Agenda
Village of Glen Ellyn
Capital Improvements Commission Special Meeting
Tuesday, December 6, 2022
7:00 PM
Glen Ellyn Civic Center, Room 301

Any individual with a disability requiring a reasonable accommodation in order to participate in a meeting should contact The Village of Glen Ellyn ADA Coordinator, 630-469-5000, at least five (5) business days in advance of the next scheduled meeting. All matters on the Agenda may be discussed, amended, and acted upon.

A. Call to Order

B. Approval of Minutes

1) Motion to approve the October 12, 2022 Capital Improvements Commission Meeting Minutes

C. Current Business

1) Engineering Consultant Services for Multi-Year Utility and Roadway Improvements

D. Other Business

E. Public Works Report

F. Project Report

1) Engineering Division Project Activity Report Dated December 2, 2022

Glen Ellyn Capital Improvements Commission
535 Duane Street
Glen Ellyn, IL 60137

Meeting 12/6/2022 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Minutes
Prepared By: Rich Daubert

AGENDA ITEM (ID # 2022-2953)

DOC ID: 2022-2953

Motion to approve the October 12, 2022 Capital Improvements Commission Meeting Minutes

Statement of the Issue:
The October 11, 2022 Capital Improvements Commission Meeting Minutes are attached hereto for review and consideration of approval by the Capital Improvements Commission.

Analysis:

Budget Impact:

Contribution to Strategic Plan (if applicable)

Action Requested:

Attachments:
1. CIC Meeting Minutes October 11 2022 - Draft

Village of Glen Ellyn

DRAFT

Meeting Minutes
Village of Glen Ellyn
Capital Improvements Commission
Regular Meeting
October 11, 2022
7:00 PM
Glen Ellyn Civic Center Room 301

Board or Commission: Capital Improvements

Date: October 11, 2022

Meeting: Regular

Called to Order: 7:02 p.m.

Quorum: Yes

Adjourned: 9:15 p.m.

Member Attendance:

Steve Szymanski	Chairman	Present
Joel Baldin	Commissioner	Absent
Joshua Cattero	Commissioner	Present
Arthur Foerster	Commissioner	Absent
Michael Lindquist	Commissioner	Present
Adil Saeed	Commissioner	Present
Jill Ziegler	Commissioner	Present
Rocco Zucchero	Commissioner	Present
Bill Payne	Trustee Liaison	Absent
Richard Daubert	Staff Liaison/Professional Engineer	Present

Also Present:

Dave Buckley	Public Works Director
Elisa Pollina	Recording Secretary

A. CALL TO ORDER

The October 11, 2022 Meeting of the Capital Improvements Commission was called to order by Chairman Szymanski at 7:02 PM at the Glen Ellyn Civic Center.

B. PUBLIC COMMENT – None

C. APPROVAL OF MINUTES

APPROVAL OF SEPTEMBER 13, 2022 CAPITAL IMPROVEMENTS COMMISSION MEETING MINUTES

MOTION TO APPROVE MINUTES FROM SEPTEMBER 13, 2022 CAPITAL IMPROVEMENTS COMMISSION MEETING

MOTION BY: Commissioner Lindquist

SECOND BY: Commissioner Cattero

RESULT: UNANIMOUS APPROVAL

D. CURRENT BUSINESS

1. Public Works Engineering Division CIP and CY2023 Budget Items – Engineer Daubert reports there will be a meeting with the Board next Tuesday to go over the 2023 Budget and CIP. He notes the desire to secure a motion from the Capital Improvements Commission to recommend these items to the Village Board. Engineer Daubert gives a presentation on the 2023 Budget and CIP to the CIC. The topics reviewed with the Commission include:

   2023 Capital Plan Overview
   • Capital Projects ~ $18.7M
   • Water Projects ~ $2.6M
   • Sewer Projects ~ $3.2M

   2023 Major Roadway Projects
   • Street Rehabilitation Project (6.7 Miles) ~ $4.4M – ($4.4M Capital)
   • CBD SUI – Phases 2 & 3 (2-year Project/1.0 Mile) ~ $16.8M ($14.7M Capital, $1.1M Water, $1.0M Sewer). Daubert adds we have the 2nd phase of the downtown next year.
   • Asphalt Pavement Preservation ~ $340K Capital
   • Concrete Street Patching ~ $50K Capital
   • Sidewalk Removal and Replacement Program ~ $150K Capital
   • New Sidewalk ~$125K Capital

   2023 Major Water/Sewer Projects
   • Sanitary Sewer Lining and Repairs ~ $500K Sewer
   • Hill Avenue Water and Sewer Improvements ~ $2.2M ($500K Capital, $1.1M Water, $600K Sewer). Daubert notes that the Village of Lombard will be contributing funds towards this project.
   • Newton Water Storage Reservoir Rehabilitation ~$500K Water
   • Lead Service Inventory Potholing ~$30K Water - Daubert notes that this is to assist the Village with its responsibility to inventory water service materials throughout the Village. He adds that as we replace water mains as part of projects, that we are getting rid of lead water services including up to houses. Chairman Szymanski asks if there are certain areas within the village that

have a higher concentration of lead. Daubert states you will see more lead in homes built before 1960; however, it is rare for there to be lead on the private side of the water service.

2023 Major Engineering Projects
• Engineering for Future Projects ~ $1.04M ($666K Cap, $249K Water, $122K Sewer)
• Train Station/Underpass ~ $1M Capital to Start Phase II – Daubert adds we asked the board if they supported starting Phase II engineering and we did seem to have a consensus to start negotiating with CDM Smith to move forward on this.
• Traffic Signal Improvements ~ $200K Capital

2023 Miscellaneous Initiatives/Expenditures
• Panfish Park Improvements ~$100K Capital
• Glenwood Station Development ~$200K Capital for Public Improvements
• Stormwater Drainage Program ~$10K Capital
• Street Lighting Repairs ~$15K Capital
• Prof. Services (Traffic Counts, Topo Survey) ~ $5K Capital
• Engineering Software ~ $10K Capital
• NPDES Permit ~$1K Capital – Daubert adds this saves money to apply for a general permit.

Engineer Daubert reviews the CIP in detail with the CIC noting that the CIP goes into the red due to increases in project costs as well as additional project initiatives. He notes that staff has developed three different scenarios of the plan with end of year fund balances varying per plan. He notes that the Finance Department looked closely at revenues and that the scenarios are being refined for the Board Meeting. He summarizes that Scenario 1 of the CIP involves execution of all planned projects with no additional grants secured; Scenario 2 involves execution of all planned projects with additional grants secured for applicable projects (train station and federal aid route roadway projects); and Scenario 3 involves the execution of all planned projects except for the Train Station with no additional grants are secured. He notes that the purpose of this exercise is to show that execution of all projects in the plan is dependent on issuing $10M in debt service, securing additional grant funding for projects, and on project bids. Daubert also reviews grant funding opportunities in further detail as part of this portion of the presentation. Chairman Szymanski asks how this information is presented to the Village board. Daubert states we want to communicate to the board that the numbers are tight due in part to the new initiatives that have been added as well as increased project costs. Trustee Payne asks about what decisions we need to make now verses down the road. Engineer Daubert notes that this is a very fluid plan as it assumes a lot. He notes that the plan will have to be reviewed and adjusted as bids come in on projects and as the Village determines whether or not it is successful in securing additional grant funding for projects. He notes that a good check in point on the plan forward will be after we receive the bids for the next two phases of the Streetscape Project as well as for upcoming major roadway projects. Chairman Szymanski notes that we should be prepared to identify what sacrifices may need to be made.

Chairman Szymanski asks the CIC for feedback on the Budget and CIP. Commissioner Zucchero expresses appreciation for having alternative scenarios and commends staff for making full use of the funding and executing projects. He expresses his support for the Budget and CIP. Commissioner Cattero expresses cautious support but contingent upon close review of the plan as

bids are received and as additional grant funding is secured. As a whole, the CIC conceptually supports the Budget and CIP and is willing to make adjustments moving forward.

Chairman Szymanski motions to approve the 2023 Capital Improvement Plan Budget Items as presented subject to continued review of the Capital Improvement Plan as project bids and additional funding are received. Commissioner Ziegler seconds the motion.

MOTION TO APPROVE THE 2023 CAPITAL IMPROVEMENT PLAN BUDGET ITEMS AS PRESENTED SUBJEC TO CONTINUED REVIEW OF THE CAPITAL IMPROVEMENT PLAN AS PROJECT BIDS AND ADDITIONAL FUNDING ARE RECEIVED.

MOTION BY: Chairman Szymanski

SECOND BY: Commissioner Ziegler

RESULT: UNANIMOUS APPROVAL

E. TRUSTEE'S REPORT – Trustee Payne reports the Village Board voted on the intersection of Crescent & Main and the preferred option is Option C (primarily asphalt pavement intersection, concrete curing and brick paver median area around the horse trough island, and Brick Paver Crosswalks with Concrete Ribbons). He notes that the Board also gave staff direction to proceed forward with negotiating a Phase II Engineering Agreement with CDM Smith for the Train Station Project. He notes that we are also in budget season with our first workshop on Monday. The budget process will continue for the next few months.

F. OTHER BUSINESS – Engineer Daubert reports that the Board will be considering appointment of a new Commissioner to the CIC this month.

G. PUBLIC WORKS REPORT – Public Works Director Buckley reports we had a new civil engineer start today; she has over 15 years of experience. We also hired a full-time temporary worker that will be working 30 hours a week through December. We are still looking for an Assistant Village Engineer. We hope to start interviewing for that position soon. We are also interviewing for a forestry superintendent. We had a person within Public Works transfer to Utilities. We are now looking to fill the position of street superintendent. We had a fair number of contracts approved including the Holiday Lights contract. This year we will be wrapping the trees with holiday lights in lieu of draping them.

H. PROJECT REPORT – Engineer Daubert reports the streetscape project is moving along well. In early November brick paver crosswalks will be constructed. The Park Boulevard water main replacement is moving along with the concrete curb/gutter and sidewalk restoration work recently completed. He notes that asphalt paving work is underway on the Windsor/Sawyer/Chesterfield/Kenilworth/Dawn Utility and Roadway Project.

I. ADJOURNMENT – The next meeting is scheduled for November 8 which is Election Day, so we are tentatively going to move that meeting to November 15. Commissioner Zucchero motions and

Commissioner Saeed seconds to adjourn the meeting. The motion is unanimously approved, and meeting adjourned at 9:15 p.m.

Submitted by Elisa Pollina, Recording Secretary
Reviewed by Richard Daubert, Professional Engineer

Glen Ellyn Capital Improvements Commission
535 Duane Street
Glen Ellyn, IL 60137

Meeting 12/6/2022 7:00 PM
Department: Public Works
Department Head:
Category: Contract
Prepared By:

AGENDA ITEM (ID # 2022-2955) **DOC ID: 2022-2955**

Engineering Consultant Services for Multi-Year Utility and Roadway Improvements

Statement of the Issue:

Analysis:

Budget Impact:

Contribution to Strategic Plan (if applicable)

Action Requested:

Attachments:

1. December 2022 CIC Meeting Memo on Engineering Consultant Services for Multi-Year Program
2. 1 - RFP Including Addendums 1 and 2
3. 2 - AECOM ORIGINAL PROPOSAL
4. 3 - AECOM UPDATED CECS
5. 4 - AECOM Presentation

MEMORANDUM

TO: Capital Improvement Commission

FROM: Rich Daubert, Professional Engineer

DATE: December 2, 2022

RE: Engineering Consultant Services for Multi-Year Utility and Roadway Improvements

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INTRODUCTION

As previously discussed with the Capital Improvements Commission, the Village has typically retained engineering design services for roadway projects on an annual and project-by-project basis. While a traditional practice for the Village, staff was looking for a new process to not only more efficiently procure engineering design services, but to more uniformly and effectively manage the Village's roadway assets.

In summary, staff developed and issued the attached Request for Proposals for engineering design services for the Village's 2023 and 2024 utility and roadway improvement projects with the right to extend the services through 2027. In addition, the RFP included the design of three federal aid eligible roadway projects that are planned for outyears of the Village's Capital Improvement Plan. The assignment includes additional pavement management services to more closely evaluate and dynamically manage the Village's roadway rehabilitation initiatives.

The annual roadway projects generally consist of maintenance and repair work related to 1) street resurfacing, overlay, and in some cases full reconstruction based on their condition index 2) preventative maintenance work such as crack sealing, rejuvenation and street patching 3) repair or replacement of underground utilities such as water and sewer, when necessary and coinciding with roadway work.

The consultant selected for the multi-year project will prepare engineering plans (PS&E), manage competitive bidding, evaluate bidders and coordinate / manage other tasks outlined in the RFP. However, an important additional responsibility of the consultant will be to maintain and update the Glen Ellyn Pavement Management System (PMS).

Glen Ellyn recently developed a new version of this System in January of 2022 while working with CMAP as part of their Pavement Management Program. The CMAP program utilized a Laser Crack Measurement System (LCMS) mounted on Digital Survey Vehicle (DSV). The data collected using this method is analyzed and stored using a software called PAVER. This system optimizes the life-cycle of roadways and helps municipalities prioritize their investments to extend

the life of their roadways. The Consultant will perform annual updates to the PMS, and use PAVER to make recommendations to Glen Ellyn on how to optimize the roadway maintenance program. Recent discussions on the Village's Capital Improvement Plan only reinforce the need for this service to provide Staff, the Capital Improvements Commission, and Village Board with needed information to adjust the Village's CIP based on funding resources.

SUBJECT

RFP Issuance and Evaluation Process

On October 5, 2022 staff distributed the RFP to 17 engineering consultants who have worked in other nearby communities on similar assignments and/or have experience working in Glen Ellyn.

Consultants were provided three weeks to prepare proposals. Glen Ellyn Engineering Staff held a pre-proposal virtual meeting with the firms on October 19th to overview the assignment and answer questions. On October 26th, staff received 7 proposals from engineering consultants. The Public Works Engineering team evaluated the proposals based on the evaluation criteria set forth in the RFP and selected four firms including AECOM, BLA, Christopher B. Burke Engineering, and Chastain & Associates for follow up interviews. The interview process included a short presentation by the firms followed by a question-and-answer session.

As part of the evaluation of the proposals based on the evaluation criteria set forth in the RFP, staff considered the following:

1) How much experience the consultant had with locally funded annual roadway projects in other communities.
2) How much experience the consultant had with federally funded roadway projects in other communities.
3) How much experience the consultant had with underground utility work in other communities.
4) What was the consultant's engineering hours and fee relative to the average of other consultants' hours and fees.
5) What was the consultant's schedule relative to the other consultants' schedules.
6) Who was the consultant's project manager / primary point of contact, and what was their background and experience on similar projects.
7) How much experience did the consultant have using PAVER software in other communities as part of their Pavement Management System and making recommendations regarding how communities should best prioritize their pavement maintenance work. How familiar were they with the with CMAP Pavement Management Program.
8) Did the consultant have experience using a Laser Crack Measurement System / Digital Survey Vehicle (LCMS/DSV) to collect Pavement Condition data, either in house or using a subcontractor.

Based on the initial proposals as well as the follow up interviews, staff determined that AECOM is best suited to serve the Village on this assignment project. All boxes were checked in terms of the

project team qualifications/experience, ability to meet deadlines, completeness of project approach, additional tasks/services, and fee/hours. Perhaps of greatest significant to the assignment, the firm also has the strongest team in terms of Pavement Management which is the foundation of this assignment and critical to its success.

A tabular summary of the firms that proposed on the assignment along with their respective hours, fee, and staff evaluation score is as follows:

Firm	Hours	Fee	Evaluation Score
AECOM	6,479	$996,743	87
CBBEL	4,335	$763,527	82
BLA	7,712	$1,006,173	80
Chastain	6,284	$999,243	79
V3	9,879	$1,478,287	79
ERA	6,762	$975,526	78
Primera	6,186	$1,049,590	75

Scope and Fee Refinement

Following the identification of AECOM as the best suited firm for the assignment, staff worked closely with the firm to ensure that all appropriate tasks are included to deliver the assignment.

Through this process, detailed discussions were had on specific roadway projects with scope adjustments made to include additional hours for drainage structure inspections, sewer televising video review, public meetings (sidewalks), additional design and survey scope associated with reconstruction of Bemis Road including additional infrastructure work and evaluation of a box culvert under Glen Crest Creek, additional design and survey scope associated with a storm sewer extension on Cottage and Kenilworth Avenue, and additional Geotech work associated with the aforementioned.

In summary, the scope refinement increases AECOM's hours to 7,090 with a total not-to-exceed cost proposal of $1,090,849. Staff wants to reiterate that this includes design services for the Village's 2023 and 2024 Roadway Program as well as for three Federal Aid Route Projects including Lambert Road, Riford Road, and Sheehan Avenue. It also includes a laser crack measurement survey of the Village's roadway network to update the Village's Pavement Condition index data and aid in decision making on the refinement of the roadway program forward.

If the Village wishes to extend the assignment, the scope and fee for the 2025, 2026, and 2027 engineering design services will be negotiated with the firm.

BUDGET IMPACT

The Village Board recently approved the 2023 Budget which includes a total of $1,277,377 in funding for this assignment. Hence, the budget impact is positive with the assignment being approximately $187,000 under budget. Based on the refined scope and fee, the recommended funding distribution for the assignment is as follows:

Fund	Account	Amount
Capital Projects	40000-580160	$870,801
Water	50100-580100	$145,476
Sewer	50200-580100	$74,572
	Total	**$1,090,849**

RECOMMENDATION AND ACTION REQUESTED

Staff recommends that the Village enter into an agreement with AECOM for Engineering Consulting Services for the Multi-Year Utility and Roadway Improvements Project including Alternates 1, 2, and 3 in the total not-to-exceed amount of $1,090,849. Staff will present this matter to the Capital Improvements Commission at its Special December 6, 2022 Meeting. Staff is ultimately requesting that the Capital Improvements Commission make a motion to recommend approval of the assignment to the Village Board.

LIST OF ATTACHMENTS

1 – Request for Proposals Including Addendums 1 and 2
2 – AECOM Original Proposal
3 – AECOM Updated CECS
4 – AECOM Presentation

REQUEST FOR PROPOSALS (RFP)
ENGINEERING CONSULTANT SERVICES FOR MULTI-YEAR PROJECT
UTILITY AND ROADWAY IMPROVEMENTS

Issued By:
Village of Glen Ellyn
Public Works Reno Service Center
30 South Lambert Road
Glen Ellyn, IL 60137

Issued date: October 5th 2022
Addendum #1: [TBD]
Deadline for submissions: October 26th, 2022 at 3:30 p.m.

1.0 Introduction

Glen Ellyn Public Works Department is a dynamic organization serving a community of approximately 29,000 residents in the western suburbs of Chicago. The Department is currently tasked with delivering some of the most exciting and influential projects in the Village's History including reconstruction of the Village's Central Business District which involves new underground utilities, streetscape improvements, a new pedestrian underpass of the UP-West Line, and a new train station. Along with this significant improvement of the Village's Downtown, the Department is responsible for maintenance and improvement of approximately 90 centerline miles of streets, 113 miles of water main, 85 miles of sanitary sewer main, 70 miles of storm sewer, transit and parking facilities, and a multitude of appurtenances associated with this infrastructure.

The Village of Glen Ellyn ("***Village***") is requesting proposals from qualified consultant firms to design and bid a Multi-year Project ("***Project***"). The duration of this improvement project will span up to 5 years inclusive of calendar years 2023 through 2027. The consultant will provide a proposal for engineering design and bidding services as described in this Request for Proposals, demonstrating previous experience with similar projects. The Consultant will include services to update and maintain the Village-wide pavement management system using similar methods and format as the CMAP Pavement Data Collection and Pavement Management System ("***CMAP Report***"), to optimize the use of roadway funding and longevity of roadways.

The duration of the initial Professional Services agreement will be two (2) years. Village retains the right to extend the term of the initial 2-year agreement under the same terms and conditions upon mutual agreement with the Consultant. Renewals are anticipated on a yearly basis for no more than three additional terms of approximately one year each not exceeding a total of five years. Price escalation will be allowed and subject to one (1) adjustment per period (year).

2.0 Multi-Year Project Background

Pursuant to Glen Ellyn's 20-year roadway program, and the ***CMAP Report***, the Project will begin in 2023 and will include a combination of street patching, street resurfacing, full depth reconstruction and utility improvements. Certain roadways in the Project will require utility improvements to storm sewers, storm sewer laterals, sanitary sewers, sanitary sewer manholes, sanitary service laterals, water mains and/or water service laterals. Certain roadways in the Project will require curb & gutter replacement and

sidewalk replacement as needed based on condition and grade. Scope of the Project will also include installation of new pavement markers and striping, preservation of all existing survey monuments, adjustment of existing utilities to pavement finish grade, installation of traffic detector loops, installation of ADA compliant curb ramps, as necessary. The project will be locally funded. Phase III Construction Engineering services will not be included in the scope of this RFP.

During the proposal process, the Consultant may recommend alternate bidding scenarios that improve efficiency such as preparing 2 or more construction bid packages within the same year in order to have the projects "shovel ready" for bidding in subsequent years.

Refer to **Exhibit A *Glen Ellyn Multi-Year Program Proposed Resurfacing 2023 Through 2027*** for the estimated quantities and scope of the road and utility improvements planned for the Multi-Year Project.
Refer to **Exhibit B *Glen Ellyn Multi-Year Program Proposed Roadway Related Water and Sewer Improvements 2023 Through 2027*** for the estimated quantities and scope of sewer and water improvements planned for the Multi-Year Project.
Refer to **Exhibit C *CMAP Pavement Data Collection and Pavement Management System*** consultant is responsible for downloading this document at the following link:
https://www.cmap.illinois.gov/mobility/roads/pavement-management.
Refer to **Exhibit D *CIP Location Maps for 2023 Through 2027*** for the general location of the project work.

3.0 Scope of Consultant Services

The Consultant shall perform engineering design and prepare bid packages for each year of the ***Multi-Year Project***, to be let and awarded separately on a yearly basis. The Consultant shall determine all necessary engineering plans and documents needed to successfully bid and construct the ***Multi-Year Project***, including (but not limited to) construction plans, specifications, notices, meeting agendas, Engineer's estimate, permits, temporary easements and permanent easements (as needed). The Consultant will provide a description of services in their proposal to update and maintain the Village-wide pavement management system. The following Sections are typical but not exhaustive lists of Consultant Services required for the project.

3.1 Consultant Pavement Management System Services:

In 2021 the Village of Glen Ellyn developed a pavement management plan working with CMAP as part of their Pavement Data Collection and Pavement Management System ("***CMAP Report***"). The report includes summary tables, charts, graphics, and maps that depict current pavement conditions and forecasted pavement conditions under different scenarios. PCI values in the ***CMAP Report*** were calculated using data from an automated condition survey that used the Laser Crack Measurement System (LCMS) and using PAVER™ software to forecast conditions, generate budget scenarios, and recommend future maintenance and rehabilitation (M&R) plans. The goal of the system is to (a) develop and organize the pavement inventory, (b) assess the current condition of pavements, (c) develop models to predict future conditions, (d) report on past and future pavement performance, (e) develop scenarios for Maintenance & Rehabilitation based on budget or condition requirements, and (f) plan projects.

The Consultant will provide a description of services in their proposal to update and maintain the Village-wide pavement management system using similar methods and format to the ***CMAP Report***, to optimize the use of roadway funding and longevity of roadways. Consultant will update the Pavement Condition

Index every 3 years (starting in 2024), the unit pricing in the Roadway Master Plan based on current year bids, roadway work history and other items relevant to the pavement management system. Consultant will follow the methodology for Pavement Condition Index (PCI) as outlined in ASTM D6433. Consultant will make recommendations to the Village at the beginning of each season (typically during the Fall of the prior year) regarding the prioritization of locations for preventative maintenance using patching, crack sealing and other pavement preservation methods.

For more information the Consultant should review the ***CMAP Report*** which can be downloaded at the following link: https://www.cmap.illinois.gov/mobility/roads/pavement-management

3.2 Consultant Preliminary Services for the Multi-Year Project:

- Conduct a complete, detailed topographical survey extending a minimum of 100-feet beyond the limits of the proposed work. The topographical survey shall not extend further beyond the project limits than is necessary to implement the proposed improvements. The topographic survey shall include all above & underground utilities, structures, ground contours at 1-foot intervals, all significant spot elevations, building corners, trees 6-inches & larger in diameter, fences, mature landscaping, bushes, property lines, etc.
- Review **Exhibit A *Glen Ellyn Multi-Year Program Proposed Resurfacing 2023 Through 2027*** and **Exhibit B *Glen Ellyn Multi-Year Program Proposed Roadway Related Water and Sewer Improvements 2023 Through 2027*** which include estimated quantities of roadway and utility improvements for the Project. Consultant acknowledges that the quantities provided by the Village in Exhibits A and B are to be treated as estimates, not exact quantities, and to be verified by the Consultant during surveying and design.
- Consultant should describe the schedule for field topographic survey work in their proposal, to demonstrate that surveying will not impact the design schedule.
- Collect geotechnical soil borings as necessary to determine subsurface conditions (soil types, pH, CBR, Atterberg Limits, Conductivity, Standard Proctor, etc.)
- Collect pavement cores as necessary to confirm pavement section.
- Make recommendations to the Village regarding locations for preventative maintenance using patching, crack sealing and other methods.
- Review historical databases for potential soil contaminant sites and Highway Authority Agreements
- Obtain all available geospatial data from the Village Geographic Information System Contact (GIS Consortium) within and near the Multi-Year Project limits. This includes but is not limited to aerial contour maps and utility data. Consultant shall treat this GIS data as supplemental, and not as a substitute for the detailed field topographical survey. The selected consultant will need to execute a data sharing agreement with the Village to obtain said data.
- Coordinate with utility companies to identify and address any utility conflicts. These include but are not limited to Nicor, ComEd, AT&T, Comcast, etc. Order a design stage J.U.L.I.E. locate. Order utility maps from utility companies that are located within and adjacent to the limits of the Multi-year Project to ensure all possible conflicts are addressed.
- Review and incorporate into the design (as needed) all "as-constructed/as-built" information, as provided by the Village.
- Review the videos of sewer televising to determine the appropriate storm sewer and sanitary sewer repairs. Videos to be provided by the Village.
- Review the condition and grades of existing sidewalk, and curb & gutter, to identify which require spot repairs or full replacement (as needed).
- Delineate any Wetlands and apply to the United States Army Corps of Engineers (USACOE) for any required Permits or Letters of No Objection (as needed).

- Review the scope of the Multi-Year Plan to determine if there are cost savings are available through Value Engineering.
- Identify and submit all required and applicable 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), etc.

3.3 Consultant Plans, Specifications and Engineer's Estimate Services for the Multi-Year Project:

- Consultant shall prepare Bid Packages for each year of the Multi-Year Program for use in competitive bidding. These shall include engineering plans and specifications not limited to: Cover Sheet with project title, Summary of Quantities, Traffic Control & Protection, Grading Plans, SWPPP / Erosion Control Plan, Utility Plans & Profiles, 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 Engineer's Estimate of Cost. Consultant shall determine what other plans, documents and/or information are necessary, if any, to develop an effective and competitive Bid Package. The Consultant is responsible for incorporating all Village review comments provided during the design process into the final plans.
- Prepare all construction contract documents including Plans, Specifications and Engineer's estimate. Provide fifteen (15) hard copy sets of full-sized (24"x36") construction documents. Provide an electronic copy (pdf format) of all plans and projects documents.
- Provide any relevant special provisions. The Village will provide General Conditions for the Consultant's use. The Village will provide certain Special Provisions for the Consultant's use.
- Submit to the Village a Pre-Final progress set of Engineering Plans and Specs that are approximately 60% of Final, for intermediate review by Village staff. Specifications shall be provided in MS Word format. Engineering plans shall be provided as two (2) full-size and two (2) half-size paper copies, along with one electronic copy in pdf format by email.
- Identify, prepare and record any temporary and permanent easements (as needed). For situations where easements are required, the Village will select a representative to attend any meetings with the property owners and the Consultant. The Consultant shall include the Village on all correspondence with property owners. Plats and easements shall include legal descriptions and be recorded through the DuPage County Recorder (as needed).
- Incorporate in the design a plan that addresses positive drainage, to prevent standing water or drainage issues along curbs or sidewalks.
- Identify and advise the Village on any field conditions, constraints and/or physical limitations/conflicts related to the proposed scope of work so that those issues can be addressed during the design process.
- Prepare the plans so that underground utility work can be completed during and/or concurrent with roadway surface improvements, so that new roadway surfaces will not be disturbed to access underground utilities at a later date.
- Coordinate with the Village to include language in the bidding documents to minimize the work's impacts on school routes, such as a scheduling work on certain roads near school routes earlier in the season before students return to school in late summer.
- Determine if there are stormwater Best Management Practices (BMPs), including green infrastructure improvements, that should be incorporated.
- Obtain all required permits, including, but not limited to the Village of Glen Ellyn, DuPage County, IDOT, IEPA, IDNR, etc.
- Prepare and provide to the Village "as built" drawings that incorporate field changes and red-lines from the contractor.

3.4 Consultant Competitive Bidding services for each year of the Multi-Year Project:

Consultant shall, for each year of the Project:

- Prepare "Bid Packages" and construction documents as described above
- Assist the Village with the competitive bidding process
- Prepare Ad/Notice to advertise the Request for Bids
- Attend 1 or 2 pre-bid meetings (as needed) with Village Staff and bidders
- Answer technical and engineering questions from contractors during bidding process.
- Issue Addendums, as needed.
- Review the references of the first low bidder and second low bidder
- Review the low bidder's cost tabulation sheet for errors
- Review the low bidder's work history and availability.
- Review the low bidder's bid bond(s)
- Make a lowest responsible bidder award recommendation to the Village
- Update the Pavement Management System at the end of each season / as needed

Respondents shall include in their Proposal any additional tasks they believe are necessary for the completion of the requested services and identify those additional tasks in ***bold and italics***.

4.0 Schedule for RFP and Consultant Selection:

It is the Village's intent to review proposals immediately following the proposal due date/time and recommend approval at the following Village Board meeting. Selected firms shall commence work immediately upon execution of a Contract and Notice of Award. The following is a tentative schedule subject to change (meetings are at Village discretion):

• Glen Ellyn issues RFP for ***Multi Year Project***	October 5th 2022
• Pre-proposal meeting	October 19th 2022
• Proposals due to Glen Ellyn	October 26th 2022 3:30pm
• Interview meeting(s) with Consultant(s)	November 9th 2022
• Deadline for December 12th Village Board Agenda	December 5th 2022
• Professional Services agreement on Village Board Agenda	December 12th 2022
• Consultant services start date	December 13th 2022

5.0 General Schedule for Multi Year Project:

As described above the Village intends to undertake a Multi-Year Project over a period of up to 5 years. The Village anticipates the annual schedule for design, bidding and award of construction contracts will follow a similar timeline as the 2023 schedule:

• Consultant preliminary activities (topographic survey, cores etc.)	Fall 2022/ Spring 2023
• Consultant preparation of bidding documents	Fall 2022/ Spring 2023
• Advertise Request for Bids for construction	Winter 2022/ Spring 2023
• Pre bid meeting as needed (Village, Consultant and Bidders)	Winter 2022/Spring 2023
• Bid opening	Winter 2022/Spring, 2023

- Award of contract to lowest responsible bidder — Winter 2022/Spring, 2023
- Start of construction — Spring, 2023
- End of construction — Fall, 2023
- Updates to the Village Pavement Management System — Ongoing

6.0 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. Proposals must include company general information, qualifications, project team, resumes, detailed scope of services, schedule and costs (not-to-exceed). Consultant may include other information that is relevant or beneficial to the selection process.

The proposal shall contain the following, at a minimum:

- Cover Letter
- Table of Contents
- An Executive Summary
- Project Team
- Project Understanding and Approach
- Detailed Work Plan
- Key Personnel References
- Project Work Matrix
- Project Schedule

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. The Village reserves the right to select a short list of Consultants at its own discretion to present their qualifications, respond to questions, and supply supplemental information. The Village will not provide minutes of Pre-proposal meetings. The Village will issue addenda to the RFP as needed.

Delivery of Proposals
Electronic proposals for this RFP shall be submitted to Jack Gallagher, P.E., Civil Engineer, at jgallagher@glenellyn.org by no later than 3:30 p.m. on October 26, 2022. Please cc: Steve Warner, P.E., Civil Engineer II, at swarner@glenellyn.org and Rich Daubert, P.E., Professional Engineer at rdaubert@glenellyn.org.

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 shall 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.

An agreement or equivalent agreement may be executed once one or more respondents are found to be qualified, a selection of the most qualified is determined by the Village, and the Village approves of the award.

7.0 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 references (name, title, address, phone, e-mail & fax numbers) within the last three 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) Project Costs as follows:

Not-To-Exceed Cost: 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. Village requests that Consultants describe the topographic surveying services and cost separately in detail in the proposal, due to surveying's importance as relates to the project schedule.

Follow-up discussions may be conducted by the Village with multiple firms to resolve questions, clarify or adjust the scope of work, and agree upon cost prior to making a recommendation to the Village Board.

8.0 Consultant Services Contract/Professional Services Agreement:

The Village's Sample Consultant Services Contract is attached for reference. The final form of the Contract is negotiable.

9.0 Exhibits:

- **Exhibit A** ***Glen Ellyn Multi-Year Program Proposed Resurfacing 2023 Through 2027***
- **Exhibit B** ***Glen Ellyn Multi-Year Program Proposed Roadway Related Water and Sewer Improvements 2023 Through 2027***
- **Exhibit C** ***CMAP Pavement Data Collection and Pavement Management System*** consultant is responsible for downloading this document at the following link: https://www.cmap.illinois.gov/mobility/roads/pavement-management.
- **Exhibit D** ***CIP Location Maps for 2023 Through 2027***
- **Exhibit E** ***Sample Consultant Services Contract***

Questions:

If you have questions or need additional information regarding this RFP, contact Jack Gallagher, P.E., Civil Engineer by email at jgallagher@glenellyn.org. Please cc: Steve Warner, P.E., Civil Engineer II, at swarner@glenellyn.org and Rich Daubert, P.E., Professional Engineer at rdaubert@glenellyn.org. Updates made during the RFP process that are relevant to the RFP will be issued in the form of addenda and distributed by email to parties that were issued the RFP by the Village.

Exhibit A Glen Ellyn Multi-Year Program
Proposed Street Resurfacing 2023 - 2027
Updated October 4th, 2022

Year: 2023 (CY - 23)

Segment	PCI - 2004	PCI - 2008	PCI - 2012	PCI - 2016	Length (ft)	Width (ft)	Area (SY)	Type of Rehabilitation	Unit Cost	Street Rehabilitation Cost
Ahlstrand: Park to West Village Limit		73	68	41	275	22	672	Skip Patch	26.802	$ 18,017
Ahlstrand: Park to Stanton		68	54	36	720	22	1,760	Type IA	36.936	$ 65,008
Ashlstrand: Stanton to Arboretum		68	54	36	1,700	22	4,156	Type IA	36.936	$ 153,491
Amber Ridge: Sheehan to South Montclair					1,008	22	2,500	Type IA	36.936	$ 92,341
Arboretum: Stanton to Butterfield					1,550	22	2,500	Type IA	36.936	$ 92,341
Brentwood: Montclair to End					670	27	2,450	Type IA	36.936	$ 90,494
Carolyn Drive: Muirwood to South End	100	94	56	49	257	21	600	Type IC	110.809	$ 66,449
Deerglen Ct.: Second to South End		100	96	80	690	20	1,533	Type IA	36.936	$ 56,636
Forest: Oak to Elm	24	100	92	84	684	20	1,520	Type IA	36.936	$ 56,143
Glen Haven Ln: Ellyn to East End	100	94	94	93	287	24	765	Type IB	51.711	$ 39,576
Glenbard: Montclair to Route 53	100	94	78 - 90	86-73	1,273	24	3,395	Type IB	51.711	$ 175,541
Harding: Park to Montclair	100	98	58 - 93	75-70	1,260	24	3,360	Type IB	51.711	$ 173,749
Hedge Court: Glenbard to South End	100	94	94	82	269	24	717	Type IB	51.711	$ 37,094
Highland: Linden to Oak	97 - 100	87 - 96	75 - 89	78-69	1,274	20	2,831	Type IB	51.711	$ 146,399
Lenox: Oak to St. Charles	98	94	86 - 94	94-83	1,147	20	2,549	Type IA	36.936	$ 94,147
Linden: Western to Main	100	99 - 100	96 98	97	1,780	20	3,956	Type IA	36.936	$ 146,104
Maple: Western to Main	100	97	89 - 95	95	1,978	20	4,396	Type IA	36.936	$ 162,356
Marston: Park to Milton	98	92	88 - 90	71-65	990	23	2,530	Type IB	51.711	$ 130,829
Milton: Marston to Harding	94 - 95	87 - 90	85 - 87	63-51	2,623	23	6,703	Type IB	51.711	$ 346,630
Montclair: Ambert Ridge to Harding	98	95	83 - 92	76	1,143	24	3,048	Type IB	51.711	$ 157,615
Muirwood: Park to North End		99	98	92	492	27	1,476	Type IA	36.936	$ 54,518
Pleasant: Cottage to Hawthorne					490	20	1,089	Type IA	36.936	$ 40,220
Pleasant: Hawthorne to Maple	90	86	83 - 85	77-65	1,422	20	3,160	Type IB	51.711	$ 163,407
Prairie: Cottage to Hawthorne					490	20	1,089	Type IB	51.711	$ 56,307
Prairie: Hawthorne to Oak	100	93	85 - 92	87-76	2,085	20	4,633	Type IB	51.711	$ 239,594
Saddlewood: St. Charles & Loop	100	99	94	78	1,745	27.7	5,371	Type IB	51.711	$ 277,725
South Ellyn: Buena Vista to Marston	100	94	94	92-84	587	22	1,435	Type IB	51.711	$ 74,199
South Ellyn: Marston to Harding	91 - 100	86 - 89	86 - 89	70-61	2,616	23	6,685	Type IB	51.711	$ 345,705
Stagecoach Run: Wesern to Pleasant	100	97	84	59	1,522	24	4,059	Type IB	51.711	$ 209,877
Stagecoach Run: West End to Pleasant	100	96	85	66	520	24	1,387	Type IB	51.711	$ 71,706
Stanton: Ahlstrand to Arboretum		70	54	43	1,700	22	4,156	Type IA	36.936	$ 153,491
Stonegate Court: Glenbard to South End	100	99	98	81	280	25.8	803	Type IB	51.711	$ 41,507
Central Business District Streetscape Project										
Main: Crescent to Anthony Including Anthony at Main (CBD)	97-81	89-77	86-68	59-45	960	40 to 47	See Final Plans	Recon	See Cost Est.	
Pennsylvania: Western to Main (CBD)	88	84	75-66	64	1,550	43	See Final Plans	Recon	See Cost Est.	$ 9,683,000
Pennsylvania: Main to Park (CBD)	71	88	73	59	900	44	See Final Plans	Recon	See Cost Est.	
Crescent Boulevard LAFO										
Lake to East Village Limit	100	82	65	53	6,864	22 to 25	12,935	LAFO	See Cost Est.	$ 1,151,000
Concrete Street Patching and Rehabilitation Program										
Oak / Essex / Grand										$ 50,000
GRAND TOTALS					**45,801**	**feet**	**8.67**	**miles**		**$ 14,913,216**
								total with engineering @ 10%		**$ 5,748,237.63**

Exhibit A Glen Ellyn Multi-Year Program
Proposed Street Resurfacing 2023 - 2027
Updated October 4th, 2022

Year: 2024 (CY - 24)

Segment	PCI - 2004	PCI - 2008	PCI - 2012	PCI - 2016	Length (ft)	Width (ft)	Area (SY)	Type of Rehabilitation	Unit Cost	Street Rehabilitation Cost
Annandale: Hillside to Duane	100	100	98	94	508	19	1,072	Type IA	38.783	$ 41,593
Anthony: Kenilworth to Newton	99	98	87	82	872	18	1,744	Type IA	38.783	$ 67,638
Anthony: Newton to Western	99	99	86	75	690	22	1,687	Type IA	38.783	$ 65,414
Arlington: Regent to Glenwood	100	94 - 96	85 - 89	85	1,008	22	2,464	Type IA	36.936	$ 91,011
Bemis Road: Route 53 to Sunnybrook				37	2,014	23	5,147	Asphalt Reconstruction	387.832	$ 1,996,128
Carleton: Hill to North End	100	96	89	72	385	21	898	Type II	232.699	$ 209,041
Cottage: Kenilworth to Newton	100	95	93	82	872	20	1,938	Type IA	38.783	$ 75,153
Cottage: Newton to Western	100	95	87	83	693	20	1,540	Type IA	38.783	$ 59,726
Crest: Fairview to Revere	100	97	92	85	528	20	1,173	Type IB	54.296	$ 63,708
Crest: Revere to High	100	97	96	80	572	20	1,271	Type IB	54.296	$ 69,017
Evergreen: Geneva to North End	100	99	89	75	590	24	1,573	Type IC	116.350	$ 183,057
Exmoor: Taft to Roosevelt	100	94	88	73	340	26	982	Type IB	54.296	$ 53,331
Fairview: Crest to East	100	94	91	79	350	25	972	Type IB	54.296	$ 52,788
Fairview: East to Park	100	94	91	76	345	26	997	Type IB	54.296	$ 54,115
Fairview: Forest to Crest	100	94	77	73	403	25	1,119	Type IB	54.296	$ 60,782
Fairview: Main to Forest	100	94	91	77	426	25	1,183	Type IB	54.296	$ 64,251
Forest: Fairview to Revere	100	96	90	84	528	20	1,173	Type IB	54.296	$ 63,708
Forest: High to Lakeview Terr.	96	94	92	88	544	20	1,209	Type IB	54.296	$ 65,638
Forest: Revere to High	100	96	92	84	581	20	1,291	Type IB	54.296	$ 70,103
Greenfield Av: Ott Av to Kenilworth Av	43	97	84	74	365	23	933	Type IB	54.296	$ 50,647
Greenfield Av: Kenilworth Av to Lambert Rd	43	97	89	62	329	23	841	Type IB	54.296	$ 45,651
Greenfield Av: Lambert Rd to Newton Av	43	97	87	62	324	23	828	Type IB	54.296	$ 44,957
Greenfield Av: Newton Av to Hillcrest Ave	33	96	90	72	362	40	1,609	Type IB	54.296	$ 87,357
Greenfield Av: Hillcrest Av to Brandon Av	33	96	92	73	363	40	1,613	Type IB	54.296	$ 87,598
Greenfield: Brandon to Main	100	94	89	78	1,612	22	3,940	Type IB	54.296	$ 213,952
High: Crest to East	99	97	92	80	346	20	769	Type IB	54.296	$ 41,748
High: East to Park	99	97	95	96	360	20	800	Type IB	54.296	$ 43,437
High: Forest to Crest	100	96	94	96	363	20	807	Type IB	54.296	$ 43,799
High: Main to Forest	100	96	92	92	517	20	1,149	Type IB	54.296	$ 62,381
Hillside: Annandale to Montclair	100	99	87	81	364	24	971	Type IA	38.783	$ 37,646
Hillside: Montclair to Taylor	100	99	95	93	1,032	24	2,752	Type IA	38.783	$ 106,731
Hillside: Park to Annandale	100	99	87	81	438	24	1,168	Type IA	38.783	$ 45,299
Indian Drive: Roslyn to Shady	99	92	89	74	765	23	1,955	Type IIA	325.779	$ 636,898
Jenna Court: Sunnybrook to West End					512	20	1,138	Type IA	38.783	$ 44,127
Memory Ct: Indian to East End	0	92	84	75	205	23	524	Type IIA	325.779	$ 170,672
Montclair: Duane to North End	100	99	94	82	452	20	1,004	Type IA	38.783	$ 38,956
Montclair: Hill to Bremer Ct.	100	100	96	88	326	20	724	Type IA	38.783	$ 28,096
Montclair: Hillside to Duane	100	92	87	78	514	20	1,142	Type IA	38.783	$ 44,299
Montclaire: Bremer Ct. to Hillside	100	100	97	92	472	20	1,049	Type IA	38.783	$ 40,679
Newton: Anthony to Cottage	100	96	94	86	375	20	833	Type IA	38.783	$ 32,319
Newton: Cottage to Cottage	100	98	89	84	186	20	413	Type IA	38.783	$ 16,030
Newton: Cottage to Hawthorne	100	98	93	87	330	20	733	Type IA	38.783	$ 28,441
Newton: Hawthorne to Linden	100	100	98	90	660	20	1,467	Type IA	38.783	$ 56,882
Newton: Pennsylvania to Anthonty	100	96	90	81	706	20	1,569	Type IA	38.783	$ 60,847
Pleasant: Geneva to Stagecoach	100	97	92	68	173	24	461	Type IB	54.296	$ 25,049
Regent: Greenfield to Turner	99	91	88	84	1,030	22	2,518	Type IA	36.936	$ 92,998
Revere Crest to East	100	100	96	94	348	20	773	Type IB	54.296	$ 41,989
Revere: East to Park	100	100	96	91	358	20	796	Type IB	54.296	$ 43,196
Revere: Forest to Crest	100	100	94	90	419	20	931	Type IB	54.296	$ 50,556
Revere: Main to Forest	100	100	94	94	441	20	980	Type IB	54.296	$ 53,211
Shady Lane: Indian to East End	99	92	87	65	500	22	1,222	Type IIA	325.779	$ 398,174
Sunnybrook: Bemis to Maya Court Development					955	23	2,441	Type IA	38.783	$ 94,653
Taft : Park to Nicoll Way	100	94	89	75	1526	26	4,408	Type IB	54.296	$ 239,363
Van Damin: Highview to North End	89	86	85	73	481	20	1,069	Type II	232.699	$ 248,730
Central Business District Streetscape Project										
Crescent: Prospect to Main (CBD)	87	85	80	63	881	42	See Final Plans	Recon	See Cost Est.	
Glenwood: Crescent to Pennsylvania (CBD)	92	90	78	63	311	50	See Final Plans	Recon	See Cost Est.	$ 4,071,000
Prospect: Duane to Pennsylvania (CBD)	83	77	63-51	54	557	36	See Final Plans	Recon	See Cost Est.	
Concrete Street Patching and Rehabilitation Program										
Fawell										$ 50,000
GRAND TOTALS					**32,507**	**feet**	**6.16**	**miles**		**$ 10,924,571**
								total with engineering @ 10%		**$ 11,604,928.30**

Exhibit A Glen Ellyn Multi-Year Program
Proposed Street Resurfacing 2023 - 2027
Updated October 4th, 2022

Year: 2025 (CY - 25)

Segment	PCI - 2004	PCI - 2008	PCI - 2012	PCI - 2016	Length (ft)	Width (ft)	Area (SY)	Type of Rehabilitation	Unit Cost	Street Rehabilitation Cost
Exmoor: Revere to Highview	100	99	96 - 97	84	1,389	20	3,087	Type IA	40.722	$ 125,696
Grandview : Route 53 to May	100	98	79	46	542	24	1,445	Type IC	122.167	$ 176,572
Grandview: May to Valley	100	99	88	72	527	24	1,405	Type IA	40.722	$ 57,228
Grandview: Valley to Highview	100	99	89	69	592	24	1,579	Type IC	122.167	$ 192,861
Grandview: Highview to Smith	100	100	94	80	912	24	2,432	Type IA	40.722	$ 99,037
Highview: Park to Montclair	100	97	94	81-77	788	20	1,751	Type IA	40.722	$ 71,309
Highview: Montclair to Bryant	100	97	86 - 92	74	1,423	20	3,162	Type IB	57.011	$ 180,282
Highview: Bryant to Grandview	100	92	87	66	853	23	2,180	Type IB	57.011	$ 124,278
Marion: Kenilworth to Western	100	97	91	88	1,542	20	3,427	Type IA	40.722	$ 139,542
May: Spring to Granview	100	96	96	58	381	23	974	Type IB	57.011	$ 55,510
May: Grandview to Highview	100	96	88 - 91	58	1,264	23	3,230	Type II	244.334	$ 789,254
May: Highview to Hill	88	85	74 - 85	58	1,525	22	3,728	Type IB	57.011	$ 212,526
Merton: Revere to Highview	100	98 - 100	95 - 97	97-79	1,364	20	3,031	Type IA	40.722	$ 123,434
Montclair: Revere to Highview	100	100	92 - 98	92-74	1,382	20	3,071	Type IA	40.722	$ 125,063
Revere: Park to Bryant	100	100	95 - 97	92-83	2,183	20	4,851	Type IA	40.722	$ 197,549
Revere: Bryant to May	100	92	86 - 87	66	843	23	2,154	Type II	244.334	$ 526,377
Sheehan: Park to IL Route 53	87/94	84	87	74	2,478	23	6,333	Asphalt Reconstruction	407.224	$ 2,578,812
Lowell: South End to Revere	100	100	87	60	483	23	1,234	Type IC	122.167	$ 150,795
Taylor: Revere to Highview	100	100	98 - 100	91	1,434	20	3,187	Type IA	40.722	$ 129,769
Traver Ave: Harwarden to Hill				89	997	21	2,326	Type IIA	342.068	$ 795,764
Turner: Bryant to May	100	99	85	77	398	22	973	Type IB	57.011	$ 55,466
Valley: May to Grandview	100	99	98	95	388	22	948	Type IA	40.722	$ 38,623
Van Damin: Wingate to Highview	100	100	98	94	479	20	1,064	Type IA	40.722	$ 43,347
Wingate: Park to Bryant	100	99	95 - 99	95	2,142	20	4,760	Type IA	40.722	$ 193,838
Concrete Street Patching and Rehabilitation Program										
Hillside										$ 50,000
Bryant / Hawthorne										$ 100,000
Western										$ 100,000
GRAND TOTALS					26,309	feet	**4.98**	**miles**		**$ 7,432,932**
								total with engineering @ 10%		**$ 8,151,225.32**

Exhibit A Glen Ellyn Multi-Year Program
Proposed Street Resurfacing 2023 - 2027
Updated October 4th, 2022

Year: 2026 (CY - 26)

Segment	PCI - 2004	PCI - 2008	PCI - 2012	PCI - 2016	Length (ft)	Width (ft)	Area (SY)	Type of Rehabilitation	Unit Cost	Street Rehabilitation Cost
Pershing: Route 53 To Route 38: Route 53 to Abbey Dr	41	98	84 - 86	67	1,385	34	5,232	Type IB	59.862	$ 313,211
Spring Av: Route 53 to May Av	100	90	83	74	530	23	1,354	Type IA	42.758	$ 57,914
Spring Av: May Av to Oxford Rd (North Return)	100	90	88	84	341	23	871	Type IA	42.758	$ 37,262
Spring Av: Oxford Rd to Roslyn Rd	26	90	87	60	1,173	22	2,867	Type IA	42.758	$ 122,603
Spring Av: Roslyn Rd to Smith St	46	94	91	78	504	22	1,232	Type IB	59.862	$ 73,750
Spring Av: Smith St to Waverly Rd (North Return)	46	94	88	77	530	22	1,296	Type IB	59.862	$ 77,554
Spring Av: Waverly Rd to Glen Oak Av	24	99	92	82	620	23	1,584	Type IB	59.862	$ 94,848
Spring Av: Glen Oak Av to Hill Av	24	99	92	79	424	23	1,084	Type IB	59.862	$ 64,864
Woodstock Av: Oxford Rd to Roslyn Rd	100	99	90	78	1,315	20	2,922	Type IA	42.758	$ 124,950
Woodstock Av: Roslyn Rd to Waverly Rd	100	99	93	78	964	20	2,142	Type IA	42.758	$ 91,598
Abbey Dr: Route 53 to Snowhill Ct	26	99	89	74	671	25	1,864	Type IB	59.862	$ 111,576
Abbey Dr: Snowhill Ct to Maryknoll Cir	26	99	90	69	915	25	2,542	Type IB	59.862	$ 152,149
Abbey Dr: Maryknoll Cir to Pershing Av	26	99	79	51	1,844	25	5,122	Type IB	59.862	$ 306,626
Riford Rd: Crescent Bl to Oak St	44	74	99	99	1,225	22	2,994	Type IA	42.758	$ 128,038
Riford Rd: Oak St to Grand Av	70	74	100	97	477	22	1,166	Type IA	42.758	$ 49,856
Riford Rd: Grand Av (East) to Chidester St	70	74	100	100	93	22	227	Type IA	42.758	$ 9,720
Riford Rd: Chidester St to Elm St	70	74	100	100	398	22	973	Type IA	42.758	$ 41,599
Riford Rd: Elm St to Meredith Pl	70	74	100	100	411	22	1,005	Type IA	42.758	$ 42,958
Riford Rd: Meredith Pl to St Charles Rd	70	74	100	100	444	22	1,085	Type IA	42.758	$ 46,407
Oak St: Grand Av (East) to Riford Rd			100	95	162	20	360	Type IA	42.758	$ 15,393
Abbotsford Ct: Oxford Rd to Scott Av	41	92	80	76	1,359	21	3,171	Type IB	59.862	$ 189,822
Anthony St: Western Av to Pleasant Av	85	97	80	53	924	24	2,464	Type IB	59.862	$ 147,500
Anthony St: Pleasant Av to Main St	85	97	88	78	604	24	1,611	Type IA	42.758	$ 68,870
Anthony St: Main St to Forest Av	57	98	88	67	440	24	1,173	Type IA	42.758	$ 50,170
Anthony St: Forest Av to Park Bl	19	100	97	79	312	24	832	Type IA	42.758	$ 35,575
Appian Way: Forest Av to East End	100	100	99	92	232	15	387	Type IA	42.758	$ 16,533
Baker Ct: Abbey Dr to East End	67	97	94	74	657	25	1,825	Type IB	59.862	$ 109,248
Cottage Av: Pleasant Av (W) to Pleasant Av (E)	66	66	85	100	176	20	391	Type IA	42.758	$ 16,723
Cottage Av: Main St to Forest Av	59	52	97	86	436	20	969	Type IA	42.758	$ 41,428
Cumnor Av: Oxford Rd to Roslyn Rd	0	87	79	77	1,315	21	3,068	Type IA	42.758	$ 131,197
Cumnor Av: Roslyn Rd to Waverly Rd	0	87	92	81	962	21	2,245	Type IA	42.758	$ 95,979
Forest Av: Hill Av to Phillips Av	66	99	99	82	494	20	1,098	Type IB	59.862	$ 65,715
Forest Av: Phillips Av to Hillside Av	66	99	99	95	470	20	1,044	Type IA	42.758	$ 44,659
Forest Av: Hillside Av to Appian Way	42	100	99	98	261	20	580	Type IA	42.758	$ 24,800
Forest Av: Appian Way to Duane St	42	100	89	95	258	20	573	Type IA	42.758	$ 24,515
Forest Av: Pennsylvania Av to Anthony St	47	100	92	79	364	21	849	Type IB	59.862	$ 50,843
Forest Av: Anthony St to Cottage Av	47	100	98	85	369	21	861	Type IA	42.758	$ 36,815
Forest Av: Cottage Av to Hawthorne Bl	47	100	98	83	512	21	1,195	Type IA	42.758	$ 51,082
Hillside Av: Main St to Forest Av	43	100	95	84	524	24	1,397	Type IA	42.758	$ 59,748
Hillside Av: Forest Av to Park Bl	43	100	99	79	733	24	1,955	Type IA	42.758	$ 83,579
Linden St: West End to Kenilworth Av	6	98	93	79	590	23	1,508	Type IA	42.758	$ 64,470
Linden St: Kenilworth Av to Newton Av	8	100	87	79	878	20	1,951	Type IA	42.758	$ 83,427
Linden St: Newton Av to Davis Terrace	8	100	95	76	339	20	753	Type IA	42.758	$ 32,211
Linden St: Davis Terrace to Western Av	8	100	98	81	350	20	778	Type IA	42.758	$ 33,257
Maryknoll Cir: Abbey Dr (South) to Oakwood Ct	57	100	87	65	656	25	1,822	Type IB	59.862	$ 109,082
Maryknoll Cir: Oakwood Ct to Abbey Dr (North)	57	100	86	69	2,418	25	6,717	Type IB	59.862	$ 402,072
Meredith Pl: West End to Riford Av	3	100	99	92	370	20	822	Type IB	59.862	$ 49,220
Oakwood Ct: Maryknoll Cir to North End	72	98	90	73	585	25	1,625	Type IB	59.862	$ 97,276
Oxford Rd: Spring Av (Both Returns) to Cumnor Av	18	99	98	81	654	21	1,526	Type IA	42.758	$ 65,249
Oxford Rd: Cumnor Av to Woodstock Av	18	99	97	88	358	21	835	Type IA	42.758	$ 35,718
Oxford Rd: Woodstock Av to Scott Av	18	99	98	92	390	21	910	Type IA	42.758	$ 38,910
Oxford Rd: Scott Av to Abbotsford Ct	18	99	85	83	280	21	653	Type IA	42.758	$ 27,936
Pleasant Av: Anthony St to Cottage Av	90	99	94	81	369	20	820	Type IA	42.758	$ 35,062
Roslyn Rd: Spring Av to Cumnor Av	28	100	98	91	371	21	866	Type IA	42.758	$ 37,015
Roslyn Rd: Cumnor Av to Woodstock Av	28	100	98	90	397	21	926	Type IA	42.758	$ 39,609
Roslyn Rd: Woodstock Av to Scott Av	28	100	98	89	397	21	926	Type IA	42.758	$ 39,609
Roslyn Rd: Scott Av to Indian Dr	28	100	98	74	360	21	840	Type IA	42.758	$ 35,917
Scott Av: Oxford Rd to Abbotsford Ct	35	99	95	81	1,099	21	2,564	Type IA	42.758	$ 109,647
Scott Av: Abbotsford Ct to Roslyn Rd	35	99	83	79	224	21	523	Type IA	42.758	$ 22,348
Scott Av: Roslyn Rd to Waverly Rd	35	99	91	83	771	24	2,056	Type IA	42.758	$ 87,911
Snowhill Ct: West End to Abbey Dr	29	98	94	71	555	25	1,542	Type IB	59.862	$ 92,287
Waverly Rd: Spring Av (Both Returns) to Cumnor Av		98	86	78	675	23	1,725	Type IA	42.758	$ 73,758
Waverly Rd: Cumnor Av to Woodstock Av		98	92	80	397	23	1,015	Type IA	42.758	$ 43,381
Waverly Rd: Woodstock Av to Scott Av		98	92	81	382	23	976	Type IA	42.758	$ 41,742
Waverly Rd: Scott Av to Indian Dr		98	97	75	878	23	2,244	Type IA	42.758	$ 95,941
Concrete Street Patching and Rehabilitation Program										$ -
GRAND TOTALS					40,571		**7.68**	**miles**		**$ 5,100,729**
								total with engineering @ 10%		**$ 5,610,802**

Exhibit A Glen Ellyn Multi-Year Program
Proposed Street Resurfacing 2023 - 2027
Updated October 4th, 2022

Year: 2027 (CY-27)

Segment	PCI - 2004	PCI - 2008	PCI - 2012	PCI - 2016	Length (ft)	Width (ft)	Area (SY)	Type of Rehabilitation	Unit Cost	Street Rehabilitation Cost
Brandon Av: Illinois St to Fairview Av	46	98	87	72	755	23	1,929	Type IB	62.855	$ 121,275
Fairview Av: Brandon Av to Sunset Av	30	95	95	83	463	20	1,029	Type IA	44.896	$ 46,193
Fairview Av: Sunset Av to Cranston Ct	30	95	89	82	456	25.5	1,292	Type IC	134.689	$ 174,018
Fairview Av: Cranston Ct to Main St	30	95	91	79	709	25.5	2,009	Type IC	134.689	$ 270,568
Illinois St: Ott Av to Kenilworth Av	45	98	97	79	363	23	928	Type IB	62.855	$ 58,308
Illinois St: Kenilworth Av to Lambert Av	45	98	97	84	328	23	838	Type IB	62.855	$ 52,686
Illinois St: Lambert Av to Newton Av	38	97	94	81	330	23	843	Type IB	62.855	$ 53,008
Illinois St: Newton Av to Hillcrest Ave	38	97	96	85	360	23	920	Type IB	62.855	$ 57,827
Illinois St: Hillcrest Av to Brandon Av	38	97	93	84	358	23	915	Type IB	62.855	$ 57,505
Lambert: South Limits To Roosevelt: Fawell Blvd to Ramblewood Dr	65	98	84	92	653	58	4,208	Type IB	62.855	$ 264,508
Lambert Rd: Ramblewood Dr to Buena Vista Dr	65	98	92	82	394	36	1,576	Type IB	62.855	$ 99,059
Lambert Rd: Buena Vista Dr to Mccreey	65	98	95	75	847	36	3,388	Type IB	62.855	$ 212,953
Lambert Rd: Mccreey to Orchard Ln	65	98	95	85	647	36	2,588	Type IB	62.855	$ 162,669
Lambert Rd: Orchard Ln to Taft Av	65	98	96	77	2,621	36	10,484	Type IB	62.855	$ 658,972
Lambert Rd: Taft Av to Roosevelt Rd	75	69	100	66	330	44	1,613	Type IB	62.855	$ 101,406
Lambert Rd: Roosevelt Rd to Illinois St	66	93	87	68	1,102	32	3,918	Type IC	134.689	$ 527,742
Lambert Rd: Illinois St to Fairview Av	66	93	85	70	762	32	2,709	Type IC	134.689	$ 364,918
Lambert Rd: Fairview Av to Greenfield Av	66	93	92	65	804	32	2,859	Type IC	134.689	$ 385,032
Brandon Av: South End to Dorset Pl	75	97	97	91	181	23	463	Type IB	62.855	$ 29,074
Brandon Av: Dorset Pl to Illinois St	75	97	78	75	533	23	1,362	Type IB	62.855	$ 85,615
Brandon Av: Fairview Av to Greenfield Av	57	97	84	64	819	23	2,093	Type IB	62.855	$ 131,555
Dorset Pl: Brandon Av to Sunset Av	4	100	91	79	651	26	1,881	Type IB	62.855	$ 118,209
Fairview Av: Ott Av to Kenilworth Av	44	96	92	74	363	23	928	Type IB	62.855	$ 58,308
Fairview Av: Kenilworth Av to Lambert Av	63	97	75	69	329	23	841	Type IB	62.855	$ 52,847
Fairview Av: Lambert Av to Newton Av	47	98	95	73	328	23	838	Type IB	62.855	$ 52,686
Hillcrest Av: Roosevelt Rd to North End	30	97	89	76	340	23	869	Type IB	62.855	$ 54,614
Hillcrest Av: South End to Illinois St	74	98	97	92	165	33	605	Type IB	62.855	$ 38,027
Hillcrest Av: Illinois St to North End	73	100	97	84	215	27	645	Type IB	62.855	$ 40,541
Hillcrest Av: South End to Greenfield Av	78	98	97	79	430	25	1,194	Type IB	62.855	$ 75,077
Kenilworth Av: South End to Illinois St	59	100	97	83	306	23	782	Type IB	62.855	$ 49,153
Kenilworth Av: Illinois St to Fairview Av	63	100	84	51	764	23	1,952	Type IB	62.855	$ 122,721
Kenilworth Av: Fairview Av to Greenfield Av	63	100	81	50	807	23	2,062	Type IB	62.855	$ 129,628
Newton Av: Roosevelt Rd to North End	70	97	92	77	364	23	930	Type IB	62.855	$ 58,469
Newton Av: South End to Illinois St	77	100	98	80	242	20	538	Type IB	62.855	$ 33,802
Newton Av: Illinois St to Fairview Av	55	96	83	70	759	23	1,940	Type IB	62.855	$ 121,918
Newton Av: Fairview Av to Greenfield Av	55	96	83	66	804	23	2,055	Type IB	62.855	$ 129,146
Newton Av: Greenfield Av to Turner Av	34	100	98	92	888	20	1,973	Type IB	62.855	$ 124,034
Newton Av: Turner Av to Hill Av	34	100	98	92	356	20	791	Type IB	62.855	$ 49,725
Ott Av: Illinois St to Willow Av	35	93	75	67	386	23	986	Type IB	62.855	$ 62,003
Ott Av: Willow Av to Fairview Av	35	93	79	57	378	23	966	Type IB	62.855	$ 60,718
Ott Av: Fairview Av to York Ln	35	93	85	63	404	23	1,032	Type IB	62.855	$ 64,894
Ott Av: York Ln to Greenfield Av	35	93	81	57	414	23	1,058	Type IB	62.855	$ 66,501
Prospect Av: Turner Av to Hill Av	13	100	98	92	419	20	931	Type IA	44.896	$ 41,804
Sunset Av: Roosevelt Rd to Dorset Ct	45	100	92	83	562	21	1,311	Type IA	44.896	$ 58,874
Sunset Av: Dorset Ct to Sunset Ct	45	100	92	92	95	21	222	Type IA	44.896	$ 9,952
Sunset Av: Sunset Ct to Fairview Av	45	100	98	92	1,295	21	3,022	Type IA	44.896	$ 135,662
Sunset Ct: Sunset Av to East End	0	100	98	95	246	26	711	Type IA	44.896	$ 31,906
Turner Av: Regent St to Prospect Av	29	63	95	88	360	24	960	Type IA	44.896	$ 43,101
Turner Av: Prospect Av to Sunset Av	29	63	100	90	265	24	707	Type IA	44.896	$ 31,727
Central Business District Streetscape Project										
Crescent: Main to Park (CBD)	87-65	86-76	78-65	68-45	979	34 to 48	See Final Plans	Recon	See Cost Est.	$ 4,959,950
Forest: Crescent to Pennsylvania (CBD)	91	90	85	62	387	47	See Final Plans	Recon	See Cost Est.	
Concrete Street Patching and Rehabilitation Program										$ 100,000
GRAND TOTALS					**28,116**		**5.33**	**miles**		**$ 10,890,889**
								total with engineering @ 10%		**$ 11,473,983**

Exhibit B

Glen Ellyn Multi-Year Program
Proposed Roadway Related Water and Sanitary Sewer Capital Improvements 2023 - 2027
Updated October 4th, 2022

Year: 2023 (CY - 23)

ROADWAY RELATED WATER SYSTEM CAPITAL IMPROVEMENTS

Roadway Segment	Description of Improvement		Improvement Cost
	TOTALS	$	-
	total w/ engineering @ 10%	$	-

ROADWAY RELATED SANITARY SEWER SYSTEM CAPITAL IMPROVEMENTS

Roadway Segment	Description of Improvement		Improvement Cost
General Spot Repairs / Adjustments	Projectwide Allowance for Sewer Spot Repairs (35000')	$	300,000
	TOTALS	$	300,000
	total w/ engineering @ 10%	$	330,000

Year: 2024 (CY - 24)

ROADWAY RELATED WATER SYSTEM CAPITAL IMPROVEMENTS

Roadway Segment	Description of Improvement		Improvement Cost
Bemis Road: Route 53 to Sunnybrook	2,000' of 8" Water Main Replacement	$	853,231
Carleton / Van Damin	850' of 8" Water Main Replacement	$	362,623
Shady / Indian / Memory Court	1,500' of 8" Water Main Replacement	$	639,923
Taft: Park to Nicoll	1,500' of 12" Water Main Replacement	$	362,623
Water Main Replacement Allowance	3,000' of 8" Water Main Replacement	$	1,279,846
	TOTALS	$	3,498,245
	total w/ engineering @ 10%	$	3,848,070

ROADWAY RELATED SANITARY SEWER SYSTEM CAPITAL IMPROVEMENTS

Roadway Segment	Description of Improvement		Improvement Cost
Bemis Road: Danby to Sunnybrook Extended Limit	Sanitary Sewer Extension (1,225')	$	570,113
Bemis Road: Park to Sunnybrook Extended Limit	Sanitary Services Replacement (31 Services)	$	288,547
	Spot Repair Allowance (1,150')	$	35,681
Carleton / Van Damin	Sanitary Services Replacement (21 services)	$	195,467
	Spot Repair Allowance (1,500')	$	46,540
Shady / Indian / Memory Court	Sanitary Services Replacement (31 services)	$	288,547
	Spot Repair Allowance (2,600')	$	80,669
General Spot Repairs / Adjustments	Projectwide Allowance for Sewer Spot Repairs (24,000')	$	300,000
	TOTALS	$	1,805,564
	total w/ engineering @ 10%	$	1,986,120

Exhibit B

Glen Ellyn Multi-Year Program
Proposed Roadway Related Water and Sanitary Sewer Capital Improvements 2023 - 2027
Updated October 4th, 2022

Year: 2025 (CY - 25)

ROADWAY RELATED WATER SYSTEM CAPITAL IMPROVEMENTS

Roadway Segment	Description of Improvement		Improvement Cost
Sheehan: Park to Milton	4" Water Main Replacement (1,150')	$	515,138
Water Main Replacement Allowance	3,000' of 8" Water Main Replacement	$	1,343,838
	TOTALS	$	1,858,976
	total w/ engineering @ 10%	$	2,044,873.59

ROADWAY RELATED SANITARY SEWER SYSTEM CAPITAL IMPROVEMENTS

Roadway Segment	Description of Improvement		Improvement Cost
Sheehan: Route 53 to Park	Sanitary Services Replacement (28 Services)	$	273,654
	Spot Repair Allowance (2,500')	$	81,445
General Spot Repairs / Adjustments	Projectwide Allowance for Sewer Spot Repairs (24,000')	$	300,000
	TOTALS	$	655,099
	total w/ engineering @ 10%	$	720,609

Year: 2026 (CY - 26)

ROADWAY RELATED WATER SYSTEM CAPITAL IMPROVEMENTS

Roadway Segment	Description of Improvement		Improvement Cost
Water Main Replacement Allowance	3,000' of 8" Water Main Replacement	$	1,411,030
	TOTALS	$	1,411,030
	total w/ engineering @ 10%	$	1,552,132.97

ROADWAY RELATED SANITARY SEWER SYSTEM CAPITAL IMPROVEMENTS

Roadway Segment	Description of Improvement		Improvement Cost
General Spot Repairs / Adjustments	Projectwide Allowance for Sewer Spot Repairs (40,571')	$	300,000
	TOTALS	$	300,000
	total w/ engineering @ 10%	$	330,000

Exhibit B

Glen Ellyn Multi-Year Program
Proposed Roadway Related Water and Sanitary Sewer Capital Improvements 2023 - 2027
Updated October 4th, 2022

Year: 2027 (CY - 27)			
ROADWAY RELATED WATER SYSTEM CAPITAL IMPROVEMENTS			
Roadway Segment	**Description of Improvement**		**Improvement Cost**
Water Main Replacement Allowance	3,000' of 8" Water Main Replacement	$	1,481,581
	TOTALS	$	1,481,581
	total w/ engineering @ 10%	$	1,629,739.62
ROADWAY RELATED SANITARY SEWER SYSTEM CAPITAL IMPROVEMENTS			
Roadway Segment	**Description of Improvement**		**Improvement Cost**
General Spot Repairs / Adjustments	Projectwide Allowance for Sewer Spot Repairs (26,750')	$	300,000
	TOTALS	$	300,000
	total w/ engineering @ 10%	$	330,000

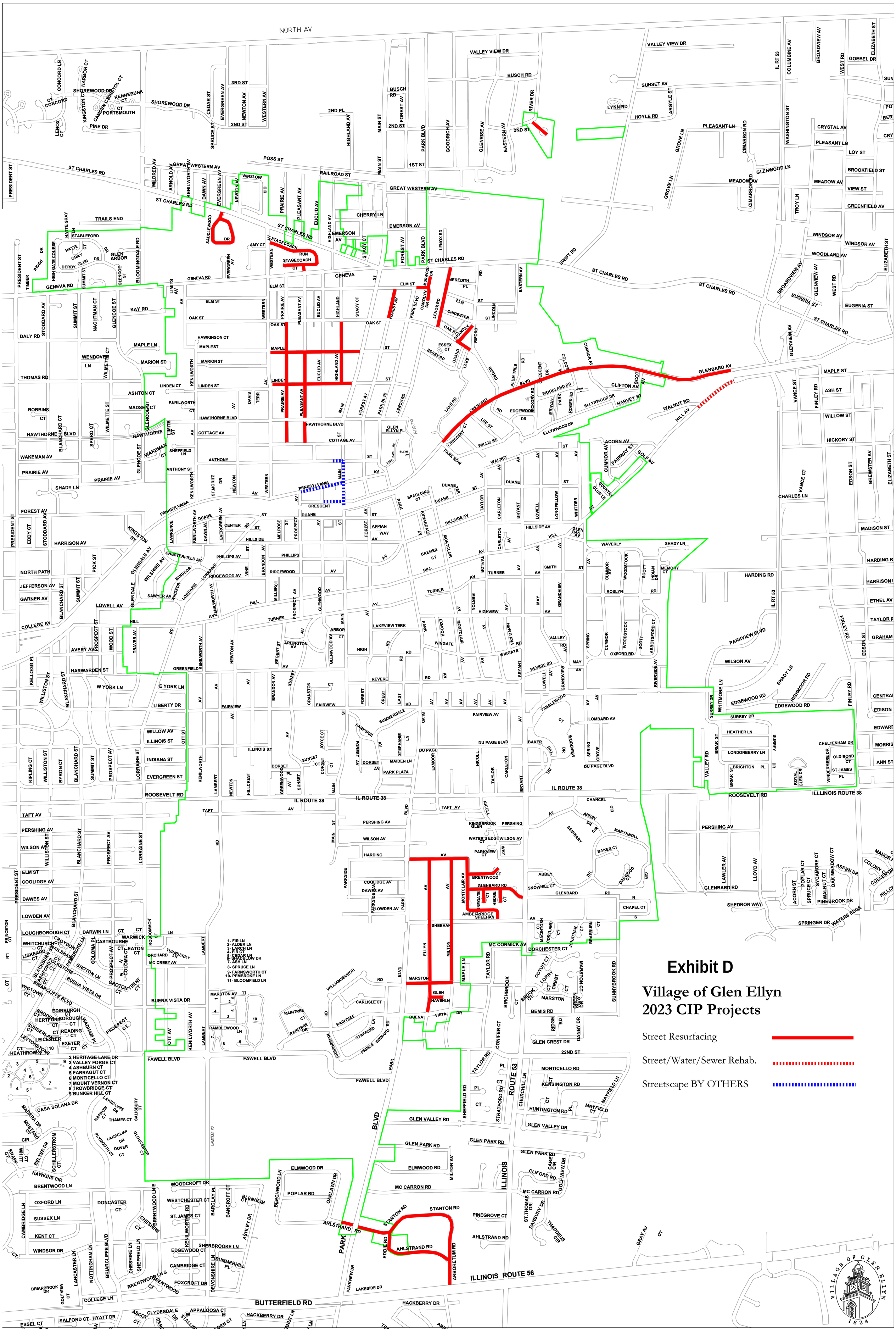
Exhibit D
Village of Glen Ellyn
2023 CIP Projects
Street Resurfacing
Street/Water/Sewer Rehab.
Streetscape BY OTHERS
1- FIR LN
2- ALDER LN
3- LARCH LN
4- FIR CT
5- CEDAR LN
6- SHADBLOW DR
7- ASH LN
8- SPRUCE LN
9- FARNSWORTH CT
10- PEMBROKE LN
11- BLOOMFIELD LN
2 HERITAGE LAKE DR
3 VALLEY FORGE CT
4 ASHBURN CT
5 FARRAGUT CT
6 MONTICELLO CT
7 MOUNT VERNON CT
8 TROWBRIDGE CT
9 BUNKER HILL CT
NORTH AV
ST CHARLES RD
GENEVA RD
IL ROUTE 38
ILLINOIS ROUTE 38
ILLINOIS ROUTE 56
BUTTERFIELD RD
ROOSEVELT RD
GLENBARD AV
PARK BLVD
ILLINOIS BLVD
ROUTE 53
IL RT 53
VILLAGE OF GLEN ELLYN
1834

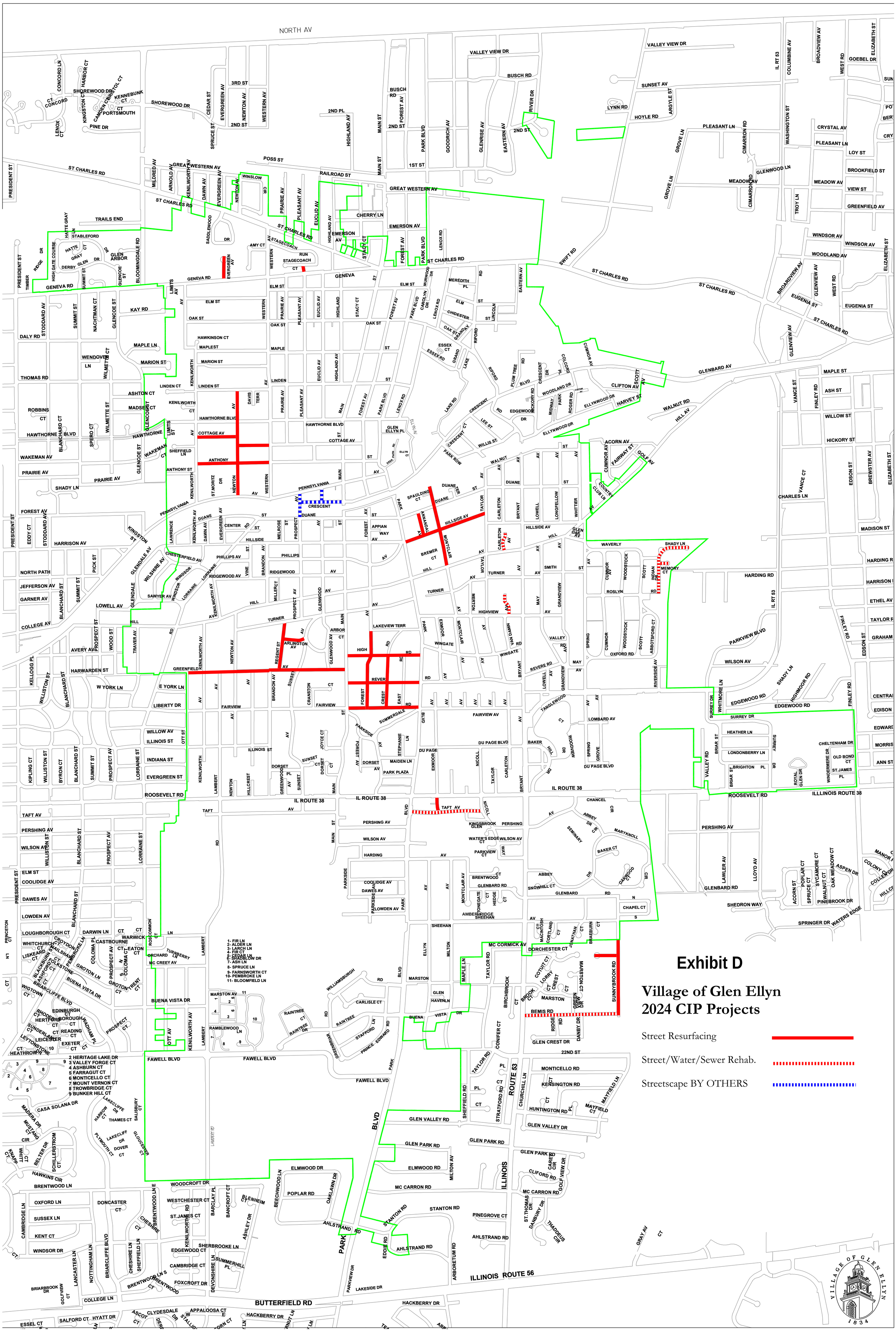
Exhibit D
Village of Glen Ellyn
2024 CIP Projects
Street Resurfacing
Street/Water/Sewer Rehab.
Streetscape BY OTHERS
NORTH AV
ST CHARLES RD
GENEVA RD
GREAT WESTERN AV
IL RT 53
IL ROUTE 38
ILLINOIS ROUTE 38
ILLINOIS ROUTE 56
BUTTERFIELD RD
ROOSEVELT RD
PARK BLVD
ILLINOIS BLVD
ROUTE 53
FAWELL BLVD
GLENBARD AV
MC CORMICK AV
SUNNYBROOK RD
VILLAGE OF GLEN ELLYN
1834

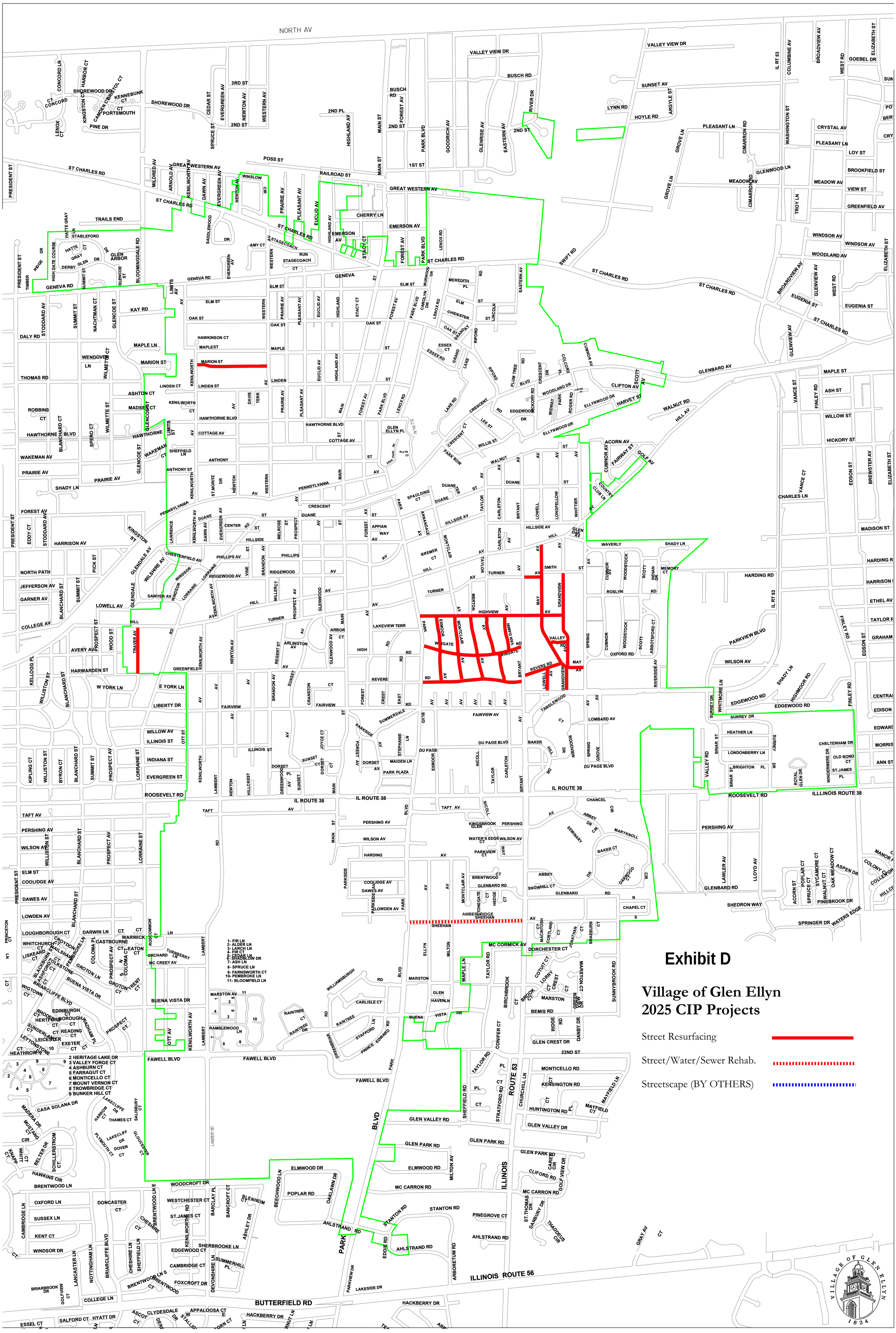
Exhibit D
Village of Glen Ellyn
2025 CIP Projects
Street Resurfacing
Street/Water/Sewer Rehab.
Streetscape (BY OTHERS)
NORTH AV
ST CHARLES RD
GENEVA RD
BUTTERFIELD RD
ILLINOIS ROUTE 56
IL ROUTE 38
ILLINOIS ROUTE 38
ROOSEVELT RD
PARK BLVD
ILLINOIS ROUTE 53
FAWELL BLVD
GLENBARD RD
MC CARRON RD
GLEN VALLEY RD
GLEN PARK RD
22ND ST
DU PAGE BLVD
EDGEWOOD RD
SURREY DR
PARKVIEW BLVD
WILSON AV
HARDING RD
MC CORMICK AV
SHEEHAN
AHLSTRAND RD
STANTON RD
ELMWOOD RD
POPLAR RD
WOODCROFT DR
BRENTWOOD LN
HAWKINS CIR
CASA SOLANA DR
MADERA DR
MUSTANG CIR
BELTER DR
SCHILLERSTROM CT
KNAPP CT
WHITT CT
THAMES CT
HARROW CT
SALISBURY CT
LAKECLIFFE DR
PLYMOUTH CT
DOVER CT
GLOUCESTER CT
LANGBERT RD
OXFORD LN
SUSSEX LN
KENT CT
WINDSOR DR
CAMBRIDGE LN
DONCASTER CT
WESTCHESTER CT
ST.JAMES CT
CHESHIRE CT
BRENTWOOD LN E
BRENTWOOD LN S
BRIARCLIFFE BLVD
NOTTINGHAM LN
LANCASTER LN
BRIARBROOK DR
GOLFVIEW CT
COLLEGE LN
ESSEL CT
SALFORD CT
HYATT DR
CLYDESDALE DR
APPALOOSA CT
HACKBERRY DR
BARCLAY PL
BANCROFT CT
BLENHEIM CT
ASHLEY DR
SHERBROOKE LN
EDGEWOOD CT
CAMBRIDGE CT
SUMMERHILL PL
DEVONSHIRE LN
FOXCROFT DR
BEECHWOOD LN
OAKLAWN DR
PARKVIEW DR
LAKESIDE DR
EDDIE RD
ARBORETUM RD
SHEFFIELD RD
STRATFORD RD
CHURCHILL LN
MONTICELLO RD
KENSINGTON RD
HUNTINGTON RD
MAYFIELD LN
MAYFIELD CT
GRAY AV
SPRINGER DR
WATERS EDGE
SHEDRON WAY
PINEBROOK DR
ASPEN DR
OAK MEADOW CT
WALNUT CT
SYCAMORE CT
POPLAR CT
ACORN ST
CHAPEL CT
ABBEY DR
SEMINARY DR
MARYKNOLL CIR
BAKER CT
CHANCEL CIR
KINGSBROOK GLEN
WATER'S EDGE CT
PARKVIEW CT
BRENTWOOD CT
GLENBARD RD
SNOWHILL CT
AMBERBRIDGE
STONEGATE CT
HEDGE CT
PALOWDEN AV
DAWES AV
COOLIDGE AV
PARKSIDE
MONTCLAIR AV
DORCHESTER CT
MACINTOSH CT
CORTLAND CT
JONATHAN CT
BRAEBURN CT
MC CREEY AV
ORCHARD LN
TURNBERRY LN
ROSCOMMON CT
WARWICK CT
EATON CT
CASTBOURNE CT
DARWIN LN
LOUGHBOROUGH CT
WHITCHURCH CT
LISKEARD CT
CROYDON CT
BAILSHAM CT
PEMBROKE LN
BLACKBURN CT
ASHFORD CT
FOLKSTONE CT
GROTON LN
GROTON CT
TRENT CT
BUENA VISTA DR
BRIARCLIFFE BLVD
EDINBURGH CT
HERTFORD CT
BOROUGH CT
READING CT
EXETER CT
LEICESTER CT
SUNDERLAND CT
RHODE CT
WADHAM PL
LEYTONSTONE CT
HEATHROW CT
WIGTOWN CT
MARSTON AV
RAMBLEWOOD LN
RAINTREE CT
RAINTREE DR
WILLIAMSBURGH RD
CARLISLE CT
STAFFORD LN
PRINCE EDWARD RD
GLEN HAVEN LN
BUENA VISTA DR
MARSTON
BEMIS RD
GLEN CREST DR
RIDGE RD
DANBY DR
CONIFER CT
BIRCHBROOK CT
COTUIT CT
LORRY CT
CREST CT
BROOK CT
MARSTON CT
GREEN VIEW DR
SUNNYBROOK RD
MAPLE LN
MERTON
VAN DAMIN RD
WINGATE
REVERE RD
MAY AV
GRANDVIEW
VALLEY RD
HIGHVIEW
EXMOOR
MONTCLAIR
PARK
BRYANT
LOWELL
LONGFELLOW
WHITTIER
CARLETON
TAYLOR
TURNER
SMITH
MEMORY CT
INDIAN DR
SCOTT
WOODSTOCK
CUMNOR AV
ROSLYN RD
SPRING
OXFORD RD
ABBOTSFORD CT
RIVERSIDE AV
WILSON AV
SHADY LN
HIGHMOOR RD
WHITMORE LN
SURREY DR
HEATHER LN
LONDONBERRY LN
BRIGHTON PL
BRIAR ST
VALLEY RD
ROYAL GLEN DR
WINDERMERE DR
CHELTENHAM DR
OLD BOND CT
ST.JAMES PL
LAWLER AV
LLOYD AV
GLENBARD RD
SHEDRON WAY
SPRINGER DR
WATERS EDGE
MC CORMICK AV
TAYLOR RD
MARSTON
ELLYN
MILTON
MAPLE LN
BLVD
PARK
ILLINOIS
ROUTE 53
CLIFORD RD
GOLF VIEW DR
CAREY CIR
ST.THOMAS DR
DANBURY DR
THADDEUS CIR
PINEGROVE CT
STANTON RD
AHLSTRAND RD
ARBORETUM RD
MILTON AV
ELMWOOD RD
GLEN PARK RD
MC CARRON RD
GLEN VALLEY RD
GLEN VALLEY DR
MONTICELLO RD
KENSINGTON RD
HUNTINGTON RD
MAYFIELD CT
MAYFIELD LN
GRAY AV
CT
1- FIR LN
2- ALDER LN
3- LARCH LN
4- FIR CT
5- CEDAR LN
6- SHADBLOW DR
7- ASH LN
8- SPRUCE LN
9- FARNSWORTH CT
10- PEMBROKE LN
11- BLOOMFIELD LN
2 HERITAGE LAKE DR
3 VALLEY FORGE CT
4 ASHBURN CT
5 FARRAGUT CT
6 MONTICELLO CT
7 MOUNT VERNON CT
8 TROWBRIDGE CT
9 BUNKER HILL CT
VILLAGE OF GLEN ELLYN
1834

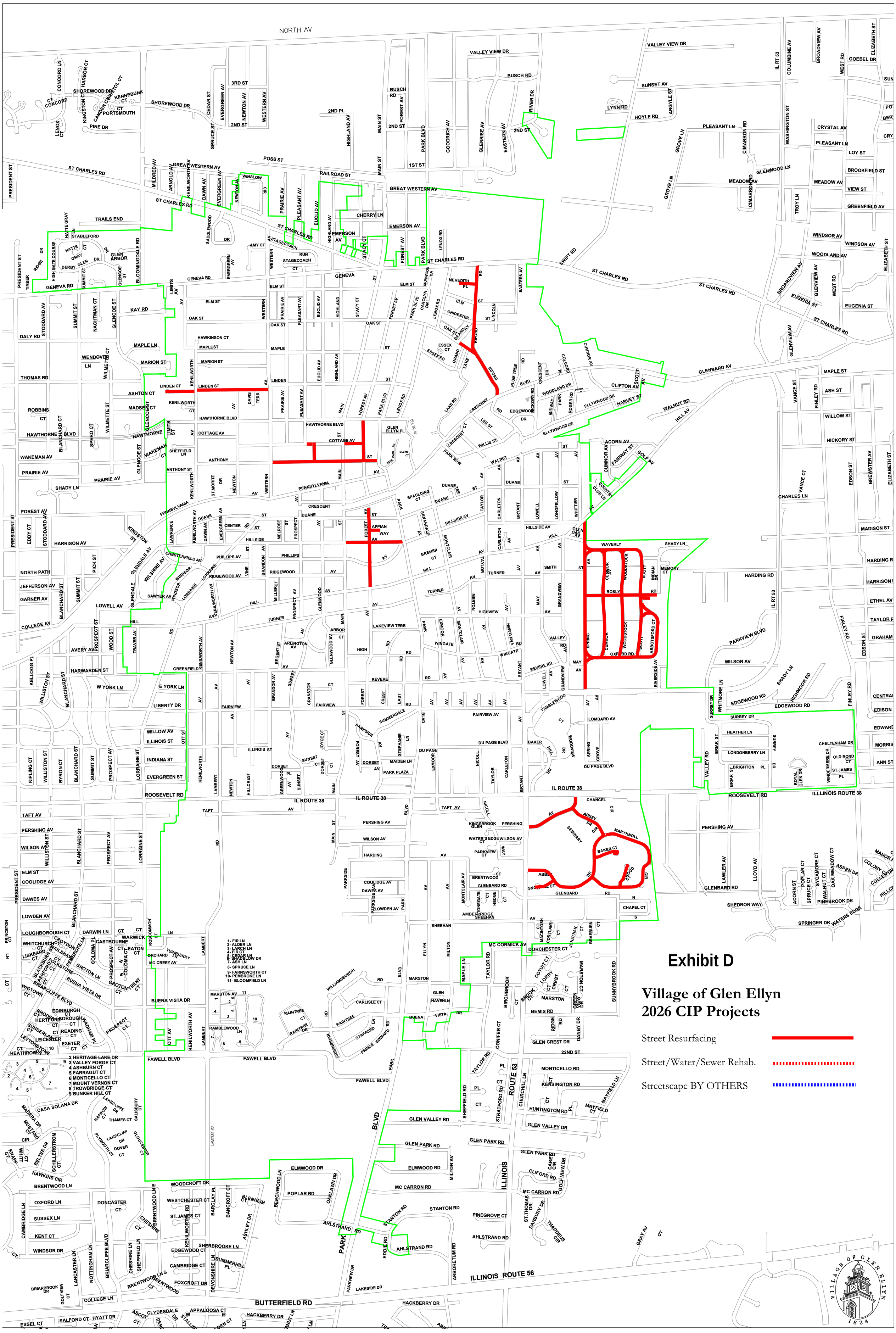
Exhibit D
Village of Glen Ellyn
2026 CIP Projects
Street Resurfacing
Street/Water/Sewer Rehab.
Streetscape BY OTHERS
NORTH AV
ST CHARLES RD
GENEVA RD
BUTTERFIELD RD
IL ROUTE 38
ILLINOIS ROUTE 56
ROOSEVELT RD
PARK BLVD
ILLINOIS ROUTE 53
1- FIR LN
2- ALDER LN
3- LARCH LN
4- FIR CT
5- CEDAR LN
6- SHADBLOW DR
7- ASH LN
8- SPRUCE LN
9- FARNSWORTH CT
10- PEMBROKE LN
11- BLOOMFIELD LN
2 HERITAGE LAKE DR
3 VALLEY FORGE CT
4 ASHBURN CT
5 FARRAGUT CT
6 MONTICELLO CT
7 MOUNT VERNON CT
8 TROWBRIDGE CT
9 BUNKER HILL CT

Exhibit D

Village of Glen Ellyn 2027 CIP Projects

Street Resurfacing

Street/Water/Sewer Rehab.

Streetscape BY OTHERS

Exhibit E

CONTRACT BETWEEN

THE VILLAGE OF GLEN ELLYN

AND

Selected Consultant

SAMPLE

CONTRACT BETWEEN

THE VILLAGE OF GLEN ELLYN

AND

Consultant and Project Name

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CONTRACT BETWEEN

THE VILLAGE OF GLEN ELLYN

AND

Selected Consultant and Project Name

In consideration of the mutual promises set forth below, the Village of Glen Ellyn, 535 Duane Street, Glen Ellyn, Illinois 60137, a unit of local government created and existing under the laws of the State of Illinois ("Owner"), and Selected Consultant an Illinois corporation ("Consultant"), make this Contract as of the Date day of Month, 2020, and hereby agree as follows:

ARTICLE I
THE SERVICES

1.1 Performance of the Services

Consultant shall, at its sole cost and expense, provide, perform, and complete all of the following, all of which is herein referred to as the "Services":

1. Labor, Equipment, Materials, and Supplies. Provide, perform, and complete, in the manner described and specified in this Contract, all necessary work, labor, services, transportation, equipment, materials, apparatus, information, data, and other items necessary to accomplish the Project, as defined in Attachment A, in accordance with the Scope of Services attached hereto as Attachment B, and the Submittal Requirements attached hereto as Attachment C.

2. Approvals. Procure and furnish all approvals and authorizations specified in Attachment A.

3. Insurance. Procure and furnish all certificates and policies of insurance specified in this Contract.

4. Quality. Provide, perform, and complete all of the foregoing in a proper and workmanlike manner, consistent with the highest standards of professional practice and in full compliance with, and as required by or pursuant to, this Contract.

1.2 Commencement and Completion Dates

Consultant shall commence the Services not later than the "Commencement Date" set forth on Attachment A and shall diligently and continuously prosecute the Services at such a rate as will allow the Services to be fully provided, performed, and completed in full compliance with this Contract not later than the "Completion Date" or, if the Services are to be performed in separate phases with separate completion dates, the "Completion Dates" set forth in Attachment A. The time of commencement, rate of progress, and time of completion are referred to in this Contract as the "Contract Time."

1.3 Required Submittals

A. Submittals Required. Consultant shall submit to Owner all reports, documents, data, and information specifically set forth in Attachment C or otherwise required to be submitted by Consultant under this Contract and shall, in addition, submit to Owner all such reports, documents, data, and information as may be requested by Owner to fully document the Services ("Required Submittals").

B. Time of Submission and Owner's Review. All Required Submittals shall be provided to Owner no later than the time, if any, specified in Attachment C or otherwise in this Contract. If no time for submission is specified for any Required Submittal, such Submittal shall be submitted within a reasonable time in light of its purpose and, in all events, in sufficient time, in Owner's sole opinion, to permit Owner to review the same prior to the commencement of any part of the Services to which such Required Submittal may relate. Owner shall have the right to require such corrections as may be necessary to make any Required Submittal conform to this Contract. No Services related to any Required Submittal shall be performed by Consultant until Owner has completed review of such Required Submittal with no exception noted. Owner's review and stamping of any Required Submittal shall not relieve Consultant of the entire responsibility for the performance of the Services in full compliance with, and as required by or pursuant to this Contract, and shall not be regarded as any assumption of risk or liability by Owner.

C. Responsibility for Delay. Consultant shall be responsible for any delay in the Services due to delay in providing Required Submittals conforming to this Contract.

1.4 Review and Incorporation of Contract Provisions

Consultant represents and warrants that it has carefully reviewed, and fully understood, this Contract, including all of its Attachments, all of which are by this reference incorporated into and made a part of this Contract.

1.5 Financial and Technical Ability to Perform

Consultant represents and warrants that it is financially solvent, and has the financial resources necessary, and that it is sufficiently experienced and competent, and has the necessary capital, facilities, plant, organization, and staff necessary, to provide, perform, and complete the Services in full compliance with, and as required by or pursuant to, this Contract.

1.6 Time

Consultant represents and warrants that it is ready, willing, able, and prepared to begin the Services on the Commencement Date and that the Contract Time is sufficient time to permit completion of the Services in full compliance with, and as required by or pursuant to, this Contract for the Contract Price.

1.7 Consultant's Personnel and Subcontractors

A. Consultant's Personnel. Consultant shall provide all personnel necessary to complete the Services, including without limitation the Personnel identified in Attachment B-1. Consultant shall provide to Owner telephone numbers at which the Key Project Personnel can be reached on a 24 hour basis. Consultant and Owner may by mutual written agreement make changes and additions to the designations of Key Project Personnel. Prior to terminating the employment of any Key Project Personnel, or reassigning any of the Key Project Personnel to other positions, or upon receiving notification of the resignation of any of the Key Project Personnel, Consultant shall notify Owner as soon as practicable in advance of such proposed termination, reassignment, or resignation. Consultant shall submit justification, including a description of proposed substitute personnel, in sufficient detail to permit evaluation by Owner of the

impact of the proposed action on the Services. No such termination or reassignment shall be made by Consultant without prior written approval of Owner. Consultant shall have no claim for damages, for compensation in excess of the Contract Price, or for a delay or extension of the Contract Time as a result of any such termination, reassignment, resignation, or substitution.

Key Project Personnel Contact Information:

Name/Project Function: Telephone: E-Mail:

Insert Key Project Personnel Information

B. Approval and Use of Subcontractors. Consultant shall perform the Services with its own personnel and under the management, supervision, and control of its own organization unless otherwise approved by Owner in writing. All subcontractors and subcontracts used by Consultant shall be acceptable to, and approved in advance by, Owner. Owner's approval of any subcontractor or subcontract shall not relieve Consultant of full responsibility and liability for the provision, performance, and completion of the Services in full compliance with, and as required by or pursuant to, this Contract. All Services performed under any subcontract shall be subject to all of the provisions of this Contract in the same manner as if performed by employees of Consultant. Every reference in this Contract to "Consultant" shall be deemed also to refer to all subcontractors of Consultant. Every subcontract shall include a provision binding the subcontractor to all provisions of this Contract.

C. Removal of Personnel and Subcontractors. If any personnel or subcontractor fails to perform the part of the Services undertaken by it in a manner satisfactory to Owner, Consultant shall immediately upon notice from Owner remove and replace such personnel or subcontractor. Consultant shall have no claim for damages, for compensation in excess of the Contract Price, or for a delay or extension of the Contract Time as a result of any such removal or replacement.

1.8 Owner's Responsibilities

Owner shall, at its sole cost and expense: (a) designate in writing a person with authority to act as Owner's representative and on Owner's behalf with respect to the Services except those matters that may require Board approval of Owner; (b) provide to Consultant all criteria and full information as to Owner's requirements for the Project or work to which the Services relate, including Owner's objectives and constraints, schedule, space, capacity and performance requirements, and budgetary limitations relevant to the Project; (c) provide to Consultant all existing studies, reports, and other available data relevant to the Project; (d) arrange for access to and make all provisions for Consultant to enter upon public and private property as reasonably required for Consultant to perform the Services; (e) provide surveys describing physical characteristics, legal limitations, and utility locations for the Project when such services are reasonably requested by the Consultant, are necessary for the performance of the Services, and are not already provided for in Attachments B; (f) review and comment on all Required Submittals and other reports, documents, data, and information presented by Consultant; (g) except as otherwise provided in Attachment A, provide approvals from all governmental authorities having jurisdiction over the Project when such services are reasonably requested by the Consultant, are necessary for the performance of the Services, and are not already provided for in Attachments B; (h) except as provided in Article IV of this Contract provide, all accounting, insurance, and legal counseling services as may be necessary from time to time in the sole judgment of Owner to protect Owner's interests with respect to the Project; (i) attend Project related meetings; and (j) give prompt written notice to Consultant whenever Owner observes or otherwise becomes aware of any development that affects the scope or timing of the Services, provided, however, that failure to give such notice shall not relieve Consultant of any of its responsibilities under this Contract.

1.9 Owner's Right to Terminate or Suspend Services for Convenience

A. Termination or Suspension for Convenience. Owner shall have the right, for its convenience, to terminate or suspend the Services in whole or in part at any time by written notice to Consultant. Every such notice shall state the extent and effective date of such termination or suspension. On such effective date, Consultant shall, as and to the extent directed, stop Services under this Contract, cease all placement of further orders or subcontracts, terminate or suspend Services under existing orders and subcontracts, and cancel any outstanding orders or subcontracts that may be canceled.

B. Payment for Completed Services. In the event of any termination pursuant to Subsection 1.9A above, Owner shall pay Consultant (1) such direct costs, including overhead, as Consultant shall have paid or incurred for all Services done in compliance with, and as required by or pursuant to, this Contract up to the effective date of termination; and (2) such other costs pertaining to the Services, exclusive of overhead and profit, as Consultant may have reasonably and necessarily incurred as the result of such termination. Any such payment shall be offset by any prior payment or payments and shall be subject to Owner's rights to withhold and deduct as provided in this Contract.

ARTICLE II
CHANGES AND DELAYS

2.1 Changes

Owner shall have the right, by written order executed by Owner, to make changes in the Contract, the Project, the Services and the Contract Time ("Change Order"). If any Change Order causes an increase or decrease in the amount of the Services, an equitable adjustment in the Contract Price or Contract Time may be made. No decrease in the amount of the Services caused by any Change Order shall entitle Consultant to make any claim for damages, anticipated profits, or other compensation.

2.2 Delays

For any delay that may result from causes that could not be avoided or controlled by Consultant, Consultant shall, upon timely written application, be entitled to issuance of a Change Order providing for an extension of the Contract Time for a period of time equal to the delay resulting from such unavoidable cause. No extension of the Contract Time shall be allowed for any other delay in completion of the Services.

2.3 No Constructive Change Orders

No claims for equitable adjustments in the Contract Price or Contract Time shall be made or allowed unless embodied in a Change Order. If Owner fails to issue a Change Order including, or fully including, an equitable adjustment in the Contract Price or Contract Time to which Consultant claims it is entitled, or, if Consultant believes that any requirement, direction, instruction, interpretation, determination, or decision of Owner entitles Consultant to an equitable adjustment in the Contract Price or Contract Time that has not been included, or fully included, in a Change Order, then Consultant shall submit to Owner a written request for the issuance of, or revision of, a Change Order, including the equitable adjustment, or the additional equitable adjustment, in the Contract Price or Contract Time that Consultant claims has not been included, or fully included, in a Change Order. Such request shall be submitted before Consultant proceeds with any Services for which Consultant claims an equitable adjustment is due and shall, in all events, be submitted no later than two business days after receipt of such Change Order or receipt of notice of such requirement, direction, instruction, interpretation, determination, or decision. Notwithstanding the submission of any such request, Consultant shall, unless otherwise directed by Owner within two business days after receipt by Owner of such request, proceed without delay to perform the Services in compliance with the Change Order or as required, directed, instructed, interpreted, or decided by Owner and shall,

pending a final resolution of the issue, keep a daily record of such Services. Unless Consultant submits such a request within two business days after receipt of such Change Order or receipt of notice of such requirement, direction, instruction, interpretation, determination, or decision, Consultant shall be conclusively deemed (1) to have agreed that such Change Order, requirement, direction, instruction, interpretation, determination, or decision does not entitle Consultant to an equitable adjustment in the Contract Price or Contract Time and (2) to have waived all claims based on such Change Order, requirement, direction, instruction, interpretation, determination, or decision.

ARTICLE III

CONSULTANT'S RESPONSIBILITY FOR DEFECTIVE SERVICES

3.1 Consultant's Responsibilities.

A. Standard of Care. Consultant agrees that the Services and all components thereof shall conform to the requirements of this Contract; shall be fit, sufficient and suitable for the purposes expressed in, or reasonably inferred from, this Contract; shall be performed in accordance with the standards of professional practice, care and diligence practiced by recognized consulting firms performing services of a similar nature in existence at the time of performance of the Services; and the Services shall free from defects and flaws in design consistent with such standards of professional practice, care and diligence. The standards and obligations contained herein shall be in addition to any other requirements expressed in this Contract, or expressed or implied by law, which are hereby reserved unto Owner.

B. Opinions of Cost. It is recognized that neither Consultant nor Owner has control over the costs of labor, material, equipment or services furnished by others or over competitive bidding, market or negotiating conditions, or construction contractors' methods of determining their prices. Accordingly, any opinions of probable Project costs or construction costs provided for herein are estimates only, made on the basis of Consultant's experience and qualifications and represent Consultant's best judgment as an experienced and qualified professional, familiar with the industry. Consultant does not guaranty that proposals, bids or actual Project costs or construction costs will not vary from opinions of probable cost prepared by Consultant.

3.2 Corrections

Consultant shall be responsible for the quality, technical accuracy, completeness and coordination of all reports, documents, data, information and other items and services under this Contract. Consultant shall, promptly and without charge, provide, to the satisfaction of Owner, all corrective Services necessary as a result of Consultant's errors, omissions, negligent acts, or failure to meet the standard of care.

3.3 Risk of Loss

The Services and everything pertaining thereto shall be provided, performed, and completed at the sole risk and cost of Consultant. Consultant shall be responsible for any and all damages to property or persons as a result of Consultant's errors, omissions, negligent acts, or failure to meet the standard of care and for any losses or costs to repair or remedy any work undertaken by Owner based upon the Services as a result of any such errors, omissions, negligent acts or failure to meet the standard of care. Notwithstanding any other provision of this Contract, Consultant's obligations under this Section 3.3 shall exist without regard to, and shall not be construed to be waived by, the availability or unavailability of any insurance, either of Owner or Consultant, to indemnify, hold harmless or reimburse Consultant for such damages, losses or costs.

ARTICLE IV
FINANCIAL ASSURANCES

4.1 Insurance

Contemporaneous with Consultant's execution of this Contract, Consultant shall provide certificates and policies of insurance evidencing at least the minimum insurance coverages and limits set forth in Attachment A. 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, including, without limitation, at all times while correcting any failure to meet the standard of care pursuant to Section 3.2 of this Contract, maintain and keep in force, at Consultant's expense, at least the minimum insurance coverages and limits set forth in Attachment A.

4.2 Indemnification

Consultant shall, without regard to the availability or unavailability of any insurance, either of Owner or Consultant, indemnify, save harmless, and defend Owner against any and all lawsuits, claims, demands, damages, liabilities, losses, and expenses, including attorneys' fees and administrative expenses, that may arise, or be alleged to have arisen, out of or in connection with Consultant's performance of, or failure to perform, the Services or any part thereof, whether or not due or claimed to be due in whole or in part to the active, passive, or concurrent negligence or fault of Consultant, except to the extent caused by the sole negligence of Owner.

ARTICLE V
PAYMENT

5.1 Contract Price

Owner shall pay to Consultant, in accordance with and subject to the terms and conditions set forth in this Article V and Attachment A, and Consultant shall accept in full satisfaction for providing, performing, and completing the Services, the amount or amounts set forth in Attachment A (the "Contract Price"), subject to any additions, deductions, or withholdings provided for in this Contract.

5.2 Taxes, Benefits and Royalties

The Contract Price includes all applicable federal, state, and local taxes of every kind and nature applicable to the Services as well as all taxes, contributions, and premiums for unemployment insurance, old age or retirement benefits, pensions, annuities, or other similar benefits and all costs, royalties, and fees arising from the use on, or the incorporation into, the Services, of patented equipment, materials, supplies, tools, appliances, devices, processes, or inventions. All claim or right to claim additional compensation by reason of the payment of any such tax, contribution, premium, costs, royalties, or fees is hereby waived and released by Consultant.

5.3 Progress Payments

A. Payment in Installments. The Contract Price shall be paid in the manner set forth in Attachment A ("Progress Payments").

B. Pay Requests. Consultant shall, as a condition precedent to its right to receive each Progress Payment, submit to Owner an invoice accompanied by such receipts, vouchers, and other documents as may be necessary to establish Consultant's prior payment for all labor, material, and other things covered by the invoice and the absence of any interest, whether in the nature of a lien or otherwise, of any party in any property, work, or fund with respect to the Services performed under this Contract. In addition to the foregoing, such invoice shall include (a) employee name, employee classification name, rates per hour, and hours worked by each employee, and, if the Services are to be performed in separate phases, for each phase; (b) total amount billed in the current period and total amount billed to date, and, if the Services are to be performed in separate phases, for each phase; (c) the estimated percent completion, and, if the Services are to be performed in separate phases, for each phase; and (d) Consultant's certification that all prior Progress Payments have been properly applied to the Services with respect to which they were paid. Owner may, by written notice to Consultant, designate a specific day of each month on or before which pay requests must be submitted.

5.4 Final Acceptance and Final Payment

The Services, or, if the Services are to be performed in separate phases, each phase of the Services, shall be considered complete on the date of final written acceptance by Owner of the Services or each phase of the Services, as the case may be, which acceptance shall not be unreasonably withheld or delayed. The Services or each phase of the Services, as the case may be, shall be deemed accepted by Owner if not objected to in writing within 60 days after submission by Consultant of the Services or such phase of Services for final acceptance and payment plus, if applicable, such additional time as may be considered reasonable for obtaining approval of governmental authorities having jurisdiction to approve the Services, or phase of Services, as the case may be. As soon as practicable after final acceptance, Owner shall pay to Consultant the balance of the Contract Price or, if the Services are to be performed in separate phases, the balance of that portion of the Contract Price with respect to such phase of the Services, after deducting therefrom all charges against Consultant as provided for in this Contract ("Final Payment"). The acceptance by Consultant of Final Payment with respect to the Services or a particular phase of Services, as the case may be, shall operate as a full and complete release of Owner of and from any and all lawsuits, claims, demands, damages, liabilities, losses, and expenses of, by, or to Consultant for anything done, furnished for, arising out of, relating to, or in connection with the Services or a particular phase of Services, as the case may be, or for or on account of any act or neglect of Owner arising out of, relating to, or in connection with the Services or a particular phase of Services, as the case may be.

5.5 Deductions

A. Owner's Right to Withhold. Notwithstanding any other provision of this Contract and without prejudice to any of Owner's other rights or remedies, Owner shall have the right at any time or times, whether before or after approval of any pay request, to deduct and withhold from any Progress or Final Payment that may be or become due under this Contract such amount as may reasonably appear necessary to compensate Owner for any actual or prospective loss due to: (1) Services that are defective, damaged, flawed, unsuitable, nonconforming, or incomplete; (2) damage for which Consultant is liable under this Contract; (3) liens or claims of lien regardless of merit; (4) claims of subcontractors, suppliers, or other persons regardless of merit; (5) delay in the progress or completion of the Services; (6) inability of Consultant to complete the Services; (7) failure of Consultant to properly complete or document any pay request; (8) any other failure of Consultant to perform any of its obligations under this Contract; or (9) the

cost to Owner, including attorneys' fees and administrative costs, of correcting any of the aforesaid matters or exercising any one or more of Owner's remedies set forth in Section 6.1 of this Contract.

B. Use of Withheld Funds. Owner shall be entitled to retain any and all amounts withheld pursuant to Subsection 5.5A above until Consultant shall have either performed the obligations in question or furnished security for such performance satisfactory to Owner. Owner shall be entitled to apply any money withheld or any other money due Consultant under this Contract to reimburse itself for any and all costs, expenses, losses, damages, liabilities, suits, judgments, awards, attorneys' fees, and administrative expenses incurred, suffered, or sustained by Owner and chargeable to Consultant under this Contract.

5.6 Accounting

Consultant shall keep accounts, books, and other records of all its billable charges and costs incurred in performing the Services in accordance with generally accepted accounting practices, consistently applied, and in such manner as to permit verification of all entries. Consultant shall make all such material available for inspection by Owner, at all reasonable times during this Contract and for a period of three years following termination of this Contract. Copies of such material shall be furnished, at Owner's expense, upon request.

ARTICLE VI
REMEDIES

6.1 Owner's Remedies

If it should appear at any time prior to Final Payment for all work that Consultant has failed or refused to prosecute, or has delayed in the prosecution of, the Services with diligence at a rate that assures completion of the Services in full compliance with the requirements of this Contract, or has attempted to assign this Contract or Consultant's rights under this Contract, either in whole or in part, or has falsely made any representation or warranty in this Contract, or has otherwise failed, refused, or delayed to perform or satisfy any other requirement of this Contract or has failed to pay its debts as they come due ("Event of Default"), and has failed to cure any such Event of Default within five business days after Consultant's receipt of written notice of such Event of Default, then Owner shall have the right, at its election and without prejudice to any other remedies provided by law or equity, to pursue any one or more of the following remedies:

1. Owner may require Consultant, within such reasonable time as may be fixed by Owner, to complete or correct all or any part of the Services that are defective, damaged, flawed, unsuitable, nonconforming, or incomplete; to accelerate all or any part of the Services; and to take any or all other action necessary to bring Consultant and the Services into strict compliance with this Contract.

2. Owner may accept the defective, damaged, flawed, unsuitable, nonconforming, incomplete, or dilatory Services or part thereof and make an equitable reduction in the Contract Price.

3. Owner may terminate this Contract without liability for further payment of amounts due or to become due under this Contract.

4. Owner may withhold from any Progress Payment or Final Payment, whether or not previously approved, or may recover from Consultant, any and all costs, including attorneys' fees and administrative expenses, incurred by Owner as the

result of any Event of Default or as a result of actions taken by Owner in response to any Event of Default.

5. Owner may recover any damages suffered by Owner.

6.2 Terminations and Suspensions Deemed for Convenience

Any termination or suspension of Consultant's rights under this Contract for an alleged default that is ultimately held unjustified shall automatically be deemed to be a termination or suspension for the convenience of Owner under Section 1.9 of this Contract.

ARTICLE VII
LEGAL RELATIONSHIPS AND REQUIREMENTS

7.1 Binding Effect

This Contract shall be binding upon Owner and Consultant and upon their respective heirs, executors, administrators, personal representatives, and permitted successors and assigns. Every reference in this Contract to a party shall also be deemed to be a reference to the authorized officers, employees, agents, and representatives of such party.

7.2 Relationship of the Parties

Consultant shall act as an independent contractor in providing and performing the Services. Nothing in or done pursuant to, this Contract shall be construed (1) to create the relationship of principal and agent, partners, or joint venturers between Owner and Consultant or (2) to create any relationship between Owner and any subcontractor of Consultant.

7.3 No Collusion

Consultant hereby represents and certifies that Consultant is not barred from contracting with a unit of state or local government as a result of (i) a delinquency in the payment of any tax administered by the Illinois Department of Revenue unless Consultant is contesting, in accordance with the procedures established by the appropriate revenue Act, its liability for the tax or the amount of the tax, as set forth in 65 ILCS 5/11-42.1-1; or (ii) a violation of either Section 33E-3 or Section 33E-4 of Article 33E of the Criminal Code of 1961, 720 ILCS 5/33E-1 et seq. Consultant hereby represents that the only persons, firms, or corporations interested in this Contract as principals are those disclosed to Owner prior to the execution of this Contract, and that this Contract is made without collusion with any other person, firm, or corporation. If at any time it shall be found that Consultant has, in procuring this Contract, colluded with any other person, firm, or corporation, then Consultant shall be liable to Owner for all loss or damage that Owner may suffer thereby, and this Contract shall, at Owner's option, be null and void.

7.4 Assignment

Consultant shall not (1) assign this Contract in whole or in part, (2) assign any of Consultant's rights or obligations under this Contract, or (3) assign any payment due or to become due under this Contract without the prior express written approval of Owner, which approval may be withheld in the sole and unfettered discretion of Owner; provided, however, that Owner's prior written approval shall not be required for assignments of accounts, as defined in the Illinois Commercial Code, if to do so would violate Section 9-318 of the Illinois Commercial Code, 810 ILCS 5/9-318. Owner may assign this Contract, in whole or in part, or any or all of its rights or obligations under this Contract, without the consent of Consultant.

7.5 Confidential Information

All information supplied by Owner to Consultant for or in connection with this Contract or the Services shall be held confidential by Consultant and shall not, without the prior express written consent of Owner, be used for any purpose other than performance of the Services.

7.6 No Waiver

No examination, inspection, investigation, test, measurement, review, determination, decision, certificate, or approval by Owner, nor any order by Owner for the payment of money, nor any payment for, or use, occupancy, possession, or acceptance of, the whole or any part of the Services by Owner, nor any extension of time granted by Owner, nor any delay by Owner in exercising any right under this Contract, nor any other act or omission of Owner shall constitute or be deemed to be an acceptance of any defective, damaged, flawed, unsuitable, nonconforming, or incomplete Services, nor operate to waive or otherwise diminish the effect of any warranty or representation made by Consultant; or of any requirement or provision of this Contract; or of any remedy, power, or right of Owner.

7.7 No Third Party Beneficiaries

No claim as a third party beneficiary under this Contract by any person, firm, or corporation other than Consultant shall be made or be valid against Owner.

7.8 Notices

All notices required or permitted to be given under this Contract shall be in writing and shall be deemed received by the addressee thereof when delivered in person on a business day at the address set forth below or on the third business day after being deposited in any main or branch United States post office, for delivery at the address set forth below by properly addressed, postage prepaid, certified or registered mail, return receipt requested.

Notices and communications to Owner shall be addressed to, and delivered at, the following address:

Village of Glen Ellyn
Public Works Department/ 30 South Lambert Road
Glen Ellyn, Illinois 60137
Attention: Rich Daubert, Professional Engineer

Notices and communications to Consultant shall be addressed to, and delivered at, the following address:

Insert Selected Consultant Information

The foregoing shall not be deemed to preclude the use of other non-oral means of notification or to invalidate any notice properly given by any such other non-oral means.

By notice complying with the requirements of this Section 7.8, Owner and Consultant each shall have the right to change the address or addressee or both for all future notices to it, but no notice of a change of address or addressee shall be effective until actually received.

7.9 Governing Laws

This Contract and the rights of Owner and Consultant under this Contract shall be interpreted according to the internal laws, but not the conflict of laws rules, of the State of Illinois.

7.10 Changes in Laws

Unless otherwise explicitly provided in this Contract, any reference to laws shall include such laws as they may be amended or modified from time to time.

7.11 Compliance with Laws and Grants

Consultant shall give all notices, pay all fees, and take all other action that may be necessary to ensure that the Services are provided, performed, and completed in accordance with all required governmental permits, licenses, or other approvals and authorizations that may be required in connection with providing, performing, and completing the Services, and with all applicable statutes, ordinances, rules, and regulations, including without limitation the Fair Labor Standards Act; any statutes regarding qualification to do business; any statutes prohibiting discrimination because of, or requiring affirmative action based on, race, creed, color, national origin, age, sex, or other prohibited classification, including, without limitation, the Americans with Disabilities Act of 1990, 42 U.S.C. §§ 12101 et seq., and the Illinois Human Rights Act, 775 ILCS 5/1-101 et seq. Consultant shall also comply with all conditions of any federal, state, or local grant received by Owner or Consultant with respect to this Contract or the Services.

Consultant shall be solely liable for any fines or civil penalties that are imposed by any governmental or quasi-governmental agency or body that may arise, or be alleged to have arisen, out of or in connection with Consultant's, or its subcontractors', performance of, or failure to perform, the Services or any part thereof.

Every provision of law required by law to be inserted into this Contract shall be deemed to be inserted herein.

7.12 Documents

Drawings, plans, specifications, photos, reports, information, observations, calculations, notes and any other reports, documents, data or information, in any form, prepared, collected, or received by Consultant in connection with any or all of the Services (the "Documents") shall be and remain the property of Owner. At Owner's request, or upon termination of this Contract, the Documents shall be delivered promptly to Owner. Consultant shall have the right to retain copies of the Documents for its files. Consultant shall maintain files of all Documents unless Owner shall consent in writing to the destruction of the Documents. Consultant shall make, and shall cause all of its subcontractors to make, the Documents available for Owner's review, inspection and audit during the entire term of this Contract and for three years after termination of this Contract; provided, however, that prior to the disposal or destruction of the Documents by Consultant or any of its subcontractors following said three year period, Consultant shall give notice to Owner of any Documents to be disposed of or destroyed and the intended date, which shall be at least 90 days after the effective date of such notice of disposal or destruction. Owner shall have 90 days after receipt of any such notice to give notice to Consultant or any of its subcontractors not to dispose of or destroy said Documents and to require Consultant or any of its subcontractors to deliver same to Owner, at Owner's expense.

7.13 Time

The Contract Time is of the essence of this Contract. Except where otherwise stated, references in this Contract to days shall be construed to refer to calendar days.

7.14 Severability

The provisions of this Contract shall be interpreted when possible to sustain their legality and enforceability as a whole. In the event any provision of this Contract shall be held invalid, illegal, or unenforceable by a court of competent jurisdiction, in whole or in part, neither the validity of the remaining part of such provision, nor the validity of any other provisions of this Contract shall be in any way affected thereby.

7.15 Entire Agreement

This Contract sets forth the entire agreement of Owner and Consultant with respect to the accomplishment of the Services and the payment of the Contract Price therefor, and there are no other understandings or agreements, oral or written, between Owner and Consultant with respect to the Services and the compensation therefor.

7.16 Amendments

No modification, addition, deletion, revision, alteration, or other change to this Contract shall be effective unless and until such change is reduced to writing and executed and delivered by Owner and Consultant.

IN WITNESS WHEREOF, Owner and Consultant have caused this Contract to be executed in two original counterparts as of the day and year first written above.

(SEAL)

Attest/Witness:

VILLAGE OF GLEN ELLYN:

By: _____
Lindsey Kaminsky
Title: Deputy Village Clerk

By: _____
Mark Franz
Title: Village Manager

Attest/Witness:

SELECTED CONSULTANT:

By: _____

Print Name
And Title:

By: _____

Print Name
And Title:

ATTACHMENT A

SUPPLEMENTAL SCHEDULE OF CONTRACT TERMS

1. **Project Description**:

Insert Project Description

2. **Approvals and Authorizations**:

Consultant shall obtain any required approvals and authorizations listed in the Scope of Services in Attachment B.

3. **Commencement Date**:

The date of execution of the Contract by Owner.

4. **Completion Dates**:

Insert Interim and Final Completion Dates plus extensions, if any, authorized by a Change Order issued pursuant to Section 2.1 of the Contract.

5. **Insurance Coverages**:

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. The requirement for Professional Liability Insurance in the aggregate will be reduced to $1,000,000 for subconsultant Muse Community + Design.

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.	

6. **Contract Price**:

SCHEDULE OF PRICES:

For providing, performing, and completing each phase of Services, an amount equal to Consultant's and Subconsultants' Direct Labor Costs, Overhead, Fringe Benefits, and Fixed Fee, plus an amount equal to the actual costs of all Reimbursable Expenses, but not to exceed, in each phase of Services, the following not to exceed amount set forth opposite each such phase except as adjusted by Change Order issued pursuant to Section 2.1 of the Contract:

Total Not-to-Exceed **$Insert NTE Price**

7. **Payments**:

Amend as Necessary For Final Consultant Services Contract:

For purposes of payments to Consultant, the value of the Services shall be determined as follows:

Direct Labor Costs shall mean salaries and wages paid to all Consultant and Subconsultant personnel as set forth on the list supplied by Consultant attached hereto and referenced as Attachment C, including all professionals whether owners or employees, engaged directly on the Project, but shall not include indirect payroll related costs or fringe benefits.

Reimbursable Expenses shall mean the actual expenses incurred by Consultant and Subconsultants directly or indirectly in connection with the Project, including expenses for transportation, telephone, postage, computer time and other highly specialized equipment, reproduction and similar Project related items.

Overhead and Fringe Benefits shall mean all indirect operating and payroll related costs that are allowed to be billed to projects under Illinois Department of Transportation (IDOT) guidelines. Overhead and Fringe Benefits are combined and expressed as an IDOT-approved percentage rate to be applied to Direct Labor Costs. This approved rate for Consultant is _____%.

Fixed Fee shall mean _____% of the sum of Direct Labor Costs, Overhead, Fringe Benefits, and Consultant's Reimbursable Expenses incurred in-house, as indicated in Attachment C.

ATTACHMENT B

CONSULTANT'S PROPOSAL INCLUDING SCOPE OF SERVICES

ATTACHMENT C

CONSULTANT'S SCHEDULE

Addendum No. 1

Glen Ellyn Request for Proposals for Engineering Services for Multi-Year Project 2023-2027

Addendum Issued by email on October 14th, 2022

The Village of Glen Ellyn hereby amends the subject Request for Proposals and provides additional information as follows:

1. The pre-proposal meeting will be held virtually on October 19th at 1:00pm.
2. The pre-proposal meeting call in information and link are provided below and will be sent via email to the RFP list.
3. The streets in the Central Business District streetscape project are "by others" and not included in the scope of this RFP.
4. The consultant should include in their proposal their fee schedule for only the first two years (2023 and 2024) of the Project. Consultant should give consideration that the contract could be extended to years 2025, 2026 and 2027, upon mutual agreement between the Village and Consultant.
5. Crescent Boulevard LAFO Lake to East Village Limit. This street is not included in the RFP, it is by others.
6. "Detailed Work Plan" and "Project Work Matrix" on page 6 of the RFP are redundant and can be disregarded.

The Village requests that the Consultants include in their proposals the following services for the following 3 roads and list them separately in their Proposal as Alternate 1, Alternate 2 and Alternate 3:

1. Alternate 1. Sheehan Boulevard from Park Avenue to IL-53. Apply for Federal STP funding on behalf of the Village. Provide consulting services for Phase I Engineering and Phase II Engineering. Include these Phase I and Phase II services in the year 2023 scope / fee schedule in anticipation of bidding and construction in 2025 or later. Do not include Phase III engineering services.

2. Alternate 2. Riford Road from Crescent to St Charles Road. Apply for Federal STP funding on behalf of the Village. Provide consulting services for Phase I Engineering and Phase II Engineering. Include these Phase I and Phase II services in the year 2023 scope/fee schedule in anticipation of bidding and construction in 2026 or later. Do not include Phase III engineering services.

3. Alternate 3. Lambert Road from Roosevelt Road south to the Village southern limit. Apply for Federal STP funding on behalf of the Village. Provide consulting services for Phase I Engineering and Phase II Engineering. Include these Phase I and Phase II services in the 2023 scope/fee schedule in anticipation of bidding and construction in 2027. Do not include Phase III engineering services.

Addendum No. 1

Glen Ellyn Request for Proposals for Engineering Services for Multi-Year Project 2023-2027

Addendum Issued by email on October 14th, 2022

Join Zoom Meeting
https://us02web.zoom.us/j/81039372600

Meeting ID: 810 3937 2600
One tap mobile
+13092053325,,81039372600# US
+13126266799,,81039372600# US (Chicago)

Dial by your location
+1 309 205 3325 US
+1 312 626 6799 US (Chicago)
+1 301 715 8592 US (Washington DC)
+1 646 558 8656 US (New York)
+1 646 931 3860 US
+1 564 217 2000 US
+1 669 444 9171 US
+1 669 900 9128 US (San Jose)
+1 719 359 4580 US
+1 253 215 8782 US (Tacoma)
+1 346 248 7799 US (Houston)
+1 386 347 5053 US
Meeting ID: 810 3937 2600
Find your local number: https://us02web.zoom.us/u/kcGBRzGwg3

Jack Gallagher

From: Jack Gallagher
Sent: Tuesday, October 25, 2022 8:32 AM
To: Jack Gallagher
Cc: Richard Daubert; Steven Warner
Subject: Question - Glen Ellyn Multi-year program RFP

Consultants,
The Village received the following question.
Please see response below.
This serves as Addendum 2 issued October 25th 2022.

Question:
I understand the need for a good survey and interpret this to mean that we will need to provide full detailed topographic survey for all streets including streets that will be resurfaced? Is it intended that the Village would then use this information to update their system data? If not is it reasonable to assume that existing GIS data could be used and only minimal supplemental survey would be obtained as needed for ADA, sidewalks, drainage etc. We have a surveyor that can perform the full survey as outlined in the RFP and within the schedule but it would be at a significant cost for the 15 miles of roads identified. Please let me know if that is the intent for this proposal.

"is it reasonable to assume that existing GIS data could be used and only minimal supplemental survey would be obtained as needed for ADA, sidewalks, drainage etc."
The Village response is, yes this is a reasonable approach, to reduce surveying costs.

AECOM

Engineering Consultant Services for Multi-Year Project

Utility and Roadway Improvements

Village of Glen Ellyn

Delivering a better world

AECOM
650 Warrenville Road
Lisle, IL 60532
aecom.com

October 26, 2022

Jack Gallagher, PE, Civil Engineer
Village of Glen Ellyn
Public Works Reno Service Center
30 South Lambert Road
Glen Ellyn, IL 60137

cc: Steve Warner, PE, Civil Engineer II, and Rich Daubert, PE, Professional Engineer

RE: Engineering Consultant Services for Multi-Year Project Utility and Roadway Services

Dear Mr. Gallagher,

Responsible for ensuring the safe travel of residents, businesses, and visitors across nearly 90 miles of roadway pavement, the Village of Glen Ellyn (Village) is tasked with managing the state of good repair while balancing increasing traffic needs against a finite capital improvement budget. AECOM is pleased to submit our proposal to the Village for design services for Multi-Year Project Utility and Roadway Improvements and Pavement Management updates. We will support the Village in optimizing the use of your capital investments while executing the capital projects through designs that maximize the service life of your pavements to best serve Village residents and businesses.

AECOM believes that our thoughtful team composition and project approach, summarized below, will enable consistency and success in managing the design and pavement management tasks for the full contract period.

- Extensive project management experience with **Steven Fessenbecker, PE,** who grew up in Glen Ellyn and has 23 years of experience working with the Village. He has also managed complex projects including pavement designs for the Illinois Tollway and IDOT for over 15 years.
- Chicago-based pavement engineer **Abbas Kachwalla, PE, PMP,** who brings extensive experience in implementing pavement management systems for over 200 pavement networks and who is an active contributor to the advancement of pavement management technology.
- AECOM's Lisle office, home to AECOM's project management and design team, is located less than 10 miles from the Village. AECOM can be available in-person to address any issues or concerns with you.
- The project team includes professionals with strong backgrounds in the following:
  - Experienced roadway design engineers
  - Experienced utility (water, sanitary, and stormwater) design engineers
  - Specialized pavement engineers who solely focus on pavement management projects and are experts with the PAVER software
  - Local experience from working with many municipalities on other projects—we understand local road conditions
  - Strong teaming partners like **Geo Services**, **American Survey,** and **Applied Research Associates**, who are experts in geotechnical, surveying, and pavement data collection efforts

AECOM has assembled a team with the requisite experience, knowledge, ability, equipment, staffing, and sufficient capital and facilities to perform the Phase I and Phase II Engineering Services required to complete the projects successfully and within the specified time.

AECOM

Our proposal also includes PAVER software updates, pavement budget analysis and capital planning, pavement engineering support including design, specifications, and material reviews, and Pavement Condition Index (PCI) inspections on Village roadway. AECOM brings specific, relevant knowledge of local pavement practices as well as our nationwide experience and best practices in planning, design, and management of municipal pavements. We are excited to support the Village in their efforts to maintain a healthy pavement network.

AECOM looks forward to working with the Village on this effort. This proposal is contingent on our ability to successfully negotiate and execute a mutually acceptable agreement covering these services. If you have any questions or require further information regarding our submittal, please do not hesitate to contact Steven Fessenbecker at 312-373-7626 or via email at steven.fessenbecker@aecom.com.

Yours sincerely,
AECOM Technical Services, Inc.

Timothy Whalen, PE
Vice President, Authorized Signatory

Steven Fessenbecker, PE
Project Manager

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01

Executive Summary

01 Executive Summary

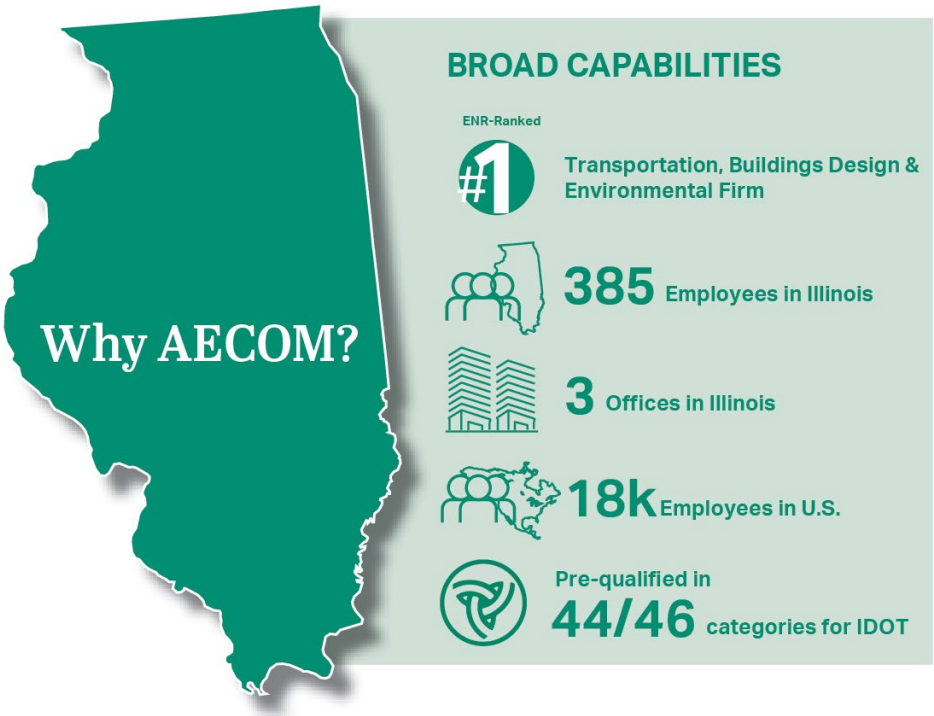
The multi-year utility and roadway improvements project is a major undertaking with technical complexities demanding the experience of an industry-leading consultant team like that which AECOM has assembled to serve the Village of Glen Ellyn.

About AECOM

At AECOM, we combine technical excellence and innovation, delivering targeted expertise and sustainable solutions across such varied markets as transportation, environment, energy, water, facilities, construction, and program management. Within the field of transportation, our collective local knowledge, global reach, and specialized resources have made us an industry leader in developing advanced pavement management and engineering solutions across the United States and around the world.

For decades, agencies in northeast Illinois have relied on AECOM for their toughest engineering challenges, and we have helped them achieve their goals time after time. Our global depth and resources give us access to innovative techniques and best practices that can reduce risk for our clients, save them time and money, and provide solutions to improve outcomes for their stakeholders and constituents.

For this program, work will be performed from our Lisle office, which is less than a 15 minute drive from the Village of Glen Ellyn.



Roadway Improvements

AECOM is a top engineering services provider for each of the major highway transportation agencies in Illinois, from the Illinois Department of Transportation (IDOT) to the Illinois State Toll Highway Authority (Illinois Tollway), the Chicago Department of Transportation (CDOT), and the Cook County Department of Transportation and Highways (CCDOTH). For each of these agencies, we have been entrusted with and have succeeded in delivering several of their most ambitious undertakings. Though on a larger scale than municipal projects, these projects demonstrate our excellence in navigating agency processes, coordinating with stakeholders, and overcoming engineering technical challenges unique to northeastern Illinois.

Some additional specific skills that are particularly relevant to the utility and roadway improvements project include:

Working with IDOT and Public Agencies

While growing into one of the most prominent infrastructure firms in the world, we have served Chicago-area public agencies for over 100 years. Our staff has long-standing relationships with IDOT and other regulatory agencies that will be involved with the multi-year utility and roadway improvements project. For the past decade, AECOM staff have been stationed at IDOT District 1 to provide in-house engineering support to the Bureau of Programming's Geometrics Unit, serving as a key advisor for the review/application of IDOT policy and in the investigation and planning/programming for District 1's biggest traffic engineering challenges.

Delivering Quality Construction Documents

AECOM is known for its outstanding track record in delivering Phase II construction packages of plans, specifications, and estimates (PS&Es) on schedule. Responsible for coordinating nearly 70 construction packages for the Central Tri-State Reconstruction and over 35 for the Jane Byrne Interchange, AECOM is adept at breaking down large roadway and bridge reconstruction projects into smaller contract packages to provide for better construction sequencing, to reduce impacts to the public, and to encourage more competition within the construction industry. This should ultimately result in more favorable pricing and better opportunities for local contractors.

Municipal Water Main and Sewer Design

AECOM has designed thousands of miles of water mains and sewers in conjunction with municipal roadway projects. We have designed these projects to meet a wide variety of challenging conditions as well as varied geotechnical and geographical conditions. Some of our experience includes projects in the City of Chicago, the City of Detroit, the Village of Wheeling, the City of Oakbrook Terrace, the Villages of Palatine and Buffalo Grove, the Village of Bartlett, the Village of Roselle, and the Village of Hanover Park.

STP Funding

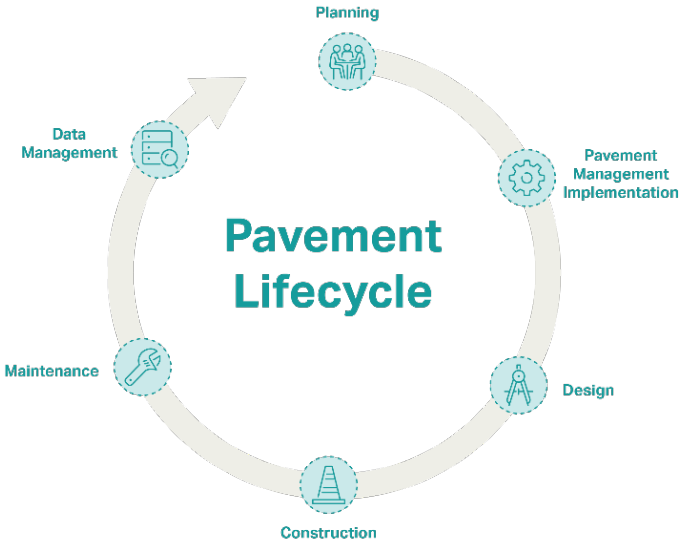
The AECOM team has experience that will help the Village secure federal STP funding. The project team quality manager and roadway engineer, Matt Lehan, PE, will assist the Village in applying for STP funding. Matt has previously worked on jobs using federal STP funding for the City of North Chicago, DuPage County of Transportation, Village of Mettawa, Libertyville, Rolling Meadows and Arlington Heights.

AECOM has the right experience to the successfully improve the Village's infrastructure, which includes 90 centerline miles of streets, 113 miles of water main, 85 miles of sanitary sewer main, 70 miles of storm sewer, transit and parking facilities, and a multitude of appurtenances.

Specialized Pavement Engineering Expertise

AECOM has an extensive pavement evaluation project portfolio and has provided similar services to other municipalities and public agencies, including 80 municipal agencies around the Chicago area for CMAP ranging from four to 200 miles, the City of Des Plaines, IL, and Cook County, IL, among others. AECOM has a core group of more than a dozen experienced pavement professionals. As a company, we have more than 30 years of experience performing pavement distress surveys using multiple standards including ASTM. With a deep bench of pavement expertise, AECOM provides a full service offering of field evaluation, analysis, engineering, and construction support for asphalt and concrete pavement. As industry experts, AECOM can provide all required services from conducting pavement inspections to providing updated PAVER and ArcGIS databases.

Our approach to pavement management is to bring full-service pavement expertise to the process, listen to specific needs, and compensate for restraints such as time and budget, culminating in recommended cost-effective alternative. Our team of pavement specialists have extensive experience developing and analyzing pavement distress data and generating maintenance and repair plans with associated budgets, managing destructive and non-destructive testing to perform structural evaluations, and producing pavement designs in accordance local design standards. Using condition data, we specialize in developing Capital Project plans considering multiple decision factors, including but not limited to, pavement condition (structural and functional), traffic conditions, funding availability, and lifecycle analysis (i.e. preventive vs. rehabilitation repair).



Working with the knowledge that pavement management goes hand-in hand with other assets, such as sidewalks and utilities**, AECOM adopts a complete streets approach**. We understand capital improvement planning (CIP) to be an integral aspect of maintaining pavements in a cost-effective manner. Using the data captured in the pavement management process, we plan and program long- and short-term pavement repair projects.

Meet our Subconsultant Partners

We have selected quality subconsultants with vast qualifications in survey, geotechnical services, and data collection to join our team. These highly qualified subconsultants include:

Applied Research Associates, Inc. (ARA) is an internationally recognized engineering, research, and technology deployment firm. ARA features a dedicated service unit focusing solely on Transportation Engineering. ARA has provided numerous municipal government agencies with pavement engineering and infrastructure management-related services. Founded in Albuquerque in 1979, ARA has grown steadily and now has offices throughout North America including one in Champaign, Illinois. ARA's Champaign, IL office serves as its Transportation Engineering headquarters. With over 1,500 employees (approximately 150 pavement-focused staff and a fleet of pavement condition assessment equipment), most of whom have advanced degrees in engineering and the physical sciences, ARA has the capabilities to tackle the most challenging pavement engineering problems.

American Surveying & Engineering, P.C. (ASE), a certified Minority-owned and Disadvantaged Business Enterprise (MBE/DBE) firm, has a history that spans over four decades. As the preeminent survey firm in the Midwest, ASE brings innovative technology and the delivery of high-quality data that satisfy the survey challenges of transportation projects and its clients. Their survey expertise includes traditional survey techniques, terrestrial and mobile LiDAR, bathymetric surveys, use of UAVs to collect data from the air, and underground utility investigations/location. They have a vast history performing topographic, right-of-way, and land survey services for roadway, bridge, and rail projects of all sizes from long highway corridors to busy streets in Chicago to side roads in rural areas. Their latest expansion is into mobile LiDAR, a technology that saves the client time and expense.

Established in 2000, **Geo Services, Inc. (GSE)** is a certified Minority-owned and Disadvantaged Business Enterprise (MBE/DBE) civil engineering firm providing quality geotechnical, environmental, and construction engineering services across Illinois. GSE's Material Testing Lab is certified nationally by American Association of State Highway & Transportation Officials (AASHTO) and locally by Illinois Department of Transportation (IDOT). Their staff includes professional engineers, geologists, and IDOT certified QA/QC inspectors. GSE offers a full range of services that includes: geotechnical engineering; foundation design recommendations; evaluation of earth structures and retention systems; geotechnical and environmental drilling services; pavement investigation, design, and evaluation; Phase I/II environmental site assessments; construction engineering services; materials testing and inspection; laboratory testing services; and bedrock wireline coring.

02

Project Team Qualifications

02

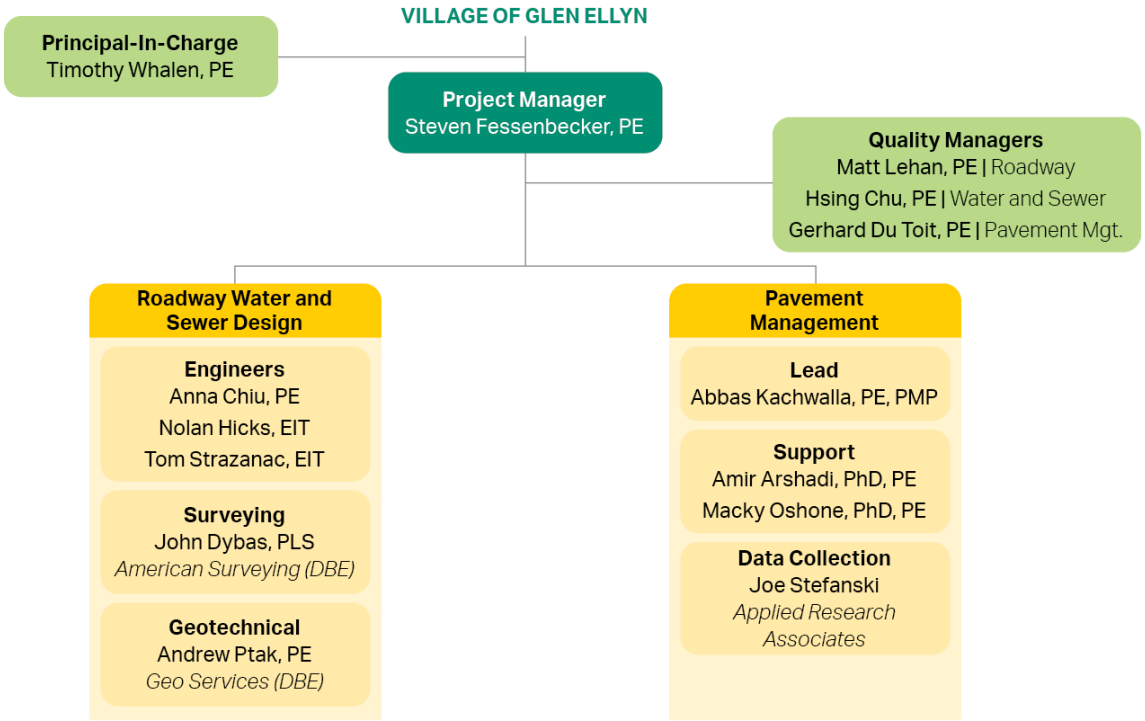
Project Team Qualifications

The Village can be assured that all proposed staff are dedicated, very well qualified, and motivated professionals who look forward to the opportunity improve Glen Ellyn's roadways and utilities.

AECOM has assembled a team with the requisite experience, knowledge, ability, equipment, staffing, and sufficient capital and facilities to perform the Phase I and Phase II Engineering Services required to complete the Village's projects successfully and within the specified time. We will staff and perform the work for this project out of our Lisle office at 650 Warrenville Road. Our sub consultants include:

- Geo Services, Inc. (Arlington Heights, IL) for geotechnical investigation;
- American Surveying & Engineering (Naperville, IL) for site survey; and
- Applied Research Associates (Champaign, IL) for pavement data collection.

We are proud to feature **Steven Fessenbecker, PE,** as our Project Manager for this project. With over 23 years of experience working with Village of Glen Ellyn on similar projects, Steven has the comprehensive technical background to lead our team of exceptional engineers and professionals, as shown on our organizational chart below. Resumes for each proposed staff member follows.



Steve Fessenbecker, PE

Project Manager

Firm
AECOM

Education
MS, Civil Engineering, University of Illinois, 1992

BS, Civil Engineering, University of Illinois, 1990

Years of Experience
30

Certifications and Training
Professional Engineer, Illinois

Steven is a civil engineer with 30 years of experience. He is proficient in all aspects of a project from the initial survey through the design and final construction closeout for various private and public projects including highways, tollways, airports, county roads, municipal streets, water mains, and storm sewer systems.

Project Experience

Village of Glen Ellyn, Montclair-East-Davis-Smith-Turner Utility and Roadway Improvements, Glen Ellyn, IL. Project Manager. Led the preliminary and final design, topographic survey, construction documents, estimates, specifications, permitting and bidding for 3,700 feet of roadway reconstruction, rehabilitation, and underground sewer and watermain utility improvements.

Village of Glen Ellyn, Elm-Cottage-Geneva Connectors Improvements, Glen Ellyn, IL. Project Manager. Led the preliminary and final design, topographic survey, construction documents, estimates, specifications, permitting and bidding for 6,000 feet of roadway reconstruction, rehabilitation, and underground sewer and watermain utility improvements.

Village of Glen Ellyn, Roadway and Utility Improvements, Glen Ellyn, IL. Project manager for: Sunset Turner Improvements; S. Park Blvd/Lambert Rd. Improvements; Prospect Ave. Improvements; Fairview Basin Improvements; and Hillside Ave. Reconstruction. Project Engineer for Duane Street Reconstruction.

Illinois State Toll Highway Authority, I-294 Central Tri-State Design Corridor Management, Various Locations, IL. Project Engineer as part of the design corridor manager team for this program, coordinating design efforts across 22 miles and the 21 design section engineer teams, comprised of various engineering consultants, to develop more than 68 construction packages to complete the corridor from Balmoral Avenue to 95th Street. Worked with the team developing corridor specific criteria and specifications for corridor consistency based on existing Tollway standards, identifying and resolving utility conflicts; coordinating a systematic corridor maintenance of traffic strategy; corridor earthwork management; managing input from external and internal stakeholders; assisting with securing the right-of-way to enable construction to proceed, providing QA/QC checks of various plan sets and coordinating plan submittals.

Illinois State Toll Highway Authority, I-294 Central Tri-State, Ogden Ave. to Cermak Rd., IL. Project Engineer responsible for the design of 1.4 miles of widening and reconstruction of I-294 from Ogden Avenue to Cermak Road. This work included the preparation of a concept verification report, value management study, preliminary engineering and preparation of final design plans. Planned improvements include a 16-foot flex lane on each side of the median to accommodate future needs and transit options, replacement of the mainline bridge over Salt Creek, retaining walls, noise walls, right-of-way

acquisition, utility relocations, watermain relocation, rehabilitation of two cross road bridges, barrier warrant analyses, analysis of ditch capacity and culvert sizes, replacement of the drainage system and median barrier wall, a one mile 10' by 4' overflow box culvert to alleviate flooding, roadway and bridge lighting, pavement marking and signing, erosion control and landscaping, conduits for fiber optic lines, ITS devices, Active Traffic Management devices, weigh-in motion devices, and installation of Intermediate Power Distribution Centers.

Illinois State Toll Highway Authority, Elgin O'Hare Western Access - West Terminal Interchange, DuPage County, IL. Project Engineer for final design of a new system interchange, as part of a new all-electronic toll road project that includes 17 miles of new roads, 15 new or improved interchanges, rehabilitating and widening Illinois Route 390, formerly known as the Elgin O'Hare Expressway, extending it along Thorndale Avenue to O'Hare International Airport, and building a new roadway around the western border of the airport to link the Jane Addams Memorial Tollway (I-90) and the Tri-State Tollway (I-294). Also involved design and development of multiple construction contract documents to stage construct the new expressway while maintaining traffic within an urban environment, coordination of designs with local stakeholders and among adjacent design sections. Coordinated corridor-wide utility relocations and improvements including water main and sanitary force main relocation. Landscaping and erosion control included advanced mass grading contract to remove approximately 1 million cubic yards of earth. Coordinated with FAA and CDA to relocate low-level wind shear equipment. Bridge work included preparing structure type studies; type, size, and location drawings; and final design of two curved flyover structures spanning four tracks of two Class 1 railroads, new I-490, a 4-lane local highway, and various roadway ramps.

Illinois State Toll Highway Authority, I-390 - Elgin O'Hare Western Access Tollway, DuPage County, IL. Roadway Discipline Lead Engineer for design of approximately 1.6 miles of new 6-lane expressway, seven bridges, six retaining walls, two compensatory storage facilities, four detention ponds, enclosed and open drainage systems, three toll plazas, roadway lighting, corridor-wide ITS equipment, new frontage roads, improvements to six local roads and associated intersections to include four signalized intersections, corridor-wide signal interconnection, and roadway appurtenances. Primary responsibilities included coordinating and managing all roadway design aspects of the project. The project involved the design and development of multiple construction contract documents to stage construct the new expressway while maintaining traffic within an urban environment, coordination of designs with local stakeholders and among adjacent design sections, coordination of corridor wide utility relocations, and determination of right-of-way needs and plat of acquisition preparation

Chicago Department of Aviation (CDA), UPRR, Irving Park Road and Bensenville Ditch Relocations – O'Hare Modernization Program (OMP), Chicago, IL. Project Manager with responsibility for preparation of contract plans and specifications for the relocation of Bensenville Ditch. The relocated ditch alignment was designed as a combination of a 4,400 foot open channel and a 4,445 foot two-cell 11' wide by 7' high reinforced concrete box culvert. The ditch work was ultimately included in a much larger bid package for the South Airfield including the relocation of Irving Park Road and the Union Pacific Railroad mainline tracks – requiring close coordination with documents prepared by other members of the design team.

Chicago Department of Aviation (CDA), Cargo Area Site Preparation and Interim Ditch – O'Hare Modernization Program (OMP), Chicago, IL. Project Manager with responsibility for preparation of contract plans and specifications for the relocation of Bensenville Ditch in a temporary configuration required to accommodate South Airfield expansion enabling projects. The relocated ditch alignment was designed as an open channel approximately 6,300 feet in length. Four 8' diameter culverts were placed at the location of two roadway crossings and four 6' diameter culvert pipes were tunneled under the Union Pacific Railroad.

Illinois Department of Transportation, US 34 at the Elgin, Joliet, and Eastern Railway/Canadian National Railroad, Aurora, IL. Project Engineer for the development of a grade separation to replace an existing at-grade highway-railroad crossing. Phase II work consisted of preparing PS&E for an advanced construction contract, a steel fabrication contract, and a main contract. Improvement includes a three-span steel beam highway overpass structure, a precast arch structure over waterway, four major retaining wall systems, noise abatement walls, new closed drainage systems, and a raised roadway. The project involved the design and development of construction contract documents to stage construct improvement while maintaining traffic within an urban environment. (2012-2016)

Abbas Kachwalla, PE, PMP

Pavement Management Lead

Firm
AECOM

Education
MS, Project Management, Harrisburg University of Science and Technology, 2019

MS Transportation Engineering, University of Illinois at Urbana-Champaign, 2014

BTech, Civil Engineering, Veermata Jijabai Technological Institute, 2012

Years of Experience
8

Certifications and Training
Professional Engineer: TX

Project Management Professional

Professional Affiliations
Association of Transportation Professionals of Indian Origin

American Concrete Institute Transportation Research Board

Young Professionals in Transportation American Society of Civil Engineers

Abbas is a pavement engineer based in Chicago with extensive experience in implementing pavement management systems for over 200 pavement networks. He has worked closely with CCDOTH since 2014 supporting their pavement engineering efforts including pavement management, condition surveys, database management, pavement designs and pavement preservation plan development.

He has led pavement and asset management projects for several agencies including 75 municipal agencies for the Chicago Metropolitan Agency for Planning (CMAP), 500 miles for the Cook County Department of Transportation and Highways, and 1,500 miles for the City and County of Honolulu, Hawaii. He has conducted pavement evaluations involving manual and automated pavement condition surveys; developed pavement capital improvement plans, performed pavement structural analysis; worked on GIS integration and asset mapping; and implemented Pavement Management Systems for municipalities, cities, counties and airports. He is a course instructor for Pavement Management System software and has conducted training sessions for several municipalities, airports, and other agencies.

Abbas is an active contributor to the advancement of pavement management technology. In TRB2020, he was recognized by the Transportation Research Board Committee AFD20 for Pavement Condition Evaluation with the Best Poster award for his 2019 work on Improving Reliability of Automated Pavement Condition Data for Asphalt Road Surfaces through Statistics-Based Quality Control.

Project Experience

Cook County Department of Transportation and Highways, Asset Management Integration and Pavement Management Systems, Cook County, IL. Technical Lead for implementation of asset management integration and PAVER pavement management systems for 400 miles of roadway pavement. Performed automated pavement condition survey on county roadways, which included a visual, image-based PCI survey per ASTM D6433 and pavement pro□ ling. Managed data collection and analyses efforts. Responsible for generating deterioration models and developing multi-year engineering recommendations and budgets. Conducted a two-day on-site PAVER training course for County Engineers. In addition, managed the GIS – PAVER integration of traffic data, bridge locations and roadway assets such as medians and curb and gutter. (2014-2015, 2018-Present)

City of Des Plaines, Pavement Management Implementation, Des Plaines, IL. Project Manager that implemented pavement management systems for 150

miles of roadway pavement. Performed automated pavement condition survey on City roadways, which included a visual, image-based PCI survey per ASTM D6433 and pavement profiling. Managed data collection and analyses efforts. Responsible for generating deterioration models and developing multi-year engineering recommendations and budgets. Conducted a two-day on-site PAVER training course for City Engineers. Developed multi-year capital improvement plans for pavement repair work. (2019-Present)

Chicago Metropolitan Agency for Planning, Municipal Pavement Management Plans Oversight, Chicago, IL. Deputy Project Manager managing pavement management implementations for 60 municipalities located around the Chicago area. Technical responsibilities include data verification, report reviews, pavement management database reviews, and deliverable acceptance. Management responsibilities include managing schedule, budget, and subcontractors. (2019-Present)

City and County of Honolulu, PAVER Pavement Condition Index Development, Honolulu, HI. Provided project support in pavement management and asset management integration using PAVER and Cityworks. Assisted in the setup of pavement management of the PAVER database and implementation of the pavement management system. Performed quality control checks on 1,500 lane miles of automated pavement distress data per ASTM D6433. Involved with developing a statistical based quality control software for pavement inspection big data checks. Analyzed pavement deterioration trends, distress patterns, and data completeness. (2017-Present)

Various Pavement Management Projects (Dynatest Consulting), Nationwide. Completed projects for the following municipalities/clients involving data collection, analysis, and reporting.

- City of Naperville, IL: 1,200 miles, PMS
- Village of Niles, IL: 80 miles, PMS
- Village of Schaumburg; IL: 300 miles, PMS
- City of Milton, GA: 270 miles, PMS
- City of Frisco, TX: 500 miles, PMS

[Prior to AECOM]

Timothy Whalen, PE

Principal-in-Charge

Firm
AECOM

Education
BS, Civil Engineering, University of Dayton, 1999

Years of Experience
22

Certifications and Training
Professional Engineer, Illinois

Professional Affiliations
American Society of Civil Engineers

American Council of Engineering Companies

WTS Greater Chicago

HACIA

ACE Chicago Mentor Program – Executive Board

Tim has extensive project management experience, including seven years as a project director/principal, delivering on a range of projects and programs in Illinois. His experience is centered on leading multi-disciplinary teams and coordinating the diverse skills of project teams, specialty subconsultants, and additional AECOM resources and experts. Tim's key skill sets developed from his experience include conflict and issue management, risk management and coordination. He has maintained oversight for projects and programs for a diverse range of clients from local municipalities to counties to state agencies, including Cook County, IDOT, CTA, ISTHA, NICTD, CDA/OMP, Metra and the City of Chicago.

Project Experience

Cook County Department of Transportation and Highways, Design Engineering Services Master Services Agreement (MSA), Cook County, IL. Project Principal-in-Charge responsible for the overall execution and delivery of the various work orders assigned under the MSA. The MSA is a work order-based Professional Services Agreement with CCDOTH. The scope of services provided under this agreement have been diverse, covering multiple disciplines and a range of complexities. Agency coordination has been a key aspect in support of the County. Work orders within the agreement have addressed design engineering, Phase II final design, various contract document reviews, various studies and reports, asset management, program management, and public involvement. Notable work orders include the implementation of the Fair Transit Program, development of the ADA Transition Plan, 87th and Roberts Final Design, Cityworks support, and Program Management for Pavements, Culverts and Bridges/Structures.

Illinois Department of Transportation, District 1, Geometrics Program Management Consulting, Chicago, IL. Principal-in-Charge and Project Manager responsible for overall management and coordination of the program management contract. The scope of services includes providing geometric engineering services and support on various projects, including Phase I planning, final design, construction and maintenance. The projects are either in-house, under contract with other consultant engineering firms, or entities other than IDOT such as private developments requesting traffic access permits onto IDOT state routes. Other work includes special geometric studies, traffic studies, Phase I studies, feasibility studies and scoping evaluation studies. Other responsibilities include the implementation and monitoring of the mentor-protégé agreement with our subconsultant.

Northern Indiana Commuter Transportation District, West Lake Corridor Construction Management, Dyer, Lake County, IN. Project Principal-in-Charge responsible for the execution, delivery and client collaboration of our CM contract. The project is an approximate 8-mile southern extension of the

existing NICTD South Shore Line (SSL) between the Town of Dyer and City of Hammond, Indiana and is expected to attract over 7,000 daily boardings in 2040. Our main focus is to the manage the construction phase effort in support of NICTD and their funding partners. The project is being executed as Design-Build, and includes coordination with NICTD's Program Manager (PMO), the DB Contractor, FTA, and several other agencies and municipalities.

Illinois State Toll Highway Authority, Central Tri-State (I-294) Design Corridor Manager (DCM), Northeastern Illinois. Project Director Approver overseeing the execution and management of the program. The program involves a $4B reconstruction and widening of 22 miles of I-294. The project will reduce traffic, improve regional mobility, and accommodate 220,000 daily vehicles. The program involves the coordination and oversight of over 20+ consultant teams, and extensive coordination with the ISHTA, their various teams, the Cook County Department of Transportation and Highways, and a range of stakeholders, agencies, and other units of government. In addition to our role as DCM, the program also involved final design engineering for a section of the corridor.

Chicago Department of Transportation, Western Avenue Viaduct over Belmont Avenue Phase II, Chicago, IL. Project Manager for Phase II design for the viaduct project located on the northwest side of the city between Jones Street and Addison Street. The project involves corridor enhancements for approximately 1.2 miles of urban public way along Western Avenue. Improvements include roadway reconstruction and resurfacing, drainage improvements, street lighting, traffic signals, structure demolition and rehabilitation, right-of-way acquisition and streetscape. The project includes extensive coordination with IDOT, Cook County, city agencies, utilities, aldermanic offices, surrounding communities and other project stakeholders. A key challenge was to design the maintenance of traffic and construction staging to limit impacts to users of the public way and surrounding residential and commercial interests.

Illinois Department of Transportation, Transportation Program Management Contract 2013-2016, Cook County, IL. Deputy Project Manager responsible for overall management and coordination of the program management contract. The scope of services includes providing geometric engineering services and support on various projects, including Phase I planning, final design, construction, and maintenance. The projects are either in-house, under contract with other consultant engineering firms, or entities other than IDOT such as private developments requesting traffic access permits onto IDOT state routes. Other work includes special geometric studies, traffic studies, Phase I studies, feasibility studies, and scoping evaluation studies. Other responsibilities include the implementation and monitoring of the mentor-protégé agreement with our subconsultant.

Village of Bridgeview, CREATE GS14, 71st Street at CSX/IHB Railroad Grade Separation, Bridgeview, IL. Project Manager for the Phase II design of a grade separation project for 71st Street at the existing CSX/IHB tracks. Design elements include a new bridge structure, retaining walls, roadway and access improvements, drainage improvements, utility relocations, traffic control, lift station, street lighting and landscape. The project involves public involvement and outreach, land acquisition, full ADA compliance and extensive coordination with project stakeholders including IDOT, Federal Highway Administration, CSX, CREATE, utility agencies, local businesses and property owners as well as the management of outside subconsultants.

Chicago Department of Transportation, Wabash Avenue Renovation, Chicago, IL. Project Manager for renovation and streetscape improvement of Wabash Avenue from Harrison Street to Wacker Drive. Design elements included filling and reconstructing sidewalk vaults, special foundation design, drainage improvements, special sidewalk paving, and a custom street lighting system. Urban design elements included decorative lighting features, entry portals, gateway signage, and landscape improvements. The project involved concept design and implementation, full ADA compliance, and extensive coordination with city agencies, community groups, property owners, and tenants, as well as the management of outside architectural firms, other subconsultants, and electrical, civil, and structural disciplines in-house. The project was awarded the ISPE Chicago Chapter Chicagoland Excellence in Engineering Award.

Matthew Lehan, PE

Quality Manager: Roadway

Firm
AECOM

Education
BS, Civil Engineering, University of Illinois, 1994

Years of Experience
25

Certifications and Training
Professional Engineer: Illinois, Indiana, Iowa

Matt is a Project Manager experienced in preparing preliminary studies and reports, as well as design plans and specifications for improvements to expressways, arterial routes, collector roads, local streets, and bicycle paths/lanes. Matt has worked with the Illinois Department of Transportation (IDOT), Illinois Tollway, counties, and local agencies. Early in his career, Matt served as a Resident Engineer on county highway improvements.

Project Experience

DuPage County Division of Transportation, East Branch DuPage River Greenway Trail. Project Manager for the Phase I preliminary engineering to extend the Greenway Trail a distance of 2 miles while also widening 3.5 miles of existing trails. Federal Surface Transportation Program (STP) funding was used to construct the improvement; therefore all studies and reports were prepared in accordance with IDOT requirements. Preliminary engineering studies were conducted to establish the horizontal and vertical alignment, indicate the need for any easements and/or right-of-way acquisition and develop preliminary construction costs. Environmental studies were performed to identify contaminated soils and delineate wetlands along the proposed alignment. The study results were summarized in a Project Development Report for review and approval by the County and IDOT.

City of Rolling Meadows and Village of Arlington Heights, Commuter Drive Reconstruction and Bicycle Path Extension. Project Manager for the Phase I and II engineering services for the reconstruction of Commuter Drive and construction of an adjacent new bicycle path. The new bicycle path connects the Arlington Park Metra Station to the City of Rolling Meadows' existing bicycle path system at Rohlwing Road, a distance of 3,100 feet. . A new profile was developed to eliminate a substandard vertical curve. Federal Congestion Mitigation and Air Quality (CMAQ) funding was used to construct the improvements, so all studies, reports and design plans and specifications was completed in accordance with IDOT requirements.

Lake County Forest Preserve District, Rollins Road Millennium Trail Underpass. Project Manager responsible for supervising the preparation of Phase II design plans, specifications and estimates for the construction of an underpass at Rollins Road. Federal Illinois Transportation Enhancement Program (ITEP) funds was used to construct the improvement therefore all plans and specifications were completed in accordance with IDOT requirements. The underpass connects two sections of the existing Millennium Trail and consists of a cast in place, steel reinforced concrete structure measuring 18 ft. wide by 10 ft. high and 120 ft. long. Other improvements include 1200 ft. of new multi-use path, 3000 ft. of pavement resurfacing, extensive grading to keep all excavated material on-site and an interior lighting system for the underpass. Construction was staged to maintain one lane of

traffic in each direction at all times. Rollins Road is a County highway therefore coordination was required with the Lake County Division of Transportation.

City of North Chicago, 2008 MFT Street Rehabilitation Program, North Chicago, IL. Project Manager responsible for supervising the preparation of design plans, specifications and cost estimates for the rehabilitation of 6,200 lineal feet of existing streets. Improvements consisted of complete as well as intermittent curb and gutter removal and replacement, pavement patching, drainage structure repairs, bituminous resurfacing and parkway restoration.

Village of Libertyville, Fourth Street Rehabilitation/Reconstruction. Project Engineer responsible for the preparation of design plans, specifications and cost estimates to rehabilitate/reconstruct 3,400 feet of Fourth Street. Rehabilitation work consisted of pavement patching, total curb and gutter replacement, bituminous resurfacing and storm sewer repairs. Work in the reconstructed areas included total replacement with full depth bituminous pavement and curb and gutter. Storm sewer repairs was made, and new laterals was installed where needed. Federal STP funds was used for construction.

DuPage County Division of Transportation, 2004 County-wide MFT Street Maintenance Program. Project Engineer for design-engineering services for DuPage County's annual street maintenance program. The project involved rehabilitating more than 10 miles of pavement on 14 roadways located throughout DuPage County. The improvements were paid for with Motor Fuel Tax (MFT) funds; therefore, the plans and specifications were prepared in accordance with IDOT requirements. The rehabilitation work consisted of bituminous surface removal, resurfacing, curb and gutter patching, pavement patching and striping. Other improvements included pavement widening on 63rd Street to provide for new left turn lanes and modifying the barrier median on 75th Street to provide full access to a cross-street.

Illinois Department of Transportation, District One, Various Design Projects. Project Manager overseeing preliminary and design engineering services for various roadway, bridge and safety improvements located throughout District One. Services included preparing separate plans and contract documents for 14 roadway resurfacing projects. In addition, separate plans and contract documents were prepared for 12 bridge rehabilitation/deck replacement projects along with the associated roadway improvements. The bridge projects required temporary traffic signals and lighting to maintain one lane, two-way traffic for staged construction. Safety improvements included correcting substandard superelevations, improving sight distance, adding signage, striping and raised reflective markers, barrier warrant analyses, constructing shoulders with rumble strips and installing impact attenuators.

City of North Chicago, Martin Luther King Jr. Drive Reconstruction, North Chicago, IL. Project Manager responsible for supervising the plan preparation, specifications and estimates for the reconstruction of 1.2 miles of a four lane unmarked county highway. Work involved total pavement replacement, new storm sewers along with in-line detention, installing a street lighting system, modernizing two signalized intersections and interconnection with existing signal systems and replacing the sanitary sewer and water main. Design plans included the removal and disposal of substantial amounts of hazardous and special waste found within the project limits. STP funds were used for construction.

Bradley Road Reconstruction, Village of Mettawa. Project Manager responsible for the Phase I preliminary engineering studies and preparation of a Project Development Report (Categorical Exclusion) for the reconstruction of Bradley Road. Federal STP funding will be used for construction therefore the studies and report will meet the requirements of the Illinois Department of Transportation. Horizontal alignment alternatives were developed and analyzed to minimize right of way acquisition. Other studies conducted include crash analysis, vertical profile development, drainage analysis, stop sign warrant analysis, sight distance review and construction cost estimating. An existing multi-use path adjacent to the roadway will also be realigned and reconstructed as part of the improvements.

Village of Mettawa, Street Condition Survey/Multi Year Street Improvement Program. Project Manager responsible for a study to develop a multi-year improvement program for the Village's street system. Work included a street condition survey, determining improvement strategies and preparing construction cost estimates for each street. With a budget set by the Village, a multi-year program was developed to improve all streets. The results of the study were summarized in a technical report.

Hsing-Hua Chu, PE

Quality Manager: Water and Sewer

Firm
AECOM

Education
MSc, Environmental/ Environmental Health Engineering, University of Illinois, 2000

BSc, Environmental/ Environmental Health Engineering, University of Illinois, 1998

Years of Experience
22

Certifications and Training
Professional Engineer: Illinois

Water Business Basics

Public Speaking

Environmental Compliance Audits

Professional Affiliations
American Water Works Association

Hsing is experienced in water/wastewater distribution/collection systems, civil/site design, and water system asset management. His experience includes pumping and piping design in potable water and wastewater applications. Specifically, Hsing has worked on piping, civil, and pumping projects for the City of Chicago, Metropolitan Water Reclamation District of Greater Chicago, North Shore Water Reclamation District, Illinois American Water Corporation, Detroit Water and Sewerage Department, Great Lakes Water Authority, Genesee County Drainage Commission, and for many other clients across the Midwest. Hsing has also worked on piping and pumping for conveyance of dredged slurry, lime softening studies and system design, habitat restoration for the Hines Emerald dragonfly, and environmental remediation projects involving buried piping.

Project Experience

East Jefferson Water Main Replacement, Detroit Water and Sewerage Department & Great Lakes Water Authority, Detroit, MI. Project manager for a project replacing water mains installing from 12" to 42" diameter piping along 5.7 miles of East Jefferson Avenue in Detroit, Michigan. Managed final design, which includes open cut and trenchless methods such as sliplining, horizontal directional drilling, and pipe bursting.

Great Lakes Water Authority, Springwells Discharge Headers and Yard Piping Phase 2, Detroit, MI. Process support for project evaluating options for replacement of discharge headers and transmission mains at the Springwells Water Treatment Plant in Detroit, Michigan. Assisted in evaluating limits of water main replacement, valve replacement/isolation, and plant sewer replacement/hydraulics.

LBNF IDIQ, Fermi National Accelerator Laboratory, Batavia, IL. Lead the civil/site design for the LBNF Beamline and Near Detector contracts including design of potable water, industrial cooling water, storm water/drainage, gas, and preliminary design of sanitary piping. The design also involved site clearing/restoration along with wetland restoration, grading work including a shielding embankment, and roadways/hardstand across the project site and at proposed structures.

Ballard Road Water Main Relocation, City of Des Plaines, Des Plaines, IL. Project Manager for effort to relocation an existing water main in the City of Des Plaines related to work by IDOT on/near Ballard Road. Water main work included open cut work at a creek crossing, valve vault replacement, and reconnection of services.

Old Henry Water Line Relocation, Louisville Water Company, Louisville, KY. Provided technical assistance on water main relocation and installation of a pressure reducing valve with vault related to reconstruction of Old Henry Road in Louisville, KY.

Village of Westmont, Public Works Facility, Westmont, IL. Project manager and civil engineer on a new public works facility for the Village of Westmont. Tasks included site grading, paving/roadways, utility relocation, landscaping, and stormwater detention. As project manager oversaw design and construction engineering services to successfully complete the $16.5 million dollar facility on schedule and within budget.

Village of Lake Forest, North Beach Access Road Reconstruction, Lake Forest, IL. Technical design for sanitary sewer relocation related to the reconstruction of the North Beach Access Road in Lake Forest. Roadway work was constructed in relation to slope stabilization needs along the roadway. Sewer relocation work included line stopping of existing line and replacement with HDPE piping.

Kansas City Water Services Department, Round Grove Pump Station Upgrade, Kansas City, MO. Process engineer responsible for evaluation of hydraulics and pumping associated with the preparation of design documents for the Round Grove Pump Station Upgrade as well as construction office support. The work is being performed to upgrade the wastewater pumping station and rehabilitate/expand the station to reduce collection system backups and includes screening and pumping upgrades, which were confirmed through physical modeling.

Johns Manville, Southwest Sites Remediation Utility Work, Waukegan, IL. Civil engineer responsible for design of sanitary sewer and potable water main replacements. Design included 42-inch, high-density polyethylene (HDPE) sewer piping, tie in structures, and manholes and 10-inch HDPE water main piping and appurtenances. Following design, further modifications were made to revise the scope to remediation of soils around and above piping. Work was needed in conjunction with remediation of the site for asbestos contamination within soils.

Metropolitan Water Reclamation District of Greater Chicago, Stickney Water Reclamation Plant Improvements, Stickney, IL. Engineer responsible for design of underground piping for improvements to the sludge handling at the reclamation plant including sludge force mains, gravity sewers, potable water, and other utilities. Also responsible for design of new bar screens and flow modifications to separate sludge streams for more efficient thickening. Assisted in modification of existing piping, valves, and fittings, both within pumping stations and buried within the plant, to accommodate newly installed pumps. Provided construction phase services.

Illinois Department of Transportation, Circle Interchange Reconstruction, Chicago, IL. Design Engineer responsible for 24-inch to 48-inch water transmission main replacement at Morgan Street, Harrison Street, and Green Street related to the reconstruction of the Circle Interchange in Chicago. Work included design of riser vault structures, transitions to large-diameter cast iron and concrete water main, and coordination with Chicago Department of Water Management.

Gerhard du Toit, PE

Quality Manager: Pavement Management

Firm
AECOM

Education
MA, Civil Engineering, University of Pretoria, South Africa, 1993

BS, Eng (HONS) Civil Engineering, University of Pretoria, South Africa, 1990

BS, Civil Engineering, University of Pretoria, South Africa, 1988

Certifications and Training
Professional Engineer: TX, South Africa

Professional Affiliations
South African Bitumen Association

Society for Asphalt Technology

American Society of Civil Engineers

Gerhard is the Group Lead for AECOM's National Pavement Engineering Group and has more than 30 years of experience specializing in pavement and asset management, pavement design, rehabilitation design, materials engineering, road maintenance and upgrading programs, as well as construction management. He has assisted various municipalities, districts, and state/provincial DOTs to manage and implement multi-million dollar, and multi-year Capital Improvement Programs. Gerhard has been the lead verifier/quality manager on all CCDOTH pavement deliverables provided by AECOM since 2018, so he understands the expectations of the work involved. Recent efforts have focused on implementing pavement management systems for several USAF and ANG facilities across the US and abroad, state DOT's, Counties, municipalities, and freight rail clients (CSX, UPRR, CN Rail, BNSF), as well as providing pavement and material design inputs to AECOM's operations both within the US as well as globally.

Project Experience

Cook County Department of Transportation and Highways, Pavement Management Program and Pavement Rehabilitation and Preservation Program, Cook County, IL. Technical Advisor and lead verifier for implementation of PAVER pavement management systems and asset management integration for 500 miles of roadway pavement. Provided guidance on methodology and standards. Reviewed deliverables which included pavement condition survey results and pavement management findings. Lead verifier for pavement designs performed. Provided guidance on material types and specifications for preservation materials.

TDSI/CSX Transportation, Pavement Management Program & Design and Construction Phase Service, On-Call Services, Various States. Technical Lead for development and implementation of a pavement management program at 22 CSX TDSI facilities nationwide. Tasks included overseeing pavement condition surveys, quality control of data, setting up a pavement management system, determining multiyear funding requirements, and generating 5-year capital improvement repair plans for all facilities.

Technical Lead for Design Support Services for AECOM's US and Global Operations including:

- I-270 BWC, MD - Design support on DB project to add capacity to I-270, MD by utilizing existing shoulders as hard running surfaces. Technical involvement included evaluation and review of geotechnical information (boring logs, coring logs, GPR), traffic analysis and pavement design analysis using AASHTO 1993 Guide for Design of Pavement Structures and DARWin pavement analysis software.

- Permeable Pavements - Design and technical support for construction of permeable pavement parking area for City of Portsmouth, NH.
- Construction and materials design support – provision of technical design and materials support for USAID funded road construction project in Ramallah, WB.
- Various pavement design reviews (PDR) and HMA mix design reviews.

US National Guard Bureau, Pavement Condition Survey and Pavement Management, Various Bases. Technical Lead for implementation of PAVER pavement management systems, manual pavement condition index surveys, and engineering reports for landside pavement evaluations at several Air National Guard installations. Additional responsibilities included generating multi-year pavement engineering recommendations and budgets, developing pavement deterioration models, and investigating probable failure mechanisms for observed pavement deterioration.

Air Force Pavement Condition Survey and Pavement Management System Update for Airfields and/or Roads and Parking, On call services. Technical Lead Providing updates to the overall network layout and sampling plan on approximately five-year intervals, completing pavement inspections, updating the Paver software, and developing recommendations and reports for each base.

Base installations currently contracted for (4CO3, 5CO1) include Vance ARB (OK), Kegelman AAF (OK), March AFB (CA), Eielson AFB (AK), Tyndall AFB (FL), Mountain Home AFB (ID), Altus AFB (TX), Laughlin AFB (TX), Tonopah AFB (NV), Lajes Field (POR), RAF Alconbury (UK), RAF Croughton (UK), Creech AFB (NV), Homestead AFB (FL).

Anna Chiu, PE

Roadway Design Engineer

Firm
AECOM

Education
BS, Civil Engineering, University of Illinois-Chicago, 2007

Years of Experience
16

Certifications and Training
Professional Engineer, Illinois

Anna's experience is focused on preliminary and final roadway design. Her background in drainage engineering also helps her in solving challenging roadway design issues.

Project Experience

Illinois Department of Transportation, Jane Byrne "Circle" Interchange Reconstruction Phase II, Chicago, IL. Lead Geometrics and Drainage Engineer for the Phase II design engineering of the proposed reconstruction of the Circle Interchange. The Circle Interchange is a system-to-system interchange carrying over 400,000 vehicles per day that connects I-90/94 with I-290/Congress Parkway and is ranked as the worst bottleneck in the nation. The improvements include the reconstruction and reconfiguration of the interchange geometry and ten adjacent local service interchanges, construction of 8 fly-over curved ramp bridges and 14 cross street bridges, the addition of a collector-distributor roadway system through the downtown area, roadway widening and reconstruction, lighting and ITS, retaining and noise walls, pump station improvements, the installation of an underground detention facility, abandoned water and freight tunnel bulkheading and installation of major water main including 48" and 54" feeder mains.

The implementation of this major improvement in the heart of downtown Chicago required a comprehensive Traffic Management Plan, construction sequencing and breakdown of contract packaging to be implemented over the four-year construction schedule. The initial stages of construction include the cross street bridges, the Ramp NW Flyover followed by the reconstruction of Congress Parkway/Eisenhower Expressway, then the Kennedy/Dan Ryan Expressways and finally the internal ramps within the interchange. Responsibilities include day-to-day management of the geometric design and significant coordination with multi-disciplinary design team members for 15 separate contracts.

Illinois Department of Transportation, District 1, Geometrics Program Management, Special Studies, Chicago, IL. Lead Geometrics Designer on a specific work assignment for the geometric engineering and the development of conceptual plans for the I-290 Eisenhower Expressway improvements. Under this special studies contract, AECOM supports IDOT on a range of geometric studies and assignments.

Illinois Department of Transportation, Tri-Level Interchange Drainage Report, St. Louis, IL. Drainage Engineer developing the Phase I drainage report for the configuration and reconstruction of the I-55/I-64 interchange required for the Mississippi River Bridge project. The tri-level is one key component of the Mississippi River Bridge project which will create a new gateway between Illinois and Missouri that provides better connections to and through St. Louis. The project will provide needed traffic capacity, improve system linkages and community access, reduce traffic crashes, improve travel times, and enhance

economic growth. The overview of the project includes improvements at the I-55/I-64/I-70 interchange in East St. Louis which will connect to the I-70 connection leading to the main span of the new Mississippi River Bridge. Major tasks included assisting in developing a drainage concept report for the tri-level interchange project for the I-55 and I-64 interchange mainline and ramps. The tasks involved performing storm sewer, ditch, scupper, and detention storage calculations and preparing the plan and profile sheets for the mainline contract.

Illinois Department of Transportation, Illinois Route 64 (North Avenue) Reconstruction, West Chicago and St. Charles, IL. Design Engineer for Phase II design of the reconstruction of IL Route 64 (North Avenue) from Kautz Road to IL Route 59. The design included geometric and intersection design, traffic control, erosion control, drainage, signing and pavement marking. Due to the close proximity of the DuPage Airport coordination with the airport and the Federal Aviation Administration was required.

McHenry Division of Transportation, Deerpass Road over Kishwaukee River, McHenry County, IL. Project Engineer for the Phase II design for the removal of the two existing bridges over the north and south channels of the Kishwaukee River, and the reconstruction with a longer single bridge structure. Design included roadway improvements, traffic control, erosion control, pavement marking, signing and cross sections. The final design effort involved the preparation of Plans, Specifications, and Engineer's Estimate of Cost as well as obtaining permits needed for the construction work.

Illinois Department of Transportation, District 1, I-90/I-94 Dan Ryan Expressway Reconstruction, Chicago, IL. Technician/Intern on expressway (I-90/94) reconstruction from 31st Street to I-57. The main tasks involved were documentation, creating as-built cross sections, and calculating the earthwork quantities. The project documentation work was completed through the IDOT documentation system, ICORS.

Illinois Department of Transportation, Illinois Route 47, Huntley, IL. Project engineer for the Preliminary Engineering and Environmental Assessment for the improvements to 8 miles of two lane roadway in a rapidly developing rural corridor between Huntley and Woodstock. The project involves in the preliminary (Phase I) for widening and resurfacing nine miles of rural 2-lane roadway including curb and gutter, storm sewer, culvert extension and replacement, ditch drainage, water main relocation, utility coordination, and construction staging. This project utilized IDOT's Context Sensitive Solutions (CSS) process. As such, a comprehensive public and stakeholder involvement process was developed.

Illinois State Toll Highway Authority, I-355 NB Extension Design, DuPage County, IL. Staff Engineer for preparation of drainage studies for computing the drainage quantities and calculating inlet spacing outputs using HY-22 for the widening of northbound I-355.

Illinois Department of Transportation, Wood Dale Realignment Study, Wood Dale, IL. Drainage Engineer responsible for drainage calculations and plans for the new alternate 2N which includes a bypass route between Wood Dale and Irving Park Road. Performed stormwater detention storage analysis for the new proposed alternate. Hydraflow and TR-20 models were developed for the drainage analysis.

Chicago Department of Transportation, Division of Project Development, Lincoln, Ashland, Belmont Streetscape - Section 2, Chicago, IL. Design Engineer for the ADA design of the streetscape and infrastructure improvements to four blocks of arterial and collector roadways.

Chicago Department of Transportation, Division of Engineering, Milwaukee Avenue Section 3 - Kilpatrick Avenue to Addison Street, Chicago, IL. Design Engineer for geometric and drainage design of roadway improvements on Milwaukee Avenue between Kilpatrick Avenue and Addison Street, including viaduct clearance improvements beneath Union Pacific and Metra rail bridges.

Nolan Hicks, EIT

Roadway Design Engineer

Firm
AECOM

Education
BS, Civil Engineering, University of Kansas, 2019

Years of Experience
3

Certifications and Training
Engineer in Training: Illinois

Professional Affiliations
American Society of Civil Engineers

ACE Mentor

Theta Tau, Professional Engineering Fraternity

Nolan is a civil engineer in training (EIT) working in the Chicago Transportation Department. He has a wide skill set ranging from preliminary project planning to detailed Phase II plan preparation. Nolan also has experience in project management, maintenance of traffic design, environmental/geotechnical sampling, earthwork storage and material management, workspace development and document preparation. He is proficient in MicroStation, Power GEOPAK, ProjectWise data management, and Excel. He is pursuing Professional Engineering (PE) Licensure in Summer 2023.

Project Experience

Illinois State Toll Highway Authority, Central Tri-State (CTS) Reconstruction, - Northeastern, Illinois. Nolan is an active project member of the design corridor management team for this program, coordinating design efforts across 22 miles and the 21 design section engineer teams, comprised of various engineering consultants, to develop more than 68 construction packages to complete the corridor from Balmoral Avenue to 95th Street. He joined the DCM team as a Civil Engineering Intern in May 2018 and advanced his role with the team as a Civil Engineer, EIT in July 2019 upon completion of his BS degree.

Illinois State Toll Highway Authority, I-294 Central Tri-State, Ogden Ave. to Cermak Rd., IL. Aided in the design of 1.4 miles of widening and reconstruction of I-294 from Ogden Avenue to Cermak Road. Mr. Hicks was responsible for the design of 6 stages of Maintenance of Traffic (MOT). He compiled and reviewed over 1,000 quantity calculation spreadsheet tabs from 7 sub-consultants for the creation of Summary of Quantities (SOQ) and cost estimate for concept through bid plans. Evaluated and applied cost estimate analysis of current unit bid prices for accurate engineering estimate creation. Project improvements included a 16-foot flex lane on each side of the median to accommodate future needs and transit options, replacement of the mainline bridge over Salt Creek, retaining walls, noise walls, right-of-way acquisition, utility relocations, watermain relocation, rehabilitation of two cross road bridges, barrier warrant analyses, analysis of ditch capacity and culvert sizes, replacement of the drainage system and median barrier wall, a one mile 10' by 4' overflow box culvert to alleviate flooding, roadway and bridge lighting, pavement marking and signing, erosion control and landscaping, conduits for fiber optic lines, ITS devices, Active Traffic Management devices, weigh-in motion devices, and installation of Intermediate Power Distribution Centers.

Assistant Project Liaison. Supported the active Project Liaison in all aspects of the management of a Geotechnical Upon Request (GUR) contract including scope development, schedule formation and budget analysis. Mr. Hicks coordinated tasks and responsibilities between GUR and Design Section Engineers (DSE). Prepared and reviewed request forms and exhibits. He

tracked and compiled over 1,000 boring logs and locations on an online interface for geotechnical information documentation and sharing. Engaged with public outreach representatives to coordinate field work access and schedules.

DSE Construction Revision & Issue Design. Developed and aided in the design of over 4 construction revision and issues in a timely manner. Mr. Hicks helped prepare over 100 plan sheets each having a border, model, and container file associated. Sheets included alignment, MOT, Erosion Control, Roadway, Removal, Drainage, Pavement Marking, and Utility plan sheets.

Pavement Inspection. Assisted the City of Oak Park as part of the Pavement Management team. Mr. Hicks inspected and assessed the Pavement Condition Index (PCI) of over 630 alleys in the City of Oak Park by analyzing the visible distresses within concrete and asphalt pavements per the ASTM standards. The PCI's were calculated and summarized in a map book along with photographic documentation by utilizing both regular cameras as well as 360 degree cameras.

Corridor-Wide Exhibit Management. Prepared and developed interactive Google Earth KMZ exhibits consisting of major design elements including roadway, structural, and drainage linework through the evaluation and combination of over 300 model files in Power GEOPAK. Mr. Hicks coordinated with DSE's to assure latest design detail was accurately represented and displayed.

Ramp Resurfacing and Reconstruction Assessment. Evaluated 74 ramps on the CTS project for the need of additional resurfacing or reconstruction. Mr. Hicks coordinated with DSE's, Tollway Management, and the GEC to confirm the planned design of all ramps. Projected future ramp needs by acquiring and analyzing remaining surface life (RSL) data. He developed an advanced estimating spreadsheet and calculation flow chart to determine the individual and overall cost to resurface or reconstruct portions of ramps along the corridor considering key design parameters including RSL, pavement type, and ramp length needing additional rehabilitation. The cost data was coordinated with Tollway Management and Project Controls for budgeting and future DSE and DUR scoping.

Electric Vehicle. Designed concept-level pavement design to incorporate dynamic electric vehicle charging components within Illinois Tollway pavement standards. Mr. Hicks worked with university researchers, structural engineers, and materials management to develop pavement design. He attended coordination meetings with the ASPIRE Electrification Round Table group including worldwide attendees such as DOT, university researchers, electric car manufacturers, and Federal agencies to discuss widespread topics from pavement design to pilot project funding opportunities.

Design Upon Request (DUR) Contract Support. Tracked and coordinated DUR task scopes, schedules, and budgets. Mr. Hicks aided in task development and assignment as well as invoice tracking data via SharePoint. He coordinated with Project Liaisons and DSEs on upcoming DUR task needs.

ProjectWise and Power GeoPak Data Management. Launched ProjectWise data management system for a data source containing over 1,000 users. Mr. Hicks assisted with the development of the new Tollway SS4 workspace, impacting industry users in the Chicagoland area, including cell and feature definition creation and manipulation of the Subsurface Utility Design and Analysis (SUDA) hydraulic seed file.

Truck Parking Conceptual Design. Prepared conceptual site plans for truck parking lot locations throughout the corridor considering geometric constraints, existing utilities, drainage, and right-of-way acquisition. Performed field site visits to further evaluate feasibility.

Thomas Strazanac, EIT

Roadway Water and Sewer Design Engineer

Firm
AECOM

Education
BSc, Civil Engineering (Minor: Mathematics), Western Michigan University

Years of Experience
11

Certifications and Training
Engineer in Training: Illinois, Michigan

IDOT Documentation of Contract Quantities

Board of Certified Safety Professionals in Construction

Professional Affiliations
American Water Works Association

Thomas is a civil engineer within the field of water/wastewater engineering. He has worked as a surveyor, resident/construction engineer, and water design engineer on a variety of projects with multiple governmental and private agencies including IDOT, CDOT, MDOT and various local agencies.

Project Experience

Detroit Water and Sewerage Department, 42-Inch Transmission Main on East Jefferson Avenue from I-375 to Water Works Park, Detroit MI. Civil Engineer assisting PM with design that includes sliplining of approximately 18,000 feet of a 42" HDPE pipe within existing 48" transmission main, abandonment and replacement of gate valves, vaults and existing mains, connections to distribution piping systems, and construction phasing that includes linestopping.

Ellen and Division Inflow and Infiltration Reduction Program, City of Decatur, IL. Civil Engineer provided engineering construction services to the city including bidding services, review of current work, and ongoing coordination for the complete rehabilitation of approximately 550 sanitary service laterals, 22,500 feet of mainline sanitary sewer, and 68 manholes.

Genesee County Drain Commission, Anthony Ragnone Treatment Plan Solids Handling Phase 2 New Digestion Facilities, Genesee County, MI. Civil Engineer ssisted the lead civil engineer in the civil/site design for a new digestion facility to process a combination of primary and waste activated sludges including design of piping to convey thickened waste activated sludge to the digestion facility, piping to convey digested sludge to the dewatering system, piping to convey fermentate to the Primary Effluent Channel, and natural gas piping. The design also involved site clearing/restoration, a detention basin, fencing, access drive, parking, and an erosion and sediment control plan.

Westmont Public Works Facility, Village of Westmont, IL. Resident Engineer for a $15.7M complete construction of a new public works facility, the largest contract in the Village's history. The public works facility includes a new building with areas for administration, vehicle storage and maintenance, shops, including all equipment, furnishings, and finishes, site improvements, underground stormwater detention, construction and relocation of utilities and new service communications and natural gas line.

DuPage Water Commission, Lake Michigan Water Supply Project, Bartlett, Hanover Park, Roselle, IL. Resident Engineer for a $13M complete construction of approximately five miles of 30-inch diameter ductile iron pipe water main through the Villages of Bartlett, Hanover Park, and Roselle.

DuPage Water Commission, Bypass Transmission Main BTM-1/20, Oak Brook Terrace, IL. Resident Engineer for a $1.9M construction of

approximately 1,200 feet of 30-inch diameter water main including two large diameter hot taps, three jack and bores, and cathodic protection installations, located near Oak Brook Terrace, Illinois.

US Department of Energy – Fermi National Accelerator Laboratory, Long Baseline Neutrino Facility. Civil Engineer assisted the lead civil engineer in the civil/site design for the LBNF Beamline and Near Detector contracts including design of potable water, industrial cooling water, storm water/drainage, gas, and preliminary design of sanitary piping. The design also involved site clearing/restoration along with wetland restoration, grading work including a shielding embankment, and roadways/hardstand across the project site and at proposed structures.

Michigan Department of Transportation, I-75 Modernization Project (segment 3) DBFM, Tunnel Dewatering Pump Station, Oakland County, MI. Civil Engineer assisted the process/civil engineer lead and various disciplines with document management and ongoing construction support including assisting the structural engineer with the design and layout of reinforcement for a 65 CFS pumping station to dewater a stormwater tunnel constructed as a part of the I-75 modernization. The pump station, located on the site of the Oakland County Water Resources Commissioner, includes screening, dewatering/sump pumps, metering, and ancillary structure for power/controls

Lockport Heights Sanitary District, Water Main Replacement, Ph. VII. Design Engineer assisted with the design of approximately 2,400 feet of 8-inch and 12-inch water main, fire hydrant assemblies, installation of valves and valves vaults, and installation of approximately 127 1-inch water service lines.

Northshore Water Reclamation District, Lake Bluff Pump Station (PS-6) Sewage Storage Basin, Lake Bluff, IL. Civil Engineer. Designed the sitework including modifications to the existing Pump Station and improvements to the yard piping leading to the proposed one-million-gallon storage basin.

Metropolitan Water Reclamation District of Greater Chicago, Egan WRP Biogas Combined Heat and Power System. Civil Engineer assisted with the 30% design for the new system civil/site work. Design included access drives, reinforced driveway aprons, utility relocation, potable water piping, process piping, natural gas piping, storm sewer retrofit, and sediment and erosion control plan.

Great Lakes Water Authority, Hubbell-Southfield CSO Facility BODR, Detroit, MI. Civil Engineer developed the basis of design report for the civil/site work rehabilitation of the Hubbell-Southfield CSO facility, a retention treatment basin with 22 million gallons of storage, and a treatment capacity of 3,200 cubic feet per second. Developed the basis of design for asphalt and concrete pavement restoration, site layout, security fencing, and culvert replacement.

Chicago DOT Streetscapes and Sustainable Design Program. Damen Avenue Streetscape, VanBuren St. to Monroe St. and Fullerton Avenue Streetscape, Ashland Ave. to Racine Ave, Chicago, IL. Resident Engineer for the CDOT streetscape improvement projects involve building face to building face reconstruction. The reconstructions included the removal of existing sidewalk and curb and gutter, replacing it with new P.C.C. sidewalk, modified layouts of curb and gutter, ADA ramps, street trees, rain gardens, brick pavers, street lighting upgrades, as well as pavement resurfacing.

Commonwealth Edison, Reconstruction of Stormwater Treatment Systems. Resident Engineer for reconstruction of two stormwater treatment plants. A $4M single prime contract for the complete reconstruction of two storm water treatment plants. Mechanical equipment including pumps, piping, and grating were recycled and replaced with a total of six new submersible pumps. New retention basins and pump station walls, floor slabs, and baffle walls were constructed inside existing structures. Both treatment plants utilize prefabricated buildings housing chemical feed and electrical equipment. Excavation operations involved material treated under the Toxic Substance Control act with remediation meeting the Tiered Approach to Corrective Action Tier 1.

Enbridge Energy, Line 6B, Central Michigan. Data Technician. Construction of a 33 mile long new 17" crude oil pipeline. Assisted in the management/quality of survey deliverables. Developed a system to collect/display data point from over 10 surveyors that was adopted by the firm/client. Entered surveyor data into excel spreadsheet producing efficient means of obtaining crucial information. Used AutoCAD Civil 3D to validate data/produce an as-built drawing of the pipeline/environment. Edited as-built field notes creating improved methods and standards for pipeline surveying.

John A. Dybas III, PLS

Surveying

Firm
American Survey & Engineering, PC (DBE)

Education
BS, Civil Engineering (Minor: Geology), University of Missouri (Rolla)

Certifications and Training
Surveyors Review Course

Chicago Transit Authority, Rail Safety Tour

Professional Affiliations
Illinois Professional Land Surveyors Association

With ASE since 1989, John is the Survey Manager for projects in the greater Chicago Metropolitan Area. He is responsible for field procedures and technical direction of party chiefs, office and field calculations, and acts as Lead Mobile LiDAR Data Capture Specialist..

Project Experience

21516.9 IDOT I-80 (Ridge Rd. to Houbolt Rd.) Topographic Feature Extraction, Edge of Pavement and existing Lane Lines from an Existing Point Cloud, IL. John acted as Survey Manager for ASE who provided Professional Services for the Phase II engineering; includes approximately 6.7 miles of Interstate that will be broken down into the following five contract bids:

- Mainline Contract Package 1 – East of Ridge Road to River Road
- Mainline Contract Package 2 – River Road to 1500' West of Houbolt Road
- Interchange Package 1 – I-55 Interchange at I-80
- Crossroad Bridge Package 1 – Shepley Road over I-80
- Crossroad Bridge Package 1 – River Road over I-80

This work was supplemental to previous survey work performed by others since the data capture for the LiDAR point cloud was done by others. ASE's work focused on the extraction from the LiDAR point cloud of the edges of pavement and lane lines. ASE also extracted topographic features from the point cloud and placed feature symbols (IDOT CAD Standards) for the following topographic features and surfaces visible at the time of survey: curbs, sidewalks, retaining/noise walls, drainage structures, fire hydrants, manholes, hand holes, traffic signal poles, utility poles, light poles, guardrails, large and/or overhead signs, railroad tracks, ground mounted signs, fences, and other manmade improvements. ASE then incorporated the planimetric features and lane lines into existing mapping.

ASE was not on the original design team. This project was presented to ASE in a high urgency context to maintain design schedule integrity. ASE was able to mobilize resources to accomplish the extraction and keep the project schedule on track. (2021: $71,522)

IDOT ADA Survey Area 6-7-8 Central and Cicero Ave., IL. John was the Survey Manager for this project. This project covered two major arterial urban routes adjacent to Midway Airport to generate intersection surveys detailing as-built ADA accessibility drawings of each intersection along the routes. The mobile LiDAR survey was completed prior to the location of the photo identifiable points. Each route was surveyed in two tracks, one in each direction. CORS base stations from the Real-Time Network were used for base stations during the mobile collection phase of this project. Stop bar corners and turn arrows were used as mobile control and were located from control points set with GPS-VRS with a Trimble S6 total station after the completion of the mobile survey. Sidewalk details and other ground topo features at each

intersection were collected with conventional survey methods. The data was processed and adjusted using Inertial Explorer, AutoP and Map Factory. The final cloud was exported into Bentley Descartes for data extraction to be used in generating final Bentley V8i SS2 deliverables (2015: $200,000).

IDOT ADA Surveys for Governors Highway & Sauk Trail in Richton Park, PTB 176-06, IL. ASE performed topographic surveys and ADA compliant elevation surveys of 16 intersection quadrants along Governors Highway and Sauk Trail in Richton Park. Using our 3D Mobile LiDAR scan van, ASE was able to scan the corridor to pick up topographic features including sewers, culverts, discharge pipes, catch basins, inlets, drainage structures, fire hydrants, manholes, handholes, traffic signals, wells, guardrails, retaining walls, large and/or overhead signs, railroad tracks, pavement, curbs, and other manmade improvements. ASE also located and detailed 60 utility structures and conducted an elevation survey (2017: $18,426.49).

IDOT ADA Surveys for Governors Highway & Sauk Trail in Richton Park, PTB 176-06, IL. ASE performed topographic surveys and ADA compliant elevation surveys of 16 intersection quadrants along Governors Highway and Sauk Trail in Richton Park. Using our 3D Mobile LiDAR scan van, ASE was able to scan the corridor to pick up topographic features including sewers, culverts, discharge pipes, catch basins, inlets, drainage structures, fire hydrants, manholes, handholes, traffic signals, wells, guardrails, retaining walls, large and/or overhead signs, railroad tracks, pavement, curbs, and other manmade improvements. ASE also located and detailed 60 utility structures and conducted an elevation survey (2017: $18,426.49).

Surveying Services for Phase I Engineering Study of U.S. Route 20, PTB 196-005, D-91-453-20, IL. John was the Survey Manager for this project. ASE provided surveying services for the Phase I Engineering of approximately 7.3 miles of U.S. 20 in Southeast Elgin. The project divided into three sections: Nessler Road to Longcommon Drive; West of Randall Road to IL 31; IL 31 to Shales Parkway. ASE employed a combination of conventional total station and Terrestrial LiDAR (Static and Mobile) for observations within the existing ROW of each of the three segments. ASE located planimetric features, detailed underground utilities, and conducted elevations surveys at intervals and locations necessary to create at Digital Terrain Model (DTM).

ASE also performed detailed surveys of five bridges, ten interchanges, two waterways (Fox River and Popular Creek) – surveying surface water elevation and top of bank – two railroad surveys (Metra and UPRR adjacent to Fox River), a pedestrian path along the Fox River, Noise Abatement Wall Locations

(16,500 feet), and existing Retaining Wall (175 feet south of US 20 on East side of Raymond Street). ASE delivered the Raw Point File and MicroStation drawing files based on IDOT CADD Standards for topography and DTM, alignment drawing and reduced structure detail sheets (2021: $399,446).

Mobile LiDAR for Phase 1 Preliminary Engineering for I-90, Kennedy Expressway, Edens to Ohio, P-91-005-18, IL. ASE provided Professional Services for the Phase 1 preliminary engineering and environmental studies; including 36 bridge structures, and about 7.5 miles each of three to four lanes wide Northbound and Southbound mainlines, and two lanes of “reversibles”. ASE scanned approximately 55 miles of LiDAR “tracks” or paths traveled by the mobile equipment. Supplemental surveys were performed to obtain areas either not within the line of sight (obscured areas) or additional areas of interest outside the immediate paved areas of interest; those areas included under bridges, parts of the CTA, or non-paved areas deemed to be of interest. ASE also conducted an elevation survey for the corridor and detailed utilities. ASE provided a raw-point file and a MicroStation drawing filed based IDOT CADD Standards for topography, and a Digital Terrain Model (2020: $730,734).

Andrew Ptak, PE

Geotechnical Services

Firm
Geo Services, Inc. (DBE)

Education
MSCE, Geotechnical /Structural, University of Illinois, Champaign-Urbana, 1993

BSCE, Geotechnical /Structural, University of Illinois, Champaign-Urbana, 1992

Certifications and Training
Professional Engineer: Illinois

IDOT QA/QC Level I, II, III Concrete

IDOT QA/QC Level I, II, III HMA

IDOT Piling

Professional Affiliations
American Society of Civil Engineers

As a principal, Andrew has been responsible for management of construction inspection, materials testing and geotechnical projects. Duties have included review and preparation of engineering reports relating to materials, construction, geotechnical, environmental site assessments, geo-environmental, and pavements.

Andrew is a Registered Professional Engineer experienced in analysis of shallow and deep foundations, excavation and lateral support requirements, slope stability, settlement embankment construction, and pavement analysis and construction, and QA/QC.

Project Experience

I-55 Over Lemont Road Bridge Reconstruction. Principal and Geotechnical Engineer responsible for planning and directing geotechnical soil borings and preparation of structure geotechnical reports for design and construction, as well as retaining walls and ramp embankments for the improvements. Work included performance of borings, laboratory testing and analyses for settlement, pile capacity and slope stability.

IDOT Pump Station 38, Deerpath Road at FAP 346 (US Route 41). Principal and Geotechnical Engineer responsible for planning and directing geotechnical soil borings and preparation of structure geotechnical reports for design and construction, as well as retaining walls and ramp embankments for the improvements. Work included performance of borings, laboratory testing and analyses for settlement, pile capacity and slope stability.

I-55 Managed Lanes, I-90/94 to I-355. Principal and Geotechnical Engineer responsible for planning and directing geotechnical soil borings and preparation of structure geotechnical reports for design and construction, as well as retaining walls and ramp embankments for the improvements. Work included performance of dozens of borings, laboratory testing and analyses for settlement, pile capacity and slope stability.

I-57 and I-294 Tri-State Interchange, Cook County, IL. Principal and Geotechnical Engineer responsible for field work coordination and work with staff in analyzing results of over 600 structural and survey soil borings, laboratory testing and preparation of engineering report for proposed improvements. The proposed improvements include construction of Interchange I-57 at Tri-State Tollway, partial interchange Tri-State Tollway ay IL 83 (147th St), improvement to the interchange I-57 at IL 83 (147th St.), widening of approximately 2.9 miles of I-57 from 3 lanes to 4 lanes, new ramps and collector distributor roads at I-57 and I-294. The new interchanges will require numerous new bridge structures including three level structures at the main I-57 and I-294 interchange. The project also includes removal and replacement, rehabilitation and widening of existing bridges, extensions of existing box culverts and retaining walls, noise abetment, ramp toll plazas and control

facilities and other ancillary work to complete the project. The project requires coordination with local agencies including ISTHA, and rail road companies.

I-70 Tri-Level Connection, for the New Mississippi River Bridge, St Claire County, IL. Principal and Geotechnical Engineer responsible for field work coordination and work with staff in analyzing results of numerous structural and survey soil borings, laboratory testing and preparation of engineering report for proposed improvements. The project includes Phase II engineering services for the section of the I-70 Tri-Level Connection of the New Mississippi River Bridge (MRB) Project from north abutment of the proposed 1st Street Bridge to the Illinois Approach Structures (south of Brooklyn) for the new river bridge. The project extends a distance of approximately 1.22 miles (6,455-ft) and crosses several railroad tracks, Industrial Drive, the Cahokia Canal and an older industrial area. The industrial area is located south of the Cahookia Canal with a cultivated field between the canal and Industrial Drive. The area north Industrial Drive crosses the railroad tracks and is heavily wooded. Portions of the older industrial area are also heavily wooded. The new embankments will be up to 30 feet in height. The work will also include the construction of the new Exchange Avenue Extension from 1st Avenue to Packers Avenue and reconstruction of Exchange Avenue from 1st Avenue to 7th Avenue. The project requires coordination with local agencies, and rail road companies.

US 67 Bridge over the Illinois River, Cass and Schuyler Counties, IL. Principal responsible for field work coordination and work with staff in analyzing results numerous structural and survey soil borings, laboratory testing and preparation of engineering report for proposed new bridge over the Illinois River at this location. The project includes the geotechnical investigation for a new bridge over the Illinois River at this location. The site conditions range from on water in the main channel, in timber and brush on soft ground, and on water in a large, shallow backwater lake (Curry Lake). Access to Curry Lake from the Illinois River is limited. There are existing barge terminals on the east bank of the Illinois River immediately north of the existing bridge. Overland access to Coal Creek Island is available through private property to the north. With the exception of abutment borings, all boring locations outside the main river and channel and Curry Lake are subject to flooding. The project requires coordination with local agencies including ISTHA, and rail road companies.

2010-2012 Various Geotechnical Investigations, IDOT District 1. Principal and Geotechnical Engineer responsible for field work coordination and work with staff in analyzing results of several structural and survey soil borings, laboratory testing and preparation of engineering report for proposed improvements.

2006-2008 Various Geotechnical Investigations, IDOT District 1. Principal and Geotechnical Engineer responsible for field work coordination and work with staff in analyzing results of several structural and survey soil borings, laboratory testing and preparation of engineering report for proposed improvements.

Amir Arshadi, PhD, PE

Pavement Management Support

Firm
AECOM

Education
PhD, Civil Engineering, University of Wisconsin at Madison, 2015

MS, Civil Engineering, University of Wisconsin at Madison, 2013

MS, Civil Engineering, Sharif University of Technology, 2010

BS, Civil Engineering, Sharif University of Technology, 2008

Years of Experience
10

Certifications and Training
Professional Engineer: California

Remote Pilot, Federal Aviation Administration

Professional Affiliations
American Society of Civil Engineers

Amir is a pavement engineer with over 10 years of pavement research and consulting services experience. He has had key roles in several research projects for the Wisconsin DOT, Oklahoma DOT, and Federal Highway Administration. As an engineer at AECOM, Amir has been involved on several projects on pavement design, pavement construction, and pavement management. He has performed life cycle cost analysis and design on flexible and rigid pavements. Amir assisted with the development of CCDOTH's 10-year pavement capital improvement plan developed in 2020 as well as assisted with pavement designs for CCDOTH's rehabilitation program which was performed in 2021.

Amir's PhD dissertation on "Development of an Image-based Multi-Scale Finite Element Approach to Predict Fatigue Damage in Asphalt Mixtures" made him an expert with pavement imaging systems, which led him to program and develop AECOM's quality control software tool to analyze automated pavement condition data. This tool was applied to projects like Cook County 500 miles, Delaware DOT 6,000-mile road network, and City and County of Honolulu, Hawaii 1,500 miles road network..

Project Experience

Hillsborough County, Pavement Management, Hillsborough County, FL. Lead Engineer for implementing pavement management systems for 2,100 miles of roadway in Hillsborough County, Florida. PMS includes pavement condition surveys per ASTM D6433, pavement preservation analysis, capital investment analysis and reporting. (2020-Present)

Indiana Department of Transportation, SR 3 Concrete Pavement Replacement - On Call Pavement Analysis Design Services, New Castle, IN. Using AASHTOWare Pavement ME software (MEPDG) to design more than 20 critical roads for the Indiana Department of Transportation. The pavement types included flexible, rigid, and composite pavements. Reviewing and interpreting the traffic data, geotechnical report, and local material properties to develop a Level 1 MEPDG design for all the roads. (2019-2022)

Cook County Department of Transportation and Highways, Pavement Management Program and Pavement Rehabilitation and Preservation Program, Cook County, IL. Senior Pavement Engineer who assisted with the development of CCDOTH's 10-year pavement capital improvement plan as well as performed quality control on the pavement designs for CCDOTH's rehabilitation program. Also assisted with selection of the material and treatment types for pavement preservation plan development. (2018-Present)

City and County of Honolulu, PAVER Pavement Condition Index Development, Honolulu, HI. Quality Control Lead for preparing the pavement

condition data dictionary along with a quality management plan for city. Quality control checks of collected pavement condition data (1,500 miles) by programming and developing a tool for quality control of pavement condition data called Pavement Data Quality Management (PDQM) software. (2017-Present)

Georgia Ports Authority, Pavement Condition Evaluation, GA. Lead Engineer for conducting pavement condition evaluations for Georgia Ports Authority including the port of Savannah which is a major US seaport and the port of Brunswick which is one of the nation's most productive ports of the Atlantic coast. An in-depth visual investigation of the pavement was performed and documented to determine the required pavement repair for each pavement section. (2020-2021)

New Jersey Turnpike Authority, I-78 and Interchange Ramp 14 Assessment and Repairs, Piscataway, NJ. Technical Lead on quality control and analysis of the automated rigid pavement condition data collected using laser crack measuring system approach, ground penetration radar data, and falling weight deflectometer testing data. Recommending pavement repairs, conducting life cycle cost analysis, and providing roadway engineering support. (2020)

Delaware Department of Transportation, Road Rating Service, Various Locations, DE. Technical Lead for reviewing and modifying developed equations to rank Delaware routes based on collected route data. These equations were used in the State's AgileAssets pavement management system that is managed by DelDOT's pavement management group. The software applies decision trees and algorithms to determine OPC and M&R recommendations. Quality control engineer for collection of 6,000 miles of roadway assets using automated pavement survey methods. Technologies employed in the execution of the contract include laser crack measurement systems, light detection and ranging systems, road surface profilers, integrated right-of-way imaging, and global positioning systems. In addition to providing training support and quality control, prepare technical reports and quality reviews while supporting client relationships. (2017-2019)

Illinois State Toll Highway Authority, Tri-State Corridor Management, Various Locations, IL. Designing flexible and rigid pavements and running life cycle cost analysis for the Central Tri-State which provides four lanes in each direction and is the most heavily traveled roadway in the 292-mile Illinois Tollway system, supporting as many as 200,000 vehicle trips daily, including more than 30,000 daily trips by commercial trucks. (2018)

Mirkat (Macky) Oshone, PhD, PE

Pavement Management Support

Firm
AECOM

Education
PhD, Civil Engineering, University of New Hampshire, 2018

BS, Civil Engineering, Mekelle University, 2005

Years of Experience
13

Certifications and Training
Professional Engineer: Texas

Professional Affiliations
Association of Asphalt Paving Technologists

Transportation Research Board

Mirkat is a pavement engineer with 13 years of experience in pavement design, material, research and consulting with a focus in transportation. As part of the consulting team at AECOM, Mirkat has been working on a variety of pavement and material design and construction projects. In 2021, Mirkat performed approximately 120 designs for CCDOTH pavements as part of their rehabilitation program and so is very familiar with CCDOTH's pavement properties and design methodology. In addition, Mirkat has collaborated on various pavement research projects focusing on pavement materials, mix design and performance evaluation with Minnesota and Rhode Island Departments of Transportation and National Cooperative Highway Research Program.

Project Experience

Cook County Department of Transportation and Highways, Pavement Management Program and Pavement Rehabilitation and Preservation Program, Cook County, IL. Performed pavement designs for concrete, asphalt, and composite pavement per IDOT guidelines. Over 120 designs were performed for capital projects planned in 2022-2024. Reviewed geotechnical information as part of the design efforts. Involved in the pavement preservation plan development where a review on the common surface treatment techniques implemented by different DOTs to learn from their experience. (2021-2022)

BNSF, Facilities Design and Construction at Various Sites. Performed detailed assessment of site condition based on field collected pavement condition and geotechnical data to provide best rehabilitation options. Conducted structural design to determine needed structural improvements. Modified construction specifications to meet specific area and agency requirements. (2020-2022)

Texas Department of Transportation, I-635 Design-Build Project, Dallas, TX. Performed structural pavement design for the I-635 East project in Dallas, Texas. The design was completed using the TxCRCP-ME and FPS 21 pavement design programs for the interstate, I-635 and I-30 frontage roads, ramps and cross streets. (2019-2022)

TDSI/CSX Transportation Design and Construction at Various Sites. Performed detailed analysis and pavement structural design to determine optimal maintenance and rehabilitation options. (2019-2022)

Improvements to the SR 84 and I680/SR 84 Interchange. Provided MRI based design analysis report based on ProVAL ride quality analysis. The MRI based design analysis helped to determine locations and extent of rehabilitation needed for the projects. (2021)

Ogden-WSU Bus Rapid Transit Pavement Condition Index, Ogden, UT. Evaluated the condition of existing pavement and performed analysis to estimate the remaining life of pavements in Ogden City. (2021)

SR-1 Pavement Rehabilitation, Delaware. Developed a rehabilitation plan for SR-1 which is a critical concrete roadway for economic stimulation in Delaware. The rehabilitation plan was done based on data collected using an intelligent pavement assessment vehicle on 40 miles of the road. (2018-2021)

South Corridor Rapid Transit Project - Concrete Pavement Design, Miami, FL. Provided design recommendations for the rigid pavement along the South Rapid Transit Corridor in Miami, Florida. (2020)

Barbur Boulevard Pavement Project, Portland OR. Provided analysis of the FWD data and performed structural pavement design for planned pavement improvements of an existing segment of SW Barbur Boulevard. (2020)

Northern Avenue Bridge, Boston MA. Performed structural design to determine design sections for clay paver pavement that will be installed on grade at the Northern Avenue Bridge approach area. (2020)

I-78 Pavement Joint Rehabilitation Project. Provided technical support to help identify the potential reasons for the observed joint failures. (2020)

I-78 and Interchange Ramp 14 Assessment and Repair, New Jersey. Conducted a review of the most common concrete pavement rehabilitation methods to identify the most efficient and cost-effective rehabilitation techniques for concrete pavements in New Jersey. (2019)

Philadelphia Water System Security Design Project, Philadelphia, PA. Evaluated proposed acceptance criteria and the potential effect of unit weight variation on pervious concrete pavement. Made recommendations regarding design and performance requirements for pervious concrete pavement. (2018)

Joe Stefanski, PE

Pavement Management Support

Firm
Applied Research Associates

Education
MS, Civil Engineering, University of Illinois at Urbana-Champaign

BS, Civil Engineering, University of Illinois at Urbana-Champaign

Certifications and Training
Professional Engineer: Illinois

Joe has an extensive background in implementing Pavement Management and Asset Management Systems for clients along with experience in working with the clients to create a system tailored to their needs. He has an extensive background in processing and compiling data to serve as the cornerstone for each specific management system. This includes processing of profile and sensor data and compiling such data sets including, longitudinal profile, roughness, rutting/faulting, texture, ride number, grade, cross-slope, and radius of curvature.

Joe also has an extensive background in database management including SQL Server System Administration and Programming as well as Microsoft Access. He is also proficient in different pavement and asset management systems (i.e., iAM, Cartegraph, and MicroPAVER).

Project Experience

Chicago Metropolitan Agency for Planning, IL Pavement Data Collection and Pilot Pavement Management Program for Northeastern Illinois. Joe led the pavement data collection and pavement management implementation for 30 communities under the umbrella of the Chicago Metropolitan Agency for Planning (CMAP). This project included pavement condition data collection, data processing and calculation of PCI values. The pavement management plans were provided to the participating local agencies with a document that outlined the importance and types of pavement preservation, the current condition of pavement, scenarios evaluating the cost to meet different network-level pavement conditions, and a recommended capital plan based on the selected pavement condition/spending scenario. This plan included summary tables, charts, graphics and maps depicting the current pavement condition and forecasted pavement conditions under different scenarios.

Village of Orland Park, IL Pavement Management System. Joe is leading the effort in implementation and update of a pavement management system for the Village of Orland Park, IL. He has led the efforts in data collections, pavement ratings, and developing treatment matrix, M&R, and budget planning, and developing capital improvement plans.

DuPage County, IL Pavement Management System. Joe is helping with the implementation and update of an asset management system for DuPage County. He is leading the effort in implementation of a pavement management system using the iAM software, used for planning M&R, and budget activities, and developing 5-year capital improvement plans.

McHenry County, IL Pavement and Asset Management System. Joe is helping with the implementation and update of an asset management system (including pavement, sign, lighting, signals, and pavement marking data) for McHenry County. He is leading the efforts of collecting and processing the data

which includes a CRS survey, roughness data, rutting data, and georeferenced images. He is leading the efforts on an initial implementation of a pavement management system in Cartegraph which will be used for maintenance and rehabilitation as well as budget planning. He is also leading the asset management efforts for the County as well including initial implementation of a light, signal, and pavement marking database as well as an update an existing sign management system.

Will County, IL Pavement Management System Update. Joe has led the update of Will County's pavement management system. He managed various aspects of the project, including data collection, structural evaluation, PCI condition assessment, data analysis using PAVER, and reviewing the final deliverables.

Illinois State Toll Highway Authority Pavement Management System Implementation. Joe is a member of the team that has created and implemented a pavement management system for the client's entire network. He has been involved with condition assessment of the roadway using the CRS and PCI rating methods. He has recommended specific repair quantities to the client. He has worked extensively with the planning, data collection, processing, and analysis of a complete asset inventory using a digital imaging vehicle. This has included processing of profile and sensor data and compiling such data sets longitudinal profile, roughness, rutting/faulting, texture, ride number, grade, cross-slope, and radius of curvature. Joe has also been involved with the tailoring and updating of iAM, the pavement management software, performing such tasks as updating the historical information of the entire network and creating repair decision matrices.

Champaign County, IL Pavement Management System. Joe is helping with the update of a pavement management system for Champaign County. He has led efforts in collecting and processing of the data including georeferenced images, sensor and profile data including roughness (IRI), rutting, and texture data. He also led efforts in designing a modified-PCI survey tailored to the specific County's needs based on prevalent distresses found on the County's network of roads. He also led efforts to perform a multi-year analysis on parts of the network using the sensor data collected during each survey.

Sangamon County, IL Pavement Management System. Joe is helping with the initial implementation of a pavement management system for Sangamon County. He has led efforts in collecting and processing of the data including georeferenced images, sensor and profile data including roughness (IRI), rutting, and texture data. He also led efforts in designing a modified-PCI survey tailored to the specific County's needs based on prevalent distresses found on the County's network of roads.

03

Project Understanding and Approach

03

Project Understanding and Approach

Project Understanding

We understand that the Village is looking for an engineering design and bidding-qualified consultant to support their upcoming roadway rehabilitation and repair projects. The Village is also looking for assistance to update and maintain the Village-wide pavement management system using similar methods and format as the CMAP Pavement Data Collection and Pavement Management System to optimize the use of roadway funding and longevity of roadways. AECOM can support the Village's request through our approach described below.

Project Approach – Roadway Design

Based on our experience with similar projects in the Village of Glen Ellyn and other communities, we believe that the following approach will be appropriate in preparing required deliverables for the proposed roadway and utility improvements.

Upon notice to proceed, a preliminary design meeting will be held with Village staff to discuss design criteria, constraints, schedules, and costs. After the project kick-off we will begin the data collection phase, where:

- Information will be gathered from all available sources
- Surveys will be performed
- Investigations into critical design elements will be performed
- Coordination with involved participants will begin

All of the collected data for the project will be analyzed and presented to the Village. Upon resolution of all design issues and conflicts, final plans, specifications, and estimates will be prepared and bid for construction.

An aggressive design schedule has been proposed for the 2023 program that will allow the project to be moved to the construction phase as soon as possible. Additionally, we plan to implement a standardized methodical QA/QC program that will verify all construction documents are within the framework of the procedures and associated requirements. AECOM's approach to quality follows the international standard for quality management systems, ISO 9001. As one of the few ISO 9001-certified professional and technical services firms in North America, AECOM developed its system to address the standard's requirements, and we confirm compliance through formal auditing and verification. This certification confirms that AECOM's world-class Quality Management System (QMS) consistently applies a set of quality practices throughout the company, regardless of where work is performed or managed.

The AECOM team is experienced with Glen Ellyn's engineering, construction, and administrative processes, enabling us to respond immediately to issues that may arise.

Following is a brief approach and description for each of the major items of work. Detailed descriptions of the individual project tasks and an itemized spreadsheet detailing manpower are included in this proposal.

Data Collection

During this phase, data relevant to the project area will be gathered from various sources. The success of the project highly depends on a complete understanding of the existing conditions. We will review any existing available maps, as built drawings, sewer and water utility atlases, and design information received from the Village. We are familiar with and will be able to view the Village's available GIS and engineering data. **Our staff of GIS specialists will seamlessly coordinate between the Village's data base and new information obtained.** Requests will be made for additional utility information from the local gas, electric, and telecommunication companies. A review of the storm water master plan will aid in the drainage design and assist in calculating the storm sewer capacities. After all information is obtained, we will identify voids in the data and follow through to fill those voids. The success of the project highly depends on a complete understanding of the existing conditions.

Utility Coordination

One of the biggest obstacles for contractors and reasons given for construction delays are utility conflicts. A proactive coordination effort will allow the utility companies ample notification and lead time in their relocation decisions and planning and will serve to expedite the design and relocation of the facilities that are in conflict. AECOM will coordinate with known utilities within the project limits. Letters describing the project's scope, accompanied with a plan set, will be sent to all utility companies having facilities within the right-of-way. Atlases and plans will be obtained to determine if potential conflicts might occur. **AECOM will be proactive in maintaining contact with affected utilities so that no delays are encountered during construction of the project.**

Right-of-Way and Topographic Survey

A limited topographic survey will be performed for streets requiring limited curb repairs, sidewalk repairs, and removal and replacement of the asphalt roadway surface. We will use available GIS data to prepare the plan sheets for these streets. A supplemental topographic survey will be obtained as needed for ADA sidewalk grading, drainage, and other specific design needs.

A full topographic survey will be performed for streets requiring reconstruction and utility improvements. The survey limits will extend to approximately 100 feet beyond the project boundaries to obtain adequate information for design. The survey will pick up horizontal and vertical location of all significant surface features, including but not limited to pavement, driveways, sidewalks, trees, fire hydrants, utility poles, drainage structures, and property corners. Additional information will be obtained for underground utilities including pipe sizes and invert elevations. Cross sections will be obtained at 50-foot intervals and at all driveway locations. The survey data will be used to generate drawings that will serve as the base engineering plans for the layout of Final Plans. Based on 20 scale drawings, we estimate base sheets will contain approximately 600 feet per sheet. **A table outlining the proposed survey scope is provided at the end of this section.**

Geotechnical Investigation

A local geotechnical engineering firm will perform pavement cores, soil borings, and environmental soil testing on the streets proposed for rehabilitation. The geotechnical engineer will coordinate and provide technical oversight on the drilling and analysis. All cores will be performed based on IDOT guidelines and our professional expertise. The information obtained from the borings will be compiled and summarized into a report listing any remedial measures if necessary. Our experience within the Village along with visible pavement distress suggests that there may be compressible soils under the roadway pavement. Environmental soil testing will be according to IEPA standards and will provide the necessary information to the contractor for the Clean Construction or Demolition Debris information forms.

Tree Survey

There are many large, mature trees within the corridor. We understand the Village's desire to preserve the health of the trees and their importance to the residents. We will identify construction and long-term impacts, and make recommendations for root pruning and tree trimming.

Meetings/Project Coordination

Coordination will be a key issue for this project**. In order for this project to be completed on time, open communication with the Village staff will need to be maintained at all times.** Meetings between the Village of Glen Ellyn and AECOM will be held at critical milestones during the project. We will attend a kick-off (project start-up) meeting with Village staff to discuss and review the conceptual design, design criteria, critical project milestones, critical permit and design issues, and date sources. We anticipate a status meeting will be held at the completion of the Pre-Final Design Phase. In addition, we anticipate that one additional status meeting will be held. Upon the completion of the project plans, we would also participate in both the Pre-Bid meeting and the Pre-Construction meeting.

Roadway Design

The horizontal and vertical profile of the reconstructed roadways will be analyzed and deficiencies will be corrected to the extent possible within the project limits. Particular attention will be paid to the slopes of existing driveways along the reconstructed roadways. Vertical profiles will be adjusted as necessary and super elevation transitions will be added to maintain or improve all driveway slopes. The geometry of the intersecting streets will be reviewed. It will be important to understand the profile of each intersection to maintain proper drainage. Many of the intersecting streets have been recently reconstructed. We will coordinate with the Village to obtain the record drawings for intersecting streets. Intersection radius returns will be improved if necessary to accommodate school bus and fire department traffic.

Sidewalk Design

Damaged sidewalks will be removed and replaced. Sidewalks will be reviewed for compliance with the current accessibility guidelines. Adjustments will be made to the sidewalk slopes to bring them into compliance. Additional grading and or modular retaining walls may be required at some intersections to meet the minimum longitudinal slopes.

Sanitary Sewer Design

The Village will provide us with sewer inspection DVD's of all sanitary sewers within the reconstructed street limits. The DVD's will be viewed to determine the condition of each line. We will be looking for cracks, sags, breaks or any other damage to the existing pipe. We will also identify the location, condition, and type of each service connection. Recommendations for improvement or limits for replacements will be made. Any improvements made (i.e., new covers, frames, repairs, etc.) will be done in such a way as to reduce inflow and infiltration (I/I) to the sanitary system. Sewer extensions may also be recommended to service houses in a more efficient way. An Illinois Environmental Protection Agency (IEPA) Water Pollution Control Permit will be completed and submitted for approval upon completion of the final plans.

Storm Sewer Design

A detailed survey of the existing storm sewer system will be performed for the reconstructed street limits and the information will be used to perform a hydraulic and hydrologic assessment of the project to determine deficiencies. Past flooding records along with input from homeowners will be investigated. Additional sewer lines will be added if needed and catch basins will be placed at locations to maximize inlet capacity and storm sewers will be sized to accommodate the flow.

Water Main Design

The existing water main system is a combination of pipes varying in size. We will coordinate with the Village Utilities Superintendent to determine the needs for the system. There is evidence throughout the project limits of previous water main repairs. Water service connections will be upgraded. All new water mains will be designed to meet the minimum vertical and horizontal clearance requirements as outlined in the Standard Specifications for Water and Sewer Construction in Illinois. The improvements will also meet the requirements of the Village, Township, County, and IEPA. Proposed improvements will include reconnection of all service lines, new valves, and fire hydrants and reconnection to the existing main. An IEPA Construction Permit will be completed and submitted for approval. The

permit will be submitted immediately upon completion of the plans to allow ample time for review and approval before construction begins.

Traffic Maintenance

Our knowledge of the Glen Ellyn area will give us the insights to understand local traffic patterns and neighborhood issues. Construction staging and planning will be essential to this project. It will be necessary to coordinate activities with the Village police and fire departments as well as residents. The contractor will be responsible for maintaining minimal access for local traffic and emergency use. The construction staging should try to minimize disruption to the residents. AECOM will develop design details and construction staging to reduce traffic impact to all the stakeholders in the project.

Permit Coordination

AECOM will coordinate and submit the required and applicable permits including the Illinois Department of Transportation (IDOT), Illinois Environmental Protection Agency (IEPA), and the Illinois Department of Natural Resources (IDNR).

Contract Document Preparation

At the completion of the preliminary design and after the major design issues have been resolved, we will begin the preparation of the final contract plans, specifications, and estimates. This activity will result in full drawings, final details, and contract specifications complete to successfully bid and construct the infrastructure improvements. Plans will be prepared in CAD at a 1" = 20' horizontal and a 1" = 5' vertical scale. The plan set will include at a minimum: pavement design and cross sections; sidewalk and driveway reconstruction, as necessary; storm sewer, sanitary sewer, and water main repair or reconstruction design; and all other features necessary to construct the improvements.

We anticipate that engineering plans would include the following sheets:

- Cover Sheet with project title
- Summary of Quantities
- Traffic Control & Protection
- Grading Plans
- Erosion Control Plan
- Utility Plans & Profiles
- Utility Crossing Data at all major locations
- Sewer Profiles
- Cross-Sections
- Tree Removal & Preservation Plan
- Restoration/Landscape Plan
- Tree Plantings
- Details
- General Notes

Concurrently being created with the plan set will be the development of the other contract documents, including the Special Provisions, SWPPP, and determining the appropriate standards to be included in the project. As in the past, AECOM will work with the Village to revise the Special Provisions to accommodate the requirements of the project.

Bidding and Contractor Selection

Bid documents will be provided and distributed to bidders. AECOM will support the Village in arranging and conducting a Pre-Bid meeting. We will respond to reasonable levels of contractor inquiries. Further, we will assist the Village of Glen Ellyn in review of bids, tabulation of bids, checking of costs and preparation of recommendation of award, and Letter of Award.

Project Approach – Pavement Management

Our understanding is the Village is looking for support to maintain the existing pavement management program by performing inventory and work record updates as needed and assist with capital improvement and pavement preservation plans. Our approach to support with these tasks is detailed below.

Task 1: PAVER™ Pavement Management Database and GIS Updates

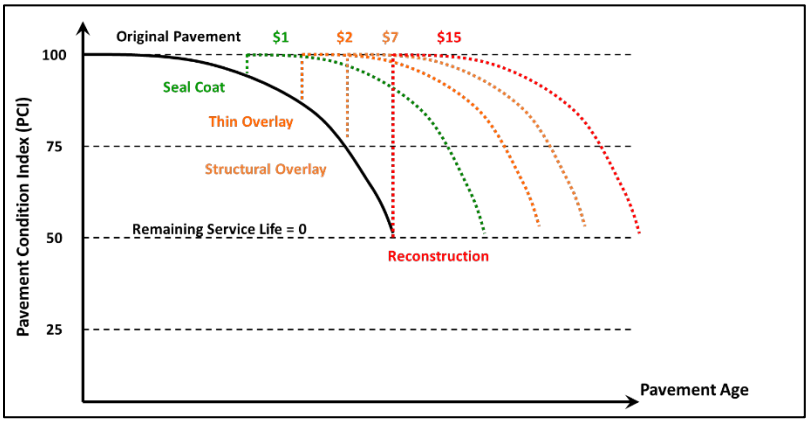
AECOM will assist the Village with updating the PAVER database and roadway GIS database with the following information but not limited to:

- Pavement work/construction record update for roadways
- Pavement inventory updates and sectioning changes for roadways
- Inclusion of additional information in the PAVER database such as traffic (ADT), soil type, core thickness, water/sewer age for corresponding roadway, etc.

Deliverable(s):
✓ Updated PAVER database and GIS

Task 2: Pavement Maintenance and Repair Program

AECOM has assisted agencies in developing appropriate maintenance and repair strategies and programs that account for future unknowns through the investigation of multiple scenarios. Thus, making every dollar count.



Our team includes technically qualified and experienced pavement engineers who are true industry experts that provide all required pavement engineering services, including pavement maintenance and preservation programs as well as long- and short-term capital planning. Our extensive knowledge of pavement, from planning through design, along with our construction experience and knowledge of paving materials allows us to cost effectively manage and maintain pavement networks. Using the pavement condition data, we develop pavement deterioration models for each unique surface type and each roadway classification thus investigating rapid deterioration rate causes.

Pavement management through pavement preservation is not only something we incorporate into our projects, it is something our team members actively engage in via research and steering committee involvement related to advancements of this technology.

We apply local maintenance and repair policies and unit costs to the pavement assessment information to develop appropriate repair plan(s). Condition thresholds are established for pavement reconstruction, rehabilitation, and localized maintenance work, which are applied to the condition assessment inspection findings. We will optimize the plan such that the projects recommended will increase the overall service life of the pavement while verifying cost-effectiveness of the repair treatments. We will also perform constructability reviews that would consider appropriate construction staging to facilitate "least impact" to operations during the construction stage. Pavement repair recommendations are developed based on pavement management and pavement preservation concepts to apply the right treatment at the appropriate time. This methodology extends the overall service life of the pavement and helps agencies to manage and maintain the overall pavement condition in a cost-effective manner.

Our team has assisted many agencies, locally and nationally, to research, plan, and monitor research test sections. These test sections are designed to provide data for the agency to consider when implementing potential new technologies in pavement rehabilitation and reconstruction methods, as well as other related asset management endeavors.

Current and past areas of assistance include:

- **Pavement design test sections:** modified base material, rubblized base, and thin Lift Asphalt Overlays.
- **Pavement preservation and surface treatments:** micro surfacing, slurry seals, and rejuvenators.
- **Pavement maintenance treatments:** Crack sealing, quick-set/rapid repair and pre-cast concrete panels, and patches.

AECOM can also assist the Village with various pavement engineering tasks such as performing pavement designs, review of material and construction specifications, mix designs, material types, and repair techniques.

Deliverable(s):
- ✓ Maps and spreadsheets showing the results of the budget scenarios and repair work plans
- ✓ Spreadsheet with roadway sections, approximate repair quantity, and recommended work type
- ✓ Map showing repair candidate location and work type

Task 3: Pavement Condition Inspection Survey

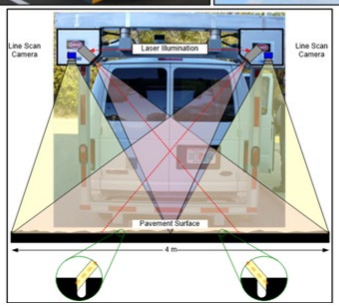
This task is expected to occur in FY2024, and AECOM will be supported by a data collection vendor Applied Research Associates (ARA). The Laser Crack Measurement System (LCMS) methodology will be implemented for pavement data evaluation. The primary advantages of using a high-speed data collection method for the Village's network include:

- Safe data collection efforts and no obstruction to traffic
- High quality photographic record and mapping of conditions, and if discrepancies or issues arise, the images can be retrieved and re-analyzed or the location re-visited in the field
- Imagery available for asset extraction of right-of-way features, such as roadway signage, striping and markings, drainage features, bridges, etc., should the Village want to include any such roadway asset data extraction at a later stage

The AECOM team proposes to use one of its Multi-Function Vehicles (MFV) to conduct the high speed, image-based pavement condition assessments. The MFV is equipped with pavement imaging sensors that can generate 2D and 3D high resolution imagery of pavement surface, has certified pavement profiling systems, and multiple right-of-way cameras, all synchronized with sub-meter accuracy GPS coordinates. Data collection is performed under prevailing traffic conditions (no hindrance to traffic) and only during the daytime and dry weather conditions. ARA currently operates three such imaging vans. During data collection, this vehicle is driven at the posted speed (up to 60 mph) and does not require traffic control.

We use equipment that has the latest sensors and hardware required for accurate, high-quality pavement data collection, including:

- **LCMS Cameras:** high-resolution laser scan pavement images. The system is configured to capture a lane 13.1ft (4m) wide with 1mm crack imaging resolution.
- **Mark III High-Speed Laser Profiler:** equipped with lasers and accelerometers and is a Class I (highest standard) profiler. Information collected includes International Roughness Index (IRI), rutting, and faulting.



- **4 High-definition right of way (ROW) Cameras:** capturing color images in the JPG format. Images are stored every 20 feet and all images are geotagged. The right-of-way cameras cover enough space to have captured all signage and relevant information along the travelled way. The information can later be extracted in the office by manually going through the images. The effort requires only one person, and is faster, safer, and cheaper compared to collecting directly on site. Right-of way-asset information can be extracted through this imagery.
- **Inertial Measurement Unit (IMU) and GPS:** Applanix POS LV V5 inertial navigation system for recording sub-meter accurate GPS coordinates.

Multi-Function Vehicle - 3D Laser Crack Measurement System (LCMS) and Class I Laser Profiler
The AECOM team will collect pavement condition data, including:

1. High-resolution 3D downward images for cracking
2. Rutting and faulting measurements
3. High resolution right-of-way images
4. Longitudinal road profile
5. International Roughness Index (IRI) for assessing roadway smoothness

The collected distress data will be analyzed to determine Pavement Condition Index (PCI) values as well.

The Village has approximately 90 centerline miles. The data collection rule applied for the inspection is shown below.

- 2 or less lanes – 1 pass.
- More than 2 lanes - 2 passes (1 pass in each direction).

Note: Turn lanes are not included in lane counts.

The next step after data collection is pavement distress identification and classification. 100% of the data collected shall be sampled and evaluated.

For the distress quality control, AECOM will use their award-winning Pavement Data Quality Management (PDQM) software to conduct comprehensive quality control on the processed data.

This is a software tool recognized by the Transportation Research Board. The PDQM software uses a machine learning based quality approach to improve reliability in automated pavement condition data for asphalt and concrete pavement. It does this by performing quality control on the entire pavement dataset (QC on 100% of dataset) rather than doing a percentage sampling.

A library of more than 200 pavement distress data patterns was developed and programmed in the PDQM to study the automated pavement condition data. For each segment, the data patterns will be studied and compared to the patterns that are expected in pavement condition data. PDQM flags each segment that is not following the expected patterns for further quality review. This results in a more focused comprehensive quality control approach.

Deliverable(s):
✓ Updated PAVER database with PCI and distress data.

Project Schedule

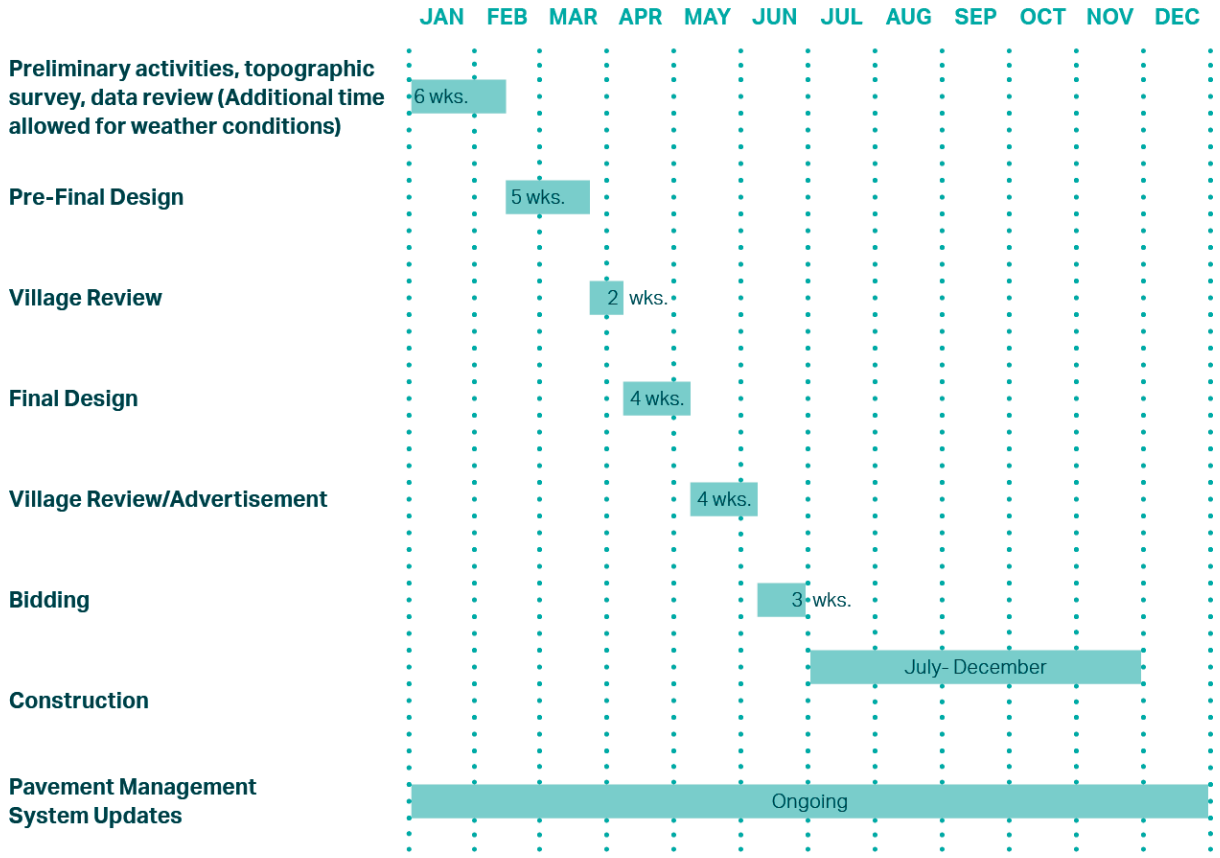
The Glen Ellyn program would be led by our Project Manager, Steven Fessenbecker, PE, and supported by our local office resources, enabling AECOM to meet the rigid technical and schedule driven requirements of this project.

AECOM will work closely with the Village to provide a quality set of plans and specifications within the budget and schedule. After the notice to proceed is issued, we will meet with the Village to review the project objectives and goals and establish a scope of work, schedule, and budget for the program. Milestone dates for pre-final and final plans will be set.

During the design phase, we will keep the Village up to date on our progress. After approval of the project scope, the schedule will be adjusted as needed to incorporate the revisions to the improvements.

AECOM is available to immediately commence work on this project upon the notice to proceed. The projected workload and current obligations of AECOM indicate that this project will proceed as indicated in the accelerated project schedule and will not incur any delays due to prior obligations. AECOM is dedicated to meeting the deadlines and delivering reliable professional services.

The following table depicts a detailed schedule outlining completion of major work tasks for the 2023 Street Improvements assuming Authorization to Proceed in December 2022. Timeliness of reviews and resolution of project design issues is critical to the on-time completion of this project.



Recommendations and Additional Services

In our review of the RFP with our knowledge of what it will take to deliver a successful program to the Village, the following additional services may be required and can be added to our scope at the Village's discretion:

- At this time, we do not anticipate any temporary or permanent easements. If required, we will provide the services required to obtain easements.

- Bemis Road Asphalt reconstruction scheduled for 2024 currently consists of open ditches draining to Glencrest Creek. The proposed improvement will maintain the open ditch flow and not impact the existing Glencrest Creek box culvert under Bemis Road. If required, we will be able to provide the services required to design an enclosed storm sewer system for Bemis Road. We feel this is a good candidate for environmentally friendly stormwater design components to improve water quality. There are currently no sidewalks along Bemis Road. If required, we will be able to provide the services for design and public outreach for proposed sidewalk extensions along Bemis Road.

- There are several signalized intersections within the program. AECOM will use our traffic signal group to provide current details and standards for proper reinstallation should modifications be necessary.

- The sidewalk on VanDamin is not continuous along the length of the proposed improvement. If directed by the Village, we will be able to provide the services for design and public outreach for proposed sidewalk extensions.

- This proposal includes costs for FY 2023, FY 2024 and 3 Alternative. We will work with the Village to recommend alternate bidding scenarios for the multi-year plan based on available Village budgets.

Proposed Survey Scope

Segment	Length (ft)	Type of Rehabilitation	Description	Survey
Calendar Year 2024 – Surveying				
Ahlstrand: Park to West Village Limit	275	Skip Patch		
Ahlstrand: Park to Stanton	720	Type IA	Removal and replacement of the asphalt roadway surface. No Sidewalk. No curb	No Supplemental Survey anticipated
Ahlstrand: Stanton to Arboretum	1700	Type IA	Removal and replacement of the asphalt roadway surface. No Sidewalk. No curb	No Supplemental Survey anticipated
Amber Ridge: Sheehan to South Montclair	1008	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Arboretum: Stanton to Butterfield	1550	Type IA	Removal and replacement of the asphalt roadway surface. No Sidewalk. No curb	No Supplemental Survey anticipated
Brentwood: Montclair to End	670	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Carolyn Drive: Muirwood to South End	257	Type IC	Curb installation or replacement on one side of street, sidewalk repairs, base repair, removal and replacement of the asphalt roadway surface	257' topo survey sidewalk to sidewalk
Deerglen Ct.: Second to South End	690	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Forest: Oak to Elm	684	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	Survey sidewalk at 1 intersection - Forest / Elm
Glen Haven Ln: Ellyn to East End	287	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Glenbard: Montclair to Route 53	1273	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Harding: Park to Montclair	1260	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Hedge Court: Glenbard to South End	269	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Highland: Linden to Oak	1274	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	Survey sidewalk at 1 intersection - Linden / Highland
Lenox: Oak to St. Charles	1147	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	Survey sidewalk at 1 intersection -Lenox / Chidester
Linden: Western to Main	1780	Type IA	Removal and replacement of the asphalt roadway surface. No Sidewalk. No curb	No Supplemental Survey anticipated

Segment	Length (ft)	Type of Rehabilitation	Description	Survey
Maple: Western to Main	1978	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	Survey sidewalk at 1 intersection - Maple/Highland
Marston: Park to Milton	990	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Milton: Marston to Harding	2623	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Montclair: Ambert Ridge to Harding	1143	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Muirwood: Park to North End	492	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	Survey sidewalk at 2 intersection - Muirwood / Park Muirwood / Carolyn
Pleasant: Cottage to Hawthorne	490	Type IA	Removal and replacement of the asphalt roadway surface. No Sidewalk. No curb.	No Supplemental Survey anticipated
Pleasant: Hawthorne to Maple	1422	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	Survey sidewalk at 1 intersection - Pleasant / Lnden
Prairie: Cottage to Hawthorne	490	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	Survey sidewalk at 1 intersection - Prairie / Cottage
Prairie: Hawthorne to Oak	2085	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	Survey sidewalk at 1 intersection - Prairie / Maple
Saddlewood: St. Charles & Loop	1745	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
South Ellyn: Buena Vista to Marston	587	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
South Ellyn: Marston to Harding	2616	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	Survey sidewalk at 1 intersection - S Ellyn / Harding
Stagecoach Run: Western to Pleasant	1522	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Stagecoach Run: West End to Pleasant	520	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Stanton: Ahlstrand to Arboretum	1700	Type IA	Removal and replacement of the asphalt roadway surface. No Sidewalk. No curb	No Supplemental Survey anticipated
Stonegate Court: Glenbard to South End	280	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Calendar Year 2024 – Surveying				
Annandale: Hillside to Duane	508	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated

Segment	Length (ft)	Type of Rehabilitation	Description	Survey
Anthony: Kenilworth to Newton	872	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	Survey sidewalk at 2 intersection - Anthony / Kenilworth Anthony / Newton
Anthony: Newton to Western	690	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Arlington: Regent to Glenwood	1008	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Bemis Road: Route 53 to Sunnybrook	2014	Asphalt Reconstruction	Asphalt reconstruction	2014' Full ROW Topo include utility inverts
Carleton: Hill to North End	385	Type II	Full curb replacement, sidewalk repairs, most driveway approaches will be replaced, removal and replacement of the asphalt surface, drainage improvements	385' Full ROW Topo include utility inverts
Cottage: Kenilworth to Newton	872	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	Survey sidewalk at 1 intersection - Cottage / Kenilworth
Cottage: Newton to Western	693	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Crest: Fairview to Revere	528	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Crest: Revere to High	572	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Evergreen: Geneva to North End	590	Type IC	Curb installation or replacement on one side of street, sidewalk repairs, base repair, removal and replacement of the asphalt roadway surface	590' topo survey sidewalk to sidewalk 50' wide
Exmoor: Taft to Roosevelt	340	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Fairview: Crest to East	350	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Fairview: East to Park	345	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Fairview: Forest to Crest	403	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	Survey sidewalk at 1 intersection - Fairview / Forest
Fairview: Main to Forest	426	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	Survey sidewalk at 1 intersection - Fairview / Main
Forest: Fairview to Revere	528	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated

Segment	Length (ft)	Type of Rehabilitation	Description	Survey
Forest: High to Lakeview Terr.	544	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Forest: Revere to High	581	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Greenfield Av: Ott Av to Kenilworth Av	365	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Greenfield Av: Kenilworth Av to Lambert Rd	329	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Greenfield Av: Lambert Rd to Newton Av	324	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Greenfield Av: Newton Av to Hillcrest Ave	362	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Greenfield Av: Hillcrest Av to Brandon Av	363	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Greenfield: Brandon to Main	1612	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
High: Crest to East	346	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	Survey sidewalk at 1 intersection - High / Crest
High: East to Park	360	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
High: Forest to Crest	363	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	Survey sidewalk at 1 intersection - High / Forest
High: Main to Forest	517	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	Survey sidewalk at 1 intersection - High / Main
Hillside: Annandale to Montclair	364	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Hillside: Montclair to Taylor	1032	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Hillside: Park to Annandale	438	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Indian Drive: Roslyn to Shady	765	Type IIA	Full curb replacement, sidewalk repairs, most driveway approaches will be replaced, complete replacement of the roadway base course including localized undercuts, replacement of the asphalt roadway surface, drainage improvements, parkway restoration	765" Full ROW Topo include utility inverts

Segment	Length (ft)	Type of Rehabilitation	Description	Survey
Jenna Court: Sunnybrook to West End	512	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Memory Ct: Indian to East End	205	Type IIA	Full curb replacement, sidewalk repairs, most driveway approaches will be replaced, complete replacement of the roadway base course including localized undercuts, replacement of the asphalt roadway surface, drainage improvements, parkway restoration	205" Full ROW Topo include utility inverts
Montclair: Duane to North End	452	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Montclair: Hill to Bremer Ct.	326	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Montclair: Hillside to Duane	514	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	Survey sidewalk at 1 intersection - Montclair / Duane
Montclair: Bremer Ct. to Hillside	472	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Newton: Anthony to Cottage	375	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Newton: Cottage to Cottage	186	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Newton: Cottage to Hawthorne	330	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Newton: Hawthorne to Linden	660	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Newton: Pennsylvania to Anthonty	706	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Pleasant: Geneva to Stagecoach	173	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Regent: Greenfield to Turner	1030	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Revere Crest to East	348	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Revere: East to Park	358	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Revere: Forest to Crest	419	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated

Segment	Length (ft)	Type of Rehabilitation	Description	Survey
Revere: Main to Forest	441	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Shady Lane: Indian to East End	500	Type IIA	Full curb replacement, sidewalk repairs, most driveway approaches will be replaced, complete replacement of the roadway base course including localized undercuts, replacement of the asphalt roadway surface, drainage improvements, parkway restoration	500" Full ROW Topo include utility inverts
Sunnybrook: Bemis to Maya Court Development	955	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Taft : Park to Nicoll Way	1526	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	1526' Full ROW Topo include utility inverts
Van Damin: Highview to North End	481	Type II	Full curb replacement, sidewalk repairs, most driveway approaches will be replaced, removal and replacement of the asphalt surface, drainage improvements	481' Full ROW Topo include utility inverts
Alternate 1 – Surveying				
Sheehan: Park to IL Route 53	2478	Asphalt Reconstruction	Asphalt reconstruction	2478' Full ROW Topo include utility inverts
Alternate 2 – Surveying				
Riford Rd: Crescent Bl to Oak St	1225	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Riford Rd: Oak St to Grand Av	477	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Riford Rd: Grand Av (East) to Chidester St	93	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Riford Rd: Chidester St to Elm St	398	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Riford Rd: Elm St to Meredith Pl	411	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Riford Rd: Meredith Pl to St Charles Rd	444	Type IA	Limited curb repairs, sidewalk repairs, removal and replacement of the asphalt roadway surface	Survey detector loops at intersection
Alternate 3 – Surveying				
Lambert Rd: Ramblewood Dr to Fawell Blvd	653	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	Survey detector loops at intersection
Lambert Rd: Ramblewood Dr to Buena Vista Dr	394	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated

Segment	Length (ft)	Type of Rehabilitation	Description	Survey
Lambert Rd: Buena Vista Dr to Mccreey	847	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Lambert Rd: Mccreey to Orchard Ln	647	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Lambert Rd: Orchard Ln to Taft Av	2621	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated
Lambert Rd: Taft Av to Roosevelt Rd	330	Type IB	More extensive sidewalk and curb repairs, removal and replacement of the asphalt roadway surface	No Supplemental Survey anticipated

04

Relevant Project Experience

04

Relevant Project Experience

AECOM offers the full range of capabilities that the Village is seeking through this request, from professional roadway engineering pavement management services and to outstanding design engineering in all disciplines.

AECOM has more than 100 years of experience managing and delivering highway and road projects for private agencies and all levels of government. We use our skills in construction and construction management, transportation planning, design, program management, and asset support services to help our clients develop, expand, reconstruct, and rehabilitate highways and roads around the world.

We've reconstructed some of the world's largest interchanges, built lanes on some of the busiest highways, and helped reconfigure local roads to make surface streets easier to traverse. We have worked in large teams of designers and construction contractors to deliver complex surface transportation projects.

The following project descriptions highlight AECOM's similar experience on projects that have been completed in the last three years.

Roberts Road Roadway Improvements

Chicago, IL

Client:
Cook County Division of Transportation and Highways (CCDOTH)

Client Reference:
Noel Basquin
Bureau Chief of Design
69 W. Washington Street
Chicago, IL 60602
T: (312) 603-1595
E: noel.basquin@cookcountyil.gov

Dates:
2019-2022

Value:
$2.5M (est. construction cost)

Under its master services agreement for Design Engineering Professional Services for the Cook County Division of Transportation and Highways (CCDOTH), AECOM led the Phase I preliminary engineering and Phase II final design for the reconstruction of Roberts Road at 87th Street beneath I-294. Stakeholders for the project included Hickory Hills, Justice, Bridgeview, Pace Bus, Roberts Park Fire Protection District, and multiple utility owners. The design effort was completed on an accelerated timeline in concert with the reconstruction of the I-294 Central Tri-State Tollway (of which AECOM is the Design Corridor Manager for) and following replacement of the Tollway bridge for I-294, reconstruction of is scheduled for 2023.

Project Successes:

- Given the constrained ROW along the corridor combined with the necessary geometric changes to the roadway to facilitate the Tollway's Central Tri-State reconstruction project, several driveways along the corridor had proposed slopes exceeding CCDOTH standards. By working with the County to add temporary easements to the project, the driveway slopes were able to be redesigned to fall within policy. This resulted in a better, more functional improvement for the community.
- AECOM used our role as designer for CCDOTH and design corridor manager for the Illinois Tollway to bring both agencies together to maximize efforts and expand the scope of the 87th Street and Roberts Road bridges, which allowed for safety, pedestrian and municipal improvements to the intersection. AECOM's role as designer for CCDOTH for the improvements along the roadway allowed for easy collaboration between both agencies to bring a marquee project to the area. The collaboration on this project is a model for how consulting firms and agencies can work together to benefit all stakeholders.

Buffalo Grove and Palatine Transmission Mains

Buffalo Grove and Palatine, IL

AECOM provided planning, modeling, engineering design, and construction services for water system improvements that are to provide added reliability for the member municipalities. These improvements consist of construction of two transmission mains to loop the original system, which was designed by AECOM. The Buffalo Grove Transmission main was constructed in 2019 and included approximately 14,700 lineal ft. of 16-in. diameter water main and resulted in the looping of Buffalo Grove reservoirs #7 and #2. The Palatine transmission main was constructed in 2016 includes approximately 15,000 lineal ft. of 20-in. diameter water main and resulted in the looping of the Palatine North Reservoir and the Palatine South Reservoir.

Client:
Northwest Water Commission

Client Reference:
Dave Van Vooren
Acting Executive Director
1525 N. Wolf Road
Des Plaines, IL 60016
T: (847) 635-0777
E: dvanvooren@northwestwater.org

Dates:
2016-2020

Value:
$12M

TW-3/17 West Transmission Main

Elmhurst, IL

AECOM provided planning, modeling, engineering design, and construction services for a water system improvements project for the DuPage Water Commission (DWC). Construction was completed in 2019 on a 5-mile long, 30-inch diameter transmission main pipeline to provide Lake Michigan drinking water to a new member community, the Village of Bartlett. AECOM performed the hydraulic modeling analysis to determine the feasibility of the project. The analysis included several different pipeline routes and demand scenarios (including average day demand and maximum day demand). The design required extensive coordination with numerous stakeholders and permitting agencies, as the pipeline route falls within the right-of-way of three municipalities (Village of Roselle, Village of Hanover Park, and Village of Bartlett), two DOTs (IDOT and DuDOT), and unincorporated DuPage County.:

Client:
DuPage Water Commission

Client Reference:
Paul May
General Manager
600 Butterfield Road
Elmhurst, IL 60126
T: (630) 834-0100
E: may@dpwc.org

Dates:
2018-2019

Value:
$8M

Illinois Lead Service Line Replacement Program

Wheeling, IL

While the risks associated with lead services lines have been known for some time, the 2014 water crisis in Flint, Michigan demonstrated that there is a potential for great harm that can come if water systems with lead service lines are not adequately managed. While the Village of Wheeling has not had any water quality issues related to lead, the Village wanted to proactively address the risk of the very few lead services lines that they had in their system.

AECOM was retained by the Village in 2019 to assist in the replacement of over 100 known lead service lines with new copper services from the water main to the water meter, which was typically located inside the home. The Village and AECOM managed all aspects of the project, including initial planning, residential coordination, preparation of the IEPA Project Plan and Loan Application, permitting, detailed design, bidding services, construction administration, full-time resident engineering, and project close-out.

The Village and AECOM developed a communication plan for contacting residents and to coordinate and perform a detailed home inspection at each home to assist in the development of the bidding documents. As a result of the Village's decision to perform full water service line replacement, as opposed to partial water service line replacement, temporary construction easements were also required for the Village to perform the work, which made residential participation crucial.

Through the combined effort of the Village and AECOM, the initial residential participation rate before construction was greater than 80% with the final participation rate after construction at approximately 99%.

Client:
Village of Wheeling

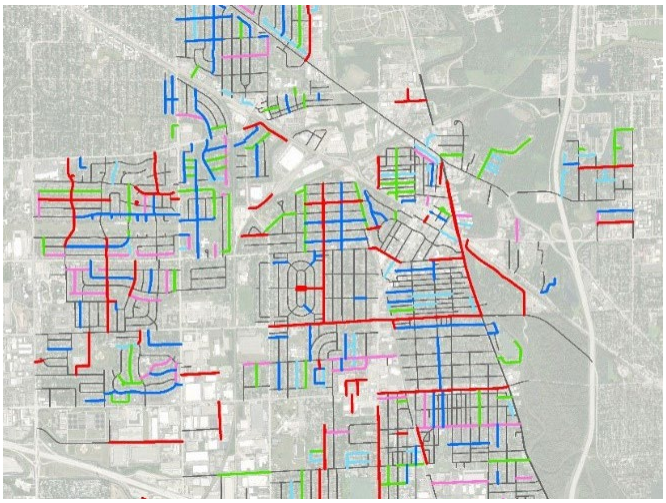
Client Reference:
Jeff Wolfgram
Superintendent of Utility Division
2 Community Boulevard
Wheeling, IL 60090
T: (847) 344-4266
E: jwolfgram@wheelingil.gov

Dates:
2020-2021

Value:
$2M

Des Plaines Pavement Management Implementation

Des Plaines, IL



AECOM implemented a pavement management system for the City's approximate 150 centerline miles of roads using PAVER and ESRI ArcGIS.

The relevant project components include:

- A pavement condition survey per ASTM 6433
- PAVER and ESRI ArcGIS update
- QC measures including using AECOM's PDQM software
- Pavement analysis and reporting
- Pavement preventive maintenance program including crack seal and patching
- Pavement Capital Improvement program including a resurfacing program
- Two-day PAVER Software Training

Client:
City of Des Plaines

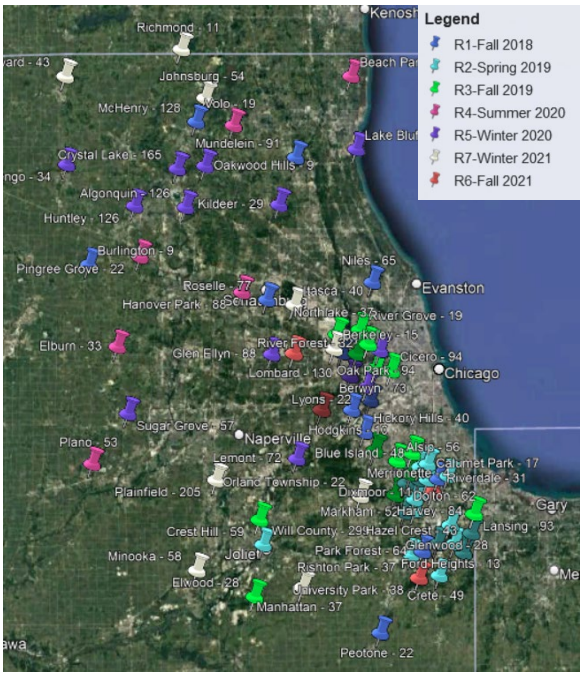
Client Reference:
Jon Duddles, PE, CFM
Assistant Director of Public Works and Engineering
1420 Miner Street
Des Plaines, IL 60016
T: (847) 391-6127
E: jduddles@desplaines.org

Dates:
2019-present

Value:
$220K

CMAP Municipal Pavement Management Plan Program

Chicago, IL



AECOM is assisting CMAP to execute Pavement Management Systems for approximately 80 municipalities (4200 centerline miles) located within 60 miles around the Chicago region. AECOM is responsible for pavement management plan execution including selecting and managing data collection vendors and technical pavement data review including deliverables verification and pavement data verification. AECOM is also responsible for project management including planning, budgeting, scheduling and communication with municipalities and data collection vendors.

The relevant project components include implementation of MicroPAVER for all municipalities and pavement condition assessment per ASTM D6433.

Client:
Chicago Metropolitan Agency for Planning (CMAP)

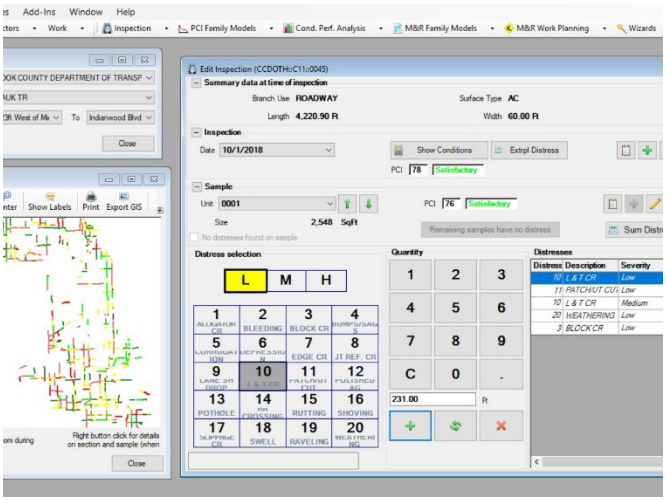
Client Reference:
Todd Schmidt
Transportation Planner
433 W Van Buren Street, Suite 450,
Chicago, IL 60607
T: (312) 386-8711
E: tschmidt@cmap.illinois.gov

Dates:
2018-present

Value:
$275K

Cook County Pavement Management Plan Program

Chicago, IL



AECOM is supporting Cook County implementing a pavement management system for the County's approximate 500 centerline miles of roads using PAVER and ESRI ArcGIS. AECOM is also working with the County to setup Cityworks asset management database.

The relevant project components include:

- A pavement condition survey per ASTM 6433
- PAVER and ESRI ArcGIS update
- PAVER Training
- Pavement Preservation Program Implementation
- QC measures including using AECOM's PDQM software
- PCI deterioration models and M&R family models
- Pavement analysis and reporting
- Pavement preservation program implementation
- Pavement designs and material specification
- Countywide geotechnical program

Client:
Cook County Division of Transportation and Highways (CCDOTH)

Client Reference:
Noel Basquin
Bureau Chief of Design
69 W. Washington Street
Chicago, IL 60602
T: (312) 603-1595
E: noel.basquin@cookcountyil.gov

Dates:
2017-present

Value:
$600K

05

Cost Proposal

05 Project Cost

Hours Estimate of Consultant Services

ITEM	Hours	Hourly Rate	Direct Labor	Overhead 128.43%	Profit 10.00%	Total Fee
Task 1- FY 2023						
Roadway and Utility Design						
Principal	8	$78.00	$624.00	$801.40	$142.54	$1,567.94
Project Manager	327	$70.00	$22,890.00	$29,397.63	$5,228.76	$57,516.39
Technical Specialist	40	$74.99	$2,999.60	$3,852.39	$685.20	$7,537.18
Senior Engineer	210	$69.72	$14,641.20	$18,803.69	$3,344.49	$36,789.38
Engineer	420	$35.00	$14,700.00	$18,879.21	$3,357.92	$36,937.13
Engineer Tech.	673	$46.62	$31,375.26	$40,295.25	$7,167.05	$78,837.56
Admin.	13	$28.99	$376.87	$484.01	$86.09	$946.97
Sub Total Roadway and Design	*1691*					*$220,132.56*
Pavement Management						
Principal	0	$78.00	$0.00	$0.00	$0.00	$0.00
Project Manager	0	$70.00	$0.00	$0.00	$0.00	$0.00
Technical Specialist	40	$74.99	$2,999.60	$3,852.39	$685.20	$7,537.18
Senior Engineer	0	$69.72	$0.00	$0.00	$0.00	$0.00
Engineer	160	$35.00	$5,600.00	$7,192.08	$1,279.21	$14,071.29
Engineer Tech.	80	$46.62	$3,729.60	$4,789.93	$851.95	$9,371.48
Admin.	0	$28.99	$0.00	$0.00	$0.00	$0.00
Sub Total Pavement Management	*280*					*$30,979.95*
Sub Total Task 1 - FY 2023 =	**1971**					**$251,112.51**
Task 2 - FY 2024						
Roadway and Utility Design						
Principal	8	$78.00	$624.00	$801.40	$142.54	$1,567.94
Project Manager	422	$70.00	$29,540.00	$37,938.22	$6,747.82	$74,226.04
Technical Specialist	160	$78.00	$12,480.00	$16,028.06	$2,850.81	$31,358.87
Senior Engineer	280	$73.20	$20,496.00	$26,323.01	$4,681.90	$51,500.91
Engineer	695	$36.75	$25,541.25	$32,802.63	$5,834.39	$64,178.27
Engineer Tech.	991	$48.95	$48,509.45	$62,300.69	$11,081.01	$121,891.15
Admin.	13	$30.43	$395.59	$508.06	$90.36	$994.01
Sub Total Roadway and Design	*2569*					*$345,717.20*
Pavement Management						
Principal	0	$78.00	$0.00	$0.00	$0.00	$0.00
Project Manager	0	$70.00	$0.00	$0.00	$0.00	$0.00
Technical Specialist	56	$78.00	$4,368.00	$5,609.82	$997.78	$10,975.60

ITEM	Hours	Hourly Rate	Direct Labor	Overhead 128.43%	Profit 10.00%	Total Fee
Senior Engineer	0	$73.20	$0.00	$0.00	$0.00	$0.00
Engineer	200	$36.75	$7,350.00	$9,439.61	$1,678.96	$18,468.57
Engineer Tech.	104	$48.95	$5,090.80	$6,538.11	$1,162.89	$12,791.81
Admin.	0	$30.43	$0.00	$0.00	$0.00	$0.00
Sub Total Pavement Management	*360*					*$42,235.98*
Sub Total Taks 2 - FY 2024 =	**2929**					**$387,953.17**
						Task 3 - Alternate 1
Principal	8	$78.00	$624.00	$801.40	$142.54	$1,567.94
Project Manager	165	$70.00	$11,550.00	$14,833.67	$2,638.37	$29,022.03
Technical Specialist	55	$74.99	$4,124.45	$5,297.03	$942.15	$10,363.63
Senior Engineer	30	$69.72	$2,091.60	$2,686.24	$477.78	$5,255.63
Engineer	236	$35.00	$8,260.00	$10,608.32	$1,886.83	$20,755.15
Engineer Tech.	289	$46.62	$13,473.18	$17,303.61	$3,077.68	$33,854.46
Admin.	8	$28.99	$231.92	$297.85	$52.98	$582.75
Sub-Total Task 3 - Alternate 1=	**791**					**$101,401.60**
Task 4 - Alternate 2						
Principal	8	$78.00	$624.00	$801.40	$142.54	$1,567.94
Project Manager	92	$70.00	$6,440.00	$8,270.89	$1,471.09	$16,181.98
Technical Specialist	16	$74.99	$1,199.84	$1,540.95	$274.08	$3,014.87
Senior Engineer	0	$69.72	$0.00	$0.00	$0.00	$0.00
Engineer	125	$35.00	$4,375.00	$5,618.81	$999.38	$10,993.19
Engineer Tech.	137	$46.62	$6,386.94	$8,202.75	$1,458.97	$16,048.66
Admin.	8	$28.99	$231.92	$297.85	$52.98	$582.75
Sub-Total Task 4 - Alternate 2=	**386**					**$48,389.40**
Task 5 - Alternate 3						
Principal	8	$78.00	$624.00	$801.40	$142.54	$1,567.94
Project Manager	71	$70.00	$4,970.00	$6,382.97	$1,135.30	$12,488.27
Technical Specialist	16	$74.99	$1,199.84	$1,540.95	$274.08	$3,014.87
Senior Engineer	20	$69.72	$1,394.40	$1,790.83	$318.52	$3,503.75
Engineer	131	$35.00	$4,585.00	$5,888.52	$1,047.35	$11,520.87
Engineer Tech.	148	$46.62	$6,899.76	$8,861.36	$1,576.11	$17,337.23
Admin.	8	$28.99	$231.92	$297.85	$52.98	$582.75
Sub-Total Task 5 - Alternate 3=	**402**					**$50,015.69**

SUMMARY

ITEM	Hours	Total Fee	Direct Costs	Subconsultant Cost	% of Total
Task 1- FY 2023	1971	$251,112.51			25.19%
Taks 2 - FY 2024	2929	$387,953.17			38.92%
Task 3 - Alternate 1	791	$101,401.60			10.17%
Task 4 - Alternate 2	386	$48,389.40			4.85%
Task 5 - Alternate 3	402	$50,015.69			5.02%
Reimbursable and Direct Costs					
Printing			$5,000.00		0.50%
Pavement Data Collection (Applied Research Assoc.)				$34,900.00	3.50%
Geotechnical (Geo Services)				$30,213.00	3.03%
Survey (American Surveying)				$87,760.00	8.80%
Total	***6479***	***$838,872.37***	***$5,000.00***	***$152,873.00***	***100.00%***
			Total Not to Exceed Cost		**$996,745.37**

Hours Estimate of Consultant Services

Sheet / Activity	Principal	Project Manager	Technical Specialist	Senior Engineer	Engineer	Engineer Tech.	Admin.	Sub-Totals
Task 1- FY 2023								
Roadway and Utility Design								
Kick Off Meeting		4			4			8
Review Existing Roadway and Utility Information		2			10			12
Review Drainage Information		2			6			8
Coordinate With Utility Companies		2			6			8
Status Meetings (3)		6			6			12
Plan Sheets								
Cover Sheet/Location Map		2			2	5		9
General Notes and Legends		2			2	5		9
Summary of Quantities		3			2	3		8
Utility Schedules		3			5	3		11
Typical Cross Sections		11			11	28		50
Alignment Ties and Benchmarks (2)		3			5	10		18
Existing and Removal Plans (79 @ 1"=20')		85		100	100	205		490
Plan and Profiles (79 @ 1"=20')		85		110	110	215		520
Sidewalk and Intersection Construction Details (10)		9			18	60		87
Standard Details (10)		6			12	35		53
Special Provisions/Technical Specifications	2	25			5	2		34
Quantity Calculations		7			14	15		36
Engineer's Opinion of Probable Cost	2	10			2	2		16
Prepare Pre-Final Submittal	2	20			40	40	4	106
Prepare Final Submittal	2	20			40	40	4	106
Quality Control Checks			40					40
Preparation and Distribution Bid Documents		20			20	5	5	50
Sub Total Roadway and Design	*8*	*327*	*40*	*210*	*420*	*673*	*13*	*1691*
Pavement Management								
PAVER Pavement Management Database and GIS updates			16		80	40		136
Pavement Maintenance and Repair Program			24		80	40		144
Sub Total Pavement Management	*0*	*0*	*40*	*0*	*160*	*80*	*0*	*280*
Sub Total Task 1- FY 2023 =	8	327	80	210	580	753	13	1971
Taks 2 - FY 2024								
Roadway and Utility Design								
Kick Off Meeting		4			4			8
Review Existing Roadway and Utility Information		5			10			15
Review Drainage Information		5			6			11
Coordinate With Utility Companies		5			8			13
Status Meetings (3)		6			6			12
Sanitary Sewer Condition Analyses, Assessment and Design		15	15	15	50	50		145
Water Main Condition Analyses, Assessment and Design		15	15	15	50	50		145
Storm Sewer Condition Analyses, Assessment and Design		15			30	30		75

Sheet / Activity	Principal	Project Manager	Technical Specialist	Senior Engineer	Engineer	Engineer Tech.	Admin.	Sub-Totals
Plan Sheets								
Cover Sheet/Location Map		2			2	5		9
General Notes and Legends		2			2	5		9
Summary of Quantities		5			2	3		10
Utility Schedules		5			5	3		13
Typical Cross Sections		11			11	28		50
Alignment Ties and Benchmarks (2)		5			5	10		20
Existing and Removal Plans (71 @ 1"=20')		90	35	125	160	280		690
Plan and Profiles (71 @ 1"=20')		90	35	125	160	280		690
Sidewalk and Intersection Construction Details (10)		9			18	60		87
Right of Way Cross Sections (12)		12			30	40		82
Standard Details (10)		6			12	40		58
Special Provisions/Technical Specifications	2	25			5	2		34
Quantity Calculations		10			14	15		39
Engineer's Opinion of Probable Cost	2	10			2	2		16
IEPA Sanitary and Water Permitting		10			3	3		16
Prepare Pre-Final Submittal	2	20			40	40	4	106
Prepare Final Submittal	2	20			40	40	4	106
Quality Control Checks			60					60
Preparation and Distribution Bid Documents		20			20	5	5	50
Sub Total Roadway and Design	*8*	*422*	*160*	*280*	*695*	*991*	*13*	*2569*
Pavement Management								
PAVER Pavement Management Database and GIS updates			16		80	40		136
Pavement Maintenance and Repair Program			24		80	40		144
Pavement Condition Inspection Survey and Quality Control			16		40	24		80
Pavement Data Collection (Applied Research Associates)								
Sub Total Pavement Management	*0*	*0*	*56*	*0*	*200*	*104*	*0*	*360*
Sub Total Taks 2 - FY 2024 =	8	422	216	280	895	1095	13	2929
Task 3 - Alternate 1								
Review Existing Roadway and Utility Information		2			10			12
Review Drainage Information		2			6			8
Coordinate With Utility Companies		2			6			8
Sanitary Sewer Condition Analyses, Assesment and Design		2			10	5		17
Water Main Condition Analyses, Assesment and Design		10	5	5	30	30		80
Storm Sewer Condition Analyses, Assesment and Design		2			3	5		10
Plan Sheets								
Cover Sheet/Location Map		2			2	5		9
General Notes and Legends		2			2	5		9
Summary of Quantities		3			2	3		8
Utility Schedules		3			5	3		11
Typical Cross Sections		3			5	3		11

Sheet / Activity	Principal	Project Manager	Technical Specialist	Senior Engineer	Engineer	Engineer Tech.	Admin.	Sub-Totals
Existing and Removal Plans (5 @ 1"=20')		11	5	10	10	22		58
Plan and Profiles (5 @ 1"=20')		18	5	15	15	36		89
Sidewalk and Intersection Construction Details (2)		2			4	12		18
Right of Way Cross Sections (9)		8			16	40		64
Standard Details (4)		3			6	18		27
Special Provisions/Technical Specifications	2	25			5	2		34
Quantity Calculations		7			14	15		36
Engineer's Opinion of Probable Cost	2	10			2	2		16
IEPA Sanitary and Water Permitting		8			3	3		14
Prepare Pre-Final Submittal	2	20			40	40	4	106
Prepare Final Submittal	2	20			40	40	4	106
Quality Control Checks			40					40
Sub Total =	**8**	**165**	**55**	**30**	**236**	**289**	**8**	**791**
Task 4 - Alternate 2								
Review Existing Roadway and Utility Information		2			6			8
Review Drainage Information		2			6			8
Coordinate With Utility Companies		2			6			8
Plan Sheets								
Cover Sheet/Location Map		2			2	5		9
General Notes and Legends		2			2	5		9
Summary of Quantities		3			2	3		8
Utility Schedules		3			5	3		11
Typical Cross Sections		3			5	3		11
Existing and Removal Plans (6 @ 1"=20')		5			10	15		30
Plan and Profiles (6 @ 1"=20')		5			10	15		30
Sidewalk and Intersection Construction Details (3)		4			8	16		28
Standard Details (4)		3			6	18		27
Special Provisions/Technical Specifications	2	25			5	2		34
Quantity Calculations		7			10	10		27
Engineer's Opinion of Probable Cost	2	8			2	2		14
Prepare Pre-Final Submittal	2	8			20	20	4	54
Prepare Final Submittal	2	8			20	20	4	54
Quality Control Checks			16					16
Sub Total =	**8**	**92**	**16**	**0**	**125**	**137**	**8**	**386**
Task 5 - Alternate 3								
Review Existing Roadway and Utility Information		2			6			8
Review Drainage Information		2			6			8
Coordinate With Utility Companies		2			6			8
Plan Sheets								
Cover Sheet/Location Map		2			2	5		9
General Notes and Legends		2			2	5		9
Summary of Quantities		3			2	3		8
Utility Schedules		3			5	3		11
Typical Cross Sections		3			5	3		11
Existing and Removal Plans (11 @ 1"=20')		3		10	15	15		43

Sheet / Activity	Principal	Project Manager	Technical Specialist	Senior Engineer	Engineer	Engineer Tech.	Admin.	Sub-Totals
Plan and Profiles (11 @ 1"=20')		3		10	15	15		43
Sidewalk and Intersection Construction Details (4)		3			8	20		31
Standard Details (4)		3			8	20		31
Special Provisions/Technical Specifications	2	20			5	2		29
Quantity Calculations		5			14	15		34
Engineer's Opinion of Probable Cost	2	5			2	2		11
Prepare Pre-Final Submittal	2	5			15	20	4	46
Prepare Final Submittal	2	5			15	20	4	46
Quality Control Checks			16					16
Sub Total =	**8**	**71**	**16**	**20**	**131**	**148**	**8**	**402**

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Sheet / Activity	Principal	Project Manager	Technical Specialist	Senior Engineer	Engineer	Engineer Tech.	Admin.	Sub-Totals
Task 1- FY 2023								
Roadway and Utility Design								
Kick Off Meeting		4			4			8
Review Existing Roadway and Utility Information		2			10			12
Review Drainage Information		2			6			8
Coordinate With Utility Companies		2			6			8
Status Meetings (3)		6			6			12
Evaluation of Sidewalk and Curb		8			8	8		24
Sanitary Sewer Condition Analyses, Assesment and Design		4			14	14		32
Water Main Condition Analyses, Assesment		3			4			7
Storm Sewer Condition Analyses, Assesment and Design		3			8	8		19
Plan Sheets								
Cover Sheet/Location Map		2			2	5		9
General Notes and Legends		2			2	5		9
Summary of Quantities		3			2	3		8
Utility Schedules		3			5	3		11
Typical Cross Sections		11			11	28		50
Alignment Ties and Benchmarks (2)		3			5	10		18
Existing and Removal Plans (79 @ 1"=20')		85		100	100	205		490
Plan and Profiles (79 @ 1"=20')		85		110	110	215		520
Sidewalk and Intersection Construction Details (10)		9			18	60		87
Standard Details (10)		6			12	35		53
Special Provisions/Technical Specifications	2	25			5	2		34
Quantity Calculations		7			14	15		36
Engineer's Opinion of Probable Cost	2	10			2	2		16
Prepare Pre-Final Submittal	2	20			40	40	4	106
Prepare Final Submittal	2	20			40	40	4	106
Quality Control Checks			40					40
Preparation and Distribution Bid Documents		20			20	5	5	50
Sub Total Roadway and Design	8	345	40	210	454	703	13	1773
Pavement Management								
PAVER Pavement Management Database and GIS updates			16		80	40		136
Pavement Maintenance and Repair Program			24		80	40		144
Sub Total Pavement Management	0	0	40	0	160	80	0	280
Sub Total Task 1- FY 2023 =	8	345	80	210	614	783	13	**2053**
Taks 2 - FY 2024								
Roadway and Utility Design								
Kick Off Meeting		4			4			8
Review Existing Roadway and Utility Information		5			10			15
Coordinate With Utility Companies		5			8			13
Status Meetings (3)		6			6			12
Public Meeting (2)		8			8	8		24
Evaluation of Sidewalk and Curb		8			8	8		24
Sanitary Sewer Condition Analyses, Assesment and Design		15	15	15	50	50		145
Water Main Condition Analyses, Assesment and Design		15	15	15	50	50		145
Storm Sewer Condition Analyses, Assesment and Design		16	20	20	50	50		156
Bemis Rd. Box Culvert Inspection and Report		3	40	8		8		59
Plan Sheets								
Cover Sheet/Location Map		2			2	5		9
General Notes and Legends		2			2	5		9
Summary of Quantities		5			2	3		10
Utility Schedules		5			15	15		35
Typical Cross Sections		11			11	28		50
Alignment Ties and Benchmarks (2)		5			5	10		20
Existing and Removal Plans (73 @ 1"=20')		105	45	125	180	300		755
Plan and Profiles (73 @ 1"=20')		105	45	125	200	300		775
Sidewalk and Intersection Construction Details (10)		9			18	60		87
Right of Way Cross Sections (12)		12			30	40		82
Standard Details (10)		6			12	40		58
Special Provisions/Technical Specifications	2	25			5	2		34
Quantity Calculations		10			14	15		39
Engineer's Opinion of Probable Cost	2	10			2	2		16
IEPA Sanitary and Water Permitting		10			3	3		16
Prepare Pre-Final Submittal	2	20			40	40	4	106
Prepare Final Submittal	2	20			40	40	4	106
Quality Control Checks			60					60
Preparation and Distribution Bid Documents		20			20	5	5	50
Sub Total Roadway and Design	8	467	240	308	795	1087	13	2918
Pavement Management								
PAVER Pavement Management Database and GIS updates			16		80	40		136
Pavement Maintenance and Repair Program			24		80	40		144
Pavement Condition Inspection Survey and Quality Control			16		40	24		80
Pavement Data Collection (Applied Research Associates)								
Sub Total Pavement Management	0	0	56	0	200	104	0	360
Sub Total Taks 2 - FY 2024 =	8	467	296	308	995	1191	13	3278

Sheet / Activity	Principal	Project Manager	Technical Specialist	Senior Engineer	Engineer	Engineer Tech.	Admin.	Sub-Totals
Task 3 - Alternate 1								
Kick Off Meeting		2						2
Review Existing Roadway and Utility Information		2			10			12
Coordinate With Utility Companies		4			4			8
Status Meetings (3)		6			6			12
Review Drainage Information		2			6			8
Sanitary Sewer Condition Analyses, Assesment and Design		2	5	5	10	10		32
Water Main Condition Analyses, Assesment and Design		10	5	5	30	30		80
Storm Sewer Condition Analyses, Assesment and Design		2	5		8	8		23
Plan Sheets								
Cover Sheet/Location Map		2			2	5		9
General Notes and Legends		2			2	5		9
Summary of Quantities		3			2	3		8
Utility Schedules		3			5	3		11
Typical Cross Sections		3			5	3		11
Existing and Removal Plans (5 @ 1"=20')		11	5	10	10	22		58
Plan and Profiles (5 @ 1"=20')		18	5	15	15	36		89
Sidewalk and Intersection Construction Details (2)		2			4	12		18
Right of Way Cross Sections (9)		8			16	40		64
Standard Details (4)		3			6	18		27
Special Provisions/Technical Specifications	2	25			5	2		34
Quantity Calculations		7			14	15		36
Engineer's Opinion of Probable Cost	2	10			2	2		16
IEPA Sanitary and Water Permitting		8			3	3		14
Prepare Pre-Final Submittal	2	20			40	40	4	106
Prepare Final Submittal	2	20			40	40	4	106
Quality Control Checks			40					40
Sub Total =	8	175	65	35	245	297	8	833
Task 4 - Alternate 2								
Kick Off Meeting		2						2
Review Existing Roadway and Utility Information		2			6			8
Coordinate With Utility Companies		4			4			8
Status Meetings (3)		6			6			12
Review Drainage Information		2			6			8
Evaluation of Sidewalk and Curb		8			8	8		24
Sanitary Sewer Condition Analyses, Assesment and Design		2			8	8		18
Water Main Condition Analyses, Assesment and Design		2			4			6
Storm Sewer Condition Analyses, Assesment and Design		2			5	5		12
Plan Sheets								
Cover Sheet/Location Map		2			2	5		9
General Notes and Legends		2			2	5		9
Summary of Quantities		3			2	3		8
Utility Schedules		3			5	3		11
Typical Cross Sections		3			5	3		11
Existing and Removal Plans (6 @ 1"=20')		5			10	15		30
Plan and Profiles (6 @ 1"=20')		5			10	15		30
Sidewalk and Intersection Construction Details (3)		4			8	16		28
Standard Details (4)		3			6	18		27
Special Provisions/Technical Specifications	2	25			5	2		34
Quantity Calculations		7			10	10		27
Engineer's Opinion of Probable Cost	2	8			2	2		14
Prepare Pre-Final Submittal	2	8			20	20	4	54
Prepare Final Submittal	2	8			20	20	4	54
Quality Control Checks			16					16
Sub Total =	8	116	16	0	154	158	8	460

Sheet / Activity	Principal	Project Manager	Technical Specialist	Senior Engineer	Engineer	Engineer Tech.	Admin.	Sub-Totals
Task 5 - Alternate 3								
Kick Off Meeting		2						2
Review Existing Roadway and Utility Information		2			6			8
Coordinate With Utility Companies		4			4			8
Status Meetings (3)		6			6			12
Review Drainage Information		2			6			8
Evaluation of Sidewalk and Curb		8			8	8		24
Sanitary Sewer Condition Analyses, Assesment and Design		2			4	4		10
Water Main Condition Analyses, Assesment and Design		2			4			6
Storm Sewer Condition Analyses, Assesment and Design		2			4	4		10
Plan Sheets								
Cover Sheet/Location Map		2			2	5		9
General Notes and Legends		2			2	5		9
Summary of Quantities		3			2	3		8
Utility Schedules		3			5	3		11
Typical Cross Sections		3			5	3		11
Existing and Removal Plans (11 @ 1"=20')		3		10	15	15		43
Plan and Profiles (11 @ 1"=20')		3		10	15	15		43
Sidewalk and Intersection Construction Details (4)		3			8	20		31
Standard Details (4)		3			8	20		31
Special Provisions/Technical Specifications	2	20			5	2		29
Quantity Calculations		5			14	15		34
Engineer's Opinion of Probable Cost	2	5			2	2		11
Prepare Pre-Final Submittal	2	5			15	20	4	46
Prepare Final Submittal	2	5			15	20	4	46
Quality Control Checks			16					16
Sub Total =	8	95	16	20	155	164	8	466

ITEM	Hours	Hourly Rate	Direct Labor	Overhead 128.43%	Profit 10.00%	Total Fee
Task 1- FY 2023						
Roadway and Utility Design						
Principal	8	$78.00	$624.00	$801.40	$142.54	$1,567.94
Project Manager	345	$70.00	$24,150.00	$31,015.85	$5,516.58	$60,682.43
Technical Specialist	40	$74.99	$2,999.60	$3,852.39	$685.20	$7,537.18
Senior Engineer	210	$69.72	$14,641.20	$18,803.69	$3,344.49	$36,789.38
Engineer	454	$35.00	$15,890.00	$20,407.53	$3,629.75	$39,927.28
Engineer Tech.	703	$46.62	$32,773.86	$42,091.47	$7,486.53	$82,351.86
Admin.	13	$28.99	$376.87	$484.01	$86.09	$946.97
Sub Total Roadway and Design	1773					$229,803.05
Pavement Management						
Principal	0	$78.00	$0.00	$0.00	$0.00	$0.00
Project Manager	0	$70.00	$0.00	$0.00	$0.00	$0.00
Technical Specialist	40	$74.99	$2,999.60	$3,852.39	$685.20	$7,537.18
Senior Engineer	0	$69.72	$0.00	$0.00	$0.00	$0.00
Engineer	160	$35.00	$5,600.00	$7,192.08	$1,279.21	$14,071.29
Engineer Tech.	80	$46.62	$3,729.60	$4,789.93	$851.95	$9,371.48
Admin.	0	$28.99	$0.00	$0.00	$0.00	$0.00
Sub Total Pavement Management	280					$30,979.95
Sub Total Task 1- FY 2023 =	**2053**					**$260,783.00**
Taks 2 - FY 2024						
Roadway and Utility Design						
Principal	8	$78.00	$624.00	$801.40	$142.54	$1,567.94
Project Manager	467	$70.00	$32,690.00	$41,983.77	$7,467.38	$82,141.14
Technical Specialist	240	$78.00	$18,720.00	$24,042.10	$4,276.21	$47,038.31
Senior Engineer	308	$73.20	$22,545.60	$28,955.31	$5,150.09	$56,651.01
Engineer	795	$36.75	$29,216.25	$37,522.43	$6,673.87	$73,412.55
Engineer Tech.	1087	$48.95	$53,208.65	$68,335.87	$12,154.45	$133,698.97
Admin.	13	$30.43	$395.59	$508.06	$90.36	$994.01
Sub Total Roadway and Design	2918					$395,503.93
Pavement Management						
Principal	0	$78.00	$0.00	$0.00	$0.00	$0.00
Project Manager	0	$70.00	$0.00	$0.00	$0.00	$0.00
Technical Specialist	56	$78.00	$4,368.00	$5,609.82	$997.78	$10,975.60
Senior Engineer	0	$73.20	$0.00	$0.00	$0.00	$0.00
Engineer	200	$36.75	$7,350.00	$9,439.61	$1,678.96	$18,468.57
Engineer Tech.	104	$48.95	$5,090.80	$6,538.11	$1,162.89	$12,791.81
Admin.	0	$30.43	$0.00	$0.00	$0.00	$0.00
Sub Total Pavement Management	360					$42,235.98
Sub Total Taks 2 - FY 2024 =	**3278**					**$437,739.90**
Task 3 - Alternate 1						
Principal	8	$78.00	$624.00	$801.40	$142.54	$1,567.94
Project Manager	175	$70.00	$12,250.00	$15,732.68	$2,798.27	$30,780.94
Technical Specialist	65	$74.99	$4,874.35	$6,260.13	$1,113.45	$12,247.93
Senior Engineer	35	$69.72	$2,440.20	$3,133.95	$557.41	$6,131.56
Engineer	245	$35.00	$8,575.00	$11,012.87	$1,958.79	$21,546.66
Engineer Tech.	297	$46.62	$13,846.14	$17,782.60	$3,162.87	$34,791.61
Admin.	8	$28.99	$231.92	$297.85	$52.98	$582.75
Sub-Total Task 3 - Alternate 1=	833					**$107,649.40**
Task 4 - Alternate 2						
Principal	8	$78.00	$624.00	$801.40	$142.54	$1,567.94
Project Manager	116	$70.00	$8,120.00	$10,428.52	$1,854.85	$20,403.37
Technical Specialist	16	$74.99	$1,199.84	$1,540.95	$274.08	$3,014.87
Senior Engineer	0	$69.72	$0.00	$0.00	$0.00	$0.00
Engineer	154	$35.00	$5,390.00	$6,922.38	$1,231.24	$13,543.61
Engineer Tech.	158	$46.62	$7,365.96	$9,460.10	$1,682.61	$18,508.67
Admin.	8	$28.99	$231.92	$297.85	$52.98	$582.75
Sub-Total Task 4 - Alternate 2=	460					**$57,621.22**

Task 5 - Alternate 3						
Principal	8	$78.00	$624.00	$801.40	$142.54	$1,567.94
Project Manager	95	$70.00	$6,650.00	$8,540.60	$1,519.06	$16,709.65
Technical Specialist	16	$74.99	$1,199.84	$1,540.95	$274.08	$3,014.87
Senior Engineer	20	$69.72	$1,394.40	$1,790.83	$318.52	$3,503.75
Engineer	155	$35.00	$5,425.00	$6,967.33	$1,239.23	$13,631.56
Engineer Tech.	164	$46.62	$7,645.68	$9,819.35	$1,746.50	$19,211.53
Admin.	8	$28.99	$231.92	$297.85	$52.98	$582.75
Sub-Total Task 5 - Alternate 3=	466					**$58,222.06**

SUMMARY

ITEM		Hours	Total Fee	Direct Costs	Subconsultant Cost	% of Total
Task 1- FY 2023		2053	$260,783.00			23.91%
Taks 2 - FY 2024		3278	$437,739.90			40.13%
Task 3 - Alternate 1		833	$107,649.40			9.87%
Task 4 - Alternate 2		460	$57,621.22			5.28%
Task 5 - Alternate 3		466	$58,222.06			5.34%
Reimbursable and Direct Costs						
Printing				$6,000.00		0.55%
Pavement Data Collection (Applied Research Assoc.)					$34,900.00	3.20%
Geotechnical (GeoServices)					$35,208.00	3.23%
Survey (American Surveying)					$92,725.00	8.50%
Total		7090	$922,015.59	$6,000.00	$162,833.00	100.00%
				Total Not to Exceed Cost		**$1,090,848.59**

AECOM

Engineering Consultant Services for Multi-Year Project

Utility and Roadway Improvements

Village of Glen Ellyn

November 10, 2022

Delivering a better world

aecom.com

Getting the job done right

TIMOTHY WHALEN, PE

PRINCIPAL-IN-CHARGE

- Project Principal with experience in the delivery of a diverse range of projects and programs in IL for municipalities, counties and state agencies
- Licensed PE with experience in Planning, Design and Construction, and asset management initiatives

STEVEN FESSENBECKER, PE

PROJECT MANAGER

- 30 years of experience with roadway reconstruction, watermain, storm and sanitary sewer replacement
- Work with the Village of Glen Ellyn on multiple projects dating back to 1998

ABBAS KACHWALLA, PE, PMP, IAM CERTIFIED

PAVEMENT MANAGEMENT LEAD

- 200+ Pavement Management Implementations
- Pavement Management and PAVER course instructor
- Committee Member, TRB AKT 10 Committee on Pavement Management Systems

Combining technical excellence and innovation to deliver targeted expertise and sustainable solutions

Our subconsultant partners

AMERICAN SURVEYING & ENGINEERING

ARA

Geo Services, Inc.
Geotechnical, Environmental and Civil Engineering
An MBE - DBE Firm

ENR-Ranked

Transportation, Buildings Design & Environmental Firm

385 Employees in Illinois

3 Offices in Illinois

18k Employees in U.S.

Pre-qualified in **44/46** categories for IDOT

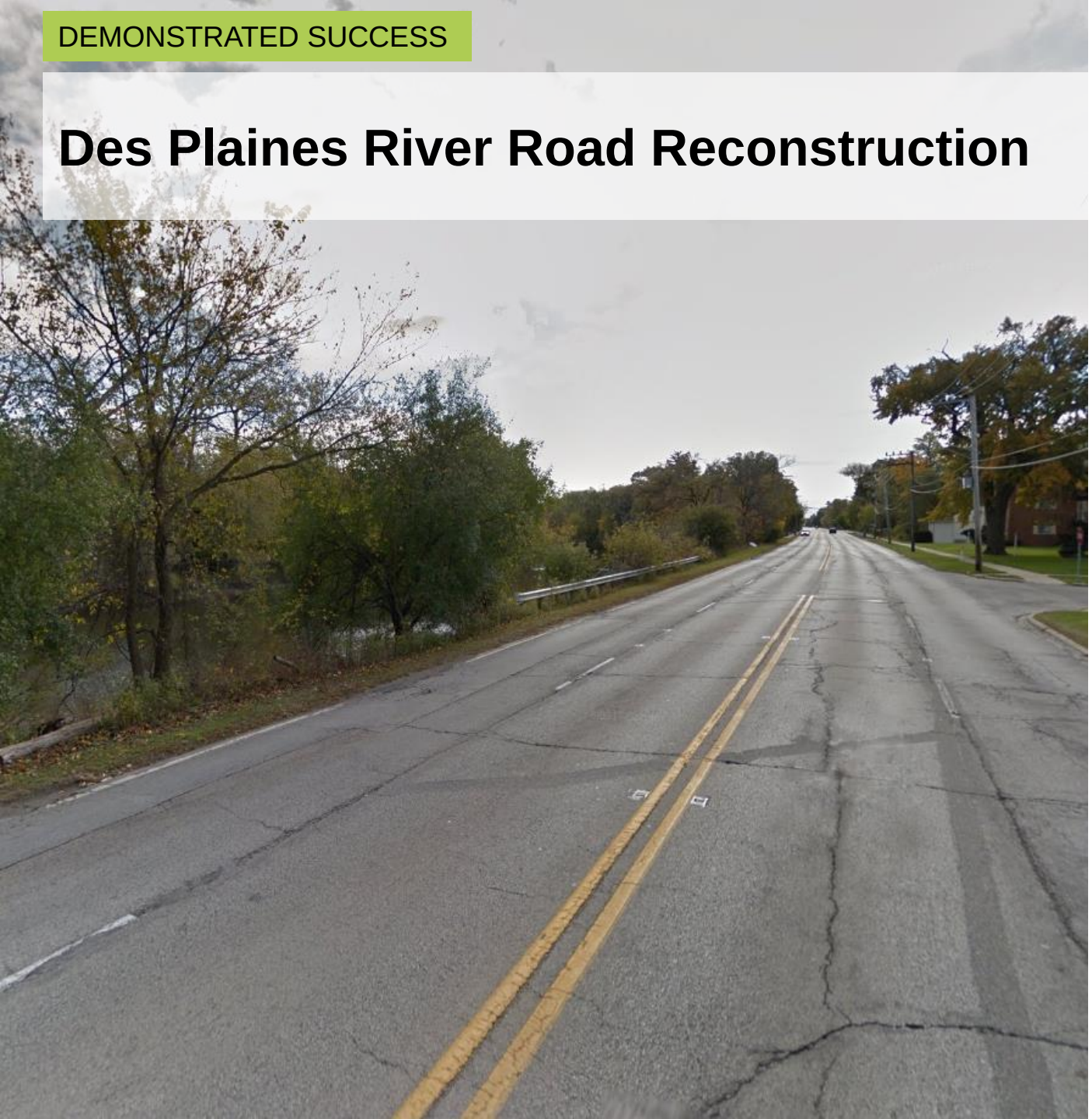
DEMONSTRATED SUCCESS

Village of Schaumburg Streets Program 1980-2017

37 YEARS

DEMONSTRATED SUCCESS

Des Plaines River Road Reconstruction



DEMONSTRATED SUCCESS

Our history with Glen Ellyn

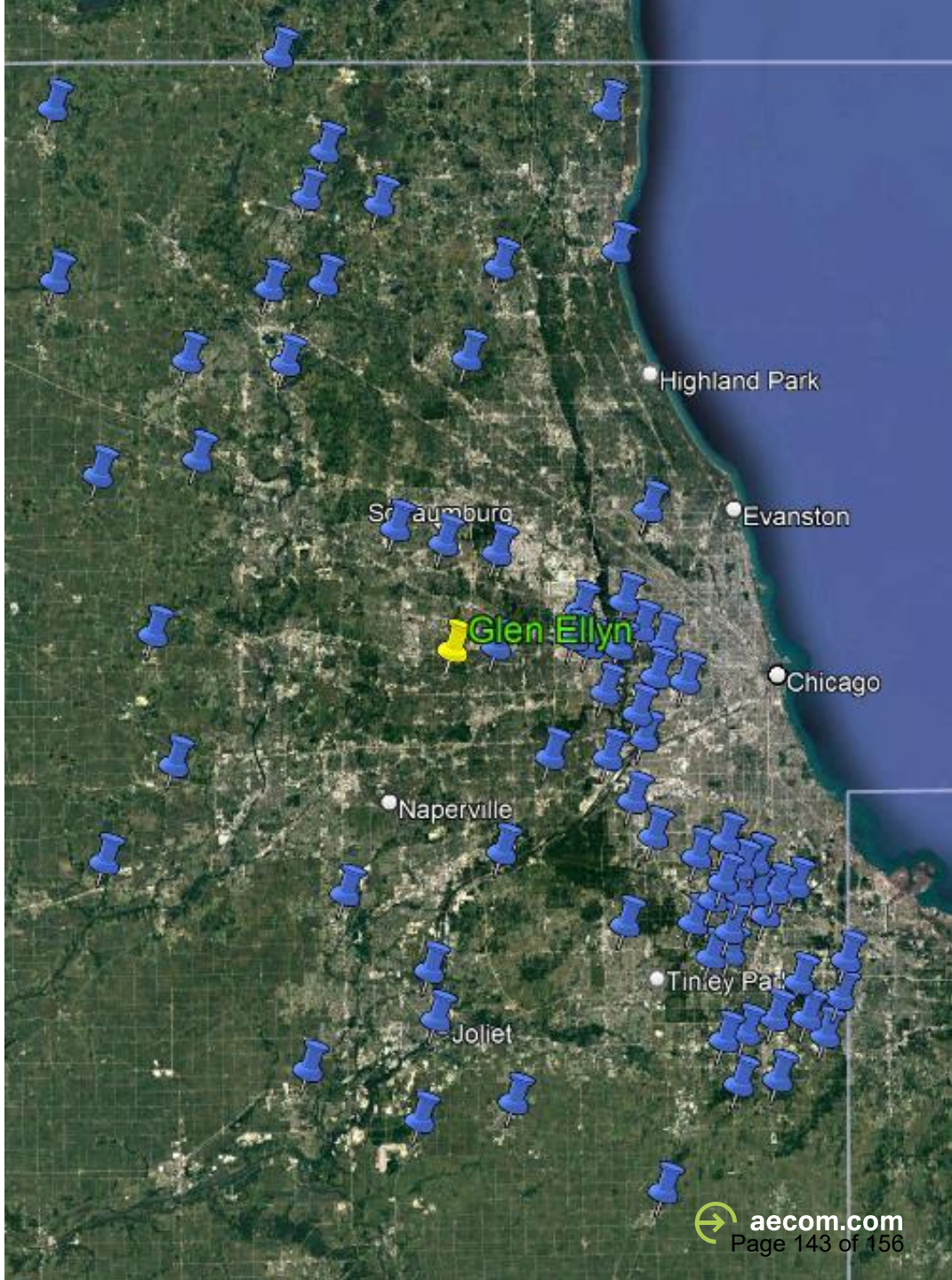
- Roadway reconstruction
- Watermain, storm and sanitary sewer reconstruction
- Roadway resurfacing
- Permitting
- Public Meetings
- Construction Bidding Support

DEMONSTRATED SUCCESS

Municipal Pavement experience (CMAP)

- 80 municipal agencies
- Condition assessment
- Capital improvement and preservation plans
- Budget planning
- Review of best practices & lessons learned

Other ongoing implementations



We can help you be successful

KNOWING YOUR NEEDS

- Plans/specifications/details
- Contract packaging
- Outreach/MOT

AGGRESSIVE SCHEDULE

- Utility coordination
- Permitting
- Managing industry pressures

PAVEMENT MANAGEMENT

- National & regional best practices (preservation)
- PAVER software experts
- Familiarity with existing Glen Ellyn system

Value added services

BUNDLING

- Efficiency
- Proximity, utility, and asset coordination

ASSET MANAGEMENT

- Know what you have
- Applying pavement framework to other assets

SUSTAINABILITY

- Keep up with industry practices
- Lower carbon emissions
- Recycled materials

CROSS SECTION DESIGN REVIEW

- Aligning pavement cross sections to needs

What AECOM can bring to you

VILLAGE NEEDS

AGGRESSIVE SCHEDULE

PAVEMENT MANAGEMENT

AECOM

BUNDLING

ASSET MANAGEMENT

SUSTAINABILITY

CROSS SECTION DESIGN REVIEW

Thank you.
Questions?

Glen Ellyn Capital Improvements Commission
535 Duane Street
Glen Ellyn, IL 60137

Meeting 12/6/2022 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Report
Prepared By: Rich Daubert

AGENDA ITEM (ID # 2022-2954)

DOC ID: 2022-2954

Engineering Division Project Activity Report Dated December 2, 2022

Statement of the Issue:
The Engineering Division Project Activity Report dated December 2, 2022 is attached hereto for review by the Capital Improvements Commission.

Analysis:

Budget Impact:

Contribution to Strategic Plan (if applicable)

Action Requested:

Attachments:
1. Engineering Project Report 12-2-22

December 2, 2022

ENGINEERING DIVISION PROJECT ACTIVITY REPORT

CONSTRUCTION PROJECTS IN PROGRESS

CBD STREETSCAPE AND UTILITY IMPROVEMENTS – Phase 1 – *Contractor:* ***A Lamp Concrete Contractors***
(Project No. 15006; Value of Construction Contract = $5,704,293)

The Contractor is currently wrapping up the construction of the brick paver crosswalks at the intersection of Main Street and Duane Street. This work will be completed on Friday, December 2nd with Duane Street to be fully reopened to two-way traffic. This will result in the substantial completion of all work on Duane Street (Prospect to Forest) as well as on Main Street (Hillside to the UP-West Line).

The underground kerosene storage tank found near 530 Hillside Avenue was successfully removed on Friday, November 18th under the supervision of the State of Illinois Fire Marshal, Village's Environmental Engineering Firm, and Village Representatives. Analytical samples were collected from the walls and floor of the tank excavation and confirmed to be within Tier 1 Remedial Objectives. This successful effort then allowed the Contractor to continue forward with the Utility and Streetscape work on Hillside Avenue.

Hillside Avenue Underground Storage Tank Removal – November 18, 2022

The Contractor has completed excavation work, installed underground utility conduits and soil cells, erected street lights, and is currently constructing the tree planters on Hillside Avenue. The Contractor intends to complete all streetscape work on Hillside Avenue between the north curb line and the buildings (along the north side of Hillside Avenue) by December 15th.

ComEd, AT&T, Comcast, and WOW continue to work on the undergrounding of overhead electric and communication lines on Hillside Avenue and Main Street. In summary, ComEd is nearly complete with their portion of the work however there is some electrical service work that needs to be coordinated with two buildings prior to switching their electrical services over to the new underground circuits. Once that work is completed, ComEd can then begin removal of their overhead equipment. In terms of the communication facility undergrounding, the majority of the underground conduits are installed with the respective providers needing to install cables. It is anticipated that this work will linger into early 2023 but be completed well in advance of spring when the Village's Contractor returns to complete the remaining improvements on Hillside Avenue.

PARK BOULEVARD WATER MAIN REPLACEMENT – *Contractor:* ***J. Congdon Sewer Service***

(Project No. 22003; Value of Construction Contract = $2,136,367)

This project involves the replacement of approximately 3,600 feet of water main along Park Boulevard (between Marston Avenue and Taft Avenue). This locally funded project will include water main and water service line replacement and restoration of pavement, curbs, sidewalk and parkways disturbed by the work.

Concrete work and preparation for sod restoration of parkways was completed by October 6th, with sod installation targeted to be completed October 7th. Full depth asphalt patching was completed the week of October 24th, and asphalt surface removal was completed on October 29th. Structure adjustments, loop detector resets, and paving prep has been completed as of November 3rd, and surface paving was completed by November 8th. A punchlist was submitted to the contractor on November 15th, with the majority of items being completed by November 18th. The project team is now working to agree on final quantities and proceed to project closeout.

Full Depth Pavement Patching
Along the Water Main Trench at Park Boulevard and Sheehan Avenue – October 26, 2022

2022 STREET IMPROVEMENTS PROJECT** – Contractor: **R.W. Dunteman
(Project No. 22002; Value of Construction Contract = $2,880,474)

This project involves the rehabilitation of approximately 3.4 centerline miles of various streets throughout the Village of Glen Ellyn. A preconstruction meeting was held on June 2nd, with the project originally targeted to begin in mid to late June and contract completion specified for October 28, 2022. Due to recent limitations with material availability, work did not substantially begin until the week of July 11th. The contractor has since paved the asphalt surface on Nicoll Way, DuPage Boulevard, Carleton Avenue, and Baker Hill Drive the week of September 26th. Asphalt surface paving of the Raintree subdivision and Phillips Ave is anticipated to be completed the week of November 7th. Water main, water services, and all miscellaneous underground work was completed on Colcord Place and Crescent Drive as of November 1st. Full depth asphalt patching is anticipated to be completed on these streets by November 4th. Due to a regional concrete shortage, the Village and contractor are currently re-evaluating concrete scheduling and scope. Despite aggressive limitations in concrete order sizes, the Village worked with the contractor to strategically deter some non-critical repairs in order to complete all concrete work critical to paving operations on Colcord Place and Crescent Drive. These streets were paved November 29th and 30th and now only limited sidewalk, curb, and driveway restorations remain to be completed before final parkway restoration. This work is any punchlist items on these streets is anticipated to be completed by December 9th. A revised final completion has been set for December 2nd for all other streets.

GLEN ELLYN/IL AMERICAN WATER INTERCONNECT**– Contractor: **Archon Construction Co.
(Value of Construction Contract = $219,068)

This project is an emergency use interconnection between the Village and Illinois American Water Company (ILAWC) distribution systems, near Glenbard South High School. The interconnection will improve reliability and reduce the water outage areas for the respective utilities in the event of water main breaks. The project was competitively bid in August. The Village Board approved award of Contract A to Archon Construction Company at the September 12th Village Board Meeting. The pre-construction meeting was held on Thursday, October 13th at 2pm. Work commenced the following week with the Contractor potholing Nicor's 8-inch gas main which was supposed to be approximately 5 feet away from the alignment of the proposed water main. However, the location slightly deviated in the field with the gas main being as close as 3 feet to the proposed water main alignment. Both staff and the Contractor deemed that the proposed alignment of the water main was too close to Nicor's 8-inch gas main. In response, staff redlined the plans and submitted them to the State for review and approval of a revised alignment of the water main. The State ultimately approved staff's request with an amended permit issued and thereby allowing the Contractor to resume work on the project on Wednesday, November 2nd. The new water main was installed, pressure tested, chlorinated, and sampled for satisfactory disinfection by November 16th. Disturbed parkway areas were subsequently restored with topsoil, seed, and blanket. The Public Works Utilities Division is now working on procurement of the interconnection telemetry equipment, including installation.

UTILITY AND ROADWAY IMPROVEMENTS PROJECT 20001 – PHASE II** – Contractor:* ***R.W. Dunteman

(Project No. 20001; Value of Construction Contract = $4,508,341)

This phase of the project involves the rehabilitation of roadways in the central-west portion of the Village including: Windsor Avenue (Sawyer to Hillside), Sawyer Avenue (Lorraine to west Village Limit), Chesterfield Avenue (Lorraine to west Village Limit), Dawn Avenue (Hillside to Duane), Kenilworth Avenue (Hillside to Duane), Duane Street (Kenilworth to Lorraine) and one street located in the east area of the Village, Carleton Avenue (DuPage to south end). The scope of the work will generally includes sanitary sewer main line repairs and service line replacement, water main and service line replacement, storm sewer/drainage improvements, and varying levels of roadway rehabilitation.

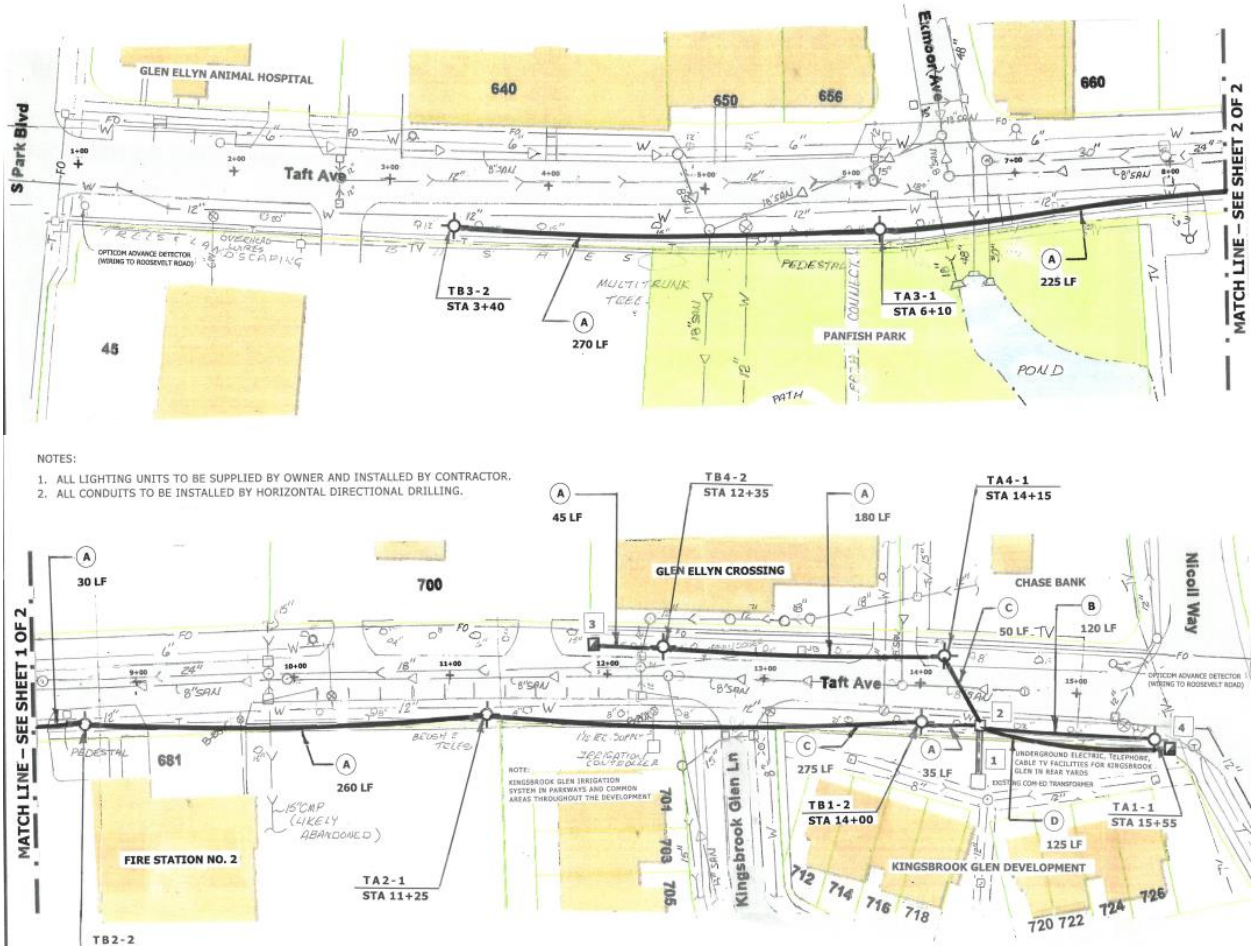
The Contractor has substantially completed all roadway reconstruction work, including paving of the roadway surface course. The Contractor is currently completing the restoration of parkway areas with topsoil and sod. This will wrap up the majority of the project work except for the resurfacing of Duane Street. The project team made an executive decision to defer the resurfacing of Duane Street to the spring of 2023 due to the limited availability of concrete at the end of this year's construction season. The Contractor has agreed to return in late April of 2023 to complete said work on Duane Street. Concrete repairs will be completed followed by milling, base patching, and surface paving.

Hot-Mix Asphalt Surface Paving on Kenilworth Avenue between Hillside and Duane

TAFT AVENUE LIGHTING INSTALLATION PROJECT – *Contractor:* ***Utility Dynamics Corporation***

(Value of Construction Contract = $135,056)

This project will provide lighting improvements on Taft Avenue between Park Boulevard and Nicoll Way. The project scope includes the installation of approximately 1,740 linear feet of directionally drilled conduit, eight light poles and luminaires, two handholes, a new street controller, the installation of a new electric service, tree protection, soil and erosion control, parkway restoration, and final wiring and testing. The bid opening took place on September 8th; the contract was awarded to Utility Dynamics Corporation on October 24th in the amount of $135,056. A 10' permanent easement for access and utilities and a 10' temporary construction easement was granted by the Kingsbrook H.O.A. and recorded by the County on Nov. 9th. This will allow Utility Dynamics to route an electric power connection between an existing ComEd transformer on the north side of the subdivision and the proposed street lighting controller in the adjacent south parkway of Taft Avenue. A preconstruction meeting was held on November 23rd and a Utility Dynamics' schedule was shared with staff. Underground work will begin in late January. The light poles and luminaires, which were ordered by the Village, are expected to arrive in mid-February. Contract completion is targeted for April 11, 2023.



Taft Avenue Street Lighting Plan Excerpt

CONSTRUCTION PROJECTS IN CLOSEOUT

NORTH PARK BLVD. / MAIN STREET IMPROVEMENTS – *Contractor:* ***R.W. Dunteman***
(Project No. 13001; Value of Construction Contract = $2,945,000)

Staff and the Resident Engineer have addressed all of IDOT's requests with project closeout in the court of IDOT District 1 Materials.

TAYLOR AVENUE PEDESTRIAN TUNNEL – *Contractor:* ***"D" Construction***
(Project No. 15009; Value of Construction Contract = $3,052,793)

The revised final pay estimate has been transmitted to the State for processing.

CRESCENT BOULEVARD RECONSTRUCTION – *Contractor:* ***Martam Construction***
(Project No. 13002; Value of IDOT Contract = $3,153,000; Local Share = $1,480,000)

Staff received the final invoice for the project in November and has processed it for payment. The only remaining task will involve documentation and reporting associated with the use of Motor Fuel Tax Funds for the final project payment.

ENGINEERING PROJECTS

CRESECENT BOULEVARD RESURFACING PROJECT – *Engineer:* ***Primera Engineers***

This project involves the rehabilitation of Crescent Boulevard between Lake Road and approximately the east Village Limit (approximately 1.2 centerline miles). Rehabilitation will be in the form of a mill and overlay (resurfacing) of the roadway as well as sidewalk removal and replacement including bringing the sidewalk ramps up to ADA standards. Also being contemplated as part of the project is the construction of new sidewalk along portions of the project corridor where no sidewalk currently exists.

At the May 26 DuPage Mayors and Managers Transportation Technical Committee (DMMC TTC) Meeting, the committee discussed how to appropriate an unobligated federal funding balance of ~$1.1M in STP funds for FFY2022 projects. Ultimately, CMAP determined five eligible projects for which the funding could be increased from 70% federal funding to 80% federal funding with one project being the Crescent Boulevard resurfacing project. On June 16, the DMMC TTC approved funding for the 5 projects with the funding for Crescent being increased from approximately $805,000 to $920,000. A tight timeline exists to capitalize on the use of the grant funds whereby the project needs to work through the somewhat constrained State process with letting of the project to be completed by April of 2023. In June, Staff walked the project corridor with the Engineer to facilitate continued preparation of the preliminary engineering drawings for the project. In accordance with public outreach requirements for federal funding, the Village held a Public Information Meeting on August 23rd. Approximately 20 residents were in attendance with the project team providing an overview of the proposed improvements, question and answer session, and breakout sessions for further review the improvements and resident questions and comments. Feedback from the meeting was incorporated into the Project Development Report and Preliminary Engineering Drawings with the first submittal of these documents submitted on

September 9th. Staff then provided review comments on draft pre-final plans on November 4th, and a pre-final submittal to the State was submitted on November 17th.

HILL AVENUE UTILITY IMPROVEMENTS – *Engineer:* ***Walter E. Deuchler Associates***
(Project No. 00511)
The Engineer is currently preparing plats of easement for improvements on the Elliot Construction property. The Engineer also recently addressed DuPage County Stormwater Permitting Comments with the DuPage County Permit anticipated to be received in the near future.

CENTRAL BUSINESS DISTRICT PROJECTS

TRAIN STATION / PEDESTRIAN TUNNEL *– Engineer:* ***CDM Smith/KMI Architects***
(Project No. 16016)

IDOT and FHWA has approved the Village's Section 106 and 4(f) documents with the State Historic Preservation Officer providing an official response of concurrence that the proposed demolition of the depot is officially deemed an adverse effect (this was anticipated). This now provides the IDOT Cultural Resources Unit with the needed documentation to prepare a draft memorandum of agreement to allow the demolition of the depot. In the meantime, staff is working with CDM Smith to develop the Phase II Engineering Agreement Scope of Services and Cost Estimate of Consultant Services. These documents are anticipated to be presented to the Capital Improvements Commission and Village Board in January of 2023 for consideration of approval to advance Phase II Engineering for the project. Also underway is the preparation of a request for additional funding from the State of Illinois Commerce Commission for the underpass component of the project.

CBD STREETSCAPE AND UTILITY IMPROVEMENTS – DESIGN ENGINEERING OF PROJECT PHASES 2 AND 3 *Engineer:* ***Civiltech Engineering, Inc.***
(Project No. 15006)

Civiltech Engineering is currently revising the prefinal plans to address staff's review comments.

CONSTRUCTION MAINTENANCE PROGRAMS

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	2023 Draft Budget Amount	Status
2023 Sidewalk and Concrete Street Repairs	$325,000	This annual program includes repairs to deteriorated or damaged sidewalk and concrete roadway infrastructure and the installation of new sidewalk throughout the Village. The proposed locations for new sidewalk are Park Row (Crescent to Willis) and Hickory Road (Crescent to Edgewood). Staff is concentrating inspection on Hill Ave., Main St., Western, and Kenilworth, and school zones to develop a preliminary list of locations for sidewalk removal and replacement. The Western Ave. and Kenilworth Ave. sidewalk inspections are complete as of 11/1/22. The target date for award of this contract is March 2023. Budget breakdown: $150,000 Sidewalk Replacement, $125,000 New Sidewalk Installation, and $50,000 Concrete Patching.
2023 Asphalt Roadway Patching	$200,000	Project scope includes roadway patching throughout the Village. Locations will be determined by staff utilizing both the Village's Pavement Management System Data and Field Inspections.
2023 Pavement Markings	$54,750	This annual contract is intended to be awarded to the low bidder of either the DuPage County contract or the Suburban Purchasing Cooperative. Target areas for new pavement markings are school zones, the CBD, Lambert, Park (south of Roosevelt), and the Village's concrete streets (Hill Ave, Hawthorne, Fawell, Western, Kenilworth, et al.).
2023 Crack Sealing	$40,000	This year's program is anticipated to be procured once staff has compiled candidate locations using Pavement Condition Index (PCI) Study data and visual inspections.
2023 Asphalt Surface Rejuvenation	$100,000	Candidate locations include streets that have been resurfaced in the previous one to three years and those that will be paved in Phase 2 of the CBD Streetscape project. Staff has finalized target locations and quantities, requested pricing from single source vendor Corrective Asphalt Materials. The work will be conducted in two phases: spring and fall.
2023 Sanitary Sewer Lining and Repairs	$500,000	This year's program will provide for sanitary sewer lining and repairs throughout the Village including withing the Street Improvements Project Areas. Proposed locations are currently being identified by staff.

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