avenue Pedestrian Tunnel Project, Public Works would like to take the time to briefly update the CIC on the status of the project, including a brief PowerPoint Presentation which is attached to this memorandum.

Attachments

PowerPoint Presentation



Taylor Avenue Pedestrian Tunnel

Capital Improvements Commission Meeting

Tuesday, September 11, 2018, 7:00 pm

Glen Ellyn Civic Center

Public Works Department
Engineering



MEETING GOALS

- **Introduce Key Project Staff**
- **Review Scope of Work**
- **Review Project Impacts**
- **Discuss Project Concerns**



PROJECT TEAM

Village of Glen Ellyn (Owner)

- Professional Engineer: Rich Daubert, PE
- Senior Civil Engineer: Tom Topor, PE

Alfred Benesch & Company (Resident Engineer)

- Resident Project Manager: Mark Molnar, PE
- Resident Engineer: Joe Franek, PE

“D” Construction, Inc. (Contractor)

- Project Manager: Jeff Gillan
- Project Superintendent: Don St. Peter



VILLAGE OF *Glen Ellyn* ILLINOIS

KEY CONTACT INFORMATION

Village of Glen Ellyn

Public Works Department 630-469-6756 (main office)

Tom Topor, Senior Civil Engineer 630-547-5520 (office-direct)
ttopor@glenellyn.org

POLICE, Non-Emergency 630-469-1187

Albert Benesch & Company

Resident Engineer: Joe Franek 312-720-0022 (cell)

jfranek@benesch.com

Resident Project Manager: Mark Molnar [Mmolnar@benesh.com](mailto:mmolnar@benesh.com)



PROJECT BACKGROUND

- Project Feasibility Study Completed and Surface Transportation Program (STP) Funding Secured December of 2014
- Phase I Engineering Commenced in January 2015/Approved March of 2017
- Filed Illinois Commerce Commission (ICC) Petition in July of 2017, Appeared in Administrative Court September of 2017, ICC Order Issued February of 2018
- Phase II Engineering Commenced in Early 2016/Approved for April 2018 Letting
- Project Awarded May 30, 2018



VILLAGE OF *Glen Ellyn* ILLINOIS



AT&T



**TAYLOR AVENUE PEDESTRIAN TUNNEL
REQUIRED COORDINATION, PERMISSIONS, &
NEGOTIATIONS WITH MANY PARTIES**



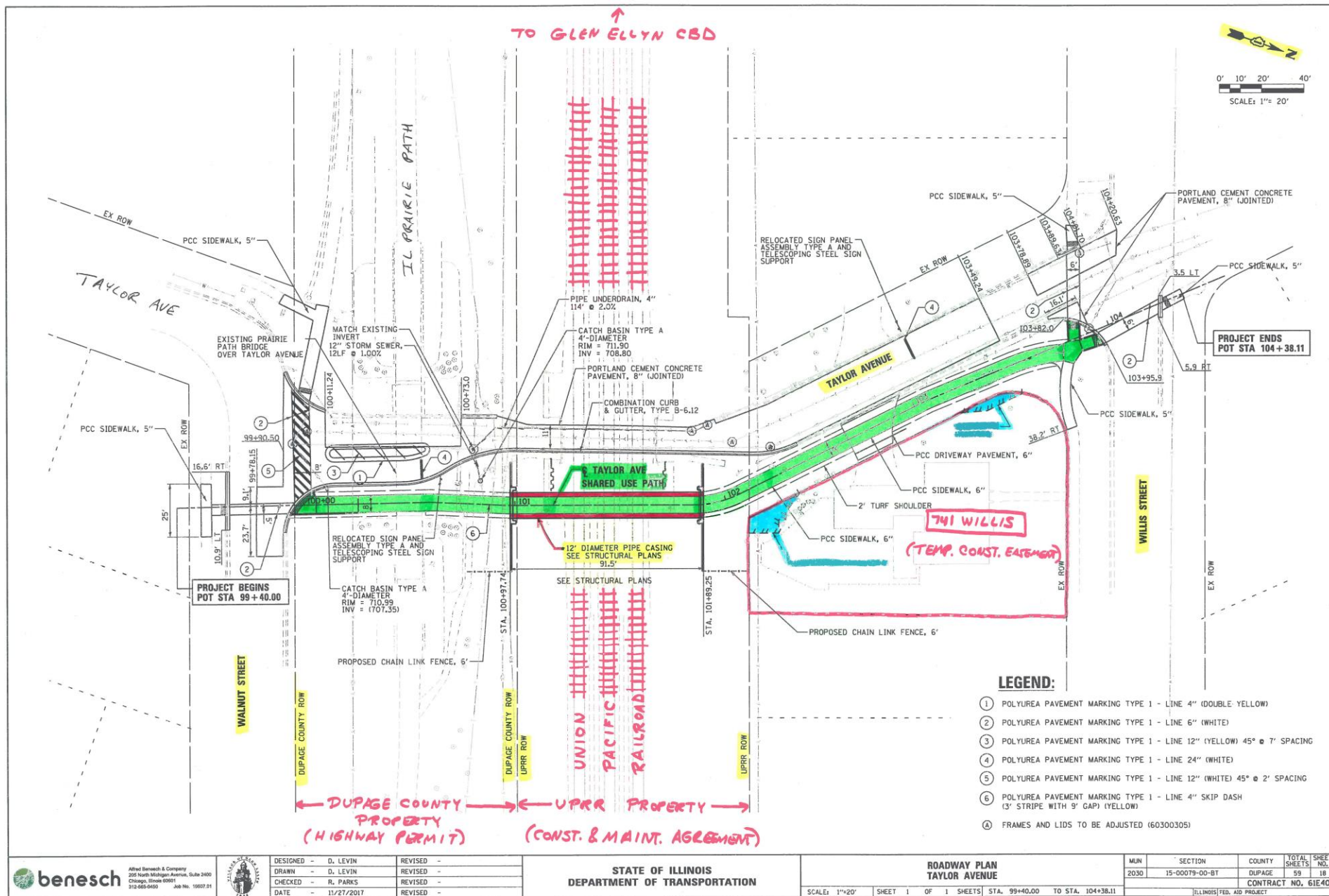
DUPAGE MAYORS AND MANAGERS CONFERENCE
an association of municipalities representing 1,000,000 people



535 DUANE STREET • GLEN ELLYN, IL 60137



630.469.5000 • WWW.GLENELLYN.ORG





D.b

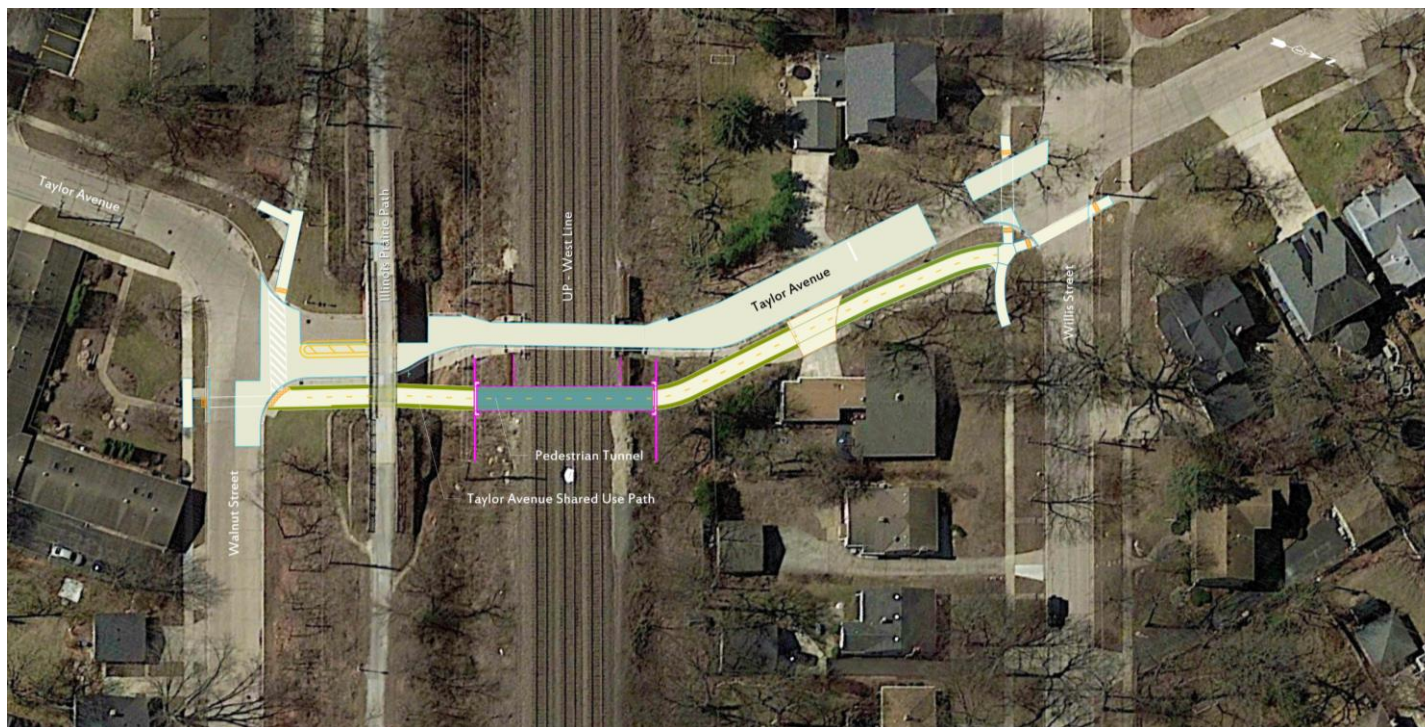
EXISTING VEHICULAR / PEDESTRIAN TUNNEL

VILLAGE OF *Glen Ellyn* ILLINOIS



- Existing 3 ft wide sidewalk does not meet Americans with Disabilities Act (ADA) requirements
- No Vehicular / Pedestrian Separation
- Heavily traveled by pedestrians
- Sole grade separated crossing in the Village

PROPOSED TUNNEL



Project Cost: \$2.85 M

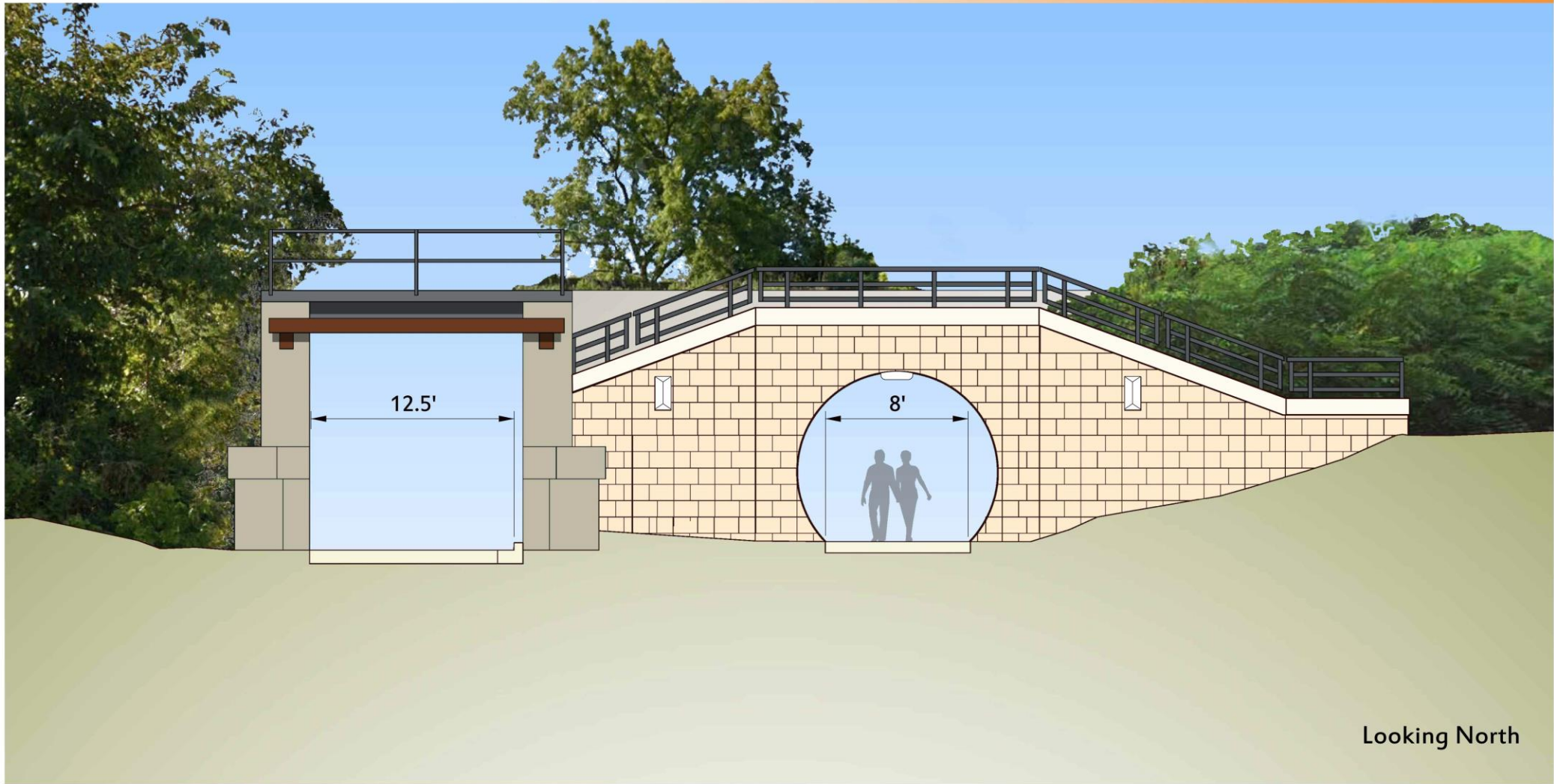
Federal Grant: 80%

Major Benefits:

- Separate pedestrian/bicyclist Crossing
- Meet ADA requirements
- Widening of vehicular underpass driving lane

Taylor Avenue

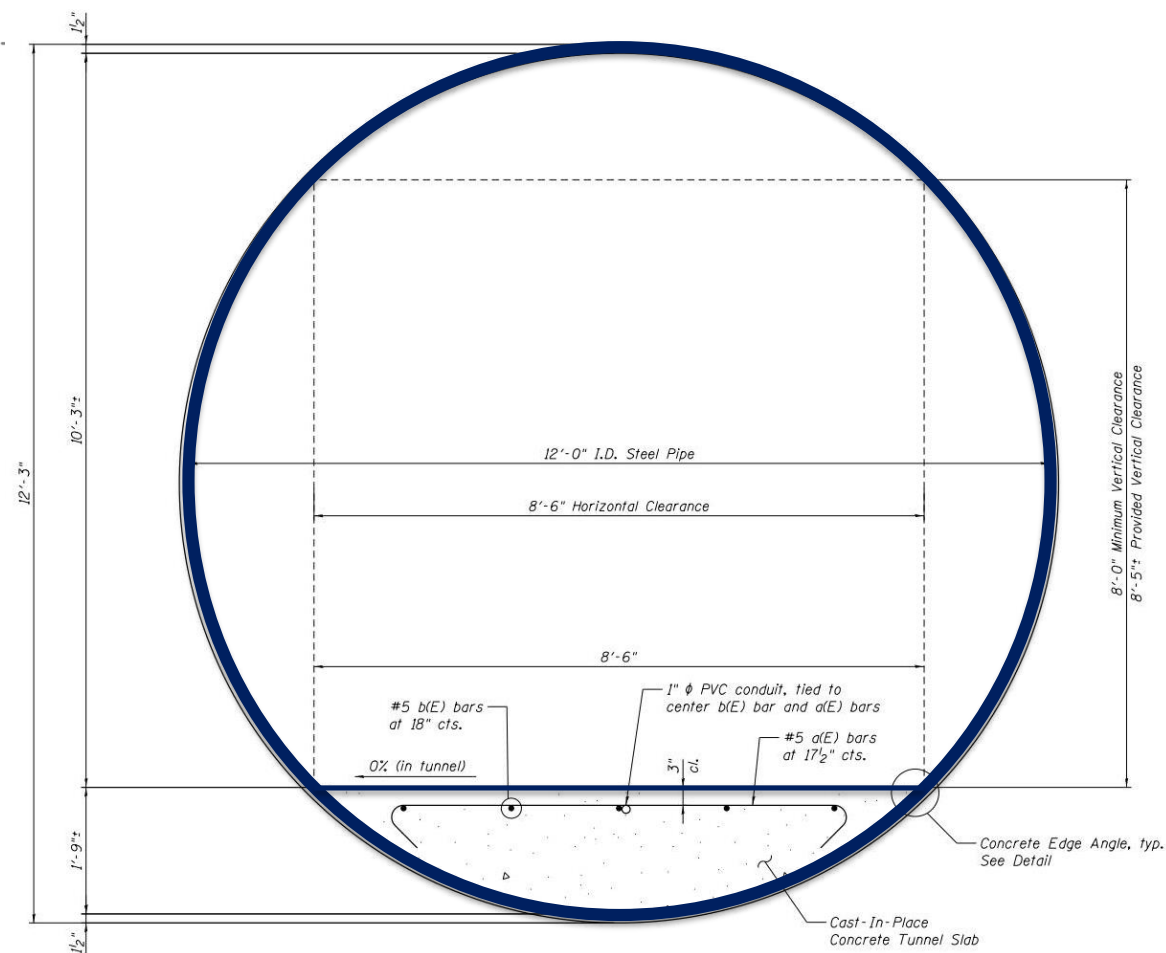
Pedestrian Tunnel



Proposed Elevation



Illinois Department
of Transportation



SECTION THROUGH TUNNEL

PROPOSED PEDESTRIAN TUNNEL

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CONSTRUCTION SCHEDULE

D.b

Utility Work

Late Summer

- Implement Tunnel Closure
- Brush & Tree Removal

North Of RR Tracks:

- Relocate Overhead Lines Underground

South Of RR Tracks:

- Lower Existing Underground Utilities
- Coordinate ComEd Line Deenergization & Lowering

Tunnel Bore

Fall

- Stabilize RR Embankment
- Prepare North And South Boring Pits
- Install Tunnel
- Install Retaining Walls

Roadwork

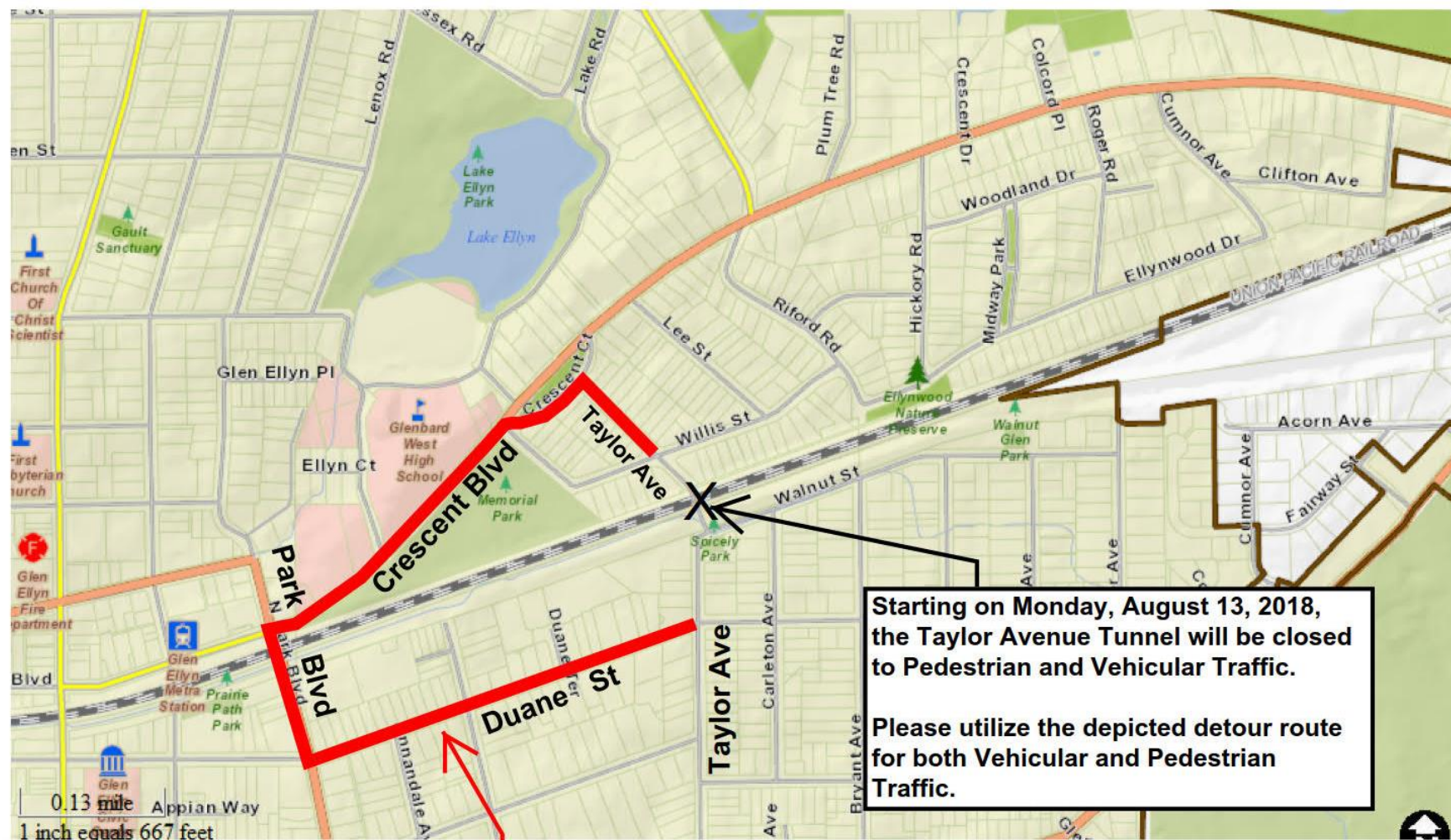
Fall/Winter

- Taylor Avenue Pavement
- Traffic Signals
- Sidewalks And Driveways
- Tunnel Lighting
- Re-Open Tunnel To Vehicular Traffic & New Tunnel To Pedestrian Traffic

Landscaping
and Cleanup

VILLAGE OF *Glen Ellyn* ILLINOIS

DETOUR ROUTE



0.13 mile Appian Way

1 inch equals 667 feet

Map created on August 7, 2018.

© 2018 GIS Consortium and MGP Inc.

The GIS Consortium and MGP Inc. are

Disclaimer: This map is for general info

not a base for engineering design. A R

Taylor Avenue Tunnel Closure Detour Route for Pedestrian and Vehicular Traffic

ist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is

WHAT TO EXPECT

Work Hours

- Monday - Friday: 7 am – 7 pm
- Saturdays: 7 am – 4 pm
- Work outside these hours will be necessary with some of the more continuous operations

General nature of work

- Noise
- Dust

WHAT TO EXPECT

Potential Traffic Delays

- Unloading/Loading of trucks
- Delivering of heavy construction equipment (cranes)
- Driving of sheet piles
- Tunnel drilling
- Concrete placement



<https://www.flickr.com/photos/myconstructionphotos/albums>

VILLAGE OF *Glen Ellyn* ILLINOIS

PARKING

Parking Guidelines

- Dedicated Parking spaces for 727 and 741 Willis
- No parking along north side of Duane Street between Park and Taylor (Detour Route)



VILLAGE OF *Glen Ellyn* ILLINOIS

RESIDENT NOTIFICATIONS

Information Transfer

- Written notices for driveway closures will be hung on your front door
- A letter with general project updates will be mailed approximately once per month
- Project website <http://www.taylorunderpass.com/>



GENERAL SAFETY CONSIDERATIONS

Exercise Caution Driving Near Site

- Follow signs
- Please drive slowly for the safety of workers and other residents
- Keep back from equipment
- No cell phone use

Exercise Caution Walking Near Site

- Watch for uneven surfaces
- Keep back from excavations
- Keep away from equipment





END OF PRESENTATION

Questions?

Opportunity to review plans, ask further questions, and provide feedback to engineers





Capital Improvements Commission

535 Duane Street
Glen Ellyn, IL 60137

Meeting: 09/11/18 07:00 PM

Department: Capital Improvements Commission

Department Head: Rich Daubert

Category: Report

Prepared By: Rich Daubert

SCHEDULED

AGENDA ITEM (ID # 3556)

DOC ID: 3556

September 7, 2018 Monthly Construction Report

Please see the attached materials pertaining to this Agenda Item.

ATTACHMENTS:

- Monthly Construction Report 9-7-18 (PDF)

September 7, 2018



ENGINEERING DIVISION PROJECT ACTIVITY REPORT

CONSTRUCTION PROJECTS

2018 STREET RESURFACING – Contractor: Orange Crush

(Project No. 18002; Value of Construction Contract = \$1,008,888)

The project involving the resurfacing of approximately 2 miles of residential streets in the southwest area of the Village including the Lambert Farms Subdivision, Marston Ave., Orchard Lane, and Ramblewood Drive, is substantially complete. Final sod restoration of disturbed parkways will be completed in September. The project team is generating a punchlist of all deficient items to be addressed in fall.

NORTH PARK BLVD. / MAIN STREET IMPROVEMENTS – Contractor: R.W. Dunteman Co.

(Project No. 13001; Value of Construction Contract = \$2,945,000)

Resurfacing of Main Street from Roosevelt to Fairview as well as Park Boulevard from Fairview to Crescent is substantially complete. Restoration of disturbed lawn areas has already been completed on Main Street. With the weather beginning to moderate, restoration of the Park Boulevard lawn areas north of Fairview will be scheduled for late September.

The underground contractor for the reconstruction section of Park from Roosevelt to Fairview has completed all sanitary sewer service line replacements and is currently wrapping up the sanitary sewer main replacement in the intersection of Park and Fairview. In addition, the contractor is also installing the new water main within the reconstruction corridor. Approximately 60% of the water main pipe has been installed. It is anticipated that the remainder of the water main will be installed by mid-September with testing and livening of the main to follow thereafter. Installation of water services will then be completed followed by storm sewer on the east half of the roadway. This will complete the bulk of the underground utility improvements and allow for the east half of the roadway to be constructed.

Based on the approved progress schedule and current pace of work, it is anticipated that the east half of the roadway, including curbs, driveway aprons, sidewalks, and the asphalt pavement (minus the final surface course) will be constructed by mid-October. Northbound traffic will then be moved onto the newly constructed east half of the roadway with the Contractor then closing and constructing the remaining storm sewer improvements and roadway elements on the west half of the roadway. In unison with this work, AT&T will be adjusting some of its underground infrastructure.

With two months remaining until the substantial contract completion date, time is tight but the contractor is still on track with the approved progress schedule showing substantial completion of the work by mid-November.

The project website is located at <https://parkmain.blogspot.com/>

TAYLOR AVENUE PEDESTRIAN TUNNEL – Contractor: “D” Construction

(Project No. 15009; Value of Construction Contract = \$2,745,521)

The underpass was closed to vehicular and pedestrian traffic on August 13. A project informational meeting was conducted by Public Works on Thursday, August 23 for those residents within the immediate vicinity of the improvements. Traffic control & protection, traffic signal equipment removal, tree & brush removal, water service removal, and other various site preparation work has been completed.

AT&T, ComEd, Comcast, and WOW have completed the undergrounding and removal of their overhead cables and utility pole on the north side of the tracks. Sprint completed the relocation of their fiber optic cable on the south side of the tracks, burying it approximately 30 feet deep to avoid conflict with sheeting that needs to be installed to facilitate construction of the tunnel.

With the help of a Police and Public Works escort, a crane required for the project was delivered to the work site on September 6. Deenergization and temporary removal of ComEd high voltage lines on the south side of the tracks and concurrent installation of the temporary soil retention sheeting is scheduled to begin the week of September 10. It should be noted that ComEd does not anticipate any electrical outages with the required deenergization work.

The project website located at: www.taylorunderpass.com/

OTHER AGENCY CONSTRUCTION PROJECT UPDATES**IDOT ROOSEVELT ROAD RESURFACING (WEST OF PIERCE (WHEATON) TO EAST OF NICOLL WAY(GLEN ELLYN)) – Contractor: R.W. Dunteman**

The Contractor has commenced removal and replacement of curb and sidewalk ramps on the north side of Roosevelt Road. In addition, the manhole frames and covers have been removed to allow for continuous milling (removal) of the asphalt surface. Nighttime milling of the pavement is scheduled for the week of September 10.

ILLINOIS TOLLWAY I-355 RESURFACING (NORTH CONTRACT FROM BLOOMINGDALE TO ARMY TRAIL) – Contractor: Plote

The engineer for the project, Chastain & Associates, has indicated that the contractor will be performing resurfacing of the ramps at North Avenue and Roosevelt Road. The work will require some overnight closures of the ramps between the hours of 9 pm and 6 am. More specifically, closures will be required for the Southbound I-355 Off Ramp to North Avenue, North Avenue On Ramp to North I-355, as well as the Northbound I-355 Off Ramp to Roosevelt Road. Detours routes will be posted. Due to the weather and variable rate of progress on the main line resurfacing work, the schedule for the ramp closures is very tentative at this point. Resurfacing of the ramps could start as soon as Wednesday, September 12.

CONSTRUCTION PROJECTS IN CLOSE-OUT

ROOSEVELT ROAD WATER MAIN REPLACEMENT (Nicoll to IL-53) – Contractor: Swallow Construction Corp.

(Project No. 13008; Value of Construction Contract = \$520,000)

The work is substantially complete. Inspection of landscaping and establishment of a punch list for the project is pending.

2017 STREET RESURFACING – Contractor: Geneva Construction Company

(Project No. 17002; Value of Construction Contract = \$2,060,000)

All Punch List work has been completed. A guarantee period walkthrough will be performed prior to final acceptance of the improvements.

2017 ROADWAY IMPROVEMENTS – Contractor: John Neri Construction Company

(Project No. 17004; Value of Contract = \$2,979,000)

The Contractor has addressed the paving deficiencies on East Road and Smith Road with the project team now wrapping up final project documentation and closeout.

HILL AVENUE BRIDGE REPLACEMENT – Contractor: Dunnet Bay Construction

(Project No. 16008; Value of IDOT Contract = \$1,550,000; Glen Ellyn Share = \$160,000)

The Village has received and is processing invoices from Lombard for construction and construction engineering for the project.

CRESCENT BOULEVARD RECONSTRUCTION – Contractor: Martam Construction

(Project No. 13002; Value of IDOT Contract = \$3,153,000; Local Share = \$1,480,000)

Liquidated Damages against the Contractor for not meeting the project completion date have been finalized by IDOT. The engineer (ESI) has submitted the final balancing authorization (establishing the final contract pay item quantity and cost changes) to IDOT for review. Final material inspection documentation deficiencies are to be addressed by the Engineer by the end of September.

X-WALK IMPROVEMENTS AT IDOT INTERSECTIONS – Contractor: Hecker and Company

(Project No. 14007; Value of IDOT Contract = \$197,971; Local Share = \$65,000)

A request for reimbursement of construction engineering related expenses has been submitted to IDOT. A reimbursement request to RTA will follow suit along with remaining project close out items.

ENGINEERING PROJECTS

ROOSEVELT ROAD – ROUTE 53 WATER MAIN LINING – Engineer: Baxter & Woodman

(Project No. 16015)

The acoustical testing results have been discussed with the Engineer for final design direction. In addition, staff met with a potential lining contractor to evaluate their capabilities of lining through 45-degree water main bend fittings. Staff is currently reviewing the contractors lining specifications, videos, and other project information as well as other contractors'/manufacturers' information.

BAKER HILL ACCESS IMPROVEMENTS – Engineer: James. J. Benes

(Project No. 16021)

The engineer has completed detailed design plans, along with a cost estimate, vehicle turning and sight distance analysis. A resubmittal of all materials was made to IDOT on August 8. Engineer anticipates IDOT review time of the submittal to take up to three months. Subsequent resubmittal, and approval process potentially will potentially take until the end of the year.

HILL AVENUE UTILITY IMPROVEMENTS – Engineer: Walter E. Deuchler Associates

(Project No. 00511)

The engineer has updated the project drawings to reflect the current conditions of Hill Avenue including the recently constructed bridge and utility improvements. Preliminary alignments have been established for the new sewer and water utilities and were submitted to staff for review on September 5. The engineer is reviewing the lift station data including staff related concerns with pump operating parameters including the wet well retention time.

CUMNOR AVENUE UTILITY IMPROVEMENTS – Engineer: Walter E. Deuchler Associates

(Project No. 19009)

The engineering project involving the extension of sewer and water main utilities on Cumnor Avenue between Fairway and Acorn was approved by the Village Board on August 27.

SCOTT-CLIFTON-CUMNOR IMPROVEMENTS – Engineer: In-House

Topographic survey and preliminary geotechnical engineering investigations have been completed. Additional drainage and roadway base improvements were identified during the course of design work. A neighborhood meeting is scheduled for September 19 to review the proposed scope of the project and obtain additional input from residents. Bidding and construction of the improvements is slated for the spring of 2019.

2019/2020 STREET RECONSTRUCTION PROJECT – Engineer: Pending

Staff will be developing a Request for Proposals in the coming weeks to procure engineering services for the project.

CENTRAL BUSINESS DISTRICT PROJECTS

TRAIN STATION / PEDESTRIAN TUNNEL – Engineer: CDM Smith/KMI Architects

(Project No. 16016)

CDM Smith is currently drafting the Project Development Report (PDR - Phase I Study). Based on FHWA's classification of the project, it will be processed as a Federally Approved Categorical Exclusion (BLR 22210). In turn, the report CDM Smith is developing includes 20 main components and up to 18 attachments to address the various project components including a description of the project, how it will meet design standards and if any design variations are requested, if any railroads or structures such as bridges are located within the limits of the project, a review of crash data, ADA accommodations, land acquisition requirements, drainage concerns, screening of soils, potential impacts on the environment including endangered species, how traffic will be maintained, any public involvement requirements, letters of support, and other various items. Staff will be meeting with CDM Smith on Tuesday, September 11 to discuss strategies for gaining support for the project grant applications.

CBD UTILITY STUDY – Engineer: RJN Group/Michels Corp.

(Project No. 15006)

RJN group submitted a draft report of the CBD Utility Study. The report includes detailed findings on the state of the Village's underground utility and identifies deficient sections of sanitary, storm and water system requiring attention in advance of the planned streetscape improvements at the CBD. Televising of all storm and sanitary sewers have been completed. Sanitary sewer flow metering is completed and Engineer is currently working on sanitary sewer modeling and report. Additional building inspections were completed. Final report is expected to be completed in the fall of this year.

CBD UTILITY AND STREETSCAPE IMPROVEMENTS – Engineer: Pending

(Project No. 15006)

Six proposals were received for the detailed design of the utility and streetscape improvements. Staff shortlisted and interviewed four firms the week of August 27. The interview committee has identified Civiltech Engineering, Inc as the most favorable firm for the assignment. Staff is negotiating the details of the first part of the assignment with the firm and intends to provide a consultant services agreement recommendation to the Village Board at its September 24 meeting.

PROCUREMENT OF GOODS AND SERVICES

Public Works seeks the best vendor prices for various annual municipal and utility maintenance and operations activities. This effort includes local bidding of projects or joint purchasing initiatives, including the Municipal Partnering Initiative (MPI), a consortium of DuPage County communities.

Project	Estimated Glen Ellyn Cost	Status
2018 Sidewalk and Concrete Roadway Repairs	\$282,000 (2018)	The project, involving the removal and replacement of concrete sidewalk and pavement at various locations throughout the Village, has been awarded to Schroeder & Schroeder of Skokie, Illinois. Repairs are anticipated to start in late August.
Lake Ellyn Park and Glenbard West Sidewalk Improvements	\$514,000 (2018)	The project includes the installation of new sidewalk along the south and east sides of Lake Ellyn, along Lenox Road adjacent to Lake Ellyn Park, and along Ellyn Avenue adjacent to the Glenbard West Parking Lot. Schroeder & Schroeder of Skokie, Illinois started construction the week of July 9 and substantially completed all work in advance of faculty activities starting on August 6. Seed and blanket restoration work was completed the week of August 20.
2018 Parking Lot Resurfacing and Asphalt Roadway Patching	\$279,000 (2018)	Project scope includes roadway patching throughout the Village and resurfacing of the Main/Pennsylvania and Shock's Square Parking Lots. The contract was awarded to Schroeder Asphalt Services of Huntley, Illinois at the July 23 Village Board meeting. Construction is anticipated to start in early September.
2018 Pavement Markings	\$50,000 (2018)	The contract was awarded to the Suburban Purchasing Cooperative low bidder, Superior Road Striping, at the March 12 Board Meeting. Candidate locations are under review for various batches to be completed in the coming weeks.
2018 Crack Sealing	\$20,400 (2018)	The project was awarded to SKC Construction, Inc. at the August 27 Board Meeting. Work is anticipated to be completed by the end of September.
2018 Asphalt Rejuvenation	\$0 (2018)	Staff has decided not to administer this project in 2018 as ideal locations include streets that have been resurfaced one to three years prior. As this program had caught up to resurfacing projects, holding off for one year will allow for newly paved streets to be a full year old before receiving treatment.
Annual Sewer Lining	\$500,000 (2018)	Staff has developed contract documents. Televising of additional sewer sections is required and has been requested to be complete by PW Utilities Division. Project will be bid as soon as all sewer video is received, reviewed and remaining sewer sections are included in the scope of the work.
Spoil Hauling and Delivery of Aggregates	\$54,000 (2018)	KLF Enterprises

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Attachment: Monthly Construction Report 9-7-18 (3556 : September 7, 2018 Monthly Construction Report)