United City of Yorkville
800 Game Farm Road
Yorkville, Illinois 60560
Telephone: 630-553-4350
www.yorkville.il.us

AGENDA
PUBLIC WORKS COMMITTEE MEETING
Tuesday, July 19, 2016
6:00 p.m.
City Hall Conference Room
800 Game Farm Road, Yorkville, IL

Citizen Comments:

Minutes for Correction/Approval: June 21, 2016

New Business:

1. PW 2016-44 Parkway Maintenance
2. PW 2016-45 Capital Improvement Projects Update
3. PW 2016-46 Bond/LOC Reduction Summary
4. PW 2016-47 Church Street Water Main Improvements – Change Order No. 1
5. PW 2016-48 Route 34 Improvements (Eldamain to Center) – Transfer of Property to IDOT
6. PW 2016-49 Kennedy Road Shared Use Path - Phase III Engineering – RFQ Results
7. PW 2016-50 Wrigley Site Expansion – EDP (Intersection Improvements)
8. PW 2016-51 Well No. 4 Emergency Repairs
9. PW 2016-52 Blackberry Woods (Phase B) – Development Status

Old Business:

Additional Business:

2016/2017 City Council Goals – Public Works Committee		
Goal	**Priority**	**Staff**
"Municipal Building Needs and Planning"	3	Bart Olson & Eric Dhuse
"Capital Improvement Plan"	4	Bart Olson & Eric Dhuse
"Vehicle Replacement"	5	Bart Olson & Eric Dhuse
"Sidewalks and Trails Funding and Planning"	15	Bart Olson, Eric Dhuse, Brad Sanderson & Rob Fredrickson

UNITED CITY OF YORKVILLE
WORKSHEET
PUBLIC WORKS COMMITTEE
Tuesday, July 19, 2016
6:00 PM
CITY HALL CONFERENCE ROOM

CITIZEN COMMENTS:

MINUTES FOR CORRECTION/APPROVAL:

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1. June 21, 2016
   - ☐ Approved _____
     - ☐ As presented
     - ☐ With corrections

NEW BUSINESS:

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1. PW 2016-44 Parkway Maintenance
   - ☐ Moved forward to CC _____ consent agenda? Y N
   - ☐ Approved by Committee _____
   - ☐ Bring back to Committee _____
   - ☐ Informational Item
   - ☐ Notes _____

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2. PW 2016-45 Capital Improvement Projects Update
   - ☐ Moved forward to CC _____ consent agenda? Y N
   - ☐ Approved by Committee _____
   - ☐ Bring back to Committee _____
   - ☐ Informational Item
   - ☐ Notes _____

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3. PW 2016-46 Bond/LOC Reduction Summary
   - ☐ Moved forward to CC _____ consent agenda? Y N
   - ☐ Approved by Committee _____
   - ☐ Bring back to Committee _____
   - ☐ Informational Item
   - ☐ Notes _____

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4. PW 2016-47 Church Street Water Main Improvements – Change Order No. 1
   - ☐ Moved forward to CC _____ consent agenda? Y N
   - ☐ Approved by Committee _____
   - ☐ Bring back to Committee _____
   - ☐ Informational Item
   - ☐ Notes _____

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5. PW 2016-48 Route 34 Improvements (Eldamain to Center) – Transfer of Property to IDOT
   - ☐ Moved forward to CC _____ consent agenda? Y N
   - ☐ Approved by Committee _____
   - ☐ Bring back to Committee _____
   - ☐ Informational Item
   - ☐ Notes _____

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6. PW 2016-49 Kennedy Road Shared Use Path – Phase III Engineering – RFQ Results
   - ☐ Moved forward to CC _____ consent agenda? Y N
   - ☐ Approved by Committee _____
   - ☐ Bring back to Committee _____
   - ☐ Informational Item
   - ☐ Notes _____

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7. PW 2016-50 Wrigley Site Expansion – EDP (Intersection Improvements)
   - ☐ Moved forward to CC _____ consent agenda? Y N
   - ☐ Approved by Committee _____
   - ☐ Bring back to Committee _____
   - ☐ Informational Item
   - ☐ Notes _____

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8. PW 2016-51 Well No. 4 Emergency Repairs
   - ☐ Moved forward to CC _____ consent agenda? Y N
   - ☐ Approved by Committee _____
   - ☐ Bring back to Committee _____
   - ☐ Informational Item
   - ☐ Notes _____

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9. PW 2016-52 Blackberry Woods (Phase B) – Development Status
   - ☐ Moved forward to CC _____ consent agenda? Y N
   - ☐ Approved by Committee _____
   - ☐ Bring back to Committee _____
   - ☐ Informational Item
   - ☐ Notes _____

     _____

     _____

OLD BUSINESS:

ADDITIONAL BUSINESS:

Reviewed By:	
Legal	☐
Finance	☐
Engineer	☐
City Administrator	☐
Human Resources	☐
Community Development	☐
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

Minutes

Tracking Number

Agenda Item Summary Memo

Title: Minutes of the Public Works Committee – June 21, 2016

Meeting and Date: Public Works Committee – July 19, 2016

Synopsis:

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: Majority

Council Action Requested: Committee Approval

Submitted by: Minute Taker

Name Department

Agenda Item Notes:

Have a question or comment about this agenda item?
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DRAFT

UNITED CITY OF YORKVILLE
PUBLIC WORKS COMMITTEE
Tuesday, June 21, 2016, 6:00pm
Yorkville City Hall, Conference Room
800 Game Farm Road

IN ATTENDANCE:
Committee Members
Chairman Chris Funkhouser
Alderman Larry Kot
Alderman Jackie Milschewski

Absent: Alderman Ken Koch

Other City Officials
City Administrator Bart Olson
Engineer Julie Morrison, EEI
Public Works Director Eric Dhuse

Other Guests:
Mark Koenig, The Koenig Group

The meeting was called to order at 6:00pm by Chairman Chris Funkhouser.

Citizen Comments: None

Previous Meeting Minutes: May 17, 2016
The minutes were approved as presented.

New Business:
1. PW 2016-34 Intergovernmental Agreement (KC-TAP) for Kennedy Road Multi-Use Path
Mr. Olson said this agreement allows the city to accept $50,000 from the County for the path. This item moves to the Council consent agenda.

2. PW 2016-35 IDOT – Purchase of Right-of-Way – Fox Hill
Mr. Dhuse said IDOT is seeking to purchase right-of-way at Rt. 34 and Diehl Farm Road on which an SSA sign sits. The price offered by IDOT is $22,000. The City is responsible for demolition of the present sign and a new sign location will be determined after the work is done. This moves to the Council consent agenda.

3. PW 2016-36 Wrigley – Grant of Easement
This easement will allow for a traffic signal and intersection improvements near Wrigley. This moves to the Council consent agenda.

4. PW 2016-37 Wrigley Intersection Improvements – Bid Award

Ms. Morrison said there were 3 bidders with the low bid from Geneva Construction and she recommended awarding to them. Work is expected to be completed in the fall. This moves to the Council consent agenda.

5. PW 2016-38 Fountain Village - Development Status

There are outstanding punchlists with repeated unsuccessful attempts to obtain work schedules. Ms. Morrison recommended preparing letters of default. The developer has been notified and a meeting is scheduled for the coming week.

Mr. Mark Koenig, real estate broker and property manager, was present to represent the new property owner. He said the owner just acquired the property in November and recently received a letter from Standard Bank. A series of misfortunes have left the property in limbo. Mr. Olson said the developer has been responsive recently and a decision will be made at City Council. This moves forward to the regular Public Works agenda.

6. PW 2016-39 104 Beaver Street – Grant of Easement

Ms. Morrison said the City has been granted utility and drainage easements at this location. It does not affect any other area drainage issues in the area. This moves to the consent agenda.

7. PW 2016-40 Street Name Signs Sales

Inventory of out-of-standard street signs has been taken and the city intends to sell the surplus signs. It was noted that North Aurora sold their signs in just two days. It is possible the signs might be sold at Hometown Days on a first come, first served basis, cash only. Proceeds will go into the General Fund and the sale is expected to generate approximately $9,000. Alderman Kot said that publicity will be needed. This is for information and Mr. Olson will inform the committee of the sale date.

8. PW 2016-41 NPDES Permit Annual Report

Mr. Dhuse said this is a required annual report to retain certain City permits and to assure that the City meets standards set by the State. This report will be moved forward to the Council consent agenda.

9. PW 2016-42 Downtown Brownfield Project

- ***a. Remediation Options***
- ***b. Financing Options***
- ***c. Redevelopment Scenarios***

Mr. Olson said it could cost $200,000 to clean or excavate the soil at this location. When developed, it could be paved over or encapsulated in concrete for a building. He said the study of this location was begun more than 10 years ago and funded by the State. The City is now waiting for the owner's decision about future site plans. This item will be on the July EDC agenda. Informational at this time.

10. PW 2016-43 Downtown Barrier Wall Safety Discussion

A recent vehicle accident in the downtown area was discussed and it was noted the vehicle drove up onto the barrier wall. IDOT is currently studying this situation. Ms. Milschewski said it could have been a serious problem if a pedestrian would have been injured and she said that traffic speeds through town, however, Mr. Olson said this particular accident was not speed-related. Alderman Kot said he will put this item on the July Public Safety meeting agenda. The committee agreed the sight lines at Van Emmon/Hydraulic and Rt. 47 are very poor. There was discussion of having a taller handrail and other possible solutions to the problems there. The committee will wait for IDOT's input.

Old Business*:*

1. PW 2015-55 Pedestrian Crosswalk Signage

Mr. Olson reported the pedestrian crossing signs are ordered and due in August. Some advanced warning signs also were needed at an additional cost of $2,000. Regarding signage at Autumn Creek, Bristol Bay and Rt. 47/Hydraulic, the school district has offered to fund half of the signage costs, however, will not share in the costs for crossing guards. The cost of a guard is $4,500 per location. The matter will be taken to a school board meeting and Alderman Funkhouser will attend. Mr. Olson said there was also discussion regarding some of the parking lots behind City Hall and the possibility of the school paying for half of the paving to allow the schools to use. It was noted the schools have not yet signed the inter-governmental agreement.

Alderman Kot inquired about the signage for Rt. 47 and Main. These signs were ordered after obtaining State approval and should be placed by the first part of August. This is informational, but will be brought back as updates are needed.

2. PW 2015-56 Maintenance of Stormwater Management Facilities Update

Mr. Dhuse will continue to work on this project as time allows. The Menards basin is being cleaned now. A punchlist is being created and this item will return for an update in a few months.

3. PW 2016-21 Leopardo Energy

Mr. Olson said the City is moving forward with this project after gathering items that were requested by Leopardo Energy. He said the City should receive an analysis in a few months to designate where money can be saved.

Additional Business:

Alderman Kot said the traffic becomes congested in the evening rush hour on the north end of town. The stoplights have been synchronized, but there is much more traffic. He also mentioned the light at Cannonball does not remain green very long. It was noted that a light at Wrigley will exacerbate the problem. When the lights are all synchronized, a problem will occur at Jericho. Mr. Kot also inquired if the [drainage] work is done in Sunflower and the problem corrected. It has been rectified, but will need ongoing maintenance.

Issues brought forward by resident Ms. Groner, will be addressed. These include a tree problem, road striping and a sidewalk replacement. Alderman Milschewski will contact her. Mr. Dhuse said he had received a bid for a hand railing and sidewalk east of her property. The “Do Not Enter” sign on the alley is also being disregarded according to Ms. Groner.

In another matter, Mr. Dhuse said a resident on Van Emmon who had issues regarding his mailbox and retaining wall pertaining to sanitary work being done in the right-of-way, had been spoken with and the problems resolved.

Alderman Funkhouser asked if the approved RFQ for Kennedy Rd. had been sent out for bids. Mr. Olson has sent it to several firms and it is on the website.

There was no further business and the meeting was adjourned at 6:53pm.

Minutes respectfully transcribed by
Marlys Young, Minute Taker

Reviewed By:	
Legal	☐
Finance	☐
Engineer	☐
City Administrator	☐
Human Resources	☐
Community Development	☐
Police	☐
Public Works	■
Parks and Recreation	☐

Agenda Item Number

NB #1

Tracking Number

PS 2016-44

Agenda Item Summary Memo

Title: Parkway Maintenance Update

Meeting and Date: Public Works Committee – July 19, 2016

Synopsis: See attached memo.

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: _____

Council Action Requested: _____

Submitted by: Eric Dhuse (Name) Public Works (Department)

Agenda Item Notes:

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Memorandum

To: Public Works Committee
From: Eric Dhuse, Director of Public Works
CC: Bart Olson, Administrator
Date: July 13, 2016
Subject: parkway maintenance update

Summary

The committee asked to be updated on the status of the parkway maintenance in regards as to how many times we have mowed and any other pertinent information

Background

At a previous meeting, the committee had given direction to the public works director to use his judgment for amount of times the certain rights of way within the city were mowed and or maintained based on weather conditions throughout the seasons.

Recommendation

To date, we have mowed all of the major roadway parkways and most of the secondary parkways one time. We are now looking at completing the first mowing for all roadways and actually starting the 2nd mowing for some of the major collectors such as Fox and Kennedy. So far, it has worked well and allowed us to "flex" the mowing time into our schedules instead of dedicating someone for a week or two to mow all of the parkways. I would recommend that we continue on this course of action for at least the rest of the season.

Reviewed By:	
Legal	☐
Finance	☐
Engineer	■
City Administrator	■
Human Resources	☐
Community Development	☐
Police	☐
Public Works	☐

Agenda Item Number

NB #2

Tracking Number

PW 2016-45

Agenda Item Summary Memo

Title: Capital Improvement Project Update

Meeting and Date: Public Works Committee – July 19, 2016

Synopsis: Status Update

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: _____

Council Action Requested: None

Submitted by: Brad Sanderson (Name) Engineering (Department)

Agenda Item Notes:

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Memorandum

To: Bart Olson, City Administrator
From: Brad Sanderson, EEI
CC: Eric Dhuse, Director of Public Works
Krysti Barksdale-Noble, Community Dev. Dir.
Lisa Pickering, Deputy City Clerk

Date: July 11, 2016
Subject: Capital Improvement Projects Update

The purpose of this memo is to update the Public Works Committee as to the status of the several projects. A brief summary on the status of the projects is provided below:

Construction Projects

Countryside Street and Water main Improvements

- Construction initiated in April. It is currently planned that the water main and at least the binder course will be installed this year. To date, approximately 45% of the water main has been installed. The final lift is planned for early 2017.

2016 RTBR

- Work is substantially complete. Pavement striping and crack sealing remain to be completed.

Mill Street LAFO

- Work is substantially complete.

Church Street Water Main Improvements

- Work is substantially complete.

Game Farm Road and Somonauk Street Improvements

- The work is substantially complete.

Blackberry Woods - Completion of Improvements

- The majority of the work items are complete. Street light installation is the major outstanding item. Lights have been ordered and we are awaiting delivery.

2016 Sanitary Sewer Lining

- The contract has been awarded by the City Council. Work is scheduled to be completed by the end of November.

Rt 47 Street Lighting – ITEP

- The poles are currently being manufactured. It is anticipated that the poles will be installed in late August.

Grande Reserve – Park A

- The park site is graded and services have been installed. Seeding and landscaping should be complete soon.

Wrigley EDP

- The contract has been awarded to Geneva Construction. Work is scheduled to be completed this year.

Sunflower/Greenbrier Pond Naturalization

- The new plantings have been installed. We are in the second year of a three-year maintenance contract with Encap.

Planning/Design Projects

Kennedy Shared Use Path – ITEP

- The plans have been approved by IDOT. Land acquisition is currently in process. There are two parcels that require acquisition. One parcel has been acquired.

  As soon as land acquisition is complete, we will target a letting based on IDOT's schedule. At the moment, we are anticipating a September letting.

Rt 71 Water main and Sanitary Sewer Relocation

- We are currently working on final design and are anticipating completing in the next 30-45 days.

Center Parkway and Countryside Parkway LAFO

- Final design has been initiated. We are tentatively targeting a March 2017 letting.

Reviewed By:	
Legal	☐
Finance	☐
Engineer	■
City Administrator	■
Human Resources	☐
Community Development	☐
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

NB #3

Tracking Number

PW 2016-46

Agenda Item Summary Memo

Title: Bond/LOC Reduction Summary

Meeting and Date: Public Works Committee – July 19, 2016

Synopsis: Informational

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: _____

Council Action Requested: Informational

Submitted by: Brad Sanderson (Name) Engineering (Department)

Agenda Item Notes:

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30-Jun-16

2016 Bond and Letter of Credit Reduction Report

Date	Development/Project	Engineer Concurrence	City Administrator Concurrence	Mayor Concurrence	Reduction	Final Release	Reduction Value	Remaining Balance
2/2/2016	Ashley Point	X	X		X		$371,150.30	$178,770.50
6/22/2016	Stagecoach Crossing - Erosion Control	X	X			X	$26,039.10	$0.00
6/22/2016	Stagecoach Crossing	X	X		X		$128,573.88	$65,000.00

Reviewed By:	
Legal	☐
Finance	☐
Engineer	■
City Administrator	■
Human Resources	☐
Community Development	☐
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

NB #4

Tracking Number

PW 2016-47

Agenda Item Summary Memo

Title: Church Street Water Main Improvements

Meeting and Date: Public Works Committee – July 19, 2016

Synopsis: Consideration of Change Order

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: _____

Council Action Requested: Consideration of Approval

Submitted by: Brad Sanderson (Name) Engineering (Department)

Agenda Item Notes:

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Memorandum

To: Bart Olson, City Administrator
From: Brad Sanderson, EEI
CC: Eric Dhuse, Director of Public Works
Krysti Barksdale-Noble, Community Dev. Dir.
Lisa Pickering, Deputy City Clerk

Date: July 19, 2016
Subject: Church Street Water Main Improvements

The purpose of this memo is to present Change Order No. 1 for the above referenced project.

A Change Order, as defined by in the General Conditions of the Contract Documents, is a written order to the Contractor authorizing an addition, deletion or revision in the work within the general scope of the Contract Documents, or authorizing an adjustment in the Contract Price or Contract Time.

Background:

The United City of Yorkville and Superior Excavating, Inc. entered into an agreement for a contract value of **$248,713.50** for the above referenced project. The intent of this project was to replace water main on Church Street (from River Street to Somonauk Street). Improvement also included sanitary sewer manhole installations at various locations in anticipation of the 2016 Sanitary Sewer Lining project.

Questions Presented:

Should the City approve Change Order No. 1 which would **increase** the contract amount by $3,586.45?

Discussion:

Justifications for the contract changes are outlined on the attached Change Order No. 1:

The project is substantially complete. Change Order No. 1 will be the only change order presented for consideration.

Action Required:

Consideration of approval of Change Order No. 1 in the amount of $3,586.46.

CHANGE ORDER

Order No. 1

Date: July 12, 2016

Agreement Date: May 6, 2016

NAME OF PROJECT: Church Street Water Main Improvements

OWNER: United City of Yorkville

CONTRACTOR: Superior Excavating, Inc.

The following changes are hereby made to the CONTRACT DOCUMENTS:

1) See Attached

Change of CONTRACT PRICE:

Original CONTRACT PRICE:	$ 248,713.50
Current CONTRACT PRICE adjusted by previous CHANGE ORDER(S)	$ 248,713.50
The CONTRACT PRICE due to this CHANGE ORDER will be (increased) (~~decreased~~) by:	$ 3,586.45
The new CONTRACT PRICE including this CHANGE ORDER will be	$ 252,299.95

Change to CONTRACT TIME:

The CONTRACT TIME will be (increased) (~~decreased~~) by 0 calendar days.

The date for completion of all work will be July 1, 2016 (Date.)

Justification:

The location of the existing water main at intersection of River Street and Church Street was found to be moderately different then what was discussed during the design phase. Therefore during construction, the layout and method of connection of the new Church Street water main to the existing River Road water main was modified. The modification required additional water main and ductile iron fittings and resulted in the following contract changes:

- Added 40 feet of WATER MAIN, 8-INCH D.I.P., CL 52 (Pay Item No. 2)
- Added 40 feet of POLYETHYLENE WRAP, 8” (Pay Item No. 4)
- Added 591 lbs of DUCTILE IRON FITTINGS (Pay Item No. 7)
- Added 21 SY of HOT MIX ASPHALT PAVEMENT REMOVAL (Pay Item No. 21)

(continued)

Per the above, the connection was modified to by installing a new in-line gate valve in a valve vault on River Street. This resulted in the following contract changes:

- Eliminated one GATE VALVE, 8-INCH (RESILIENT SEAT), AND VALVE BOX (Pay Item No. 5)
- Eliminated one CONNECTION TO EXISTING WATER MAIN (Pay Item No. 9)
- Eliminated one DISCONNECT AND ABANDON EXISTING WATER MAIN (Pay Item No. 1)
- Added one GATE VALVE, 8-INCH (RESILIENT SEAT), IN 48-INCH VAULT (Misc. Extras and Credit No. 2)

During construction it was determined that 3 houses located on River Street (east of Church Street) were connected to the Church Street water main immediately north of River Street. These 3 water services were transferred to the new water main. This resulted in the following contract changes:

- Added three WATER SERVICE CONNECTION, 1-INCH (Pay Item No. 10)
- Added 45 feet of WATER SERVICE PIPE, 1-INCH TYPE K COPPER (Pay Item No. 11)

During construction 2 additional sanitary sewer services were discovered; requiring 42 feet of additional water main protection for the new main per IEPA requirements. (Pay Item No. 15)

During construction it was determined that the existing Main Street water main was slightly different than what was shown on the plans. While the connection of the new Church Street water main to the existing Main Street water main was constructed per plan, the location had to be modified resulting in an additional 62 feet of sidewalk removal and replacement (Pay Items No. 21 and 22)

During construction the existing Church Street water main broke. It was determined by the City's Public Works Department that the break was not a fault of the Contractor and therefore the City's responsibility to repair. Per the request of the City, the Contractor repaired the main under time and material (T&M; Misc. Extras and Credit No. 1).

It was planned for 4 new manholes to be installed at the upstream end of sewer lines that had blind dead ends (i.e. no existing manholes). The purpose of adding the manholes was to better facilitate the upcoming sewer lining (2016 Sanitary Sewer Lining project).

- The sewer lining on Fox Street was eliminated thus eliminating one TYPE A SANITARY MANHOLE (Pay Item No. 31) and one SANITARY MANHOLE VACUUM TESTING (Pay Item No. 32)
- The dead end for the sanitary sewer on Washington Street was discovered to be a direct sanitary sewer service connection for 404 W. Washington Street in lieu of a dead end. Therefore the proposed sanitary sewer manhole had to be modified with an additional invert and a portion of the sanitary sewer service for 404 W. Washington Street was reconstructed. This resulted in the following contract changes:

- Eliminated one TYPE A SANITARY MANHOLE (Pay Item No. 31)
- Added one modified sanitary manhole and sewer service reconstruction for 404 W. Washington Street (Misc. Extras and Credit No. 3)

Per the request of the City, a catch basin and associated downstream storm sewer was constructed on Church Street to drain an existing low spot (Misc. Extras and Credit No. 4)

All remaining pay item deductions were a result of as-built field quantities.

Approvals Required:

To be effective this order must be approved by the agency if it changes the scope or objective of the PROJECT, or as may otherwise be required by the SUPPLEMENTAL GENERAL CONDITIONS.

Requested by: Superior Excavating, Inc.

Recommended by: Engineering Enterprises, Inc.

Accepted by: United City of Yorkville

CHANGE ORDER NO. 1
CHURCH STREET WATER MAIN IMPROVEMENTS
UNITED CITY OF YORKVILLE

ITEM NO.	ITEMS	UNIT	CONTRACT QUANTITY	UNIT PRICE	ADDITIONS		DEDUCTIONS	
					QUANTITY	COST	QUANTITY	COST
1	WATER MAIN, 6-INCH D.I.P, CLASS 52	FOOT	31	$ 55.85				
2	WATER MAIN, 8-INCH D.I.P, CLASS 52	FOOT	1,513	$ 70.30	40	$ 2,812.00		
3	POLYETHYLENE WRAP, 6"	FOOT	31	$ 0.40				
4	POLYETHYLENE WRAP, 8"	FOOT	1,513	$ 0.40	40	$ 16.00		
5	GATE VALVE, 8-INCH (RESILIENT SEAT), AND VALVE BOX	EACH	6	$ 1,516.00			1	$ 1,516.00
6	FIRE HYDRANT ASSEMBLY WITH AUXILIARY VALVE, 6-INCH MJ	EACH	3	$ 4,366.75				
7	DUCTILE IRON FITTINGS	LB	2,479	$ 8.80	591	$ 5,200.80		
8	FOUNDATION MATERIAL	CUYD	500	$ 1.00				
9	CONNECT TO EXISTING WATER MAIN	EACH	6	$ 1,322.95			1	$ 1,322.95
10	WATER SERVICE CONNECTION, 1-INCH	EACH	5	$ 818.70	3	$ 2,456.10		
11	WATER SERVICE PIPE, 1-INCH TYPE K COPPER	FOOT	118	$ 29.30	45	$ 1,318.50		
12	DISCONNECT AND ABANDON EXISTING WATER MAIN	EACH	6	$ 661.50			1	$ 661.50
13	VALVE BOXES TO BE ABANDONED	EACH	6	$ 352.80				
14	WATER MAIN TESTING - PRESSURE AND DISINFECTION	LSUM	1	$ 6,000.00				
15	WATER MAIN PROTECTION, PVC, C-900, 12-INCH	FOOT	78	$ 47.05	42	$ 1,976.10		
16	EXPLORATORY TRENCH	EACH	5	$ 441.00			2	$ 882.00
17	HOT-MIX ASPHALT PAVEMENT REMOVAL	SQYD	779	$ 3.05	21	$ 64.05		
18	PAVEMENT PATCHING, SPECIAL	SQYD	180	$ 48.65			130	$ 6,324.50
19	(removed per Addendum No. 1)							
20	CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT	SQFT	87	$ 9.30			87	$ 809.10
21	SIDEWALK REMOVAL	SQFT	202	$ 1.20	62	$ 74.40		
22	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	SQFT	202	$ 8.15	62	$ 505.30		
23	DETECTABLE WARNINGS	SQFT	24	$ 28.95				
24	COMBINATION CONCRETE CURB AND GUTTER REMOVAL & REPLACEMENT	FOOT	48	$ 32.45			18	$ 584.10
25	FIRE HYDRANT REMOVAL	EACH	3	$ 500.00				
26	REMOVE AND REPLACE CULVERT, 8"	FOOT	25	$ 38.55			25	$ 963.75
27	SIGN TO BE REMOVED AND RESET	EACH	3	$ 50.00			2	$ 100.00
28	MAILBOX TO BE REMOVED AND RESET	EACH	2	$ 50.00			2	$ 100.00
29	RESTORATION	SQYD	335	$ 5.80			133	$ 771.40
30	SANITARY SEWER SPOT REPAIR	EACH	1	$ 5,000.00				
31	TYPE A SANITARY MANHOLE	EACH	4	$ 5,450.00			2	$ 10,900.00
32	SANITARY MANHOLE VACCUUM TESTING	EACH	4	$ 250.00			1	$ 250.00
33	NON-SPECIAL, NON-HAZARDOUS SOIL WASTE DISPOSAL, TYPE 1	TON	50	$ 35.00			50	$ 1,750.00
34	NON-SPECIAL, NON-HAZARDOUS SOIL WASTE DISPOSAL, TYPE 2	TON	50	$ 35.00			50	$ 1,750.00
35	TRAFFIC CONTROL AND PROTECTION	LSUM	1	$ 10,000.00				
MISCELLANEOUS EXTRAS AND CREDITS								
1	WATER MAIN BREAK REPAIR FOR CITY	T&M		$ 1,662.50	1	$ 1,662.50		
2	GATE VALVE, 8-INCH (RESILIENT SEAT) IN 48-INCH VAULT	AUP		$ 4,250.00	1	$ 4,250.00		

ITEM NO.	ITEMS	UNIT	CONTRACT QUANTITY	UNIT PRICE	ADDITIONS		DEDUCTIONS	
					QUANTITY	COST	QUANTITY	COST
3	SANITARY MANHOLE + SEWER SERVICE AT 404 W. WASHINGTON ST.	AUP		$ 7,986.00	1	$ 7,986.00		
4	CHURCH STREET STORM SEWER ADDITIONS PER CITY	AUP		$ 3,950.00	1	$ 3,950.00		
				TOTAL ADDITIONS =		**$32,271.75**		
				TOTAL DEDUCTIONS =				**($28,685.30)**

ORIGINAL CONTRACT PRICE:	$ 248,713.50
CURRENT CONTRACT PRICE ADJUSTED BY PREVIOUS CHANGE ORDERS:	$248,713.50
AMOUNT OF CURRENT CHANGE ORDER:	$ 3,586.45
NEW CONTRACT PRICE:	**$252,299.95**

Reviewed By:	
Legal	■
Finance	☐
Engineer	■
City Administrator	■
Human Resources	☐
Community Development	☐
Police	☐
Public Works	☐

Agenda Item Number

NB #5

Tracking Number

PW 2016-48

Agenda Item Summary Memo

Title: Rt 34 Improvements (Eldamain to Center)

Meeting and Date: Public Works Committee – July 19, 2016

Synopsis: IDOT Acquisition of City Property

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: _____

Council Action Requested: Approval

Submitted by: Brad Sanderson (Name) Engineering (Department)

Agenda Item Notes:

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/gov_officials.php

Memorandum

To: Bart Olson, City Administrator
From: Brad Sanderson, EEI
CC: Eric Dhuse, Director of Public Works
Krysti Barksdale-Noble, Community Dev. Dir.
Lisa Pickering, Deputy City Clerk

Date: July 11, 2016
Subject: Route 34 Improvements – Eldamain to Center

Background:

IDOT is planning for the reconstruction and expansion of US Route 34 from Eldamain to Center Parkway. Several parcels are required to be obtained along the route in order for the planned improvements to be constructed.

We recently received a packet of information (attached) from IDOT regarding a parcel that is owned by the City. The request is for the purchase of 0.429 acres of land, located on the north side of Route 34, near Blackberry Creek. The proposed compensation for the land is $1,900.00.

The City Attorney has reviewed the documents prepared by IDOT and found them to be acceptable. An appropriate resolution has also been drafted and is attached for review.

Questions Presented:

Should the City approve the Resolution authorizing the transfer of property from the City to IDOT?

Action Required:

Consideration of approval of the Resolution.

If you have any questions or require additional information, please let us know.

Illinois Department of Transportation
Office of Highways Project Implementation / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois 61350-1628

June 10, 2016

CERTIFIED MAIL NO.:
7013 1710 0000 7774 2315

The United City of Yorkville
800 Game Farm Road
Yorkville, IL 60560
Attn: The Honorable Gary J. Golinski, Mayor

RE: Introduction and Offer Package Letter
FAP 591 (US 34)
Section (13)R-2[(13BR)C,(13BR-1)BR]
Kendall County
Job No. R-93-010-13
Parcel 3XQ0029

Dear Mayor Golinski:

The Illinois Department of Transportation, Division of Highways (IDOT) proposes to improve FAP 591 (US 34) from Eldamain Road to Center Parkway in Yorkville, Illinois. This improvement requires the acquisition of the above referenced parcel consisting of:

- 0.429 acre of land as fee simple

Public records indicate the subject property is owned by The United City of Yorkville, a municipal corporation.

This letter introduces Mr. Robert Simpson, a Realty Specialist employed by IDOT. If you have any questions regarding the authority and procedures of IDOT in acquiring property under eminent domain and the property owner's rights under those procedures, please feel free to contact Mr. Simpson of the Department of Transportation at 815-434-8462, via email at Robert.Simpson @illinois.gov, or at the address above.

The following documents are included for your consideration:

- Appraisal and Review Appraisal
- Legal description of the premises to be acquired
- Title Commitment
- Basis for Computing Total Approved Compensation and Offer to Purchase
- Conveyance documents
- Right of Way Plat and Premise Plat

In addition you are being provided with the following pamphlets:

- "A Landowner's Guide to Land Acquisition by the Illinois Department of Transportation and Eminent Domain"
- "Highway Improvements and Property Rights"

Mr. Simpson is available to meet in person to discuss the proposed highway improvement and any questions you may have about the acquisition. Please note he cannot provide specific legal advice or specific legal referrals. You may reach Mr. Simpson at 815-434-8462 or via email at Robert.Simpson @illinois.gov.

If the amount is satisfactory, please sign the documents where indicated, and have the documents notarized where required. You may return them to this office or contact Mr. Simpson for them to be picked-up at your convenience.

Sincerely,

Paul A. Loete, P.E.
Region Two Engineer

Steven B. Andrews PS

By: Steven B. Andrews, P.E.
District Land Acquisition Engineer

Enclosures

Illinois Department of Transportation

Basis for Computing Total Approved Compensation and Offer to Purchase

Route: FAP 591 (US 34) Project:
Section (13)R-2[(13BR)C,(13BR-1)BR] Job No. R-93-010-13
County: Kendall Parcel 3XQ0029

Owner of Real Property: The United City of Yorkville, a municipal corporation

Location of Property: US Route 34
Yorkville, IL 60560

Pursuant to 735 ILCS 30/10-5-15, the following has been prepared in order to fully inform you of the details of the acquisition of your property as right of way for the proposed improvement of FAP 591 (US 34). The legal description of the parcel to be acquired is found on the attached instrument of conveyance.

The amounts shown below are the full amounts of the approved values and are based on fair market value of the property. The fair market value of the part to be acquired is estimated without regard for any decrease or increase in the fair market value caused by the project for which the property is being acquired; however, the damage to the remaining property, if any, is estimated with full consideration of the effect of the proposed improvement.

1. Existing Property:

   Total area 0.671 acre, more or less

   Highest and best use: Vacant Land

2. Land to be Acquired in Fee Simple:

   New right of way 0.429 acre

   Existing right of way (when applicable) 0.000 acre

   Total right of way 0.429 acre

3. Improvements and/or Fixtures to be Acquired:

   Scrub growth, consisting of natural grass, trees and shrubs

4. Compensation for Land Acquired in Fee Simple:

Fair market value of the 0.429 acres to be acquired including all improvements as part of the whole property, based on an analysis of market data in the vicinity of the acquisition. $1,900.00

Damage to the remaining property as a result of the acquisition (if any). $ 0.00

Total compensation for permanent right of way acquired in fee simple. $1,900.00

Less cost of construction to be offset against total compensation. $ 0.00

Net compensation $1,900.00

Benefits in the amount of $0.00 have been estimated to the remaining property. These benefits have been offset against any possible damages but have not been offset against any part of the compensation of the part acquired.

5. Compensation for Easements Including Any Damages or Benefits:

Permanent Easements- _____ acres for _____ (state purpose) $ _____

Temporary Easements- _____ acres for _____ (state purpose) $ _____

Total compensation for easements (when applicable) $N/A

6. Total Compensation for Entire Acquisition, which includes all interests in the land required for the highway improvement and damages to the remainder property, if any. (sum of 4+5) $1,900.00

7. Personal Property (Not Being Acquired) located on the Proposed Right of Way:

N/A

You may want to retain and remove from the right of way some, or all, of the improvements included in the acquisition. If so, the following owner-retention values have been established for the improvements listed above in Item 3, and the total of the owner-retention values for the improvements retained will be deducted from the total compensation.

Improvement	Owner-Retention Value
N/A	$
	$

Any agreement to retain such improvements does not convey with it a permit to move the improvements on, or over, any state highway. Mr. Ballerini will be happy to furnish information for your use in applying for a permit if one is needed.

Paul A. Coletta

Regional Engineer

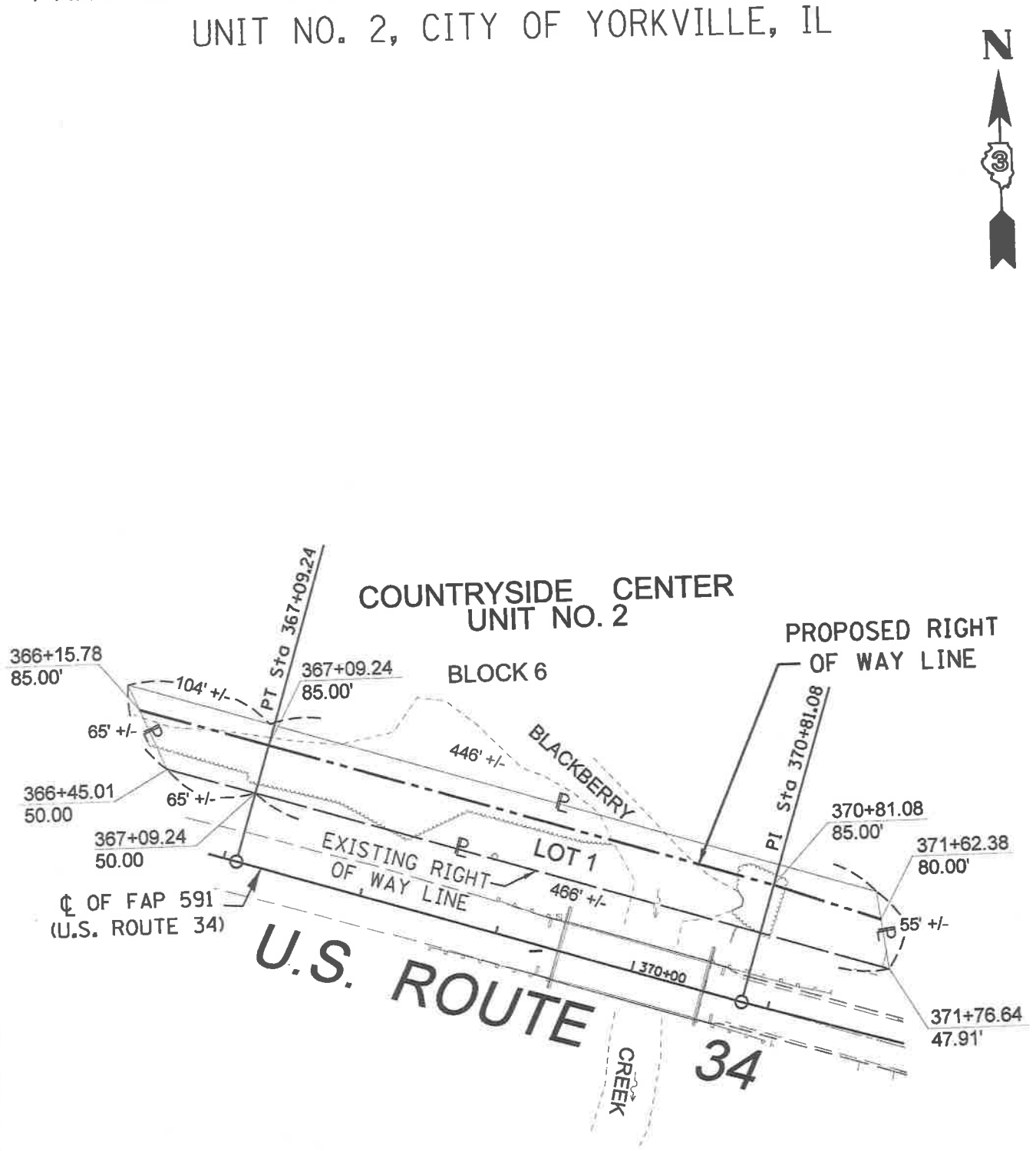
On behalf of the Illinois Department of Transportation, Division of Highways, and as outlined in the above summary, I hereby offer you the sum of $1,900.00 for the property described on the attached instruments free and clear of all claims of other parties, liens, taxes and encumbrances.

If the above offer is over $250,000.00, it is contingent on the Illinois Department of Transportation adhering to 30 ILCS 105/9.02 which requires specific contracting authority for all procurement contracts in the amount of $250,000.00 or more.

Robert P. Simpson — Realty Specialist

6/10/16 — Date

PART OF LOT 1 IN BLOCK 6 OF COUNTRYSIDE CENTER
UNIT NO. 2, CITY OF YORKVILLE, IL



TITLE COMMITMENT 2202.19

PARCEL 3XQ0029

THE UNITED CITY OF YORKVILLE

TOTAL HOLDING	=	0.617 AC. +/-
TOTAL R.O.W. REQUIRED	=	0.429 AC. +/- (18,695 SQ. FT. +/-)
REMAINDER	=	0.188 AC. +/-

PREMISE PLAT

ROUTE	FAP ROUTE 591 (US 34)
SECTION	(13)R-2[(13BR)C,(13BR-1)BR]
COUNTY	KENDALL
JOB NUMBER	R-93-010-13

3XQ0029.dgn 12/29/2015 2:35:25 PM User=burbulyspv

DOCUMENT NUMBER _____

NORTH 1/2 OF SEC. 29, T. 37 N., R. 7 E., 3RD P.M.

PARCEL 3XQ0026
PEPPERBLEND PROPERTY MANAGEMENT, LLC
TOTAL HOLDING = 1.000 AC. +/-
TOTAL R.O.W. REQUIRED = 0.258 AC. +/- (11,241 SQ. FT. +/-)
AREA IN EXIST. R.O.W. = 0.172 AC. +/- (7,496 SQ. FT. +/-)
NET AREA REQUIRED = 0.086 AC. +/- (3,745 SQ. FT. +/-)
REMAINDER = 0.742 AC. +/-

PARCEL 3XQ0027
HARVEST PROPERTY MANAGEMENT, LLC
TOTAL HOLDING = 5.261 AC. +/-
TOTAL R.O.W. REQUIRED = 0.274 AC. +/- (11,933 SQ. FT. +/-)
AREA IN EXIST. R.O.W. = 0.187 AC. +/- (8,136 SQ. FT. +/-)
NET AREA REQUIRED = 0.087 AC. +/- (3,797 SQ. FT. +/-)
REMAINDER = 4.987 AC. +/-

PARCEL 3XQ0028
DANNY V. FRANTZ, et al.
TOTAL HOLDING = 1.914 AC. +\-
TOTAL R.O.W. REQUIRED = 0.153 AC. +\- (6,661 SQ. FT. +/-)
REMAINDER = 1.761 AC. +\-

TEMPORARY EASEMENT AREA = 303 SQ. FT. +/-
PURPOSE: GRADING AND DRIVEWAY RECONSTRUCTION

TOTAL HOLDING = 0.617 AC. +/-
TOTAL R.O.W. REQUIRED = 0.429 AC. +/- (18,695 SQ. FT. +/-)
REMAINDER = 0.188 AC. +/-

PARCEL 3XQ0029
THE UNITED CITY OF YORKVILLE
TOTAL HOLDING = 0.617 AC. +/-
TOTAL R.O.W. REQUIRED = 0.429 AC. +/- (18,695 SQ. FT. +/-)
REMAINDER = 0.188 AC. +/-

PARCEL 3XQ0030
COUNTRYSIDE VILLAGES II, LLC
TOTAL HOLDING = 4.250 AC. +/-
TOTAL R.O.W. REQUIRED = 0.126 AC. +/- (5,484 SQ. FT. +/-)
REMAINDER = 4.124 AC. +/-

PARCEL 3XQ0031
YORKVILLE MOB, LLC
TOTAL HOLDING = 3.312 AC. +/-
TOTAL R.O.V REQUIRED = 0.217 AC. +/- (9,446 SQ. FT. +/-)
REMAINDER = 3.095 AC. +/-

PROP. CURVE ROWREV2
PI STA. = 373+49.97
Δ = 0° 29' 34" (LT)
D = 0° 14' 48"
R = 23,235.56'
T = 99.94'
L = 199.87'
E = 0.21'
P.C. STA. = 372+50.03
P.T. STA. = 374+49.91

N

COUNTRYSIDE CENTER UNIT NO. 2
(DOCUMENT NUMBER 71-3355 SLOT 91 A&B)
LOT 2 BLOCK 6

COUNTRYSIDE CENTER UNIT NO. 4
(DOCUMENT NUMBER 73-1495 SLOTS 53 A, 54 A&B, 55)

CIMARRON RIDGE SUBDIVISION
(DOCUMENT NUMBER 199100913284 SLOTS 459 A&B)

PROPOSED RIGHT OF WAY LINE
EXISTING RIGHT OF WAY LINE
EXISTING & PROPOSED ℄ FAS 591 (US RT 34)
PROPOSED ℄ FAS 591 (US RT 34)
EXISTING CENTER LINE OF US ROUTE 34
U.S. ROUTE 34
BLACKBERRY CREEK
GAME FARM ROAD
TEMPORARY EASEMENT LINE
NO ACCESS STRIP EASEMENT
EXISTING 10' UTILITY EASEMENT
EXISTING 30' U.T.I.L.I.T.Y EASEMENT
EXISTING 10' I.B.T. & C.E. EASEMENT PER DOC. 72-103
EX. COMED EASE. PER DOC. 80-3420
EX. I.B.T. & C.E. PER DOC. 72-1638
EXISTING 10'X 20' I.B.T. & C.E. EASEMENT
ROW MKR
RESIDENCE

PARCEL 3XQ0020
ESMER CAPITAL MANAGEMENT ENTERPRISES, LLC
(SEE SHEET 6 FOR AREAS)

PARCEL 3XQ0025
CASTLE BANK, TRUSTEE
(SEE SHEET 6 FOR AREAS)

PARCEL 3XQ0026 | PARCEL 3XQ0027 | PARCEL 3XQ0028 | PARCEL 3XQ0029 | PARCEL 3XQ0030 | PARCEL 3XQ0031 | PARCEL 3XQ0033

POB PARCEL 3XQ0027 | POB PARCEL 3XQ0028 | POB PARCEL 3XQ0028 T.E. | POB PARCEL 3XQ0029, 30, 31, 34 & 35 T.E. SET IR NE CORNER LOT 1 | POB PARCEL 3XQ0029 & 30 | POB PARCEL 3XQ0031 | POB PARCEL 3XQ0033 | POB PARCEL 3XQ0033 T.E.

POC PARCEL 3XQ0032, 33 & 33 T.E. FOUND I.P. SE CORNER LOT 12

PT Sta 367+09.24 | PI Sta 370+81.08 ANGLE RT. 178°44'24" | PC Sta 372+50.03 | PCC Sta 374+49.91

EAST LINE OF DOCUMENT NUMBER 2004001502S | WEST LINE OF DOCUMENT NUMBER 2004001502S | STA:360+93.89 | STA:362+43.68 | STA:364+13.63 | STA:366+87.41 | STA:371+97.84 | STA:373+01.92 | STA:373+34.41 | STA:361+64.50

EAST LINE OF DOCUMENT NUMBER 2005000408S | WEST LINE OF DOCUMENT NUMBER 2005000408S | STA:384+13.63 | WEST LINE OF DOCUMENT NUMBER 2004000502 | EAST LINE OF DOC. NO. 2004000502 | WEST LINE OF DOC. NO. 2012002238S | EAST LINE OF DOCUMENT NUMBER 2001000013S | WEST LINE OF DOCUMENT NUMBER 2010000982S | STA:370+67.12

L=613.93' R=7522.00' CB=S78°45'55"E CD=613.76'
L=762.18' R=7522.00' CB=S78°12'02"E CD=761.85'
L=148.25' R=7522.00' CB=S75°51'45"E CD=148.25'
L=149.76' R=7522.00' CB=S76°59'51"E CD=149.76'
L=464.16' R=7522.00' CB=S79°20'08"E CD=464.09'
L=264.97' R=7522.00' CB=S74°17'20"E CD=264.95'
L=267.88' R=7497.00' N74°8'32"W CD=267.87'
L=472.87' R=7447.00' CB=N79°10'46"W CD=472.79'
L=149.97' R=7447.00' CB=N76°47'00"W CD=149.97'
L=169.97' R=7447.00' CB=N75°33'10"W CD=169.96'
L=281.84' R=7397.00' CB=S77°54'15"E CD=281.82'
L=540.70' R=7397.00' CB=S74°43'07"E CD=540.58'
L=213.13' R=7,382.00' CB=N77°38'20"W CD=213.12'
L=148.59' R=7377.00' CB=N74°25'36"W CD=148.59'
L=372.40' R=6804.70' CB=N74°48'54"W CD=372.35'

TEMPORARY EASEMENT LINE
S72°37'28"E 371.84'
N72°37'28"W 466.32'
S72°37'28"E 302.01'
S72°37'28"E p 196.80'
N72°37'28"W 190.76'
N83°09'34"W 149.20'
S83°29'24"W 65.00'
S72°30'00"E 99.22'
N64°13'01"W 159.45'

LOT 12 | LOT 4 | BLOCK 2 | BLOCK 6 ⊙ LOT 1

CURVE TABLE

NO.	ARC LENGTH	RADIUS	CHORD BEARING	CHORD LENGTH
C1	94.53'	7,532.00'	S72°59'02"E	94.53'
C2	64.67'	7,497.00'	N72°52'18"W	64.67'
C3	90.90'	23,155.56'	S73°59'49"E	90.90'
C4	73.96'	6,804.70'	N72°56'09"W	73.96'
C5	108.28'	23,155.56'	S74°14'36"E	108.28'
C6	70.42'	23,290.56'	N73°58'16"W	70.42'
C7	101.82'	6,904.71'	S73°02'49"E	101.82'
C8	51.41'	23,290.56'	S73°59'40"E	51.41'
C9	19.01'	23,290.56'	S73°54'28"E	19.01'
C10	19.03'	23,310.56'	N73°54'28"W	19.03'
C11	133.82'	7,382.00'	S76°17'33"E	133.82'
C12	8.32'	7,522.00'	S75°15'58"E	8.32'
C13	20.20'	7,522.00'	N75°09'27"W	20.20'

PROP. CURVE 34CL1-8
PI STA. = 358+75.36
Δ = 12° 53' 10" (RT)
D = 0° 46' 10"
R = 7,447.00'
T = 840.98'
L = 1,674.87'
E = 47.34'
P.C. STA. = 350+34.38
P.T. STA. = 367+09.24

LINE TABLE

NO.	BEARING	DISTANCE
L1	S07°20'02"E	79.75'
L2	S07°20'02"E	80.34'
L3	S19°53'54"E	91.33'
L4	S23°21'05"E	32.71'
L5	N23°21'05"W	45.77'
L6	S70°17'50"E	79.59'
L7	S07°50'45"E	35.12'
L8	S73°53'04"E	87.65'
L9	S42°04'06"W	39.04'
L10	N72°37'28"W	73.27'
L11	N14°45'56"E	15.00'
L12	S75°09'27"E	20.24'
L13	S12°44'27"W	15.00'
L14	S72°37'28"E	40.78'
L15	N17°17'38"E	50.32'
L17	N34°10'01"E	18.51'
L18	S00°51'00"W	3.75'
L19	N66°30'21"W	30.29'
L20	N73°53'04"W	50.03'
L21	N75°36'10"W	100.04'
L22	N83°09'34"W	55.52'
L23	S16°04'08"W	20.00'
L24	N73°53'04"W	50.03'
L25	N73°53'04"W	40.00'
L26	N16°06'56"E	42.00'
L27	S07°50'45"E	20.00'
L28	S14°55'10"W	15.00'
L29	S19°53'54"E	30.40'

PARCEL 3XQ0032
DAVID L. FISHER, et ux.
TOTAL HOLDING = 9.724 AC. +\-
TOTAL R.O.W. REQUIRED = 0.577 AC. +\- (25,143 SQ. FT. +/-)
REMAINDER = 9.147 AC. +\-

PARCEL 3XQ0033
SUSAN I. KRITZBERG, TRUSTEE
TOTAL HOLDING = 3.624 AC. +/-
TOTAL R.O.W. REQUIRED = 0.030 AC. +/- (1,325 SQ. FT. +/-)
REMAINDER = 3.594 AC. +/-

TEMPORARY EASEMENT AREA = 5,732 SQ. FT. +/-
PURPOSE: GRADING AND DRIVEWAY RECONSTRUCTION

SURVEYOR'S STATEMENT

I, PETER V. BURBULYS, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS, THAT THE SURVEY OF F.A.P. ROUTE 591 (US 34) WAS MADE BY ME OR UNDER MY DIRECTION, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATED _____

BY _____
PETER V. BURBULYS, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3613 (EXPIRES NOV. 2016)

PETER V. BURBULYS ★ PROFESSIONAL LAND SURVEYOR ★ 35-3613 OTTAWA ILLINOIS ★ STATE OF ILLINOIS

0 50' 100' 150'

NOTE: GRID BEARINGS AND DISTANCES SHOWN HREON ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83, 2011 ADJ.)

ALL AREAS ARE BASED ON GROUND DISTANCES.

GRID TO GROUND COMBINED FACTOR = 1.00004870

TOTAL HOLDING AREA TAKEN FROM TAX ASSESSOR OFFICE.

FILE NAME	USER NAME = burbulyspv	DESIGNED -	REVISED -
pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 3\Projects\EP03507\DrawingData\LandAcq\EP03507-Sheet07.dgn		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 1/29/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLANS

SCALE: 1" = 50' | PROJECT _____ | SHEET 7 OF 9 SHEETS | JOB NO. R-93-010-13 | STA. 359+00.00 TO STA. 374+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
591	(13)R-2(13BR)C,(13 BR-1)BRJ	KENDALL		
	US ROUTE 34	CONTRACT NO. 66993		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

Resolution No. 2016-_____

A RESOLUTION AUTHORIZING THE TRANSFER OF PROPERTY FROM THE UNITED CITY OF YORKVILLE, ILLINOIS TO THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION

WHEREAS, the United City of Yorkville (the "City") is a duly organized and validly existing non home-rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of the State; and,

WHEREAS, the State of Illinois, Illinois Department of Transportation ("IDOT") proposes to make roadway improvements to U.S. Route 34 from Eldamain Road to Center Parkway in the City; and,

WHEREAS, the City owns property along the north side of U.S. Route 34 which IDOT has requested that a portion of be transferred to IDOT (Parcel 3XQ0029); and,

WHEREAS, Section 4 of the Local Government Property Transfer Act (50 ILCS 605/4) provides that any municipality by a two-thirds vote of the City Council has the power to transfer title to its real property to the State of Illinois; and,

WHEREAS, the City desires to transfer Parcel 3XQ0029 to the State of Illinois upon such terms and conditions as offered by the State of Illinois.

NOW THEREFORE, BE IT RESOLVED, by the Mayor and City Council of the United City of Yorkville, Kendall County, Illinois, as follows:

Section 1: That the foregoing recitals are hereby incorporated and made a part of this Resolution.

Section 2: That Gary Golinski, Mayor, and Beth Warren, City Clerk, be and are hereby authorized to transfer the City's interest in Parcel 3XQ0029, legally described in Exhibit A attached hereto and made a part hereof, for the sum of One Thousand Nine Hundred Dollars ($1,900.00) to the People of the State of Illinois, Department of Transportation and execute such other documents as may be necessary to consummate such conveyance on behalf of the United City of Yorkville.

Section 3: That a certified copy of this Resolution shall be included with the transfer documents.

Section 4: This Resolution shall be in full force and effect upon its passage and approval as provided by law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois, this _____ day of _____, 2016.

_____
CITY CLERK

CARLO COLOSIMO	_____	KEN KOCH	_____
JACKIE MILSCHEWSKI	_____	LARRY KOT	_____
CHRIS FUNKHOUSER	_____	JOEL FRIEDERS	_____
DIANE TEELING	_____	SEAVER TARULIS	_____

Approved by me, as Mayor of the United City of Yorkville, Kendall County, Illinois, this _____ day of _____ 2016.

_____
MAYOR

State of Illinois)
) ss
County of Kendall)

This instrument was acknowledged before me on _____, 2016 by _____, as _____ of the United City of Yorkville.

_____
Notary Public

My Commission Expires: _____

Owner	The United City of Yorkville
Address	US Route 34, Yorkville, Il 60560
Route	FAP 591 (US 34)
Section	(13)R-2[(13BR)C, (13BR-1)BR]
County	Kendall
Job No.	R-93-010-13
Parcel No.	3XQ0029
PIN No.	02-29-201-006 (pt)
Station	366+15.78
Station	371+76.64

FILE COPY

05/20/2016

Prepared For:

Illinois Department of Transportation 3
700 East Norris Drive
Ottawa, IL 61350

Effective Date of Title Commitment: December 13, 2013
Effective Date of Later Date: May 02, 2016

Job:	R-93-010-013	WTG#:	I3-2013KL-2202.19
FAP:	591 (US 34)	Effective Date:	May 02, 2016
County:	Kendall	Section:	
Section:	(13) R-2 & BY	Township:	
Parcel:	3XQ0029	Range:	

Tax Parcel Number(s):
02-29-201-006 pt

05/20/2016

Job R-93-010-013
FAP 591 (US 34)
County Kendall
Section (13) R-2 & BY
Parcel 3XQ0029

A.L.T.A. COMMITMENT FORM

Schedule A

WTG Number: I3-2013KL-2202.19
Effective Date: May 02, 2016

1. Policy or Policies to be issued: 2006 ALTA Owner's

   Proposed Amount of Insurance: $1,000.00

   Proposed Insured: The People of the State of Illinois
   Department of Transportation

2. The estate or interest in the land described or referred to in this commitment is a Fee Simple and title hereto is at the effective date hereof vested in:

   The United City of Yorkville, a municipal corporation

3. The land referred to in this commitment is described as follows:

See Attached Page 2 of Schedule A

ISSUED BY:

Wheatland Title Guaranty Company
105 W. Veterans Parkway
Yorkville, Illinois 60560

Agent for:
Fidelity National Title Insurance Company

Job R-93-010-013
FAP 591 (US 34)
County Kendall
Section (13) R-2 & BY
Parcel 3XQ0029

WTG Number: I3-2013KL-2202.19

A.L.T.A. COMMITMENT FORM

Schedule A Continued

LEGAL DESCRIPTION

LOT 1 IN BLOCK 6 OF COUNTRYSIDE CENTER, UNIT NO. 2, YORKVILLE, IN THE CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS, EXCEPT THAT PART CONVEYED IN QUIT CLAIM DEED TO DANNY V. FRANTZ AND PAMELA J. FRANTZ RECORDED DECEMBER 29, 2005 AS DOCUMENT NO. 200500040381. SITUATED IN THE COUNTY OF KENDALL AND STATE OF ILLINOIS.

PERMANENT TAX NUMBER(S): 02-29-201-006 pt

ISSUED BY:
Wheatland Title Guaranty Company
105 W. Veterans Parkway
Yorkville, Illinois 60560

Agent for:
Fidelity National Title Insurance Company

WTG Number: I3-2013KL-2202.19

A.L.T.A. COMMITMENT FORM

Schedule B
Exceptions

The policy or policies to be issued will contain exceptions to the following unless the same are disposed of to the satisfaction of the Company:

GENERAL EXCEPTIONS:

1. Rights or claims of parties in possession not shown by the public records.

2. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land.

3. Easements, or claims of easements, not shown by the public records.

4. Any lien, or right to a lien, for services, labor, or material heretofore or hereafter furnished, imposed by law and not shown by the public records.

5. Taxes or special assessments which are not shown as existing liens by the public records.

6. Loss or damage by reason of there being recorded in the public records, any deeds, mortgages, lis pendens, liens or other title encumbrances subsequent to the Commitment date and prior to the effective date of the final Policy.

SPECIAL EXCEPTIONS:

1. The lien of taxes for the year 2016 and thereafter.

   Taxes for the property in question are EXEMPT.

   PERMANENT TAX NUMBER: 02-29-201-006 pt

2. Rights of parties in possession, encroachments, overlaps, overhangs, unrecorded easements, deficiency in quantity of ground, farm drainage systems, tile systems or irrigation systems which would be disclosed by an accurate survey and inspection of the premises.

3. Rights of the Public, the State and the Municipality in and to that part of the land, if any, taken or used for road purposes.

ISSUED BY:
Wheatland Title Guaranty Company
105 W. Veterans Parkway
Yorkville, Illinois 60560

Agent for:
Fidelity National Title Insurance Company

WTG Number: I3-2013KL-2202.19

4. Confirmed Special Assessments, if any, not certified to by the Company.

5. Financing Statements, if any, not certified to by the Company.

6. For information purposes only, the taxes are assessed to the following:

For Parcel(s): 02-29-201-006 pt
United City of the Village of Yorkville
800 Game Farm Rd
Yorkville, IL 60560

7. Conveyances within the past five years: None.

8. Contiguous property owned by record title holder: None.

PLEASE CONTACT OUR OFFICE REGARDING CONTIGUOUS PROPERTY

9. Upon a conveyance or mortgage of said property in question, we should be furnished with a certified copy of proper resolutions passed by the proper parties authorizing the execution of the documents of conveyance or mortgage.

10. Existing unrecorded leases, if any, and all rights thereof and all acts done or suffered thereunder by any lessee or by any party claiming by, through or under said lease or lessees.

11. Note: This tax parcel number covers more than the property in question.

12. Note: The legal description referred to in this commitment has been amended from that used in prior conveyances to more accurately describe the land.

- End Schedule B -

Please refer all inquiries to John D. Ammons at (630) 892-2323.

ISSUED BY:
Wheatland Title Guaranty Company
105 W. Veterans Parkway
Yorkville, Illinois 60560

Agent for:
Fidelity National Title Insurance Company

05/20/2016

WTG Number: I3-2013KL-2202.19

MINUTES OF CONDEMNATION

In order that we may guarantee title after completion of any proceedings for condemnation in exercise of the proposed insured's right of eminent domain, we note the following.

I. Upon the filing of complaint a proper Lis Pendens Notice should be recorded in the appropriate Recorder's office.

II. Our Policy, when issued, will be subject to direct attack upon any decrees and or judgments entered in the proceedings.

III. The following persons are necessary parties to any such proceedings.

A. All parties acquiring rights in the premises subsequent to the date of the report and prior to a complete Lis Pendens.

B. Any person other than those herein named known to the Plaintiff or the Plaintiff's attorney to have or claim an interest in the premises.

C. If it is known that any of the necessary parties named herein are deceased, their heirs or devisees should be made parties by name, if known, and if unknown, then by the name and description of Unknown Heirs and Devisees of such deceased person or persons.

D. If it is not known or cannot be ascertained whether any of said necessary parities be living or dead, then such parties should be made parties by name, also such parties should be their heirs or devisees, should be made parties to the proceedings as UNKNOWN OWNERS.

E. All persons in possession of any part of the premises in question and all persons whose rights would be disclosed by an inspection of the premises.

F. All parties claiming by through or under lease agreements whether oral or written, for premises.

G. All parties claiming by or through or under installment contracts for deed or like agreements.

WTG Number: I3-2013KL-2202.19

MINUTES OF CONDEMNATION CONTINUED

IV. The following persons are noted of record and are necessary parties to any proceedings:

H. The Plaintiff is:

The People of the State of Illinois, Department of Transportation

I. The Defendants are:

1. The United City of Yorkville, a municipal corporation

J. Any parties named above who have executed all necessary documents for the Grant of Easement and Right of Way after payment of agreed consideration theretofore need not be joined as party defendants for our policy to be issued.

END MINUTES OF CONDEMNATION
Please refer all inquiries to John D. Ammons at (630) 892-2323

FILE COPY

Owner	The United City of Yorkville
Address	US Route 34 Yorkville, IL 60560
Route	FAP 591 (US 34)
Section	(13)R-2[(13BR)C,(13BR-1)BR]
County	Kendall
Job No.	R-93-010-13
Parcel No.	3XQ0029
P.I.N. No.	02-29-201-006 (pt.)
Station	366+15.78
Station	371+76.64

WARRANTY DEED

THE UNITED CITY OF YORKVILLE, a governmental entity organized and existing under the laws of Illinois and duly authorized to do business in Illinois, in consideration of the sum of ONE THOUSAND NINE HUNDRED AND No/100 Dollars ($1,900.00), receipt of which is hereby acknowledged, and pursuant to the provisions of 50 ILCS 605/4, grants, conveys, and warrants to the People of the State of Illinois, Department of Transportation, (Grantee), the following described real estate in Kendall, Illinois:

Part of Lot 1 in Block 6 in Countryside Center Unit 2 Subdivision, recorded as document number 71-3355 in the Kendall County Recorder's Office, Kendall County, Illinois, described as follows, referencing bearings and distances to the Illinois State Plane Coordinate System, East Zone (NAD 83, 2011 adj.).

Commencing at the Northeast Corner of said Lot 1 in Block 6; thence South 07 degrees 50 minutes 45 seconds East 20.00 feet along the east line of said Lot 1 to the Point of Beginning; thence continue South 07 degrees 50 minutes 45 seconds East 35.12 feet along said east line of Lot 1 to the southeast corner of said Lot 1; thence North 72 degrees 37 minutes 28 seconds West 466.32 feet along the south line of said Lot 1 to the point of curvature of a 7497.00 foot radius curve to the left; thence westerly 64.67 feet along said curve whose chord bears North 72 degrees 52 minutes 18 seconds West 64.67 feet; thence North 23 degrees 21 minutes 05 seconds West 45.77 feet along the east line of property described in document number 200500040381; thence easterly 94.53 feet along a 7532.00 foot radius curve to the right whose chord bears South 72 degrees 59 minutes 02 seconds East 94.53 feet; thence South 72 degrees 37 minutes 28 seconds East 371.84 feet; thence South 70 degrees 17 minutes 50 seconds East 79.59 feet to the Point of Beginning, containing 0.429 acre, more or less (areas based on ground measurements), situated in the United City of Yorkville, Kendall County, State of Illinois.

Grantor, without limiting the interest above granted and conveyed, acknowledges that upon payment of the agreed consideration, all claims arising out of the above acquisition have been settled, including without limitation, any diminution in value to any remaining property of the Grantor caused by the opening, improving and using the premises for highway purposes. This acknowledgment does not waive any claim for trespass or negligence against the Grantee or Grantee's agents which may cause damage to the Grantor's remaining property.

Dated this _____ day of _____, 2016.

The United City of Yorkville
Name of Governmental Entity

By: _____
Signature

Garry J. Golinski, Mayor
Print Name and Title

ATTEST:

By: _____
Signature

Beth Warren, City Clerk
Print Name and Title

R-93-010-13
3XQ0029

State of Illinois)
) ss
County of Kendall)

This instrument was acknowledged before me on _____, 2016, by Gary Golinski, as Mayor and Beth Warren, as City Clerk of The United City of Yorkville, a government entity organized and existing under the laws of Illinois.

(SEAL)

_____
Notary Public

My Commission Expires: _____

Exempt under 35 ILCS 200/31-45(b), Real Estate Transfer Tax Law.

_____ _____
Date Buyer, Seller or Representative

This instrument was prepared by and after recording, mail this instrument and future tax bills to:

Illinois Department of Transportation
ATTN: Bureau of Land Acquisition
700 East Norris Drive
Ottawa, IL 61350

Illinois Department of Transportation

FILE COPY

Affidavit of Title

Owner	The United City of Yorkville
Address	US 34
	Yorkville, IL 60560
Route	FAP 591 (US 34)
Section	(13)R-2[(13BR)C,(13BR-1)BR]
County	Kendall
Job No.	R-93-010-13
Parcel No.	3XQ0029
P.I.N. No.	02-29-201-006 (pt.)
Station	366+15.78
Station	371+76.64

State of _____)
) ss.
County of _____)

I, _____ , _____

being first duly sworn upon oath states as follows:

1. Affiant has personal knowledge of the facts averred herein.

2. ☐ There are **no parties** other than Grantor in possession of any portion of the premises described in attached Exhibit "A" through easement, lease, oral or written, or otherwise, whether or not of record.

   ☐ There are no parties other than Grantor **and the parties listed below** in possession of any portion of the premises described in attached Exhibit "A" through easement, lease, oral or written, or otherwise, whether or not of record:

_____

SEE ATTACHED EXHIBIT "A"

3. This affidavit is made to provide factual representation as a basis for the State of Illinois to accept a document of conveyance for the premises described in said conveyance, the premises being a portion of or all of the above described premises, from the record owners thereof.

4. The affiant has no knowledge of any driveway agreements, encroachments, overlaps, or boundary line disputes involving the premises to be conveyed.

5. The said premises described in Exhibit "A" are: (Check One)

   ☐ Vacant and unimproved ☐ Agricultural and unimproved

   ☐ Improved and

   (A) There have been no improvements made or contracted for on the premises within six (6) months immediately preceding the date of the affidavit, out of which a claim for a mechanic's lien could accrue or has accrued; and

   (B) To the best of my knowledge all improvements now on the premises comply with all local building and zoning ordinances.

6. There are no chattel mortgages, conditional sales contracts or financing statements existing on or in connection with the premises to be conveyed which are not shown by the public records.

7. There are no taxes or special assessments which are not shown as existing liens by the public records involving the premises described in Exhibit A.

8. Per 50 ILCS 105/3.1, the identities of all owners and beneficiaries having an interest in the premises to be conveyed are as follows (check applicable box(es) and complete information requested):

☐ **Individual.** Individual **owner** of the property **is:** _____

_____

☐ **Nonprofit Organization.** There is no individual or other organization receiving distributable income from the organization.

☐ **Public Organization, including units of local government.** There is no individual or other organization receiving distributable income from the organization

☐ **Publicly-Traded Corporation.** There is no readily known shareholder entitled to receive more than 7-1/2% interest in the total distribution income of the corporation.

☐ **Corporation, Partnership, Limited Liability Company.** Those entitled to receive more than 7-1/2% of the total distributable income of said entity are as follows:

	Name	**Address**
*1.		
2.		
3.		
4.		

☐ **Land Trust or Declaration of Trust.** The identity of each beneficiary of Grantor Trust is as follows:

	Name	**Address**	% of Interest
*1.			
2.			
3.			
4.			

* IF THE INITIAL DISCLOSURES SHOW INTERESTS HELD BY ANOTHER CORPORATION, PARTNERSHIP, LIMITED LIABILITY COMPANY, OR TRUST, THEN FURTHER DISCLOSURES SHOULD BE PROVIDED UNTIL THE NAMES OF INDIVIDUALS OWNING THE INTEREST IN THE ENTITY ARE DISCLOSED.

Dated this _____ day of _____ .

By: _____
Signature

_____
Print Name and Title if applicable

State of _____)
) ss
County of _____)

This instrument was acknowledged before me on _____ , by _____ .

(SEAL)

_____
Notary Public

My Commission Expires: _____

NOTE: THIS AFFIDAVIT MAY BE EXECUTED AND ACKNOWLEDGED ON BEHALF OF THE RECORD OWNER(S) BY ANY **ONE** OF THE RECORD OWNERS, OFFICERS, MANAGERS, PARTNERS, OR TRUSTEES HAVING KNOWLEDGE OF THE FACTS IN THIS AFFIDAVIT.

EXHIBIT "A"

LOT 1 IN BLOCK 6 OF COUNTRYSIDE CENTER, UNIT NO. 2, YORKVILLE, IN THE CITY OF YORKVILLE, KENDALL COUNTY, ILLINOIS, EXCEPT THAT PART CONVEYED IN QUIT CLAIM DEED TO DANNY V. FRANTZ AND PAMELA J. FRANTZ RECORDED DECEMBER 29, 2005 AS DOCUMENT NO. 200500040381. SITUATED IN THE COUNTY OF KENDALL AND STATE OF ILLINOIS.

PERMANENT TAX NUMBER(S): 02-29-201-006 pt

Illinois Department of Transportation

Appraisal Report

Route	FAP Route 591 (US 34)	Project	
Section	(13)R-2[(13BR)C,(13BR-1)BR]	Job No.	R-93-010-13
County	Kendall	Parcel	3XQ0029 Unit N/A

Take: ☐ Whole ☒ Partial ☐ Other:
Appraisal Sequence: ☒ Original ☐ Supplemental

1. Attached is a ☐ complex ☒ non-complex appraisal, per IDOT's Land Acquisition Policies and Procedures Manual.

2. Location and Address: North side of US Highway 34 (West Veterans Parkway) west of the T-intersection with Game Farm Road, Yorkville, IL 60560.

3. Identification: The property is identified by PIN por 02-29-201-006. The property is further identified by plat and legal description located in the addenda section of this report.

4. Present Owner's Name, Address and Telephone No.: The United City of Yorkville, a municipal corporation, 800 Game Farm Road, Yorkville, IL 60560, 630-553-4350

5. Tenant's or Lessee's Name, Address and Telephone No.: N/A

6. Person Interviewed: Ms. Krysti J. Barksdale-Noble 7. Interviewed by: Mr. David L. DuBois, MAI

8. Farmland Preservation Act (pertains to fee takings and permanent easements):
CL _____ OC _____ HL _____ PL _____ FL _____ FS _____ RL _____ OL _____

9. Present Use: Vacant Land Highest and Best Use Before Taking: Present Use
Zoning: R-2, Single-Family Traditional Residence District, Yorkville Highest and Best Use After Taking: Present Use

10. **Area of Whole Property**	**Acres**	**Sq. Ft.**
Total Area to be Acquired in Fee Simple Title:	±0.617	±26,877
Area to be Acquired by New Dedication	±0.429	±18,695
Area Acquired by Previous Dedication	0	0
Area to be Acquired for Additional ROW	0	0
Area to be Acquired by Permanent Easement	±0.429	±18,695
Area to be Acquired by Temporary Easement	0	0
Area of Remainder	0	±0
	±0.188	±8,182

11. **Final Conclusion of Value** **Effective Date of Appraisal:** 03/17/16

Fair Market Value of Whole Property	$2,700
For Partial Taking include the following:	
Fair Market Value of property taken (including improvements) as part of the whole	$1,900
Fair Market Value of remainder as part of the whole before taking	$800
Fair Market Value of remainder after taking as will be affected by contemplated improvements	$800
Damage to Remainder	$0
Compensation for Permanent Easement(s)	N/A
Compensation for Temporary Easement(s)	N/A
Total Compensation	$1,900

Date of the Report: 05/25/16

COPY

Appraiser Signature

Appraiser Name: David L. DuBois, MAI
License Type: Certified General Real Estate Appraiser IL License # 553.000504 Expires: 09/30/2017

Definition of Fair Market Value: The fair cash market value of a property in an eminent domain proceeding is that price which a willing buyer would pay in cash, and a willing seller would accept, when the buyer is not compelled to buy and the seller is not compelled to sell. In the condemnation of a property for a public improvement, any appreciation or depreciation in value caused by the contemplated improvement shall be excluded from the consideration of the fair cash market value of the whole property and the value of the part taken. (Illinois Pattern Jury instructions)

In the event of a partial acquisition where there is remainder property, any appreciation or depreciation caused by the contemplated improvement shall be considered when determining the fair cash market value of the remainder. Any increase or decrease in value caused by the actual acquisition of a part of the property must be considered in estimating the value of the remainder after taking.

Property History: Has subject sold in the last five (5) years or is it currently listed for sale? Yes ☐ No ☒
If yes, an analysis of the recent sale(s) and/or current listing is summarized as follows: _____

Property Interest to be Appraised: ☒ Fee Simple Estate ☐ Leased Fee Estate

Property Interest to be Acquired (check all that apply):
☒ Fee Acquisition ☐ Permanent Easement ☐ Dedication/Perpetual Easement
☐ Temporary Easement ☐ Other: _____
☐ None of the Above: This appraisal is for the disposal of excess land and/or the release of other rights.
If applicable, the disposition/release of rights is described as follows: N/A

USPAP Reporting Option (as defined by USPAP SR 2-2): ☒ Appraisal Report ☐ Restricted Appraisal Report

Type of Appraisal (per IDOT's Land Acquisition Policies and Procedures Manual):
☒ *Non-Complex*: Appraisal report "meets minimum requirements consistent with commonly accepted Federal and Federally-assisted program appraisal practices for those acquisitions, which, by virtue of their low value or simplicity," do not require in-depth analysis presentation.

☐ *Complex*: Appraisal report that meets all minimum requirements and also reflects "established and commonly accepted Federal and Federally-assisted program appraisal practices" with appropriate in-depth analysis and presentation.

Clients: Illinois Department of Transportation and Terra Engineering, Ltd.

Intended User: The intended users of this report include the Client and any of its Federal-funding partners. Parties who receive a copy of this report as a consequence of the Client's disclosure policies are not intended users of the report.

Intended Use: The intended use of this appraisal report is for ☒ acquisition ☐ disposition of right of way by the Client. This report is not intended for any other use.

Authorization: The following person contacted the appraiser to provide this appraisal service: Eric Therkildsen, P.E., Terra Engineering, Ltd. (Agent for IDOT)

Purpose of Valuation:
☒ The purpose of this valuation is to arrive at an opinion of the fair market value of the acquisition of the whole property and/or a portion thereof. When applicable, the fair market value of the whole will be established, as will the fair market value of the remainder after the taking. Fair Market Value may also be affected by contemplated improvements with consideration for damages or benefits, if any, to the remainder, and/or the fair market value of possible permanent easements and/or temporary easements as required by design, and the total just compensation due to property owner by reason of the taking.

☐ The purpose of this valuation is to arrive at an opinion of the fair market value of the subject land parcel and/or other rights to be disposed by the Client.

Assignment Conditions: Assignment conditions include assumptions, extraordinary assumptions, hypothetical conditions, laws and regulations, jurisdictional exceptions, and other conditions that affect the scope of work. Assignment conditions applicable to this appraisal assignment are summarized below.

The Client requires this appraisal assignment to comply with the following standards, laws, regulations, and policies:

- the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act) and its implementing regulation 49 CFR Part 24,
- the Uniform Standards of Professional Appraisal Practice (USPAP), and
- the Illinois Department of Transportation's Land Acquisition Policies and Procedures Manual.

Furthermore, the Client requires this appraisal to be prepared in accordance with the appropriate state laws, regulations and policies and procedures applicable to appraisal of right of way. No portion of the value assigned to such property shall consist of items which are non-compensable under the established laws of Illinois.

In accordance with 49 CFR Part 24 and IDOT's Land Acquisition Policies and Procedures Manual, in opining on the value of the property before the taking, the appraiser shall disregard any decrease or increase in the fair market value of real property prior to the date of valuation caused by the public improvement for which such property is acquired, or by the likelihood the property would be acquired for such improvement, other than that due to physical deterioration within the reasonable control of the owner. This situation is considered to be a hypothetical condition for the purposes of this appraisal. The use of this hypothetical condition may affect the assignment results.

Any decrease or increase in value caused by the actual acquisition of a part of the property must be considered in opining on the value of the remainder after taking. Such changes in value are parcel-specific.

USPAP Standards Rule 1-2(c)(iv) requires that when exposure time is a component of the definition for the value opinion being developed, the appraiser must also develop an opinion of reasonable exposure time linked to that value opinion. However, the definition of fair market value in this report does not include exposure time as a component. Therefore, the appraiser is not required to develop and report an opinion of exposure time linked to the value opinion. This situation is considered to be an assignment condition for the purposes of this appraisal.

Scope of Work: Summarize the steps/process employed to develop the appraisal report, as required in 49 CFR Part 24, and the Uniform Standards of Professional Appraisal Practice (USPAP).

The amount and type of information researched and the analysis applied in an assignment includes, but is not limited to 1) the extent to which the property is inspected or identified; 2) extent of inspection and description of the neighborhood and proposed project area; 3) the extent of research into physical or economic factors that could affect the property; 4) the extent of data researched; and 5) the type and extent of analysis applied to arrive at opinions or conclusions.

The scope of work also needs to explain the various approaches utilized and the reasons for why any particular approach was not used.

In preparing this appraisal and report, I inspected the exterior of the subject property and the surrounding area. I made attempts to contact the owners or their representative by various means. After attempts or upon contact with the owner or their representative, I made an exterior inspection of the subject from the perimeter of the property. I also inspected the subject area and completed research to develop comparable data. In formulating my value conclusions, I considered all traditional approaches to value that are applicable. The conclusions presented here are communicated in an appraisal report and pertinent data related to the subject property that further supports our analysis and conclusions is retained in our file. This report is prepared to be in compliance with the Uniform Standards of Professional Appraisal Practice.

Market data was taken from various sources including: appraiser's files, Multiple Listing Services of Midwest Real Estate Data, and assessor's records. When possible, information was verified with a buyer, seller or someone involved with the sale. At a minimum, assessor's records were used. Reference was made to recorded documents relating to sales. All sales were viewed from the street, perimeter of the site, or adjacent properties.

The sales comparison approach is used to formulate the value conclusions outlined elsewhere in this report and there is sufficient sales data to support a meaningful conclusion. In this market, buyers do not purchase based on the cost to construct the property when built. Therefore, the cost approach is not applicable in this instance. No income, expense, or leasing information was provided. Due to this the income capitalization approach is considered to be speculative at best, and was not utilized.

In formulating my conclusions, I considered the physical characteristics of the subject property before the taking, the physical characteristics of the subject site after the taking, the location of the property, comparable data retained in my file and summarized in this report. Additionally, I relied on USPAP, State of Illinois Guidelines, and various local information and text material. I also considered information provided by local realtors, documents associated with the verification of the sales transactions, MLS, and other private information sources, information provided by our client including the plats of taking prepared for the Illinois Department of Transportation.

As required, additional data related to the valuation of the property and conclusions is retained in our file.

This report was not developed and reported under the Jurisdictional Exception of the Uniform Standards of Professional Practice. I have prepared an appraisal for the fair market value of the subject. My conclusion is communicated in an appraisal report.

As a condition of the report any decrease or increase in the fair market value of real property prior to the date of valuation caused by the public improvement for which such property is acquired, or by the likelihood that the property would be acquired for such improvement, other than that due to physical deterioration within the reasonable control of the owner, was disregarded in determining the before taking value opinion for the property. Any decrease or increase in value caused by the actual acquisition of a part of the property was considered in analyzing the value of the remainder after the taking.

General Assumptions and Limiting Conditions: Summarize any general assumptions and limiting conditions utilized in this report.

Assumptions and Limiting Conditions

1. This is an Appraisal Report which is intended to comply with the reporting requirements set forth under Standard Rule 2-2(a) of the Uniform Standards of Professional Appraisal Practice for an Appraisal Report. The information contained in this report is specific to the needs of the client and for the intended use stated in this report. The appraiser is not responsible for unauthorized use of this report.

2. No responsibility is assumed for legal or title considerations. Title to the property is assumed to be good and marketable unless otherwise stated in this report.

3. The property is appraised free and clear of any or all liens and encumbrances unless otherwise stated in this report.

4. Responsible ownership and competent property management are assumed unless otherwise stated in this report.

5. The information furnished by others is believed to be reliable. However, no warranty is given for its accuracy.

6. All engineering is assumed to be correct. Any plot plans and illustrative material in this report are included only to assist the reader in visualizing the property.

7. It is assumed that there are no hidden or unapparent conditions of the property, subsoil, or structures that render it more or less valuable. No responsibility is assumed for such conditions or for arranging for engineering studies that may be required to discover them.

8. It is assumed that there is full compliance with all applicable federal, state, and local environmental regulations and laws unless otherwise stated in this report.

9. It is assumed that all applicable zoning and use regulations and restrictions have been complied with, unless nonconformity has been stated, defined, and considered in this appraisal report.

10. It is assumed that all required licenses, certificates of occupancy, or other legislative or administrative authority from any local state, or national governmental, or private entity or organization have been or can be obtained or renewed for any use on which the value opinions contained in this report are based.

11. Any sketch in this report may show approximate dimensions and is included to assist the reader in visualizing the property. Maps and exhibits found in this report are provided for reader reference purposes only. No guarantee as to accuracy is expressed or implied unless otherwise stated in this report. No survey has been made for the purpose of this report.

12. It is assumed that the utilization of the land and improvements are within the boundaries or property lines of the property described and that there is no encroachment or trespass unless otherwise stated in this report.

13. The appraiser is not qualified to detect hazardous waste and/or toxic materials. Any comment by the appraiser that might suggest the possibility of the presence of such substances should not be taken as confirmation of the presence of hazardous waste and/or toxic materials. Such determination would require investigation by a qualified expert in the field of environmental assessment. The presence of substances such as asbestos, urea-formaldehyde foam insulation, or other potentially hazardous materials may affect the value of the property. The appraiser's value opinion is predicated on the assumption that there is no such material on the property that would cause a loss in value unless otherwise state in this report. No responsibility is assumed for any environmental conditions, or for any expertise or engineering knowledge required to discover them. The appraiser's descriptions and resulting comments are the result of the routine observations made during the appraisal process.

14. Unless otherwise stated in this report, the subject property is appraised without a specific compliance survey having been conducted to determine if the property is or is not in conformance with the requirements of the Americans with Disabilities Act. The presence of architectural and communications barriers that are structural in nature that would restrict access by disabled individuals may adversely affect the property's value, marketability, or utility.

15. Any proposed improvements are assumed to be completed in a good workmanlike manner in accordance with the submitted plans and specifications.

16. The distribution, if any, of the total valuation in this report between land and improvements applies only under the stated program of utilization. The separate allocations for land and buildings must not be used in conjunction with any other appraisal and are invalid if so used.

17. Possession of this report, or a copy thereof, does not carry with it the right of publication. It may not be used for any purpose by any person other than the party to whom it is addressed without the written consent of the appraiser, and in any event, only with properly written qualification and only in its entirety.

18. Neither all nor any part of the contents of this report (especially any conclusions as to value, the identity of the appraiser, or the firm with which the appraiser is connected) shall be disseminated to the public through advertising, public relations, news sales, or other media without prior written consent and approval of the appraiser.

19. As a condition of the report any decrease or increase in the fair market value of real property prior to the date of valuation caused by the public improvement for which such property is acquired, or by the likelihood that the property would be acquired for such improvement, other than that due to physical deterioration within the reasonable control of the owner, was disregarded in determining the before taking value opinion for the property. Any decrease or increase in value caused by the actual acquisition of a part of the property was considered in analyzing the value of the remainder after the taking.

Property Owner Contact/Interview: Summarize the appraiser's contact/interview with property owner. The property owner (or the owner's designated representative) must be provided the opportunity to accompany the appraiser during the appraiser's inspection of subject property (49 CFR Part 24.102).

Name of the property owner (or designated representative) who was offered an opportunity to accompany the appraiser: The United City of Yorkville, a municipal corporation

The method used to contact the property owner included (check all that apply):

- ☐ Personal contact
- ☒ Telephone
- ☒ Letter
- ☐ Other (explain):

The invitation to the property owner:

- ☐ was accepted
- ☒ was declined
- ☐ did not receive a response
- ☐ Other (explain): _____

The appraiser personally inspected the subject property on the following date(s): 03/17/16

Additional information relating to the appraiser's contact with the property owner, including any concerns expressed by the owner, is explained as follows: I sent a letter to the owner, The United City of Yorkville, a municipal corporation that I did not receive a response. I called Ms. Barksdale-Noble, Community Development Director, United City of Yorkville. I explained that IDOT proposes to take land along US 34 in the subject parcel. She acknowledged the acquisition, and declined to accompany me on the inspection. However, she gave me permission to do the inspection. Ms. Noble stated the land is vacant, and is zoned for residential use. The United City of Yorkville does not have any plans for this property. Ms. Noble reported that the subject is not listed for sale or under contract for sale.

Subject Property

Photographs are required on all properties being appraised. Photographs of all principal above ground improvements or unusual features affecting the value of the property to be taken or damaged must also be included. Please use the format below for identifying the photographs.

Date of Photograph:	Circa 2014
Photograph By:	Kendall County GIS
Camera Facing:	Down

Description: Aerial photograph of the subject parcel outlined in yellow

Date of Photograph:	03/17/16
Photograph By:	DLD/WBB
Camera Facing:	Northeast

Description: Subject looking northeast from West Veterans parkway (US Highway 34) and the west lot line

Subject Property

Photographs are required on all properties being appraised. Photographs of all principal above ground improvements or unusual features affecting the value of the property to be taken or damaged must also be included. Please use the format below for identifying the photographs.

Date of Photograph:	03/17/16
Photograph By:	DLD/WBB
Camera Facing:	North

Description: Subject looking north from West Veterans parkway (US Highway 34)

Date of Photograph:	03/17/16
Photograph By:	DLD/WBB
Camera Facing:	West

Description: West Veterans parkway (US Highway 34) looking west from the east lot line

Subject Property

Photographs are required on all properties being appraised. Photographs of all principal above ground improvements or unusual features affecting the value of the property to be taken or damaged must also be included. Please use the format below for identifying the photographs.

Date of Photograph:	03/17/16
Photograph By:	DLD/WBB
Camera Facing:	East

Description: Area of the taking looking east from the west lot line

Date of Photograph:	03/17/16
Photograph By:	DLD/WBB
Camera Facing:	West

Description: Area of the taking looking west from the east lot line

Descriptive Analysis of Whole Property: Describe entire property before the taking, including such items as: 1) location and environment; 2) land type and usage; 3) zoning; 4) improvements; 5) special features that serve to detract or enhance; 6) include an analysis of the general area, the neighborhood, and the site; and 7) explain and justify highest and best use if it differs from present use and/or zoning.

The subject property is located in the United City of Yorkville, in Kendall County, approximately 50 miles southwest of Chicago's Central Business District. Yorkville has 19.97 square miles of land area. The Fox River bisects the community. The subject property is located on the south side of US Highway 34 (West Veterans Parkway) east of Eldamain Road. Nearest municipalities are Sugar Grove to the north, Montgomery and Oswego to the northeast, Plainfield to the east, Joliet to the southeast, unincorporated Bristol Township to the south, and Plano to the west.

The United City of Yorkville is built-up over 20-25%. According to the US Census Bureau, the population in 2014 is reported to be 18,096, the median age is 31.6 years, and the median household income is reported to be $86,387. The workforce is employed in management, sales, and construction occupations. Residences range in age from new to over 100 years. Values range from $65,000 to over $550,000 for detached single-family residences. Median home value in 2015 was $232,000. Improved property trends indicate modestly rising detached single-family residence values over the past several years consistent with economic recovery conditions. However, there is an abundance of vacant land. Demand for land is low as marketing times are generally greater than 300 days and prices are generally flat over the past several years indicating a slow economic recovery condition for land.

Commercial development is located along the major arteries of IL Routes 47, 71, 126, and US Highway 34. Kendall Marketplace Shopping Center is located within Yorkville. Regional Mall shopping is available at Fox Valley Mall in Aurora.

Police services are provided through the Village. Fire and paramedic services are provided through the Bristol-Kendall Fire Protection District. Yorkville contracts with Advanced Disposal for refuse pickup. The City provides water and sewer service for its residents. Utilities are provided through ComEd, Nicor, AT&T, and Comcast. Medical services are provided through Dryer Medical Clinic and the Rush-Copley Emergency Medical Center located in Yorkville. Hospital services are provided through the Provena Mercy Medical Center in nearby Aurora and the Valley West Community Hospital in nearby Sandwich. Yorkville is served by School District 115 for grades kindergarten through 12. Higher educational needs are served by Aurora University located in nearby Aurora, and Waubonsee Community College located in Sugar Grove. Most religious denominations are represented throughout the Kendall County area.

Major east-west arteries include US Highway 34 and IL Route 126. Major north-south arteries include Illinois Routes 47 and 71. These arteries provide access to nearby communities and interstate highways 88, 80, and 55 to access the greater Chicago metropolitan area.

Briefly described, the topography of the subject property is below street grade and slopes down in a northeast direction to Blackberry Creek. The eastern portion of the subject slopes down in a northwest direction to Blackberry Creek. The subject property consists of a ±0.617 acre or ±26,877 square foot, interior parcel of land that is irregular in shape. The parcel has approximately 531 feet of frontage along the north side of US Highway 34. Electric, gas, telephone, water and sewer are available to the parcel. Direct access to the parcel is from US Highway 34, a two-lane, asphalt-paved street with culverts.

Blackberry Creek bisects the eastern portion of the parcel and partially borders the north lot line of the parcel on the west. FEMA Flood Panel Number 17093C0037H, dated January 08, 2014, indicates the subject is located in a Zone X, X500, A, AE, and floodway flood hazard area. Approximately 80 percent of the site is within floodway of Blackberry Creek. According to the U.S. Fish and Wildlife Service wetlands inventory, the subject does not have any wetland.

Kendall County Flood Map – The subject is outlined in yellow.

According to the United City Yorkville Building Safety and Zoning Department, the subject is zoned R-2, Single-Family Traditional Residence District. A R-2 zoned parcel requires a minimum 40 feet of front setback and 50 feet of rear setback. According to the Premise Plat located in the addenda of this report, the depth of the subject ranges from 55 feet on the east lot line to 65 feet on the west lot line. Therefore, the subject parcel is a narrow strip of land that is not buildable. Uses in the area of the subject are residential and commercial improvements consistent with their zoning.

The subject site is vacant land covered with scrub growth consisting of trees, shrubs, and natural grass.

We have analyzed the provided title commitment, No. I3-2013KL-2202.19 prepared by Wheatland Title Guaranty Company, dated December 13, 2013, retained in our work file. No encumbrances that affect value were noted.

History: According to public record, and the provided title commitment, there have been no conveyances within the past five years. Based on my research and to the best of my knowledge, the subject is not listed for sale.

Highest and Best Use Analysis: Summarize the **support and rationale** for the appraiser's determination of the highest and best use of the subject property. If the property is improved, address both the highest and best use **as vacant**, and of the property **as improved**. Appraiser may provide a Land Only Grid to support highest and best use analysis. A detailed appraisal requires more in-depth analysis. A change in highest and best use requires more in-depth analysis of the subject property before the acquisition and the remainder.

As Vacant

As vacant, the subject is a narrow strip of land located along the north side of US Highway 34 with limited potential for development. I noted the topography of the subject property is below street grade and slopes down in a northeast direction to Blackberry Creek. The eastern portion of the subject slopes down in a northwest direction to Blackberry Creek. According to the United City Yorkville Building Safety and Zoning Department, the subject is zoned R-2, Single-Family Traditional Residence District. A R-2 zoned parcel requires a minimum 40 feet of front setback and 50 feet of rear setback. According to the Premise Plat located in the addenda of this report, the depth of the subject ranges from 55 feet on the east lot line to 65 feet on the west lot line. Therefore, the subject parcel is a narrow strip of land that is not buildable. In addition, according to FEMA Flood Panel Number 17093C0037H, over 80 percent of the subject is located within the floodway of Blackberry Creek. Uses in the area of the subject are residential and commercial improvements consistent with their zoning. The subject is not considered buildable due to its depth and floodplain status. Due to the location, zoning, size, topography, flood plain status and surrounding uses, it is my opinion that the highest and best use of the subject site is to remain vacant land, its present use.

As Improved

The subject site is currently vacant and the Highest and Best Use, As Improved, is not applicable.

Valuation Analysis of Whole Property:

The sales comparison approach was used to arrive at an opinion of the whole property's fair cash market value. I researched sales in the subject's market; comparable sales 1, 2, and 3 were utilized and are located on pages 17 thru 21. These sales occurred between October 2014 and January 2016, with an unadjusted unit value ranging from $0.86 to $1.05 per square foot. Comparable Sale 1 is a market conveyance, and Comparable Sales 2 and 3 are REO sales. Our research indicates that there is an abundance of vacant land similar to the subject. Due to this, demand for similar properties is low. In addition, we found land parcels have sold for similar unit prices regardless of being unincorporated or incorporated or being REO versus market sales.

Consideration was given to property rights conveyed, financing, conditions of sale, market conditions, location, land size, zoning, and physical variations. I have made an analysis of the subject based on, but not limited to, the above elements of comparison on a per square foot basis. Sales 1, 2, and 3 are recent sales. After adjustments for size and physical variations including utility (non-buildable), and floodway, it is my opinion that the unit value for the whole property is $0.10 per square foot. My unit value is below the range of the unadjusted Comparable Sales because significant downward adjustments were warranted due to utility of the subject and the presence of floodway of Blackberry Creek.

Therefore, in my opinion the market value of the whole subject property is $2,700 (rounded).

Narrative Analysis of Taking

Describe the taking in detail including such items as: 1) a description of the land to be taken in relation to its location on the property; 2) its use; 3) its type and classification; 4) its topography; and 5) any other special features, improvements or unusual characteristics.

The total area to be acquired is ±0.429 acres or ±18,695 square feet along US Highway 34. The location of the part to be acquired and all dimensions are shown on the attached premise plats and legal description.

The area of the taking is covered with scrub growth consisting of natural grass, trees and shrubs.

In my opinion the contributory value of the property taken, including improvements if any, as part of the whole is $1,900.

In arriving at my fair cash market value opinion of the acquisition as part of the whole property, I considered all attributes of the acquisition as they contribute to the whole property. Also, I considered the building (if any) and site improvements on the whole property and the remainder.

Narrative Analysis of Remainder And After Value Opinion

Explain the effect of the taking on the remainder including such items as division of property, landlocking, change in highest and best use, proximity damage, access after taking, economic size, overimprovements, effect of construction features such as cuts and fills, change in drainage or effect on existing drainage, effect of taking on lease agreements, special benefits, and other items that will explain the appraiser's opinion of the after value.

Support the value of the remainder rather than estimating damages. The appraiser should use the applicable sales comparison approach to value the remainder. See Section 3.5.2 before using the cost or income approaches. When cost to cure is considered in valuing the remainder, the appraiser should discuss the source of the cost to cure in the appraisal report.

IDOT will be making improvements to US Highway 34. The proposed improvements to US 34 include reconstructing to provide two through lanes in each direction with a center two-way left turn lane. In addition, a curb and gutter, storm sewer, sidewalks and shared use path will be constructed.

The valuation of the remainder takes into consideration the effect on the property appraised of the proposed improvements. Damages to the remainder property are related to the diminution of Fair Market Value.

The size of the remainder, after the taking, will be reduced to ±0.188 acres or ±8,182 square feet representing a 69.6 percent reduction in size. This site is less than the minimum 12,000 square foot size requirement for residential development based on the zoning and further restricts the site's overall utility. There will be no change in access to the site. The highest and best use is to remain vacant as the site is unbuildable.

The value of the remainder after the taking, as affected by the proposed improvements, is supported by the same market data used to estimate the value of the whole property. The change in the property appraised is only nominal; adjustments for comparison with the sales include size difference of the remainder. There are no damages indicated to the remainder property.

Fair Market Value of Remainder as Part of the Whole Before Taking	$	800
Fair Market Value of Remainder After the Taking as will be Affected by Contemplated Improvements	$	800
Damage to Remainder	$	0

Additional Comments:

I wish to acknowledge William B. Bankhead for his significant assistance in the inspection and photographs of the subject and comparables, and his contribution to the analysis and preparation of this report. All conclusions are those of David L. DuBois, MAI. No one other than the above provided significant professional assistance in the completion of this assignment.

APPRAISER CERTIFICATION

In accordance with USPAP, I certify that, to the best of my knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, impartial, and unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
- I have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.
- I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- My engagement in this assignment was not contingent upon developing or reporting predetermined results.
- My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the Client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice.
- I have made a personal inspection of the property that is the subject of this report.
- The following individual(s) provided significant real property appraisal assistance to the person signing this certification: I wish to acknowledge William B. Bankhead for his significant assistance in the inspection and photographs of the subject and comparables, and his contribution to the analysis and preparation of this report. All conclusions are those of David L. DuBois, MAI. No one other than the above provided significant professional assistance in the completion of this assignment.

As required by the Client, I further certify that:

- I have afforded the property owner(s) or their designated representative the opportunity to accompany me at the time of inspection.
- I have made a personal field inspection of the comparable sales relied upon in this appraisal report.
- The subject and comparable sales relied upon in preparing this appraisal were as represented by the photographs contained within the report.
- My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act) and its implementing regulation 49 CFR Part 24, as well as the Illinois Department of Transportation's Land Acquisition Policies and Procedures Manual.
- I understand this report may be used in connection with the acquisition of right of way for a highway to be constructed by the State of Illinois with its funds and/or with the assistance of Federal-aid highway funds, or other Federal funds.
- I have prepared this appraisal in accordance with the appropriate state laws, regulations and policies and procedures applicable to appraisal of right of way for such purposes; and that to the best of my knowledge no portion of the value assigned to such property consists of items which are non-compensable under the established laws of Illinois.
- I have not given consideration to, or included in my appraisal, any allowance for relocation assistance benefits.
- Any decrease or increase in the fair market value of real property prior to the date of valuation caused by the public improvement for which such property is acquired, or by the likelihood that the property would be acquired for such improvement, other than that due to physical deterioration within the reasonable control of the owner, was disregarded in opining on the value of the property before the taking. Any decrease or increase in value caused by the actual acquisition of a part of the property was considered in opining on the value of the remainder after the taking. This statement is in compliance with 49 CFR 24.103(b) as well as IDOT's Land Acquisition Policies and Procedures Manual.
- I have not revealed the findings of this appraisal to anyone other than the Client, and that I will not do so until authorized by the Client or until I am required to do so by law, or until I am released from this obligation by having publicly testified to these findings.
- The comments by the licensed real estate appraiser contained within this appraisal report on the condition of the property do not address "standards of practice" as defined in the Home Inspector License Act [225 ILCS 441] and 68 Ill. Adm. Code 1410 and are not to be considered a home inspection or home inspection report.
- My opinion of the fair market value of the part taken and net damage to the remainder, if any, as of the effective date of this appraisal is $1,900 based upon my independent appraisal and the exercise of my professional judgment.

Statements supplemental to this certification required by membership or candidacy in a professional appraisal organization, are described on an addendum to this certificate and, by reference, are made a part hereof.

COPY

Appraiser Signature

Appraiser Name: David L. DuBois, MAI
License Type: Certified General Real Estate Appraiser

IL License # 553.000504 Expires: 09/30/2017

Addendum to Certificate of Appraiser

The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics & Standards of Professional Appraisal Practice of the Appraisal Institute.

The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.

As of the date of this report, David L. DuBois has completed the continuing education program for Designated Members of the Appraisal Institute.

Comparable Sale No.:	1
Seller:	Empire Tax Corporation
Purchaser:	Dave Dupree & Lorraine A. Dupree not as Tenants in Common but as Joint Tenants
Sale Date:	01/2016
County:	Kendall
Deed Type: Warranty Deed	Document Number: 201600001111
Verified Sale Price:	$28,500
Unit Price (if applicable):	$0.86 per SF of Land Area
Zoning:	RPD-2, Residential Planned Development - Two District, Kendall County
Highest and Best Use:	Residential
Property Rights Conveyed:	Fee Simple
Financing:	Market Financing (or Cash)
Conditions of Sale:	Market / Arm's-Length

Name of party to the transaction with whom this sale was verified: Kathy Bright, Agent
Name of appraiser(s) who verified this sale (date sale was verified): William B. Bankhead (04/19/16)
Name of appraiser(s) who inspected this sale (date of inspection): William B. Bankhead/David L. DuBois (04/19/16)
Secondary data sources used to verify this sale: MLS # 08875924, Transfer Declaration, public record
Additional comments on verification process (if applicable):

Address: 5725 Whitetail Ridge Drive, Yorkville, IL 60560
PIN(s): 06-07-129-008
Location Description: West side of Whitetail Ridge Drive across from the "T"-intersection with Golfview Court
Legal Description: Retained in our work file

Description of the Land

Area (Acres): 0.76 Area (SF): 33,000

Describe relevant site details below:
A rectangular shaped parcel of vacant land.
The topography is generally level at street grade.

Flood Zone X, Map Panel # 17093C0130H, dated 01/08/14
No wetland

The following utilities and services are available to this site:
Electricity ☒ Water ☐
Gas ☐ Sanitary Sewer ☐
Comments:

Allocation of Value (if applicable):
Value Allocated to Land
Unit Value of Land Select Dropdown

Description of the Improvements (if applicable)

Describe relevant building improvement details below:
None

Describe relevant site improvement details below:
None

Allocation of Value (if applicable):
Value Allocated to Improvements

Use the space below to provide additional explanation of relevant details (use an additional page if necessary):

Henneberry F.P.
-005
53
-006
52
-007
51
-008
50
-009
49
-010
48
CLR-750
60

Comparable Sale Data

Comparable Sale No.:	2
Seller:	Centrue Bank, an Illinois banking corporation, as Successor by Merger to the Kankakee Federal Savings Bank
Purchaser:	Sadulla Mustafa, a married man
Sale Date:	10/2014
County:	Kendall
Deed Type:	Special Warranty Deed
Document Number:	2012400015385
Verified Sale Price:	$13,500
Unit Price (if applicable):	$1.02 per SF of Land Area
Zoning:	R-2, Single-Family Traditional Residence District, Yorkville
Highest and Best Use:	Residential
Property Rights Conveyed:	Fee Simple
Financing:	Market Financing (or Cash)
Conditions of Sale:	REO, 232 Days On Market

Name of party to the transaction with whom this sale was verified: Scott Gerami, Agent
Name of appraiser(s) who verified this sale (date sale was verified): William B. Bankhead (05/23/16)
Name of appraiser(s) who inspected this sale (date of inspection): William B. Bankhead/David L. DuBois (05/23/16)
Secondary data sources used to verify this sale: MLS # 08530466, Transfer Declaration, public record
Additional comments on verification process (if applicable):

Address: 1966 Meadowlark Lane (Lot 148), Yorkville, IL 60560
PIN(s): 05-04-40-014
Location Description: South side of Meadowlark Lane north of Greenfield Turn
Legal Description: Retained in our work file

Description of the Land
Area (Acres): 0.31 Area (SF): 13,300

Describe relevant site details below:
An irregular shaped parcel of vacant land.
The topography is generally level at street grade.

Flood Zone X Map Panel # 17093C0125G, dated 02/04/09
No wetland

The following utilities and services are available to this site:
Electricity ☒ Water ☒
Gas ☒ Sanitary Sewer ☒
Comments:

Allocation of Value (if applicable):
Value Allocated to Land
Unit Value of Land Select Dropdown

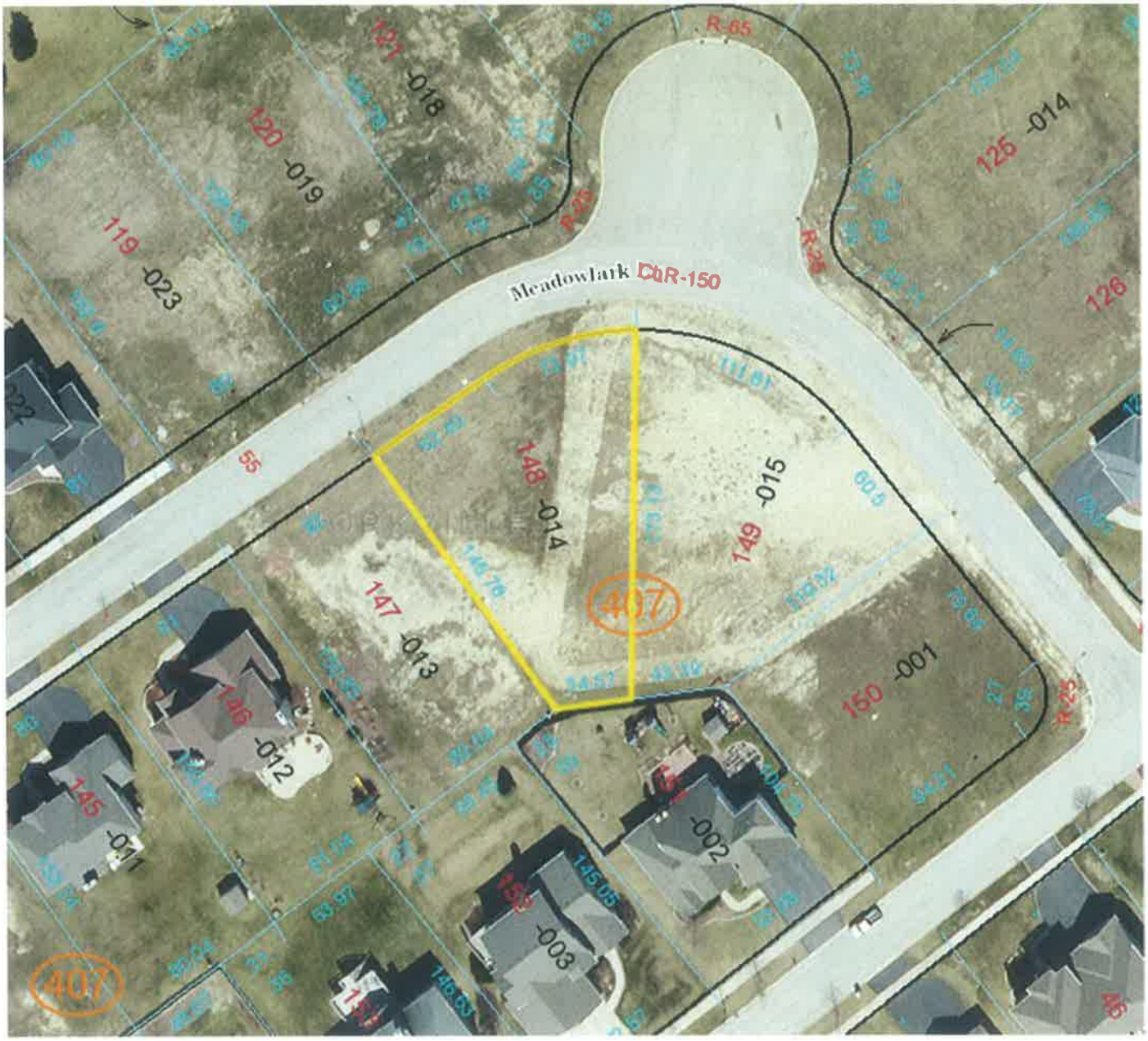
Description of the Improvements (if applicable)

Describe relevant building improvement details below:
None

Describe relevant site improvement details below:
None

Allocation of Value (if applicable):
Value Allocated to Improvements

Use the space below to provide additional explanation of relevant details (use an additional page if necessary):


Meadowlark Dr
R-150
R-65
R-25
121 -018
120 -019
119 -023
125 -014
126
148 -014
149 -015
147 -013
146 -012
145 -011
150 -001
-002
-003
407
407
55

Comparable Sale No.:	3
Seller:	Centrue Bank, an Illinois banking corporation, as Successor by Merger to the Kankakee Federal Savings Bank
Purchaser:	Param Singh and Neetu Chawla, husband and wife, as Joint Tenants not as Tenants in common, nor as Tenants by the entirety
Sale Date:	10/2014
County:	Kendall
Deed Type: Special Warranty Deed	Document Number: 201400015383
Verified Sale Price:	$13,500
Unit Price (if applicable):	$1.05 per SF of Land Area
Zoning:	R-2, Single-Family Traditional Residence District, Yorkville
Highest and Best Use:	Residential
Property Rights Conveyed:	Fee Simple
Financing:	Market Financing (or Cash)
Conditions of Sale:	REO – 232 Days on Market

Name of party to the transaction with whom this sale was verified: Scott Gerami, Agent
Name of appraiser(s) who verified this sale (date sale was verified): William B. Bankhead (05/23/16)
Name of appraiser(s) who inspected this sale (date of inspection): William B. Bankhead/David L. DuBois (05/23/16)
Secondary data sources used to verify this sale: Transfer Declaration, public record
Additional comments on verification process (if applicable):

Address: 762 Greenfield Turn (lot 105), Yorkville, IL 60560
PIN(s): 05-09-206-001
Location Description: North side of Greenfield Turn across from T-intersection with Greenfield Road
Legal Description: Retained in our work file

Description of the Land
Area (Acres): 0.29 Area (SF): 12,833

Describe relevant site details below:
An irregular shaped parcel of vacant land.
The topography is generally level at street grade.

Flood Zone X Map Panel # 17093C0125G, dated 02/04/09
No wetland

The following utilities and services are available to this site:
Electricity ☒ Water ☒
Gas ☒ Sanitary Sewer ☒
Comments:

Allocation of Value (if applicable):
Value Allocated to Land
Unit Value of Land Select Dropdown

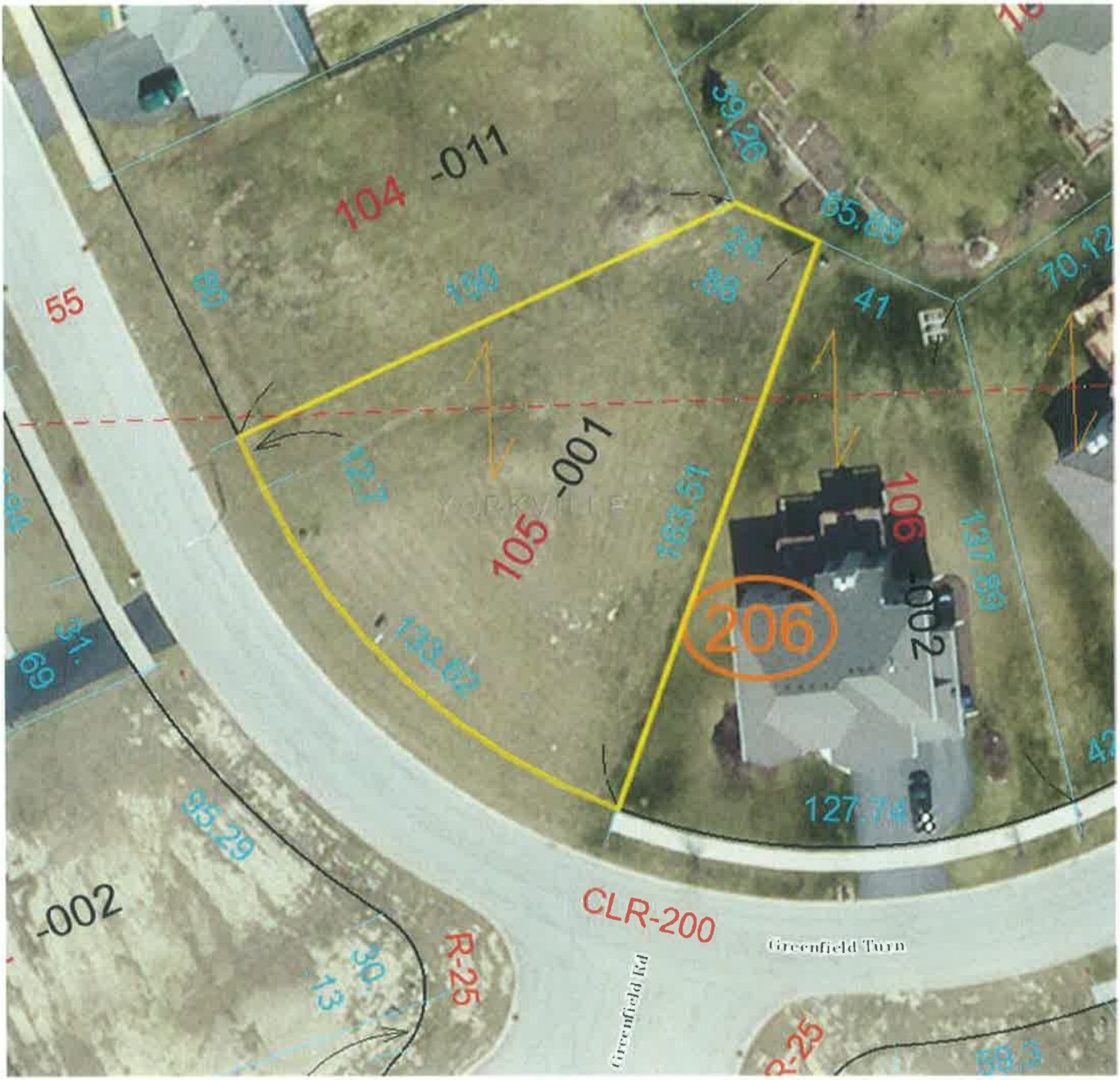
Description of the Improvements (if applicable)

Describe relevant building improvement details below:
None

Describe relevant site improvement details below:
None

Allocation of Value (if applicable):
Value Allocated to Improvements

Use the space below to provide additional explanation of relevant details (use an additional page if necessary):



Aerial view outlined in yellow

COMPARABLE SALES MAP

ADDENDA

Parcel No. 3XQ0029

The United City of Yorkville

F.A.P. 591 (US Route 34)

Section (13)R-2[(13BR)C, (13BR-1)BR]

Kendall County

Job No. R93-010-13

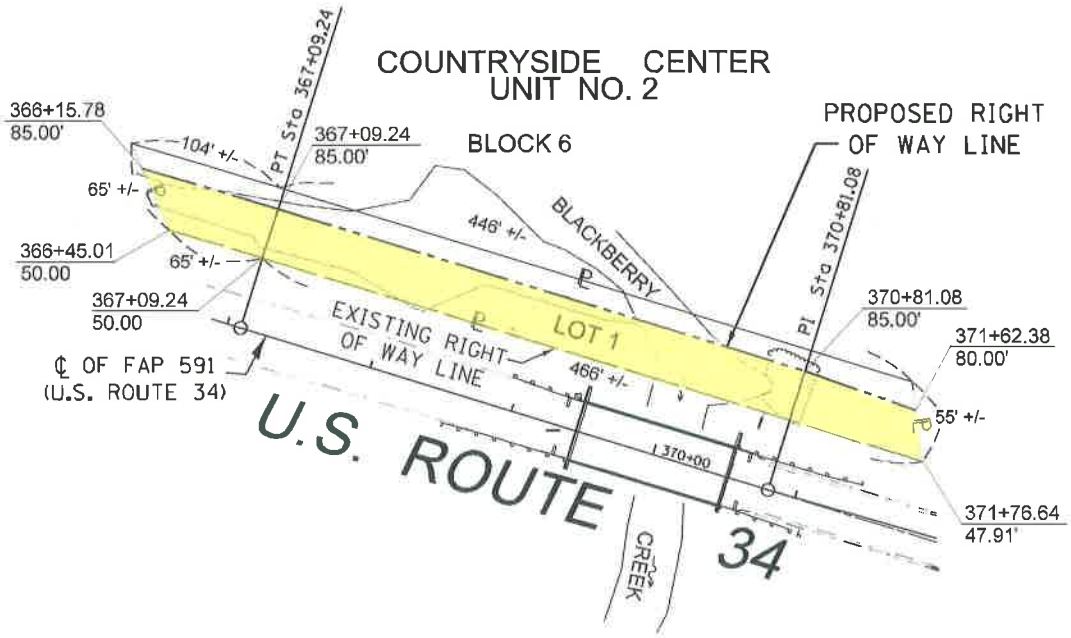
Sta. 366+15.78 to Sta. 371+76.64

Part of Lot 1 in Block 6 in Countryside Center Unit 2 Subdivision, recorded as document number 71-3355 in the Kendall County Recorder's Office, Kendall County, Illinois, described as follows, referencing bearings and distances to the Illinois State Plane Coordinate System, East Zone (NAD 83, 2011 adj.).

Commencing at the Northeast Corner of said Lot 1 in Block 6; thence South 07 degrees 50 minutes 45 seconds East 20.00 feet along the east line of said Lot 1 to the Point of Beginning; thence continue South 07 degrees 50 minutes 45 seconds East 35.12 feet along said east line of Lot 1 to the southeast corner of said Lot 1; thence North 72 degrees 37 minutes 28 seconds West 466.32 feet along the south line of said Lot 1 to the point of curvature of a 7497.00 foot radius curve to the left; thence westerly 64.67 feet along said curve whose chord bears North 72 degrees 52 minutes 18 seconds West 64.67 feet; thence North 23 degrees 21 minutes 05 seconds West 45.77 feet along the east line of property described in document number 200500040381; thence easterly 94.53 feet along a 7532.00 foot radius curve to the right whose chord bears South 72 degrees 59 minutes 02 seconds East 94.53 feet; thence South 72 degrees 37 minutes 28 seconds East 371.84 feet; thence South 70 degrees 17 minutes

50 seconds East 79.59 feet to the Point of Beginning, containing 0.429 acre, more or less (areas based on ground measurements), situated in the United City of Yorkville, Kendall County, State of Illinois.

PART OF LOT 1 IN BLOCK 6 OF COUNTRYSIDE CENTER UNIT NO. 2, CITY OF YORKVILLE, IL



100' 0' 100'

SCALE 1" = 100'

TITLE COMMITMENT 2202.19

PARCEL 3XQ0029

THE UNITED CITY OF YORKVILLE

TOTAL HOLDING	=	0.617 AC. +/-
TOTAL R.O.W. REQUIRED	=	0.429 AC. +/- (18,695 SQ. FT. +/-)
REMAINDER	=	0.188 AC. +/-

PREMISE PLAT

ROUTE	FAP ROUTE 591 (US 34)
SECTION	(13)R-2[(13BR)C,(13BR-1)BR]
COUNTY	KENDALL
JOB NUMBER	R-93-010-13

3XQ0029.dgn 12/29/2015 2:35:25 PM User:mdubisay

Illinois Department of Transportation

COPY

Appraisal Review Certification

Route	FAP 591 (US 34)	Project	N/A
Section	(13)R-2[(13BR)C,(13BR-1)BR]	Job No.	R-93-010-13
County	Kendall	Parcel	3XQ0029 Unit N/A

☒ Original ☐ Supplemental ☐ Complex ☒ Non-Complex ☐ Value Finding

Is the remainder property an uneconomic remnant? ☐ Yes ☒ No

The attached ☒ Appraisal Report ☐ Restricted Appraisal Report submitted by David L. DuBois, MAI has been reviewed by the undersigned. In accordance with 49 CFR 24.104, the attached appraisal meets one of the following categories:

☐ Not Accepted – Provide reasoning for non-acceptance.
☐ Accepted – Meets all requirements, but is not selected.
☒ Recommended – Meets all requirements and is selected as basis for acquisition purposes.

The conclusions of value for the subject property as of March 17, 2016 are as follows:

Fair Market Value of Whole Property	$2,700
Fair Market Value of Property Taken (including improvements) as Part of the Whole	$1,900
Fair Market Value of Remainder as Part of the Whole Property Before Taking	$ 800
Fair Market Value of Remainder After Taking as will be Affected by Contemplated Improvement	$ 800
Damage to Remainder	$ 0
Compensation for Permanent Easement(s)	$N/A
Compensation for Temporary Easement(s)	$N/A
Excess Land to be Acquired	$N/A
Total Compensation	$1,900

COPY

Review Appraiser — June 8, 2016 (Date)

Type of License	License Number	Expiration Date
Illinois General Certified Real Estate Appraiser	553.001423	09/30/2017

Approved: COPY Regional Engineer — Date

REVIEW APPRAISER CERTIFICATION

The undersigned hereby certifies:

1. That on 3-24, 4-20, and 6-3-2016, I completed a visual inspection of the property and comparable sales selected. On Value Finding reports only with no permanent damages, a desk review of the attached appraisal is acceptable and is based upon information contained in the appraisal. I have analyzed the information and documented my conclusion in the attached appraisal review. ☐I am / ☒ I am not aware of any additional sales data or additional information that may impact the value of the subject property.

2. That I have no direct or indirect present or contemplated future interest in the property described therein or in any benefit from the acquisition, and I have no personal interest or bias with respect to the parties involved.

3. That the facts and data reported by the review appraiser and used in the review process are based on that information provided by the author of the attached appraisal report and any specialty reports, and that this information is considered true and correct. No one has provided significant professional assistance to the person signing this review report. (If there are exceptions, the name of the individual(s) providing appraisal review assistance must be stated.)

4. That the analyses, opinions, and conclusions in this review report are limited only by the assumptions and limiting conditions stated in this review report, and are my personal, unbiased professional analyses, opinions and conclusions. I have no bias with respect to the property that is the subject of this review or the parties involved.

5. That my determination has been reached independently based on the appraisal without any collusion or direction, and my compensation is not contingent on an action or event resulting from the analyses, opinions, or conclusions in, or the use of, this review report. This review report is based on the data and information provided in the actual appraisal report and any specialty reports used therein.

6. That my analyses, opinions, and conclusions were developed and this review report has been prepared in conformity with the Uniform Standards of Professional Appraisal Practice, the Uniform Act, and 49 CFR 24.104 and are based on the scope of work described herein.

7. That I have given consideration in this review to the value of the part taken, and damages and/or benefits to the remainder, if any, to the extent allowed under Illinois statutes; and that as near as can be determined non-compensable items of damage under Illinois law have not been included in the appraisal.

8. In the event that I have completed my own independent research of the subject property and any additional information and data or I have documented the attached appraisal, this will be so stated in the accompanying review appraisal report. Otherwise, this review has been based on only the data and information provided by the appraiser of record for this appraisal report.

9. I have performed no (or the specified) other services, as an appraiser or in any other capacity, regarding the property that is the subject of the work under review within the three-year period immediately preceding acceptance of this assignment.

10. My engagement in this assignment and my compensation for completing this assignment is not contingent upon the development or reporting of predetermined assignment results or assignment results that favors the cause of the client, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal review.

11. Statement supplemental to this certification required by membership or candidacy in a professional appraisal organization, are described on an addendum to this certificate and, by reference, are made a part hereof.

COPY

Review Appraiser Signature

Review Appraiser Name: Gary L. Dorton
License Type: Certified General Real Estate Appraiser IL License # 553.001423 Expires: 9/30/17

APPRAISAL REVIEW REPORT: In accordance with 49 CFR 24.104 and USPAP Standards Rule 3, a review appraiser will prepare an appraisal review report to support the approved value selected for the use as the basis for acquisition purposes. This report shall contain the following information, either in a simple format or a more complex format as required for the review assignment: 1) scope of work being reviewed and the scope of work of the review assignment; 2) examination of the presentation and analysis of the appraisal report and the development of an opinion as to completeness, adequacy, appropriateness of appraisal methods and techniques used; 3) identification of client, intended use and intended user(s); 4) identification of any damages or benefits to any remaining property identified in the appraisal; and 5) a signed certification (Page 2 of this Appraisal Review Certification).

Subject of the review assignment: North side of US Route 34, west of the T-intersection with Game Farm Road, Yorkville, IL Parcel No. 3XQ0029

Date of the review: June 8, 2016

Property interest to be acquired:
- ☒ Fee Taking
- ☐ Dedication/Perpetual Easement
- ☐ Permanent Easement
- ☐ Temporary Easement
- ☐ Other *(If Other, explain. If for disposal of excess land and/or other rights, please indicate fee simple, dedication/perpetual easement, and/or release of access rights.)*

Date of work under review: May 24, 2016

Effective date of the opinion or conclusion of the work under review: March 17, 2016

Appraiser(s) who completed work being reviewed: David L. DuBois, MAI

Describe the scope of work performed in this appraisal review report as required in 49 CFR 24.104 and USPAP Scope of Work Rule.

The report has been reviewed to determine if the appraiser has complied with the required IDOT standards in accordance with 49 CFR 24.104 and the requirements of the Uniform Standards of Professional Appraisal Practice (USPAP). My report is intended to comply with the requirements of Standard 3 and is prepared on this form as developed and required by IDOT.

In the event that I have completed my own independent research of the subject property and any additional information and data or I have documented the attached appraisal, this will be so stated in the accompanying review appraisal report. Otherwise, this review has been based on only the data and information provided by the appraiser of record for the appraisal report.

If I have disagreed with any of the appraiser's conclusions, the basis for opinion are explained and supported as part of this review report. The appraiser's report that has been reviewed is attached and considered part of this review report. Unless noted otherwise, I have accepted the factual data reported by the appraiser.

SCOPE OF REVIEW:

The purpose of the attached report is to estimate the fair market value of the subject property according to the Illinois Department of Transportation's Land Acquisition Policies and Procedures Manual. The Illinois Department of Transportation is the intended user of this report and the client. The intended use of the attached appraisal report is to assist in securing right of way for the road improvement project along US 34 in Kendall County, IL. The scope of this appraisal review included a viewing of the subject property, the comparable sales and the surrounding area, which was made on March 24, 2016, April 20, 2016 and June 3, 2016. The subject site is unimproved. There are trees, vegetation and a creek located on the subject property. The subject property has US 34 frontage (approximately 531 lineal feet). To the west and south are commercial and residential properties. To the north are mainly residential properties. To the east are residential tracts and commercial properties. The zoning of the subject property is R-2; Single Family Traditional Residence District by the United City of Yorkville Zoning Authority. Based on the size of the subject property, the location of the subject property and the zoning in place, it is Mr. DuBois's opinion the highest and best use of the subject property is for the existing use (as vacant land). The subject property has a total area of 0.617 acre - the proposed right of way needed is 0.429 acre. The remainder property will contain 0.188 acre. Within the proposed right of way acquisition is grass area, trees, vegetation and shrubs. The remainder property will still remain an unbuildable lot and utilized as a vacant lot, access and zoning will not be impacted by the proposed right of way; therefore the remainder property is not considered an uneconomic remnant. The subject property access will not be changed by the proposed acquisition. The subject will maintain the same basic shape, have the same utility and the same highest and best use as in the before condition. Therefore, based upon the above information I agree with Mr. DuBois that the highest and best use of the subject property is for the continued existing vacant land use. It is Mr. DuBois's opinion there are no damages to the remainder property as a result of the proposed acquisition.

The scope of this review is limited to forming an opinion as to the apparent adequacy and relevance of the data and the propriety of any adjustments to the data; form an opinion as to the appropriateness of the appraisal methods and techniques used and develop the reasons for any disagreement; form an opinion as to whether the analyses, opinions, and conclusions in the report under the review are appropriate and reasonable, and develop the reasons for any disagreement. It is my opinion the attached report was completed following all of the appropriate appraisal methods, USPAP and satisfies all Illinois Department of Transportation requirements (including the Uniform Relocation Act).

SCOPE OF REVIEW (con't):

Illinois Department of Transportation

ENVIRONMENTAL DISCLAIMER: The market value estimate in this report is based on the assumption that the property is not negatively affected by the existence of hazardous substances or detrimental environmental conditions. The Appraiser's routine inspection of and inquiries about the subject property did not develop any information that would indicate any apparent significant hazardous substances or detrimental environmental conditions which would affect the property negatively. It is possible that tests and inspections made by a qualified hazardous substance material and environmental expert may reveal the existence of hazardous materials and environmental conditions on or around the property that would negatively affect its value.

Assignment Conditions: Assignment conditions include assumptions, extraordinary assumptions, hypothetical conditions, laws and regulations, jurisdictional exceptions, and other conditions that affect the scope of work. Assignment conditions applicable to this appraisal assignment are summarized below.

The Client requires this appraisal assignment to comply with the following standards, laws, regulations, and policies:

- the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act) and its implementing regulation 49 CFR Part 24,
- the Uniform Standards of Professional Appraisal Practice (USPAP), and
- the Illinois Department of Transportation's Land Acquisition Policies and Procedures Manual.

Furthermore, the Client requires this appraisal to be prepared in accordance with the appropriate state laws, regulations and policies and procedures applicable to appraisal of right of way. No portion of the value assigned to such property shall consist of items which are non-compensable under the established laws of Illinois.

In accordance with 49 CFR Part 24 and IDOT's Land Acquisition Policies and Procedures Manual, in opining on the value of the property before the taking, the appraiser shall disregard any decrease or increase in the fair market value of real property prior to the date of valuation caused by the public improvement for which such property is acquired, or by the likelihood the property would be acquired for such improvement, other than that due to physical deterioration within the reasonable control of the owner. This situation is considered to be a hypothetical condition for the purposes of this appraisal. The use of this hypothetical condition may affect the assignment results.

Any decrease or increase in value caused by the actual acquisition of a part of the property must be considered in opining on the value of the remainder after taking. Such changes in value are parcel-specific.

USPAP Standards Rule 1-2(c)(iv) requires that when exposure time is a component of the definition for the value opinion being developed, the appraiser must also develop an opinion of reasonable exposure time linked to that value opinion. However, the definition of fair market value in this report does not include exposure time as a component. Therefore, the appraiser is not required to develop and report an opinion of exposure time linked to the value opinion. This situation is considered to be an assignment condition for the purposes of this appraisal.

DATE: June 8, 2016

COPY

Review Appraiser Signature

Review Appraiser Name: Gary L. Dorton

License Type: Certified General Real Estate Appraiser IL License # 553.001423 Expires: 9/30/17

Illinois Department of Transportation

Interest being appraised is:

☒ Fee Simple ☐ Permanent Easement ☐ Temporary Easement ☐ Dedication

EXPLANATION OF VALUE

A current definition of Market Value as defined in The Appraisal of Real Estate, Twelfth Edition, is stated as: The most probable price, as of a specified date, in cash, or in terms equivalent to cash, or in other precisely revealed terms, for which the specified property rights should sell after reasonable exposure in a competitive market under all conditions requisite to a fair sale, with the buyer and seller each acting prudently, knowledgeably, and for self-interest, and assuming that neither is under undue duress.

Three widely used approaches to value or techniques by which market data may be analyzed are:

1. Cost Approach also referred to as the Cost Summation Approach
2. Income Approach also referred to as the Income Capitalization Approach or the Capitalization Approach
3. Direct Sales Approach also referred to as the Sales Comparison Approach or the the Market Data Approach

The *Cost Approach* is the procedure through which a value indication is derived for the fee simple interest by estimating the current cost to construct a reproduction of, or replacement for, the existing structure, then deducting accrued depreciation from the reproduction or replacement cost, and adding the estimated land value plus entrepreneurial profit. Adjustments may then be made to the indicated fee simple value of the property interest being appraised.

The *Income Approach* is the procedure through which a value indication for an income-producing property is derived by converting anticipated benefits into present property value.

The *Direct Sales Approach* is the procedure in which a value indication is derived by comparing the property being appraised to similar properties that have been sold recently, applying appropriate units of comparison, and making adjustments to the sale prices of the comparable based on the elements of comparison.

Each of the three approaches serves independently as a guide to the value of property with a varying degree of reliability. After all the factors of each of the three approaches have been considered, the final estimate of value is concluded from the applicable approaches. For this review I agree with the appraiser's reliance on the Sales Comparison Approach. Adequate sales data was available and a greater degree of reliance is given to this approach as it is directly related to the current market data.

Illinois Department of Transportation

CERTIFICATION AND STATEMENT OF LIMITING CONDITIONS

CERTIFICATION: The Reviewer certifies and agrees that, to the best of his knowledge and belief:

1. The facts and data reported by the Reviewer and used in the review process are true and correct.
2. The analyses, opinions, and conclusions in this review report are limited only by the assumptions and limiting conditions stated in this review report, and are my personal, impartial, unbiased professional analyses, opinions, and conclusions.
3. Unless stated elsewhere, I have no present or prospective interest in the property that is the subject of the work under review and I have no personal interest or bias with respect to the parties involved.
4. My compensation is not contingent on an action or event resulting from the analyses, opinions, or conclusions in, or the use of, this review report.
5. My analyses, opinions, and conclusions were developed and this review report was prepared in conformity with the Uniform Standards of Professional Appraisal Practice.
6. I have made a personal inspection of the subject of the work under review. Unless stated otherwise the minimum of an exterior inspection has been performed.
7. No one provided significant appraisal, appraisal review, or appraisal consulting assistance to the person signing this certification.
8. I have no bias with respect to the property that is the subject of the work under review or to the parties involved with this assignment.
9. My engagement in this assignment was not contingent upon developing or reporting predetermined results.
10. I have not performed a previous appraisal report, appraisal review, appraisal consulting assignment or any related real estate service involving the subject property within three years prior to accepting this assignment.
11. My compensation for completing this assignment is not contingent upon the development or reporting of predetermined assignment results or assignment results that favors the cause of the client, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal review.

COPY

Gary L. Dorton

State License/Certification Title: Illinois Certified General Real Estate Appraiser

State License/Certification No.: 553.001423

Date of Expiration: 09/30/2017

Illinois Department of Transportation

CONTINGENT AND LIMITING CONDITIONS: The certification of the Reviewer appearing in the review report is subject to the following conditions and to such other specific and limiting conditions as are set forth by the Reviewer in the review report.

1. The Reviewer assumes no responsibility for matters of a legal nature affecting the property, which is the subject of this review or the title thereto, nor does the Reviewer render an opinion as to the title, which is assumed to be good and marketable.
2. The reviewer assumes that there are no hidden or unapparent conditions of the property, subsoil, or structures, which would render it more or less valuable. The Reviewer assumes no responsibility for such conditions, or for engineering which might be required to discover such factors.
3. Information, estimates, and opinions furnished to the Reviewer, and contained in the review report, were obtained from sources considered reliable and believed to be true and correct. However, the Reviewer for accuracy of such items furnished the Reviewer can assume no responsibility.
4. The Uniform Standards of Professional Appraisal Practice and the Bylaws and Regulations of any professional appraisal organizations with which the Reviewer is affiliated govern disclosure of the contents of the report.
5. Neither all, nor any part of the content of the review report, or copy thereof (including the conclusions of the review, the identity of the Reviewer, professional designations, reference to any professional appraisal organizations, or the firm with which the Reviewer is connected), shall be used for any purposes by anyone but the client specified in the review report, its successors and assigns, professional appraisal organizations, any state or federally approved financial institution, any department, agency or instrumentality of the United States or any state or the District of Columbia, without the previous written consent and approval of the Reviewer.
6. No change of any item in the review report shall be made by anyone other than the Reviewer and the Reviewer shall have no responsibility for any such unauthorized change.

QUALIFICATIONS OF APPRAISER

Gary Dorton

Certification

State Certified General Appraiser, State of Illinois License No. 553.001423 (12/01)

International Right Of Way Association

Course 101: Principles of Real Estate Acquisition
Appraisal & Negotiations (10/92)
Course 101: Principles of Real Estate Acquisition
Engineering & Law (02/93)
Course 201: Communications in Real Estate Acquisition (09/94)
Course 801: Land Titles (09/98)
Course 401: The Appraisal of Partial Acquisitions (04/00)
Course 410: Reviewing Appraisals in Eminent Domain (06/11)

Appraisal Institute

Course 110: Appraisal Principles - The Chicago Chapter (07/99)
Course 120: Appraisal Procedures - The Chicago Chapter (08/99)
Course 310 Basic Income Capitalization – The Chicago Chapter (11/99)
Seminar: Eminent Domain and Condemnation Appraising – The Chicago Chapter (05/00)
Course 710 Condemnation Appraising – The Chicago Chapter (10/00)
Course 710 Condemnation Appraising – Heart Of Illinois Chapter (03/04)
IL VII: Non-Residential Report Writing – The Chicago Chapter (04/01)
Course 320 General Applications – The Chicago Chapter (08/01)
Appraising The Tough Ones – The Peoria/Central Illinois Chapter (10/02)
Course – 7 Hour National USPAP Update Course – Northern Illinois Chapter (03/04; 05/06)
Seminar: Scope of Work – Expanding Your Range of Services – Heart of Illinois Chapter (06/04)
Reviewing Residential Appraisal Reports – Heart of Illinois Chapter (04/07)

Real Estate Education Company

Course APPI: Standards of Professional Practice (10/99)
Course APPIII: Single Family Residential Appraisal Course (11/00)

Illinois Society of Professional Farm Managers and Rural Appraisers

Agency Appraisal Seminar (07/05)
Yellow Book Seminar (09/06)

Illinois Coalition of Appraisal Professionals (ICAP)

2002 Illinois Appraisers Update Seminar (07/02)

National Highway Institute

Course 14136: Eminent Domain Training for Attorneys and Appraisers
Team Building for Effective Results (03/99)
Course 14139: Real Estate Acquisition for Local Public Agencies (08/00)
Course 141043: Appraisal for Federal-Aid Highway Programs (06/13)
Course 141044: Appraisal Review for Federal-Aid Highway Programs (06/13)

McKissock Data Systems

Uniform Standards of Professional Appraisal Practice (03/02)
Real Estate Damages: Assessment and Testimony (04/02)
Scope of Work (06/07)
National USPAP Update (12/08) (12/10) (4/12) (6/14) (6/16)
Even Odder: More Oddball Appraisals (12/08)
Introduction to Expert Witness Testimony (08/09), (12/10)
Current Issues in Appraising (08/09)
Risky Business: Ways to Minimize Liability (12/10)
Seminar – Deriving and Supporting Adjustments (8/13)
OS: Secondary Market Appraisal Guidelines (3/15)
Expert Witness Testimony: To Do Or Not To Do (3/15)

U.S. Department of Transportation (Federal Highway Administration)

FHWA Resource Center Right-of-Way Workshop (4/15)

Lorman Education Services

Eminent Domain Seminar (04/06)

Illinois Department of Transportation

Effective Writing (03/94)
Negotiating Effective Agreements (09/94)

Illinois Valley Community College

Course: Real Estate Transactions (08/92)

National Association Independent Fee Appraisers

Course 4.0: Marshall & Swift Valuation Guides (04/00)

Professional Membership

Illinois Association of Highway Engineers

Illinois Department of Transportation

Receipt of Conveyance Documents and Disbursement Statement

FILE COPY

Owner The United City of Yorkville
Job No. R-93-010-13
Parcel No. 3XQ0029

The People of the State of Illinois, Department of Transportation (Grantee) acknowledges Receipt of the following:

☒ Warranty Deed covering 0.429 acre

all located in Kendall County, Illinois as right of way for FAP 591 (US 34), Section (13)R-2[(13BR)C,(13BR-1)BR] dated _____, executed by the undersigned Grantors.

Grantor and Grantee agree as follows:

1. The payment of the sum of ONE THOUSAND NINE HUNDRED AND No/100 Dollars ($1,900.00) to Grantor as total consideration for the deed, by Grantee is subject to Grantee's approval of title and documentation and, if applicable, Grantee's final approval in accordance with Section 9.02 of the Illinois State Finance Act.

2. All improvements located, wholly or partially, on the parcel shall become the property of the State of Illinois, unless provided as follows:

   N/A

3. Possession and transfer of title to IDOT occur when Grantee delivers a state warrant to Grantor, in person or to the address stated herein, in the amount of the above stated consideration, unless provided herein. Grantor shall have the sole responsibility and obligation to protect, preserve and maintain the parcel and improvements thereon until delivery of possession to Grantee.

4. Grantor directs Grantee to disburse the above stated consideration by warrant or by separate warrants as follows:

Name*	TIN/FEIN/SSN	Address	Amount
The United City of Yorkville		800 Game Farm Road Yorkville, IL 60560	$1,900.00

*If multiple names on the same warrant, list first and circle the name of the person or entity whose TIN/FEIN/SSN is entered above. If lien holder is to be paid by warrant, use Grantor's TIN or SSN.

****Attach a current W-9 form for each TIN/FEIN/SSN.**

5. **NON-FOREIGN CERTIFICATION – FIRPTA**. Section 1445 of the Internal Revenue Code provides that a transferee buyer of a U.S. real property interest must withhold tax if the transferor is a foreign person. For purposes of this paragraph, "Transferee" shall mean "Grantee" and "Transferor" shall mean "Grantor". To inform the Grantee that withholding of tax is not required upon the disposition of a U.S. real property interest by Grantor, the Grantor hereby certifies the following:

   a. Transferor is the owner of the real property being conveyed;
   b. Transferor is not a foreign person, entity, or disregarded entity (as such term is defined in the Internal Revenue Code and Income Tax Regulations); and
   c. Transferor's U.S. Taxpayer Identification Number and address set forth above are true and correct.

   Transferor understands that this certification may be disclosed to the Internal Revenue Service by Transferee and that any false statement contained herein could be punished by fine, imprisonment or both.

   _____
   Initial

6. Illinois law (15 ILCS 405/10.05 to 405/10.05b) requires the State of Illinois Comptroller to deduct from any State of Illinois warrants or payments the amount of any outstanding account or claim in favor of the State of Illinois and any amount necessary to satisfy past due child support or delinquent student loan and financial aid obligations on any loan guaranteed by the Illinois Student Assistance Commission.

7. This Receipt of Conveyance Documents and Disbursement Statement is the entire and exclusive agreement between the parties and supersede any written or oral understanding, promise or agreement, directly or indirectly related to the conveyance of parcel and improvements. The parties agree that any changes to this Receipt may only be made in writing and signed by the parties.

Date: _____

Grantor:

_____
Signature

Gary J. Golinski, Mayor
Print Name (and Title, if applicable)

_____
Signature

_____
Print Name (and Title, if applicable)

_____
Signature

Beth Warren, City Clerk
(Print Name (and Title, if applicable)

_____
Signature

_____
(Print Name (and Title, if applicable)

Date: _____

Grantee:

The People of the State of Illinois, Department of Transportation

_____
Robert Simpson for State of Illinois, Department of Transportation

Reviewed By:	
Legal	■
Finance	■
Engineer	☐
City Administrator	■
Human Resources	☐
Community Development	■
Police	☐
Public Works	■
Parks and Recreation	☐

Agenda Item Number

NB #6

Tracking Number

PW 2016-49

Agenda Item Summary Memo

Title: Kennedy Road Multi-Use Path Phase III Engineering Agreement

Meeting and Date: Public Works Committee – July 19, 2016

Synopsis: See attached memo.

Council Action Previously Taken:

Date of Action: N/A Action Taken: _____

Item Number: _____

Type of Vote Required: Majority

Council Action Requested: Approval

Submitted by: Bart Olson (Name) Administration (Department)

Agenda Item Notes:

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/gov_officials.php

Memorandum

To: Public Works Committee
From: Bart Olson, City Administrator
CC:
Date: July 14, 2016
Subject: Kennedy Road trail phase III engineering contract

Summary

Approval of an agreement with EEI for phase III construction engineering for the Kennedy Road multi-use path.

Background

This item was last discussed by the City Council in June 2016, when an RFQ for phase III construction engineering was approved by the City Council. The City received 9 total submittals from various engineering firms. A team of staff members reviewed all proposals based on the following qualifications:

1. Qualifications and experience of personnel to perform the required observation and inspection of project in accordance with general industry engineering standards established by the Illinois Department of Transportation (IDOT) (40%).

2. Description of the firm's thorough understanding of the project including challenges during construction (30%).

3. Qualifications and experience related to providing liaison functions to facilitate coordination of property owners, contractors, and utilities engaged or affected by the project (20%).

4. The completeness of the proposal will also be evaluated. This will assess spelling, grammar, accuracy and adherence to requirements outlined in the RFQ. (10%)

The staff reviewed proposals separately and then came together to discuss rankings of the proposal, as follows, starting with highest ranking (scores out of 400 total points): EEI (371), HR Green (369), Benesch (363), Hampton Lenzini (361), Engineering Resources (347), TY Lin (345), Trotter and Associates (326), Mackie Consultants (284), Robinson Engineering (275).

With the above rankings, staff approached EEI to provide a scope and price for phase III construction engineering services. That proposal is attached. Staff was comfortable with the scope, timing, and price of the proposal. The total cost of the contract will be around $164,000 which is within the budgeted amounts in FY 17 and FY 18.

Recommendation

Staff recommends approval of the attached phase III engineering agreement with EEI.

LOCAL AGENCY		Illinois Department of Transportation	CONSULTANT	
Local Agency: United City of Yorkville			Consultant: Engineering Enterprises, Inc.	
County: Kendall			Address: 52 Wheeler Road	
Section: 10-00042-00-BT			City: Sugar Grove	
Project No.: TE00D3(068)		**Construction Engineering Services Agreement For Federal Participation**	State: IL	
Job No.: C-93-088-15			Zip Code: 60554	
Contact Name/Phone/E-mail Address: Bart Olson/630-553-8357 bolson@yorkville.il.us			Contact Name/Phone/E-mail Address: Brad Sanderson/630-466-6720 bsanderson@eeiweb.com	

THIS AGREEMENT is made and entered into this _____ day of _____, 2016 between the above Local Agency (LA) and Consultant (ENGINEER) and covers certain professional engineering services in connection with the PROJECT described herein. Federal-aid funds allotted to the LA by the state of Illinois under the general supervision of the Illinois Department of Transportation (STATE) will be used entirely or in part to finance engineering services as described under AGREEMENT PROVISIONS.

WHEREVER IN THIS AGREEMENT or attached exhibits the following terms are used, they shall be interpreted to mean:

Regional Engineer	Deputy Director Division of Highways, Regional Engineer, Department of Transportation
Resident Construction Supervisor	Authorized representative of the LA in immediate charge of the engineering details of the PROJECT
In Responsible Charge	A full time LA employee authorized to administer inherently governmental PROJECT activities
Contractor	Company or Companies to which the construction contract was awarded

Project Description

Name Kennedy Road Route FAU3793 Length 3.05 mi Structure No. N/A

Termini IL Route 47 to Mill Road

Description: Phase III Engineering Services for the construction of a new HMA bike path on the south side of Kennedy Road from IL Route 47 to Mill Road. The work cosists of aggregate base course, hot-mix asphalt surface course, curb and gutter removal and replacement, street light removal and relocation, restoration, and all other appurtenant work required to complete the project in accordance with the plans, specifications, and all other applicable standards.

Agreement Provisions

I. THE ENGINEER AGREES,

1. To perform or be responsible for the performance of the engineering services for the LA, in connection with the PROJECT hereinbefore described and checked below:

   ☒ a. Proportion concrete according to applicable STATE Bureau of Materials and Physical Research (BMPR) Quality Control/Quality Assurance (QC/QA) training documents or contract requirements and obtain samples and perform testing as noted below.

   ☒ b. Proportion hot mix asphalt according to applicable STATE BMPR QC/QA training documents and obtain samples and perform testing as noted below.

   ☐ c. For soils, to obtain samples and perform testing as noted below.

   ☒ d. For aggregates, to obtain samples and perform testing as noted below.

   NOTE: For 1a. through 1d. the ENGINEER is to obtain samples for testing according to the STATE BMPR "Project Procedures Guide", or as indicated in the specifications, or as attached herein by the LA; test according to the STATE BMPR "Manual of Test Procedures for Materials", submit STATE BMPR inspection reports; and verify compliance with contract specifications.

☒ e. Inspection of all materials when inspection is not provided at the sources by the STATE BMPR, and submit inspection reports to the LA and the STATE in accordance with the STATE BMPR "Project Procedures Guide" and the policies of the STATE.

☒ f. For Quality Assurance services, provide personnel who have completed the appropriate STATE BMPR QC/QA trained technician classes.

☒ g. Inspect, document and inform the LA employee In Responsible Charge of the adequacy of the establishment and maintenance of the traffic control.

☒ h. Geometric control including all construction staking and construction layouts.

☒ i. Quality control of the construction work in progress and the enforcement of the contract provisions in accordance with the STATE Construction Manual.

☒ j. Measurement and computation of pay items.

☒ k. Maintain a daily record of the contractor's activities throughout construction including sufficient information to permit verification of the nature and cost of changes in plans and authorized extra work.

☒ l. Preparation and submission to the LA by the required form and number of copies, all partial and final payment estimates, change orders, records, documentation and reports required by the LA and the STATE.

☒ m. Revision of contract drawings to reflect as built conditions.

☒ n. Act as resident construction supervisor and coordinate with the LA employee In Responsible Charge.

2. Engineering services shall include all equipment, instruments, supplies, transportation and personnel required to perform the duties of the ENGINEER in connection with the AGREEMENT.

3. To furnish the services as required herein within twenty-four hours of notification by the LA employee In Responsible Charge.

4. To attend meetings and visit the site of the work at any reasonable time when requested to do so by representatives of the LA or STATE.

5. That none of the services to be furnished by the ENGINEER shall be sublet, assigned or transferred to any other party or parties without the written consent of the LA. The consent to sublet, assign or otherwise transfer any portion of the services to be furnished by the ENGINEER shall not be construed to relieve the ENGINEER of any responsibility for the fulfillment of this AGREEMENT.

6. The ENGINEER shall submit invoices, based on the ENGINEER's progress reports, to the LA employee In Responsible Charge, no more than once a month for partial payment on account for the ENGINEER's work completed to date. Such invoices shall represent the value, to the LA of the partially completed work, based on the sum of the actual costs incurred, plus a percentage (equal to the percentage of the construction engineering completed) of the fixed fee for the fully completed work.

7. That the ENGINEER is qualified technically and is entirely conversant with the design standards and policies applicable to improvement of the SECTION; and that the ENGINEER has sufficient properly trained, organized and experienced personnel to perform the services enumerated herein.

8. That the ENGINEER shall be responsible for the accuracy of the ENGINEER's work and correction of any errors, omissions or ambiguities due to the ENGINEER'S negligence which may occur either during prosecution or after acceptance by the LA. Should any damage to persons or property result from the ENGINEER's error, omission or negligent act, the ENGINEER shall indemnify the LA, the STATE and their employees from all accrued claims or liability and assume all restitution and repair costs arising from such negligence. The ENGINEER shall give immediate attention to any remedial changes so there will be minimal delay to the contractor and prepare such data as necessary to effectuate corrections, in consultation with and without further compensation from the LA.

9. That the ENGINEER will comply with applicable federal statutes, state of Illinois statutes, and local laws or ordinances of the LA.

10. The undersigned certifies neither the ENGINEER nor I have:

    a) employed or retained for commission, percentage, brokerage, contingent fee or other considerations, any firm or person (other than a bona fide employee working solely for me or the above ENGINEER) to solicit or secure this AGREEMENT;

b) agreed, as an express or implied condition for obtaining this AGREEMENT, to employ or retain the services of any firm or person in connection with carrying out the AGREEMENT or

c) paid, or agreed to pay any firm, organization or person (other than a bona fide employee working solely for me or the above ENGINEER) any fee, contribution, donation or consideration of any kind for, or in connection with, procuring or carrying out the AGREEMENT.

d) are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;

e) have not within a three-year period preceding the AGREEMENT been convicted of or had a civil judgment rendered against them for commission of fraud or criminal offense in connection with obtaining, attempting to obtain or performing a public (Federal, State or local) transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property;

f) are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (e) of this certification; and

g) have not within a three-year period preceding this AGREEMENT had one or more public transactions (Federal, State or local) terminated for cause or default.

11. To pay its subconsultants for satisfactory performance no later than 30 days from receipt of each payment from the LA.

12. To submit all invoices to the LA within one year of the completion of the work called for in this AGREEMENT or any subsequent Amendment or Supplement.

13. To submit BLR 05613, Engineering Payment Report, to the STATE upon completion of the work called for in the AGREEMENT.

14. To be prequalified with the STATE in Construction Inspection when the ENGINEER or the ENGINEER's assigned staff is named as resident construction supervisor. The onsite resident construction supervisor shall have a valid Documentation of Contract Quantities certification.

15. Will provide, as required, project inspectors that have a valid Documentation of Contract Quantities certification.

II. THE LA AGREES,

1. To furnish a full time LA employee to be In Responsible Charge authorized to administer inherently governmental PROJECT activities.

2. To furnish the necessary plans and specifications.

3. To notify the ENGINEER at least 24 hours in advance of the need for personnel or services.

4. To pay the ENGINEER as compensation for all services rendered in accordance with this AGREEMENT, on the basis of the following compensation formulas:

Cost Plus Fixed Fee Formulas

☒ FF = 14.5%[DL + R(DL) + OH(DL) + IHDC], or
☐ FF = 14.5%[(2.3 + R)DL + IHDC]

Where:
DL = Direct Labor
IHDC = In House Direct Costs
OH = Consultant Firm's Actual Overhead Factor
R = Complexity Factor
FF=Fixed Fee
SBO = Services by Others

Total Compensation = DL +IHDC+OH+FF+SBO

Specific Rate ☐ (Pay per element)

Lump Sum ☐ _____

5. To pay the ENGINEER using one of the following methods as required by 49 CFR part 26 and 605 ILCS 5/5-409:

☐ With Retainage

a) **For the first 50% of completed work**, and upon receipt of monthly invoices from the ENGINEER and the approval thereof by the LA, monthly payments for the work performed shall be due and payable to the ENGINEER, such payments to be equal to 90% of the value of the partially completed work minus all previous partial payments made to the ENGINEER.
b) **After 50% of the work is completed**, and upon receipt of monthly invoices from the ENGINEER and the approval thereof by the LA, monthly payments covering work performed shall be due and payable to the ENGINEER, such payments to be equal to 95% of the value of the partially completed work minus all previous partial payments made to the ENGINEER.
c) **Final Payment** – Upon approval of the work by the LA but not later than 60 days after the work is completed and reports have been made and accepted by the LA and the STATE, a sum of money equal to the basic fee as determined in this AGREEMENT less the total of the amounts of partial payments previously paid to the ENGINEER shall be due and payable to the ENGINEER.

☒ Without Retainage

a) **For progressive payments** – Upon receipt of monthly invoices from the ENGINEER and the approval thereof by the LA, monthly payments for the work performed shall be due and payable to the ENGINEER, such payments to be equal to the value of the partially completed work minus all previous partial payments made to the ENGINEER.
b) **Final Payment** – Upon approval of the work by the LA but not later than 60 days after the work is completed and reports have been made and accepted by the LA and STATE, a sum of money equal to the basic fee as determined in this AGREEMENT less the total of the amounts of partial payments previously paid to the ENGINEER shall be due and payable to the ENGINEER.

6. The recipient shall not discriminate on the basis on the basis of race, color, national origin or sex in the award and performance of any DOT-assisted contract or in the administration of its DBE program or the requirements of 49 CFR part 26. The recipient shall take all necessary and reasonable steps under 49 CFR part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. The recipient's DBE program, as required by 49 CFR part 26 and as approved by DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the Department may impose sanctions as provided for under part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31U.S.C. 3801 et seq.).

7. To submit approved form BC 775 (Exhibit C) and BC 776 (Exhibit D) with this AGREEMENT.

III. It is Mutually Agreed,

1. That the ENGINEER and the ENGINEER's subcontractors will maintain all books, documents, papers, accounting records and other evidence pertaining to cost incurred and to make such materials available at their respective offices at all reasonable times during the AGREEMENT period and for three years from the date of final payment under this AGREEMENT, for inspection by the STATE, Federal Highway Administration or any authorized representatives of the federal government and copies thereof shall be furnished if requested.

2. That all services are to be furnished as required by construction progress and as determined by the LA employee In Responsible Charge. The ENGINEER shall complete all services specified herein within a time considered reasonable to the LA, after the CONTRACTOR has completed the construction contract.

3. That all field notes, test records and reports shall be turned over to and become the property of the LA and that during the performance of the engineering services herein provided for, the ENGINEER shall be responsible for any loss or damage to the documents herein enumerated while they are in the ENGINEER's possession and any such loss or damage shall be restored at the ENGINEER's expense.

4. That this AGREEMENT may be terminated by the LA upon written notice to the ENGINEER, at the ENGINEER's last known address, with the understanding that should the AGREEMENT be terminated by the LA, the ENGINEER shall be paid for any services completed and any services partially completed. The percentage of the total services which have been rendered by the ENGINEER shall be mutually agreed by the parties hereto. The fixed fee stipulated in numbered paragraph 4d of Section II shall be multiplied by this percentage and added to the ENGINEER's actual costs to obtain the earned value of work performed. All field notes, test records and reports completed or partially completed at the time of termination shall become the property of, and be delivered to, the LA.

5. That any differences between the ENGINEER and the LA concerning the interpretation of the provisions of this AGREEMENT shall be referred to a committee of disinterested parties consisting of one member appointed by the ENGINEER, one member appointed by the LA, and a third member appointed by the two other members for disposition and that the committee's decision shall be final.

6. That in the event the engineering and inspection services to be furnished and performed by the LA (including personnel furnished by the ENGINEER) shall, in the opinion of the STATE be incompetent or inadequate, the STATE shall have the right to supplement the engineering and inspection force or to replace the engineers or inspectors employed on such work at the expense of the LA.

7. That the ENGINEER has not been retained or compensated to provide design and construction review services relating to the contractor's safety precautions, except as provided in numbered paragraph 1f of Section I.

8. This certification is required by the Drug Free Workplace Act (30ILCS 580). The Drug Free Workplace Act requires that no grantee or contractor shall receive a grant or be considered for the purpose of being awarded a contract for the procurement of any property or service from the State unless that grantee or contractor will provide a drug free workplace. False certification or violation of the certification may result in sanctions including, but not limited to, suspension of contract or grant payments, termination of a contract or grant and debarment of contracting or grant opportunities with the State for at least one (1) year but no more than five (5) years.

   For the purpose of this certification, "grantee" or "contractor" means a corporation, partnership or other entity with twenty-five (25) or more employees at the time of issuing the grant, or a department, division or other unit thereof, directly responsible for the specific performance under a contract or grant of $5,000 or more from the State, as defined in the Act.

   The contractor/grantee certifies and agrees that it will provide a drug free workplace by:

   (a) Publishing a statement:

      (1) Notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance, including cannabis, is prohibited in the grantee's or contractor's workplace.

      (2) Specifying the actions that will be taken against employees for violations of such prohibition.

      (3) Notifying the employee that, as a condition of employment on such contract or grant, the employee will:

         (A) abide by the terms of the statement; and

         (B) notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five (5) days after such conviction.

   (b) Establishing a drug free awareness program to inform employees about:

      (1) the dangers of drug abuse in the workplace;

      (2) the grantee's or contractor's policy of maintaining a drug free workplace;

      (3) any available drug counseling, rehabilitation and employee assistance program; and

      (4) the penalties that may be imposed upon an employee for drug violations.

   (c) Providing a copy of the statement required by subparagraph (a) to each employee engaged in the performance of the contract or grant and to post the statement in a prominent place in the workplace.

   (d) Notifying the contracting or granting agency within ten (10) days after receiving notice under part (B) of paragraph (3) of subsection (a) above from an employee or otherwise receiving actual notice of such conviction.

   (e) Imposing a sanction on, or requiring the satisfactory participation in a drug abuse assistance or rehabilitation program by, any employee who is convicted, as required by section S of the Drug Free Workplace Act.

   (f) Assisting employees in selecting a course of action in the event drug counseling, treatment and rehabilitation is required and indicating that a trained referral team is in place.

   (g) Making a good faith effort to continue to maintain a drug free workplace through implementation of the Drug Free Workplace Act.

9. The ENGINEER or subconsultant shall not discriminate on the basis of race, color, national origin or sex in the performance of this AGREEMENT. The ENGINEER shall carry out applicable requirements of 49 CFR part 26 in the administration of DOT-assisted contracts. Failure by the ENGINEER to carry out these requirements is a material breach of this AGREEMENT, which may result in the termination this AGREEMENT or such other remedy as the LA deems appropriate.

Agreement Summary

Prime Consultant:	TIN Number	Agreement Amount
Engineering Enterprises, Inc.	36-3150869	$160,530.79

Sub-Consultants:	TIN Number	Agreement Amount
Rubino Engineering	80-0450719	$3,709.19
	Sub-Consultant Total:	$3,709.19
	Prime Consultant Total:	$160,530.79
	Total for all Work:	$164,239.98

Executed by the LA:

United City of Yorkville
(Municipality/Township/County)

ATTEST:

By: _____

City _____ Clerk

(SEAL)

By: _____

Title: Mayor

Executed by the ENGINEER:

Engineering Enterprises, Inc.

ATTEST:

By: _____

Title: Executive Assistant

By: _____

Title: Vice President

PAYROLL ESCALATION TABLE
FIXED RAISES

FIRM NAME: Engineering Enterprises, Inc.
PRIME/SUPPLEMENT: Prime

DATE: 07/14/16
PTB NO.:

CONTRACT TERM	18 MONTHS	OVERHEAD RATE	199.32%
START DATE	12/1/2016	COMPLEXITY FACTOR	0
RAISE DATE	2/21/2017	% OF RAISE	3.00%

ESCALATION PER YEAR

12/1/2016 - 2/21/2017	2/22/2017 - 2/21/2018	2/22/2018 - 5/21/2018		
3 / 18	12 / 18	3 / 18		
= 16.67%	68.67%	17.68%		

= 1.0302

The total escalation for this project would be: 3.01%

PAYROLL RATES

FIRM NAME Engineering Enterprises **DATE** 07/14/16
PRIME/SUPPLEMENT Prime
PSB NO.

ESCALATION FACTOR 3.01%

CLASSIFICATION	CURRENT RATE	CALCULATED RATE
Senior Principal	$79.33	$81.72
Principal	$63.18	$65.08
Senior Project Manager	$54.50	$56.14
Project Manager	$41.89	$43.15
Sr. Project Engineer/Planner/Surveyor II	$38.25	$39.40
Sr. Project Engineer/Planner/Surveyor I	$35.62	$36.69
Project Engineer/Planner/Surveyor	$29.01	$29.88
Sr. Project Technician II	$36.42	$37.52
Sr. Project Technician I	$33.31	$34.31
Administrative Assistant	$26.58	$27.38
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00

COST PLUS FIXED FEE
COST ESTIMATE OF CONSULTANT SERVICES

DF-824-039
REV 12/04

FIRM Engineering Enterprises, Inc. **DATE** 07/14/16

PSB

OVERHEAD RATE 1.9932

PRIME/SUPPLEMENT Prime **COMPLEXITY FACTOR** 0

United City of Yorkville Kennedy Road ITEP FIXED FEE = 14.5%[DL+R(DL)+OH(DL)+IHDC]

Section 10-00042-00-BT Job: C-93-088-15, Proj. TE-00D3(091)

DBE DROP BOX	ITEM	MANHOURS (A)	PAYROLL (B)	OVERHEAD & FRINGE BENF (C)	IN-HOUSE DIRECT COSTS (D)	FIXED FEE (E)	Outside Direct Costs (F)	SERVICES BY OTHERS (G)	DBE TOTAL (H)	TOTAL (B-G)	% OF GRAND TOTAL
	Pro. Start & Close Out	94	3,899.90	7,773.28		1,692.61				13,365.79	8.14%
	Const. Inspect. & Doc.	576	22,538.24	44,923.22	3,575.00	10,300.29				81,336.75	49.52%
	Pro. Manage & Admin.	100	4,480.04	8,929.62		1,944.40				15,354.06	9.35%
	Material Testing	12	434.76	866.56		188.69		3,709.19		5,199.20	3.17%
	Const. Staking/As-Builts	376	14,292.71	28,488.23		6,203.24				48,984.18	29.82%
	Subconsultant DL					0.00				0.00	0.00%
	TOTALS	1158	45,645.65	90,980.91	3,575.00	20,329.23	0.00	3,709.19	0.00	**164,239.98**	100.00%

DBE 0.00%

DBE

PREPARED BY THE AGREEMENTS UNIT

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AVERAGE HOURLY PROJECT RATES

FIRM Engineering Enterprises, Inc.
PSB
PRIME/SUPPLEMENT Prime
United City of Yorkville
Section 10-00042-00-BT
Kennedy Road ITEP
Job: C-93-088-15, Proj. TE-00D3(091)

DATE 07/14/16

SHEET 1 OF 1

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJECT RATES			Pro. Start & Close Out			Const. Inspect. & Doc.			Pro. Manage & Admin.			Material Testing			Const. Staking/As-Built		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Senior Principal	81.72	0																	
Principal	65.08	26	2.25%	1.46	6	6.38%	4.15	4	0.69%	0.45	16	16.00%	10.41						
Senior Project Manager	56.14	0																	
Project Manager	43.15	156	13.47%	5.81	24	25.53%	11.02	32	5.56%	2.40	60	60.00%	25.89				40	10.64%	4.59
Sr. Project Engineer/Planner/Surveyor II	39.40	840	72.54%	28.58	60	63.83%	25.15	500	86.81%	34.20	16	16.00%	6.30	8	66.67%	26.27	256	68.09%	26.83
Sr. Project Engineer/Planner/Surveyor I	36.69	0																	
Project Engineer/Planner/Surveyor	29.88	104	8.98%	2.68				40	6.94%	2.08				4	33.33%	9.96	60	15.96%	4.77
Sr. Project Technician II	37.52	0																	
Sr. Project Technician I	34.31	20	1.73%	0.59													20	5.32%	1.83
Administrative Assistant	27.38	12	1.04%	0.28	4	4.26%	1.17				8	8.00%	2.19						
		0																	
		0																	
		0																	
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		0																	
		0																	
TOTALS		1158	100%	$39.42	94	100.00%	$41.49	576	100%	$39.13	100	100%	$44.80	12	100%	$36.23	376	100%	$38.01

PREPARED BY THE AGREEMENTS UNIT

Printed 7/14/2016 11:36 AM

SUMMARY OF DIRECT COSTS
Kennedy Road ITEP - United City of Yorkville
Kendall County
Section No. 10-00042-00-BT

Engineering Enterprises, Inc.

In-House Direct Costs	**No.**	**Unit**	**Cost/Unit**	**Total Cost**
Printing/Reports	0	Pages	$0.10	$0.00
Printing/Plans	0	Sheets	$1.00	$0.00
Vehicle	55	Days	$65.00	$3,575.00
Subtotal				$3,575.00

Outside Direct Costs	**No.**	**Unit**	**Cost/Unit**	**Total Cost**
Postage/Overnight Delivery	0	Each	$15.00	$0.00
Subtotal				$0.00
TOTAL				$3,575.00

Illinois Department of Transportation

Engineering Payment Report

Prime Consultant

Name	Engineering Enterprises, Inc
Address	52 Wheeler Road, Sugar Grove, IL 60554
Telephone	630-466-6756
TIN Number	36-3150869

Project Information

Local Agency	United City of Yorkville
Section Number	10-00042-00-BT
Project Number	TE00D3(068)
Job Number	C-93-088-15

This form is to verify the amount paid to the Sub-consultant on the above captioned contract. Under penalty of law for perjury or falsification, the undersigned certifies that work was executed by the Sub-consultant for the amount listed below.

Sub-Consultant Name	TIN Number	Actual Payment from Prime
Rubino Engineering	80-0450719	
	Sub-Consultant Total:	
	Prime Consultant Total:	
	Total for all Work Completed:	

Signature and title of Prime Consultant

Date

Note: The Department of Transportation is requesting disclosure of information that is necessary to accomplish the statutory purpose as outlined under state and federal law. Disclosure of this information is REQUIRED and shall be deemed as concurring with the payment amount specified above.

For information about IDOTs collection and use of confidential information review the department's Identity Protection Policy.

rubino
ENGINEERING INC.

PROPOSAL

July 14, 2016

To: Colleen Jaltuch, P.E.
Engineering Enterprises, Inc.
52 Wheeler Drive
Sugar Grove, IL 60554

Re: **Quality Assurance Testing Services**
Shared-Use Path - IL Rte 47 to Bridge Park
United City of Yorkville
Kendall County, Illinois

Rubino Proposal #Q16.281_REV

Via email: CJaltuch@eeiweb.com

Dear Ms. Jaltuch,

Rubino Engineering, Inc. is pleased to submit the following proposal to provide QA construction materials testing and inspection services on a transportation related project in Yorkville, IL.

PROJECT UNDERSTANDING

Rubino Engineering, Inc. received material quantities from Ms. Jaltuch of EEI via email on July 13, 2016 and the following outlines our understanding of the requested scope of services:

Project Name and Description
Kennedy Road, IL Route 47 to Steven G. Bridge Park Shared-Use Path
Section 10-00042-00-BT
Project: TE-00D3(091)
Job: C-93-088-15
Contract: 87628
United City of Yorkville
Kendall County, Illinois

General Scope of Services
- QA Field testing of uncured concrete – Slump, air, temperature, and casting of cylinders
- QA Laboratory testing of cured concrete – Strength
- QA Field testing of hot mix asphalt (HMA) – Density by the nuclear method
- QA Laboratory testing of HMA – Bulk SG, Max SG, and Loss on Ignition

Extras
- Re-inspection for failed tests
- Work areas not ready for inspection at the time scheduled
- Delays by the contractor
- Cancellations
- Overtime
- Any services not described and listed above

Rubino Engineering, Inc. proposes to provide experienced, technical personnel to perform the requested testing in general accordance with the client-provided project specifications. If any of the above information is incorrect, please notify us or change it on the signed copy of the proposal.

Based on your email on July 13, 2016, the following summarizes our estimate for testing and is subject to change based on final scheduling:

Material	Estimated Number of trips	Half / Full Day *
HMA Testing	3	Half (4 hours)
Site PCC	2	Half (4 hours)

***Portal to Portal**

FEES

The work will be accomplished on a unit price basis in accordance with the Rubino Engineering, Inc. Schedule of Services and Fees, and will be performed pursuant to the attached General Conditions. Copies of our Schedule of Services and Fees and General Conditions are enclosed herewith and incorporated into this proposal.

Rubino Engineering, Inc.'s fees will be determined by the actual amount of technical time expended for this project and the amount of laboratory testing performed by the client's request. The fees charged under this agreement are subject to change 6 months from the date of the proposal.

Rubino Engineering, Inc. will proceed with the planned work only after receiving a signed copy of this proposal. Please complete the attached Project Data Sheet before returning the proposal to enable your file to be properly established.

Rubino estimates fees for this project to be $3,709.19 (see attached CECS)

PROJECT SCHEDULING

Please contact Tim Dunne on his cell phone to schedule testing services:

847-343-0749

CLOSING

Rubino appreciates the opportunity to offer our services for this project and we look forward to working with your company. Please contact me with questions pertaining to this proposal or requests for additional services.

Respectfully submitted,

RUBINO ENGINEERING, INC.

Michelle A. Lipinski, PE
President
michelle.lipinski@rubinoeng.com

RUBINO ENGINEERING, INC. IS:
AN AASHTO-ACCREDITED LABORATORY
IDOT PREQUALIFIED
IDOT DBE-CERTIFIED (100% WOMAN-OWNED)

AUTHORIZATION AND PROPOSAL ACCEPTANCE

If this proposal is acceptable to you, Rubino Engineering, Inc. will perform the work in accordance with the attached General Conditions that are incorporated into and made a part of this proposal. Please sign below as notice to proceed and return one copy of this proposal intact to our office. We will proceed with the work upon receipt of signed authorization.

AGREED TO, THIS _____ **DAY OF** _____ **, 20__.**

BY *(please print)*: _____

TITLE: _____

COMPANY: _____

SIGNATURE: _____

PROJECT INFORMATION:

1. Project Name: _____
2. Project Location: _____
3. Your Job No: _____ Purchase Order No.: _____
4. Project Manager: _____ Telephone No.: _____
5. Site Contact: _____ Telephone No.: _____
6. Number and Distribution of Reports:
   ( ) Copies To: _____ ( ) Copies To: _____
   _____ _____
   _____ _____
   Attn: _____ Attn: _____
   Email: _____ **Email:** _____

IDOT Section No.: _____ IDOT Contract No.: _____
IDOT Route No.: _____ County: _____
IDOT Job No.: _____ IDOT Project No.: _____
City: _____ _____ QC Plan(s) Attached: ☐

7. Invoicing Address: _____
   _____
   _____
   Attn: _____
   Email: _____
8. Other Pertinent Information Or Previous Subsurface Information Available:
   _____
   _____

Rubino Engineering, Inc.
Schedule of Construction Materials Testing Services & Fees through March 1, 2017 (Illinois Prevailing Wage)

LABORATORY TESTING SERVICES		
Compression testing of concrete cylinders by ASTM procedures	Per Cylinder	$ 17.00
Pick-up of test cylinders and transportation to lab (min. 2), or cancellation hours (min. 4)		
(Does not include vehicle charge)	Per hour	$ 89.00
Density relationship of soils		
ASTM D698 - AASHTO T99 (Standard Proctor)	Each	$ 195.00
ASTM D1557 - AASHTO T180 (Modified Proctor)	Each	$ 215.00
Sample preparation for the above tests	Each	$ 40.00
Asphalt		
Maximum Theoretical Specific Gravity	Each	$ 115.00
Bulk Specific Gravity	Each	$ 95.00
Ignition Oven Test / Reflux Extraction + Sieve Analysis	Each	$ 126.00
Core Densities	Each	$ 40.00
MATERIAL TESTER - 1 - *Hand coring and drilling for testing of materials; field inspection of uncured concrete and asphalt.*		
Per Hour		$ 91.00
Per Hour Overtime (before 8am, after 5pm and Saturdays)		$ 136.50
Per Hour Overtime Sundays and Holidays		$ 172.90
MATERIAL TESTER - 2 - *Field inspection of fireproofing, masonry, soil, facade, reinforcing steel, formwork, cured concrete, and concrete and asphalt batch plants; adjusting proportions of bituminous mixtures.*		
Per Hour		$ 95.00
Per Hour Overtime (before 8am, after 5pm and Saturdays)		$ 142.50
Per Hour Overtime Sundays and Holidays		$ 180.50
MATERIAL TESTER - 2 - *Field inspection of welds and structural steel*		
Per Hour		$ 105.00
Per Hour Overtime (before 8am, after 5pm and Saturdays)		$ 147.00
Per Hour Overtime Sundays and Holidays		$ 199.50
EQUIPMENT CHARGES		
Vehicle Charge - Round Trip	Per Day	$ 65.00
Nuclear Density Gage	Per Day	$ 40.00
Windsor Probe (Probe Charge is per set of 3)	Per Set	$ 65.00
Steel Testing Equipment Charge	Per Day	$ 200.00
Floor Flatness Equipment	Per Day	$ 95.00
CORING SERVICES		
P.C. Concrete or Bituminous Concrete Coring - Personnel & Equipment	Per Hour	$ 225.00
Diamond Bit Charge, per inch diameter, per inch depth	Per Inch	$ 3.25
ENGINEERING SERVICES		
Chief Engineer	Per Hour	$ 185.00
Project Engineer/Manager	Per Hour	$ 100.00
Administrative Assistant	Per Hour	$ 65.00
Report Review	Each	$ 50.00

REMARKS

1) All fees and services are provided in accordance with the attached Rubino Engineering, Inc. General Conditions.
2) Unit prices/rates are in effect for 6 months from the date of this proposal and are subject to change without notice thereafter.
3) Overtime rates are applicable for services performed in excess of 8 hours per day portal to portal, Monday through Friday, before 7:00 AM or after 3:00 PM, and for all hours worked on Saturdays, Sundays and holidays. The overtime rate is 1.5 times the applicable hourly rate.
4) All rates are billed on a portal-to-portal basis.
5) Standby time due to delays beyond our control will be charged at the applicable hourly rate.
6) Transportation and per diem are charged at the applicable rates per trip.

7) Rates involving mileage (including transportation, mobilization, vehicle and trip charges) are subject to change based upon increases in the national average gasoline price.

8) A minimum charge of 4 hours applies to field testing and observation services.

9) Scheduling or cancellation of field testing and observation services is required no less than the working day prior to the date the services are to be performed. Services cancelled without advance and/or inadequate notice will be assessed a minimum 4-hour charge.

10) For all Rubino Engineering, Inc. services, a project management/engineering review charge will be billed for all reports issued for the scheduling/supervision of personnel and the evaluation/review of data and reports.

11) The minimum billing increment for time is a half hour.

12) A project set-up charge of a minimum of two hours applies to all projects.

13) Professional Services rates are exclusive of expert deposition or testimony time.

14) This proposal is based on Rubino Engineering, Inc. being scheduled on an on-call basis and letters of certification will not be provided unless Rubino Engineering, Inc. is notified in advance and Rubino Engineering, Inc. is scheduled for full time inspection and testing of the area or item to be certified.

15) If special inspections are required by the city where the construction is to take place, it must be brought to the attention of Rubino Engineering, Inc. prior to the start of construction as additional charges will apply.

16) Prevailing wage fees are subject to change based on the Illinois Department of Labor.

17) Services and fees not listed on this schedule may be quoted on request.

GENERAL CONDITIONS

1. PARTIES AND SCOPE OF WORK: Rubino Engineering, Inc. shall include said company or its particular division, subsidiary or affiliate performing the work. "Work" means the specific geotechnical, analytical, testing or other service to be performed by Rubino Engineering, Inc. as set forth in Rubino Engineering, Inc.'s proposal, Client's acceptance thereof and these General Conditions. Additional work ordered by Client shall also be subject to these General Conditions. "Client" refers to the person or business entity ordering the work to be done by Rubino Engineering, Inc. If Client is ordering the work on behalf of another, Client represents and warrants that it is the duly authorized agent of said party for the purpose of ordering and directing said work. Unless otherwise stated in writing, Client assumes sole responsibility for determining whether the quantity and the nature of the work ordered by the client is adequate and sufficient for Client's intended purpose. Client shall communicate these General Conditions to each and every third party to whom Client transmits any part of Rubino Engineering, Inc.'s work. Rubino Engineering, Inc. shall have no duty or obligation to any third party greater than that set forth in Rubino Engineering, Inc.'s proposal, Client's acceptance thereof and these General Conditions. The ordering of work from Rubino Engineering, Inc., or the reliance on any of Rubino Engineering, Inc.'s work, shall constitute acceptance of the terms of Rubino Engineering, Inc.'s proposal and these General Conditions, regardless of the terms of any subsequently issued document.

2. TESTS AND INSPECTIONS: Client shall cause all tests and inspection of the site, materials and work performed by Rubino Engineering, Inc. or others to be timely and properly performed in accordance with the plans, specifications and contract documents and Rubino Engineering, Inc.'s recommendations. No claims for loss, damage or injury shall by brought against Rubino Engineering, Inc. by Client or any third party unless all tests and inspections have been so performed and unless Rubino Engineering, Inc.'s recommendations have been followed. Client agrees to indemnify, defend and hold RUBINO ENGINEERING, INC., its officers, employees and agents harmless from any and all claims, suits, losses, costs and expenses, including, but not limited to, court costs and reasonable attorney's fees in the event that all such tests and inspections are not so performed or Rubino Engineering, Inc.'s recommendations are not so followed except to the extent that such failure is the result of the negligence, willful or wanton act of omission of Rubino Engineering, Inc., its officers, agents or employees, subject to the limitation contained in paragraph 9.

3. SCHEDULING OF WORK: The services set forth in Rubino Engineering, Inc.'s proposal and Client's acceptance will be accomplished in a timely, workmanlike and professional manner by RUBINO ENGINEERING, INC. personnel at the prices quoted. If Rubino Engineering, Inc. is required to delay commencement of the work or if, upon embarking upon its work, Rubino Engineering, Inc. is required to stop or interrupt the progress of its work as a result of changes in the scope of the work requested by Client, to fulfill the requirements of third parties, interruptions in the progress of construction, or other causes beyond the direct reasonable control of Rubino Engineering, Inc., additional charges will be applicable and payable by Client.

4. ACCESS TO SITE: Client will arrange and provide such access to the site as is necessary for Rubino Engineering, Inc. to perform the work. Rubino Engineering, Inc. shall take reasonable measures and precautions to minimize damage to the site and any improvements located thereon as the result of its work or the use of its equipment; however, Rubino Engineering, Inc. has not included in its fee the cost of restoration of damage which may occur. If Client desires or requires Rubino Engineering, Inc. to restore the site to its former condition, upon written request Rubino Engineering, Inc. will perform such additional work as is necessary to do so and Client agrees to pay Rubino Engineering, Inc. for the cost.

5. CLIENT'S DUTY TO NOTIFY ENGINEER: Client represents and warrants that it has advised Rubino Engineering, Inc. of any known or suspected hazardous materials, utility lines and pollutants at any site at which Rubino Engineering, Inc. is to do work hereunder, and unless Rubino Engineering, Inc. has assumed in writing the responsibility of locating subsurface objects, structures, lines or conduits. Client agrees to defend, indemnify and save Rubino Engineering, Inc. harmless from all claims, suits, loses costs and expenses, including reasonable attorney's fees as a result of personal injury, death or property damage occurring with respect to Rubino Engineering, Inc.'s performance of its work and resulting to or caused by contact with subsurface of latent objects, structures, lines or conduits where the actual or potential presence and location thereof were not revealed to Rubino Engineering, Inc. by Client.

6. RESPONSIBILITY: Rubino Engineering, Inc.'s work shall not include determining, supervising or implementing the means, methods, techniques, sequences or procedures of construction. Rubino Engineering, Inc. shall not be responsible for evaluating, reporting or affecting job conditions concerning health, safety or welfare. Rubino Engineering, Inc.'s work or failure to perform same shall not in any way excuse any contractor, subcontractor or supplier from performance of its work in accordance with the contract documents. Rubino Engineering, Inc. has no right or duty to stop the contractor's work.

7. SAMPLE DISPOSAL: Unless otherwise agreed in writing, test specimens or samples will be disposed immediately upon completion of the test. All drilling samples or specimens will be disposed sixty (60) days after submission of Rubino Engineering, Inc.'s report.

8. PAYMENT: Client shall be invoiced once each month for work performed during the preceding period. Client agrees to pay each invoice within thirty (30) days of its receipt. Client further agrees to pay interest on all amounts invoiced and not paid or objected to for valid cause in writing with said thirty (30) day period at the rate of eighteen (18) percent per annum (or the maximum interest rate permitted under applicable law), until paid. Client agrees to pay Rubino Engineering, Inc.'s cost of collection of all amounts due and unpaid after sixty (60) days, including court costs and reasonable attorney's fees. Rubino Engineering, Inc. shall not be bound by any provision or agreement requiring or providing for arbitration or disputes or controversies arising out of this agreement, any provision wherein Rubino Engineering, Inc. waives any rights to a mechanics' lien, or any provision conditioning Rubino Engineering, Inc.'s right to receive payment for its work upon payment to Client by any third party. These General Conditions are notice, where required, that Rubino Engineering, Inc. shall file a lien whenever necessary to collect past due amounts. Failure to make payment within thirty (30) days of invoice shall constitute a release of Rubino Engineering, Inc. from any and all claims which Client may have, whether in tort, contract or otherwise and whether known or unknown at the time.

9. WARRANTY: RUBINO ENGINEERING, INC.'S SERVICES WILL BE PERFORMED, ITS FINDINGS OBTAINED AND ITS REPORTS PREPARED IN ACCORDANCE WITH ITS PROPOSAL, CLIENT'S ACCEPTANCE THEREOF, THESE GENERAL CONDITIONS AND WITH GENERALLY ACCEPTED PRINCIPLES AND PRACTICES. IN PERFORMING ITS PROFESSIONAL SERVICES, RUBINO ENGINEERING, INC. WILL USE THAT DEGREE OF CARE AND SKILL ORDINARILY EXERCISED UNDER SIMILAR CIRCUMSTANCES BY MEMBERS OF ITS PROFESSION. THIS WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES OR REPRESENTATIONS, EITHER EXPRESSED OR IMPLIED. STATEMENTS MADE IN RUBINO ENGINEERING, INC. REPORTS ARE OPINIONS BASED UPON ENGINEERING JUDGMENT AND ARE NOT TO BE CONSTRUED AS REPRESENTATIONS OF FACT.

SHOULD RUBINO ENGINEERING, INC. OR ANY OF ITS PROFESSIONAL EMPLOYEES BE FOUND TO HAVE BEEN NEGLIGENT IN THE PERFORMANCE OF ITS WORK, OR TO HAVE MADE AND BREACHED ANY EXPRESSED OR IMPLIED WARRANTY, REPRESENTATION OR CONTRACT, CLIENT, ALL PARTIES CLAIMING THROUGH CLIENT AND ALL PARTIES CLAIMING TO HAVE IN ANY WAY RELIED UPON RUBINO ENGINEERING, INC.'S WORK, AGREE THAT THE MAXIMUM AGGREGATE AMOUNT OF THE LIABILITY OF RUBINO ENGINEERING, INC., ITS OFFICERS, EMPLOYEES AND AGENTS SHALL BE LIMITED TO $10,000.00 OR THE TOTAL AMOUNT OF THE FEE PAID TO RUBINO ENGINEERING, INC. FOR ITS WORK PERFORMED WITH RESPECT TO THE PROJECT, WHICHEVER AMOUNT IS GREATER.

NO ACTION OR CLAIM, WHETHER IN TORT, CONTRACT OR OTHERWISE, MAY BE BROUGHT AGAINST RUBINO ENGINEERING, INC., ARISING FROM OR RELATED TO RUBINO ENGINEERING, INC.'S WORK, MORE THAN TWO (2) YEARS AFTER THE CESSATION OF RUBINO ENGINEERING, INC.'S WORK HEREUNDER.

10. INDEMNITY: Subject to the foregoing limitations, Rubino Engineering, Inc. agrees to indemnify and hold Client harmless from and against any and all claims, suits, costs and expenses including reasonable attorney's fees and court costs arising out of Rubino Engineering, Inc.'s negligence to the extent of RUBINO ENGINEERING, INC.'s negligence. Client shall provide the same protection to the extent of its negligence. In the event that Client or Client's principal shall bring any suit, cause of action, claim or counterclaim against Rubino Engineering, Inc., the party initiating such action shall pay to Rubino Engineering, Inc. the costs and expenses incurred by Rubino Engineering, Inc. to investigate, answer and defend it, including reasonable attorney's and witness fees and court costs to the extent that Rubino Engineering, Inc. shall prevail in such suit.

11. TERMINATION: This Agreement may be terminated by either party upon seven (7) days' prior written notice. In the event of termination, Rubino Engineering, Inc. shall be compensated by Client for all services performed up to and including the termination date, including reimbursable expenses and for the completion of such services and records as are necessary to place Rubino Engineering, Inc.'s files in order and/or protect its professional reputation.

12. EMPLOYEES/WITNESS FEES: Rubino Engineering, Inc.'s employees shall not be retained as expert witnesses except by separate written agreement. Client agrees to pay Rubino Engineering, Inc.'s legal expenses, administrative costs and fees pursuant to Rubino Engineering, Inc.'s then current fee schedule for Rubino Engineering, Inc. to respond to any subpoena. Client agrees not to hire Rubino Engineering, Inc.'s employees except through Rubino Engineering, Inc. In the event Client hires a Rubino Engineering, Inc. employee, Client shall pay Rubino Engineering, Inc. an amount equal to one-half of the employee's annualized salary, with Rubino Engineering, Inc. waiving other remedies it may have.

13. HAZARDOUS MATERIALS: Nothing contained within this agreement shall be construed or interpreted as requiring Rubino Engineering, Inc. to assume the status of an owner, operator, generator, storer, transporter, treater or disposal facility as those terms appear within RCRA of within any Federal or State statute or regulation governing the generation, transportation, treatment, storage and disposal of pollutants. Client assumes full responsibility for compliance with the provisions of RCRA and any other Federal or State statute or regulation governing the handling, treatment, storage and disposal of pollutants.

14. PROVISIONS SEVERABLE: The parties have entered into this agreement in good faith and it is the specific intent of the parties that the terms of the General Conditions be enforced as written. In the event any of the provisions of these General Conditions should be found to be unenforceable, it shall be stricken and the remaining provisions shall be enforceable.

15. ENTIRE AGREEMENT: This agreement constitutes the entire understanding of the parties, and there are no representations, warranties or undertakings made other than as set forth herein. This agreement may be amended, modified or terminated only in writing, signed by each of the parties hereto.

PAYROLL ESCALATION TABLE
FIXED RAISES

FIRM NAME Rubino Engineering, Inc.
PRIME/SUPPLEMENT

DATE 07/14/16
PTB NO.

CONTRACT TERM	6 MONTHS	OVERHEAD RATE	110.00%
START DATE	2/1/2017	COMPLEXITY FACTOR	0
RAISE DATE	3/1/2017	% OF RAISE	3.00%

ESCALATION PER YEAR

2/1/2017 - 7/31/2017				
6				
6				

= 100.00%
= 1.0000

The total escalation for this project would be: 0.00%

PAYROLL RATES

FIRM NAME Rubino Engineering, Inc **DATE** 07/14/16
PRIME/SUPPLEMENT
PSB NO.

ESCALATION FACTOR 0.00%

CLASSIFICATION	CURRENT RATE	CALCULATED RATE
Material Tester 1	$36.89	$36.89
Material Tester 2	$36.89	$36.89
Project Manager	$41.00	$41.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00

COST PLUS FIXED FEE
COST ESTIMATE OF CONSULTANT SERVICES

DF-824-039
REV 12/04

FIRM Rubino Engineering, Inc. **DATE**

PSB

PRIME/SUPPLEMENT

OVERHEAD RATE 1.1

COMPLEXITY FACTOR 0

DBE DROP BOX	ITEM	MANHOURS (A)	PAYROLL (B)	OVERHEAD & FRINGE BENF (C)	IN-HOUSE DIRECT COSTS (D)	FIXED FEE (E)	Outside Direct Costs (F)	SERVICES BY OTHERS (G)	DBE TOTAL (H)	TOTAL (B-G)
DBE	Concrete Testing	13	487.79	536.57	365.00	180.48			1,569.84	1,569.84
DBE	Asphalt Testing	16	602.57	662.83	651.00	222.95			2,139.35	2,139.35
	Subconsultant DL					0.00				0.00
	TOTALS	29	1,090.36	1,199.40	1,016.00	403.43	0.00	0.00	3,709.19	**3,709.19**

In House Direct Costs

Concrete Testing: Cylinder breaks: 2*5*$17/cylinder
Vehicle: 3*$65/day (includes cylinder pick up)

Asphalt Testing: Nuc Density Gauge: 3*$40/day
Vehicle: 3*$65/day
Lab Bulk SG, Ignition, Max SG ($115+$126+$95 each)

PREPARED BY THE AGREEMENTS UNIT

DBE

REV 12/04

AVERAGE HOURLY PROJECT RATES

FIRM Rubino Engineering, Inc.
PSB
PRIME/SUPPLEMENT

DATE 07/14/16

SHEET 1 OF 5

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJECT RATES			Concrete Testing			Asphalt Testing			Soil Testing								
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Material Tester 1	36.89	24	82.76%	30.53	11	84.62%	31.21	13	81.25%	29.97									
Material Tester 2	36.89	0																	
Project Manager	41.00	5	17.24%	7.07	2	15.38%	6.31	3	18.75%	7.69									
		0																	
		0																	
		0																	
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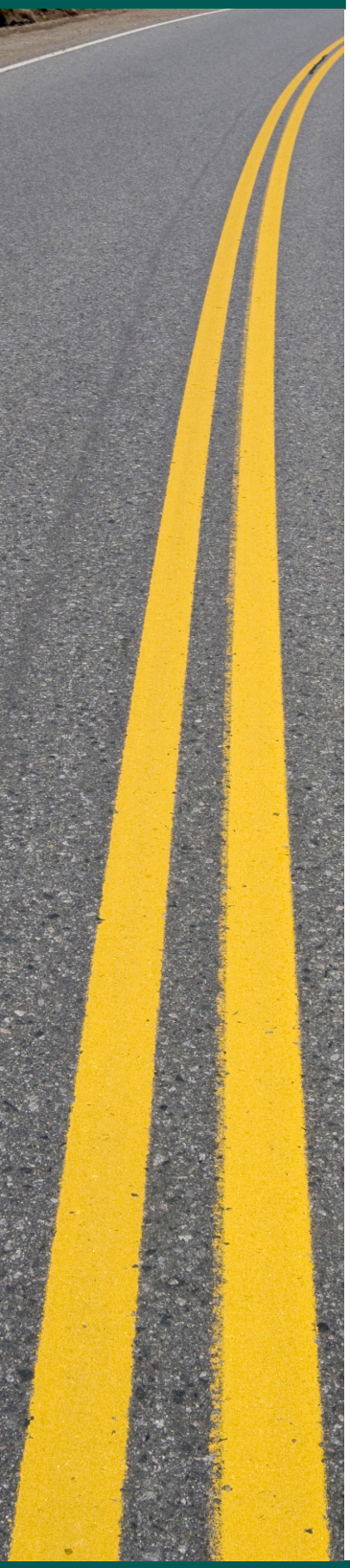
TOTALS		29	100%	$37.60	13	100.00%	$37.52	16	100%	$37.66	0	0%	$0.00	0	0%	$0.00	0	0%	$0.00



Engineering Enterprises, Inc.

Qualifications:

Professional Engineering Services

Kennedy Road Shared Use Path, Phase III

July 1, 2016

Contact:

Brad Sanderson, P.E.
(630) 466-6720

Branch Office(s):

N/A

Licensed State(s):

Ilinois

Engineering Enterprises, Inc.

July 1, 2016

Mr. Eric Dhuse
Director of Public Works
United City of Yorkville
800 Game Farm Road
Yorkville, IL 60560

Re: Qualifications – Kennedy Road Shared Use Project – Construction Engineering Services
United City of Yorkville, Illinois

Dear Mr. Dhuse:

Engineering Enterprises, Inc. (EEI) herein submits our proposal for the Kennedy Road Shared Use Project construction engineering services. Enclosed are three (3) copies and one (1) digital copy of our proposal that has been carefully compiled to address all of the elements in your Request for Qualifications.

EEI has assembled a project team consisting of our most qualified engineering talent with **specific experience and expertise** in working with United City of Yorkville Staff, Federally Funded Projects and shared-use path construction.

Characteristics of our qualifications that set us apart from our competition are summarized as follows:

- Strong Knowledge and Understanding of the United City of Yorkville: As City Engineer, EEI has a strong understanding and familiarity with City Staff and local stakeholders. In addition, EEI performed the Phase I and II design engineering services for this project and have a complete and thorough understanding of the project challenges. **Our solid understanding of the City and the productive working relationships will facilitate effective collaboration resulting in a successful project experience.**

- Experienced Public Outreach and Project Concurrence Skills: **Our staff employs a friendly and approachable attitude and demeanor** that encourages non-confrontational communication with project stakeholders (residents, other stakeholders, etc.). Our public sector municipal engineering background has provided extensive opportunities for this activity. EEI's proactive approach to working with individual property owners and their concerns during construction results in strong stakeholder satisfaction.

- Public Sector Customer Emphasis: EEI is a civil engineering and land surveying firm serving the public sector needs of municipalities located throughout the Chicago metropolitan area. Over 90% of our professional fees are accrued in the performance of municipal engineering services. We understand the needs and challenges that local officials like you face in planning, design and construction of infrastructure improvements. **We listen to your direction and implement projects in accordance with the specific characteristics of the United City of Yorkville and its citizens.**

- Proven Municipal Project Know How: EEI has established an outstanding record of successful municipal improvement projects demonstrating proven expertise in the areas of shared use path construction, pavement rehabilitation, pavement reconstruction, utility (water main, sanitary sewer and storm sewer) installation and replacement as well as various improvements following IDOT, County DOTs, IEPA and local agency standards. The quality and volume of similar work that we have successfully completed clearly **demonstrates EEI's focus on client satisfaction and technical excellence.**

- EEI Private Cloud ~ Project Collaboration Site: We offer the opportunity to utilize EEI's Private Cloud throughout the duration of the project. The **project collaboration** site will serve as a valuable repository for sharing of project information such as the PMP, project team contact information, project schedule, drawings, photos, field reports and payment requests. This website will be accessible to City officials and staff members and will serve as an important asset for **effective and efficient project communication**.

These and other attributes that we have articulated in the pages of our submittal, identify the unique advantages that the EEI project team has to offer the United City of Yorkville for the Kennedy Road Shared Use Path project. We invite you to contact the references provided in our Statement of Qualifications to learn first hand how EEI consistently exceeds our client expectations. Should you have any questions or require additional information, please do not hesitate to contact us.

Respectfully submitted,

ENGINEERING ENTERPRISES, INC.

Bradley P. Sanderson, P.E.
Vice President
Principal-In-Charge

Timothy V. Weidner, P.E.
Project Manager

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II **Project Understanding and Approach**

III **Project Team**
- *Organizational Chart*
- *Resumes*

IV **Similar Project Experience / References**

52 Wheeler Road, Sugar Grove, IL 60554 ~ (630) 466-6700 tel ~ (630) 466-6701 fax ~ www.eeiweb.com

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

July 1, 2015

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Peter Wallers
ENGINEERING ENTERPRISES, INC.
52 Wheeler Road
Sugar Grove, IL 60554

Dear Peter Wallers,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending Dec 31, 2014. Your firm's total annual transportation fee capacity will be $14,400,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 199.32% are approved on a provisional basis. The actual rate used in agreement negotiations may be determined by our Office of Quality Compliance and Review in a pre-award audit.

Your firm is required to submit an amended SEFC through the Engineering Prequalification & Agreement System (EPAS) to this office to show any additions or deletions of your licensed professional staff or any other key personnel that would affect your firm's prequalification in a particular category. Changes must be submitted within 15 calendar days of the change and be submitted through the Engineering Prequalification and Agreement System (EPAS).

Your firm is prequalified until December 31, 2015. You will be given an additional six months from this date to submit the applicable portions of the "Statement of Experience and Financial Condition" (SEFC) to remain prequalified.

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

SEFC PREQUALIFICATIONS FOR ENGINEERING ENTERPRISES, INC.

CATEGORY	STATUS
Special Studies - Feasibility	X
Special Services - Surveying	X
Special Studies - Safety	X
Special Studies - Traffic Signals	X
Special Studies - Traffic Studies	X
Location Design Studies - Rehabilitation	X
Special Services - Construction Inspection	X
Special Services - Sanitary	X
Hydraulic Reports - Waterways: Typical	X
Location Design Studies - Reconstruction/Major Rehabilitation	X
Highways - Roads and Streets	X
Special Studies - Location Drainage	X
Hydraulic Reports - Waterways: Complex	X

X	PREQUALIFIED
A	NOT PREQUALIFIED, REVIEW THE COMMENTS UNDER CATEGORY VIEW FOR DETAILS IN EPAS.
S	PREQUALIFIED, BUT WILL NOT ACCEPT STATEMENTS OF INTEREST

II. Project Understanding and Approach

Engineering Enterprises, Inc. (EEI) is pleased to provide our understanding of the construction of the shared-use path along Kennedy Road in the United City of Yorkville. At EEI, our project understanding goes beyond the technical; we understand that the purpose of this project is to provide a vital link for residents to other regional bicycle paths.

The United City of Yorkville plans to install an 8 – 10 foot wide, 3.05 mile long hot-mix asphalt shared-use path along Kennedy Road from Illinois Route 47 to Mill Road and the Steven G. Bridge Park. The goal of this project is for the City to construct a shared-use path in a financially responsible way which will meet the needs of a growing residential area by providing pedestrian and cyclist accommodations to increase overall mobility and safety along the corridor and provide connectivity to other regional bicycle paths.

The proposed path will reduce vehicle miles traveled by providing a vital link between the Mill Road bike path, the Autumn Creek and Grande Reserve elementary schools, Steven G. Bridge Park, commercial shopping, and the Illinois Route 47 Trail to downtown Yorkville. This will further provide access for Yorkville citizens to the vast network of Chicago regional bike paths such as the Virgil Gilman bike trail, the Fox River Trails, the various spurs of the Illinois Prairie Path, and Great Western Trail, and various minor local bike paths which total in excess of 150 miles of available trails.

Construction highlights of the project include:

- 3.05 miles of hot-mix asphalt shared-use path
- Crossing at BNSF Railroad track
- 278 feet of storm sewer and associated drainage structures
- Street light relocation and replacement

EEI has a firm understanding of all aspects of the project requirements. Our knowledge and experience on similar type projects will allow us to meet City expectations throughout the project construction. We further understand that this project will require the highest level of on-site resident engineering, project schedule review, quality control practices and documentation. Our detailed understanding of critical construction elements/challenges and solutions for this project is described in the following sections.

Critical Construction Elements

- Communication
- Illinois Department of Transportation (IDOT) Processing
- Utility Coordination and Avoidance of Utility Conflicts
- Coordination with Burlington Northern Santa Fe (BNSF) Railroad
- Right-of-Way and Easement Concerns
- Maintenance of Traffic
- Maintenance of Drainage
- Dust Control
- Pedestrian Accommodations

Communication

Communication will be one of the most critical elements for the RE and Project Manager. Maintaining an open line of communication with the contractor, City, residents, businesses and other entities will be essential in successfully completing the project. EEI will provide the appropriate level of communication to the entities described above in methods approved by the City. Care will be taken during construction to minimize the disruption and significant advance coordination with residents and businesses will be required. Of note is the Bristol-Kendall Fire Department Station 2 that is located within the project limits. We will provide uninterrupted access and determine if there are any other specific needs to be addressed.

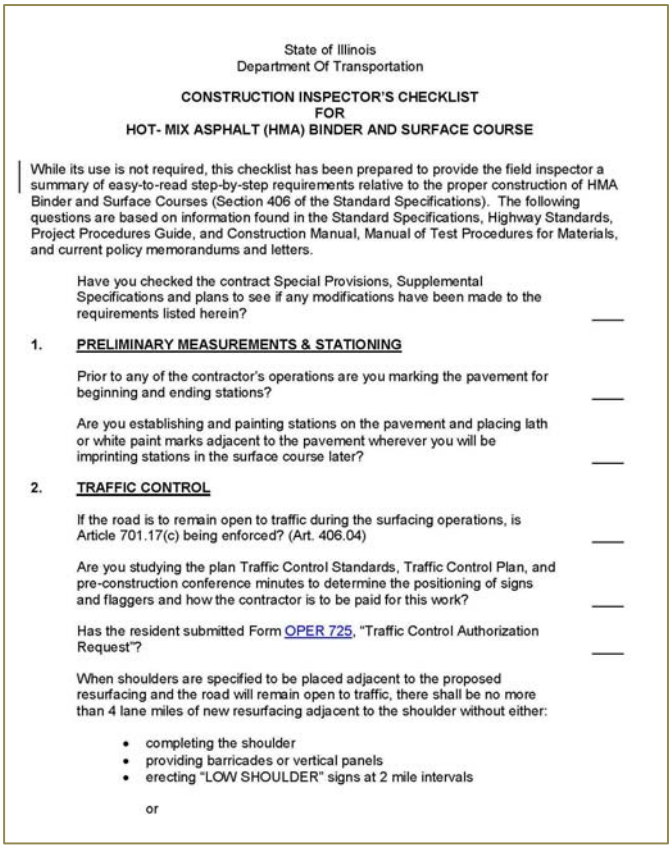
Bristol-Kendall Fire Department Station 2

Methods that we have successfully employed on recent projects include conducting project public meetings, weekly contractor meetings, weekly updates provided via project website or other means, detailed project fliers (handouts) and direct individual communication.

Communication with the contractor is also an important element. In the preconstruction phase, all pertinent contact information will be collected and distributed. During the construction phase, EEI will be in constant communication with the contractor about the anticipated schedule and weekly progress meetings will be held to keep everyone on track and accountable.

Illinois Department of Transportation (IDOT) Processing

The Illinois Transportation Enhancement Program (ITEP) federal funding for this project requires that the contract be administered in accordance with the IDOT requirements. As such, we will use the "IDOT Contract Inspector's Checklist for Contract Administration" as a guide. EEI will additionally set up an empty job-box, which will be formatted in accordance with IDOT requirements, during preconstruction. This will allow for proper filing and easy file management during construction and will result in efficient audits by IDOT personnel.



State of Illinois
Department Of Transportation

CONSTRUCTION INSPECTOR'S CHECKLIST
FOR
HOT- MIX ASPHALT (HMA) BINDER AND SURFACE COURSE

While its use is not required, this checklist has been prepared to provide the field inspector a summary of easy-to-read step-by-step requirements relative to the proper construction of HMA Binder and Surface Courses (Section 406 of the Standard Specifications). The following questions are based on information found in the Standard Specifications, Highway Standards, Project Procedures Guide, and Construction Manual, Manual of Test Procedures for Materials, and current policy memorandums and letters.

Have you checked the contract Special Provisions, Supplemental Specifications and plans to see if any modifications have been made to the requirements listed herein? ____

1. **PRELIMINARY MEASUREMENTS & STATIONING**

Prior to any of the contractor's operations are you marking the pavement for beginning and ending stations? ____

Are you establishing and painting stations on the pavement and placing lath or white paint marks adjacent to the pavement wherever you will be imprinting stations in the surface course later? ____

2. **TRAFFIC CONTROL**

If the road is to remain open to traffic during the surfacing operations, is Article 701.17(c) being enforced? (Art. 406.04) ____

Are you studying the plan Traffic Control Standards, Traffic Control Plan, and pre-construction conference minutes to determine the positioning of signs and flaggers and how the contractor is to be paid for this work? ____

Has the resident submitted Form OPER 725, "Traffic Control Authorization Request"? ____

When shoulders are specified to be placed adjacent to the proposed resurfacing and the road will remain open to traffic, there shall be no more than 4 lane miles of new resurfacing adjacent to the shoulder without either:

- completing the shoulder
- providing barricades or vertical panels
- erecting "LOW SHOULDER" signs at 2 mile intervals

or

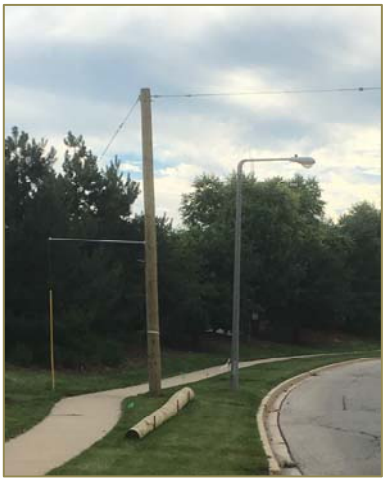
Example: Construction Inspector's Checklist

Utility Coordination and Avoidance of Utility Conflicts

As with most projects constructed within developed areas, there are a number of anticipated conflicts with existing utilities, including numerous services. During the preconstruction Phase, a utility coordination meeting (or multiple coordination meetings) will be scheduled with the utilities that are within the project limits. At these meetings, the schedule for the required utility relocates will be discussed and confirmed. EEI has already worked with ComEd during Phase II Design on their relocation plan, which they are currently implementing. Any remaining utility conflicts that are discovered will be brought up to the City along with a recommendation on how to best mitigate the conflict.

The RE will attempt to minimize potential conflicts during construction by reviewing grades and locations with the contractor in advance of installation. The RE will facilitate any modifications needed to ensure uninterrupted function of the Yorkville Tornado Siren. Minimizing disruptions to the residents and businesses will be of critical importance. Our goal of our RE is to be several steps ahead of the contractor.

Yorkville Tornado Siren



Relocated ComEd Pole to Work Around

Coordination with Burlington Northern Santa Fe (BNSF) Railroad

The construction of this path involves construction of a crossing over the BNSF Railroad. During Phase I Planning, EEI coordinated with the railroad and with the ICC for the petition. EEI continued this coordination during Phase II Design and will ensure that the stipulations set forth in the ICC Order that was issued are complied. In addition, EEI will ensure the contractor is aware of the stipulation in the plans that the spoils from the area in the vicinity of the railroad tracks is to be used in that area and not taken off-site as it was identified as a Potentially Impacted Property (PIP) in Phase I.

BNSF Crossing Location

Further, EEI will communicate weekly with BNSF to keep them advised on project status and more often while working in the vicinity of the tracks. EEI will also coordinate work between the railroad contractor and the City contractor so that construction goes smoothly and with minimal delay.

Right-of-Way and Easement Concerns

In many locations, the proposed path is being constructed in an area with limited right-of-way or easement. Additional features in close proximity to the path, such as the berm near Prairie Meadows limit the amount of space for construction. The RE will ensure that the contractor stages their equipment within the existing ROW per the plans and works only in the easements designated by the Engineer.

Prairie Meadows Berm

Maintenance of Traffic

The RE will ensure that the contractor's operations will not significantly impact traffic and pedestrian flow. Public access will need to be maintained during construction as detailed on the plans. The project will require careful and continuous monitoring of traffic control and signage around the construction area and pedestrian detours. Traffic control checks will be performed as required by the City.

Mail delivery, garbage pick-up, bus routes and emergency access will undoubtedly be affected throughout the duration of this project. Coordination and communication with those entities will ensure that uninterrupted services are maintained and that the service providers can revise their routes as needed. Regarding emergency vehicles, it is our intent to provide weekly updates to the various parties involved with the project, which would include the police and fire departments. Keeping these entities informed of the most recent activities and providing them with the 24-hour emergency contact information for the contractor and the RE will reduce the potential for hazardous situations.

Preservation of Drainage

As with most construction projects, preservation of drainage and control of erosion will be a prime concern. The RE will be conscientious to ensure that the contractor has established appropriate erosion control and that the erosion control is functioning properly. The existing detention area near Prairie Meadows will be an outfall for part of the project and the RE will be especially mindful of erosion control in this area.

The RE will also ensure that the drainage patterns that were established during the Kennedy Road construction project in 2014 are maintained and that ditches and culverts that were installed are protected.

Prairie Meadows Detention Area

Dust Control

While some disturbances for residents and businesses are anticipated, the intention throughout the project will be to keep these disturbances to an absolute minimum. Streets within and adjacent to the project will be kept in a clean and serviceable condition as possible through the construction process. The RE will work closely with the City to ensure that dust control measures are effectively and regularly implemented.

Proximity to Blackberry Oaks Golf Course

Construction Engineering Requirements and City Expectations

In addition to the critical construction elements described in the understanding above, we also understand the City's expectations in regards to the construction engineering services to be provided as follows:

- **Construction Administration** – Consisting of Preparation of Pay Estimates, Change Orders and Other Project Related Documentation, Reviewing of Shop Drawings and Submittals, Monitoring and Reviewing of Construction Schedules, Coordination Between Various Local Agencies and Residents, Attendance to and Recording of All Construction Conferences
- **Inspection Services** – Consisting of Resident Engineering, Construction Inspection and Reporting as to Acceptability of Work and Conformance to the Contract Documents, Material Testing, Performance of Regular Traffic Control Inspections, and Provision and Verification of Layout/Staking
- **Project Documentation** – All Project Documentation Fully Compliant with IDOT Requirements
- **Project Closeout/Record Drawings** – Prepare Punch Lists and Ensure Project Completion and Acceptance with the City, Prepare Closeout Documentation and Record Drawings, Prepare our final invoice so the City can receive the final reimbursement of Construction Engineering services as quickly as possible.

In addition to the items discussed above, **the true success of this project will require continual communication with the Contractor, City, residents, businesses and other governing agencies throughout the process.** By providing our contact information to all interested parties and ensuring that they know how to contact the RE, many issues can be avoided or quickly corrected to minimize disturbances. Additionally, providing project updates via flyers, door hangers, the City's website or a project website will ensure that all interested parties are kept informed and are prepared for each phase of construction. In summary, we understand that the City expects the project to proceed in a manner consistent with the exceptional level of service that the residents of Yorkville have come to expect. We believe our experienced project team together with our willingness to listen to the City's needs and concerns makes EEI the preferred consulting engineering firm for the project.

III. Project Team

Organizational Chart

UNITED CITY OF YORKVILLE ILLINOIS EST. 1836

PRINCIPAL-IN-CHARGE

Bradley P. Sanderson, P.E.

PROJECT MANAGER

Timothy V. Weidner, P.E.

RESIDENT ENGINEER

Kyle D. Welte, P.E., CPII

CONSTRUCTION ENGINEER

Nadia L. Simek, E.I.

SUB-CONSULTANT

Geotechnical
Michelle Lipinski, P.E.
Rubino Engineering

Bradley P. Sanderson, P.E.

Principal-In-Charge

Experience:
EEI: 21 years
Other: 2 years

Registration:
Professional Engineer - Illinois, 1999
062-052821

Education:
B.S., 1992, Agricultural Engineering, University of Illinois, Champaign, IL

Certificate of Business Administration, 2008, University of Illinois, Chicago, IL

Certifications:
Certified Review Specialist, Kane County Stormwater Ordinance

Professional Associations:
American Public Works Association
American Water Works Association
Kane County Water Association
Underground Contractors Association

Technical Committees:
Education Committee, Co-Chair, Fox Valley Branch, APWA
Scholarship Committee, Fox Valley Branch, APWA
Golf Committee, Fox Valley Branch, APWA
Construction Materials Committee, Underground Contractors Association

Brad Sanderson is a Vice President/Principal with over 23 years of engineering experience. He has extensive experience leading project teams on the planning, design and construction of a wide-variety of public infrastructure projects. With his experience, Brad is able to guide his team effectively and efficiently to the successful completion of project assignments.

Representative Projects:

Game Farm Road and Somonauk Street Improvements, Yorkville, Illinois
Provided oversight and management for the removal, widening, and reconstruction of over 4,720 linear feet of Game Farm Road and Somonauk Street in the United City of Yorkville. This project also included 4,650 linear feet of storm sewer, 800 linear feet of water main replacement, sanitary sewer repairs, 10,650 feet of curb, and installation of a retaining wall and shared use path. This project consisted of complete reconstruction of an existing street within a residential area utilizing STP funds. In addition to serving residents, the streets served City Hall, Yorkville Public Library, Yorkville Police Department, a community center, Yorkville High School, Yorkville Freshman Academy and the Yorkville Grade School.

The project involved extensive coordination with the school district, City Hall, and local residents. Part of the coordination involved a public open house, weekly summaries to the City and School District, weekly progress meetings with contractor and the distribution of project fliers. The City's website was also updated routinely to provide current information.

Construction responsibilities included verification of proper materials and construction methods, project documentation, and observation of all construction work. The approximate cost of this project was $3,773,100.

Kennedy Road Shared-Use Path (ITEP), Yorkville, Illinois
Provided oversight and management for the Phase I and II engineering services for the construction of a 10 foot wide hot-mix asphalt bike path from Illinois Route 47 to Mill Road, a distance of approximately 3.1 miles through residential and rural areas. The Phase I work consisted of a topographic survey, drainage technical memorandum, preliminary plan, profile and typical sections, environmental studies including a PESA, wetlands analysis and tree survey, identification of land acquisition requirements and estimate of cost all of which will be included in a Project Development Report to be approved by IDOT. Phase II engineering included the preparation of final plans, specifications and estimates.

Safe Routes to School, Yorkville, Illinois
Provided oversight and management for the preliminary engineering, final design and construction engineering for new sidewalk installation for the Federally funded Safe Routes to School (SRTS) project. As part of the project, a combination of 6,000 feet of new sidewalk was installed in downtown Yorkville, along seven main roadways. The selected roadways were identified due to the need to eliminate sidewalk gaps and provide continuous routes to Circle Center Grade School. Due to the inclusion of Federal funds, a Phase I Report was prepared for approval by IDOT and the plans and specifications were prepared in accordance with all Federal and State guidelines. Construction was completed on time, during off school months to reduce

potential conflicts with high pedestrian traffic during school hours. In addition to the sidewalk and bike path construction, the project included ditch grading, tree removal, driveway reconstruction and various other ancillary improvements to reduce impact to property owners.

Kennedy Road Widening, Yorkville, Illinois
Provided oversight and management for over 3,300 linear feet of roadway widening along Kennedy Road in the United City of Yorkville. This project also included a full reconstruct of 420 linear feet of the existing roadway, the installation of 3,200 linear feet of storm sewer, the installation of 5,470 linear feet of new curb and gutter, and re-grading the surrounding area to accommodate the improved drainage. Construction responsibilities included verification of proper materials and construction methods, project documentation, and observation of all construction work. The approximate cost of this project was $960,000.

Countryside Street and Water Main Improvements, Yorkville, Illinois
Provided oversight and management for the replacement of 16,000 linear feet of water main within a residential and commercial area. The project also includes the complete removal and replacement of the existing bituminous pavement along with curb and sidewalk repairs. Phase III engineering services include construction staking, inspection and documentation, quality assurance, pay estimates and contract management. The approximate cost of this project is $4,500,000.

2013-2015 Roads to Better Roads Program, Yorkville, Illinois
Provided oversight and management for the rehabilitation of multiple residential roadways within the City. The scope of work included the complete or partial removal of existing hot-mix asphalt surface and binder courses, repairing and reshaping the existing base course, storm sewer improvements, curb and gutter removal and replacement, sidewalk repair, restoration and pavement striping. Various years also included replacement of sanitary sewers and water mains. Analysis of specific areas with drainage issues also resulted in perforated underdrain installation to effectively eliminate groundwater issues. The projects included local and Motor Fuel Tax funds. The total value of the improvements are nearly $2,000,000.

Cannonball Trail Local Agency Functional Overlay (LAFO), Yorkville, Illinois
Provided oversight and management for the 3,900 linear feet of roadway resurfacing of Cannonball Trail in the United City of Yorkville. This project also included various concrete repairs and ditch re-grading. Construction responsibilities included verification of proper materials and construction methods, project documentation, and observation of all construction work. The approximate cost of this project was $285,000.

South Street Roadway Extension, Elgin, Illinois
Provided oversight and management for the construction of 1.1 miles of a new urban roadway in Elgin connecting Randall Road and Longcommon Parkway. The project included 4,700 linear feet of 8-inch and 12-inch water main, 5,400 linear feet of storm sewer ranging in size from 9-inch to 30-inch, 1,700 linear feet of 8-inch and 24-inch sanitary sewer, street lights, sidewalk, 8,800 linear feet of bike path and an irrigation system. The project also included removal and replacement of an 8'x4' box culvert and construction of a detention basin with a gabion wall. The project required extensive coordination with ACOE and Nicor (30-inch transmission main crossing). Phase III engineering services included inspection and documentation, quality assurance, pay estimates and contract management.

Timothy V. Weidner, P.E.

Project Manager

Experience:
EEI: 14 years
Other: 0 years

Registration:
Professional Engineer - Illinois, 2006
062-059549

Education:
B.S., 2002, Summa Cum Laude,
Civil Engineering,
Valparaiso University, Valparaiso, IN

Certifications:
Hot Mix Asphalt Level I & Level II Technician
Hot-Mix Asphalt Density Tester Certification
Mixture Aggregate Technician
S50 - Construction Material Inspection Documentation
S16 - Erosion Control

Continuing Education:
MicroStation and GeoPak Training
WaterCAD Modeling
ICORS
IDOT/APWA Local Agency & Consultant Resident Engineer Seminar
ACEC-IL/IDOT Traffic Signal Seminar
APWA-IDOT Local Roads Programming & Agreements Seminar
Highway Capacity Manual (HCM) 2010 Workshop
Introduction to Bicycle Planning
Rehabilitating Streets and Highways
MUTCD Training
Highway Engineering Principles
Context Sensitive Solutions
Pavement Construction Inspection
PSMJ Project Management Bootcamp
HCM Signalized Intersections
AASHTO Bike Guide
ACEC-Illinois/IDOT Region 1: Understand the Local Roads Process from Agreements through Construction Seminar
Americans with Disability Act Accessibility Guidelines (ADAAG)/PROWAG Seminar

Professional Associations:
Institute of Transportation Engineers (ITE)

Tim Weidner is a project manager with 14 years of experience in the design and management of local, state and federally funded municipal and county transportation projects. His extensive experience includes resurfacing, widening, full reconstruction, intersection design studies, traffic signals, as well as Phase I and Phase II design and Phase III construction management.

Representative Projects:

Federally Funded Projects, Various Local Agencies

Provided design and/or project management services for the utilization of Federal funds for a variety of projects from different funding sources. Example projects include roadway reconstruction, roadway widening, intersection improvements, street lighting, bike paths and bridge rehabilitation or reconstruction. Each project followed IDOT Processes for Phase I, Phase II and Phase III in order to comply with the National Environmental Policy Act (NEPA). The Phase I scope varies by project, but services provided include topographic survey, pavement analysis, location drainage study or drainage technical memorandum, traffic signal warrant analysis, capacity analysis, intersection design study, crash analyses, traffic management study, environmental studies, coordinating PESA and wetland delineations, preliminary plan, profile and typical sections, identification of land acquisition requirements, open house public hearings, estimate of cost, coordination with IDOT and presentations to the FHWA. All project required Phase II contract plans, specifications and estimates to be prepared according to IDOT Standards for a State Letting. Phase III services included administering the project according to IDOT's Documentation of Contract Quantities. The various project information (*local agency / project name / funding source / phases worked on / construction year*) is as follows:

United City of Yorkville / Kennedy Road Bike Path / ITEP / Phase I & II / Ongoing
United City of Yorkville / IL 47 Street Lighting / ITEP/ Phase I, II & III (future) / 2016
City of Elgin / Chicago Street Reconstruction / STP / Phase I & II / Ongoing
City of Aurora / Farnsworth Bridge Reconstruction / STP-Bridge / Phase I & II / Ongoing
Village of Sugar Grove / IL 47 and Bliss Road and Wheeler Road Intersection / STP / Phase I & II / Ongoing
Village of Glen Ellyn / Park Boulevard Reconstruction / STP / Phase I / Ongoing
City of Aurora / Kautz Road Shared Use Path / ITEP / Phase I & II / Ongoing
City of Aurora / Montgomery Road Shared Use Path / CMAQ / Phase II / Ongoing
City of Warrenville / Williams Road Bridge Reconstruction / STP-Bridge / Phase I, II & III / 2015
Village of Newark / Safe Routes to School Sidewalk / SRTS / Phase I, II & III / 2015
Kane County Division of Transportation / Fabyan Parkway Widening / CMAQ / Phase I & II / 2014
City of Lockport / IL 171 and 13th Street Intersection / STP / Phase I & II / 2014
City of Warrenville / Batavia Road Widening / STP / Phase I, II & III / 2013
City of Warrenville / Continental Drive Shared-Use Path / STP / Phase I, II & III / 2013
Village of Sugar Grove / IL 47 and Cross Street Intersection / STP / Phase I, II & III / 2013
McHenry County Division of Transportation / Virginia Road at Illinois Route 31 Park and Ride / CMAQ / Phase II / 2013
Sugar Grove Township / Prairie Street Bridge Replacement / HBP / Phase I, II & III / 2013
Village of Montgomery / Baseline Road Realignment and Reconstruction / HPP / Phase I, II & III / 2010

Timothy V. Weidner, P.E.

Project Manager

Local Agency Pavement Preservation (LAPP) and Local Agency Functional Overlay (LAFO) Improvements, Various Local Agencies

Provided design engineering and/or project management services for over 30 Federally Funded Local Agency Pavement Preservation (LAPP) and Local Agency Functional Overlay (LAFO) improvement projects dating back to 2003. Each project consisted of field evaluations to determine the condition of the existing roadway and the proper rehabilitation method. Most projects typically consisted of minor drainage improvements, the replacement of deteriorated sidewalk and curb and gutter, pavement patching, milling, resurfacing, pavement markings and vegetative restoration. Phase II contract plans, specifications and estimates to be prepared according to IDOT Standards for a State Letting. Additionally provided Phase III engineering services consisting of project management and/or onsite observation. The projects are as follows (for projects notated with an *, design engineering is complete with construction to commence in the year provided):

United City of Yorkville:

- 2008 – Fox Road – 5,340 LF
- 2014 – Cannonball Trail – 3,940 LF
- 2016* – Mill Street – 1,800 LF

Village of Montgomery:

- 2002 – Aucutt Road – 6,870 LF
- 2003 – Webster, River, Mill – 2,010 LF
- 2004 – Baseline Road – 4,460 LF
- 2006 – Main Street – 4,940 LF
- 2008 – River Street – 3,830 LF
- 2010 – Douglas Road – 3,130 LF
- 2011 – Lakewood Creek Drive – 3,155 LF
- 2013 – Douglas Avenue – 1,770 LF
- 2016* – Briarcliff Road– 6,300 LF

City of Geneva:

- 2010 – Kaneville Road – 6,460 LF

Village of Campton Hills:

- 2009, 2010, 2013 – McDonald Road – 11,100 LF

City of Warrenville:

- 2010 – Batavia Road – 5,940 LF

Village of Burlington:

- 2015 – Main Street – 1,491 LF

Village of Hampshire:

- 2010 – State Street – 6,460 LF
- 2010 – Dietrich Road – 740 LF

Village of Sugar Grove

- 2008 – Hankes Road – 5,800 LF
- 2008 – Wheeler Road – 9,880 LF
- 2010 – Prairie Street – 11,340 LF
- 2011 – Granart Road – 4,980 LF
- 2014 – Dugan Road – 8,450 LF
- 2016* - Denny Road – 3,150 LF

City of Elgin:

- 2009 – Summit Street – 4,160 LF
- 2010 – Big Timber Road East – 5,700 LF
- 2010 – Big Timber Road West – 6,040 LF
- 2012 – Kimball Street – 3,060 LF
- 2015 – Larkin Avenue – 4,300 LF

Annual Motor Fuel Tax (MFT) Street Rehabilitation Programs, Various Local Agencies

Provided design and/or project management services for the utilization of Motor Fuel Tax funds for the rehabilitation of various municipal roadways throughout Kane and Kendall Counties. Design engineering services consisted of the field investigations and the preparation of plans and specifications required for bidding and IDOT approval. Projects typically consisted of pavement removal via cold milling, pavement patching, new hot-mix asphalt binder and surface courses, replacement of deteriorated curb and gutter and sidewalk, and drainage improvements as necessary. Additionally provided Phase III engineering services consisting of project management and onsite observation. The projects also consisted of providing the necessary upfront IDOT paperwork and closeout forms to properly process the project with IDOT. The local agencies and years are as follows:

Village of Montgomery:	Various years from 2006 to 2016
Village of Sugar Grove:	Various years from 2002 to 2016
Village of Elburn:	2015 to 2016
Village of Newark:	2008, 2015
United City of Yorkville:	2015 to 2016
Village of Lily Lake:	2015 to 2016
Village of Lisle:	Various Years from 2004 to 2016
Village of Hinckley:	Various Years from 2009 to 2016

Kyle D. Welte, P.E., CPII

Resident Engineer

Experience:
EEI: 8 years
Other: 0 years

Registration:
Professional Engineer – Illinois, 2012, 062-064662

Education:
B.S., 2008, Civil Engineering, Marquette University, Milwaukee, WI

Certifications:
IDOT Documentation of Contract Quantities, Certification No. 13-0246
IDOT 5-day Mixture Aggregate Technician
IDOT PCC Level I, 3-day
IDOT PCC Level II, 2-day
ACI Concrete Field Testing Technician, Grade I
IDOT QC/QA Level I Bituminous
IDOT QC/QA Level II Bituminous
OSHA 10-Hour Course, 36-004889402

Continuing Education:
APWA Certified Public Infrastructure Inspector

Kyle Welte is a senior project engineer II with over eight years of experience. His project experience includes design and construction inspection and observation for underground utilities, road construction, elevated water storage tanks, and pumping stations.

Representative Projects:

Game Farm Road and Somonauk Street Improvements, Yorkville, Illinois
Lead resident engineer for the removal, widening, and reconstruction of over 4,720 linear feet of Game Farm Road and Somonauk Street in the United City of Yorkville. This project also included 4,650 linear feet of storm sewer, 800 linear feet of water main replacement, sanitary sewer repairs, 10,650 feet of curb, and installation of a retaining wall and shared use path. This project consisted of complete reconstruction of an existing street within a residential area utilizing STP funds. In addition to serving residents, the streets served City Hall, Yorkville Public Library, Yorkville Police Department, a community center, Yorkville High School, Yorkville Freshman Academy and the Yorkville Grade School.

The project involved extensive coordination with the school district, City Hall, and local residents. Part of the coordination involved a public open house, weekly summaries to the City and School District, weekly progress meetings with contractor and the distribution of project fliers. The City's website was also updated routinely to provide current information.

Construction responsibilities included verification of proper materials and construction methods, project documentation, and observation of all construction work. The approximate cost of this project was $3,773,100.

Continental Drive Shared Use Path Surface Transportation Program (STP), Warrenville, Illinois
Lead resident engineer for over 3,300 linear feet of bike path installed along Continental Drive and Meadow Avenue in the City of Warrenville. This project also included sidewalk replacement, curb replacement, and the installation of a retaining wall. Part of the project was constructed along an elementary school, so significant communication with local residents, and coordination with the school district was required. Construction responsibilities included verification of proper materials and construction methods, project documentation, and observation of all construction work. The approximate cost of this project was $255,000.

Kennedy Road Widening, Yorkville, Illinois
Lead resident engineer for over 3,300 linear feet of roadway widening along Kennedy Road in the United City of Yorkville. This project also included the installation of 3,200 linear feet of storm sewer, the installation of 5,470 linear feet of new curb and gutter, and re-grading the surrounding area to accommodate the improved drainage. Construction responsibilities included verification of proper materials and construction methods, project documentation, and observation of all construction work. The approximate cost of this project was $960,000.

Kyle D. Welte, P.E., CPII

Resident Engineer

Batavia Road Surface Transportation Program (STP), Warrenville, Illinois
Lead resident engineer for 3,255 linear feet of roadway resurfacing in the City of Warrenville. This project also included roadway widening, storm sewer installation, water main relocation, concrete sidewalk and driveway replacement, and concrete base repair. This project required changing the existing roadway profile to accommodate new storm sewer to facilitate proper roadway drainage. Construction responsibilities included verification of proper materials and construction methods, project documentation, and observation of all construction work. The approximate cost of this project was $580,000.

2011 Street Rehabilitation Program – Raymond Street, Elgin, Illinois
Provided assistant resident engineering services for replacement of approximately 5,300 linear feet of 8-inch diameter water main for the purpose of replacing aging 4-inch water main and to provide additional looping within the system that serviced existing residential and commercial users in the City of Elgin. The project also required construction observation for re-routing a 36-inch storm sewer with installation depths up to 20 feet. Additional construction observation tasks for the project included the completed removal and replacement of the existing sidewalk, curb and gutter and driveways, pavement patching and paving of over three miles of City streets. Additional responsibilities included all necessary permitting with the Illinois Environmental Protection Agency (IEPA).

2010 Neighborhood Street Resurfacing, Elgin, Illinois
Provided construction engineering services for the resurfacing of 17 miles of streets located throughout the City of Elgin. Prior to the selection of the final 17 miles of roadway to be rehabilitated as a part of this project, approximately 29 miles of roadway were evaluated via onsite inspections and cost estimates were developed to determine the final program. The scope of work consisted of the removal and replacement of deteriorated sidewalk and curb and gutter, pavement patching, milling and resurfacing. Due to the magnitude of the project, significant communication was required with the contractor, City, residents and businesses to ensure successful and timely completion of the project.

Kimball Street Local Agency Functional Overlay (LAFO), Elgin, Illinois
Lead resident engineer for the 3,060 linear feet of roadway resurfacing of Kimball Street in the downtown area of the City of Elgin. This project also included various concrete repairs, bridge deck repair and resurfacing, and bridge bearing pad adjustments. Construction responsibilities included verification of proper materials and construction methods, project documentation, and observation of all construction work. The approximate cost of this project was $700,000.

Countryside Street and Water Main Improvements, Yorkville, Illinois
Design and lead Resident Engineer for the replacement of 16,000 linear feet of water main within a residential and commercial area. The project also includes the complete removal and replacement of the existing bituminous pavement along with curb and sidewalk repairs. Phase III engineering services include construction staking, inspection and documentation, quality assurance, pay estimates and contract management. The approximate cost of this project is $4,500,000.

2011 Sanitary Sewer Rehabilitation and Storm Sewer Improvements, Hampshire, Illinois
Provided construction inspection services for the replacement of existing sanitary sewer, storm sewer and water main in an existing commercial and residential neighborhood within the Village of Hampshire. The project consisted of installing 970 linear feet of 15-inch and 375 linear feet of 12-inch storm sewer, 1,400 linear feet of 12-inch sanitary sewer, 1,000 linear feet of cured-in-place sanitary sewer pipe lining, 460 linear feet of 8-inch water main, pavement patching and restoration.

Nadia L. Simek, E.I.

Construction Engineer

Experience:
EEI: 1 Year
Other: 6 months
Registration:
Engineer Intern – 2014, 061-038089

Education:
B.S., 2014, Civil Engineering,
University of Illinois at Chicago, Chicago, Illinois

Certifications:
IDOT Documentation of Contract Quantities, Certification No. 15-0199
IDOT Mixture Aggregate Technician Course
OSHA 10-Hour Course, 28-004826031

Nadia Simek is a project engineer with over one year of experience as a civil engineer/engineering technician. Her project experience includes construction observation and review for underground utilities, road construction and earthwork.

Representative Projects:

Game Farm Road and Somonauk Street Improvements, Yorkville, Illinois
Provided assistant resident engineering services for the removal, widening, and reconstruction of over 4,720 linear feet of Game Farm Road & Somonauk Street in the City of Yorkville. This project also included 4,650 linear feet of storm sewer, 800 linear feet of water main replacement, sanitary sewer repairs, 10,650 feet of curb, and installation of a retaining wall and shared use path. This project consisted of complete reconstruction of an existing street within a residential area utilizing STP funds. In addition to serving residents, the streets served City Hall, Yorkville Public Library, Yorkville Police Department, a community center, Yorkville High School, Yorkville Freshman Academy and the Yorkville Grade School.

The project involved extensive coordination with the school district, City Hall, and local residents. Part of the coordination involved a public open house, weekly summaries to the City and School District, weekly progress meetings with contractor and the distribution of project fliers. The City's website was also updated routinely to provide current information. Construction responsibilities included verification of proper materials and construction methods, project documentation, and observation of all construction work. The approximate cost of this project was $3,773,100.

Countryside Street and Water Main Improvements, Yorkville, Illinois
Provided assistant resident engineering services for the replacement of 16,000 linear feet of water main within a residential and commercial area. The project also includes the complete removal and replacement of the existing bituminous pavement along with curb and sidewalk repairs. Phase III engineering services include construction staking, inspection and documentation, quality assurance, pay estimates and contract management. The approximate cost of this project is $4,500,000.

2015 RTBR Program – MFT and Local Funds, Yorkville, Illinois
Provided assistant resident engineering services for the rehabilitation of multiple residential roadways within the City. The scope of work included the complete or partial removal of existing hot-mix asphalt surface and binder courses, repairing and reshaping the existing base course, curb and gutter removal and replacement, sidewalk repair, restoration and pavement striping. The projects included local and Motor Fuel Tax funds.

2016 RTBR Program – MFT and Local Funds, Yorkville, Illinois
Provided resident engineering services for the rehabilitation of multiple residential roadways within the City. The scope of work included the complete or partial removal of existing hot-mix asphalt surface and binder courses, repairing and reshaping the existing base course, curb and gutter removal and replacement, sidewalk repair, restoration and pavement striping. The projects included local and Motor Fuel Tax funds.

Project Name: **Game Farm Road and Somonauk Street Improvements**
Client: United City of Yorkville
Reference: Eric Dhuse, *Public Works Director*, (630) 553-4370
Project Cost: $3,773,100 (Federal Funds)
Date (Year): 2015
Project Team: Brad Sanderson –PIC; Kyle Welte – RE

Scope of Work: Provided Phase III services for the removal, widening, and reconstruction of over 4,720 linear feet of Game Farm Road and Somonauk Street in the United City of Yorkville. This project also included 4,650 linear feet of storm sewer, 800 linear feet of water main replacement, sanitary sewer repairs, 10,650 feet of curb, and installation of a retaining wall and shared use path. This project consisted of complete reconstruction of an existing street within a residential area utilizing STP funds. In addition to serving residents, the streets served City Hall, Yorkville Public Library, Yorkville Police Department, a community center, Yorkville High School, Yorkville Freshman Academy and the Yorkville Grade School.

The project involved extensive coordination with the school district, City Hall, and local residents. Part of the coordination involved a public open house, weekly summaries to the City and School District, weekly progress meetings with contractor and the distribution of project fliers. The City's website was also updated routinely to provide current information.

Phase III engineering services including construction staking, inspection, ICORS documentation, quality assurance, pay estimates and contract management.

Project Name: **Kennedy Road Bike Path from Illinois Route 47 to Mill Road**
Client: United City of Yorkville
Reference: Eric Dhuse, *Public Works Director*, (630) 553-4370
Project Cost: $1,300,000 (Est.) (Federal Funds)
Date (Year): 2012-Current
Project Team: Brad Sanderson – PIC; Tim Weidner – PM

Scope of Work: Provided Phase I and II engineering services for the construction of a 10 foot wide hot-mix asphalt bike path from Illinois Route 47 to Mill Road, a distance of approximately 3.1 miles through residential and rural areas. The Phase I work consists of a topographic survey, drainage technical memorandum, preliminary plan, profile and typical sections, environmental studies including a PESA, wetlands analysis and tree survey, identification of land acquisition requirements and estimate of cost all of which will be included in a Project Development Report to be approved by IDOT. Phase II engineering included the preparation of final plans, specifications and estimates.

Project Name: **Kennedy Road Widening**
Client: United City of Yorkville
Reference: Eric Dhuse, *Public Works Director*, (630) 553-4370
Project Cost: $960,000 (Local Funds)
Date (Year) 2013-2015
Project Team: Brad Sanderson – PIC; Kyle Welte – RE

Scope of Work: Provided design and construction engineering services for over 3,300 linear feet of roadway widening along Kennedy Road in the United City of Yorkville. This project also included the installation of 3,200 linear feet of storm sewer, the installation of 5,470 linear feet of new curb and gutter, and re-grading the surrounding area to accommodate the improved drainage. Construction responsibilities included verification of proper materials and construction methods, project documentation, and observation of all construction work.

Project Name: **Continental Drive Shared-Use Path**
Client: City of Warrenville
Reference: Michael Smith, *Former Public Works Superintendent*, (630) 393-9050
Project Cost: $241,000 (Federal Funds)
Date (Year): 2013
Project Team: Tim Weidner –PM; Kyle Welte – RE

Scope of Work: Provided Phase I, II and III engineering services for the construction of an eight-foot wide shared-use path along Continental Drive from the Johnson Elementary School to Kiwanis Park a total distance of approximately 3,200 linear feet through an urban residential area. The project included installation of pedestrian signal heads with countdown timers at the Illinois Route 59 intersection. The Phase I work included a topographic survey, intersection study and traffic signal modification plan, drainage technical memorandum, crash analysis, environmental studies including a PESA and wetland investigation, preliminary plan, profile and typical sections, and estimate of cost all of which were included in the Project Development Report approved by IDOT. Phase II contract plans, specifications and estimates were prepared for an IDOT letting. Phase III engineering services including construction staking, inspection, ICORS documentation, quality assurance, pay estimates and contract management.

Project Name: **Safe Routes to School**
Client: United City of Yorkville
Reference: Eric Dhuse, *Public Works Director*, (630) 553-4370
Project Cost: $232,000 (Federal Funds)
Date (Year): 2013
Project Team: Brad Sanderson – PIC; Tim Weidner – PM

Scope of Work: Provided Phase I, II and III engineering services for new sidewalk installation for the Federally funded Safe Routes to School (SRTS) project. As part of the project, a combination of 6,000 feet of new sidewalk was installed in downtown Yorkville, along seven roadways. The selected roadways were identified due to the need to eliminate sidewalk gaps and provide continuous routes to Circle Center Grade School. Due to the inclusion of Federal funds, all construction observation was documented per IDOT requirements and was constructed according to the IDOT guidelines.

In addition to the sidewalk and bike path construction, the project included ditch grading, tree removal, driveway reconstruction and various other ancillary improvements to reduce impact to property owners. Construction challenges included maintaining existing drainage and improving existing drainage issues while maintaining sidewalk slope requirements. Coordination was required between the United City of Yorkville and residents for tree removal, driveway reconstruction and areas of extensive re-grading.

Project Name: **2013-2015 RTBR Program – MFT and Local Funds**
Client: United City of Yorkville
Reference: Eric Dhuse, *Public Works Director*, (630) 553-4370
Project Cost: $1,970,000 (Local and MFT Funds)
Date (Year) 2013-2015
Project Team: Brad Sanderson – PIC; Tim Weidner – PM; Kyle Welte and Nadia Simek - RE's

Scope of Work: Provided design and construction services for the rehabilitation of multiple residential roadways within the City. The scope of work included the complete or partial removal of existing hot-mix asphalt surface and binder courses, repairing and reshaping the existing base course, storm sewer improvements, curb and gutter removal and replacement, sidewalk repair, restoration and pavement striping. Various years also included replacement of sanitary sewers and water mains. The projects included local and Motor Fuel Tax funds.

Project Name: **Kimball Street Local Agency Functional Overlay (LAFO) Improvement**
Client: City of Elgin
Reference: Joe Evers, P.E., *City Engineer*, (847) 931-5958
Project Cost: $700,000 (Federal Funds)
Date (Year) 2012
Project Team: Tim Weidner – PM; Kyle Welte – RE

Scope of Work: Provided Phase II and III engineering services for the design and preparation of construction plans, specifications and estimates for the resurfacing of 3,060 linear feet of Kimball Street from Illinois Route 31 to Dundee Avenue in downtown Elgin. The pavement was milled and resurfaced with leveling binder and hot-mix asphalt surface course. In addition, failed base areas were patched with full-depth hot-mix asphalt material, area reflective crack control was utilized, sidewalk ramps and deteriorated sections of sidewalk were replaced to comply with the Americans with Disabilities Act (ADA) standards, deteriorated sections of curb and gutter and driveways were replaced, raised reflective pavement markers were reinstalled and detector loops were replaced. The project also involved bearing pad adjustment, keyway repair and the removal and replacement of the existing surface and waterproofing membrane on the Kimball Street Bridge over the Fox River. Federal aid Surface Transportation Program (STP) funding in the form of Local Agency Functional Overlay (LAFO) funds were obtained to aid the City in funding the improvements.

Project Name: **Cannonball Trail Local Agency Functional Overlay (LAFO)**
Client: United City of Yorkville
Reference: Eric Dhuse, *Public Works Director*, (630) 553-4370
Project Cost: $285,000 (Federal Funds)
Year Completed: 2013
Project Team: Brad Sanderson – PIC; Tim Weidner – PM

Scope of Work:
Provided Phase I, II and III engineering services for the 3,900 linear feet of roadway resurfacing of Cannonball Trail in the United City of Yorkville. This project also included various concrete repairs and ditch re-grading. Construction responsibilities included verification of proper materials and construction methods, project documentation, and observation of all construction work. Federal aid Surface Transportation Program (STP) funding in the form of Local Agency Functional Overlay (LAFO) funds were obtained to aid the City in funding the improvements.

Project Name: **South Street Roadway Extension**
Client: City of Elgin
Reference: Joe Evers, P.E., *City Engineer*, (847) 934-5958
Project Cost: $8,000,000
Year Completed: In Progress
Project Team: Brad Sanderson – PIC

Scope of Work: Provided Phase I, II and III engineering services for the construction of 1.1 miles of a new urban roadway in Elgin connecting Randall Road and Longcommon Parkway. The project included 4,700 linear feet of 8-inch and 12-inch water main, 5,400 linear feet of storm sewer ranging in size from 9-inch to 30-inch, 1,700 linear feet of 8-inch and 24-inch sanitary sewer, street lights, sidewalk, 8,800 linear feet of bike path, and an irrigation system. The project also included removal and replacement of an 8'x4' box culvert and construction of a detention basin with a gabion wall. The project required extensive coordination with ACOE and Nicor (30-inch transmission main crossing). Phase III engineering services included inspection and documentation, quality assurance, pay estimates and contract management.

Memorandum

To: City Council
From: Bart Olson, City Administrator
CC:
Date: June 8, 2016
Subject: RFQ for Phase III engineering services for Kennedy Road path

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Summary

Review of an RFQ for construction engineering services for Kennedy Road path.

Background

The next step in the Kennedy Road multi-use path project is to award a contract for construction engineering services. While we would normally utilize a firm with which we have previous experience, the use of federal funds through the grant program requires us to go through a formal request for qualifications (RFQ) process. The RFQ process is similar to a formal RFP, except the actual cost of the services is not allowed to be factored into the selection process. The City will accept proposals, review them based solely on the qualification and experience of the firms, and choose a firm. At that time, the City is allowed to negotiate with the firm on price of the service and accept the contract, or reject the firm and choose a different firm.

The RFQ is attached. It is a standard RFQ and has been reviewed by Attorney Orr and Director Dhuse. If approved, proposals will be solicited from area firms and open to any firm. The deadline for proposals will be July 1. Review of the proposals will be conducted the following week and we expect a formal recommendation for a firm and contract to be presented to the Public Works Committee in July.

The final piece of land acquisition for the project is ongoing with ComEd, but expected to be resolved by August With that timeline and the RFQ timeline, we anticipate an IDOT bidding process for construction of the project to occur in Fall, with a probable construction commencement in Spring 2017.

Recommendation

Staff recommends approval of the attached RFQ.

Resolution No. 2016- _____

A RESOLUTION OF THE UNITED CITY OF YORKVILLE, ILLINOIS APPROVING THE ISSUANCE OF THE REQUEST FOR QUALIFICATIONS FOR PHASE THREE ENGINEERING SERVICES FOR THE KENNEDY ROAD SHARED USE PATH PROJECT

Whereas, the United City of Yorkville (the "City") is a duly organized and validly existing non home-rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of the State; and,

Whereas, the City as part of the Kennedy Road shared use path project is seeking requests for qualifications for the phase three engineering services; and,

Whereas, the requests for qualifications must go through a qualification based selection process included in the attached request for qualifications.

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and City Council of the United City of Yorkville, Kendall County, Illinois, as follows:

Section 1: That the *REQUEST FOR QUALIFICATIONS FOR PHASE III ENGINEERING SERVICES KENNEDY ROAD SHARED USE PATH PROJECT*, attached hereto and made a part hereof by reference as Exhibit A, is hereby approved and authorized for issuance to engineering firms as determined by the City Administrator.

Section 2: This Resolution shall be in full force and effect upon its passage and approval as provided by law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois, this _____ day of _____ 2016.

_____
VILLAGE CLERK

CARLO COLOSIMO	_____	KEN KOCH	_____
JACKIE MILSCHEWSKI	_____	LARRY KOT	_____
CHRIS FUNKHOUSER	_____	JOEL FRIEDERS	_____
DIANE TEELING	_____	SEAVER TARULIS	_____

Approved by me, as Mayor of the United City of Yorkville, Kendall County, Illinois, this _____ day of _____ 2016.

_____
MAYOR

REQUEST FOR QUALIFICATIONS FOR PHASE III ENGINEERING SERVICES
KENNEDY ROAD SHARED USE PATH PROJECT

UNITED CITY OF YORKVILLE, ILLINOIS

The United City of Yorkville is seeking a qualified Consulting Engineering Firm to perform construction engineering services for the Kennedy Road Shared Use Path project.

The Consulting Engineer shall perform and carry out, in a professional and satisfactory manner, the necessary services required to complete the requirements included in this project. The tentative Illinois Department of Transportation letting date is November 2016.

The services to be provided related to this proposal are described in the Minimum Scope of Services section of this proposal. All work must adhere to City, IDOT and Kendall County standards as required. In addition, this project will be funded utilizing Illinois Transportation Enhancement Program funding; therefore all construction and construction engineering must meet IDOT documentation requirements.

The project will consist of the following:

Construction of a new shared use path along Kennedy Road from IL Route 47 to the Steven G. Bridge Park. The path is proposed to be 8-10 feet wide and is approximately 16,100 feet in length.

FUNDING:

The funding of the Phase III portion of this project is funded 80% by ITEP and 20% by the City. The selection of the consultant will follow the Quality Based Selection (QBS) process.

MINIMUM SCOPE OF SERVICES:

The consultant shall provide the resident engineer, inspectors, professional testing services and other technical personnel necessary to review, observe, monitor, and document the contractor's progress on the project from the start of field operations to final completion. All work is to be performed according to the general industry engineering standards established by IDOT.

The consultant and sub-consultants are expected to perform complete construction inspection services in accordance with, but not limited to, the following general task areas:

Preconstruction Tasks

1. Establish the Contract Inspector's Checklist for Contract Administration as guidelines for the consultant to follow.
2. Attend an IDOT preconstruction meeting with all interested parties to discuss goals, objectives, and issues.
3. Conduct a local preconstruction meeting with all interested parties to discuss goals, objectives, and issues that the City may have. Submit meeting minutes to the City for review and approval.
4. Familiarize themselves with all project permits and requirements needed for construction.
5. Review the plans and specifications in depth, verifying quantities, elevations and dimensions relevant to

the project. Also, anticipate any potential conflicts or issues and develop solutions prior to construction.

6. Review contractor's proposed construction schedule for compliance with contract. Submittals should be included on this schedule as well as all major subcontractors (underground, paving, etc).
7. Set up field books, quantity books, diary, job box and all other forms of proper project documentation including ICORS.
8. Prepare Maintenance of Traffic (MOT) checklist. Review MOT for possible improvements highlighting areas of concern.
9. Prepare a project contact list with names, addresses, phone numbers, and fax numbers for all contractors, subcontractors, and suppliers for the project. Also, submit 24 hour contact numbers for applicable parties.
10. Review record drawing requirements with the contractor.
11. Complete the BC 775 and BC776 (if needed) forms.

Construction Tasks

1. Provide a resident engineer for required daily activities such as: observing the progress and quality of the work and determining if the work is proceeding in accordance with the contract documents. Maintain site presence at all times when the contractor is working. Disapprove any work failing to conform to the contract documents and immediately inform City and IDOT representatives. Verify that there are no deviations from the contract documents unless authorized by City and IDOT representatives.
2. Keep inspector's daily reports and quantity book records up to date. Also maintain project diary noting all necessary observations. Advise if contactor is falling behind schedule. Submit weekly reports from ICORS to IDOT and the City.
3. Maintain submittal log and check status to ensure timely approval.
4. Maintain orderly files of all relevant project documents so that they can be easily accessed.
5. Perform quantity measurements to prepare pay estimates and change orders to review with contractor and submit to City for review and submittal to IDOT.
6. Hold weekly progress meetings.
7. Provide liaison functions related to coordination of contractors, utilities, developers, other agencies and property owners engaged or affected by the project.
8. Check and approve project submittals for compliance with standards. Forward recommendations to the City and IDOT representatives.
9. Maintain daily contact with contractor to monitor schedule and recommend actions that should be taken if falling behind.
10. Maintain daily contact with the utility companies and their contractors to monitor concurrence with proposed schedules.
11. Maintain daily contact with the City and IDOT representatives to inform on all relevant project information.
12. Inspect, document, and inform the contractor and the City of the adequacy of the establishment and maintenance of traffic control. Perform all necessary traffic control checks. Document deficiencies and contractor responses to notices of the same. Inform City and IDOT of deficiencies and if contractor does not correct or enforce as contract stipulates.
13. Provide construction layout as needed.
14. Provide Quality Assurance (QA) services in accordance with IDOT *QC/QA* practices and procedures (contractor will provide QC). Provide necessary coordination and qualified personnel to perform work for all materials. Obtain and test soil, asphalt, concrete, and aggregate samples to perform necessary testing to

fulfill QA/geotechnical requirements. Reports shall be prepared in a timely manner and coordinated with QC data. The consultant shall fulfill the requirements as the QA manager.

15. Prepare minutes for all meetings and distribute to appropriate parties.
16. Maintain set of working drawings as construction is progressing.
17. Provide all necessary equipment, instruments, supplies, transportation, and personnel required to perform duties of the project team.
18. Maintain and periodically transmit to contractor a running punch list to expedite project close out.
19. Obtain material acceptance certifications as materials are incorporated into the project to expedite project closeout. Withhold payment until material inspection and certifications are provided.
20. Monitor and enforce all OSHA safety regulations are followed by the consultant staff and sub-consultants.
21. Monitor and document erosion control and ensure conformity with the plans and standards.

Post Construction Tasks

1. Perform final inspection with the lDOT, the City representative, contractor, and all applicable utilities to finalize punch list. Document the items in the final punch list and submit them to the contractor for close out. Verify completion of all work and provide a recommendation to City.
2. Prepare record drawings. Submit the drawings in a hard copy and digital form.
3. Complete a contractor performance evaluation and conduct a post construction meeting with all interested parties to discuss lessons learned and identify steps to eliminate problems in the future.
4. Verify that all documentation is accomplished and that all material inspections and certifications have been accounted for and are complete.
5. Provide all documentation associated with the final balancing change order and final pay estimate.
6. Complete job box and conduct all audit(s) with IDOT. The job box will remain property of the City.
7. Close out project with IDOT within a reasonable time frame after all construction is completed.

SUBMITTAL REQUIREMENTS:

Please submit three (3) hard copies and one (1) digital copy of your firm's qualifications for services by 10:00 AM, Friday, July 1, 2016. Questions related to this RFQ should be submitted by email to Eric Dhuse: edhuse@yorkville.il.us. All questions must be received by 10:00 am on Monday, June 27, 2016. The City will provide the final response to all consultants by 5:00 PM on Tuesday, June 28, 2016.

SOQ's should be mailed in a sealed envelope marked "**United City of Yorkville – Kennedy Road Shared Use Project - Construction Engineering Services SOQ**" to Eric Dhuse, Director of Public Works, 800 Game Farm Road, Yorkville, Illinois 60560.

A set of 95% plans is attached for your review.

All submittals must be thorough, complete and accurate and will be limited to 20 pages in length not including the IDOT Prequalification sheet. A table of contents and sectional tabs should be provided for all submittals.

Submittals should include:

1. Introduction

A title page that includes the following information: name of firm, local address, telephone number, fax number, name of contact person, location of branch offices, if any, and states in which your firm is licensed to practice.

2. IDOT Pre-Qualifications

As a prequalification of submittal, all firms must be pre-qualified by IDOT in and must submit documentation of their current prequalification status for the following:

- Special Studies – Construction Inspection

3. Project Approach

This section should include the following:

- A description of the firm's thorough understanding of the scope of the project.
- A description of how the firm proposes to deliver a quality project on time and within budget.
- Discuss the unique challenges of this project and how the construction engineering consultant's team is equipped to address those issues/challenges.
- A detailed outline of the tasks associated with each element of the scope of services described above including any additional tasks that the consultant may choose to identify and describe.

4. Project Team

Provide biographical data and experience on key professional members of the firm(s) who could be directly involved with this particular project. The key personnel should include the following:

- Project Manager who will be responsible for coordinating all activities (must be a Licensed Professional Engineer in the State of Illinois).
- Resident Engineer who will be responsible for overseeing all construction engineering activities (must be a Licensed Professional Engineer in the State of Illinois and have a current certificate for IDOT's "Documentation of Contract Quantities").
- Construction Engineer(s) who will be responsible for assisting the Resident Engineer and have a current certificate for IDOT's "Documentation of Contract Quantities".
- Material Testing Company that will be used (must be pre-qualified by the State of Illinois).

5. Similar Project Experience

Provide four recent examples of projects within the last five years that are similar in nature to this project. Include a description of each project, including location, client, and scope of professional services delivered by your firm and the project team that staffed the project (project manager, resident engineer, inspector(s), etc.), duration of the project, and project cost.

CRITERIA FOR REVIEW:

The following items will be considered when evaluating the consultants:

1. Qualifications and experience of personnel to perform the required observation and inspection of project in accordance with general industry engineering standards established by the Illinois Department of

Transportation (IDOT) (40%).

2. Description of the firm's thorough understanding of the project including challenges during construction (30%).
3. Qualifications and experience related to providing liaison functions to facilitate coordination of property owners, contractors, and utilities engaged or affected by the project (20%).
4. The completeness of the proposal will also be evaluated. This will assess spelling, grammar, accuracy and adherence to requirements outlined in the RFQ. (10%)

A selection committee comprised of staff from the City will evaluate the SOQ's. The SOQ's will be reviewed, evaluated, and scored, using the criteria and weights defined above. The selected consultant will be notified and a final scope and hours will be negotiated. The engineering agreement will be cost plus fixed fee format using the BLR 05611 form. The time table is as follows:

TASK	DUE DATE
SOQ due	*July 1, 2016*
Negotiations complete	*July 13, 2016*
Present to Public Works Committee	*July 19, 2016*
City Council Approval	*July 26, 2016*

STATEMENT OF QUALIFICATIONS FOR

Miller Road Improvements

Indian Trail Over the Fox River

Eldamain Road

Walkup Road Construction

PHASE III ENGINEERING SERVICES
KENNEDY ROAD SHARED USE PATH PROJECT

July 1, 2016

Submitted By

HRGreen®

Matthew Jereb, PE
651 Prairie Pointe Drive, Suite 201
Yorkville, Illinois 60560-6506
Phone **630.553.7560**
Email **MJereb@hrgreen.com**
HRGreen.com

CONSTRUCTION | TRANSPORTATION | WATER | GOVERNMENTAL SERVICES | LAND DEVELOPMENT |ENERGY

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19 Why Select HR Green?

HR Green is one of America's **longest operating design and construction firms**, and consistently ranked among **ENR's Top 500 Design Firms** in the United States.

HRGreen

INTRODUCTION

HR Green, Inc. (HR Green) has a talented, multi-disciplinary team of dedicated professionals capable of assisting the United City of Yorkville (City) by providing Phase III Engineering Services for the Kennedy Road Shared Use Path Project. Our Team, composed of staff from our Yorkville, IL office has significant experience managing federally funded construction projects for many different municipalities and counties. We understand the challenges our clients face with the extra requirements placed upon them with projects of this funding type, and we will lean on our past experiences as well as our familiarity with local IDOT staff to effectively deliver this project for the City. This proposed team will be with you throughout the project duration and will see this project through all aspects from pre-construction to final acceptance.

HR Green is a professional engineering and technical consulting firm serving clients in the public and private sectors. We are a privately held, employee-owned company, and fully committed to the success of our clients and the well-being of our employees. We enjoy a long-standing reputation for business accountability to our clients, meaning that we partner with our clients to create viable facilities and healthy enterprises.

With a local office in Yorkville, HR Green has positioned itself to offer the City unparalleled service. As stakeholders in the region, we possess a firm understanding of the need for this shared use path on Kennedy Road, and the passion that the community has in bringing this project to fruition. Our local presence and understanding of your needs, coupled with our previous construction management experience on similar projects, uniquely positions our firm to compete for this project.

HR Green, Inc
LOCAL OFFICE
651 Prairie Pointe Drive
Suite 201
Yorkville, Illinois 60560
630.553.7560 - Telephone
800.728.7805 - Toll Free
630.553.7646 - Fax

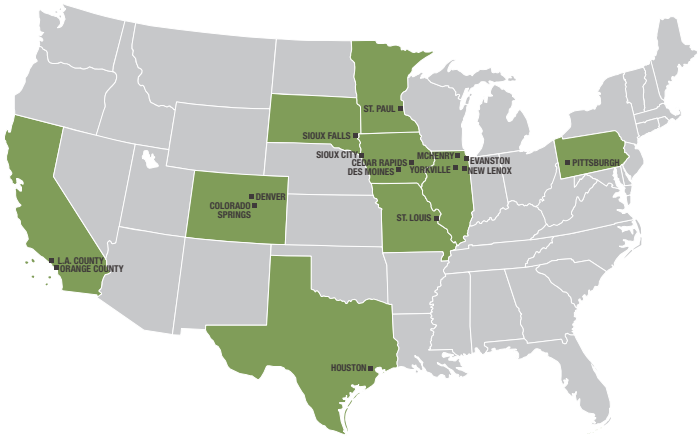
PROJECT CONTACT
Matthew Jereb, PE
Project Manager
630.708.5011 - Direct
630.277.7138 - Mobile
mjereb@hrgreen.com

www.HRGreen.com

We have been in business for 103 years without interruption (since 1913) by carefully targeting our technical services to address the needs of society, and thus succeeding as a sustainable business.

Our six business units provide comprehensive services as follows:

Construction – Construction management of multi-use paths, bridges, roads and highways; storm and sanitary sewers; water distribution systems; water treatment facilities; wells, storage facilities, pumps and lift stations; and wastewater facilities.



Transportation – Highways – streets, pedestrian facilities, traffic engineering and bridge design services.

Water – Water resources, treatment and distribution; wastewater collection, pumping and treatment; residuals handling and disposal, sustainable solutions for water quality on transportation projects.

Governmental Services – Program management for local and state government – city engineering, government operations and maintenance, and process improvement and revenue enhancement services. Private sector funding collaboration, owner's representative, equity partnership, and community redevelopment services.

Energy – Methane – landfill gas-to-energy (LFGE). Wind power – single-turbine installations. Solar – fixed array and tracking photovoltaic systems.

Land Development – Residential, commercial, industrial, and institutional land planning, engineering, surveying and landscape architecture services.

HR Green is licensed to do business in nine states and has 16 branch offices.

- ILLINOIS
  - Yorkville
  - McHenry
  - New Lenox
  - Evanston
- IOWA
  - Cedar Rapids (Corporate Office)
  - Des Moines
  - Sioux City
- MISSOURI
  - St. Louis
- MINNESOTA
  - St. Paul
- PENNSYLVANIA
  - Pittsburgh
- SOUTH DAKOTA
  - Sioux Falls
- TEXAS
  - Houston
- COLORADO
  - Colorado Springs
  - Denver
- CALIFORNIA
  - Orange
  - Gardena

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 31, 2015

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Jason Poppen
HR Green, Inc.
11011 Richmond Avenue
Suite 375
Houston, TX 77042

Dear Jason Poppen,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending Dec 26, 2014. Your firm's total annual transportation fee capacity will be $79,200,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 166.56% are approved on a provisional basis. The actual rate used in agreement negotiations may be determined by our Office of Quality Compliance and Review in a pre-award audit.

Your firm is required to submit an amended SEFC through the Engineering Prequalification & Agreement System (EPAS) to this office to show any additions or deletions of your licensed professional staff or any other key personnel that would affect your firm's prequalification in a particular category. Changes must be submitted within 15 calendar days of the change and be submitted through the Engineering Prequalification and Agreement System (EPAS).

Your firm is prequalified until December 26, 2015. You will be given an additional six months from this date to submit the applicable portions of the "Statement of Experience and Financial Condition" (SEFC) to remain prequalified.

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

SEFC PREQUALIFICATIONS FOR HR Green, Inc.

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

X	PREQUALIFIED
A	NOT PREQUALIFIED, REVIEW THE COMMENTS UNDER CATEGORY VIEW FOR DETAILS IN EPAS.
S	PREQUALIFIED, BUT WILL NOT ACCEPT STATEMENTS OF INTEREST

PROJECT APPROACH

HR Green understands that the City is seeking a prequalified engineering consultant to provide Phase III Construction Engineering Services for the Kennedy Road Shared Use Path project. HR Green understands that the project will be funded primarily through ITEP funds (Federal) as well as through City funding. The construction of the 16,100 foot path along Kennedy Road from Il Route 47 to the Steven G Bridge Park contains many challenging and interesting features that HR Green is well adept to managing so as to deliver this project for the City within the designed schedule and budget.

Being an established United City of Yorkville business, with an office within a half mile of the project, we know that the development and funding for this project has been a top priority for the City after the fatal accident that occurred in July 2009. The journey to secure funding for this project has involved many agencies and non-profit groups including the Push for the Path organization that was committed to seeing this project come to creation. With a significant portion of the funding being secured through federal ITEP funds, the services provided by the selected Construction Engineering firm will be more detailed and require significant coordination with the District 3 IDOT office in Ottawa, IL which will be administering the overall contract.

Our assembled team of locally available staff has experience with all of the challenges and features required for the successful administration and oversight of this federally funded project. This includes expertise managing project of similar size and scope including local projects with multi-use paths; projects with IDOT coordination, federal/ state documentation requirements, railroad coordination, utility coordination, erosion control and NPDES requirements, subgrade work, storm sewer and drainage improvements, and work within a corridor lined with a mixture of residential, commercial, educational, and recreational facilities.

A project of this size, scope, and complexity will require an inspection staff with technical expertise in a variety of construction disciplines to be proactive in anticipating and resolving specific construction challenges that this project will exhibit. Specific challenges that may develop as part of this project include:

INTRA-GOVERNMENTAL COORDINATION (IDOT)

As this project includes federal funding and will be let for bid on the November 2016 State of Illinois letting, active and timely coordination with IDOT will be paramount to the overall success of the project. With federal funds being utilized for this project, coordination with IDOT regarding pay estimates, change orders, providing accurate and precise documentation of work completed, and obtaining all material certifications per IDOT's Project Procedures Guide will be critical to protecting the financial investment of the City. HR Green's project team proposed all have extensive experience working with and for IDOT District 3 and will utilize their professional relationships with the IDOT staff to deliver the project to IDOT, FHWA, and the City standards and expectations.

RAILROAD COORDINATION & CONSTRUCTION

Per the contract drawings, the proposed multi-us path will cross the BNSF tracks near the Steven G. Bridge Park. In reviewing the plans, it appears that the work at the crossing will be done by others but work adjacent to the BNSF by this project's contractor will require coordination on the part of the Resident Engineer and his staff. Any work that is near or adjacent to a Railroad requires the contractor to obtain Railroad Liability Insurance **PRIOR** to any work beginning within 50FT of the railroad ROW. Obtaining this important insurance document can be a lengthy and drawn out approval process with the railroad. Early and active communication with the contractor, railroad, and IDOT will be imperative to securing this insurance prior to work beginning so as to negate any possible impacts to the overall project schedule. Additionally, the contactor and Resident Engineer staff will need to coordinate with the BNSF to obtain flaggers when work is near the railroad property. The costs for these flaggers are borne by the project on a time-and-material basis and it will be important that the entire team works together to be efficient as possible with the work around the railroad in an effort to reduce the overall costs associated with the flagger requirement. HR Green's team has coordinated this type of work with several different railroads including the BNSF, and we understand the urgency and importance that coordination with the BNSF is for the overall success of the project.

UTILITY AND PERMITTING AGENCY COORDINATION

In reviewing the plans and visiting the site it is evident that coordination with private utility companies will be required with this project. The scope of work this project entails provides some flexibility to avoid known utilities but it will be imperative that the Resident Engineer be proactive in communicating with the individual utility company representatives and also look forward on the project to identify any potential impacts current facilities may have on the construction of the path and to develop solutions to minimize or avoid any issues with the overall project progress. Additionally, due to the extensive earthwork proposed due to construction of the multi-use path, work will be conducted under an NPDES permit and will require vigilance on the part of the Resident Engineer's staff to work with the contractor to maintain proper and functioning erosion control measures per the permit requirements. Our staff is familiar with the NPDES requirements of performing weekly inspections of all erosion control measures or when 0.5" of rain has fallen. We will also maintain a working document of the erosion control plans and update them whenever changes are made to the original contract documents and will provide these plans in an area of the field office where they can be easily viewed by the public, IEPA inspectors, or anyone interested in knowing what measures that have been implemented. Our staff will work with the contractor to install permanent landscape items immediately upon their completion and not allow the contractor to wait until the entire path is constructed. If a portion is complete, permanent landscaping measures will be scheduled so as to limit the opportunity for erosion to develop in these areas.

COMMUNITY OUTREACH

The project location is within an area that is surrounded by significant residential development, golf course, educational facilities, and commercial properties. Maintaining consistent and accurate communications with these entities (Stakeholders) will be an important component to creating a working relationship within the project corridor to provide the avenue for quick responses to any concerns and/or questions that may arise. Additionally, with the support and intimate involvement from several local organizations (Push for the Path) for this project, it will be important to keep them abreast of project progress. HR Green's proposed staff has worked on several urban projects which involved coordination with many different stakeholders and our staff could provide these unmatched and intangible services if so desired by the City.

WORKING WITHIN RIGHT OF WAY CONSTRAINTS AND WITHIN PRIVATE EASEMENTS

With the small amount of Right-of-Way that is allowed for construction of this project, along with the need to utilize private easements in some areas, it is important that the contractor confines work and equipment within the right-of-way and easements. HR Green construction engineers are very familiar with administering this requirement to the contractors, and are experienced in obtaining additional temporary easements from property owners when necessary during construction. It will be important that the contractor confine his work to within the property limits provided and to not impact adjacent properties. It will be important that the Resident Engineer and his staff work with the contractor so his staff is diligent in containing all work within the allowable limits.

HR Green feels that coordination with other state agencies, local public officials, local emergency responders, the Burlington Northern Santa Fe Railroad, Park Districts, and providing **effective coordination** of private utilities will be the **keys to a successful project**.

Every construction project has its own unique and specific engineering plans and specifications, construction oversight personnel, and existing conditions governing the site. HR Green has the ability to create a "team" with the client, contractor, private entities, and other project stakeholders for each individual project HR Green undertakes. This team approach creates a unified vision allowing the project to be completed efficiently, meeting the project schedule, and maintaining the overall project budget. Our ability to foster a team relationship on this project is unmatched given our Resident Engineer's past work experiences as well as his professional relationships with the IDOT District #3 staff.

In addition to the services that would typically be expected of a construction engineering team (i.e. observation and documentation of contractor's work efforts, submitting of

pay estimates, address contract changes, log and coordinate responses to RFI's and submittals, and address field issues) HR Green feels that coordination with other state agencies (IEPA), local public officials, local emergency responders, the Burlington Northern Santa Fe Railroad, Park Districts, and providing effective coordination of private utilities will be the keys to a successful project. HR Green will pair its sound construction engineering expertise with a willingness to coordinate with the aforementioned parties in order to deliver a successful project.

CONSTRUCTION ENGINEERING SERVICES

HR Green believes in a thorough understanding and review of the plans and contract documents is essential to minimizing cost overruns and untimely delays. If so desired by the City, HR Green will perform a constructability review of the contract documents, including reviews of the plan quantity calculations for large unit price items, to verify that sufficient quantities are present in the contract bid documents to construct the project without costly budgetary overruns. If constructability reviews are desired by IDOT, they will be conducted under the direction of HR Green's construction **Project Manager, Mr. Matthew Jereb, PE**. Mr. Jereb's extensive construction and management experience will be vital to ensuring the most cost-effective review of the plans and contract documents is completed. Additionally, Mr. Jereb will closely monitor the progress on the project and will be available to discuss contractor schedule and operations daily with the City's Public Work's staff and the IDOT's Area Construction Supervisor. With over 20+ years of engineering expertise and being a former IDOT Bureau Chief of Construction and IDOT District #3 employee, Mr. Jereb will be bring his vast technical knowledge of IDOT documentation and procedural requirements, as well as his relationships with the IDOT staff to this project.

The proposed **Resident Engineer, Mr. Kevin Berry, PE**, will be in-charge of all staff and field inspection operations and management to confirm that the work is being completed in accordance with the Standard Specifications for Road and Bridge Construction, the plans and the Special Provisions. Contract compliance will be done with respect to quantity documentation, material certification, EEO requirements, and preparation of payment estimates and change orders. Each payment estimate and change order submitted to IDOT will verify that the materials and procedures used to complete the work were in accordance with the Project Procedures Guide for each pay item. HR Green understands that we are not authorized to revise, delete or change the contract provisions. When contract, plan or specification changes are anticipated, HR Green will coordinate with the IDOT Construction Area Supervisor to obtain prior approval regarding recommended changes.

The staff proposed for this project has the exact experience specific to meeting the project's major challenges. A primary challenge will be to help administer the contract to achieve timely completion. It will be imperative that the contractor's progress schedule is analyzed in detail before it is approved, and that it is updated when it becomes out of phase. Any contractor proposed changes must be evaluated as could potentially impact overall project schedules and costs. Workable and Working days will be charged, as appropriate, so that any later request for an extension of time can be properly analyzed and a proactive approach can be taken so that the job is finished on time, regardless of adverse weather conditions. Efficient construction methods will be recommended and we will suggest techniques to promote timely and complete fulfillment of pay items, so that long punch-lists can be avoided. Detailed records will be kept to make sure the contractor is performing operations in proper sequence to keep the job progressing. It will be critical in this regard, for the contractor to submit a daily schedule in order that the inspection team can schedule layout verification and material testing so that pay item work can be witnessed for compliance with specifications and documented for payment.

CONSTRUCTION DOCUMENTATION

Documentation of the contractor's daily activities is an important and vital function for timely close-out of the project and subsequent acceptance of the improvements by the City and IDOT. Complete and accurate documentation is necessary for contractor payment, project acceptance and closure. The following is a brief list of activities required for proper documentation:

HR Green will maintain a daily diary in accordance with IDOT documentation requirements. The diary will include, but not be limited to: weather conditions, workable days, the contractor and subcontractor's various operations for

the day, number of employees working on each operation, accidents, injuries, arrival and departure of major equipment, official visitors and directions given to contractor or subcontractor.

In addition to the diary, important records will be maintained as follows:

- Acceptance/Testing/Monitoring Log.
- Force Account documentation as necessary.
- Inspectors Daily Reports.
- Weekly progress reports.
- Accurate and up-to-date quantity book.
- Engineer's Payment Estimates.
- Change Orders.
- Neat and accurate field books, which are adequately cross-checked and referenced.
- Up-to-date project files (correspondence, meeting minutes, material inspection files, payment estimates, etc.) that are organized and accurate.
- As-built Engineering Plans that document all field revisions made during the duration of the project.

The proposed HR Green construction staff is well versed with the IDOT's construction documentation software, Illinois Construction Records System (ICORS), and each member proposed is certified in Documentation of Contract Quantities. Staff is also certified in Materials Management for Resident Engineers and is trained in MISTIC requirements. Many other certifications are in our possession including various levels of HMA and PCC training.

The assembled team has a thorough working knowledge of governing documents including, but not limited to:

- Standard Specifications for Road and Bridge Construction
- Supplemental and Recurring Special Provisions
- Construction Manual and Inspector's Checklists
- Project Procedures Guide
- Highway Standards Manual
- Manual of Test Procedures for Materials
- Manual on Uniform traffic Control Devices
- Construction Memoranda
- Road, Bridge and other Related Laws of Illinois

HR Green understands the importance of efficient closeout and field staff will assist the Resident Engineer in coordinating with the contractor to agree to final quantities and prepare the Final Payment Estimate. All calculations, measurements and final contract documents related to the project are to be indexed, boxed and archived. HR Green will provide measurements and quantity calculations in accordance with standard IDOT practices described in the Construction Manual and will perform all project documentation on ICORS. In addition to our experience with IDOT record keeping procedures, HR Green relies on its own project QC/QA processes, which will aid in assuring that the final project documentation is be completed within six (6) weeks of completion of the punch-list.

The assembled team has a broad resume in providing resident engineering and inspection on IDOT projects. Proposed members have specific experience with all of the challenging elements that this project puts forth. We believe the City will find the experience of the project staff to be well suited to perform the Phase III services solicited for this project.

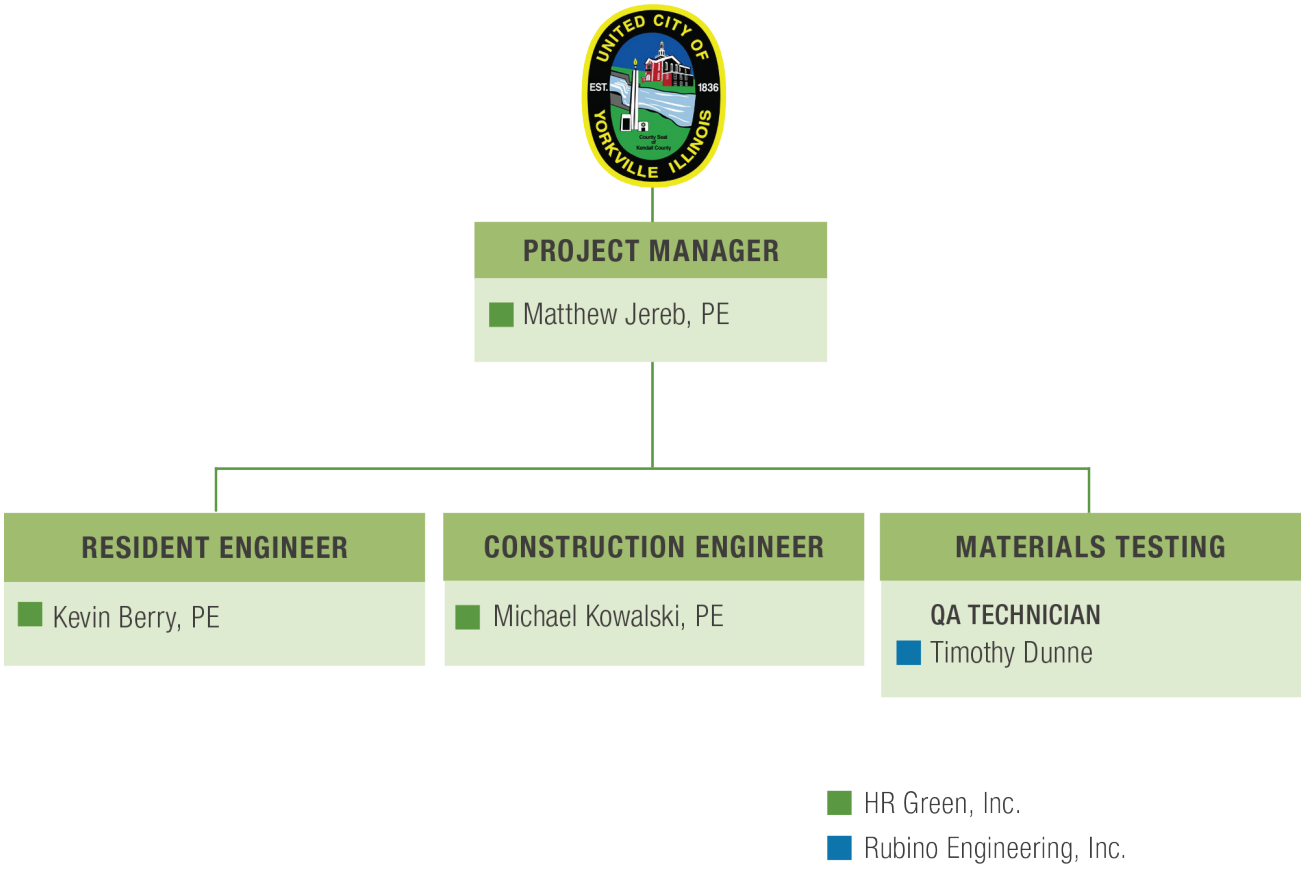
QUALITY ASSURANCE MATERIALS TESTING

Monitoring and testing of the all materials incorporated into the project by the contractor is vital to ensuring a long lasting, quality built project that will serve the Yorkville community for years to come. HR Green has teamed with Rubino Engineering to perform all Quality Assurance Testing for the project. We understand that the contractor will be ultimately responsible for providing daily testing but to provide a "check and balance" system of their testing procedures, Rubino will conduct at least 20% side-by-side testing to confirm acceptance of the material. If so needed, Rubino Engineering's technical skills may also be utilized to evaluate subgrade and earthwork stability if an area is identified by the HR Green field staff as an area of needed remedial action. Rubino Engineering technicians know the staff at the IDOT Bureau of Materials and know exactly what type of tests and documentation is required for the acceptance of the project by the Department.

HR Green and Rubino Engineering have a close working relationship and have successfully completed many federally funded projects in the past. Our entire staffs are familiar with each other and this familiarity creates an unmatched efficiency for our projects and ultimately for our clients.

PROJECT TEAM

HR Green has structured a team of qualified professionals in order to meet the proposed scope of work the City is seeking. The same team members that effectively and successfully completed the projects referenced in the Similar Project Experience Section are proposed herein for this project. Throughout our 103-year history, we have made responsiveness and attention to detail the standard by which work is performed. Key personnel are shown below in the Organizational Chart and their duties for the project are described herein.



EXPERIENCE

22

EDUCATION

BS, Civil Engineering, University of IL- 1994

AS, General Studies, Illinois Valley Community College, Oglesby, IL- 1992

REGISTRATION / LICENSE

Professional Engineer, IL, 062-052934, 1999

SPECIALIZED TRAINING & CERTIFICATIONS

IDOT SPECIFIC TASK COURSES

- IDOT Documentation of Contract Quantities #15-0472
- ICORS Certified, IDOT, 2011
- S13, Concrete Structures
- S16, Erosion Control
- S19, Piling
- S33, Standard Earth Density
- S15, Earth Excavation and Embankment
- S18, Pavement Patching
- S21, Portland Cement Concrete Pavement Inspection
- Proliance for Construction Phase Processes, ISTHA
- Professional Advancement of Career Engineers Training, IDOT
- Executive Leadership Development Training, IDOT
- Erosion & Sediment Control Module I: Fundamental Module, IDOT

MATT JEREB, PE

Project Manager

Matt brings extensive project management experience and leadership to HR Green's Construction Practice. A recent addition to HR Green's professional staff, Matt built upon his success as a Project Manager/Resident Engineer managing construction projects for the Illinois Department of Transportation Districts 3 and 4 continue serving clients across Illinois. Matt's exceptional efforts to involve public and local stakeholders foreshadowed his successful management and administration of a $170M highway improvement program as Bureau Chief of Construction for the nine counties comprising District 4. He subsequently served as the Bureau Chief of Materials for IDOT District 3, adding to his considerable understanding of quality control processes and testing procedures. As Project Manager for varying size of scope projects for municipalities, counties, Illinois Tollway, and IDOT, Matt utilizes superior communication and budgeting skills in conjunction with his engineering capabilities to oversee multiple construction contracts through timely completion.

SELECTED PROJECT EXPERIENCE

- **Anderson Rd. Extension - Kane County Division of Transportation - Construction Manager**

  Please refer to the Similar Project Experience section for a full project description.

  Matt provided oversight and management of a team of Engineers and Technicians performing Construction Management services for the client. These services included providing technical expertise, budget management, and overall staffing needs.

- **Indian Trail Bridges Construction Observation - City of Aurora, IL - Project Manager**

  Please refer to the Similar Project Experience section for a full project description.

  Matt provided oversight and management of the team of Engineers performing Construction Management services for the City of Aurora. These services include providing technical expertise, budget management, and overall staffing needs for the project. Matt attended bi-weekly progress meetings for the project and was involved in imperative matters that developed during construction to aid HR Green staff and ensure Client satisfaction.

- **IL 71 Reconstruction (Orchard Road to US 34) - ABNA Engineering, Inc. - Project Manager**

  HR Green performed Phase III resident engineering and inspection on the $21.7 million urban reconstruction project through the heavily traveled corridor of IL 71 from Minkler/ Orchard Road to US 34 in Oswego. The project was let through the Illinois Department of Transportation (IDOT), District 3. All construction was performed in accordance with the Standard Specifications for Road and Bridge Construction, IDOT Highway Standards, approved plans, and special provisions. The project consists of the construction of a new 4-lane street with the addition of turn lanes with full depth concrete. The project also consists of installation of new storm sewers along the new roadway section, several side street transitions, and new traffic signals. A shared use trail will also be constructed along with new sidewalk throughout the project limits, thereby improving bicycle and pedestrian access in the area. HR Green assured that traffic control complied with the Manual on Uniform Traffic Control Devices and traffic control standards. Project records were kept using the State's quantity tracking software, ICORS and evidence of material inspection was maintained in accordance with IDOT's Project Procedures Guide prior to processing payment.

  Provided oversight of the project schedule, scope, and budget while ensuring management and staff were equipped with necessary resources to accomplish established goals.

OTHER FIRM EXPERIENCE

- Project Management and QC/QA oversight of Various-Various (Task Order) Phase III Projects in IDOT Districts 2, 3, & 4 ($10M)

EXPERIENCE

16

EDUCATION

BS, Civil Engineering, Southern Illinois University - 2000

REGISTRATION / LICENSE

Professional Engineer, IL, 062-060543, 2008

SPECIALIZED TRAINING & CERTIFICATIONS

IDOT - Documentation of Contract Quantities, #15-0087

IDOT - ICORS

PROFESSIONAL AFFILIATIONS

Illinois Society of Professional Engineers

APWA

KEVIN BERRY, PE

Resident Manager

Kevin has a wide range of experience as a Resident Construction Engineer and as a land development engineer. His experience as a construction engineer includes numerous types of transportation projects, from township road resurfacing programs to highway bridges. His experience as a design engineer includes cost estimating, permit preparation, land planning, underground utility design, and roadway geometrics.

SELECTED PROJECT EXPERIENCE

- **IL Route 31 / IL Route 120 Construction - City of McHenry, IL - Resident Engineer**

  Please refer to the Similar Project Experience section for a full project description.

  Kevin served as Resident Engineer for this project. All project documentation was completed in accordance with IDOT documentation requirements. This project was completed using IDOT ICORS and Mistic construction software. This project was completed in December 2014.

- **Eldamain Road Reconstruction - Construction Observation - Kendall County Highway Department - Resident Engineer**

  Please refer to the Similar Project Experience section for a full project description.

  Kevin performed Resident Engineering duties including project coordination, construction observation, documentation, inspection, and close-out of the project per Federal, and State (IDOT) requirements. Held bi-weekly progress meetings between the county, construction engineers, IDOT, and the contractor. Coordinated and resolved project questions for the county and contractor.

- **IDOT District 3 Various/Various Construction - Illinois Department of Transportation - Resident Engineer**

  Please refer to the Similar Project Experience section for a full project description.

  Kevin was responsible for Phase III resident engineering and construction inspection services on behalf of Illinois Department of Transportation District 3 (IDOT) for several road and bridge improvement projects. In 2011 Kevin worked directly with IDOT engineers on a $4 Million 5.8 mile improvement to US Route 6 in Peru and LaSalle, Illinois. In 2012 Kevin worked directly with IDOT engineers on complete bridge removal and replacement of two state higway bridges on US Route 6 in Marseilles, Illinois and on Route 23 in Ottawa, Illinois totalling over $6 Million. In 2013 Mr. Berry worked directly with IDOT on a complete removal and replacement of a large triple box culvert on US Route 6 in Seneca, Illinois totalling over $600,000.

- **Douglas Road Reconstruction Project - Village of Oswego, IL - Construction Engineer**

  HR Green completed Phases I, II, and III for the improvement of Douglas Road from US 34 to US 30. The project was funded Federally with STP funds.

  Kevin was responsible for Phase III resident engineering and construction inspection services on behalf of the Village of Oswego for $9.4M urban reconstruction project through a heavily traveled corridor. The project was let through the Illinois Department of Transportation (IDOT), District 3. All construction was performed in accordance with the Standard Specifications for Road and Bridge Construction and all project records were kept using the State's quantity tracking software, ICORS and evidence of material inspection. The project consisted of widening, reconstructing, and resurfacing Douglas Road from 2 lanes up to as many as 5 lanes, providing the addition of curb and gutter and the installation of closed storm drainage system, pavement patching, sidewalk, noise barrier walls, relocation of the Village water main, modernized traffic signals, and landscaping and pavement markings/signage. This project was completed using Federal and Local Funds.

EXPERIENCE

5

EDUCATION

BS, Civil Engineering, Marquette University - 2011

AS, General Studies, Illinois Valley Community College, Oglesby, IL- 1992

REGISTRATION / LICENSE

Professional Engineer, IL, 062-068548, 2016

SPECIALIZED TRAINING & CERTIFICATIONS

- IDOT – Documentation of Contract Quantities, #13-0216
- IDOT – PCC Level I and Level II
- IDOT – HMA Level I and Level II
- IDOT – Nuclear Density Tester
- IDOT – Mixture Aggregate Technician
- IDOT – ICORS
- Tollway – E-Builder for Construction Phase Processes

PROFESSIONAL AFFILIATIONS

American Society of Civil Engineers

Institute of Transportation Engineers

MICHAEL KOWALSKI, PE

Construction Engineer

Mr. Kowalski's project experience is focused in construction inspection, field engineering, and project coordination. His technical skills include both field qualifications for material testing as well as certifications for construction processes and contract documentation. He has utilized his field experience to develop technical proficiencies in field redesign, construction layout, and punchlist/ closeout evaluations.

SELECTED PROJECT EXPERIENCE

- **Anderson Rd. Extension - Kane County Division of Transportation - Construction Manager**

  Please refer to the Similar Project Experience section for a full project description.

  Mike used surveying equipment and skills to assist in layout as well as ran DCP and moisture tests to determine the acceptance of embankment. This project included traffic control, utility coordination and relocation, public involvement, storm sewer, box culverts, embankment, new roadway, and a new bridge. He also assisted with project start-up by reviewing and responding to RFIs and submittals on this project, which were completed in accordance with IDOT requirements.

- **Safe Routes to School Batavia -Construction Observation - City of Batavia, IL - Resident Engineer**

  Mike provided full time resident engineering construction services for this project. Mike was responsible for observing, documenting, and recommending acceptance or rejection of contractor work during the project completion phase. He also generated progress pay estimates, maintained project records, and coordinated construction through completion between the contractor and the city. Mike utilized surveying skills to assist in lay out and check the contractor's work as well as ran DCP and moisture tests to determine the acceptance of the pedestrian bridge footing subbase.

- **Downer Place Bridge - Construction Observation - City of Aurora, IL - Construction Engineer**

  HR Green recently completed Phase III construction services on the $6.8M project. The project contained a very aggressive schedule (9 months). In the midst of the schedule was a channel restriction period for fish spawning that required cofferdams to be in place by April 1st, with no channel work allowed outside the cofferdams prior to June 15th. HR Green took on a primary role in assisting the contractor in meeting this completion date by tracking submittals and being the liaison between the contractor and the IDNR for approval of cofferdam details, demolition plans, causeways, and mussel relocation activities.

  Mike was responsible for observing, documenting, and recommending acceptance or rejection of contractor work during the project completion and punchlist phases. This project included, traffic control, utility coordination and relocation, public involvement, streetscaping, storm sewer, parking modifications, traffic signal interconnects, patching and resurfacing. He also assisted with project start-up by reviewing and responding to RFIs and submittals on this project, which was completed in accordance with IDOT requirements.

- **McCoy/Commons Intersect & Modification - City of Aurora, IL - Construction Engineer**

  Mike was responsible for observing, documenting, and recommending acceptance or rejection of contractor work during the project completion phase. Eight of the ten projects were let through the State, which required close coordination with IDOT and adherence to IDOT's policies and procedures.

rubino ENGINEERING INC.

TIMOTHY J. DUNNE
PROJECT MANAGER

Education

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

Certifications/Technical Training

- Certified Nuclear Density Gauge Operator
- ACI Level I Concrete
- **PCC Level II - IDOT** PCC Level I (2000) and Level II (2000), Concrete
- **HMA Level III - IDOT** HMA Level I (2001) and Level II (2001), Bituminous
- IDOT S33 Geotechnical Field Testing and Inspection (2008)
- OSHA 10
- ICC Soils Special Inspector
- ICC Masonry Special Inspector
- IDOT S-15 Earth Excavation and Embankment (2014)

Professional Experience

Mr. Dunne is a Senior Engineering Technician and Project Manager at Rubino Engineering, with over 28 years of experience providing construction materials testing services. He was responsible for supervision of field personnel and performance of soil compaction, concrete, floor flatness and bolt inspection and testing at the Sears Home Office Project, an 800 acre, $400 million development in Hoffman Estates, Illinois from 1990 to 1994. Mr. Dunne also served as the project manager for the $150 million Motorola Cellular Subscriber Group II Facility in Harvard, Illinois.

The below projects are representative of the work Mr. Dunne has performed as an employee of Rubino Engineering, Inc. including testing and observation of roadway sub-grades and sub-bases, Quality Assurance testing and monitoring of concrete and hot mix asphalt materials to verify compliance with IDOT specifications; mix design reviews; split sample testing with contractor and producer Quality Control personnel, and monitoring and testing of concrete and hot mix asphalt at the production facilities.

Relevant Project Experience with Rubino

- North Avenue Bike Path, Melrose Park – Edwin Hancock Engineering
- DuPage River Bike Path, Plainfield - Engineering Resource Associates
- Crystal Lake Bike Path – Hampton, Lenzini and Renwick, Inc.
- Multi-Use Bike Path, Homer Glen – HR Green
- McClory Bike Path – City of Highland Park
- Mill Road Multi-Use Path, Oswego – HR Green
- Waubonsee Creek Path Repair – HR Green
- Community Trail, Homer Glen – HR Green
- Keslinger Road Bridge, Geneva - Kane County Division of Transportation
- Chicago Street, Highland Avenue, Kimball Street and Riverside Bridges Rehabilitation, Elgin – Collins Engineers
- Jericho Rob Roy Bridge, Unincorporated Kane County - Kane County Division of Transportation
- Dempster Street Traffic Signals, Evanston – Hampton Lenzini and Renwick, Inc.
- Antioch 2012-2013 Road Program – HR Green
- Winnetka 2014-2016 Roadway Program – Village of Winnetka
- Deerfield 2013-2014 MFT - Village of Deerfield
- Lake in the Hills 2012-2015 MFT – HR Green
- Woodstock 2013-2014 MFT - Hampton, Lenzini and Renwick, Inc.
- Crystal Lake 2013-2014 Road Resurfacing - City of Crystal Lake
- I-90 Tollway Improvements - Bollinger Lach & Associates
- Randall Road Bridge, Elgin, - Omega & Associates
- Mount Prospect 2014-2015 Road Program – Village of Mount Prospect
- Libertyville 2014-2015 MFT – Village of Libertyville
- Alley Improvements, Oak Park – Edwin Hancock Engineering
- US 14 and Wilke Road Improvements, Arlington Heights – Hampton, Lenzini and Renwick, Inc.
- 83rd Street Bridge Parapet, Woodridge – Village of Woodridge

SIMILAR PROJECT EXPERIENCE

ANDERSON ROAD EXTENSION PHASE III I KANE COUNTY DOT

PROJECT REFERENCE:

Kane County DOT
Carl Schoedel, PE
630.584.1170
schoedelcarl@co.kane.il.us

DURATION:

2.5 years

SIMILARITIES:

- *Multi-use path construction*
- *Federally funded*
- *Utility coordination*
- *Earthwork and NPDES*
- *HMA Paving*
- *QA Material Testing*
- *IDOT let project*
- *ICORS and IDOT Doc*

PROJECT TEAM:

Principal-in-Charge - Andrew Mrowicki, PE

Construction Manager - Matt Jereb, PE

Resident Engineer - Brad Thompson

Construction Engineer - Mike Kowalski, PE

Construction Engineer - Kevin Berry, PE

Construction Engineer - Ryne Walberg, EI

Construction Engineer - Christopher Bigall, PE

Material Testing - Rubino Engineering

PROJECT COST:

$14M

The Anderson Road Extension is a new two-lane, expandable to four-lane roadway that links Illinois Route 38 to Keslinger Road in Kane County. The project provides a key north-south transportation link for vehicular access to the newly constructed Metra commuter station in Elburn and relieves congestion along Illinois Route 47 by providing a grade separation option over the railroad tracks along one of the most heavily traveled roadways in the region. The new roadway is approximately 2 miles long and provides a signalized intersection at Keslinger Road.

The project includes a three span, 500 foot-long overpass to carry the Anderson Road extension over three main line tracks of the UPRR and nine Metra coach yard tracks. The bridges consist of twin composite concrete decks on ten 58-inch-deep plate girders on a concrete substructure widened for future expansion. The roadway is a curb and gutter lined two-lane separated full depth HMA roadway expandable to four-lanes of pavement. The project also incorporates a multi-use path from end-to-end linking commuters and local residents to the newly constructed Metra station.

This project was let through the Illinois Department of Transportation (IDOT), District 1. HR Green performed Construction Engineering services assuring that the project was constructed in accordance with the Standard Specifications for Road and Bridge Construction, IDOT Highway Standards, approved plans and special provisions. HR Green had all traffic control be in compliance with the Manual on Uniform Traffic Control Devices and the traffic control standards. With three large detention basins used as sources for the embankment and the north portion of the project adjacent to a wetland, HR Green coordinated and was compliant with the issued NOI, the specifications and requirements of the implemented NPDES permit, and SWPPP plan, while satisfying routine inspections from the KDSWCD.

INDIAN TRAIL OVER THE FOX RIVER I CITY OF AURORA, IL

HR Green provided Phase I and Phase II engineering for this project starting in early 2010. Extensive coordination with the Illinois Department of Natural Resources and Army Corps of Engineers led to a detailed, two-season construction schedule to accommodate fish spawning season restrictions and maximum impact areas for each phase of construction resulting from in-stream work required for cofferdams serving the substructure widening. Both AT&T and ComEd utilities being attached to the existing bridges along with the BNSF Railroad being located within the project limits further complicated design. It was also determined that the project site contained contaminated soils and asbestos conduit to be managed during construction.

Phase III services began in 2014. The construction management staff coordinated public outreach via a project website, meetings, and media campaigns. The bridges were closed for several months at a time with posted detour routes, which resulted in frequent communication with concerned local businesses and commuters. HR

PROJECT REFERENCE:

City of Aurora
Chris Lirot
630.256.3020

DURATION:

2 years

SIMILARITIES:

- *Coordination with permitting agencies*
- *HMA Paving*
- *Bike path construction*
- *Federally funded*
- *IDOT let project*
- *ICORS and IDOT Doc*

PROJECT TEAM:

Principal-in-Charge - Andrew Mrowicki, PE

Project Manager - Matt Jereb, PE

Resident Engineer - Matt Abbeduto, PE

Construction Engineer - Mike Kowalski, PE

Construction Engineer - Christopher Bigall, PE

Structural Engineer - Robert Davies, SE, PE

Material Testing - Rubino Engineering

PROJECT COST:

$10M

Green assisted the contractor in scheduling around challenges related to utility relocation schedules, in-stream work such as cofferdam construction, erosion and sediment control, spawning restrictions and mussel relocation within the Fox River. HR Green was heavily involved in coordinating construction sequencing throughout the project with the Illinois Department of Natural Resources (IDNR), Army Corps of Engineers (ACOE), Kane-DuPage Soils and Water Conservation District, ComEd, AT&T and the Fox Valley Park District.

Detailed examination of the existing concrete substructures, steel plate girders, and wide flange beams was performed to ascertain unforeseen and necessary repairs. Prompt and detailed coordination with HR Green's Phase II design team was performed to facilitate the repairs and stay within project schedule. HR Green's proactive services helped the contractor maintain a pace that allowed them to remain on schedule, despite existing and unforeseen obstacles.

The project was awarded through the Illinois Department of Transportation (IDOT), which required documentation according to IDOT's Documentation of Contract Quantities guidelines, evidence of material inspection per the IDOT Procedure Procedures Guide and use of ICORS State project tracking software. HR Green's construction staff is very experienced with these requirements and these skills allowed the project's contract to be administered effectively and efficiently.

ELDAMAIN ROAD IMPROVEMENTS | KENDALL COUNTY DOT

HR Green performed Phase III resident engineering and inspection on the $7.5 million rural reconstruction project through the heavily traveled 2.25 mile Eldamain Road corridor from US 34 to Galena Road in Kendall County. The project was let through the Illinois Department of Transportation (IDOT), District 3. All construction was performed in accordance with the Standard Specifications for Road and Bridge Construction, IDOT Highway Standards, approved plans and special provisions.

PROJECT REFERENCE:

Kendall County DOT
Francis C. Klaas
630.533.7616

DURATION:

1 year

SIMILARITIES:

- *Earthwork*
- *IDOT coordination*
- *Federally funded*
- *Stakeholder coordination*
- *Utility coordination*
- *ICORS and IDOT Doc*

PROJECT TEAM:

Principal-in-Charge - Andrew Mrowicki, PE

Project Manager - Matt Jereb, PE

Resident Engineer - Kevin Berry, PE

Construction Engineer - Matt Feller, PE

Construction Technician - Michael Winkler

Material Testing - Rubino Engineering

The project consisted of the realignment and construction of a new two-lane concrete highway separated by an18-foot median and 9-foot asphalt shoulders. The new roadway profile is significantly higher than the old roadway so as to improve drainage and create a safer roadway for motorists along existing roadway vertical and horizontal curves. The project included the installation of new storm sewers, a 4ft x 3ft box culvert, underdrains, and the widening of Corneils Road intersection. HR Green monitored the contractor's operation for compliance with the Manual on Uniform Traffic Control Devices and traffic control standards. HR Green performed weekly erosion control inspections so as to maintain the NPDES permit requirements.

Project records were kept using the State's quantity tracking software, ICORS and evidence of material inspection was maintained in accordance with IDOT's Project Procedures Guide.

ILLINOIS ROUTE 31 AT ILLINOIS ROUTE 120 INTERSECTION CONSTRUCTION I CITY OF MCHENRY, IL

PROJECT REFERENCE:

City of McHenry
Jon Schmitt
815.363.2186

DURATION:

19 months

SIMILARITIES:

- *Federally funded*
- *Utility coordination*
- *HMA paving*
- *IDOT let project*
- *ICORS and IDOT Doc*
- *Stakeholder coordination*

PROJECT TEAM:

Project Manager - Todd Destree, PE

Resident Engineer - Kevin Berry, PE

Construction Engineer - Ryne Walberg, EI

Construction Technician - Brian Griffin

Construction Observer - Jonathan Wirch

PROJECT COST:

$7.2M

HR Green provided Phase III resident engineering and construction inspection services on behalf of the City of McHenry for $7.2 million in improvements to the Illinois Route 120 and Illinois Route 31 Intersection Improvement Project. The project consisted of roadway widening and reconstruction. Illinois Route 120 west of Illinois Route 31 consisted of Portland cement concrete roadway reconstruction to provide a roadway section of seventy-one (71) feet edge to edge. Illinois Route 120 east of Illinois Route 31 consisted of Portland cement concrete roadway reconstruction to provide a roadway section of fifty-five (55) feet edge to edge. Illinois Route 31 north of Illinois Route 120 consisted of widening and resurfacing using hot mix asphalt for a five-lane section of pavement fifty-five (55) feet wide. The existing bridge on Illinois Route 120 over Boone Creek was widening on the north side to accommodate the additional pavement width.

Modernized traffic signals were installed at the intersections of Illinois Route 120 and Illinois Route 31, Illinois Route 120 and Green Street, and Illinois Route 31 and Pearl Street. The traffic signals along the project corridor were inter-connected to provide more efficient travel. New decorative street lighting with banners, sidewalks, decorative reinforced concrete retaining walls, and new pavement markings and signage were installed along the project limits.

HR Green assisted with the relocation efforts of Nicor, ComEd, Comcast, and ATT by identifying possible conflicts and then field staking locations of new appurtenances to provide the utility companies with a visual reference of the proposed improvements to ensure utility facilities were relocated clear of the Illinois Route 120 and Illinois Route 31 intersection improvements.

HR Green assisted the City of McHenry with a significant stakeholder outreach program for the project. HR Green met with the City of McHenry including Village Police Department, McHenry Township Fire Protect District and McHenry School District, McHenry Chamber of Commerce, business owners, and residents several times prior to the start of the project to discuss the impacts of the project.

HR Green assisted the City of McHenry with informing the residents of the project impacts and schedule by utilizing www.mchenry120and31.com construction website, McHenry Illinois Route 120 and 31 Facebook page, Twitter, and sending out Email Blasts. HR Green provided the public with methods to contact construction staff (cell phone numbers, email addresses, contact through the website). HR Green knocked on doors and provided informational door hangers to business owners and residents throughout the project corridor. HR Green created a project website and Facebook page for interested parties to provide residents a forum to ask questions, receive e-mail construction updates, view project maps and view the construction progress via job photos and web camera.

The project maintained two way traffic throughout construction. Traffic shifts occurred in four different construction stages during construction. The roadway construction was completed and was fully opened up to traffic by the middle of December 2014.

VARIOUS/VARIOUS PHASE III CONSTRUCTION INSPECTION | IDOT REGION 2, DISTRICT 3 - PTB 153-041

PROJECT REFERENCE:

IDOT, District 3
Joseph Wick
815.434.6131

DURATION:

Various - On Call Work Order Contracts

SIMILARITIES:

- *IDOT coordination*
- *ADA construction requirements (sidewalks)*
- *Drainage*
- *ICORS and IDOT Doc*

PROJECT TEAM:

Project Manager - Andrew Mrowicki, PE

Resident Engineer - Kevin Berry, PE

Assistant Resident Engineer - Brad Thompson

Construction Inspector - Matt Hanegmon

Construction Inspector - Kenneth Huhn

Construction Inspector - Steven Hortega

HR Green provided Phase III inspection services for various projects throughout District 3. The District chose to utilize experienced members of the HR Green construction staff to provide resident engineering and documentation support on various bridge replacement and resurfacing projects throughout the District. A brief summary of projects and locations include:

Livingston and Grundy County. HR Green Provided inspection and documentation for the replacement of the 3-span bridge carrying Illinois Route 17 over Reddick Run near the City of Dwight, the superstructure replacement of the 4-span bridge carrying Illinois Route 17 over the Mazon River, and Interstate 55 patching and interchange ramp reconstruction at Illinois 47 in Dwight.

DeKalb County. HR Green provided inspection and documentation for the urban improvement of Illinois Route 72 through Genoa, milling and resurfacing of Illinois Route 23 from IL 72 to the McHenry County line, and milling and resurfacing of Illinois Route 30 between Shabbona and waterman.

Bureau County. HR Green provided resident engineering and ICORS assistance on 9.24 miles of resurfacing and shoulder construction on Illinois Route 92 between the Henry County line and Illinois Route 40, as well as the bridge replacement of Illinois Route 92 over Bureau Creek near LaMoille.

Iroquois County. HR Green provided resident engineering assistance on the milling and resurfacing of 9.79 miles of Illinois Route 1 from Watseka to Milford.

LaSalle County. HR Green provided resident engineering and inspection assistance on the urban milling, patching, and overlay project on US Route 6 through LaSalle, Peru and Spring Valley. The project contained approximately two hundred ADA ramps that were designed in the field during construction.

MILL ROAD MULTI-USE PATH, PHASE I/II/III | VILLAGE OF OSWEGO, IL

HR Green was responsible for the Phase I, Phase II and Phase III engineering services for the installation of a multi-use path along the north side of Mill Road from Orchard Road to east of IL 31. The path alignment varies, as does its width (from 8 feet to 10 feet), to help avoid costly conflicts with trees, power poles, fire hydrants and other utilities. The overall length of the new multi-use facility is over one (1) mile. The Village of Oswego was awarded Federal Congestion Mitigation & Air Quality Improvement (CMAQ) funding from the Kane-Kendall Council of Mayors (KKCOM) towards the design and construction of the path.

PROJECT REFERENCE:

Village of Oswego
Jennifer Hughes
630.554.3242

DURATION:

6 months

SIMILARITIES:

- *IDOT coordination*
- *Multi-use path construction*
- *ADA requirements*
- *Earthwork*
- *ICORS and IDOT Doc*
- *District 3 project*

PROJECT TEAM:

Principal-in-Charge - Andrew Mrowicki, PE

Project Manager - Matt Jereb, PE

Surveyor - Rick McCombs, LSIT

Construction Technician - Erin Winner

Material Testing - Rubino Engineering

PROJECT COST:

$300,000

MILLER ROAD BRIDGE OVER THE FOX RIVER I MCHENRY COUNTY DOT

PROJECT REFERENCE:

McHenry County DOT
Joseph Korpalski, Jr.
815.344.4960

DURATION:

1 year

SIMILARITIES:

Federal funding
Utility coordination
Stakeholder coordination
Multi-use path
ICORS and IDOT Doc
IDOT coordination
Landscaping

PROJECT TEAM:

Principal-in-Charge - Andrew Mrowicki, PE

Project Manager - Todd Destree, PE

Resident Engineer - Scott Symonds

Construction Engineer - Kevin Berry, PE

Construction Observer - Joel Benton

PROJECT COST:

$11.9M

HR Green provided Phase III resident engineering and construction inspection services on behalf of McHenry County Division of Transportation for $11.9 million in improvements to Charles J. Miller Road. Miller Road improvements will be completed in two stages. Stage I of the project was completed in October of 2013 and Stage II is anticipated to be completed in 2015. Stage I improvements consist of the reconstruction of Charles Miller Road from just East of Green Street to River Road. This project consists of widening of Miller Road from a three lane cross section to a four lane cross section including turn lanes at River Road, Conservation Drive, and McHenry Avenue, new traffic signals at the River Road replacing the existing temporary traffic signals, construction of a new 660' two lane steel bridge north of the existing bridge, installation of approximately 5600' of storm sewer, curb and gutter, and landscaping/pavement markings/signage.

This bridge component of the project required a significant amount of coordination with the IDNR, the Corps of Engineers, the McHenry County Stormwater Management Department, Fox River Waterway Agency and McHenry Lake County Soil and Water Conservation District. This coordination was required for erosion control purposes, dewatering, and construction of the causeway within the Fox River and for the full river closures when the center spans of the structural steel were installed.

HR Green assisted with the relocation efforts of Nicor, ComEd, Comcast, and ATT by identifying possible conflicts and then field staking locations of new appurtenances to provide the utility companies with a visual reference of the proposed improvements to ensure utility facilities be relocated clear of the Charles Miller Road improvements.

HR Green assisted McHenry County DOT with a stakeholder outreach program for the project. HR Green knocked on doors of businesses and residences providing a project overview, which included a description of Phase I of the project, project location, project description, proposed improvements, Charles Miller Road website address, frequently asked questions and project contract information including cell phone numbers and email addresses for the HR Green Project Manager and Resident Engineer. HR Green also has meet with all the business in the corridor to discuss how the project will affect the businesses project and to project contact information to the business so they have a dedicated person to contact if they have any construction related questions. HR Green created a project website for interested parties to provide residents a forum to ask questions, receive e-mail construction updates, view project maps and view the construction progress via job photos.

This federally funded (CMAQ) project was let through the Illinois Department of Transportation and required that all Phase III inspection to be documented on the State quantity tracking software, ICORS. All evidence of material inspection was in accordance with the IDOT Project Procedures Guide prior to issuing payment. Stage 1 of the project was completed in October of 2013.

WALKUP ROAD CONSTRUCTION OBSERVATION | MCHENRY COUNTY DOT

PROJECT REFERENCE:

McHenry County DOT
Joseph Korpalski, Jr.
815.344.4960

DURATION:

1 year

SIMILARITIES:

Federal funding
Shared-use path
Utility coordination
Stakeholder coordination
Drainage

PROJECT TEAM:

Project Manager - Todd Destree, PE

Project Engineer - Jeff Koenig, PE

Construction Observer - Jonathan Wirch

Construction Observer - Michael Hastings

Survey Crew Chief - Douglas Stalker

Land Surveyor - Chris Harding, LSIT

PROJECT COST:

$6M

HR Green provided Phase III resident engineering and construction inspection services, as a CMAQ funded project, on behalf of McHenry County DOT for $6 million in improvements to Walkup Road. The improvements consisted of widening and resurfacing three miles of Walkup Road from 2 to 3 lanes, providing a full width painted median, the addition of curb and gutter and the installation of a closed storm drainage system working in conjunction with detention ponds to replace the ditch system, relocation and installation of city water main, pavement patching, a 10 foot wide bituminous shared path, a sheet pile wall with concrete parapet and hand rail, a drilled soldier pile retaining wall with PCC rustification finish and handrail, modernized traffic signals, and landscaping/pavement markings/signage.

HR Green assisted with the relocation effort of ATT, ComEd, Comcast and Nicor by identifying possible conflicts and then field staking locations of new appurtenances to provide the utility companies with a visual reference of the proposed improvements so that their facilities could be relocated clear of the improvements. HR Green also assisted the McHenry County DOT in communicating with the local residents to help alleviate much anxiety while explaining the project and process that was occurring during construction through attendance at a preconstruction public meeting, the creation of a newsletter describing the project, and by designing a website which provided residents a forum to ask questions, receive e-mail construction updates, and view the construction progress via job photos. .

WHY SELECT HR GREEN?

You have many options in your choice of Construction management firms for this work. Selecting HR Green as your Construction Management Team will provide the City the following benefits:

- **Construction Expertise and Local Staff** – Our local Yorkville Construction Staff has the technical competence and past experiences with projects of this size and scope to successfully deliver this project for the City. Our staff is fully trained and certified in IDOT Documentation of Quantities and has utilized IDOT's documentation software application (ICORS) to track, document, and manage project schedules and budgets so as to protect the City's overall financial investment and provide for prompt efficient close-out and acceptance of the project by IDOT.
- **Familiarity with IDOT staff** – HR Green staff, especially staff from our Yorkville office, are either former IDOT District #3 employees or have significant experience and working relationships with the District #3 staff that will be overseeing this project. This unmatched quality will be vital to the overall success of this project as we understand what IDOT requires and expects from its Resident Engineers. Our relationships with the Department will provide the City with the most qualified project team that can respond and navigate through all aspects of the project from pre-construction to final close-out.
- **Thorough Understanding of the Key Issues** – On past projects, HR Green has been able to successfully manage many of the same issues that this project would contain; IDOT Documentation and Material Certification compliance, coordination with BNSF, maintaining ADA compliance throughout the length of the multi-use path, schedule and budget, submittal reviews and tracking, pay estimates and change order approvals, and working with local stakeholders to deliver this long awaited project to the City and to those who have worked so diligently to secure the necessary funding.
- **Local Community Office** – HR Green is proud to call the United City of Yorkville home we always appreciate the opportunity to work with the City to improve the overall quality of life for its residents by our support of your local infrastructure projects. We will utilize staff assigned to the Yorkville office so that any issues that might arise; even during the non-working hours, can be responded to quickly. If selected, HR Green would also propose the use of our building at 651 Prairie Pointe Drive as the project field office. This could be a significant cost savings to the City the need for a project funded field office would not be needed.

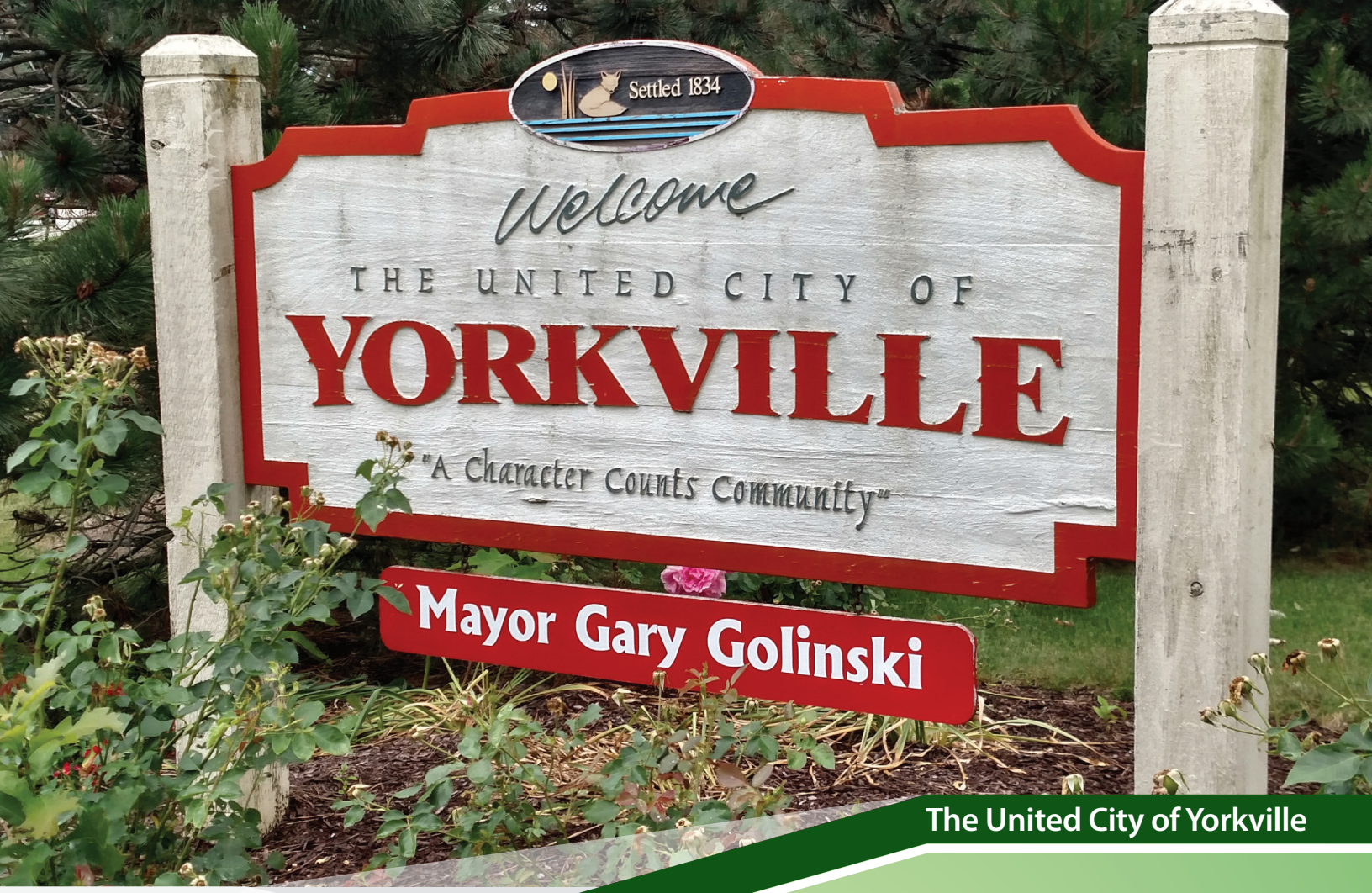
We truly appreciate the opportunity and thoughtful consideration to be a part of this important project for the City and the entire community. We hope that you agree that we are the only firm that can bring locally based, highly technical staff with unmatched construction management of federally funded projects.

Matthew Jereb, PE
651 Prairie Pointe Drive, Suite 201
Yorkville, Illinois 60560-6506
Phone **630.553.7560**
Email **MJereb@hrgreen.com**

HRGreen.com

HRGreen®

CONSTRUCTION | TRANSPORTATION | WATER | GOVERNMENTAL SERVICES | LAND DEVELOPMENT | ENERGY



The United City of Yorkville

July 1, 2016

Shared Use Path CM

Alfred Benesch & Company
1230 East Diehl Road
Suite 109
Naperville, Illinois 60563

CONTACT INFORMATION
Elizabeth Gallagher, PE, SE
Senior Vice President
Illinois Division Manager

P. 312-565-0450
F. 630-577-9199
E. egallagher@benesch.com

submitted by
Alfred Benesch & Company

benesch

Alfred Benesch & Company
1230 East Diehl Road, Suite 109
Naperville, IL 60563
www.benesch.com
P 312-565-0450
F 630-577-9199

July 1, 2016

Eric Dhuse
Director of Public Works
800 Game Farm Road
Yorkville, IL 60560

Subject: **Shared Use Path CM**

Dear Mr. Dhuse:

Alfred Benesch & Company (Benesch) is pleased to submit this proposal for the United City of Yorkville's shared use path project. Since our founding in 1946, Benesch has served a wide range of clients - including countless Chicago-area municipalities - for engineering projects ranging from preliminary and final design through to construction management. Our recent experience includes managing construction of local shared use pathway projects involving coordination with local residents, maintenance-of-traffic, utility coordination and ADA-compliant project elements. In summary, Benesch brings you the following benefits:

- ✓ ***Similar Project Experience:*** In the last five years, Benesch has managed construction on the following projects which featured shared use pathways: Sheridan Road/Loyola Avenue Intersection and Pedestrian Plaza (Chicago), IL 176 Fairfield Road (Lake County), Bridge Street Bridge (Evanston) and Meacham Road (Village of Schaumburg). We understand the positive impact these projects have on local communities and know what it takes to build them safely and efficiently.

- ✓ ***IDOT Familiarity:*** Both our proposed Project Manager David Cuthbertson, PE, and Resident Engineer Thomas Carrato, PE, bring exceptional IDOT project experience and are IDOT certified in documentation. We understand the unique processes and standards required on projects such a this one and can move your shared use path forward without delay.

- ✓ ***Proactive Coordination:*** From utility and stakeholder coordination to daily maintenance-of-traffic planning for lane closures, Benesch knows how to maintain mobility safely and effectively. When it comes to communication, we take a hands-on approach that ensures the needs of every impacted stakeholder, from railroads to residents, are heard and responded to.

We are excited for the opportunity to serve the United City of Yorkville and we look forward to putting our expertise in construction management and shared use pathways to work for you. If you have any questions regarding our qualifications, please contact me at any time.

Sincerely,

E. Gallagher

Elizabeth Gallagher, PE, SE
Senior Vice President
Illinois Division Manager

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Since 1946, Alfred Benesch & Company (Benesch) has successfully completed thousands of design and construction management projects throughout the United States and is consistently ranked among the top 500 consulting engineering firms in the country by Engineering News Record. We specialize in providing quality civil, structural, geotechnical and construction management services to clients in transportation and infrastructure development. Our projects range in size and complexity from large scale, high-profile public improvements to smaller, more focused assignments. Our clients include federal, state and municipal government agencies, real estate developers, private corporations and architectural firms.

Benesch has a reputation for bringing a client-centered focus to every project we take on. All services for this project will be performed out of our Naperville office.

Our team of qualified professionals have the skills, experience and availability to execute this project to the satisfaction of the City. We understand that effective communication and coordination with stakeholders such as BNSF and local residents will be integral to the success of the shared use path project. Our team has extensive knowledge and experience with working with and for IDOT, knowing and understanding their procedures and requirements. We're proud of our successful history with a variety of construction projects of similar scope, including the Meacham Road Retaining Wall and Bike Path Rehabilitation (Village of Schaumburg), IL 176 Underpass near Fairfield Road (Lake County DOT), Sheridan Road/Loyola Avenue Intersection and Pedestrian Plaza (Chicago) and Bridge Street Bridge (City of Evanston).

Meacham Road, Schaumburg, IL

Bridge Street Bridge, Evanston, IL

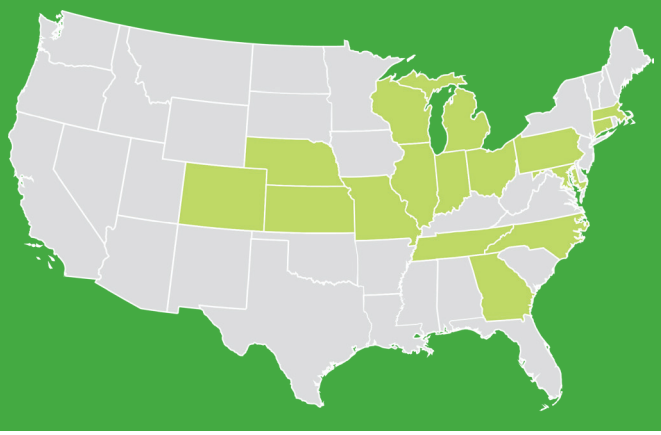
Fairfield Road, Lake County, IL

Sheridan Road/Loyola Avenue, Chicago, IL

OFFICE LOCATIONS

Benesch employs approximately 600 professional and support personnel including engineers, construction managers, planners, designers and scientists. Our locations in Illinois include our headquarter in Chicago, and an office in Naperville. Benesch also operates offices in Colorado, Connecticut, Georgia, Illinois, Indiana, Kansas, Maryland, Massachusetts, Michigan, Missouri, Nebraska, North Carolina, Ohio, Pennsylvania, Tennessee, Wisconsin and Washington, D.C.

Benesch is licensed in: *AL, AZ, CA, CO, CT, DC, DE, FL, GA, IA, IL, IN, KS, KY, LA, MA, MD, MI, MN, MO, NC, ND, NE, NH, NJ, NV, NY, OH, OK, PA, RI, SC, SD, TN, TX, UT, VA, WI, WV*



Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

February 19, 2016

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Elizabeth Gallagher
BENESCH, ALFRED & CO.
205 N. Michigan Avenue
Suite 2400
Chicago, IL 60601

Dear Elizabeth Gallagher,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending May 31, 2015. Your firm's total annual transportation fee capacity will be $80,000,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 158.60% are approved on a provisional basis. The rate used in agreement negotiations may be verified by our Office of Quality Compliance and Review in a pre-award audit.

Your firm is required to submit an amended SEFC through the Engineering Prequalification & Agreement System (EPAS) to this office to show any additions or deletions of your licensed professional staff or any other key personnel that would affect your firm's prequalification in a particular category. Changes must be submitted within 15 calendar days of the change and be submitted through the Engineering Prequalification and Agreement System (EPAS).

Your firm is prequalified until May 31, 2016. You will be given an additional six months from this date to submit the applicable portions of the "Statement of Experience and Financial Condition" (SEFC) to remain prequalified.

Sincerely,
Maureen M. Addis
Acting Bureau Chief
Bureau of Design & Environment

SEFC PREQUALIFICATIONS FOR BENESCH, ALFRED & CO.

CATEGORY	STATUS
Special Studies - Lighting: Typical	X
Structures - Highway: Simple	X
Transportation Studies - Mass Transit	X
Hydraulic Reports - Waterways: Typical	X
Hydraulic Reports - Waterways: Complex	X
Airports - Construction Inspection	X
Structures: Major River Bridges	X
Environmental Reports - Environmental Assessment	X
Location Design Studies - Reconstruction/Major Rehabilitation	X
Special Services - Construction Inspection	X
Special Services - Electrical Engineering	X
Structures - Highway: Advanced Typical	X
Highways - Roads and Streets	X
Special Studies - Safety	X
Structures - Highway: Typical	X
Geotechnical Services - General Geotechnical Services	X
Special Studies - Pump Stations	X
Special Services - Surveying	X
Transportation Studies - Railway Engineering	X
Special Services - Sanitary	X
Special Studies - Signal Coordination & Timing (SCAT)	X
Environmental Reports - Environmental Impact Statement	X
Special Studies - Traffic Studies	X
Special Studies - Location Drainage	X
Structures - Highway: Complex	X
Special Studies - Lighting: Complex	X
Airports - Planning & Special Services	X
Airports - Design	X
Special Studies - Feasibility	X
Special Studies - Traffic Signals	X
Structures - Railroad	X
Geotechnical Services - Structure Geotechnical Reports (SGR)	X

Location Design Studies - Rehabilitation	X
Highways - Freeways	X
Hydraulic Reports - Pump Stations	X
Location Design Studies - New Construction/Major Reconstruction	X
Geotechnical Services - Complex Geotech/Major Foundation	X

X	PREQUALIFIED
A	NOT PREQUALIFIED, REVIEW THE COMMENTS UNDER CATEGORY VIEW FOR DETAILS IN EPAS.
S	PREQUALIFIED, BUT WILL NOT ACCEPT STATEMENTS OF INTEREST

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

January 4, 2016

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Daniel Tiltges
MATERIAL SOLUTIONS LABORATORY CORP.
1040 Bonaventure Drive
Elk Grove Village, IL 60007

Dear Daniel Tiltges,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending Dec 31, 2014. Your firm's total annual transportation fee capacity will be $6,400,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 155.28% are approved on a provisional basis. The actual rate used in agreement negotiations may be determined by our Office of Quality Compliance and Review in a pre-award audit.

Your firm is required to submit an amended SEFC through the Engineering Prequalification & Agreement System (EPAS) to this office to show any additions or deletions of your licensed professional staff or any other key personnel that would affect your firm's prequalification in a particular category. Changes must be submitted within 15 calendar days of the change and be submitted through the Engineering Prequalification and Agreement System (EPAS).

Your firm is prequalified until December 31, 2015. You will be given an additional six months from this date to submit the applicable portions of the "Statement of Experience and Financial Condition" (SEFC) to remain prequalified.

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

SEFC PREQUALIFICATIONS FOR MATERIAL SOLUTIONS LABORATORY CORP.

CATEGORY	STATUS
Special Services - Construction Inspection	X
Special Services - Quality Assurance PCC & Aggregate	X
Geotechnical Services - General Geotechnical Services	A
Special Services - Quality Assurance HMA & Aggregate	X

X	PREQUALIFIED
A	NOT PREQUALIFIED, REVIEW THE COMMENTS UNDER CATEGORY VIEW FOR DETAILS IN EPAS.
S	PREQUALIFIED, BUT WILL NOT ACCEPT STATEMENTS OF INTEREST

Alfred Benesch & Company (Benesch) is excited to submit this Statement of Interest to provide professional construction engineering services for the Construction of a new shared use path along Kennedy Road from IL Route 47 to the Steven G. Bridge Park for the United City of Yorkville. We have assembled a team specifically tailored to tackle the challenges on this project, bringing you the following benefits, setting us apart as the "go-to" construction team to deliver this project on time and within budget:

A SEASONED CONSTRUCTION TEAM

Benesch has assembled a team of professionals with valuable construction management experience on local roads projects. We have successfully managed construction on projects of all types and sizes, giving our team the depth of knowledge to deliver a project as efficiently as possible.

Our proposed Resident Engineer, Thomas Carrato, PE, has worked with the City of St. Charles, the Village of Schaumburg, the City of Evanston as well as Loyola University, to deliver quality work on time and within budget. His valuable communication skills and knowledge, matched with Benesch's wide range of project experience, makes us the team to deliver this project for you.

Lending project support to Mr. Carrato will be Project Manager David Cuthbertson, PE, who has over 23 years of experience in the industry and has successfully delivered a number of projects varying in size and scope for many agencies across Chicagoland. He brings extensive experience managing everything from schedule to maintenance-of-traffic plans.

A STRONG WORKING RELATIONSHIP WITH IDOT

Our team has worked on numerous IDOT and Local Roads projects. We have an in-depth knowledge of IDOT policies and procedures that will help keep your project on track. Our team is trained in the use of ICORS and many of our key staff maintain current certificates in IDOT's Documentation of Contract Quantities. Our subconsultant, Material Solutions Laboratory Corporation (MSL), is well qualified in Quality Assurance testing of HMA mixtures having served as IDOT's Quality Assurance Manager and Laboratory on numerous roadway projects throughout the Chicago Metro area.

PROACTIVE COORDINATION

We understand that communication is key to the success of this project. With communication our team uses a hands-on approach to ensure the needs of every impacted stakeholder are heard and responded to. Our team will apply their utility coordination skills to maintain daily maintenance-of-traffic planning for lane closures. Benesch knows how to maintain mobility safely and effectively for this project through past experiences from similar projects.

KEYS TO SUCCESS:

Benesch has visited the project site, understands the scope of work and has identified the following keys to success, as well as our approach, to deliver:

Maintenance-of-Traffic: Unique to this project are the varying widths of pavement through the work area. Construction crews will be working in various locations and at varying rates. This will result in frequent changes to the MOT standards necessary to complete the work. At times this can lead to driver confusion and irritation. The use of temporary informational signs may be necessary to keep motorists informed. *To help facilitate the flow of traffic through the work zone, the Benesch Team will review the maintenance-of-traffic plans and monitor traffic control devices daily to ensure effectiveness.* A neat and orderly site along with proper use of flaggers will ease driver frustration naturally caused by traversing construction zones.

Utility Coordination: It will be important to establish the utility status early on because relocations can cause significant delays. Several pedestals and power poles require relocation. *We will be proactive in our approach to coordinating utility relocations by holding periodic review meetings with utility companies and project staff. We will be clear in stating the project objectives and will provide any support necessary for the relocation work to be done within the 90 days allowed by law.*

Coordination with Residents: We want to be good "neighbors" and address any concerns that impacted residents may have, while serving the best interests of the City. *We will initiate access coordination with the contractor and handle any resident issues in a personalized, hands-on manner.* Communication will be a top priority with the City, the contractor and impacted residents.

While visiting the site, we noticed there are two locations with hand-crafted memorials. These memorials will be impacted by the proposed work. We are aware of the sensitivity of these areas and will work with you and the community to be sure they are handled in the most respectful manner possible.

ADA Compliance: The plans call for all sidewalk ramps to be in compliance with the Americans with Disabilities Act (ADA). Our team of engineers is knowledgeable in ADA, has proven success meeting requirements and will work closely with the contractor to ensure compliance.

Railroad Coordination: The BNSF rail line passes through the project site. Coordination with the railroad will be especially important as this is an active line not only for freight but also Amtrak. Our team will be certified by the railroad to work within its right-of-way. Benesch brings a solid working relationship with the BNSF.

SCOPE OF SERVICES

We will provide the necessary staff to review, observe, monitor and document the contractor's progress on the project from the start of field operations to final completion. All work will be performed according to the general industry engineering standards established by IDOT. We understand we are expected to perform complete construction inspection services in accordance with, but not limited to, the following general task areas:

Pre-Construction Tasks

- Establish the Contract Inspector's Checklist for Contract Administration as guidelines for the consultant to follow.
- Attend an IDOT pre-construction meeting with all interested parties to discuss goals, objectives, and issues.
- Conduct a local pre-construction meeting with all interested parties to discuss goals, objectives, and issues that the City may have. Submit meeting minutes to the City for review and approval.
- Familiarize themselves with all project permits and requirements needed for construction.
- Review the plans and specifications in depth, verifying quantities, elevations and dimensions relevant to the project. Also, anticipate any potential conflicts or issues and develop solutions prior to construction.
- Review contractor's proposed construction schedule for compliance with contract. Submittals should be included on this schedule as well as all major subcontractors (underground, paving, etc).
- Set up field books, quantity books, diary, job box and all other forms of proper project documentation including ICORS.
- Prepare Maintenance-of-Traffic (MOT) checklist. Review MOT for possible improvements highlighting areas of concern.
- Prepare a project contact list with names, addresses, phone numbers, and fax numbers for all contractors, subcontractors, and suppliers for the project. Also, submit 24 hour contact numbers for applicable parties.
- Review record drawing requirements with the contractor.
- Complete the BC 775 and BC776 (if needed) forms.

Construction Tasks

- Provide a resident engineer for required daily activities such as: observing the progress and quality of the work and determining if the work is proceeding in accordance with the contract documents. Maintain site presence at all times when the contractor is working. Disapprove any work failing to conform to the contract documents and immediately inform City and IDOT representatives. Verify that there are no deviations from the contract documents unless authorized by City and IDOT representatives.
- Keep inspector's daily reports and quantity book records up to date. Also maintain project diary noting all necessary observations. Advise if contractor is falling behind schedule. Submit

weekly reports from ICORS to IDOT and the City.
- Maintain submittal log and check status to ensure timely approval.
- Maintain orderly files of all relevant project documents so that they can be easily accessed.
- Perform quantity measurements to prepare pay estimates and change orders to review with contractor and submit to City for review and submittal to IDOT.
- Hold weekly progress meetings.
- Provide liaison functions related to coordination of contractors, utilities, developers, other agencies and property owners engaged or affected by the project.
- Check and approve project submittals for compliance with standards. Forward recommendations to the City and IDOT representatives.
- Maintain daily contact with contractor to monitor schedule and recommend actions that should be taken if falling behind.
- Maintain daily contact with the utility companies and their contractors to monitor concurrence with proposed schedules.
- Maintain daily contact with the City and IDOT representatives to inform on all relevant project information.
- Inspect, document, and inform the contractor and the City of the adequacy of the establishment and maintenance-of-traffic control. Perform all necessary traffic control checks. Document deficiencies and contractor responses to notices of the same. Inform City and IDOT of deficiencies and if contractor does not correct or enforce as contract stipulates.
- Provide construction layout as needed.
- Provide Quality Assurance (QA) services in accordance with IDOT QC/QA practices and procedures (contractor will provide QC). Provide necessary coordination and qualified personnel to perform work for all materials. Obtain and test soil, asphalt, concrete, and aggregate samples to perform necessary testing to fulfill QA/ geotechnical requirements. Reports shall be prepared in a timely manner and coordinated with QC data. The consultant shall fulfill the requirements as the QA manager.
- Prepare minutes for all meetings and distribute to appropriate parties.
- Maintain set of working drawings as construction is progressing.
- Provide all necessary equipment, instruments, supplies, transportation, and personnel required to perform duties of the project team.
- Maintain and periodically transmit to contractor a running punch list to expedite project close out.
- Obtain material acceptance certifications as materials are incorporated into the project to expedite project closeout. Withhold payment until material inspection and certifications are provided.
- Monitor and enforce all OSHA safety regulations are followed by the consultant staff and sub-consultants.
- Monitor and document erosion control and ensure conformity with the plans and standards.

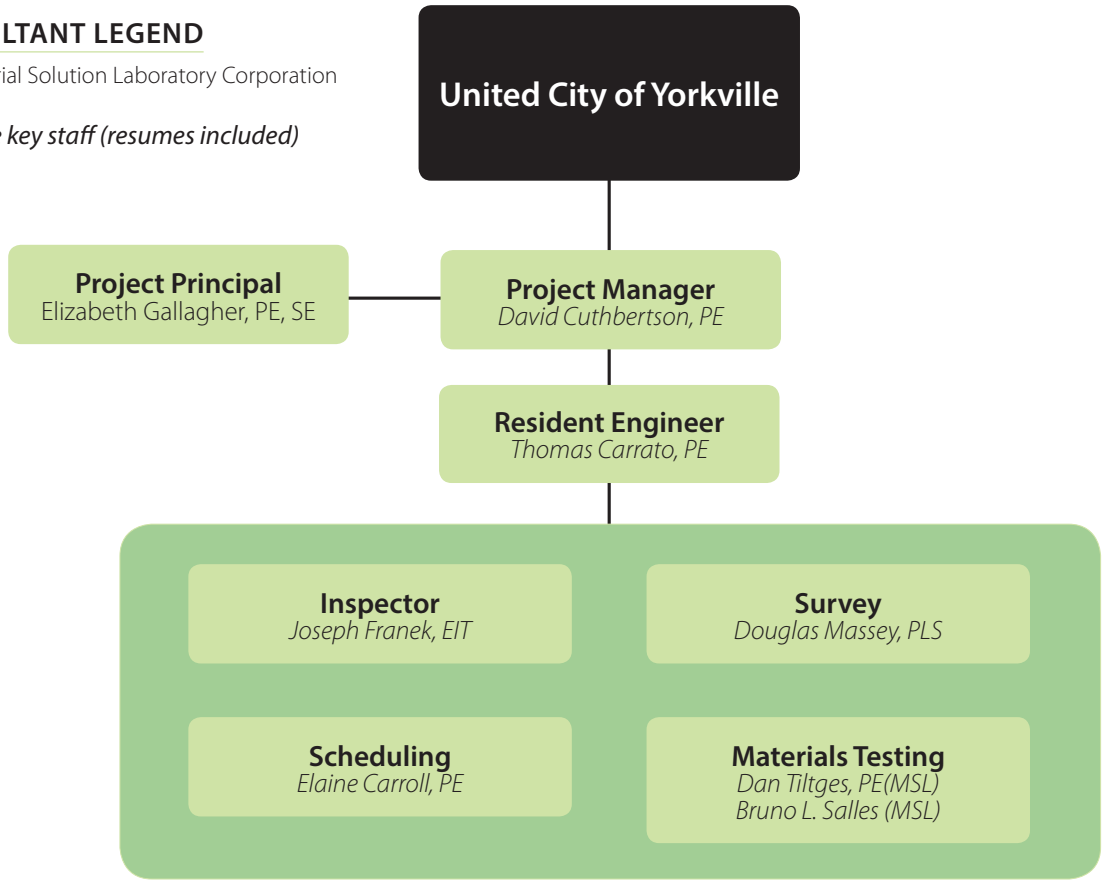
Post Construction Tasks

- Perform final inspection with the IDOT, the City representative, contractor, and all applicable utilities to finalize punch list. Document the items in the final punch list and submit them to the contractor for close out. Verify completion of all work and provide a recommendation to City.
- Prepare record drawings. Submit the drawings in a hard copy and digital form.
- Complete a contractor performance evaluation and conduct a post construction meeting with all interested parties to discuss lessons learned and identify steps to eliminate problems in the future.
- Verify that all documentation is accomplished and that all material inspections and certifications have been accounted for and are complete.
- Provide all documentation associated with the final balancing change order and final pay estimate.
- Complete job box and conduct all audit(s) with IDOT. The job box will remain property of the City.
- Close out project with IDOT within a reasonable time frame after all construction is completed.

SUBCONSULTANT LEGEND

MSL Material Solution Laboratory Corporation

Italics indicate key staff (resumes included)



Project Manager

David Cuthbertson, PE

Mr. Cuthbertson specializes in roadway and bridge construction inspection at Benesch. He has considerable experience in construction schedule management, utility coordination, and constructability reviews as well as the development and revision processes of maintenance-of-traffic plans. He has worked with a wide variety of clients, ranging from state transportation departments to municipalities and local agencies.

Resident Engineer

Thomas Carrato, PE

Mr. Carrato has the proven skills to manage this project for the United City of Yorkville. Mr. Carrato understands the importance of schedule and communication. He is experienced in the application of ADA standards and will make certain the contractor achieves full compliance. Effective communication with all stakeholders, including railroad and local residents, will be his top priority. Mr. Carrato's keen attention to detail and excellent time management skills will enable him to effectively manage this project with utmost efficiency.

Our Subconsultant

Benesch proposes teaming with ***Material Solutions Laboratory (MSL)*** on this project to perform materials testing. All of the MSL team members are experienced construction professionals with the expertise to deliver a project that is safe, durable, cost-effective and on schedule. We have worked alongside MSL on several projects, ensuring our clients receive a quality product.

Mr. Cuthbertson specializes in roadway and bridge construction inspection as resident engineer at Benesch. He has considerable experience in construction schedule management, utility coordination, and constructability reviews as well as the development and revision processes of maintenance-of-traffic plans. He has participated in several Value Engineering and Value Planning workshops and studies as a construction engineer specialist. He is an experienced project scheduler and is skilled in Primavera P3 and P6 software applications. To ensure all client objectives are met, he plays a key role in facilitating communication between the client and the contractor. He has worked with a wide variety of clients, ranging from state transportation departments to municipalities and local agencies.

Meacham Road Retaining Wall and Bike Path Rehabilitation CM

Project Manager: Benesch provided Phase III engineering services for the Meacham Road Retaining Wall and Bike Path Rehabilitation. This project was performed in conjunction with the ISTHA project to reconstruct Meacham Road over I-90, the Jane Addams Tollway. These services included reviewing contract documents, tracking the contractor's progress, documentation of contract quantities and preparation of as-built drawings. Mr. Cuthbertson served as Project Manager for this project.

U.S. 34 (Ogden Avenue) Grade Separation at the CN Railroad

Resident Engineer: This IDOT project entails construction of a bridge overpass structure over the CN Railroad that will allow for future widening and help reduce overall traffic delays. Elements include precast concrete modular retaining walls to accommodate the raised road alignment; pavement reconstruction; construction of a new aggregate access road serving existing ComEd facilities from McCoy Drive; construction of an arch concrete structure over Wabaunsee Creek; construction of portions of a 10-foot shared use path for the Park District; modernization and upgrading of the traffic signal at Frontenac Drive and U.S. 34; construction of three noise walls; a new bridge and overpass structure. Mr. Cuthbertson is responsible for managing field staff; performing observation of the contractor's activities; and overall project coordination with IDOT and stakeholders.

North Avenue/ IL 64, 7th Avenue to IL 59, Phase II

Resident Engineer: This project is made up of two contracts in adjacent sections of IL 64. The first section spans 1.5 miles east on IL 64 from 7th Avenue to Fieldgate Drive. The second section continues east of Fieldgate Drive 3. 5 miles to IL 59. Together the contracts consist of railroad crossing removal; bridge replacement; roadway widening, resurfacing and reconstruction. The project also includes 6,500 linear feet of water main installation; 36,000 linear feet of storm sewers; roadway lighting; traffic signal interconnection and modernization; retaining walls; culvert extensions and landscaping. Compliance with 404 permits issued by the United States Army Corps of Engineers is also required. Mr. Cuthbertson is responsible for managing the field staff; performing observation of the contractor's activities; coordinating the relocation of utilities and interfacing with business owners and residents throughout the corridor.

IL 59 - Construction Engineering

Resident Engineer: Construction inspection services are being provided for the reconstruction and widening of more than three miles of IL 59. This project includes the construction of additional traffic lanes, a new cast in place concrete box culvert and traffic signal modernization. Mr. Cuthbertson managed the project staff and maintained communication with the client and contractor. He also performed contract administration.

Education
BS, Civil Engineering, Michigan Technological University

Years of Experience: 23

Registrations and Certifications
Professional Engineer: IL , MI

IDOT Drainage Structure Construction Inspection

IDOT Erosion & Sediment Control Awareness Seminar

IDOT Pavement Construction Inspection

Illinois Tollway e-Builder for Construction Phase Processes

IDOT Fundamentals of Storm Water Pollution and Erosion and Sediment Control

IDOT Inspection of Erosion and Sediment Control Best Management Practices

Kingery Expressway Reconstruction
Resident Project Manager: Benesch's responsibility includes the construction of new ramps, continuously reinforced concrete mainline pavement, and three retaining walls. The work also includes the construction of a six-span, horizontally curved plate girder bridge with caisson supported piers and pile founded abutments to carry westbound I-94 over Thorn Creek. Mr. Cuthbertson was responsible for the management of the entire project and maintaining communication with the client.

Michigan Avenue & Taylor Street Streetscape Program
Resident Engineer: As a part of Chicago's Streetscape Program, Benesch provided on-site engineering during construction efforts to improve streetscape areas. This included the complete removal and replacement of sidewalks, curbs and gutters; installation of planters with irrigation systems; planting of trees; installation of architectural street furnishings; ADA ramp construction; and vaulted sidewalk reconstruction. Mr. Cuthbertson provided on-site project oversight and served as the primary contact between CDOT and the contractor for Michigan Avenue.

Wabash Avenue/Michigan Avenue Underbridge Connection and Riverwalk
Resident Engineer: A new ADA compliant path below Wabash and Michigan Avenues, along the Chicago River, was constructed as part of the plan to provide a continuous riverwalk throughout downtown Chicago. Benesch reviewed specifications and documentation for existing site conditions, as well as observed and documented the reconstruction of the existing dockwall. Mr. Cuthbertson managed the project staff and maintained client relations.

Highland Avenue Reconstruction CM
Assistant Resident Engineer: Construction engineering services were provided for a 2-mile reconstruction of this roadway, including the replacement of a bridge over the expressway. The project was staged so that traffic could be maintained in all directions throughout the duration of the project. Mr. Cuthbertson managed the field staff and provided construction observation throughout the project.

Finley Road Reconstruction
Assistant Resident Engineer: Construction inspection and documentation services were provided for the construction of two new lanes, and the reconstruction of two existing lanes, of Finley Road between Ogden Avenue and Butterfield Road. Installation of a drainage system, traffic signals and retaining walls were also included. Mr. Cuthbertson was responsible for paving inspection, storm sewer, electrical and landscaping. He also prepared contract documents and maintained all client relations.

Metra UP Northwest Line Bridges
Assistant Resident Engineer: Benesch provided services for the reconstruction of six railroad bridges on the Union Pacific Northwest Line for Metra. This project involves the demolition and complete reconstruction of the track three bridges over Irving Park Road, Keeler Avenue, Sacramento Avenue, Kedzie Avenue, Kimball Avenue and Fullerton Avenue in Chicago, Illinois. Responsibilities included, the oversite of all field construction observation, including materials testing, and survey.

Professional Affiliations
American Society of Civil Engineers

Mr. Carrato specializes in construction management services. He brings a joint focus in the following areas: construction oversight and inspection, contract documentation and shop drawing review. Mr. Carrato has experience working with stakeholders on both the Bridge Street Bridge Widening and Rehabilitation in Evanston and the Loyola University/Sheridan Road Intersection projects. He is adept at managing weekly progress meetings between clients and contractors, and is often called upon to keep adjacent businesses and stakeholders informed of upcoming construction. Throughout construction, Mr. Carrato works to ensure that contractor activities are coordinated with any special City events. He has relevant experience managing maintenance for changeable message signs which notify the public of detour changes, and capably manages all correspondence (submittals, RFIs, authorizations, pay estimates) to IDOT.

Meacham Road Retaining Wall and Bike Path Rehabilitation CM

Resident Engineer: Benesch provided Phase III engineering services for the Meacham Road Retaining Wall and Bike Path Rehabilitation. This project was performed in conjunction with the ISTHA project to reconstruct Meacham Road over I-90, the Jane Addams Tollway. These services included reviewing contract documents, tracking the contractor's progress, documentation of contract quantities and preparation of as-built drawings. Mr. Carrato oversees all construction activities, contract documentation, and serves as a liaison between the contractor, the Village of Schaumburg, and the Illinois Tollway project.

Loyola University - Sheridan Road CM

Resident Engineer: Benesch provided Phase I and Phase II design services, as well as Phase III construction services, for this project, which is designed to improve safety and traffic flow in a congested area near Loyola University in Chicago, IL. Phase III services include traffic signal modernization; ADA and pedestrian upgrades, including improved crosswalks and ADA compliant sidewalk ramps; a new pedestrian plaza with decorative sidewalk, ornamental lighting and landscaping; and a new access driveway with permeable concrete. As Resident Engineer, Mr. Carrato oversaw all construction activities, contract documentation, and served as the liaison between the contractor, Loyola University, CDOT, and IDOT.

Bridge Street Bridge Widening and Rehabilitation, CM

Resident Engineer: Benesch provided Phase I, II and III engineering services for the replacement and widening of a deck on a three-span bridge over the North Shore Channel in the City of Evanston. Phase III services for field observation of the contractor's activities included: following the installation of cofferdams, performing detailed inspection of the existing concrete substructures; and taking measurement and payment of final quantities. As Resident Engineer, Mr. Carrato oversaw all construction activities, contract documentation, and served as the liaison between the contractor, the City of Evanston, and IDOT.

IDOT District 1 Pavement Design

Associate Pavement Design Engineer: This role entailed all District 1 pavement designs ranging from widening and resurfacing projects to major highway reconstruction. Mr. Carrato worked closely with IDOT Project Managers in the Bureau Design and Bureau of Materials as well as various consultants. In addition to pavement design, he helped coordinate Value Engineering studies on various projects.

Reagan Memorial Tollway

Construction Inspection: As part of the Tollway's Congestion Relief Program Benesch provided construction management services for the reconstruction and widening of a portion of I-88. Phase III services included on-site inspection, material testing, utility conflict resolution, traffic control coordination, documentation of daily activity, quantities and as-built drawings.

Education
BS, Civil & Environmental Engineering - Construction Management & Transportation, University of Illinois at Urbana-Champaign

Years of Experience: 5

Registrations and Certifications
Professional Engineer: IL

IDOT Documentation of Contract Quantities #16-11575

IDOT Fundamentals of Storm Water Pollution and Erosion and Sediment Control

IDOT Inspection of Erosion & Sediment Control Best Management Practices

ICORS

Professional Affiliations
American Society of Civil Engineers

Joseph Franek, EIT

Inspector

Mr. Franek is a construction representative at Benesch, bringing a high level of attention-to-detail management and project coordination skills to the team. In addition to his work as a construction representative, Mr. Franek brings a variety of technical skills to the team, including AutoCad and FormZ Renderzone drafting,

Rollins Road at IL Route 83- CM

Construction Representative: Benesch is currently providing Phase III construction engineering services for this project. This project entails the grade separation of Rollins Road and the CN Railroad. This includes the necessary modification to the intersection of Rollins Road and IL Route 83 and the realignment of Hainesville Road. Also included is 1.5 miles of roadway, 1/2 mile of shared use path, 8,700 linear feet of storm sewer and a new rail grade separation structure and retaining walls. The project features a complex MOT staging plan with temporary rail crossings and structures to maintain full capacity of the intersection throughout construction.

Bridge Street Bridge Widening and Rehabilitation, CM

Inspector: Benesch provided Phase I, II and III engineering services for the replacement and widening of a deck on a three-span bridge over the North Shore Channel in the City of Evanston. Phase III services for field observation of the contractor's activities included: following the installation of cofferdams, performing detailed inspection of the existing concrete substructures; and taking measurement and payment of final quantities. Mr. Franek provided inspection services for this project.

Prior to joining Benesch, Mr. Franek served as an Associate Technical Professional, providing the following services:

- Responsible for engineering and job site logistics to perform hydraulic fracturing services ($250,000 -$1,000,000 daily revenue)
- Provide technical and operational engineering strategies to customers in a professional manner
- Lead teams of 15+ in implementing energy services at the wellsite
- Coordinate and track multiple venders for materials procurement and on-site organization
- Assisting in pre-planning, job execution while interpreting real-time data, and post-job analysis
- Work with software simulators and electrical and mechanical devices to communicate real-time wellsite information to the customer while sustaining a high level of service quality
- Promote safety awareness and environmental consciousness at all times when on the job site

Education
BS, Construction Engineering, Purdue University

Years of Experience: 5

Registrations and Certifications
Engineer-In-Training: IL

IDOT Documentation of Contract Quantities -#14-0007

Professional Affiliations
American Society of Professional Engineers

Purdue Society of Engineers

National Society of Professional Engineers

From rural to urban areas, Mr. Massey brings extensive experience in construction, ALTA and boundary, property, topographic, hydrographic, route, underground mining and control surveying. He has performed earthwork calculations for a variety of projects and is skilled in MicroStation, GEOPAK, GeoOffice and Leica Viva software applications. Mr. Massey has experience working on and managing a variety of projects, with a wide-range of clients including departments of transportation, railroads, contractors, counties and municipalities, giving him a well-rounded project perspective that adds value to any project. He has a reputation for providing responsive service, with effective follow-through skills to address client needs.

Wacker Drive Reconstruction Design - Adams to Randolph

Party Chief: The project consists of removal and replacement of the Wacker Drive viaduct structure, intersection and traffic signal improvements, design of new ingress and egress between lower and upper Wacker Drive, construction staging, vehicular and pedestrian maintenance-of-traffic, and roadway lighting and streetscaping. Mr. Massey performed topographic survey for the project.

Reagan Memorial Tollway CM

Surveyor: As part of the Tollway's Congestion Relief Program Benesch provided construction management services for the reconstruction and widening of a portion of I-88. Phase III services included on-site inspection, material testing, utility conflict resolution, traffic control coordination, documentation of daily activity, quantities and as-built drawings. Mr. Massey performed cross sections and horizontal/vertical control work.

IDOT - IL 59 - Construction Engineering

Surveyor: Construction inspection services are being provided for the reconstruction and widening of more than three miles of IL 59. This project includes the construction of additional traffic lanes, a new cast in place concrete box culvert and traffic signal modernization. Mr. Massey assisted the construction manager with the collection of field shots for earthwork calculations, checking the layout for roadway and structures, upkeep of ongoing control and calculating the volumes of various earthwork construction items.

IDOT - North Avenue/ IL 64, 7th Avenue to IL 59, Phase II

Surveyor: This project is made up of two contracts in adjacent sections of IL 64. The first section spans 1.5 miles east on IL 64 from 7th Avenue to Fieldgate Drive. The second section continues east of Fieldgate Drive 3. 5 miles to IL 59. Together the contracts consist of railroad crossing removal; bridge replacement; roadway widening, resurfacing and reconstruction. The project also includes 6,500 linear feet of water main installation; 36,000 linear feet of storm sewers; roadway lighting; traffic signal interconnection and modernization; retaining walls; culvert extensions and landscaping. Compliance with 404 permits issued by the United States Army Corps of Engineers is also required. Mr. Massey assisted the construction manager with the collection of field shots for earthwork calculations, checking the layout for roadway and structures, upkeep of ongoing control and calculating the volumes of various earthwork construction items.

Education
BS, Industrial Technology, Illinois State University

Years Experience: 23

Registrations and Certifications
Professional Land Surveyor: IL, WI

Geopak Survey and Geopak Road

Rail Safety Training Procedures

Geodetic Leveling Training - SIUC

Professional Affiliations
IL Professional Land Surveyors Association

Elaine Carroll, PE

Scheduling

As resident project manager for the Construction Group at Benesch, project scheduling is Ms. Carroll's expertise. She specializes in performing weekly schedule reviews and working to identify potential concerns before they result in project delays. Ms. Carroll is also experienced in construction field operations and uses this knowledge to effectively anticipate project scheduling needs. Her portfolio includes extensive project work for local and state agencies, from project scheduling assistance to reviewing and coordinating baseline and personnel schedules. Ms. Carroll is also proficient in Primavera 6.0 and Proliance software applications.

Education
BS, Civil Engineering, Lehigh University

Years Experience: 18

Registrations and Certifications
Professional Engineer: IL

IDOT QC/QA PCC Level I Technician

Chicago Riverwalk CM

Project Controls Engineer: This project creates a continuous pedestrian path along the south bank of the main branch of the Chicago River from State Street to LaSalle Street in downtown Chicago. Construction includes the demolition and removal of existing surfaces, new wide plazas and ADA-compliant sidewalks, underbridge canopy structures and stairs to connect the Riverwalk to Upper Wacker Drive. Benesch was a subconsultant during the Phase II planning and design of this project and is serving as Construction Manager for Phase III construction of the entire project. Ms. Carroll is responsible for reviewing schedule and schedule updates; and cost controls, including verification and processing of pay estimates and contract modifications.

Reagan Memorial Tollway CM

Project Controls Engineer: As part of the Tollway's Congestion Relief Program Benesch provided construction management services for the reconstruction and widening of a portion of I-88. Phase III services included on-site inspection, material testing, utility conflict resolution, traffic control coordination, documentation of daily activity, quantities and as-built drawings. Ms. Carroll performed schedule review, quantity checking and change order documentation.

Hawley Road Improvement Project

Scheduler: Benesch is providing Phase III Construction Management for this reconstruction project in Mundelein, Illinois, which includes the following elements: three new signals; signal interconnection; lighting; replacement of Village-owned water and sanitary sewer mains and services; new or replaced shared use pathway and sidewalk; and other drainage improvements. Encompassing 55 residential driveways, multiple lighted intersections, two schools, a church and several businesses, the project will transform the existing two-lane roadway into a three-lane roadway through a majority of the project corridor.

MSL
Material Solutions Laboratory

Material Solutions Laboratory Corporation

Mr. Tiltges has over 15 years of experience in the materials testing industry. He has served as a Field Quality Assurance Engineer on several high profile IDOT and ISTHA projects including the Dan Ryan Expressway Reconstruction and; Eisenhower, Edens, Stevenson, I-80, 1-57, I-90 and Kennedy Expressway Resurfacing Projects. Mr. Tiltges has coordinated the efforts of Phase III Consultants, Contractors, HMA and PCC Producers, as well as Aggregate Producers and Suppliers to ensure successful completion of transportation projects.

Illinois Department of Transportation, PTB 163 Item 20, PTB 167 Item 17, PTB 171 Item 1, PTB 175 Item 4. Various Quality Assurance Aggregate/HMA/PCC Projects, Region One, District One. MSL's Project Manager for these Various Various Material Testing projects with IDOT District One. MSL has served as both prime consultant and sub-consultant, performing QA Laboratory testing of Phase III HMA, PCC, AGCS, RAP and RAS materials with personnel in various IDOT facilities. MSL has been responsible for overseeing Pay for Performance reporting, data collection, and computing pay factors for every District One HMA project which has the Pay for Performance Specification or the Quality Control for Performance Specification.

Illinois Tollway, I-90 Reconstruction, Higgins to Roselle, Contract # I-14-4206. Acted as MSL's Quality Assurance Manager (QA) for ISTHA on this $81 million contract. Work under this contract included Performance Related Specification (PRS) mainline pavement, I-90 land bridge, retaining and noise walls. MSL technicians performed all QA plant and field inspection for PCC, HMA and geotechnical items.

Illinois Department of Transportation, IL 171 (Archer Ave.): 47th St. to 55th St. Bridge Complex at I-55, Contract # 60J16, 60W77. Served as the Quality Assurance Manager (QA) for MSL on these IDOT contracts worth a combined $36 Million. MSL technicians provided QA testing services for nine bridge decks, pavement patching and resurfacing with polymerized hot-mix asphalt, realignment and reconstruction of Ramp E, shoulder widening and bridge approach pavement connectors.

Illinois Department of Transportation, I-55 (Stevenson Expressway): I-94 (Dan Ryan Expressway) to US 41 (Lake Shore Drive), Contract # 60L70. MSL's Quality Assurance Manager (QA) for IDOT on this $74 Million contract which includes total reconstruction of the three outbound bridge structures (two curved girder structures and one tangent structure) at the I-55 (Stevenson Expressway) and US 41 (Lake Shore Drive) interchange including realignment of structures, widening, and concrete retaining walls. MSL technicians are responsible for all QA plant and field inspection of HMA, PCC and soil testing for this project.

Illinois Department of Transportation, I-90 (Kennedy Expy) at I-290/Congress Parkway (Circle Interchange) Peoria St./Morgan St. MSL's Quality Assurance Manager (QA) for IDOT on this $40 Million contract which includes full reconstruction of the Peoria St. and Morgan St. bridges over I-290. MSL technicians were responsible for all plant and field inspection of HMA, PCC and soil testing for these projects.

Illinois Tollway, I-57 and I-294 Interchange (Ramp X & M) Contract # I-12-4067. MSL's QA Manager for ISTHA on this contract. MSL's technicians and lab staff provided all plant and field HMA, PCC, and soil inspection for this Category 3 project. Work under this contract included building of embankment, WMA SC & BC, SMA SC & BC, mainline paving, and miscellaneous PCC items. Also performed construction inspection duties when not assigned to QC/QA material.

Dan Tiltges, P.E.

Project Role
Quality Assurance Manager

Education
- Bachelor of Science in Civil Engineering, Michigan State University, East Lansing, MI, 2002

Professional Registrations & Certifications
- Professional Engineer, Illinois (License # 062-060045)
- IDOT PCC Level I/II/III
- IDOT HMA Level I/II/ III
- IDOT 5-Day Aggregate
- IDOT S-33 Geotechnical Field Testing and Inspection
- IDOT Documentation of Contract Quantities
- IDOT Nuclear Density Technician
- IDOT Nuclear Safety
- IDOT ICOR's Certified
- IDOT Mat. Mgmt. for Resident Engineers
- ACI Concrete Field Testing Technician—Grade I
- NHI Safety Inspection of In-Service Bridges
- NHI Stream Stability and Scour at Highway Bridges
- NHI Evaluating Scour at Bridges
- S-11 Bituminous Concrete Field Inspection
- S-15 Earth Excavation and Embankment
- S-13 Concrete Structures
- S-19 Piling
- S-46 Small Drainage Structures
- PCI Precast/Pre-stressed Level I/II

MSL
Material Solutions Laboratory

Material Solutions Laboratory Corporation

Mr. Salles has over 11 years of experience in supervision and construction engineering work located within Chicago and Cook County. Mr. Salles is IDOT certified for material inspection of Hot Mix Asphalt, Portland Cement Concrete and Soils.

Illinois Tollway, I-90 at Fox River Bridge, Contract # I-12-4048. Primary Quality Assurance Technician and Construction Inspector for ISTHA on this $75 Million project for the rebuilding and widening of the Fox River Bridge on the Jane Addams Memorial Tollway. This project consists of two 1,300 foot long structures that span the Fox River. Daily activities included all QA plant and field inspection and testing for both PCC and HMA, geotechnical inspection and testing, construction inspection, and documentation.

Illinois Department of Transportation Various Quality Assurance Aggregate/HMA/PCC Projects, Region One, District One. Laboratory technician on this project working in IDOT's Schaumburg facility. Worked with IDOT staff to assist with the testing of construction materials specifically HMA and Aggregate.

Illinois Department of Transportation, US 45 Reconstruction Lake County, Contract # 60956. Primary QA Materials Technician for this $15 Million Reconstruction project on US-45 from Washington St. to IL 120. The project consisted of eight Lane Miles of 9.5" PCC jointed Pavement. Responsibilities included quality assurance of HMA resurfacing on all side streets adjacent to project. Daily activities included both plant and field QA inspection of HMA and PCC plants producing mix for the project.

Illinois Department of Transportation, I-57 Resurfacing, Contract # 60H57. QA Materials Technician for this $13 Million Resurfacing and patching project of I-57 from 175th St to the Will County Line. Was responsible for QA plant and field inspection of over 100,000 tons of HMA and SMA mixes. Was also responsible for ensuring the PCC pavement patches met the required strength before opening the road to traffic. All material tests were reported and submitted to IDOT District One Bureau of Materials, Resident Engineer, and the Contractor using IDOT's QC/QA Package.

Illinois Department of Transportation, Renwick Road Roadway and Bridge Construction, Contract # 83126. Quality Control Technician for this $8 Million bridge construction project. Performed concrete testing for approximately 1,000 square yards of PCC Base Course, 7,000 square yards of PCC sidewalk, 7,000 feet of curb & gutter, and 1,600 cubic yards of structures.

Illinois Department of Transportation, I-290 (Eisenhower) Resurfacing, Contract #'s 60K12, 60K10, 60K13, 60K11. MSL Laboratory QA Materials Technician for these contracts. The project consisted of PCC testing and HMA/SMA mixture testing for approximately 250,000 Tons of asphalt material.

Citywide Traffic Signal Replacement Projects, Chicago, Illinois. MSL Laboratory QA Materials Technician on several traffic signal replacement projects within the city of Chicago. Responsible for the field testing of PCC used on the project for constructing signal foundations, curb and gutter, handholes and sidewalk. Generated MI 655 and MI 654 reports upon work completion, and submitted to the QA consultant.

Bruno L. Salles

Project Role
Materials Technician

Education
B.S., Political Science, University of California, Santa Barbara, California, 1987.

Professional Registrations & Certifications

- PCC IDOT Level I/II
- HMA IDOT Level I/II/III
- Aggregate 5-Day
- IDOT S-33 Soils
- ICORS
- Documentation of Contract Quantities (08-0582)
- ICC Bolt Inspection
- Troxler Nuclear Safety
- Hazmat Training
- Railway Safety

Meacham Road Retaining Wall & Bike Path Rehabilitation Phase III

Village of Schaumburg

Key Issues

- Coordination with ISTHA contractor within their work zone
- Salvaging existing blocks for incorporation into the new wall

Background: As part of the Illinois State Toll Highway Authority Capital Improvement Plan, Meacham Road was reconstructed and widened. This project afforded the Village of Schaumburg an opportunity to rehabilitate the existing retaining wall and reconstruct the bike path along Meacham Road.

Scope: Benesch provided construction engineering services during the construction of improvements. These services included reviewing contract documents, tracking the contractor's progress, documentation of contract quantities and preparation of as-built drawings.

Unique Features: This project required close coordination with ISTHA and its contractor in order to complete the improvements. Although the Tollway project suffered delays, the two teams worked together in order for the bike path project to reach substantial completion by late fall.

The contract documents specified the contractor was to salvage and re-use as many of the existing blocks as possible in the new retaining wall. Because the new wall was being installed in essentially the same location as the existing, the contractor was required to dismantle the entire existing wall and store it on site for later use.

Location: Schaumburg, IL

Duration: 9/1/2015 - 7/31/2016

Cost: $250,000

Key Staff:
Resident Engineer:
Thomas Carrato, PE

Project Manager:
David Cuthbertson, PE

Bridge Street Bridge Widening and Rehab, Phase III

City of Evanston, Illinois

Key Issues

- Bridge rehabilitation and widening, including accommodation for bike lanes
- Phase III construction inspection
- Measurement and payment of final quantities
- Concrete substructure inspections

Location: Evanston, IL

Duration: 6/14/2013 - 12/31/2014

Cost: $2.3M

Key Staff:
Resident Engineer
Thomas Carrato, PE

Project Manager:
David Cuthbertson, PE
Dan Gross, PE

Lead Inspector:
John Moschovich, EIT

Background: Bridge Street over the North Shore Channel in Evanston, Illinois, consists of a three-span bridge carrying one lane of traffic in each direction. The structure has a total length of 172'-0" (back to back of abutments), a roadway width of 28'-0" (face to face of raised sidewalks), a sidewalk width of 5'-0" on each side, a total deck width of 40'-0", and a total deck area of approximately 6,880 sq. ft. The middle span length is 71'-0" and the exterior span lengths are 48-0" each. There are six lines of 42" deep precast prestressed concrete (PPC) I-beams. The deck consists of 5" thick cast-in place reinforced concrete on top of 2 ½" thick stay-in-place precast concrete planks with no overlay. The deck reinforcement is epoxy coated in the top layer, and non-epoxy coated in the bottom layer. The bridge is skewed at 7° left ahead. A fence is attached to the concrete parapet on each side of the bridge. Bridge Street is on a straight horizontal alignment across the bridge with a curve to the west of the west approach pavement. The profile grade on the structure consists of a crest vertical curve. A 12" diameter watermain is attached to the underside of the deck between beams 1 and 2. A 2" diameter electric conduit is attached to the underside of the deck between beams 1 and 2 and between beams 5 and 6. Overhead light poles are presently attached to the bridge.

Scope: After providing Phase I and Phase II design services, Benesch was selected to provide Phase III construction services for the rehabilitation and widening of the existing Bridge Street structure over the North Shore Channel to accommodate new bike lanes in each direction. Services included field observation of the contractor's activities as well as measurement and payment of final quantities. Also, following the installation of cofferdams, detailed inspections of the existing concrete substructures were performed.

IL 176 Underpasses near Fairfield Road, Phase III

Lake County Division of Transportation

Key Issues

- Two, cast-in-place, concrete underpasses
- Realignment of multi-use trail
- Relandscaping
- Environmentally sensitive project site
- Coordination with Lake County Division of Transportation and Lake County Forest Preserve
- Staged construction to minimize impacts

Location: Wauconda, IL

Duration: 5/1/2012 - 4/1/2013

Cost: $5.8M

Key Staff:
Project & Quality Manager:
Dan Gross, PE

Resident Engineer:
Mark Molnar, PE

Lead Inspector:
Christophe Curran

Background: This Lake County project for the widening and reconstruction of IL 176 was completed in 2014. In anticipation of this project and to ensure the safety of pedestrians enjoying the surrounding Lake County Forest Preserve, an advanced contract was acquired by Benesch to eliminate the at-grade crossings of the Millennium Trail over IL 176.

Scope: Benesch served as construction manager for two, cast-in-place, concrete underpasses and new trail alignments under IL 176. The project is located within an environmentally sensitive area and includes relandscaping the project site to its natural contours. Benesch's priorities were to ensure the safety of park visitors and to protect the environment. Through careful construction observation, we were able to make on-site decisions that resulted in minimal impacts and paved the way for an efficient roadway project.

Unique Features: The contract required coordination with the Lake County Forest Preserve in addition to compliance with the plans and specifications of the Lake County Division of Transportation. Benesch was able to meet the goals of all stakeholders by collaborating with these agencies.

Sheridan Road at Loyola Avenue Intersection Improvements/Pedestrian Plaza

Loyola University Chicago

Key Issues

- Phase I, II, III services
- Proactive coordination with IDOT and CDOT in order to move forward with expedited schedule
- Concurrent execution of Phases I & II
- Multimodal project site including pedestrian, bicyclist and public transit
- Develop landscape/streetscape design plans for new pedestrian plaza

Background: Sheridan Road at the Loyola University campus CTA stop accommodates more than 4,000 pedestrians per day, along with high volumes of vehicular and bus traffic. The mid-block traffic signal at the CTA viaduct has limited sight distance and is less than 150 feet from the adjacent Loyola Avenue intersection traffic signal. The University has been working with CTA and the City of Chicago for several years to develop potential solutions and funding to improve safety and traffic flow.

Scope: The Benesch Team completed the necessary Phase I engineering studies, landscape plaza design and final contract plans within a 3-month time frame. Phase III included CM services for traffic signal modernization; ADA and pedestrian upgrades, including improved crosswalks and ADA compliant sidewalk ramps; a new pedestrian plaza with decorative sidewalk, ornamental lighting and landscaping; and a new access driveway with permeable concrete.

The $1,000,000 project includes decorative sidewalk planters with irrigation and ornamental lighting along Sheridan Road and modernizing the Sheridan Road/ Loyola Avenue traffic signal along with improved crosswalks, ADA compliant sidewalk ramps and the elimination of the pedestrian crossing traffic signal immediately north of the CTA viaduct. A new pedestrian plaza with decorative sidewalk, ornamental lighting and landscaping was designed to create a sense of place, utilizing sustainable design practices; all stormwater will be channeled to rain gardens and landscaped areas. A new access driveway with permeable concrete was also designed to eliminate the need for storm sewer for the project. The sidewalk planters and plaza were designed to channel pedestrians to the Loyola Avenue intersection in a creative and aesthetically pleasing manner.

Unique Features: Benesch utilized video camera-based data collection to capture and analyze the high pedestrian volumes and platooning. Sustainable design practices and computer renderings were utilized to design the pedestrian plaza and landscaping. Continual coordination with IDOT and the City were necessary to move both Phase I and Phase II services in parallel.

Location: Chicago, IL

Duration: 3/1/2013 - 8/1/2013

Cost: $1.2M

Key Staff:
Resident Engineer
Thomas Carrato, PE

Project Manager:
Dan Gross, PE

United City of Yorkville ILLINOIS

Statement of Qualifications

Kennedy Road Shared Use Path
Phase III Engineering Services

July 1, 2016, 10:00 A.M.

Prepared for:
United City of Yorkville
Attn: Eric Dhuse, Director of Public Works
800 Game Farm Road
Yorkville, Illinois 60560

Submitted by:
Hampton, Lenzini and Renwick, Inc. (HLR)
380 Shepard Drive
Elgin, Illinois 60123
Ph. (847) 697-6700
Fax (847) 697-6753

Questions can be directed to:
Scott Rodseth, PE
Manager of Construction Engineering
Ph. (847) 697-6700
srodseth@hlreng.com

HLR

Expertise. Responsiveness. Integrity.

Hampton, Lenzini and Renwick, Inc.
Civil Engineers • Structural Engineers • Land Surveyors • Environmental Specialists
www.hlrengineering.com

July 1, 2016

Eric Dhuse
Public Works Director
United City of Yorkville
800 Game Farm Road
Yorkville, IL 60560

Re: United City of Yorkville – Kennedy Road Shared Use Project
Construction Engineering Services SOQ

Dear Mr. Dhuse:

The United City of Yorkville is a safe, attractive community that offers a wide variety of living, working, and leisure opportunities. Over the years, the City has made substantial improvements to its public infrastructure, ensuring a high quality of life for its residents. The Kennedy Road Shared Use Path project will expand travel options along Kennedy Road, provide pedestrian and bicyclist safety enhancements, and improve accessibility in the area. Our team brings the following assets to this essential project:

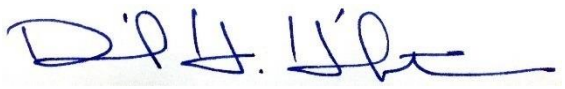
- **A Highly-Qualified Resident Engineer** – Don Ryba, PE, has over 25 years of experience in local agency infrastructure improvements that utilize federal-funding. These projects have included extensive communication with residents and businesses along with railroad coordination. His expertise includes HMA and PCC pavement, curb and gutter, sidewalk, accessibility pathways, utility/sewer relocation, and erosion/sediment control monitoring.
- **Similar Project Experience** – Our team is very familiar with shared use path and accessibility improvement projects. This experience includes IDOT coordination, ICORS documentation, and MISTIC material tracking along with closeout procedure knowledge which will expedite project completion/acceptance.
- **Responsiveness** – Our proposed Resident Engineer is a resident of Oswego, IL, living less than 4 miles from the project site. This close proximity will allow him to be extremely responsive and proactive throughout construction while having a sense of pride and commitment to the improvements because they are occurring in his “backyard”.

We have read and understand the scope of services for this project and agree to the terms and conditions included in the Request for Qualifications (RFQ). Attached you will find background information on HLR, our project approach, resumes of key personnel, and examples of recent relevant projects.

Thank you for the opportunity to submit our qualifications. We look forward to creating a great relationship with the City and contributing to the continued success of the Yorkville community. If you should have any questions or comments regarding our proposal, please feel free to contact me at (847) 697-6700 or dhhinkston@hlreng.com.

Yours truly,

HAMPTON, LENZINI AND RENWICK, INC.

By: 

David H. Hinkston, PLS
President/CEO

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Tel. 847.697.6700
Fax 847.697.6753

6825 Hobson Valley Drive
Unit 302
Woodridge, Illinois 60517
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Suite 201
Springfield, Illinois 62703
Tel. 217.546.3400
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323 West 3rd Street
P.O. Box 160
Mt Carmel, Illinois 62863
Tel. 618.262.8651
Fax 618.263.3327

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I. Firm Contact Information

Name of Firm:	Hampton, Lenzini and Renwick, Inc. (HLR)
Local Address:	380 Shepard Drive, Elgin, IL 60123
Phone Number:	(847) 697-6700
Fax Number:	(847) 697-6753
Contact:	Scott Rodseth, PE – Manager of Construction Engineering
Contact Email:	srodseth@hlreng.com

II. Firm Overview

Hampton, Lenzini, and Renwick, Inc. (HLR) is an employee-owned corporation and a leading provider of professional consulting engineering, environmental, and surveying services for public agencies and private-sector clients in Illinois. Our dedicated staff of over 80 engineers, environmental specialists, surveyors, and technicians has over 39 years of experience working on various types of projects from conception and planning through implementation. Together, we've built a reputation of personalized client service, superior project management, and a dedication to delivering our client's vision.

No matter how big or small the project, our team has the right blend of expertise and experience to meet your infrastructure challenges. We strive to provide creative, dependable engineering solutions that are functional, cost-efficient, constructible, low-maintenance, and reliable. Our professionals have a thorough understanding of all the approval processes necessary to help get your project started. The longevity and stability of HLR's staff enables us to excel in complex, long-term projects.

HLR meets the appropriate state licensing requirements to practice in the State of Illinois as well as Indiana, Ohio, Wisconsin, and Iowa and is also prequalified by the Illinois Department of Transportation (IDOT) in 21 categories including Special Studies – Construction Inspection. We have provided a copy of our IDOT prequalification letter, as well as Rubino Engineering, Inc.'s, at the end of this section.

III. Office Locations

Headquarters	South Suburban Branch	Central Illinois Office	Southern Illinois Office
380 Shepard Drive Elgin, IL 60123 Tel. (847) 697-6700 Fax (847) 697-6753	6825 Hobson Drive Unit 302 Woodridge, IL 60517 Tel. (847) 697-6700 Fax (847) 697-6753	3085 Stevenson Drive Suite 201 Springfield, IL 62703 Tel. (217) 546-3400 Fax (217) 546-8116	323 West 3rd Street Mount Carmel, IL 62863 Tel (618) 262-8651 Fax (618) 263-3327

IV. Services Offered

At HLR, we deliver a broad range of services to municipal, county, state, and federal government clients as well as utility companies, forest preserve districts, and homeowner associations. Clients that want high-quality end results turn to HLR for services within these areas:

- Preliminary Engineering
- Roadway Design Engineering
- Construction Engineering
- Traffic Engineering
- Stormwater Management
- Structural Engineering
- Water/Wastewater
- Land Surveying
- Environmental Services
- Energy Support Services

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

February 23, 2016

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

David Hinkston
HAMPTON, LENZINI AND RENWICK, INC.
380 Shepard Drive
Elgin, IL 60123

Dear David Hinkston,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending Dec 31, 2014. Your firm's total annual transportation fee capacity will be $29,600,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 154.00% are approved on a provisional basis. The rate used in agreement negotiations may be verified by our Office of Quality Compliance and Review in a pre-award audit.

Your firm is required to submit an amended SEFC through the Engineering Prequalification & Agreement System (EPAS) to this office to show any additions or deletions of your licensed professional staff or any other key personnel that would affect your firm's prequalification in a particular category. Changes must be submitted within 15 calendar days of the change and be submitted through the Engineering Prequalification and Agreement System (EPAS).

Your firm is prequalified until December 31, 2015. You will be given an additional six months from this date to submit the applicable portions of the "Statement of Experience and Financial Condition" (SEFC) to remain prequalified.

Sincerely,
Maureen M. Addis
Acting Bureau Chief
Bureau of Design & Environment

SEFC PREQUALIFICATIONS FOR HAMPTON, LENZINI AND RENWICK, INC.

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

X	PREQUALIFIED
A	NOT PREQUALIFIED, REVIEW THE COMMENTS UNDER CATEGORY VIEW FOR DETAILS IN EPAS.
S	PREQUALIFIED, BUT WILL NOT ACCEPT STATEMENTS OF INTEREST

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

May 9, 2016

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Michelle Lipinski
RUBINO ENGINEERING, INC.
665 Tollgate Rd
Unit H
Elgin, IL 60123

Dear Michelle Lipinski,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending Dec 31, 2014. Your firm's total annual transportation fee capacity will be $2,200,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 113.30% are approved on a provisional basis. The rate used in agreement negotiations may be verified by our Office of Quality Compliance and Review in a pre-award audit.

Your firm is required to submit an amended SEFC through the Engineering Prequalification & Agreement System (EPAS) to this office to show any additions or deletions of your licensed professional staff or any other key personnel that would affect your firm's prequalification in a particular category. Changes must be submitted within 15 calendar days of the change and be submitted through the Engineering Prequalification and Agreement System (EPAS).

Your firm is prequalified until December 31, 2015. You will be given an additional six months from this date to submit the applicable portions of the "Statement of Experience and Financial Condition" (SEFC) to remain prequalified.

Sincerely,
Maureen M. Addis
Acting Bureau Chief
Bureau of Design & Environment

SEFC PREQUALIFICATIONS FOR RUBINO ENGINEERING, INC.

CATEGORY	STATUS
Geotechnical Services - General Geotechnical Services	X
Special Services - Quality Assurance PCC & Aggregate	X
Geotechnical Services - Subsurface Explorations	X
Special Services - Quality Assurance HMA & Aggregate	X
Geotechnical Services - Structure Geotechnical Reports (SGR)	X

X	PREQUALIFIED
A	NOT PREQUALIFIED, REVIEW THE COMMENTS UNDER CATEGORY VIEW FOR DETAILS IN EPAS.
S	PREQUALIFIED, BUT WILL NOT ACCEPT STATEMENTS OF INTEREST

Don Ryba, PE, will serve as the Resident Engineer for this project. He will oversee the construction quality of the shared use path improvements, document the work, and communicate activities and progress to stakeholders.

HLR

Understanding Your Needs; Achieving Your Objectives

The United City of Yorkville, home to over 17,000 people, is a bustling suburban community with a variety of businesses and residential areas. The City strives for continuous improvement of its transportation system to provide safe and efficient movement of vehicles, bicycles, and pedestrians. This commitment to infrastructure reinforces surrounding development patterns and enhances regional transportation facilities.

The proposed improvements along Kennedy Road will serve as an important project to provide bicycle and pedestrian transportation options along an IDOT-classified minor arterial roadway. We understand the City would like to effectively utilize Illinois Transportation Enhancement Program (ITEP) funds to deliver these path upgrades, and associated grading, along 3.05 miles of roadway with the least impact to residents, local businesses, parks, and schools. The services to be provided by the selected consulting firm will include resident engineering, detailed documentation, material coordination, stakeholder coordination, and quality assurance testing.

HLR would like the opportunity to work with City staff on this important project and is ready and capable of delivering the anticipated scope of services for these proposed community improvements. We have significant construction experience on federally-funded and municipal improvement projects. Our team will combine its extensive plan/specification constructibility, accessibility, construction observation, and project management knowledge with a dedication to ongoing communication with all interested parties to ensure that improvements are successfully delivered and the community is kept informed every step of the way.

While a set project completion date is not mentioned in the Request for Qualifications, August 28, 2017 is the anticipated start date for both Grande Reserve Elementary School and Autumn Creek Elementary School. We will tentatively use that day as a completion date for the construction of the improvements to lessen the impact on school bus traffic, students, and parents (unless otherwise directed by the City).

The anticipated construction activities to complete the proposed improvements to the Kennedy Road corridor include:

- Erosion/sediment control installation
- Right-of-way grading (cut/fill operations)
- Geotechnical fabric/ground stabilization
- Storm sewer rerouting
- Fire hydrant relocation
- Removing/replacing concrete curb/gutter
- Removing/replacing concrete sidewalk
- Removing/replacing driveways
- Tree planting
- Accessible ramp installations per ADA/PROWAG
- Installing new thermoplastic pavement markings
- HMA shared use path installation

In the following pages we will continue to detail our understanding of the project, approach, and provide qualifications of the firm and our proposed staff.

Resident Satisfaction

HLR will keep in mind the specifics involved with each and every property within the project limits. Special attention will be paid to trees, plantings, mailboxes, existing landscaping, and driveways, all of which may be affected by construction. It will be of the utmost importance to not impact any of these appurtenances or replace in kind. Extensive resident coordination will also be key in keeping the community aware of upcoming construction tasks. This can be accomplished via a neighborhood kick-off meeting, door-to-door introductions by the Resident Engineer, 24-hour contact information, flyers/social media posts as required, and any additional methods the City desires.

Critical Project Components

Our team walked the project site on June 26, 2016, to gain a better understanding of potential challenges. Photographs, notes, and recommendations were recorded. We feel the following items are important to consider and/or are critical to the successful construction of the improvements:

- **Illinois Transportation Enhancement Program (ITEP) Funding**

  The ITEP provides funding for community-based projects that expand travel choices and enhance the transportation experience. The proposed improvements qualify for an 80/20 federal/local split. Complying with federal requirements will be of the utmost importance to maintain this split. Like other federally-funded projects, this will include usage of and/or adherence to:

  - IDOT Project Procedures Guide
  - ICORS Quantity Tracking
  - MISTIC Material Tracking
  - Material QA/QC per IDOT standards
  - Extra Work Prior Authorizations from IDOT
  - Invoicing with IDOT forms/certified timesheets

  Our construction engineers regularly provide documentation and submittals according to these procedures, most recently for projects in the Counties of DuPage and Kane, Cities of Naperville, Lockport, Crystal Lake, Woodstock, and Evanston, and the Village of Arlington Heights.

- **Utility Coordination**

  While major utility relocation is not anticipated, there are utility pedestals and power poles to be relocated by others. In addition, existing fire hydrants and street lights may be in the way of the proposed path and require relocation. HLR's engineers have extensive experience coordinating with private and public agencies to ensure that necessary utility relocations are identified ahead of time and resolved to prevent schedule and budget impacts.

- **Earthwork Activities**

  The project will include over 4,000 cubic yards of earthwork activities. We will coordinate regarding offsite Clean Construction or Demolition Debris (CCDD) haul-off. Rubino Engineering will ensure that proper compaction testing is performed on embankment to avoid future path settlement issues and assist with identifying potential unsuitable material areas where undercutting may be required.

- **Traffic Control and Public Safety**

  A variety of methods will be used to safely accommodate vehicular traffic on Kennedy Road (4,250 average vehicles per day) as well as pedestrians, bicyclists, school and park attendees, and the construction team. The Maintenance of Traffic (MOT) Plan will be prepared and closely followed and include changeable message boards, arrow boards and temporary lane closures. In addition, reduced speed limits, temporary sidewalk ramps and closure signs, flaggers, and barricades will be necessary. All lane closures will be called into the Public Works/Engineering Department, Fire Department, and Police Department in advance. This approach will ensure that first responders will be able to travel unimpeded throughout the construction zone and access all neighboring areas.

ADA/PROWAG Compliance

It is important that the design and construction of accessible ramps and pathways is overseen by a team with experience and familiarity with ADA/PROWAG requirements in order to ensure compliance. Otherwise rework, corrections, or removal/ replacement may be required, possibly leading to cost disputes.

Scott Rodseth, PE, leads HLR's accessibility efforts as he has personally designed and overseen construction of over 1,000 ramps in his career. Our team is IDOT ADA/PROWAG and electronic Smart Level trained. We have also created accessible check sheets to catch common mistakes and to verify that ramps are built with proper slopes and dimensions during construction.

Critical Project Components (continued)

- **Railroad Coordination**
  The Burlington Northern Santa Fe (BNSF) railroad passes through the project limits with the proposed shared use path crossing the tracks near the north end of the project. The plans mention that the crossing will be completed by others. If work will occur within 50' of the tracks in either direction, railroad right-of-entry approval will be required along with railroad flaggers. HLR has coordinated this type of work on previous projects and knows how it can potentially delay project schedules due to railroad approval times. We recommend starting coordination for this as soon as possible.

- **Tree Protection/Removal**
  There are trees within the right-of-way that will require protection or removal to accommodate the new path. Our team will work with the City to discuss desired tree protection measures and ways to save existing trees that are within the proposed path alignment. Keeping residents informed of the protection and removal process will also be essential. Our team has experience answering questions regarding this sensitive issue and understands how to explain the overall benefits of a project to avoid resident disapproval and complaints.

- **Erosion and Sediment Control**
  Each member of our proposed team is IDOT-certified in erosion and sediment control. Best management practices and the Storm Water Pollution Prevention Plan (SWPPP) will be monitored at all times of construction, especially during tree removal and earthwork/embankment activities. Proposed control devices include perimeter erosion barrier, inlet/pipe protection, and topsoil seeding/fertilizer/mulch. Our team will ensure NPDES compliance and complete necessary NOI/ION/NOT documentation because the project will disturb over one acre of land.

Project Approach/Methodology

The construction process is a complex undertaking comprised of many details and coordination challenges. We will work as an extension of the City's staff throughout the improvements to achieve your goals and objectives. To deliver projects safely, under budget, and to the highest quality, HLR's engineers implement the following approach:

C3
COMMUNICATION
CONSTRUCTIBILITY
CLOSING

Communication: Effective communication and coordination with all stakeholders on a project is where HLR shines. Whether it's a pre-construction meeting with the City or personal meetings with affected residents, our staff will make distribution of information a priority at all times. We will supply Yorkville staff with regular status updates via e-mail, phone, or project reports (as desired). Our Resident Engineer will work with our marketing department and the City to produce flyers, e-blasts, website updates, and/or social media posts to relay project information in a clear, concise manner without "engineering" terminology, which can be confusing to the general public. Our proposed Resident Engineer (Don Ryba, 708-767-6805) will be available 24/7 to answer questions regarding the project. This information will be distributed to residents via informational refrigerator magnets (if desired). He will make individual contact with project stakeholders including, but not limited to, Grande Reserve Elementary School, Autumn Creek Elementary School, Blackberry Oaks Golf Course, Yorkville engineering staff, Bristol Kendall Fire Protection District, Yorkville Police, and local residents.

Constructibility: As an advocate for the City, we will maintain a positive relationship with the contractor. Our team will implement a collaborative approach to construction scheduling, operations, and standard implementation while utilizing existing relationships they have gained on similar projects. This allows for a "headache-free" construction process, benefiting all involved parties.

Our engineers will work diligently to interpret the intent of the plans prior to construction tasks to catch any potential discrepancies. This allows for issues to be remedied ahead of time. We routinely perform the following tasks to help ensure that improvements are constructed in a timely manner and to the highest quality:

- Detailed plan and quantity reviews
- Pre-construction site visit
- Construction layout checks
- ADA compliance reviews
- Material/equipment staging coordination
- Documentation and calculation checks

Closing: Full-time, federally-funded construction observation of projects like this require extensive project documentation and detailed closeout coordination with IDOT. Use of ICORS to log daily activities, generate reports, and track quantities will be essential. Our Resident Engineer will organize all applicable documents and set up job boxes during the pre-construction phase to allow for proper filing throughout the duration of construction. This "Constant Closing" allows our staff to limit the amount of time required at the end of the project to track down necessary forms/tickets/calculations, saving you on engineering fees.

Scope of Services

Below we have provided an outline which includes our anticipated scope of work. These tasks are based on the details of the RFQ, findings from our site visit, and the successful experience of our team.

We look forward to collaborating with the United City of Yorkville to fine-tune this approach to meet the exact needs of the project.

Our Commitment to You

HLR prides itself on customer service and does not pursue work that we cannot complete in a timely and efficient manner. Our current and future workload will neither interfere with nor limit us from providing the City with the time and attention that is required for this project. We will be able to start this project as soon as we receive notice to proceed.

Task 1: Communication (duration of project)

Public Relations – The following 24-hour contact information will be provided for motorists, pedestrians, schools, and neighboring businesses to voice any concerns during construction:

- Resident Engineer: Don Ryba, 708-767-6805, dryba@hlreng.com
- Project Manager: Scott Rodseth, 224-828-2911, srodseth@hlreng.com

All project contact will be logged and regularly forwarded to the City. HLR will work with the City to identify a public notice strategy as detailed in the C^3 approach on the previous page.

Project Administration/Coordination – Our Project Manager will handle all project administration including contract preparation, BC 775/776 forms, and invoicing per IDOT requirements with certified timesheets. Our Resident Engineer will continually coordinate with all interested parties via pre-task meetings, follow-up correspondence, phone calls, etc. to prevent construction-related issues. He will distribute project contact lists to stakeholders and provide notifications and coordination regarding sidewalk closures, access maintenance, quantity upgrades, utility conflicts, permitting, and budget status.

Status Reports – The Resident Engineer will prepare weekly status reports that detail completed and upcoming contractor activities and distribute them to the City and IDOT. These will include:

- Digital photographs
- Summary of activities
- Quantity status and anticipated totals
- Authorization and change order status
- Schedule analysis with “catch up” plan
- Traffic control reports
- Working days charges and % complete breakdown

Task 2: Pre-Construction Services

Pre-Construction Meetings – Our engineers will attend two separate pre-construction meetings with:

- **City of Yorkville**: HLR will discuss community outreach, utility coordination, safety and maintenance of traffic plans, project goals, potential conflicts/issues, schedule, record drawing requirements, and contractor DBE utilization. Affected entities, including but not limited to, Yorkville Public Works/Engineering, Police, and Fire Departments will be invited to attend.
- **IDOT**: HLR will attend and contribute to the IDOT-led pre-construction meeting (required due to ITEP-funding).

Utility Coordination – Comcast, AT&T, Nicor, and ComEd will be contacted to resolve any conflicts. Our engineers coordinate and confirm these relocations prior to the start of improvements.

Plan and Quantity Review – Our team will perform a pre-construction site visit to identify any inconsistencies between the plans and existing conditions. We will review the construction sequencing to determine whether multiple construction operations can be performed concurrently, evaluate whether proposed work zones are in accordance with applicable standards for the proposed construction operations, review the Maintenance of Traffic Plan for possible improvements, and check quantities for accuracy. Any issues will be identified and prior authorizations will be processed through IDOT to secure additional funding (if required) so that impacts to the project schedule are avoided.

Task 2: Pre-Construction Services (continued)
Project Setup – HLR will organize all project files and perform shop drawing review. Rubino Engineering, Inc. will review and comment on the contractor-submitted Quality Control Plans for Asphalt and Concrete production. Our team will review the contractor's proposed schedule and coordinate with IDOT to get the following items approved (as needed): ▪ BDE 2290 Waste/Use Area Review Form ▪ BDE 725 Traffic Control Authorization Request Form ▪ BC 260A Subcontractor Approval Form ▪ IEPA CCDD Permit #662/#663 ▪ Health and Safety Plan for Contaminated Soils
Verify Control Points – Our Survey Department will confirm that established benchmarks and horizontal/vertical control points are accurate and properly reflected in the plans to ensure that layout issues and busts in alignment/elevation do not occur. We will refresh/adjust base line, station marks, and benchmarks, if necessary.

Task 3: Construction Services
Construction Layout – The Resident Engineer and surveyors will provide line/grade assistance and construction layout for the proposed improvements. This will also include extensive on-site coordination regarding accessible ramp design and layout.
Resident Engineering – HLR will provide full-time construction observation by a Resident Engineer with assistance by an experienced Construction Engineer to verify that the improvements are constructed, recorded, and quantified in accordance with the IDOT Project Procedures Guide and standards, City requirements, engineering plans, and construction documents. This will include the rejection and non-payment of any work that is deficient or unsatisfactory in addition to informing the City and IDOT immediately of poor quality work along with erosion and sediment control inspection.
Traffic Control and Site Cleanliness Monitoring – Our team will monitor all traffic control and signage for potential temporary lane closures and overnight sidewalk closures. HLR will provide coordination between contractors to ensure traffic control is effectively maintained through and around all active work zones without conflict. IDOT Traffic Control Inspection Reports will be completed on a regular basis. In addition, our team will perform daily checks that include inspection of site cleanliness to ensure that construction dust is kept in check, all debris on driving surfaces is removed, bike paths/facilities are maintained, and removed sidewalks are ramped with temporary aggregate or asphalt depending on the estimated time until they can be replaced.
Documentation – HLR will prepare and submit all required pay estimates, change orders, records, and reports. Daily records of contractor activities, Inspector Daily Reports, Weekly Reports, and Pay Estimates will be maintained throughout the duration of construction. Both ICORS and MISTIC will be utilized to electronically track the improvements. Prior Authorization forms will be submitted to IDOT for any/all work that is encountered that requires budget changes. In addition, BC-635 Extra Work Daily Report forms will be utilized to track any work that does not have an Agreed Unit Price. All documentation will be prepared by staff that is trained in IDOT's Documentation of Contract Quantities (Class S-14) and ICORS. This will include maintaining a set of working drawings during the construction process to allow for easy preparation/completion of record drawings during post-construction.
Progress Meetings/Schedule Coordination – Our team will conduct weekly progress meetings and prepare/distribute minutes to discuss project status and look ahead schedules. Periodic contractor punchlists will be distributed at these meetings to expedite project closeout. If it is determined that the contractor has deviated from the approved project schedule, they will be directed to resubmit a "catch up" schedule to ensure that the project completion date is not compromised. This will help eliminate City and resident frustration caused by an absentee contractor on good-weather working days.
Safe Work Zone Monitoring – Our Project Manager and Resident Engineer will oversee and enforce OSHA safety regulations for consultant and subconsultant staff. We will also provide guidance and assistance to the contractor to ensure that regulations are followed while proper material/equipment staging, traffic control, and construction operations are performed.

Task 3: Construction Services (continued)
Material Testing and Yield Checks – HLR will schedule and coordinate with Rubino Engineering, Inc. to perform all QA/QC testing of materials in accordance with IDOT policies. Our construction engineering staff will perform yield checks on all materials. We will not recommend payment for material that has not been properly inspected and/or does not meet yield check requirements. We will also check periodically with IDOT's Bureau of Materials to confirm that the contractor has been in contact to inform them of material placements.
Project QC/QA – HLR's Quality Control and Quality Assurance (QC/QA) program is a key component to the successful delivery of our construction engineering services. The QC/QA process eliminates errors and omissions, emphasizes coordination, and limits the number of requests for information and change orders on a project. This program assures the City of the following: ▪ All documentation will be reviewed monthly, at a minimum, by the Project Manager to assure accuracy and completeness. ▪ The Project Manager will develop, coordinate, and continually update project and manpower scheduling through project milestones and status reviews. ▪ Project costs and quantities will be regularly reviewed by the Project Manager, and the approach will be modified if required to ensure a successful project delivery.
On-Call Services – HLR's Environmental and Survey Departments are an available resource for any concerns that may arise throughout the course of the improvements.

Task 4: Post Construction Services
Final Inspection – HLR will present a punch list to the contractor with items requiring correction. After correction, we will perform the final inspection with the contractor, IDOT, and City. Recommendation of final acceptance will occur only after all deficient items have been fixed.
Record Drawings – We will prepare and submit hard copy and electronic record drawings that have all changes and additions tagged by clouds and/or similar easy-to-see markings.
Final Agreement to Quantities – The Resident Engineer will agree to quantities with the contractor on a daily, weekly, and monthly basis. This will eliminate disputes with the contractor during the final pay item measurement and quantity agreement.
Performance Evaluation/Meeting – Throughout the duration of construction HLR will record contractor performance and then complete a contractor performance evaluation. Our team will conduct a post-construction meeting with all interested parties to discuss lessons learned, ways to eliminate future problems, and overall project performance and budget, schedule, and quality status.
Documentation Submittal – Our team will submit final pay estimates and change orders. In addition, we will assemble, organize, and turn-in all project files, records, material testing and certifications, quantities, etc. per IDOT- and ITEP-funding standards and City requirements. This includes continued coordination with City, IDOT, and MISTIC representatives until final job box acceptance.
Project Closeout – We will close all permits and provide final project account and documentation items to the City. Our team will work with Yorkville staff to provide all desired closeout documents.

At HLR, we assign staff to a project based on their prior experience and technical expertise in the scope of work anticipated. Once assigned to a particular project, he/she will be involved in that project from beginning to end. By utilizing the same personnel throughout the process, we can maintain continuity with the City and minimize errors or omissions due to miscommunication and misunderstanding.

Below we have included information on two staff members that will play vital roles during the construction process as well as subconsultant information. Resumes for all anticipated personnel are included in the following pages. HLR also has surveyors and environmental staff on-call should the need arise during the improvements.

Scott Rodseth, PE, is the proposed Project Manager for the project. He leads all of HLR's Phase III projects by providing quality assurance, administration, and staffing coordination. His recent local agency project management experience includes:

- Kane County DOT – Dauberman Road over Welch Creek (2016)
- City of Crystal Lake – Country Club Multi-Use Path (2016-present)
- City of Evanston – Dodge Avenue Bike Lane Improvements (2016-present)
- City of Woodstock – Annual Maintenance Program (2015)
- City of Evanston – Dempster Street Signal Improvements (2015-2016)

As mentioned previously, Scott is HLR's accessibility leader and answers all ADA/PROWAG-related questions. This, in addition to his extensive experience with construction supervision and project management experience will serve as an asset during the improvements.

Don Ryba, PE, is proposed to be the Resident Engineer for the shared use path improvements. Don has over 25 years of construction engineering experience on virtually all types of infrastructure projects. He has been a Resident Engineer on recent local agency projects that have been administered with IDOT, including:

- Village of Arlington Heights – U.S. 14/Wilke Road (2015-present)
- DuPage County DOT – Central Signal System (2016-present)
- City of Naperville – Centralized Traffic Management System (2016-present)
- City of Lockport – Division Street over the I&M Canal (2014)
- City of St. Charles – IL Route 64 and Oak Street Intersection Improvements (2012)

In addition, Don lives in Oswego, IL, less than 10 minutes from the project site. This will allow him to be extremely proactive and responsive throughout the construction process.

Rubino Engineering, Inc. will join our team to provide the City with geotechnical investigation and Quality Assurance Material Testing. Established in 2009 by Michelle Lipinski, PE, Rubino Engineering, Inc. (Rubino), a certified DBE (100% women–owned), provides geotechnical engineering, construction materials testing, and structural material investigations throughout the Chicagoland area. Rubino's laboratory is certified by the American Association of State Highway Transportation Officials (AASHTO) and IDOT. They are prequalified by IDOT in 5 categories including, but not limited to, Special Services – Quality Assurance HMA & Aggregate and Special Services – Quality Assurance PCC & Aggregate.

Scott M. Rodseth, PE

Project Role: Project Manager

Scott Rodseth is HLR's Manager of Construction Engineering with 9 years of engineering experience focusing on roadway construction and infrastructure improvements. His responsibilities include managing the Phase III team, resident engineering services, and communication/coordination with clients, contractors, and local agencies throughout the construction process.

Prior to joining HLR, Scott spent 7 years with V3 Companies as a Construction Engineer. He served as the project manager/resident engineer on projects ranging from repaving/rehabilitation to reconstruction of major roadways and bridges. Scott also has extensive international experience in addition to his comprehensive understanding and familiarity with both IDOT and CDOT standards and policies.

Representative Projects Phase III:

Dodge Avenue Bike Lane Improvements, City of Evanston. Project Manager responsible for project administration, staffing, and quality assurance for the installation of new bike lanes, delineators, and parking stalls along Dodge Avenue (~1.5 miles from Howard Street to Lake Street). The project is federally-funded which included ICORS documentation and coordination with IDOT.

Country Club Multi-Use Path, City of Crystal Lake. Project Manager responsible for project administration, staffing, and quality assurance for the installation a new ~1.0 mile multi-use path adjacent to the Crystal Lake Country Club. The on-going project includes unsuitable soil removal, HMA path construction, and the installation of a prefabricated pedestrian bridge. The project is federally-funded which included ICORS documentation and coordination with IDOT.

Centralized Traffic Management System, City of Naperville. Served as Project Manager for the Washington Street Corridor improvements which included conduit and fiber optic cable installations via typical trench and directional boring methods. In addition, handholes were poured throughout the project and new controllers and cabinets were added. Responsibilities included project administration, staffing, and quality control. The project was federally-funded which included ICORS documentation and coordination with IDOT.

Central Signal System, DuPage County Division of Transportation. Served as Project Manager for the maintenance and connection of 65 signals in DuPage County. The project included fiber optic cable and conduit along with handholes, controllers, and cabinets installations. Responsibilities included project administration, staffing, and quality control. The project was federally-funded which included ICORS documentation and coordination with IDOT.

Dempster Street (Fowler Ave to Dodge Ave), City of Evanston. Project Manager for the federally-funded project that included the modernization and fiber-optic interconnect of four traffic signals (temporary and permanent). The improvements also included upgraded pedestrian facilities, Accessible Pedestrian Signals, transit priority-ready traffic signal controllers, and signal timing optimization. Responsibilities included project staffing, IDOT/ICORS documentation reviews, ADA/PROWAG guidance, and pay estimate/prior authorization preparation. Extensive project coordination and utility relocation/conflict resolution was necessary due to multiple projects (locally- and federally-funded) occurring simultaneously through the project limits.

Professional Registration:
Professional Engineer, Illinois, #062-063857, 2011
Alberta, #M172360, 2014

Years of Experience:
9 / 1.5 at HLR

Education:
B.S., Civil Engineering, 2007
Valparaiso University
Valparaiso, IN

Professional Certifications:
Documentation of Contract Quantities, IDOT, #15-0705

Erosion and Sediment Control Module I & III, IDOT, 2015

ICORS Documentation, IDOT, February 2015

Continuing Education:
RoSaKo Safety Training, April 2016

ADA/PROWAG Course, IDOT, March 2016

Public Works Camp, APWA, March 2016

Tollway Standards and Manuals Revisions Workshop, ACEC, March 2016

What IDOT D1 Expects from Resident Engineers, ACEC, March 2016

Tollway Construction Managers Workshop, ACEC, March 2016

S33 Soil Testing and Inspection Course, IDOT, February 2016

ACEC Future Leaders in Illinois Professional Management Series, 2015

IDOT Motor Fuel Tax Accounting Workshop, March 2015

S19 Piling Class, IDOT, March 2015

IDOT Geosynthetic Reinforced Soil-Integrated Bridge System Seminar, September 2015

Scott M. Rodseth, PE

Project Role: Project Manager

U.S. Route 14 at Wilke Road, Village of Arlington Heights. Served as Project Manager for the intersection improvement which consisted of channelization, traffic signal modernization, widening, and resurfacing. Since the project included an at-grade crossing with the UPRR along Wilke Road, the signals were timed with the advance warning for the approaching trains. All of the proposed improvements were coordinated through IDOT, ICC, and the UPRR. Responsibilities included project staffing, construction observation, IDOT/ICORS documentation, and extensive permitting coordination.

Midlothian Road and Keith Mione Drive Traffic Signal Improvements, Village of Mundelein. Served as Project Manager for the locally-funded project that modified roadway geometrics, turn lanes, and bike path crossings at the existing entrance to the Village of Mundelein Park District complex. New traffic signals were installed as part of the improvements. Extensive coordination with the Lake County Division of Transportation (LCDOT) regarding bike path changes and permitting was required during the construction process. Responsibilities included project staffing, documentation reviews, and coordination with the Village of Mundelein, Park District, and LCDOT.

Eastview Middle School Parking Lot Improvements, School District U-46. Project Manager for parking lot improvements including full-depth HMA and PCC pavement reconstruction, pavement markings, storm sewer installation, and lighting improvements. Engineering services included project documentation, construction observation, pay estimate and allowance submittals, and stakeholder coordination.

Larkin High School Parking Lot Improvements, School District U-46. Project Manager for parking lot rehabilitation including HMA resurfacing, replacement of curb and gutter, sidewalks, ADA/PROWAG-accessible ramps, pavement markings, and medians. Engineering services included project documentation, construction observation, pay estimate and allowance submittals, and stakeholder coordination.

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

Representative Projects Phase III - Prior to HLR:

Residential Concrete and Miscellaneous Asphalt Program, Chicago, IL, CDOT. Assistant Resident Engineer for 550+ yearly CDOT residential improvement projects totaling $6.0M - $7.0M annual construction value with responsibilities including all site layout, plan/budget review, change order/payment estimate preparation, material documentation, and supervision of 4-6 site inspectors on a daily basis. Typical project scope included sidewalk and curb/gutter replacement, PCC bus pad installation, traffic signal/red-light camera work, green alley reconstruction, pavement patching, and utility installation. Close coordination with CDOT regarding design changes, construction issues, and budget constraints was necessary. To assist in the coordination and communication between CDOT and the program's 4 consultants (2000+ improvement projects), Mr. Rodseth designed, created, and deployed a Microsoft Access database application to track project status, inspector daily reports, quantities, payment estimates, ADA handicap ramps, materials, and invoicing.

PSMJ Project Management Bootcamp, December 2013

Confined Space Training, January 2013

OSHA 10-Hr Construction Trades Training, January 2013

IDOT Hot Mix Asphalt Field Inspection S-11, February 2012

CDOT ADA Guidelines for Resident Engineers, 2012

Professional Associations:

American Public Works Association (APWA)

Donald J. Ryba, PE

Project Role: Resident Engineer

Don Ryba is a Senior Resident Engineer with over 25 years of experience working in the public sector in both state and municipal settings. This experience gives him a strong perspective of public agency needs and concerns on construction issues. Don has provided and assisted with resident engineering services on several large roadway and bridge projects. He is regularly responsible for administration, coordination, and inspection of various in-town construction projects including annual roadway reconstruction, sidewalk and water main replacement, and heat-scarification projects. He is tasked with ensuring specification compliance and timely documentation completion.

Prior to joining HLR, Don served as a Senior Resident Engineer for Smith Engineering leading the Construction Services Team for two satellite offices. He coordinated multiple projects and work teams, oversaw project and departmental budgets, and mentored younger staff. Don was responsible for all project-related documentation, pay request and change order processing, weekly report generation, coordinating required project meetings, ensuring the contractor's compliance with project plans and specifications, and submitting IEPA permits.

Representative Projects:

Centralized Traffic Management System, City of Naperville. Served as Resident Engineer for the Washington Street Corridor improvements which included conduit and fiber optic cable installations via typical trench and directional boring methods. In addition, handholes were poured throughout the project and new controllers and cabinets were added. Responsibilities included project administration, construction observation, IDOT/ICORS documentation, and extensive traffic control coordination.

Central Signal System, DuPage County Division of Transportation. Served as Resident Engineer for the maintenance and connection of 65 signals in DuPage County. The project included fiber optic cable and conduit along with handholes, controllers, and cabinets installations. Responsibilities included project administration, construction observation, IDOT/ICORS documentation, and extensive permitting coordination.

U.S. Route 14 at Wilke Road, Village of Arlington Heights. Served as resident engineer for the intersection improvement which consisted of channelization, traffic signal modernization, widening, and resurfacing. Since the project included an at-grade crossing with the UPRR along Wilke Road, the signals were timed with the advance warning for the approaching trains. All of the proposed improvements were coordinated through IDOT, ICC, and the UPRR. Responsibilities included construction observation, IDOT/ICORS documentation, and extensive permitting coordination.

U.S. Route 20/McLean Boulevard Reconstruction, IDOT District 1. Construction observation and documentation of all phases of the $45 million project. The ongoing project includes HMA/PCC pavement, sewers, a new U.S. Route 20 bridge over McLean Boulevard, cast-in-place retaining walls, traffic signals, street lighting and landscaping. Coordination with IDOT, City of Elgin, utilities, and material testing was required.

Division Street over the I&M Canal, City of Lockport. Provided resident engineering services for the complete removal and reconstruction of an 84-foot, 2-lane bridge over the historic I&M Canal. The project included coring steel h-pipes into bedrock, the installation of a bridge-mounted insulated water main, construction of cast-in-place and block retaining walls, steel and wooden fencing and concrete slope walls. A bike path runs through the project limits so coordination with the Forest Preserve District of Will County was imperative. Project duties included generating Weekly Reports, monthly pay estimates, change orders, and coordinating QA materials testing.

Professional Registration:
Professional Engineer, Illinois, #062-056769, 2003

Years of Experience:
25 / 7 at HLR

Education:
B.S., Civil Engineering, 1996, Illinois Institute of Technology, Chicago, Illinois

B.S., Industrial Technology, 1990, Concentration in Construction Management, Illinois State University, Normal, Illinois

Certifications:
Documentation of Contract Quantities, IDOT, #14-0383

ICORS Documentation

Erosion and Sediment Control Module I & III, IDOT, 2014

Materials Management for Resident Engineers, IDOT 2009

Construction Materials Inspection Documentation

ACI Concrete Field Testing – Level I

PCC Level I

Geotechnical Field Testing and Inspection

Continuing Education:
ADA/PROWAG Course, IDOT, April 2016

RoSaKo Safety Training, April 2016

Illinois Tollway Construction Managers Workshop, March 2015

IDOT S19 Piling Class, March 2015

ICPA Concrete Pipe Design/Pipe Installation and Inspection

Advanced Project Management, Total Quality Management – Superpave

Donald J. Ryba, PE

Project Role: Resident Engineer

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

Illinois Route 64 and Oak Street Intersection Improvements, City of St. Charles. Resident engineer services providing construction observation and documentation in accordance with City and IDOT policies and procedures. Project involved removal of the existing curb and gutter and sidewalks and widening of the existing pavement including new curb and gutter and sidewalks, new storm sewers and relocating existing fire hydrants. New traffic signals were installed as well. Responsible for processing change orders and monthly pay estimates as well as coordinating materials testing and providing record drawings of all improvements.

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

Crystal Lake Avenue at Main Street, City of Crystal Lake. Provided construction observation and documentation in accordance with IDOT policies and procedures. The project included water main, storm sewer, pavement widening, curb and gutter, bituminous resurfacing, and street lighting. Coordination with the City, the Downtown Business Association, and the contractor was required.

County Farm Road, Geneva Road, and Gary Avenue Signal Interconnect, DuPage County Division of Transportation. Resident engineer responsible for documenting that work was done in accordance with the plans, specifications, and IDOT policies, and preparing payment estimates, authorizations, and final measurements of completed work. The project consisted of the modernization of seven traffic signal installations with traffic signal interconnect work. Items installed included full-actuated controllers in cabinets, fiber optic transceivers, loop detectors, and all incidental and collateral work necessary to complete the project. The project also required the maintenance of existing traffic signals.

Representative Projects: Completed Prior to Joining HLR:

Sullivan Road Bridge over the Fox River, City of Aurora, $13.6 million. Resident engineer responsible for all project-related documentation, pay requests processing and change orders, weekly reports, and coordination of required project meetings. The project area is a major Fox River crossing, connecting IL Route 25 to IL Route 31. The new bridge consisted of five spans of steel beams supporting four 12-foot lanes, a concrete median and sidewalk, and new street lighting. The bridge approaches consisted of new bituminous pavement from IL Route 31 and new PCC pavement from IL Route 25, both consisting of four 12-foot lanes with left- and right-turn lanes. Almost a mile of bituminous pavement on IL Route 25, with an open-ditch drainage system was replaced.

Trenchless Sewer & Water Main Installation, APWA

HMA Quality and Efficiencies, APWA

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

Professional Organizations:

Illinois Society of Professional Engineers

Ryslan Yedinak, EIT

Project Role: Construction Engineer

Ryslan is an Engineer-in-Training with two years of experience in engineering design analysis, utility coordination, and construction observation. At HLR, he regularly provides construction observation for utility installations, roadway improvements, and drainage enhancements. Prior to joining HLR, he analyzed and reviewed more than 200 engineering projects in Chicagoland and resolved them for potential conflicts with AT&T. At previous internships, Ryslan observed road construction, staked out road alignment, inspected proof rolls, surveyed elevations, completed Inspector Daily Reports, and assisted with documentation.

Representative Projects – Phase III:

Centralized Traffic Management System, City of Naperville. Served as on-site field engineer for the Washington Street Corridor improvements which included conduit and fiber optic cable installations via typical trench and directional boring methods. In addition, handholes were poured throughout the project and new controllers and cabinets were added. Responsibilities included construction observation, IDOT/ICORS documentation, and extensive traffic control coordination.

Central Signal System, DuPage County Division of Transportation. Served as on-site field engineer for the maintenance and connection of 65 signals in DuPage County. The project included fiber optic cable and conduit along with handholes, controllers, and cabinets installations. Responsibilities included construction observation, IDOT/ICORS documentation, and extensive permitting coordination.

U.S. Route 14 at Wilke Road, Village of Arlington Heights. Served as on-site field engineer for the intersection improvement which consisted of channelization, traffic signal modernization, widening, and resurfacing. Since the project included an at-grade crossing with the UPRR along Wilke Road, the signals were timed with advance warning for the approaching trains. All of the proposed improvements were coordinated through IDOT, ICC, and the UPRR. Responsibilities included construction observation, IDOT/ICORS documentation, and extensive permitting coordination.

U.S. Route 20/McLean Boulevard Reconstruction, IDOT District 1. On-site field engineer performing construction observation and documentation of the $45 million project. The ongoing Single-Point Urban Interchange project includes a new 3-span U.S. Route 20 bridge over McLean Boulevard, HMA and PCC pavement, storm sewer, cast-in-place retaining walls, traffic signals, street lighting, and landscaping.

Representative Projects – Phase III – Prior to HLR

Hassell Road Reconstruction, Hoffman Estates, IL. Transportation Engineering Intern at the Village of Hoffman Estates. The road reconstruction project started at Barrington Rd and stretched east for approximately one mile. Ryslan participated in collection and analysis of field survey data. Ryslan accurately surveyed, recorded, and simplified elevations data, determined correct radii on intersections, aided the Village Project Manager with setup of staking for the road alignment, and assisted engineers with proof-roll inspection, as well as collection and completion of daily tickets.

(MFT) Street Rehabilitation Program, W. Cedar St (N. 7th St. to N. 2nd St.,) St. Charles, IL. Public Works Engineering Intern at the City of St. Charles. Ryslan assisted the City Project Manager in site surveying, monitoring project activity, and site inspection. He successfully completed inspector daily reports, pay estimates, and became knowledgeable with local and IDOT standards. Ryslan has also skillfully tested concrete (Air content test and Slump test).

Professional Registration:
Engineer-In-Training, Illinois, #061-038022, 2013

Years of Experience:
2/1 at HLR

Education:
B.S., Civil Engineering, 2013
University of Illinois at Chicago
Chicago, IL

Professional Certifications:
Documentation of Contract Quantities, IDOT, #16-11767

ICORS Documentation, IDOT, April 2016

Continuing Education:
RoSaKo Safety Training, April 2016

TT- Small Drainage Structures, IDOT, September 2015

Tim Dunne

Project Role: Materials QA Technician

Representative Projects:

Tim performed material testing and IDOT specification compliance tracking on the following:

Niles Streetscape 2015 – Milwaukee Avenue: HMA density, PCC Curbs

Mount Prospect 2015 Streetscape – Northwest Highway: HMA density, PCC Curbs, PCC Sidewalks, PCC Planters

Village of Streamwood 2013-2015 Resurfacing: HMA density, PCC Curbs

Village of Carpentersville 2013-2015 MFT (CDBG): HMA density, PCC Curbs

City of Geneva 2013-2015 St. Program, Geneva, IL: HMA density, PCC curbs

City of Elgin 2014-2015 Resurfacing, Elgin, IL: HMA density, PCC curbs, PCC Sidewalks

Hanover Park 2013-2014 Road Program, IL: HMA density, PCC curbs

Woodridge 2013-2015 Roadway Projects: HMA density, PCC Curbs

Harrison Street, Oak Park, IL: HMA density, PCC Curbs

151 st and Parker Avenue, Homer Glen, IL: Nuclear Density

Illinois Tollway I-294/Cermak Road: PCC Pavement Patches

Pace Project 29, Fargo & Randall Rd., Kane County Division of Transportation, IL: PCC curbs, sidewalks

West Chicago Bikeway, Illinois for ERA: HMA density, PCC Sidewalks

Crystal Lake Road, McHenry, Illinois for HRG: PCC Curbs, sidewalks

Mt. Prospect Quality Assurance Testing, Mt. Prospect, IL: HMA density, PCC curbs, PCC Sidewalks

Madison Street, Burr Ridge, IL for ERA (Street Improvements): HMA density, PCC curbs, PCC Sidewalks

Lake Street, RT 20: PCC Sidewalks

Libertyville 2014 MFT, Libertyville, IL: PCC Pavement patches, driveway, curb

31 st Street & Golfview, Brookfield, IL: PCC Curbs

Copper Oaks, Algonquin, IL: PCC Sidewalks, PCC Driveway, PCC Curbs

Kenwood Avenue, Libertyville, IL: PCC Curbs

McLean Blvd Material Testing, Elgin, IL: PCC Curbs

Years of Experience:
28

Education:
Prairie State College, 1983, Chicago Heights, IL

Illinois State University, 1980, Normal, IL

Professional Certifications:
ACI Level I Concrete

IDOT PCC Level I, II

IDOT HMA Level I, II, & III

IDOT S-33 Geotechnical Field Testing and Inspection

IDOT S-15 Earth Excavation and Embankment

OSHA 10 Hr Training

ICC Soils Special Inspector

ICC Masonry Special Inspector

We have provided a brief description of projects our construction engineering team has completed with references. Further information about our proposed Resident Engineer's project experience can be found in Don Ryba's resume included in Section III of this proposal.

COUNTRY CLUB AREA MULTI-USE PATH
City of Crystal Lake, IL (May 2016 – Present)

HLR is currently performing construction observation for this new, federally-funded, ~1.0 mile multi-use path adjacent to the Crystal Lake Country Club. Improvements include unsuitable soil removal, sub-base preparation, HMA path and shoulder construction, adjacent grading/restoration, and the installation of a pre-fabricated pedestrian bridge over Crystal Creek. Extensive erosion and sediment control monitoring is necessary due to the proximity to Crystal Creek.

HLR's services for this project include IDOT documentation including ICORS preparation of reports, pay estimates, and change orders. Detailed coordination with the City, utility companies, and residents is necessary.

Construction Cost:
Budget: $573,000
Actual: $100,000*

* To date

Engineering Team:
Project Manager: Scott Rodseth, PE
Resident Engineer: Lane Baseley

Reference:
Ms. Abby Wilgreen, Assistant City Engineer
City of Crystal Lake
100 W. Woodstock Street
Crystal Lake, Illinois 60014-4212
(630) 556-4331
awilgreen@crystallake.org

DIVISION STREET OVER THE I&M CANAL
City of Lockport, IL (April 2014 – October 2014)

This project included the removal and reconstruction of a concrete bridge, approach roadway pavement, bike path, and construction of a new cast-in-place block retaining wall. HLR provided construction engineering for the City of Lockport, utilizing IDOT documentation procedures along with ICORS.

This included generation of daily and weekly reports, project diary preparation, and processing pay estimates/change orders. The project required coordination with utilities, residents, and the Will/South Cook Soil and Water Conservation District to determine erosion control practices. Close collaboration with the Will County Forest Preserve District was necessary to maintain access to the existing bike bath.

Construction Cost:
Budget: $1,100,949
Actual: $1,225,850*

* Unanticipated CCDD material encountered, fence additions

Engineering Team:
Project Manager: Doug Paulus, PE
Resident Engineer: Don Ryba, PE

Reference:
Ms. Amy Wagner, PE, Director of Engineering
City of Lockport
17112 S Prime Boulevard
Lockport, Illinois 60441
(815) 838-0549
awagner@lockport.org

U.S. ROUTE 20 OVER MCLEAN BOULEVARD
IDOT District 1 (April 2012 – Present)

Currently performing construction observation for the new three-span bridge reconstruction and interchange improvement including HMA and PCC pavement, storm sewer, cast-in-place retaining walls, traffic signals, street lighting, detention ponds, and landscaping. McLean Boulevard was reconstructed with a hinged-joint pavement with additional turn lanes at Lillian Street.

Project challenges included extensive utility relocation coordination, piling redesign, coordination due to unidentified soil conditions in pre-construction geotechnical reports, and disposal of creosoted timber piles and contaminated soils.

Project tasks include daily and weekly reports, ICORS tracking, change orders, payment estimates, quantity calculations, QA materials testing scheduling, and coordination with IDOT, police and fire departments, Elgin Community College, PACE, local businesses and residents, and several utilities and contractors.

Construction Cost:
Budget: $34,740,000
Actual: $28,800,000*
* To date

Engineering Team:
Project Manager/Resident Engineer: Doug Paulus, PE
Assistant Resident Engineer: Bob Spohnholtz

Reference:
Mr. Joseph Kopinski, IDOT Resident Engineer
Illinois Department of Transportation (field office)
1000 W. Spring Street
South Elgin, Illinois 60177
(224) 531-0731
joseph.kopinski@illinois.gov

U.S. 14 AND WILKE ROAD RECONSTRUCTION
Village of Arlington Heights, IL (June 2015 – Present)

Currently performing construction observation for the intersection widening and improvement including traffic signals, storm sewers, HMA and PCC pavement, accessible ramps, and landscaping. These improvements will improve vehicular and pedestrian safety. Extensive coordination of construction staging and operations has been required to complete the improvements.

A major project challenge has been securing right-of-entry from the Union Pacific Railroad to perform construction activities. Our team helped the Village and worked with the contractor to execute other operations while waiting for clearance.

Project tasks include daily and weekly reports, ICORS tracking, change orders, payment estimates, quantity calculations, and coordination with IDOT, Cook County Highway Department, Union Pacific Railroad, Arlington Raceway, police and fire departments, and several utilities and contractors.

Construction Cost:
Budget: $2,181,057.05
Actual: $746,979.73*
* To date

Engineering Team:
Project Manager: Scott Rodseth, PE
Resident Engineer: Don Ryba, PE

Reference:
Ms. Nanci Julius, Project Manager
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, Illinois 60005
(847) 368-5250
njulius@vah.com

ENGINEERING
RESOURCE ASSOCIATES

Statement of Qualfications for:

Construction Engineering Services for
Kennedy Road Shared Use Path Project

Prepared for:

United City of Yorkville
Attn: Eric Dhuse
Director of Public Works
800 Game Farm Road
Yorkville, IL 60560

Due: July 1, 2016 at 10:00 AM

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Primary Contact:
John Mayer, PE, CFM
Project Manager
3S701 West Avenue, Suite 150
Warrenville, IL 60555
P: 630-393-3060 x43
F: 630-393-2152
jmayer@eraconsultants.com

ENGINEERING
RESOURCE ASSOCIATES

ENGINEERS | SCIENTISTS | SURVEYORS

July 1, 2016

Mr. Eric Dhuse
Director of Public Works
United City of Yorkville
800 Game Farm Road
Yorkville, IL 60560

Subject: **United City of Yorkville- Kennedy Road Shared Use Path Project**
Construction Engineering Services SOQ

Dear Eric:

Engineering Resource Associates, Inc. (ERA) is pleased to submit a statement of qualifications for construction engineering services for the United City of Yorkville's Kennedy Road Shared Use Path Project. This statement has been prepared in accordance with the request for qualifications, visits to the project site, and our experience on similar assignments.

Our proposed Project Manager and primary contact for this project will be John Mayer, PE, CFM. He has over 29 years of experience on the design and construction of both regional trail and pedestrian path projects. John has the knowledge, experience, and diligence to ensure that this project conforms to city, state and federal requirements. He is currently serving in this role for the West Branch Regional Trail Project for the Forest Preserve District of DuPage County. He also served as Project Manager for the Plainfield Park District's DuPage River Trail and the City of West Chicago's Illinois Prairie Path Geneva Spur and Great Western Trail projects.

ERA is well suited for this assignment because:

- Our firm has worked extensively with IDOT staff on shared use path projects for local municipalities with federal funding sources administered by IDOT. We have a strong knowledge of the standards and procedures required to successfully complete these projects.
- We have a great deal of success in managing the design and overseeing the construction of STP-funded projects. Our design experience and understanding of how a project is constructed affords us the ability to make sound, timely decisions in the field.
- ERA has expertise regarding accessible design and Public Right-of-Way Accessibility Guidelines (PROWAG).
- We have an understanding of the importance of the public involvement process and ability to effectively communicate with residents during construction.

We greatly appreciate the opportunity to provide these proposals and we look forward to working with the United City of Yorkville on this important project. Please contact me at (630)393-3060 or by email at jmayer@eraconsultants.com if you have any questions or comments.

Sincerely,
ENGINEERING RESOURCE ASSOCIATES, INC.

John Mayer, PE, CFM
Principal / Project Manager

ENGINEERING
RESOURCE ASSOCIATES

COMPANY PROFILE

Engineering Resource Associates, Inc. (ERA) is a consulting firm providing civil engineering, structural engineering, environmental science and surveying services to clients throughout Illinois, Indiana and Wisconsin. Our diverse clientele includes municipalities, park districts, forest preserves, sanitary districts, county agencies and state agencies. We have more than 26 years of experience identifying and working with a wide variety of local, state and federal funding sources. Our staff of 31 professionals includes licensed engineers, structural engineers, surveyors, environmental scientists, certified floodplain managers and CAD/GIS specialists.

Our firm specializes in providing comprehensive services throughout the planning, design and construction phases of engineering and environmental assignments. The following is a partial listing of the primary types of projects that have been successfully completed by our firm.

- **Construction** - Bidding Assistance, Construction Layout, Observation, IDOT Documentation and Construction Administration
- **Recreational Projects** - Riverwalks, Golf Courses, Regional Trails/ Paths, Community Parks, Dog Parks, and Sledding Hills
- **Transportation Projects** - Roadways, Intersections, Utility Relocation / Designs, Permitting, Traffic Signals, Lighting, Streetscape, and Parking Facilities
- **Infrastructure Projects** - Sanitary Sewers, Storm Sewers, Water Mains and Pumping Stations
- **Water Resource Projects** - Hydraulics/Hydrology Analysis, Master Plans, Watershed Studies, Ordinance/Guidance Manuals, Storm/ Sanitary Modeling, Floodplain Mapping, Stream Restoration, Levee Certification and CRS Services
- **Surveying and Mapping Projects** - Topographic Surveys, Boundary Surveys and GIS Services
- **Environmental Projects** - Wetland Facilities, Stream Bank Stabilization, Best Management Practices and Natural Area Restoration
- **Structural Projects** - Bridges, Retaining Walls, Dams, Levees and Buildings
- **Site Development** - Municipal Facilities, Education, Healthcare, Commercial and Residential

Office Locations

Warrenville
3s701 West Avenue, Suite 150
Warrenville, IL 60555
Phone: (630) 393-3060

Chicago
10 S. Riverside Plaza
Suite 875
Chicago, IL 60606
Phone: (312) 474-7841

Champaign
2416 Galen Drive
Champaign, IL 61821
Phone: (217) 351-6268

Primary Contact

John Mayer, PE, CFM
Project Manager
Phone: (630) 393-3060
Fax: (630) 393-2152
Email: jmayer@eraconsultants.com

ERA is licensed to practice:
Illinois, Indiana, and Wisconsin

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

May 19, 2016

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

John F. Mayer
ENGINEERING RESOURCE ASSOC., INC.
3S701 West Avenue
Suite 150
Warrenville, IL 60555

Dear John F. Mayer,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending Dec 31, 2014. Your firm's total annual transportation fee capacity will be $8,800,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 133.23% are approved on a provisional basis. The rate used in agreement negotiations may be verified by our Office of Quality Compliance and Review in a pre-award audit.

Your firm is required to submit an amended SEFC through the Engineering Prequalification & Agreement System (EPAS) to this office to show any additions or deletions of your licensed professional staff or any other key personnel that would affect your firm's prequalification in a particular category. Changes must be submitted within 15 calendar days of the change and be submitted through the Engineering Prequalification and Agreement System (EPAS).

Your firm is prequalified until December 31, 2015. You will be given an additional six months from this date to submit the applicable portions of the "Statement of Experience and Financial Condition" (SEFC) to remain prequalified.

Sincerely,
Maureen M. Addis
Acting Bureau Chief
Bureau of Design & Environment

SEFC PREQUALIFICATIONS FOR ENGINEERING RESOURCE ASSOC., INC.

CATEGORY	STATUS
Special Services - Surveying	X
Special Services - Construction Inspection	X
Location Design Studies - Reconstruction/Major Rehabilitation	X
Special Studies - Traffic Signals	X
Highways - Roads and Streets	X
Hydraulic Reports - Waterways: Typical	X
Structures - Highway: Simple	A
Hydraulic Reports - Waterways: Complex	X
Special Studies - Location Drainage	X
Hydraulic Reports - Pump Stations	X
Special Studies - Feasibility	X
Location Design Studies - Rehabilitation	X
Structures - Highway: Typical	A
Special Studies - Lighting: Typical	A

X	PREQUALIFIED
A	NOT PREQUALIFIED, REVIEW THE COMMENTS UNDER CATEGORY VIEW FOR DETAILS IN EPAS.
S	PREQUALIFIED, BUT WILL NOT ACCEPT STATEMENTS OF INTEREST

ENGINEERING
RESOURCE ASSOCIATES

Project Approach

Project Understanding

The United City of Yorkville desires to retain a consultant to perform Phase III construction engineering services for the Kennedy Road Shared Use Path project between Illinois Route 47 and the Steven G. Bridge Park. The project will primarily consist of the construction of approximately 16,100 feet of new shared used path ranging between 8 and 10 feet wide and involve earth excavation, curb and gutter removal and replacement, concrete sidewalk removal and replacement, hot mix asphalt path, landscaping, signage, pavement markings, traffic control signing, and all other incidental and collateral work necessary to complete the improvements. The projects will be utilizing STP funds. The firm selected will be responsible for project management, material testing, documentation and inspection services meeting all IDOT and STP requirements from the pre-construction meeting through construction and project close out. The consultant that is selected must have extensive familiarity with IDOT and federally funded project procedures to ensure this work meets expected deadlines and remains on schedule.

Innovative Approach

We have identified the following challenges, issues and potentially innovative and cost-effective approaches that may be considered prior to and during the construction of these improvements.

1. **Stakeholder Coordination and Communication –** Effective coordination and communication is critical to the success of any project. Weekly meetings will keep all project team members informed of the construction progress, but it is equally important to keep property owners informed as well. There is the potential use of door hangers for individual houses to inform residents and business owners of pending activity that may impact them. ERA has also used periodic newsletters or a website link to inform property owners of progress and any significant changes. Blogs, Twitter and e-alerts are also effective forms of communication regarding unplanned construction activities.

2. **Access and Safety –** During a site visit, it was noted that Kennedy Road is home to Bristol Kendall Fire Department Station 2. Advanced coordination, especially with this property, will be required to ensure access is maintained and their day-to-day operations are minimally affected. Our Resident Engineers and Inspectors may gather additional comments and concerns from stakeholders during construction as well.

3. **Construction Staging –** The construction staging of the project is vital to the success of this project. Depending on the final design, a variety of staging scenarios will need to be coordinated between all stakeholders. Considering the primary access for Grande Reserve Elementary School is located along Kennedy Road, it may be beneficial to construct the path improvements near Freedom Place while school is out of normal session.

4. **Public Rights-of-Way Accessibility Guidelines (PROWAG) –** Our Resident Engineers and Inspectors are well-versed in PROWAG for accessible routes. Complying with these requirements for sidewalks and paths can be difficult within established areas due to elevation constraints. We will verify existing and proposed elevations in the field and make any necessary adjustments to ensure the new sidewalk best conforms to these guidelines. Similar issues were experienced and addressed as part of the Illinois Prairie Path Geneva Spur and Great Western Trial Project in West Chicago.

ENGINEERING
RESOURCE ASSOCIATES

Work Plan

ERA will provide Phase III engineering services for the Kennedy Road Shared Use Path Project in accordance with the RFQ and following anticipated work plan.

1) **Meetings and Coordination** - The following meetings and items are anticipated during the construction phase of this project:

   a) Attend the IDOT pre-construction meeting as a representative of the City. (1 meeting)
   b) Conduct regular weekly project meetings to review contractor progress, discuss project issues, coordinate with other contractors and review upcoming operations.
   c) Hold weekly progress meetings with the City.
   d) Distribute meeting summaries to attendees and other interested parties.
   e) Coordinate with Rubino Engineering and contractor to ensure material testing conforms to contract requirements.
   f) Present updates, both written and oral for City staff, City Council or other constituents.

2) **Shop Drawings and Contractor Submittals**

   a) Record data received, maintain a file of shop drawings and catalog cut and material supply submissions and check administrative compliance with contract requirements.
   b) Review shop drawings and other submittals from the project contractor for conformance with the requirements of the contract documents. Notify the City of any deviations or substitutions. With the notification, provide the City with a recommendation for acceptance or denial, and request direction from the City regarding the deviation or substitution.
   c) Review contractors list of proposed suppliers and subcontractors, IDOT certification and approved dump sites.
   d) Ensure that the contractor's materials conform to the requirements outlined in the contract documents.

3) **Scheduling**

   a) Monitor contractor's progress, adherence to project schedule and communicate with City staff.
   b) Review schedule with contractor on a daily basis and require contractor to update schedule on a weekly basis as necessary.
   c) Track and record working days as they are expended.

4) **Construction Layout**

   a) ERA will perform construction layout on an as-needed basis.
   b) ERA will confirm layout coincides with plan call outs.

5) Construction Observation

a) Provide one part-time resident engineer and one full-time construction engineer/inspector for the working day construction period during the 2017 construction season. For construction observation, we are anticipating an average of 1 hour per working day for our part-time Resident Engineer and 8 hours per working day for our full-time construction engineer/inspector.
b) Serve as the City's liaison with the contractor primarily through the contractor's superintendent, public/private utilities and various jurisdictional agencies.
c) Arrange required material testing with Rubino Engineering.
d) Review weekly progress, prepare a weekly summary to be approved by the City and distributed to the interested parties.
e) Daily review and inspection of traffic and erosion control items including completion of a weekly barricade check report.
f) Prepare and maintain a database of names, addresses and telephone numbers of subcontractors, contractors, suppliers, and utility companies and other entities involved with the project.
g) Alert the Contractor's field superintendent when un-approved materials or equipment are being used and advise the City of such occurrences.

6) Documentation – ERA will utilize ICORS, the Illinois Construction Records System, a computer-based system that complies with IDOT documentation procedures.

a) Track and measure contract pay item quantities using Inspector's Daily Reports.
b) Keep and maintain a daily diary summarizing contractor operations, coordination activities, weather, project issues, etc.
c) Maintain a database of names, addresses and telephone numbers of subcontractors, contractors, suppliers, and utility companies and other entities involved with the project.
d) Collect and file material tickets.
e) Prepare weekly reports.
f) Submit project documentation to ERA office for use in reviewing contractor pay requests.
g) Track contractor time and materials expended on extra work items.

7) Material Testing

a) Our material testing sub-consultant, Rubino Engineering, will be on site during paving operations to ensure all HMA and PCC materials meet the requirements of the specifications.

8) Pay Request and Change Order Review

a) Review applications for payment and compare to documentation records on a monthly basis.
b) Forward recommendations for payment to City staff.
c) Review change order documentation and justifications.
d) Forward change order recommendations to City staff.

9) Project Close-Out

a) Prepare a list of items for correction by the contractor.
b) Review testing results and incorporate into punch list.
c) Work with City staff to incorporate items into the punch list.
d) Work with contractor to complete all punch list items in a timely, responsive manner.
e) Conduct final inspection with contractor and City representatives.
f) Provide two (2) sets of as-built drawings (including one digital copy).
g) Provide final contract records/documents.
h) Complete job box and meet with IDOT, as necessary, for audit reviews.

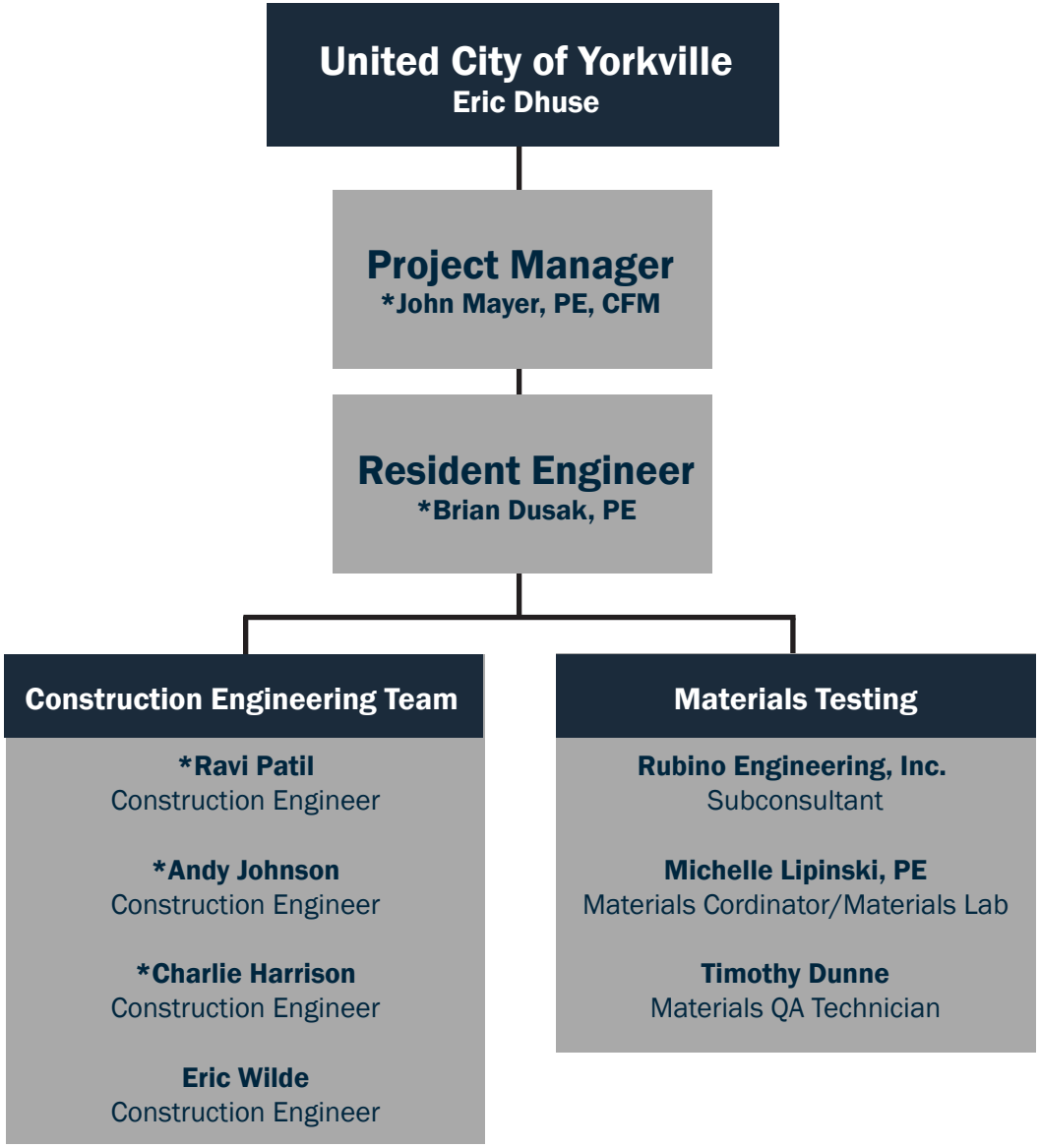
Project Schedule

It is our understanding that the United City of Yorkville anticipates selecting a consultant in early- to mid-July 2016. The City will then work with the selected consultant to negotiate final scope and hours. The selected consultant will prepare a draft construction engineering services agreement shortly thereafter so the City may forward to Council for approval and include it with the Final PS&E submittal to IDOT for the November 2016 letting. Once the project is let, the consultant will start their Phase III work with the preconstruction meeting. It is anticipated that construction will begin in spring 2017. ERA has the staff and resources available to fully staff the project for the duration of construction in order to meet these deadlines. If the project schedule or scope of services changes, we have additional staff and resources available to accommodate the project. Our experience on similar assignments and ability to shift staff and resources will contribute to the ultimate success of this project.

ENGINEERING
RESOURCE ASSOCIATES

TEAM CHART

United City of Yorkville
Kennedy Road Shared Use Path Project



* Resumes Included

ENGINEERING
RESOURCE ASSOCIATES

John Mayer, PE, CFM
Project Manager

Project Role:

John Mayer will serve as the **Project Manager.** John has over 29 years of experience as a Project Manager and Engineer. He will lead the Phase III Engineering Services. This team will be responsible for completing the construction engineering, inspection, documentation and final close-out.

Project Experience:

DuPage River Trail Phase I, II, and III, Plainfield, IL – Project Manager assisted in preparing for the OSLAD grant funding for the project and assistance in the preparation of the support documentation and the cost estimate associated with the preliminary engineering plans for the first section of a two mile section of the DuPage River Trail in the Prairie Creek area. ERA provided Phase II and III engineering for the 0.75 mile trail and a 150 feet bridge crossing over the DuPage River and engineering for the three section box culvert crossing at the West Norman Drain. The project involved extensive permitting for floodplain, floodway, and wetland impacts. Funding was provided through local, state, and federal programs including HPP, ITEP, SAFETEA-LU, and ARRA.

West Branch DuPage Regional Trail, Forest Preserve District of DuPage County, IL – Project Manager for this project. ERA and the Forest Preserve District of DuPage County secured $2.1 million in CMAQ funding. Services include Phase I and II engineering for the design of a 17,500-foot bicycle trail to connect the Geneva Spur of the Illinois Prairie Path in Winfield Mounds Forest Preserve through downtown Winfield and to existing trails in West DuPage Woods Forest Preserve. The project included the installation of crushed aggregate and bituminous multi-use trail section, a prefabricated bridge, and three sections of boardwalk, retaining walls, signage, compensatory floodplain storage and native restoration.

Illinois Prairie Path Geneva Spur and Great Western Trail Connector, West Chicago IL – Project Director for surveying, planning, design engineering, and permitting assistance services for the design and construction of a 1.25 mile shared use asphalt trail connecting the Illinois Prairie Path's Geneva Spur to the Great Western Trail. The trail incorporates the 89 acre Reed-Keppler Park, and continues adjacent to a cemetery and numerous multi-family residential units. Project was funded with federal STP funds.

22nd Street Roadway, Streetscape and Lighting Improvements, Oak Brook, IL – Project Manager for Phase I, II, III engineering services for beautification and roadway improvements along 3,600 feet section of an unmarked state route. Improvements included planter areas, gateway monumentation, and decorative street lighting conforming to IDOT standards and requirements

Education/Certifications:

- Bachelor of Science
  Civil Engineering
  University of Wisconsin – Milwaukee – 1986
- PE – IL – 062-047345
- PE – IN – PE10708044
- PE – WI – E27723-6
- Certified Floodplain Manager
  IL-06-00257
- Kane County Qualified Review Specialist – E-063

Areas of Expertise:

- Lead projects with various funding sources including: ARRA, ITEP, SAFETEA-LU, AASHTO, CMAP, STP, CMAQ, TCM and OSLAD funds
- Lead Designer for recreational trails, transportation, traffic, street lighting, downtown streetscape, stormwater and infrastructure projects
- Hydraulics and hydrology design, permitting, and modeling knowledge
- Village Stormwater Review Consultant

Years of Experience:

- 29 years, 18 with ERA

ENGINEERING
RESOURCE ASSOCIATES

Brian Dusak, PE
Resident Engineer

Project Role:

Brian Dusak, PE will serve as the **Resident Engineer** for this project. He will bring more than 14 years of professional engineering experience with Phase I, II and III engineering. As the RE of record, he will visit the site regularly to coordinate day-to-day construction activities with the Resident Inspectors. He is currently certified in IDOT Construction Documentation and has a working knowledge of Hot Mix Asphalt (HMA) and Portland Cement Concrete (PCC). He is also ICORS trained.

Project Experience:

Illinois Prairie Path Geneva Spur and Great Western Trail Connector, West Chicago, IL – Project Manager for the design and Resident Construction Supervisor of the connecting 1.25 mile path between the Great Western Trail and Geneva Spur in the City of West Chicago. The shared-use paths were designed in accordance with AASHTO and IDOT requirements. Extensive coordination was required with IDOT and FHWA as funding for this project will be received through the Surface Transportation Program (STP).

DuPage River Trail Phase II and III Engineering, Plainfield, IL – Resident Construction Supervisor for a pedestrian bridge and a mile-long bike trail along the DuPage River. Project was funded through the American Recovery and Reinvestment Act (ARRA) of 2009. Tasks include coordinating with IDOT Bureau of Local Roads, IDOT Bureau of Materials, Federal Highway Administration, and Village of Plainfield to ensure compliance with all local and federal requirements.

22nd Street Beautification and Lighting, Oak Brook, IL – Project Engineer and Resident Engineer for a street beautification corridor project along a 0.75 miles of an unmarked IDOT route namely 22nd Street and 0.5 miles of York Road located in the Village of Oak Brook. The project was funded through a local hotel tax over several years.

West Branch DuPage Regional Trail, Forest Preserve District of DuPage County, IL – ERA and the Forest Preserve District of DuPage County secured $2.1 million in CMAQ funding. Services include Phase I and II engineering for the design of a 17,500-foot bicycle trail to connect the Geneva Spur of the Illinois Prairie Path in Winfield Mounds Forest Preserve through downtown Winfield and to existing trails in West DuPage Woods Forest Preserve. The project included the installation of crushed aggregate and bituminous multi-use trail section, a prefabricated bridge, and three sections of boardwalk, retaining walls, signage, compensatory floodplain storage and native restoration.

Education/Certifications:

- Bachelor of Science Civil Engineering
  University of Illinois – 2004
- PE - IL - 062-062144
- DOC 13-0019

Areas of Expertise:

- Transportation projects including roadway design and bridge construction
- Bike trail design by incorporating AASHTO and BDE criteria
- Preliminary engineering and preparation of plans, specifications and estimates for governmental transportation and infrastructure projects
- Permitting process of federal, state and local permitting agencies

Special Training:

- IDOT ICORS Training
- IDOT, Documentation of Contract Quantities Course
  December 2012 (13-0019)
- IDOT Traffic Signal Design
- IDOT Streetlighting Design

Years of Experience:

- 14 years, 14 with ERA

ENGINEERING
RESOURCE ASSOCIATES

Ravi Patil
Construction Engineer

Project Role:

Ravi Patil will serve as a **Construction Engineer** for this project. Ravi has 18 years of experience and will serve as the primary field contact for the client and contractor as well as assist with the day-to-day construction activities. He will familiarize himself with the plans and specifications and act on behalf of the client to help ensure the project is constructed in accordance with the contract documents. Daily activities include documenting construction activities, observing construction, coordinating material testing and inspection and notifying the City staff regarding issues that arise during construction. He is certified in IDOT Construction Documentation and has a working knowledge of Hot Mix Asphalt (HMA) and Portland Cement Concrete (PCC).

Project Experience:

Iroquois Court Sewer & Water & Extensions Project, Warrenville, IL – Resident Engineer for Phase III engineering for the public sanitary sewer extension, water main extension and pavement reconstruction for the Iroquois Court neighborhood. These residences currently rely on individual wells and septic systems for service. The work includes approximately 1,300 feet of directionally drilled 8-inch diameter water main; 1,450 feet of open cut 8-inch diameter sanitary sewer; 1,600 feet of open cut 12-inch diameter storm sewer; and 5,300 square yards of full pavement reconstruction.

Project Inspector - Illinois Department of Transportation (IDOT)
2006-2008 Illinois Interstate 55 Re-paving:

- Supervised paving operations including tack applications, lay depths with corresponding yield rates, and internal temperatures.
- Duties also included observations of finished surface smoothness using high speed profilographs and International Roughness Index procedures.
- Combined these inspection procedures and non-destructive testing methods with appropriate in-place sampling to confirm Contractor compliance with materials specifications.

Project Inspector - Illinois Department of Transportation (IDOT)
2003-2006 - Interstate 294 Widening & Reconstruction:

- Responsibilities included observation and reporting of ongoing road construction items such as milling procedures, tack coat and asphalt placement which included calculating yields and tonnage control.
- Provided daily records and calculations for pay items and pay quantities to the IDOT Project Manager.

Education/Certifications:

- Bachelor of Science
  Construction Management & Engineering Technology - 2013
  Purdue University, Indiana
- Bachelor of Science,
  Accounting - 2000
  Purdue University, Indiana
- IDOT Construction Documentation Certification (13-8769)
- Arizona Dept. of Transportation Documentation Certification

Specialized Training:

- IDOT QC/QA Training Program
- IDOT Site Manager Software
- Construction Procedures 1
- Construction Procedures 2
  Primavera (CM-13) Contract Management Software
- INDOT Certified Technician
- INDOT Site Manager Training
- Bridge Construction/Deck Repair
- Construction Earthworks
- Concrete Paving
- American Concrete Institute
- Program Level 1
- Nuclear Density Gauge
- Hot Mix Asphalt Level 1
- Aggregates/Soils

Years of Experience:

- 18 years, 1 with ERA

ENGINEERING
RESOURCE ASSOCIATES

Andrew Johnson
Construction Engineer

Project Role:

Andrew Johnson will serve as a **Construction Engineer** for this project. Andrew has over 33 years of experience as a surveyor and construction inspector with ERA. Andy is currently certified in IDOT Construction Documentation and has a working knowledge of Hot Mix Asphalt (HMA) and Portland Cement Concrete (PCC). He will work perform on-site inspections and QA inspections with our materials testing subconsultant, Rubino Engineering.

Project Experience:

2015 Resurfacing and Street Maintenance Projects, Aurora, IL– Andy was one of the on-site inspectors for these projects. The ERA team provided construction observation services for the City in accordance with IDOT standards. Our team analyzed the contract documents and coordinated closely with the City prior to and throughout construction to help ensure activities were properly documented and the project was successfully completed in accordance with the contract documents, approved project budget, and schedule.

Illinois Prairie Path Geneva Spur and Great Western Trail Connector, West Chicago, IL – Andy served as the Resident Engineer for the construction of connecting paths between the Great Western Trail and Reed-Keppler Park in the City of West Chicago. The shared-use paths were designed in accordance with AASHTO and IDOT requirements. Extensive coordination was required with IDOT and FHWA as funding for this project was received through the Surface Transportation Program (STP).

DuPage River Trail Phase II and III Engineering Plainfield, IL - Resident Inspector for the construction of a pedestrian bridge and a mile long bike trail along the DuPage River. Project was funded through the American Recovery and Reinvestment Act (ARRA) of 2009. Tasks included coordinating with IDOT Bureau of Local Roads, IDOT Bureau of Materials, Federal Highway Administration, and the Village of Plainfield to ensure compliance with all local and federal requirements.

Forestview Drive / Riverside Parkway Sanitary Sewer and Water Main Extension Projects, Warrenville, IL – Andy served as the Resident Engineer for this project which included public sanitary sewer and water main extensions for residences served by individual wells and septic systems. A portion of the project included the installation of utilities across the West Branch of the DuPage River. In addition to horizontal directional drilling, other methods of installation were necessary based on the results of a geotechnical investigation.

Professional Experience:

- Basic ArcView 9.3 Training

Special Training:

- IDOT, Documentation of Contract Quantities Course
  April 2012 (12-0511)
- UW-Madison 3 Day Course
  Improving Public Works
  Construction Inspection Skills

Areas of Expertise:

- Construction Management
- Documentation of Materials / Quantities
- Residential Construction
- Survey
- Scheduling
- Bridge Inspector
- Construction Technology
- Flow monitoring
- Smoke testing
- Dyed water flooding
- Manhole inspection
- Internal television inspection

Years of Experience:

- 33 years, 23 with ERA

ENGINEERING
RESOURCE ASSOCIATES

Charles Harrison
Construction Engineer

Project Role:

Charles Harrison will serve as **Construction Engineer**. He will assist Ravi whenever required to ensure our team remains on top of observation and documentation tasks. He will familiarize himself with the plans and specifications and act on behalf of the City to help ensure the project is constructed in accordance with the contract documents. He has recently served in this role for the Village of Oak Park and the Village of Glencoe.

Project Experience:

LaGrange Park Bike Path, LaGrange Park, IL - Resident Engineer for IDOT construction observation and documentation. The project included the new construction of a bike path and bridge structure through the Cook County Forest Preserve over Slat Creek.

15-13 Water and Sewer Main Improvements, Oak Park, IL- Resident Engineer for Phase III engineering services for the construction of approximately 2,500 feet of roadway along sections of Kenilworth, Harvey and Taylor Avenues within Village limits. Construction had an accelerated schedule so improvements along Kenilworth and Harvey were constructed while school was not in normal session. Improvements included water main, sewer main and service replacement; curb, sidewalk and driveway patching and/or replacement; full depth pavement removal and replacement; parkway restoration; and other appurtenant work. Extensive permitting coordination was required with the Illinois Environmental Protection Agency and Metropolitan Water Reclamation District.

Elm Place Basin, Glencoe, IL – Resident Engineer for storm sewer improvements for flooding area. Several thousand feet of storm sewers through exclusive neighborhoods were in the problem area. Charles coordinated with Peoples Gas to relocate 10" gas high pressure main. Also, he provided contract quantities and documentation.

Naperville Riverwalk Consultant, Naperville, IL – Resident Engineer for various improvements along the riverwalk since 2006. Proposals have included reconstruction of sections, signage replacement, structure re-roofing, memorial wall replacement, asset management planning and shoreline restorations. Work includes close coordination with the City's Job Order Contractor (J.O.C.).

St. Charles Road Improvements, Berkeley, Illinois - Resident Engineer for the FAU funded reconstruction of St. Charles Road from I-290 to Wolf Road and Wolf Road from St. Charles Road to Proviso Drive. Improvements included the reconstruction of 7,000 feet of PCC pavement, PCC sidewalk, storm sewers, watermain, ornamental lights, traffic signal replacement and streetscape improvements. The project cost was approximately $7.6 million.

Education:

- Bachelor of Science
  Mining Engineering Michigan Technological University, 1981

Special Training:

Illinois Department of Transportation
- Construction Documentation
- Material Inspection
- Concrete Inspection
- Bituminous Inspection
- Drainage Structure Inspection
- Quality Control
- Reclaimed Asphalt Pavement for Local Agencies
- BridgeConstruction Inspection

Primary Duties/Strengths:

- Resident Engineer/Inspector for municipal projects responsible for layout, inspections and payment to contractors.
- Strong interaction skills with residents, business owners, contractors and municipal staff.
- Strong knowledge of IDOT procedures and requirements.

Years of Experience:

- 33 years, 17 with ERA

ENGINEERING
RESOURCE ASSOCIATES

Illinois Prairie Path Geneva Spur and Great Western Trail

City of West Chicago, IL

Project Summary

ERA was hired by the City of West Chicago to provide land surveying, planning, final design engineering, construction documents, permitting assistance and full-time construction observation services for the construction of an STP funded 1.25 mile shared use asphalt trail connecting the Illinois Prairie Path's Geneva Spur to the Great Western Trail. The project included trail sections within R.O.W. and private property, watermain and stormwater utility improvements, roadway ditch improvements, ADA accessible improvements and roadway crossings with signage.

ERA Project Team

Brian Dusak, PE | Project Manager
John Mayer, PE, CFM | Principal / Project Director
Rodney Beadle, PE, CFM | QA/QC
Erin Pande, PWS, CFM | Environmental Specialist
Brad Strohl, PLS | Land Surveyor
Andrew Johnson | Resident Engineer
Charles Harrison | Construction Engineer

Construction Cost: $750,000 (estimated) / $567,000 (actual)

Completion Date: December 2013

Project Highlights:

- Federal funds provided through the STP Program
- Close coordination with IDOT, FHWA, private utilities and West Chicago Park District
- Project required:
  - Categorical Exclusion Group I with PDR
  - Section 4(f) De Minimis Impacts
  - Design variance for slope conditions
- ERA providing Phase I, II, and III engineering services
- Land acquisition documentation preparation for three parcels - IDOT format

Project Reference:

Rob Flatter, PE
Public Works Director
City of West Chicago
475 Main Street
West Chicago, IL 60185
(630) 293-2255 x502
rflatter@westchicago.org

IDOT BLRS Reference:

Marilin Solomon
Phone: (847) 705-4407

ENGINEERING
RESOURCE ASSOCIATES

DuPage River Trail Segment 1-2

Plainfield Park District, IL

Project Highlights:

- 14 ft wide, 150 ft long prefabricated bridge crossing the DuPage River
- Two multi-section box culverts over the East and West Norman Drain
- Permits secured by USACE, IDNR/OWR, IDOT, IEPA and the Village of Plainfield
- Compensatory storage for floodway and floodplain fill
- 1 acre of wetland mitigation created on-site
- ARRA-ITEP, SAFETEA-LU and HPP funding
- Two decorative lookouts/rest area

Project Reference:

Carlo Capalbo, Executive Director
23729 W. Ottawa Street
Plainfield, IL 60544
Phone: (815) 436-8812 ext. 15
capalbo@plainfieldparkdistrict.com

IDOT BLRS Contact:

Melchor Mangoba (847) 705-4408

Construction Cost:

Estimated $2.5 Mill./Actual $1.9 Mill.

Consulting Fee:

$197,000

Completed:

Estimated Apr 2011/Actual Jan 2012

Project Summary

ERA provided surveying, land acquisition, Phase I and Phase II design engineering, permitting, and construction observation services for the 4,400 ft segment of the regional DuPage River Trail, located northeast of downtown Plainfield. Located within regulatory floodplain/floodway areas, the project includes a 10 ft asphalt trail with a 150 ft bridge over the DuPage River, two box culvert stream crossings and wetland impacts. Wetland mitigation was required creating 1.1 new acres of wetlands, along with compensation for floodway and floodplain fill. ITEP, HPP, ISTEA and ARRA funding was used in the project requiring implementation of federal procedures.

ERA Project Team

John Mayer, PE, CFM | Principal / Project Manager
Jon Green, PE, CFM | President/Project Director
Brian Dusak, PE | Senior Project Engineer
Marty Michalisko, PE, CFM | Principal/Water Resource Engineer Lead
Jenny Loewenstein, PE, CFM, CPESC | Sr. Water Resource Engineer
Jacob Wolf, PE | Principal / Project Engineer
John Frauenhoffer, PE, SE | Senior Structural Engineer
Erin Pande, PWS, CFM | Ecological Services Director
Andrew Johnson | Resident Inspector

ENGINEERING
RESOURCE ASSOCIATES

West Branch DuPage Regional Trail

Forest Preserve District of DuPage County, IL

Project Summary

ERA worked with the Forest Preserve District of DuPage County (lead agency) and the Village of Winfield to provide Phase I and Phase II engineering for the design of a 17,500 ft bicycle trail. The trail connects to the Geneva Spur of the Illinois Prairie Path in the Winfield Mounds Forest Preserve. It traverses through downtown Winfield and the West DuPage Woods Forest Preserve. ERA's services include data collection, topographic survey, environmental studies (PESA), drainage studies, hydraulic bridge report, public involvement, preparation of a Project Development Report for CE Group I, permitting and final engineering documents. ERA assisted the Forest Preserve in successfully securing both CMAQ and ITEP funding for this project. Phase II engineering went through the IDOT Letting process while Phase III will follow IDOT documentation requirements.

ERA Project Team

John F. Mayer, PE CFM | Principal / Project Manager
Rodney A. Beadle, PE, CFM | Project Director
Marty J. Michalisko, PE CFM | Principal/Lead Water Resource Engineer
Brian J. Dusak, PE | Project Engineer
Erin R. Pande, PWS, CFM | Ecological Services Director
Andrew R. Kustusch, PE, CFM | Project Engineer

Project Highlights:

- 3.3 total miles of trail
- 10 ft trail with aggregate and asphalt paved sections
- 3 sections of boardwalk totaling 600 ft
- 150 ft span prefabricated bridge structure 14 ft wide
- On-street, within R.O.W. and Off-street path sections
- IDOT BLRS design contract
- ERA assisted with the preparation of ITEP, CMAQ, DECO grant applications. The District received $2.2 Million from CMAQ, ITEP and $100,000 from DECO.
- Phase I (local) and Phase II (FHWA) engineering services were provided
- Close coordination with IDOT, FHWA, Winfield Township, School District, Village of Winfield, DuPage County, USACE, IDNR and IEPA were required

Project Reference:

Kevin Horsfall
Planning Manager Resource Management & Development
3S580 Naperville Road
Wheaton, IL 60189
Phone: (630) 933-7242
Email:khorsfall@dupageforest.com

IDOT BLRS Reference:

Marilin Solomon
Phone: (847) 705-4407

Construction Cost: $2.6 Million

Completed: Bidding in 2016

ENGINEERING
RESOURCE ASSOCIATES

22nd Street Lighting & Beautification

Village of Oak Brook, IL

Project Summary

ERA assisted with the award of ITEP funds for Phase I, II, and III contracts while utilizing the Federal Flexible Match Program (FFMP) to expedite the project. ERA assisted in planning, design and permitting services for streetscape beautification and median enhancements for two sections of 22nd Street. This high profile project is located along unmarked State Route 22nd Street in the Village of Oak Brook. The first section was a 1/2 mile section in front of the McDonald's Headquarters. The second section included 3,800 ft of 22nd Street and 1/2 mile of York Road. The streetscape amenities selected were harmonious with a highly activity business corridor while providing a signature look for the Village of Oak Brook. ERA provided land surveying, decorative median planters, landscape, decorative lighting, and irrigation design meeting the IDOT roadway requirements. The construction phasing required working closely with local officials and businesses.

ERA Project Team

John F. Mayer, PE, CFM | Principal / Project Manager
Rodney A. Beadle, PE, CFM | Project Director
Brian J. Dusak, PE | Project Engineer

Construction Cost: $2.7 Million (Estimate)

Completion Date: Bidding in 2016

Project Highlights:

- Provided land surveying, street lighting design and grading to supplement the landscape architect
- Improvements included various tree species, hardy shrub and perennial planter areas and decorative streetlights meeting the IDOT roadway requirements
- Construction phase required working closely with local officials and businesses
- Phase I included the installation of a fully-illuminated Village Gateway monument sign

Project Reference:

Michael Hullihan, Public Works Director
Village of Oak Brook
1200 Oak Brook Road
Oak Brook, IL 60523
Phone: (630) 368-5272
Email: mhullihan@oak-brook.org

United City of Yorkville, Illinois

Phase III Engineering Services
Kennedy Road Shared Use Path Project

Due: July 1, 2016 by 10am

T·Y·LIN INTERNATIONAL

T·Y·LIN INTERNATIONAL
engineers | planners | scientists

July 1, 2016

Mr. Eric Dhuse
Director of Public Works
United City of Yorkville
800 Game Farm Road
Yorkville, Illinois 60560

Re: Kennedy Road Shared Use Project – Phase III Engineering Services
Statement of Qualifications

Dear Mr. Dhuse,

T.Y. Lin International (TYLI) is pleased to submit our qualifications to provide Phase III Construction Engineering services for the Kennedy Road Shared Use Path project.

TYLI, contracting as T.Y. Lin International Great Lakes, Inc., is a 32-year-old, multi-disciplinary infrastructure firm with over 80 professional staff performing construction inspection, transportation planning and traffic engineering, and structural and civil engineering for public and private clients. Based in Chicago, TYLI has an excellent regional reputation for responsive and accurate performance in Northeastern Illinois. TYLI also has the full resources of T. Y. Lin International, with a staff of over 2,500 employees in 50 offices throughout the Americas and Asia.

TYLI is licensed to practice in Illinois and 40 other states and is prequalified by the Illinois Department of Transportation in Special Services - Construction Inspection.

Our team portfolio reflects our considerable experience performing the services required for this project. In addition to the construction engineering expertise we showcase in this response, TYLI has also provided engineering design and concept planning services for bicycle and pedestrian projects across the Midwest, with an awareness of ADA regulations and safety for all users. To provide the City with the best possible team, TYLI has asked two subconsultants to provide specialty services: GeoServices, Inc. (GSI) of Naperville, Illinois will provide material testing and Sanchez and Associates would provide any construction survey layout services as needed. We have successfully worked with both of these firms in the past and find they provide exemplary service. We believe that collectively, our team has directly relevant expertise and knowledge required to ensure that the project goals are realized and delivered within the defined budget and schedule.

We greatly appreciate the opportunity to present our qualifications and experience in support of the City's goals and look forward to working with the United City of Yorkville on this important and sustainable project. If you have any questions or require additional information from TYLI regarding our submittal, please do not hesitate to contact me directly at (312) 777-2870.

Sincerely,

Heather Gaffney

Heather Gaffney, S.E., P.E.
Senior Vice President | Regional Director

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Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

February 5, 2016

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Heather Gaffney
LIN, T. Y. INTERN.GREAT LAKES, INC.
200 S. Wacker Drive, Suite 1400
Chicago, IL 60606

Dear Heather Gaffney,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending Dec 31, 2014. Your firm's total annual transportation fee capacity will be $67,200,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 160.21% are approved on a provisional basis. The rate used in agreement negotiations may be verified by our Office of Quality Compliance and Review in a pre-award audit.

Your firm is required to submit an amended SEFC through the Engineering Prequalification & Agreement System (EPAS) to this office to show any additions or deletions of your licensed professional staff or any other key personnel that would affect your firm's prequalification in a particular category. Changes must be submitted within 15 calendar days of the change and be submitted through the Engineering Prequalification and Agreement System (EPAS).

Your firm is prequalified until December 31, 2015. You will be given an additional six months from this date to submit the applicable portions of the "Statement of Experience and Financial Condition" (SEFC) to remain prequalified.

Sincerely,
Maureen M. Addis
Acting Bureau Chief
Bureau of Design & Environment

SEFC PREQUALIFICATIONS FOR LIN, T. Y. INTERN.GREAT LAKES, INC.

CATEGORY	STATUS
Special Services - Mechanical	X
Airports - Design	X
Special Studies - Location Drainage	X
Special Studies - Traffic Studies	X
Structures - Highway: Complex	X
Structures - Railroad	X
Structures - Highway: Typical	X
Transportation Studies - Railway Engineering	X
Special Services - Architecture	X
Special Studies - Safety	X
Highways - Roads and Streets	X
Structures - Highway: Simple	X
Hydraulic Reports - Waterways: Complex	X
Location Design Studies - Rehabilitation	X
Environmental Reports - Environmental Assessment	X
Special Services - Construction Inspection	X
Hydraulic Reports - Waterways: Typical	X
Special Studies - Traffic Signals	X
Special Studies - Feasibility	X
Special Services - Electrical Engineering	X
Location Design Studies - New Construction/Major Reconstruction	X
Hydraulic Reports - Pump Stations	X
Location Design Studies - Reconstruction/Major Rehabilitation	X
Special Studies - Lighting: Typical	X
Highways - Freeways	X
Airports - Construction Inspection	X
Structures - Highway: Advanced Typical	X
Structures: Major River Bridges	X
Transportation Studies - Mass Transit	X
Airports - Planning & Special Services	X
Structures - Moveable	X

X	PREQUALIFIED
A	NOT PREQUALIFIED, REVIEW THE COMMENTS UNDER CATEGORY VIEW FOR DETAILS IN EPAS.
S	PREQUALIFIED, BUT WILL NOT ACCEPT STATEMENTS OF INTEREST

Project Understanding

The installation of the Kennedy Road Shared Use Path by the United City of Yorkville represents a major step in increasing the mobility of the community while embracing the concept of sustainability and conservation. This pathway will allow residents to safely connect and access neighborhoods and parks along the approximate 3-mile corridor using non-motorized transportation. This particular Request for Qualifications for Phase III Engineering Services, Kennedy Road Shared Use Path, provides for construction management and engineering for various types of construction as needed to construct the Hot Mix Asphalt (HMA) trail as well as any other identified work.

The TYLI team has significant experience in working for various Municipal and State agencies on Construction Management in Illinois and can provide:

- Proven Phase III engineering experience on all types of construction projects, including maintenance and repair
- Specialized pavement and roadway knowledge to address technical challenges in both design and construction
- Understanding of the expectations to accommodate the citizens during the construction process
- Available experienced design engineering staff to assist in field evaluation of projects as well as in design changes for constructability
- Illinois experience to carry out the work in accordance with the Illinois Department of Transportation Construction Manual including forms and documentation for successful reimbursement.

Project Approach

TYLI is confident that the proposed team of highly qualified professionals possesses the knowledge and experience necessary to provide the United City of Yorkville with the responsive and efficient execution of the required Phase III construction engineering services. Members of the project team are currently serving the Illinois Tollway as part of the Elgin O'Hare Western Access (EOWA) program. With portions of that program nearing completion at the end of the 2016 construction season, all the members of our experienced team will not be necessary to complete that project. Our proposed team for the Kennedy Road Shared Use Path Phase III Engineering Services project includes members of the highly experienced EOWA team.

TYLI's proposed Project Manager, **Mr. Bruce Bushnell, P.E.**, has over 30 years of experience performing roadway and structural design and analysis, construction inspection, bridge inspection, and survey. For the past 13 years he has managed TYLI's construction group, coordinating construction engineering and inspection services for construction

contracts. Bruce has worked as both a Project Manager and Resident Engineer for Kane County DOT, Illinois DOT, Chicago DOT and the Illinois Tollway on roadway and bridge projects of varying size and scope, including arterial roadway, sewer, and intersection improvement, as well as bike path improvement projects. He has extensive experience managing projects in neighboring suburban and rural Illinois counties, including but not limited to, Ogle, Lake, Lee, Henry, Kane, and Winnebago, and will provide unrivalled project management for the United City of Yorkville.

TYLI's proposed Resident Engineer, **Mr. Chris Gottlieb, P.E.**, serves as a Senior Civil Engineer responsible for on-site construction inspection and overall management of the project. He has been involved with projects that have had minimal staff levels, and has successfully assumed a leadership role and taken initiative in all aspects of the work, from project documentation and material responsibilities to inspection and overall management – his approach and initiative have allowed for successful project completion. Chris' project experience includes serving as Resident Engineer for the Diversey Parkway Sewer Improvement Project, and as Field Engineer for the Stearns Road and Dunham Road Kane County Division of Transportation (KDOT) projects.

Mr. Kevin Whalen will serve as Materials Coordinator. He has 27 years of construction management, materials coordinator, and field inspection experience, as well as previous material coordination and testing experience with road construction contractors. He has worked on Metra, CDOT, IDOT, and Tollway projects. Recently, Kevin served as Material Coordinator on the Tri-State Resurfacing and Elgin O'Hare Western Access projects. He will provide material support as needed.

TYLI will function as an extension of the United City of Yorkville staff and will proactively manage this project by:

- Providing up front review by experienced personnel of project plans to resolve design or constructability issues
- Providing up front utility coordination as necessary to provide for timely relocation if needed.
- Identifying and resolving project issues quickly to prevent potential delays
- Reviewing & submitting of contractor lane closure requests to allow for accurate notification to the City for distribution to the media
- Monitoring contractor-installed MOT control for compliance and safety with timely follow-up on traffic control and protection deficiencies
- Ensuring all correspondence (submittals/RFI's) is reviewed and responded to in a timely manner
- Maintaining effective communication between all parties throughout the project duration
- Ensuring that all work performed is in accordance with the Contract Documents and meet's the quality standards of IDOT and the City
- Monitoring contractor progress and budget with respect the approved schedule including contractor's field production rate versus rate shown in the approved schedule. As CM, proactively review contractor baseline and monthly update schedules to mitigate delays and limit time extensions and as required develop strategies including accelerating work activities and re-sequencing of work activities to meet the contract schedules.
- Preparing all required deliverables in full accordance with the approved procedures including proper documentation of any deficiencies that have been resolved and closed out
- Anticipating each following phase of the work and communicating with the contractor on the planned approach including their means and methods
- Complying with the IDOT processes and requirements and providing the required information in a timely manner

Scope of Services Review

The RFP documents have provided a very detailed list of Phase III Engineering scope items and tasks necessary for the successful completion of the project. TYLI agrees with the scope as defined in the RFP documents, and has developed an approach that proactively addresses these items throughout the duration of the project.

As an additional task for consideration, it is noted that under Construction Tasks, Item 13, the RFP requests construction layout as needed by the consultant. On most projects, the contractor is required to provide construction layout services and is paid for that work via the Supplemental Specifications and Recurring Special Provisions (Check Sheet #10). We did not note this pay item in the Summary of Quantities. Use of the check sheet keeps the responsibility for scheduling

and establishing the necessary level of detail for work to be completed with the contractor. We recommend a surveyor be available on the CM team to verify & reestablish the project control, and for verification of contractor layout. For that reason, we have included, Sanchez & Associates, P.C. as a subconsultant on our team, to provide for any construction layout needed for the project.

Project Challenges

Consistent with our belief that a proactive approach is necessary for successful completion of your project, we have performed a 'big picture' review of the Pre-Final project plans provided. From past experience on many construction sites, design issues and changed site conditions revised before bids are submitted will save significant amounts of administrative time as well as construction funds. Continuing during the construction phase, we monitor conditions and raise issues early to avoid impacts to the contractor's production which result in potential delays and claims. We note the following areas of potential concerns:

Railroad Coordination | The issue of railroad coordination is extremely important and issues regarding the construction near the railroad right of way always have the potential to introduce significant delays and significant extra costs. We note from our review of the plans that the limits of work at and near the railroad tracks is not well defined nor is grading or drainage in this vicinity. It has been our experience that work on the grade crossing between the rails and for some distance outside of the rails (generally to the limits of the Dynamic Train Envelope) are done by Railroad forces and further work within this zone or otherwise on railroad property comes with additional requirements for insurance and permitting to be obtained by the contractor which can result in delays or increased costs. We would recommend a detailed review of this crossing and potential addition of a large scale detail to the plans to more accurately depict what is intended and to assist in obtaining a permit from the railroad to work on railroad right of way. Additionally, the designers may wish to examine current required practice for lighting at railroad crossings and determine if additional lighting is required.

TYLI construction engineers have recently been involved in a similar situation on IL 22 at the Metra Tracks adjacent to US 41 in Lake County Illinois as well as constructed traffic signals and pedestrian crosswalks in downtown Wilmette, Illinois at three local street crossings of Green Bay Road at the Metra Union Pacific North Line commuter service.

Utility Relocations | Next to railroad issues, utility relocations and identification are the second largest potential for project schedule delays and extra costs. The timely coordination with utility companies for field locates as well as working with the various companies to ensure that relocation or protection are provided when necessary greatly enhances the chances for project success.

Drainage and Erosion Control | This project generally follows a rural cross section roadway with open ditch drainage for the majority of the route. Grading operations must be carefully monitored to provide near constant drainage during the construction of the subbase and embankment of the trial to avoid localized

flooding and sediment transport issues. We would also note that an earthwork summary table was not provided in the Pre-Final Plans which would be extremely helpful during construction. With a portion of the path being constructed over an existing ditch, some undercuts would be expected although no areas were identified in the plan review. With the proposed alignment and grades and limited drainage structures, positive drainage throughout the project limits is a concern.

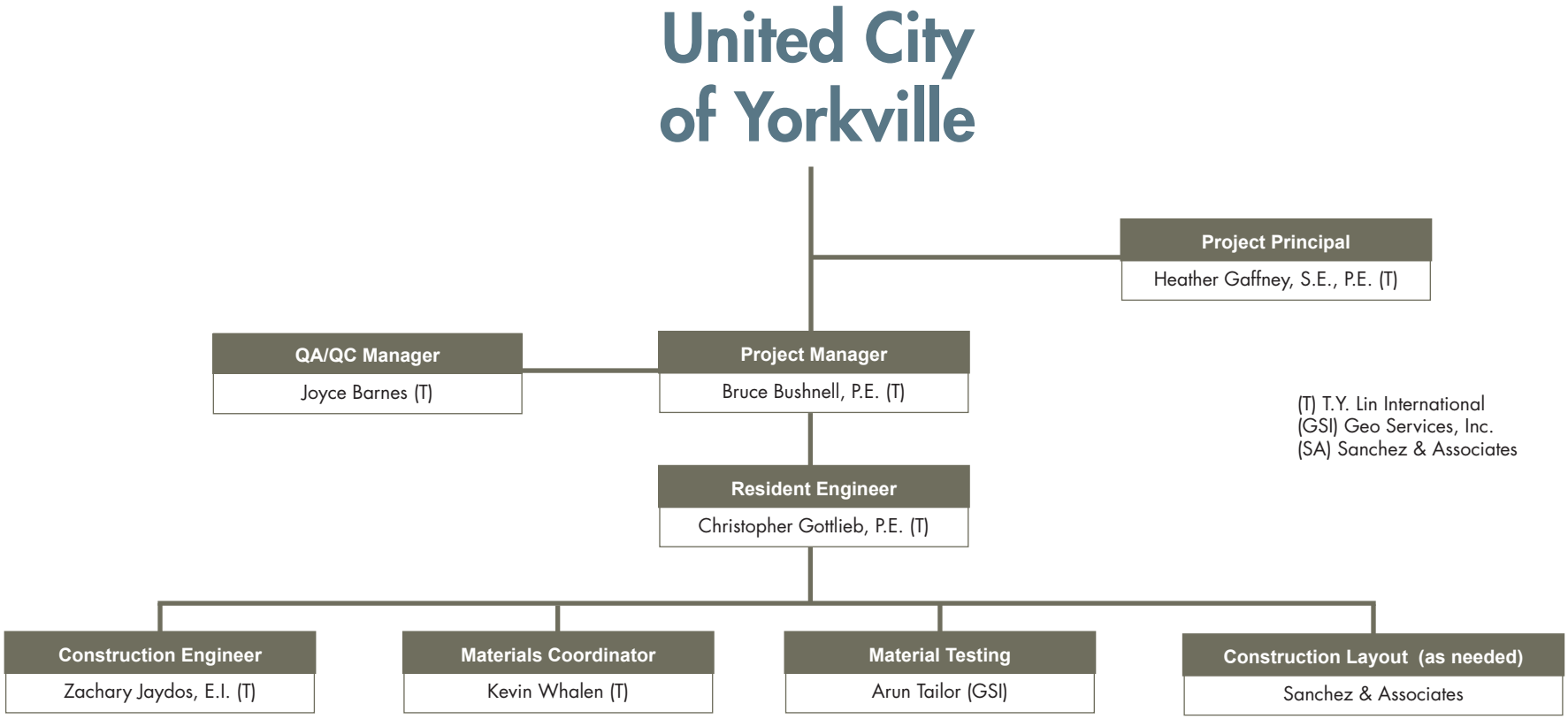
Erosion Control measures must be applied and maintained simultaneously with grading operations to stop the unnecessary transportation of silt to area waterways and ponds. This sustainable practice will be well served by Resident Engineer **Chris Gottlieb, P.E.**, who is certified by IDOT as an Erosion and Sediment Control Manager.

ADA Ramp Design | With recent lawsuits and consent decrees, ADA ramp designs and the standardization of designs across Illinois have become a significant issue. IDOT has made recent changes to ramp standards and details to provide for a better crossing experience and transition. The new requirements require additional design efforts to make sure that ramp grades, sideslopes, curbs, and tactile areas are in accurate compliance with the law. Leaving the design of the ramps to the contractor in the field is not a desirable practice and can lead to the incorrect installation and need to remove and replace. We strongly recommend that the designer provide additional information regarding the ramp designs on the plans.

TYLI field personnel have supervised the installation of hundreds of ADA ramp replacements in the City of Chicago through our work in the Aldermanic Ward Construction programs and for IDOT and municipalities on other construction projects. Our field engineers are trained and capable of redesigning ramps in the field if necessary and additional office staff is available for assistance.

Maintenance of Traffic | This project is being built adjacent to a two lane rural cross section roadway. In some locations, the roadway must be reduced to a single lane via flagging to allow safe work areas and access for grading and paving. The contractor must be held to the standards for signing, marking and flagging to avoid work zone incidents and make the work zone as safe as possible for residents and motorists.

Phase III Engineering Services
Kennedy Road Shared Use Path Project



BRUCE BUSHNELL, P.E.

Project Manager

Bruce has 32 years of experience in performing roadway and structural design and analysis, construction inspection, bridge inspection, and survey. Bruce manages TYLI's construction group, coordinating construction engineering and inspection services for construction contracts. Bruce has worked as both a Project Manager and Resident Engineer for IDOT, CDOT and ISTHA on heavy highway and bridge projects, in addition to arterial roadway, sewer, intersection improvement, and bike path improvement projects. Bruce has successfully managed two construction teams on the Wacker Drive Rehabilitation project totaling $100 million in construction cost. This involved coordination of subconsultants and addressing staffing needs throughout the project duration. Bruce is currently the Project Manager for the Construction Management of the New Elgin O'Hare Western Access Toll Highway, a $3.4B improvement along a 10-mile corridor.

Licenses
Professional Engineer, Illinois
Michigan

Education
BS, Civil Engineering, Bradley University, Peoria, Illinois, 1982

Affiliations
American Society of Civil Engineers

American Council of Engineering Companies, 2012-13 Chicago Agencies committee member

American Council of Engineering Companies, 2013-14 Tollway committee member

Construction Management Association of America

Years of Experience
33

Years at TYLI
26

Bruce has been Project Manager on the following projects. As Project Manager he is responsible for executing the project on behalf of the TYLI, including allowing adequate time in the schedule to assure that the project is completed with the quality and attention to detail necessary and required by the contract. He will be the primary contact for the City on matters including progress, budgets, schedules, changes and procedures.

Navy Pier Flyover Lakefront Trail Improvements, Chicago, Illinois

Construction Engineering Services for Illinois Route 22 (Half Day Road) Reconstruction, Bannockburn/ Highland Park, Lake County, Illinois

CDOT Construction Engineering, Aldermanic Menu Program, Chicago, Illinois

Construction Inspection for 50/50 Sidewalk Program, Chicago, Illinois

Phase III Engineering Services for the Intersection of 75th and Washington Street and the 75th Street Bridge over the DuPage River, Naperville, Illinois

Overall Corridor Construction Management for the Elgin O'Hare Western Access and I-290/IL-53 Ramps, DuPage & Cook Counties, Illinois

Madison Street Viaduct over Chicago Union Station Tracks, Chicago, Illinois

Construction Engineering Services for Illinois Route 60 & Conway Farms Drive / Field Court Intersection Improvements & Traffic Signal Modernization, City of Lake Forest in Lake County, Illinois

Construction Management Services for the City of Chicago Department of Water Management, Chicago, Illinois

2010 ADA Ramps on Vaulted Sidewalks Task Order, Chicago, Illinois

I-88 Pavement Underdrain Installation Phase III, Illinois Tollway, in Ogle & Lee Counties

Construction Engineering Services for Traffic Signal System and Three Intersections, Evanston, Illinois

Rehabilitation of the Wacker Drive and Wacker Place Viaducts from Michigan Avenue to State Street and Franklin Street to Randolph Street, Chicago, Illinois

CHRISTOPHER GOTTLIEB, P.E.

Resident Engineer

Chris is a Senior Civil Engineer responsible for on-site project management and inspection as well as civil design review and plan preparation. He has been involved in multiple projects of varying size which have contributed to his diverse experience ranging from staff management to overseeing project-wide field and office functions. Chris performs admirably in both primary and support roles due to his varied background.

Licenses
Professional Engineer, Illinois

Education
BS, Civil and Environmental Engineering, University of Illinois, Urbana-Champaign, Illinois, 2008

Certifications
Illinois Department of Transportation (IDOT) Document of Contract Quantities, 2013 (#13-0422)

Years of Experience
8

Years at TYLI
8

Construction Management Services for Citywide Construction Engineering Services, Chicago, Illinois
Field Engineer for the City of Chicago Department of Transportation (CDOT) Citywide Construction Engineering Services contract requiring construction management of various streets and alley resurfacing, speed hump installation, sidewalk replacement, and curb and gutter replacement projects. Chris provided oversight of ADA inspection and compliance staff, reviewed and developed scopes for work related to CSR complaints, and oversaw design of non-standard ADA corners for the program. This included verifying design locations, assigning survey crews, and performing QA on all designs. Additionally, Chris handled all technical issues involving compliance both during and post-construction.

2010 ADA Ramps on Vaulted Sidewalks Task Order, Chicago, Illinois
Chris served as Field Engineer providing engineering design services at 17 vaulted sidewalk corners located in the central business district of the city. In an effort to improve existing sidewalk ramps throughout the city to meet current ADA standards, TYLI provided CDOT with contract documents for ADA sidewalk ramp improvements at each of the designated vaulted sidewalk locations. The work entailed topographic survey of existing conditions and a structural inspection of each vault located under the sidewalk. It was determined that four locations required structural designs. At three locations it was determined to eliminate the vaulted portion under the ramp by designing retaining walls to seal off the existing vault under the sidewalk ramp and filling that portion under the ramp sidewalk. At one location a portion of the existing roof slab required replacement due to its poor condition. The civil portion of the design plans included ramp designs that met current ADA requirements but minimized the impact to local business, pedestrian access and motoring public.

US Route 12/45 (Mannheim Road) Reconstruction, Cook County, Illinois
Assistant Resident Engineer for this project where TYLI is performing Construction Engineering Services for the improvement of Mannheim Road from I-190 to Higgins Road for IDOT. Services include project coordination, construction inspection, and contract administration. The project consists of road widening and reconstruction, traffic signals, storm sewer, water main, retaining walls, box culverts and landscaping work. Chris was an Assistant Resident Engineer on the project where his responsibilities included coordination of TYLI staff and subconsultant personnel. He also worked on project documentation, checking IDRs and reviewing force account invoices, and served as an inspector for bituminous and concrete paving, electrical work, traffic control, culvert, and retaining wall construction. As the Erosion and Sediment Control Manager Chris performed weekly inspections and managed implementation and reporting, served as utility coordinator, and helped resolve existing conflicts as well as insuring new utility work did not interfere with proposed construction.

Diversey Parkway Sewer Improvement Project, Chicago, Illinois
Resident Engineer for the Phase III engineering services to the City of Chicago Department of Water Management for the construction of sewer improvements on Diversey from Halsted to Mildred and Mildred from Diversey to Wolfram.

ZACHARY JAYDOS, E.I.
Construction Engineer

Zach is a Staff Engineer responsible for construction inspection and engineering, including monitoring of contractor operations, field inspections, and documentation of completed work.

Zach has experience with AutoCAD 2010, 2011 and MicroStation.

Licenses
Engineer Intern, Illinois

Education
BS, Civil Engineering, University of Illinois at Chicago, Chicago, Illinois, 2014

Certifications
Illinois Department of Transportation (IDOT) Document of Contract Quantities, 2015 (#15-0140)

Affliliations
American Society of Civil Engineers

Engineers Without Borders, Student Member

Years of Experience
2

Years at TYLI
2

2014 CDOT Construction Engineering, Aldermanic Menu Program, Chicago, Illinois
Field Engineer for the Chicago Department of Transportation's 2014 construction engineering Aldermanic Menu improvement program for street and alley resurfacing, sidewalk replacement, curb and gutter replacement, and the installation of ADA compliant ramps in all 50 Wards of the City of Chicago. Zach performed roadway surveys to identify work required and prepared reports submitted to the City utilized for project selection, scope, schedule and budget purposes.

Overall Corridor Construction Management for the Elgin O'Hare Western Access and 290/53 Ramps, DuPage & Cook Counties, Illinois
Field Engineer for the TYLI/ V3 Companies JV team providing Overall Corridor Construction Management for the New Elgin-O'Hare Western Access Toll Highway, a ten mile corridor along the Elgin O'Hare Expressway and a six mile corridor for the new O'Hare Western Access. In addition to the corridor management role, TYLI and V3 will provide construction inspection services for the new interchange with I-290, which includes construction of two tri-level flyover ramps. The construction work includes pavement and bridge construction, new frontage roads, storm sewer installation, barrier wall construction, toll collection facilities, striping and landscaping. The project duration of Spring 2013 to Spring 2018 will involve a demanding schedule with multiple concurrent activities. Zach's responsibilities include onsite inspection, grade verification, documentation and measurement of storm and sanitary sewer installation and removal, associated earthwork and roadway reconstruction. The reconstruction included reconstruction and restoration along private properties and local roads reconfigured as a part of the Tollway expansion, requiring coordination with local stakeholders to maintain access and address adjacent property owner concerns. Zach has proven his ability to work with the contractors and provide a successful project through his work on detailed bearing modifications and bridge deck construction necessary to complete this project.

Langley Avenue Sewer Improvement Project, Chicago, Illinois
Resident Engineer providing construction management services for this sewer improvement project. The project consisted of approximately 2,170' of 54" to 16" diameter sewer pipe installation. The project includes street and sidewalk restoration including ADA ramps and pervious pavement segments. Zach was responsible for all the CEI services provided.

KEVIN WHALEN
Construction Manager

Kevin serves as a Construction Manager for T.Y. Lin International, and has 27 years of quality control engineering, construction management, and field inspection experience. Kevin has extensive experience in quality assurance material testing review of existing soil conditions for unsuitable materials, evaluation of contractor practices to determine root cause of failing material and test report evaluation.

Education
BS, Civil Engineering Technology, Southern Illinois University, Carbondale, Illinois, 1987

Certifications
Illinois Department of Transportation
QC/QA – Hot Mix Asphalt Level I, II, III
QC/QA -Portland Cement Concrete Level I, II
QC/QA– Aggregate Technician
ICORS Training
Resident Engineer Materials Training

Years of Experience
27

Years at TYLI
3

Overall Corridor Construction Management for the Elgin O'Hare Western Access and 290/53 Ramps, DuPage & Cook Counties, Illinois
Materials Coordinator for the TYLI/ V3 Companies JV team providing Overall Corridor Construction Management for the New Elgin-O'Hare Western Access Toll Highway, a ten mile corridor along the Elgin O'Hare Expressway and a six mile corridor for the new O'Hare Western Access. Kevin is responsible for approving contractor/material producers Quality Control Plans and Addendums with regards to hot mix/warm mix asphalt, portland cement concrete, soils/embankment and recycled aggregate production. He also observes on site and plant testing of materials, ensuring testing procedures are performed in accordance with specification, and reviews QC and QA test data, ensuring compliance, identifying non-conformances, and approving corrective action measures. In addition, he reviews contractor material submittals and certifications, attends weekly ISTHA Materials progress meetings, maintains quality documents on various web based data bases, and observes and verifies construction procedures for contract compliance.

Roadway and Bridge Rehabilitation, Tri-State Tollway - Cermak Road Plaza – Plaza 35 to Franklin Avenue
Materials Coordinator for this $35 million roadway and bridge rehabilitation.
TYLI provided all Phase III Construction Engineering Services for this project, with particular emphasis on the field review of the existing conditions to assure that they are accurately depicted in the Plans, and to provide attentive Construction Management services to ensure that the Contractor adheres to the scheduled Contract Completion date.

Kevin, as Material Coordinator, is responsible for coordinating the quality assurance material testing, reviewing the QC plan submitted by the Contractor, reviewing concrete and asphalt mix designs, and coordinating all required quality assurance comparison testing. For material placement, Kevin monitors plant operation, batching, mixing time, scale accuracy, stock pile condition and checking of all incoming material tickets for compliance with contract documents. Kevin evaluates all tests and compares the QA results with QC results to verify that they are within acceptable limits and verify that they meet mix design requirements. He is responsible for the final processing of all material testing reports.

Plote Construction, Inc. – Hoffman Estates, Illinois
Hot Mix Asphalt Quality Control Manager (2000-2010)
Responsible for the quality of hot mix asphalt at four facilities (1.5 to 2.0 MTY) and the processing of recycled concrete and asphalt products at various locations. Implemented Quality Control Programs ensuring specification and contract compliance; including identification of variance and administration of corrective action measures. Coordinate daily activities to include optimization of HMA production, and provide technical expertise to the estimating and marketing departments. Performed cost analysis studies on aggregate selection/usage in hot mix asphalt mixtures. Developed and reviewed SUPERPAVE mixture designs. Direct oversight and management of staff of fifteen engineers and technicians performing laboratory and field testing of aggregates and bituminous mixtures.

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

ARUN N. TAILOR

MATERIAL TESTER II, CONSTRUCTION INSPECTION
PROJECT ENGINEERING ASSOCIATE

EXPERTISE

Material Tester II, Construction Inspection, Project Engineering Associate
Geotechnical and Construction Engineering

EXPERIENCE

Mr. Tailor has broad experience as a Project Engineer in the areas of Geotechnical and Construction Engineering. He has been responsible for management, field inspection and testing to assure conformation to job specifications on numerous residential, commercial and industrial projects. Responsible for quality control inspection and testing of soils, concrete and asphalt. Experience in materials inspection at projects of various sizes. Duties include laboratory testing and inspection of soil, concrete and aggregates in accordance with ASTM and other applicable standards

Mr. Tailor has been responsible for preparing plans, specifications, construction cost estimates and contract documentation for infrastructure facilities. He has been responsible for foundation evaluations, structural design, foundation layouts, caisson inspections, and earthwork monitoring.

REPRESENTATIVE PROJECTS

City of Chicago O'Hare Modernization Program, Chicago, IL
City of Chicago Contract: 11478. Client: AECOM USA, Inc.
Materials Coordinator performs on-site as QA services include batch and field inspection for both bituminous and concrete materials, soil testing services on an as requested basis; prepare reports summarizing the results of the laboratory testing.

Wacker Drive Reconstruction (Randolph to Monroe). Chicago, IL
CDOT Project No E-9-127. Client: McHugh Construction
Material Tester perform on-site construction inspection, soil, and aggregate testing ,Caisson Inspection services on an as requested basis; prepare reports summarizing the results of the laboratory testing.

I-88 Open Road Tolling Plaza 51, I-294 Open Road Tolling, I-55 Ramp A Plaza 37
Project No. I-05-5425. Client: Parsons Brinkerhoff Construction Services (Tom Nutter)
Materials Coordinator performs on-site as QA services include batch and field inspection for both bituminous and concrete materials, soil testing services on an as requested basis; prepare reports summarizing the results of the laboratory testing.

I-88 Reconstruction and Widening, Oak Brook Terrace IL
ISTHA Project I-05-5425, Client: Alfred Benesch
Materials Coordinator performs on-site as QA services include soil, concrete, asphalt and aggregate testing; prepare documentation of materials and quantities; prepare reports summarizing the results of the laboratory testing. I-MIRS submitted data for Tollway.

I-294 Widening: Dempster Street to Touhy Street, Cook County, IL
Project No. RR-02-5116. Client: Lorig Construction
Materials Coordinator performs on-site as QA services include batch and field inspection for compaction control of backfilled, soil and aggregate base course testing services on an as requested basis; prepare reports summarizing the results of the laboratory testing.

I-294 95th street to 159th street Advance Work, Cook County, IL
Project No. I-06-8967, I-06-8970, I-8973, I-06-8976. Client: Walsh Construction Company.
Project Quality Manager for Walsh, QC Manager services Include scheduling for inspector, Co-ordination with Client & Subcontractor , attending tollway weekly progress meeting, create RFI, submittal , NCR's ,I-MIRS input (Aggregate, Asphalt & Concrete), complete tollway forms ,prepare inspector daily reports, submit document through Proliance .

CONSTRUCTION ENGINEERING SERVICES FOR THE CENTRAL BUSINESS DISTRICT MULTI-USE PATH

Lake Forest, Illinois

Owner
The City of Lake Forest
Dan Martin
Superintendent of Public Works
800 Field Drive
Lake Forest, IL 60045
(847) 810-3561

Start Date
June 2014

Completion Date
July 2015

Engineering Fee
$76,928

Estimated Engineering Fee
$120,000

Project Principal
Heather Gaffney, S.E., P.E.

QA/QC Manager
Donald Jakesch, P.E.

Project Manager
Daniel B. Drew, P.E.

Resident Engineer
Evangelos Giorgas

Design Liaison
Dan Schmit, P.E.

The construction of this 0.5 mile Central Business District Multi-Use Path will close a critical gap in the Robert McClory Bike Path, a 26.5 mile path in Lake County Illinois. The Robert McClory Bike Path begins in Highland Park, Illinois and extends north into Wisconsin, where it continues on as the Kenosha County Bike Path. This major bikeway is also part of the Illinois Department of Natural Resources' Grand Illinois Trail.

The new multi-use path will provide a key connection to the Lake Forest Metra Station which is a major hub in the City and region from a transit perspective as well as a central location for community groups, jogging and bicycling clubs and community events.

The proposed shared use path will improve safety by separating the path users from automobile traffic within the Metra Station parking lot which will reduce potential conflicts. Relocating the path from within the parking lots will improve the visibility of path users crossing Deerpath Road and Westminster Avenue. The implementation of the path will improve the quality of these roadway crossings making use of traffic controls already in place and familiar to drivers. Additionally, Lake Forest High School (0.6 miles away) students use the City parking facilities located along the path, the separation of the shared use path from the parking lots will greatly improve safety for students walking to school from the parking lot.

Our construction engineering team included key personnel from the design phases to ensure a seamless transition to ensure the project was constructed in accordance with the Contract Documents while conforming to the IDOT construction procedures. The construction engineering team brought key design insight and knowledge of private utility relocation that occurred prior to construction.

As resident engineer, TYLI documented the quality and progress of the Contractor's work including performing pay item calculations, preparation of pay estimates and material inspections. Active coordination with the City of Lake Forest was required to provide progress updates, budget status and to manage impacts to the surrounding business and residential community. The combination of our design and construction expertise is a great example of how TYLI offered the City of Lake Forest our full service capabilities.

CONSTRUCTION ENGINEERING SERVICES FOR ILLINOIS ROUTE 22 AND THE SHARED USE PATH ALONG IL 22

Bannockburn, Illinois

Owner
Illinois Department of Transportation
Anne Berube
201 West Center Court
Schaumburg, IL 60196
(847) 705-4260

Start Date
June 2010

Completion Date
August 2012

Engineering Fee
$2,000,000 (Entire IL 22 Project)

Subconsultant
Geo Services

Project Principal
Heather Gaffney, S.E., P.E.

QA/QC Manager
Joyce Barnes

Project Manager
Bruce Bushnell, P.E.

Project Engineer
Colby Schulz

Liaison Engineer
Gordon Snyder, P.E.

Materials Coordinator
Kayed Alkhdour

TYLI was selected by the Illinois Department of Transportation (IDOT) to provide Construction Engineering Services for the reconstruction and widening of Illinois Route 22 from Interstate 94 to US Route 41, in Lake County Illinois. Engineering services included on-site inspection; review layout of contract, including design changes; on-site quality assurance material testing; material acceptance; coordinating with communities businesses, and local municipalities; contract administration, including pay estimates, contract authorizations, and extra work documentation; and schedule monitoring.

The project was separated into two construction contracts. The first contract in 2010 consisted of removing trees, brush and fences as designated on contract plans. The second contract was the roadway portion of the project that included reconstructing approximately 1.2 miles Illinois 22 in the Village of Bannockburn from a two lane section into a four lane divided section with left turns lanes from Interstate 94 to east of Illinois 43. The new roadway was constructed with PCC jointed pavement which included the intersection at Illinois 22 and Illinois 43. This portion of the project also included construction of an HMA 10-foot wide Shared Use Path from I-294 to Illinois 43. Adjacent to the intersection of Illinois 22 and Illinois 43was a CP RR/ Metra railroad crossing that was reconstructed by Metra forces and required close coordination with CP RR/Metra to assure the crossing gates for both the traffic lanes and the Shared Use Path as well as the new combination railroad crossing signal and traffic signal bridge were all in accordance with railroad regulations. In addition to the roadway, a new drainage system and traffic signals were installed with interconnects to other signals.

The eastern 1.5 mile portion of the project was in the City of Highland Park and required milling the existing roadway, widened pavement with bituminous, installation of drainage structures, traffic signals replacement, curb and gutter installation and new bituminous binder and surface courses. Portions of this segment also included a HMA 10-foot wide Shared Use Path where right of way allowed and a PCC Sidewalk in other areas. The entire project received landscaping with a rain gardens installed on the southeast portion of the project.

CONSTRUCTION ENGINEERING SERVICES FOR THE NAVY PIER FLYOVER LAKEFRONT TRAIL IMPROVEMENT

Chicago, Illinois

Owner
Chicago Department of Transportation
Dan Burke, P.E., S.E.
30 N. LaSalle Street
Chicago, IL 60602
(312) 744-1200

Start Date
December 2013

Completion Date
Ongoing

Engineering Fee
$4,455,000

Construction Cost
$50,000,000

Project Principal
Heather Gaffney, S.E., P.E.

QA/QC Manager
Keith Lodding, P.E.

Project Manager
Bruce Bushnell, P.E.

Resident Engineer
Daniel Anderson, P.E.

Assistant Resident Engineer
Jeff Neumann, P.E.

Field Engineers:
Vincent Rollins, P.E.

TYLI was selected by the Chicago Department of Transportation (CDOT) to provide professional construction engineering services for the Navy Pier Flyover Lakefront Trail Improvements from North Chicago River Bridge to Jane Addams Park in the City of Chicago. As Navy Pier approaches its 100th anniversary in 2016, CDOT seeks to make this area a modern, appealing and sustainable attraction for all to enjoy by undertaking the construction of the Lakefront Trail Improvements "Navy Pier Flyover" project. The trail is to be constructed in three (3) phases with the first two phases extending from the north end of Jane Addams Park to the north end of the Chicago River Bridge, and the third phase, which will span the Chicago River, connecting the existing trail on the south side and the new "flyover" path on the north side.

The scope of the Navy Pier Flyover project includes constructing an elevated lakefront path through a heavily congested lakefront area that will be utilized to provide safe passage for bikers, joggers, roller-bladers and the general public. The trail will rise from the north end of Jane Addams Park onto a newly constructed single column structure running through Jane Addams Park, adjacent to Lake Shore Drive, and over the Grand Avenue intersection. The structure will wind over Grand Avenue and attach to upper Lake Shore Drive, cantilevering off the east side of the existing structure. The structure will span Illinois Street and will intersect with the newly constructed Navy Pier ramp near the Ogden Slip. From this point, the trail will run adjacent to the mid-level Lake Shore Drive through DuSable Park with the final phase crossing the Chicago River and connecting to the existing trail on the south end.

The project includes constructing a single column steel structure; modifying existing Lake Shore Drive and the Chicago River Bascule structure to accommodate the new trail; and constructing new ramps, approaches, retaining walls, stairs, drainage improvements, ADA compliant connection points along the route to existing parks, and public streets. Landscape and architectural elements will be included to fulfill the project's stated intention and provide a complete experience. The project includes the removal and disposal of any special or radioactive waste that is encountered during this project. The United States Environmental Protection Agency (USEPA) identified the DuSable Park area as having the potential for thorium contamination.

CITYWIDE CONSTRUCTION ENGINEERING SERVICES
Chicago, Illinois

Owner
Chicago Department
of Transportation
John Sadler, P.E.
Project Manager
30 N LaSalle St., Ste 400
Chicago, Illinois 60602
(312) 744-0488

Start Date
2005

Completion Date
Ongoing

Engineering Fee
$11,000,000

Construction Cost
$55,000,000/yr

Project Principal:
Heather Gaffney, S.E., P.E.

Project Manager:
Bruce Bushnell, P.E.

Field Engineers:
Zachary Jaydos, E.I.
Chris Gottlieb, P.E.
Xavier Alarcon, E.I.
Cary Chan, P.E.

TYLI was selected in 2005 by the CDOT to be one of three firms to lead the Citywide Construction Engineering Services contract. This contract requires construction management for work consisting of various streets and alley resurfacing, speed hump installation, sidewalk replacement and curb and gutter replacement projects that were constructed by City labor forces called In-House Construction. One primary program that is serviced under this contract is the City of Chicago Aldermanic Menu Program, which allocates a budget to Alderman for infrastructure priorities within their respective wards. Other City work that is serviced under this contract, for which TYLI provides construction expertise, include ADA compliance, 311 repairs, vault reconstruction, speed hump installation and pot hole patching, as requested by CDOT engineering.

ADA Ramp Compliance
The ADA compliance program was developed to address a federal government directive. TYLI was able to develop and deploy an experienced team of individuals to assist the City's In-House Construction forces in constructing ADA compliant passing ramps.TYLI developed a Program Manual that identified in detail the CDOT mandated tasks, flow charts identifying the procedures necessary to achieve the tasks, prepared flow charts detailing the process for each specific type of project, described in detail individual staff responsibilities & expectations, examples of all individual project documentation required for project completion and current ADA Standards & references to the City's web site to check for updates.

TYLI also prepared a Training Manual & Power Point Presentation to educate staff as well as the City's In-House Construction forces as to what is a compliant ADA ramp. The success of this effort was realized by the fact that the City In-House forces were able to achieve a higher percentage of passing ADA compliant ramps than other City agencies and private contractors.

ADA Ramp Design
TYLI also coordinated detailed surveys and prepared designs to accommodate non Standard ADA compliant ramps for submittal to the City's QA program consultant for review and approval. Upon receipt of approval for these designs, a field engineer was provided for construction assistance and the designs were implemented in the field by In–House Construction forces.

United City of Yorkville ILLINOIS

United City of Yorkville

Statement of Qualifications for Phase III Engineering Services for the Kennedy Road Shared Use Path Project

Continuity • Collaboration • Commitment

TROTTER and ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
St. Charles, IL • Fox Lake, IL
630.587.0470 • www.trotter-inc.com

July 1, 2016

Boots signify who we are. To do our work, we need boots. Often, wingtips or penny loafers won't do. We may do much of our work in an office, but this isn't where our work really gets done. Our work gets done in the down and dirty environments where most engineers would rather not go. Roadside ditches, pump stations, wastewater plants.

Our boot prints are all over these places. It's because we were there yesterday. We're there today, and we'll be there tomorrow. Ensuring that our designs work in the real world. Ensuring that our clients are satisfied, and ensuring that any work that leaves our building is worthy of bearing the Trotter seal of approval.

TROTTER and ASSOCIATES, INC.
ENGINEERS AND SURVEYORS

July 1, 2016

United City of Yorkville
Attn: Eric Dhuse
Director of Public Works
800 Game Farm Road
Yorkville, IL 60560

Re: Engineering Qualifications
Phase III Engineering Services

Dear Mr. Dhuse,

Trotter and Associates, Inc. (TAI) is currently assisting the City with the completion of the Whispering Meadows Subdivision Improvements and appreciate this opportunity to present our team's qualifications for the proposed Kennedy Road Shared Use Project. We have prepared a Statement of Qualifications including background/information on TAI, detailed project approach, similar project experience, resumes of Trotter and Associates' staff and our geotechnical and material testing subconsultant (SEECO Consultants, Inc.).

Trotter and Associates, Inc. is a local municipal engineering firm with a reputation for consistently providing outstanding services to a variety of governmental agencies. We have assembled a hand-picked team of professionals that sincerely care about our client's needs and goals. We have a long list of satisfied clients that will attest to the commitment, integrity and quality of our firm's performance. For this project, TAI has selected myself, Steve Cieslica, P.E. to serve as the project manager/resident engineer with Phil Kazimier (resident technician) and John Cashman overseeing and managing the contractor during construction. Phil has over 30 years of experience constructing infrastructure projects following IDOT documentation policies and procedures, including projects in IDOT District 3. Our team is well versed in ICORS and we utilize our experience to pro-actively address/resolve issues so they do not result in additional problems.

In closing, we are looking forward to this opportunity to further develop our firm's relationship with the United City of Yorkville. If you should have any questions or require any additional information, please contact me directly at s.cieslica@trotter-inc.com or at my cell phone at (630) 364-9464.

Sincerely,
Trotter and Associates, Inc.

Steve Cieslica

Steve Cieslica, P.E.
Vice President

CC: Bart Olson

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INTRODUCTION

TROTTER
and
ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
Experienced Professionals - Better Solutions
630-587-0470
www.Trotter-inc.com

INTRODUCTION TO TAI, INC.

Trotter and Associates, Inc. (TAI) is a full service civil engineering firm that specializes in water and wastewater engineering. We have developed a team of professionals that are experienced, proficient and dedicated to a common cause – the satisfaction of our clients. The team is focused on developing strong client/consultant relationships and strives to earn each client's confidence, respect, and trust through exceptional service.

TAI has completed projects for **more than 70 municipalities and other local units of government** throughout northern Illinois. TAI staff's technical expertise has earned our client's confidence to address their immediate challenges and our strategic vision has earned their trust by providing solutions that support the community's long term goals. Trotter and Associates' team provides planning, design, and **construction phase services** for municipal water, wastewater, **transportation**, utility infrastructure, survey, and GIS projects.

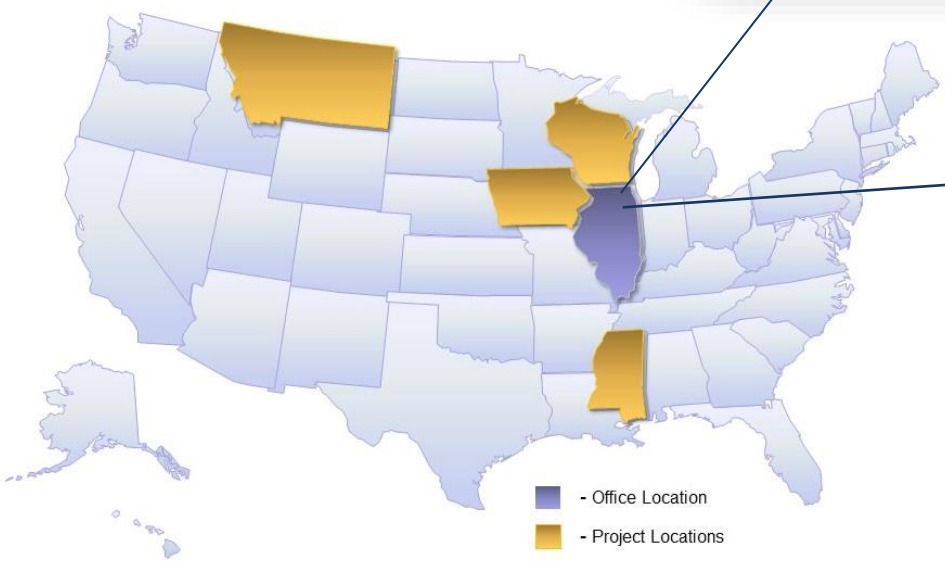
Trotter and Associates, Inc.'s corporate office is located in St. Charles at the intersection of Illinois Route 64 and Burlington Road. This key location was selected based on its easy access to a number of major routes, which enables our staff to provide clients with outstanding service, readily available with minimal travel time. The firm's client base has continually grown over the past seventeen years. In 2011, TAI opened its Fox Lake office.

St. Charles Office

Trotter & Associates, Inc.
40W201 Wasco Road, Suite D
St. Charles, IL 60175

Fox Lake Office

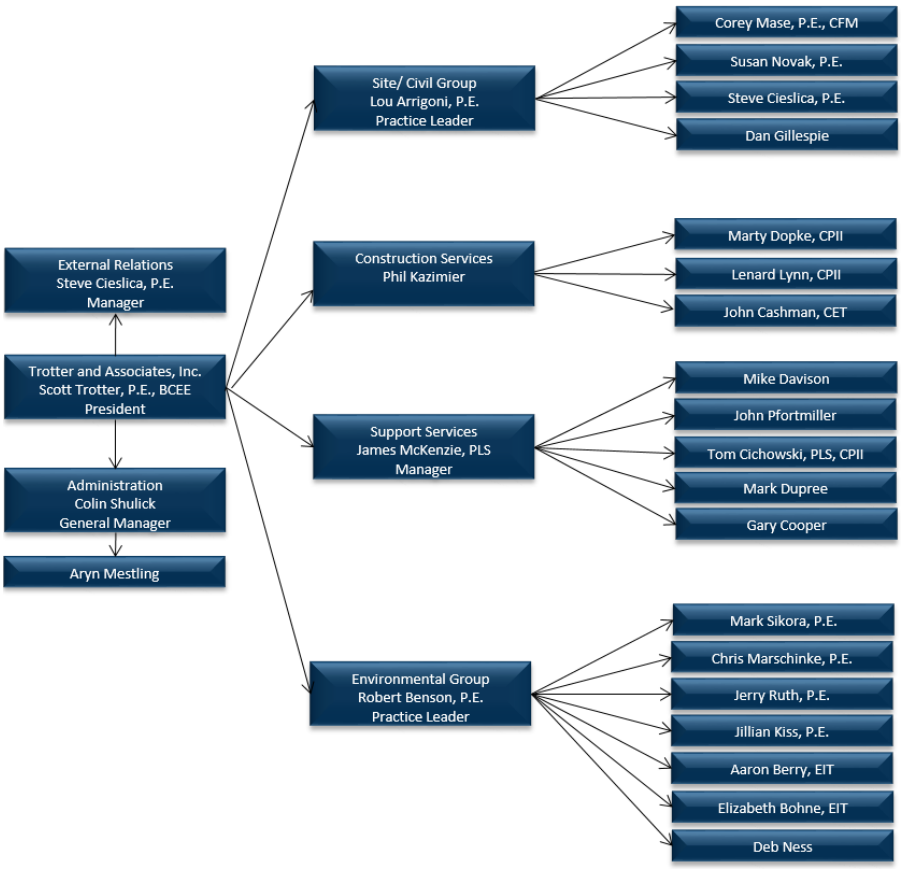
Trotter & Associates, Inc.
38 W. Grand Avenue, Suite 300
Fox Lake, IL 60020



Firm Structure

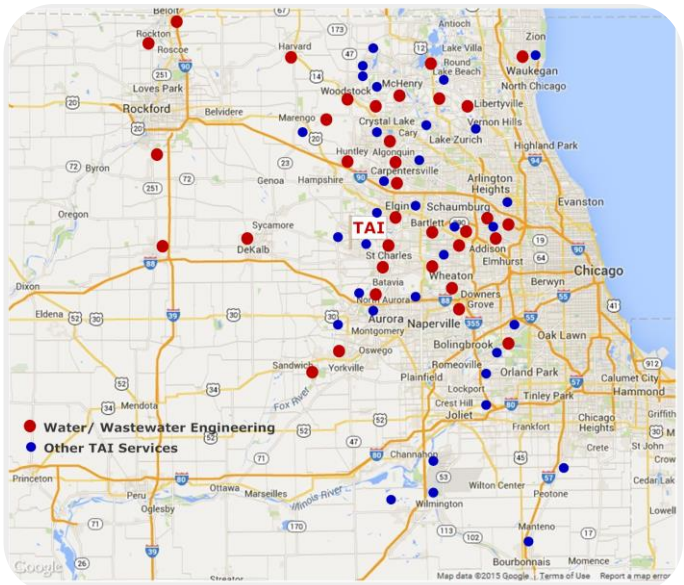
TAI is structured to meet the growing needs of our municipal clients. TAI's principals have hand-picked each member of the team based on their skills, experience, and expertise and how those attributes are able to further assist our clients in achieving their goals.

With over 28 professionals, TAI's staff includes more than 11 licensed professional engineers, two professional land surveyors, and one geographical information system professional (GISP). The graphic to the right illustrates the corporate structure.



TAI Client Base

Trotter and Associates, Inc. is a municipal engineering firm dedicated to finding solutions that best serve the public interest. Trotter and Associates, Inc. began as a firm with only two clients - St. Charles and Batavia, Illinois. Since those modest beginnings, the number of municipalities that seek TAI's expertise has increased dramatically. The majority of this growth has been through referrals from our existing clients. TAI's clients know that our professionals not only possess the technical expertise to address their immediate needs, but can also see the bigger picture and develop solutions that are consistent with the community's long term goals.

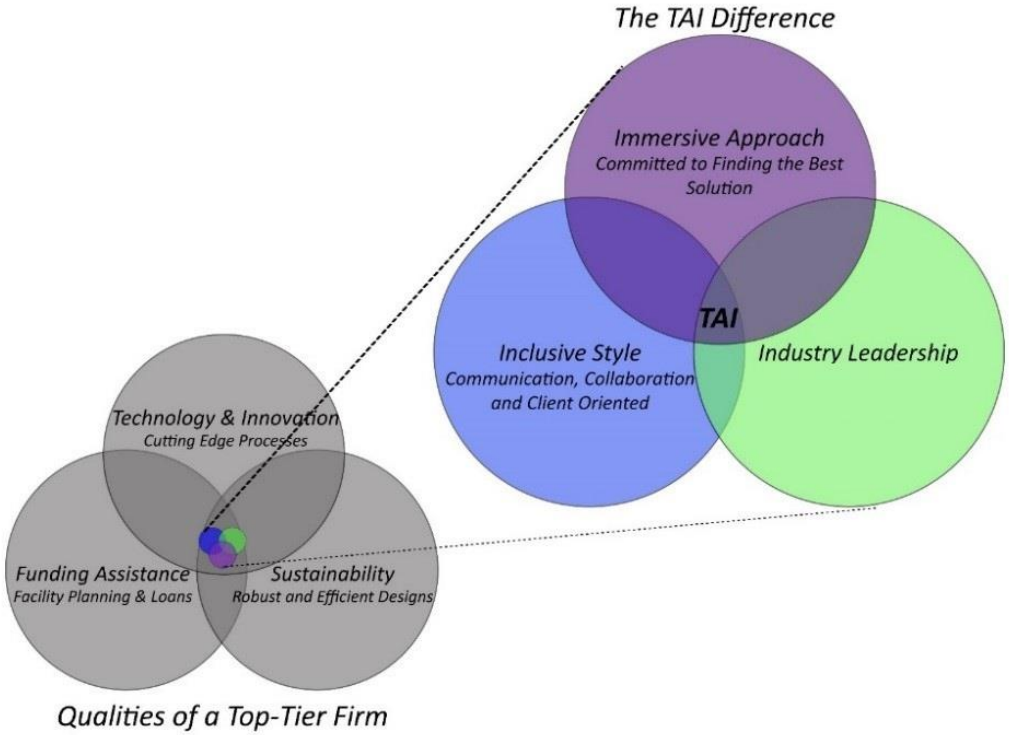


TAI has completed over $40 Million in engineering services over the last seventeen years, of which over $35 Million was provided to public sector clients. TAI's private sector work is completed for private utilities and rail companies such as Illinois American Water and the CN and Union Pacific Railroads. TAI does not work for private real estate development companies, to avoid even the perception of a conflict of interest with our public sector clients.

What Differentiates TAI's Professionals?

Our team of dedicated professionals:

- Has practical experience in planning, design, and construction of municipal infrastructure
- Are actively involved in shaping the water quality industry
- Possesses expertise with both emerging and proven technologies
- Collaborates with and educates our clients resulting in informed decisions
- Identifies and incorporates the strengths of the existing infrastructure
- Produces highly detailed plans and specifications
- Maintains continuity from concept through construction



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IDOT PRE-QUALIFICATIONS

TROTTER
ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
Experienced Professionals - Better Solutions

IDOT PRE-QUALIFICATIONS

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 24, 2015

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Colin Shulick
TROTTER AND ASSOCIATES, INC.
40W201 Wasco Road
Suite D
Saint Charles, IL 60175

Dear Colin Shulick,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending Dec 31, 2014. Your firm's total annual transportation fee capacity will be $9,600,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 155.75% are approved on a provisional basis. The actual rate used in agreement negotiations may be determined by our Office of Quality Compliance and Review in a pre-award audit.

Your firm is required to submit an amended SEFC through the Engineering Prequalification & Agreement System (EPAS) to this office to show any additions or deletions of your licensed professional staff or any other key personnel that would affect your firm's prequalification in a particular category. Changes must be submitted within 15 calendar days of the change and be submitted through the Engineering Prequalification and Agreement System (EPAS).

Your firm is prequalified until December 31, 2015. You will be given an additional six months from this date to submit the applicable portions of the "Statement of Experience and Financial Condition" (SEFC) to remain prequalified.

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

SEFC PREQUALIFICATIONS FOR TROTTER AND ASSOCIATES, INC.

CATEGORY	STATUS
Highways - Roads and Streets	X
Special Services - Construction Inspection	X
Special Services - Surveying	X

X	PREQUALIFIED
A	NOT PREQUALIFIED, REVIEW THE COMMENTS UNDER CATEGORY VIEW FOR DETAILS IN EPAS.
S	PREQUALIFIED, BUT WILL NOT ACCEPT STATEMENTS OF INTEREST

PROJECT APPROACH

PROJECT UNDERSTANDING

The United City of Yorkville has requested the assistance of a professional engineering firm to provide Phase III Construction Observation Engineering services for the Kennedy Road Shared Use Path Project. The project is located along Kennedy Road from IL Route 47 to the Steven G. Bridge Park. The proposed path is estimated to be 16,100 feet in length and 8-10 feet wide.

The project is estimated to be completed in forty-five (45) working days. Adjustments to fire hydrants, streetlights and storm sewers are limited, so no delays are anticipated with this work. However, the shared use path crosses the BNSF Railroad and ComEd right-of-way, so extra coordination may be required with these project stakeholders.

PROJECT APPROACH

Every construction project varies based upon the engineering plans and specifications, personnel involved, and the existing conditions of the site. Trotter and Associates understands the importance of the ability to create a "team" with the client, contractor, utility companies, railroad and other project participants in each construction project that we undertake. This team approach creates a unified vision, allowing the project to be completed efficiently and on schedule. At the same time, we realize that with each construction project there are unique problems and challenges for the team to overcome.

Although the Kennedy Road Shared Use Path project is not complex to construct, it can easily be delayed by difficulties scheduling and completing the railroad right-of-way work and weather. If the project is not completed in a timely fashion and traffic control is not properly maintained, staff time will be consumed responding to complaints.

After conducting a field review of the site, TAI anticipates that key issues will be:

1) **Proper Traffic Control on Kennedy Road**

- The construction engineer will monitor the Kennedy Road traffic flow and help direct the contractor on to best prepare for ingress and egress the project site to minimize the impact on the traveling public.

2) **Maintenance of traffic control and clean job site.**

- TAI will closely monitor the traffic control as required and work with the contractors on site to maintain a clean, orderly job site without material stockpiles located throughout the right-of-way. Properly maintained traffic control and a clean and orderly site reduces complaints and the potential for accidents.

3) **Public Involvement**

- TAI is a local firm and has relationships with the City staff and the local community. We understand the importance of providing accurate and timely information to the project stakeholders. Whether it is meeting with IDOT, residents, the railroad or City staff, TAI has existing relationships that assist in building the project team and getting the commitment to complete work on schedule.

- TAI proposes to prepare/distribute flyers at the start of the project to notify the residents and businesses along the project corridor. In addition we will provide weekly construction updates to be posted on the City's "Construction Projects" website until the project is completed.

4) **Railroad Right-of-Way Work**
   - Railroads can be very difficult to schedule work inside their right-of-way. Right-of-entry permits are required as well as safety training for any personnel working in the right-of-way. TAI surveying and construction staff have been E-Rail certified and have experience working in railroad right-of-way. The resident engineer will continuously follow up with the BNSF Railroad to schedule the construction of the shared use path across the tracks in a timely fashion so the project completion is not delayed.

PRECONSTRUCTION CONFERENCE

IDOT will lead a preconstruction meeting with the general contractor, design engineer, and other project stakeholders such as the BNSF Railroad, utility companies (Nicor/ATT, etc) and the United City of Yorkville. The meeting agenda will be prepared and administered by IDOT.

CONSTRUCTION STAKING AND LAYOUT

Since Construction Layout is not listed as a pay item in the pre-final engineering plans, TAI's surveyors will coordinate with the contractor to furnish and place construction layout stakes per the approved plans. TAI will obtain survey control points and benchmark information from the design engineer. Our surveyors will set all right-of-way stakes/markers and take all cross sections from which various pay items will be measured. They will make random checks of the contractor's work to verify it is proceeding in conformance with the approved plans.

CONSTRUCTION OBSERVATION

TAI will assign one (1) full-time construction engineer who will be on the site to observe the contractor's work and materials for conformance with the approved engineering plans, specifications and contract documents. The construction engineers will keep IDOT and the United City of Yorkville representative informed of the contractor's progress and shall endeavor to guard against deficiencies in the work. Additionally the construction engineer will inspect the project's traffic control twice daily and erosion control measures as required. The construction engineer will document the quality and progress of the contractor's work by preparing Inspector's Daily Report (IDR's) and maintaining a project field book that will contain all measurements and sketches used to justify the quantities in the IDR's. The field book will also contain surveying records, layout checks, and depth checks, etc. In addition, digital construction photographs will be taken throughout construction activities and a weekly progress report (generated by ICORS) will be submitted to the United City of Yorkville, IDOT and the general contractor documenting when working days were charged and how many working days are remaining.

PROJECT ADMINISTRATION AND COORDINATION

Project administration and coordination services are contained in this scope of work. Attendance at weekly progress meetings and the preparation/distribution of meeting minutes is included as part of these services along

with communicating with project stakeholders regarding construction activities and the contractor's schedule. These services also include time for contract administration and supervision of project personnel (including subconsultants) by TAI. Our staff is experienced and fluently uses ICORS to complete the project documentation per IDOT/FHWA requirements. Additionally the construction engineer will utilize the ICORS system to prepare and maintain the following documents/files: monthly pay contractor estimates, change orders, weekly progress reports, project diary, quantity books, progress meeting minutes, material testing logs, and project documentation files. Time spent preparing "Construction"website updates would be included in project administration and coordination services.

MATERIAL TESTING

SEECO Consultants will provide material testing, geotechnical and quality control services in accordance with the IDOT policies and procedures. This allows TAI to verify that the proper materials and the contractor's work is in accordance with the project specifications. The construction engineer will gather/review all pertinent material testing and quality control documentation prior to recommending payment for the work. SEECO will provide the following services during the construction of the improvements:

- Geotechnical Field Tests
- Bituminous Material Density Testing
- Portland Cement Concrete Material Testing
- Monitor special waste testing and disposal (if required)

PROJECT CLOSEOUT AND RECORD DRAWINGS

Once the work is substantially completed, TAI will schedule/conduct a field review of the improvements with the contractor, the United City of Yorkville staff and IDOT in order to prepare a list (punchlist) of uncompleted or deficient items of work requiring completion or correction by the contractor. Once all material documentation certifications is approved by IDOT, TAI will prepare and submit the final pay estimate for the release of the remaining retention funds. At this time TAI will submit record drawings along with electronic copies of the drawings to United City of Yorkville for their final records.

TAI has been providing the record drawings in GIS format so our clients GIS system can be immediately updated.

At this time TAI staff will assemble all project documentation into a job box for storage and for future information if requested.

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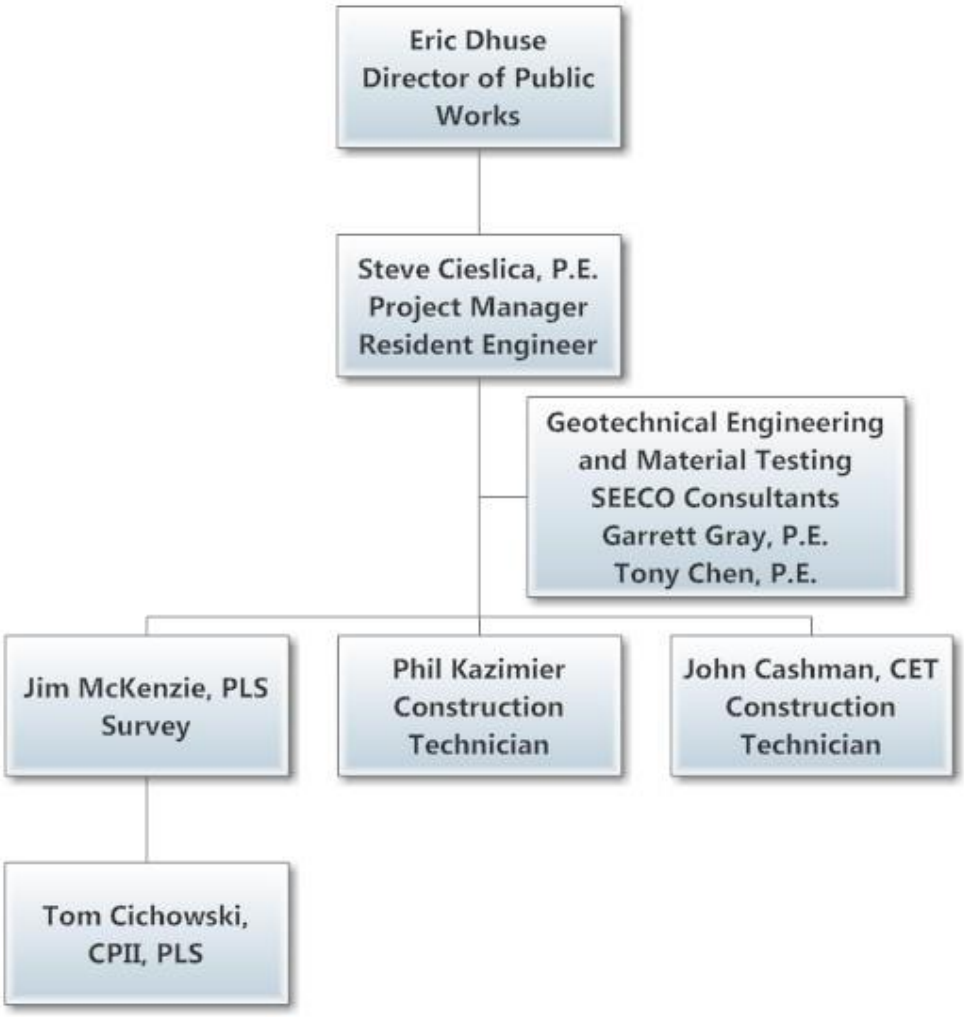
PROJECT TEAM

ORGANIZATIONAL CHART

The TAI project team for your Phase III Engineering Services is shown on the organizational chart below.

United City of Yorkville
Phase III Engineering Services
Kennedy Road Shared Use Path Project
Project Team



TAI proposes Steve Cieslica to serve as the Project Manager and Resident Engineer for the Kennedy Road Shared Use Path Project. Steve will be the United City of Yorkville's primary contact. The construction team will include Phil Kazimier and John Cashman. Jim McKenzie will lead the surveying team and Tom Cichowski will assist when needed. Garrett Gray and Tony Chen from SEECO Consultants will provide material testing, geotechnical and quality control services.

Steve Cieslica, P.E.

Qualifications
Mr. Steve Cieslica is a professional engineer with over 20 years of experience working as both a contractor and a consulting engineer on municipal improvement projects. In addition, he has experience with completing/managing site & subdivision improvement projects for multiple municipalities. Mr. Cieslica has specialized in evaluating local roads and preparing MFT maintenance improvement projects for several municipalities and township road districts in Northern Illinois. Currently serving as the City Engineer for North Chicago and Village Engineer for Union.

Education
B.S., Civil Engineering, Montana State University

Registration
Professional Engineer, P.E., IL

Certifications
Documentation of Contract Quantities
Bridge Construction Inspection
Motor Fuel Tax Auditing and Accounting
ICORS Documentation
MUTCD Training

Memberships
American Public Works Association-
Fox Valley Chapter President
American Water Works Association

Development Review/Transportation Projects

- City of Elgin – Collector Street Resurfacing
- City of Elgin- Waterford Subdivision Improvements / Completion Assistance
- Village of Sugar Grove – Settlers Ridge Subdivision Improvements / Completion Assistance
- Union MFT Road Program (2010-2013)
- Nunda Township – Road Program (2011-2012)
- Grafton Township – MFT/DCEO Road Program (2012-2013)
- Campton Hills – Campton Hills Drive LAFO (design/construction)
- Campton Hills – Old LaFox Road LAFO (design/construction)
- North Chicago 2015/2016 Watermain & MFT Improvements
- Carpentersville – Main Street Bridge Reconstruction
- Carpentersville - Old Town Section One Reconstruction Project
- Huntley - Illinois Route 47 Improvements
- Lake in the Hills – LAPP Improvements (Oak & Frank Road)
- Lake in the Hills – Reed Road Reconstruction Improvements
- Lake in the Hills – Miller Road Reconstruction Improvements
- Lake in the Hills – Crystal Lake Road Improvements
- McHenry Township – McCullom Lake Road Realignment
- McHenry – Rt. 31 & McCullom Lake Road Intersection Improvements
- McHenry – Crystal Lake Road Signal Improvements
- McHenry – Ridge & Bull Valley Intersection Improvements
- Antioch- Clublands Subdivision Improvements/Completion Assistance
- Carpentersville – Madison Commercial Subdivision
- Carpentersville - Prairie Meadows Commercial Subdivision
- Carpentersville – EDCO Commercial Subdivision
- Lake in the Hills - Meadowbrook Subdivision Improvements
- McHenry – Oaks of Irish Prairie Subdivision Improvements
- McHenry – Patriot Estates Subdivision Improvements
- McHenry – Evergreen Park Subdivision Improvements
- McHenry – Legend Lakes Subdivision Improvements/ Completion Assistance
- Mundelein – Hickory Woods Subdivision Improvements

Philip R. Kazimier

Qualifications
Phil Kazimier has over 33 years of experience in the Civil Engineering field, specializing in Construction Management and Observation of Federal Aid, Urban, MFT and Non-MFT projects. Phil has provided design engineering services for the reconstruction of highways, county roadways, and municipal streets. While providing these services, he prepared cost estimates, specifications, construction staging, construction analysis and design, and IDOT documentation.

Education
Associates Degree, Morrison Institute of Technology

Registration
National Institution of Certified Engineering Technicians

Certifications
Documentation of Contract Quantities: 09-0060
ICORS Certified
IDOT – Construction Material Inspection Documentation

Multiple Kane County Intersections, Kane County, IL
Construction observation on projects including Randall/Bricher, Randall/Williamsburg, Randall/Mill, Randall/Fabyan, Fabyan/Viking, Randall/Christina, Randall/Glen Eagle, Rand/38, Randall/Red Haw, Randall/Huntley, 7th Street/IL 64 traffic signals and interconnect. All of these projects include the construction of traffic signals with interconnect systems as well as emergency vehicle pre-emption systems. The projects required coordination with IDOT, municipalities, and the County of Kane.

Bolcum Rd. Bridge over Otter Creek, Ph. III, Kane County, IL
Phil served as the Construction Project Manager on this project involving the replacement of a 3-span continuous slab bridge in St. Charles Township. Responsible for oversight of construction observation and inspection services including utility work coordination, pay estimates, change orders and project closeout in accordance with IDOT procedures.

Silver Glen Mid-County Trail Bridge, St. Charles, IL
Phil served as the Construction Project Manager for the Phase III engineering services for this bicycle/pedestrian bridge on Silver Glen Road over Randall Road in St. Charles. The entire structure is approximately 950' in length, including a 175' plate girder main span over Randall Road. Other bridge units will be multiple span steel beam bridges. One unit employs curved beams on a reverse curvature alignment. The bridge alignment located on the north side of Silver Glen Road connects the Randall Road bike path on the southwest corner of the intersection to the Fox River Trail at the northwest corner.

Fox River Trail Bridge and Bicycle Path, Aurora, IL
Phil served as the Construction Manager on this project which consists of 2,260 feet of new pedestrian pathway and a four-span pedestrian bridge, the spans ranged in length of 40 feet to 175 feet, over the Fox River in Aurora Illinois. Project elements include a mechanically stabilized earth (MSE) retaining wall, a reinforced concrete retaining wall, modification of the existing North Avenue Bridge railing, storm sewers, pavement markings for a crosswalk and site restoration. Responsible for oversight of construction observation and inspection services including utility work coordination, pay estimates, change orders and project closeout in accordance with IDOT procedures.

John Cashman, CET, ENV-SP

Qualifications
Mr. Cashman offers two decades of experience in construction engineering and management, construction material testing, and geotechnical engineering. During this time he has played a key role in a spectrum of transportation, drainage, water distribution, wastewater treatment, site development, and building construction projects.

Education
Western Illinois University, Interdisciplinary Studies, Bachelor of Science

Professional Certifications
IDOT Documentation of Contract Quantities #15-0585
IDOT S33 Soils Filed Testing & Inspection
IDOT Materials Inspection Documentation
IDOT ICORS Training
IDOT/APWA Resident Engineer's Training
IDOT Small Drainage Structure Inspection
IDOT Survey I & II
IDOT Pavement Maintenance
IDOT MFT Accounting Principals
IDOT Hot Mix Asphalt Level I Technician
IDOT PCC Level I Technician
IDOT Mixture Aggregate Technician
IDOT Nuclear Density Testing
IDOT-ADA/PROWAG
NICET-Underground Construction Technology-Sewer & Water Lines
NICET Transportation Engineering Technology-Highway Construction Inspection
NICET Transportation Engineering Technology-Highway Materials
NICET Construction Materials Testing-
NICET Geotechnical Engineering Technology
ACI Concrete Field Testing Technician
Troxler Nuclear Gauge Operator

City of Berwyn – Gunderson and Windsor Watermain Improvements
Constructability Review and Construction Manager. Completed construction observation for the City of Berwyn watermain replacement at Gunderson Avenue and Windsor Avenue in the City's downtown Depot District area.
The 6-inch watermain was upsized to a 12-inch and lowered an additional 12-inches to run below all other existing utilities in anticipation of future Depot District watermain work.
Work included side street connections, new hydrant, curb and gutter replacement, and resurfacing of the roadway. Coordination with the City's fire station located at the southeast corner of the intersection was vital to the completion of the project.

Oak Park, Berwyn, Cicero - Roosevelt Road Streetscape
Resident Construction Engineer. Construction engineering and contract administration for a multi agency transportation project comprised of 1.5 miles of curb and sidewalks, driveway reconstruction, 4,700 feet of storm sewer, variable HMA pavement milling and resurfacing, streetlight removal and replacement, temporary traffic signals, and installation of streetscape amenities. Services during construction included coordination with an active business culture and multiple agencies. Contract was administrated under IDOT Standard Specifications for Road & Bridge Construction using ICORS. The communities of Oak Park, Berwyn, and Cicero signed an intergovernmental agreement allowing them to work together to revitalize the Roosevelt Road Corridor from Harlem Avenue on the west to Austin Boulevard on the east. The Illinois Department of Transportation (IDOT) is also a major component of the project as Roosevelt Road is also State Route 38.

Oak Park - 2014 Green Alley Improvements
Construction Engineer for nine alleys throughout the community under the IGIG grant (Illinois Green Infrastructure Grant). The design employs BMP's which include permeable pavers, dry wells, and infiltration monitoring. Responsible in Charge for construction engineering, construction inspection, and contract administration for the project.

Oak Park – Ridgeland Commons
Performed construction observation and documentation for the site development of a multi-function sports facility which included an artificial turf field and swimming pool.

James McKenzie, PLS

Qualifications
Since joining Trotter and Associates, Inc. Mr. McKenzie has served as the Director of Land Surveying. With a degree specializing in land surveying, he has extensive experience in surveying, cadastral surveys, route surveys, environmental surveys and construction layout for commercial, industrial, residential and roadways
Mr. McKenzie has successfully managed and surveyed countless high profile projects with challenging deadlines and has an approach that focuses on hard work through planning, communication and teamwork.

Education
Bachelor of Science, Engineering and Technology,
Southern Illinois University-Carbondale (1986)
Associate of Arts and Sciences, Pre-Engineering,
Waubonsee Community College (1984)

Professional Registrations
Licensed Professional Surveyor, Illinois No. 035-003247 (1998)

DuPage County: Design and grade separation surveys, Plat of Highways, right-of-way surveys.

Kane County DOT: Phase III construction survey of County Highway 10 (Main Street) at Nelson Lake Road. This project consisted of adding turn lanes to the T intersection for the westbound and northbound lanes and resurfacing of the entire project length.

Kane County DOT: Performed professional land surveying services as the "On-Call" Land Surveyor from Spring 2012 through Summer 2014.

Kane County DOT: Right of Way and Topographic Survey of Montgomery Road from IL Route 25 to Hill Ave/ US Route 30 along with portions of Douglas Ave/ Road in southeastern Kane County.

Lake County DOT: Right-of-Way and Topographic Survey of Gilmer Road and Midlothian Road in Hawthorn Woods.

Lake County Stormwater Management Commission: Survey of the 36-square mile Sequoit Creek watershed for hydraulic modeling.

IDOT: Plat of Highways, design surveys and construction layout.

U. S. Army Corps of Engineers: Hydrographic and topographic survey of the Chicago River locks and turning basin.

CNRR Mulford Road Drainage Investigation: Topographic and Forensic Survey of the Canadian National RR and the Union Pacific Railroad right-of-way and surrounding drainage basins and tributary drainage areas (850 Ac) for NTSB docket DCA09MR006.

Union Pacific Railroad/ High Speed Rail Chicago to St. Louis: Topographic surveys of existing utility locations for bridge and track siding designs from Joliet to Alton, IL.

CSX Transportation: Rail design, bridge clearance and topographic surveys and construction layout.

Chicago and Northwestern Railroad: Design, right-of-way, and topographic surveys.

SUBCONSULTANTS

TAI is proposing to utilize SEECO Consultants for geotechnical services and material testing on this project.

The TAI team has partnered with SEECO Consultants, Inc. (SEECO) on projects over the past 7 years. We have a close working relationship and have found their responsiveness and expertise of their staff to be outstanding. Whether it is providing material testing, or completing reports and field inspections, SEECO has always provided professional staff, accurate information and met deadlines for submittals.

TAI does not mark-up the cost for subconsultants, their fees are passed through to the Owner as a direct reimburseable service.

SIMILAR PROJECT EXPERIENCE

SIMILAR PROJECT EXPERIENCE

Trotter and Associates Inc. has completed multiple roadway reconstruction and resurfacing projects in conjunction with utility replacement projects. Listed below are projects that demonstrate our construction experience as resident engineers. Each project description includes project contact information. We encourage you to contact these references as they are the best testament to our success.

Village of Campton Hills – Campton Hills Drive LAFO

Jennifer Johnsen, Village Administrator
(630) 584-5700

Trotter and Associates, Inc. completed the STP grant application on behalf of the Village and obtained $480,000 in STP funding in 2013 through the Kane Kendall Council of Mayors. Campton Hills Drive is a rural 2-lane road that was last resurfaced during the mid-1990's. TAI completed Phase I, II and III engineering on the project. The 1.45 mile long project consisted of removing 2-inches of the existing pavement surface, pavement patching, installing HMA binder and surface, aggregate shoulders, pavement markings and recessed pavement markers to improve safety. The project was designed during the winter of 2014, let in June 2014, was constructed on time, and within budget in August & September of 2014.

Final quantities, material and project documentation was submitted to IDOT to closeout the project.

Village of Campton Hills – Old LaFox Road LAFO

Jennifer Johnsen, Village Administrator
(630) 584-5700

Trotter and Associates, Inc. completed the STP grant application in 2013 seeking $480,000 in STP funds for the Village through the Kane Kendall Council of Mayors. The project was placed on the Multi-Year B-List and TAI has been coordinating with Council staff to move the project from the B-list to FFY 2016 for construction. TAI completed Phase I and II design with a target submittal date of pre-final plans and specifications to IDOT in early January 2015. The project was let in March 2016 and all work was completed by June 22, 2016. The project was completed ahead of schedule and under budget. Final quantities were submitted to the Contractor and anticipate the project closeout to be completed in 30 days per IDOT guidelines. Old LaFox Road is a 1.14 mile long rural 2-lane road and the work consisted of removing 2-inches of the existing pavement surface, pavement patching, installing HMA binder and surface courses, installing new aggregate shoulders, pavement markings and additional signage to improve pedestrian safety at the Great Western Trail crossing.

City of Elgin – 2016 Collector street Resurfacing program

Joe Evers, P.E. City Engineer
(847)-931-5955

Trotter and Associates, Inc. prepared preliminary design, final design and contract documents for the resurfacing and rehabilitation of 2.83 miles of streets. The contract documents included a base bid and 5 alternates in order to obtain "economy of scale" The streets include segments of Allen Drive; Bode Road; Bruce Drive; Campus Drive, Channing Street, Chester Court; Fletcher Drive; North Lyle; Springfield Court; Valley Creek Drive; Waverly and Weld Roads. The resurfacing work consists of HMA surface removal, pavement patching, installing strip reflective crack control fabric, removing/replacing sidewalk ramps to meet ADA requirements; curb removal/replacement; installing HMA binder and surface courses; pavement markings and restoration work. TAI coordinated with IDOT and Kane County DOT for maintenance of traffic signals. Campus Drive and Weld road will be rehabilitated utilizing full depth reclamation (FDR) with cement to stabilize the roadway base. Once stabilized, the base will be resurfaced with HMA binder and surface courses. This rehabilitation alternative was more economical than the completely removing and replacing the existing roadway. The project was bid in the winter of 2016 for $2,000,030.00 and construction is scheduled to start in July 2016. TAI is providing construction engineering services on the project.

City of North Chicago – 2015/2016 Watermain & MFT Improvements

Ed Wilmes, Public Works Director
(847) 596-8690

TAI prepared Plans, Specifications and Estimates (PS&E's) and will provide construction engineering services for the City of North Chicago's 2015-2016 Watermain Replacement and MFT Improvement project. The design included water main replacement for 6,100 feet of existing water main and designed street rehabilitation for 8,900 feet of streets ranging from grind and overlay to rubblization of existing concrete bases.

TAI investigated differing methods of resurfacing streets such as in-place recycling, full depth reclamation (FDR) and typical grind and overlay to come up with the most cost effective options.

Work included landscaped medians, IDOT utility and IEPA permitting, ADA compliance, curb and gutter replacement and surveying.

Construction is to begin the summer of 2016 with TAI providing Construction Engineering services.

Funding sources for the project are CDBG and MFT. Construction cost for the program is $3.1 million.

United City of Yorkville

United City of Yorkville ILLINOIS

Experienced Professionals – Better Solutions

TROTTER and ASSOCIATES, INC.
ENGINEERS AND SURVEYORS

St. Charles, IL • Fox Lake, IL

630.587.0470 • www.trotter-inc.com

Statement of Qualifications
Kennedy Road Shared Use Path Project
United City of Yorkville, Illinois

Mackie Consultants, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018-4919
Telephone: (847) 696-1400
Facsimile: (847) 696-1410

Point of Contact: David A. Shindoll, PE, LEED AP
Vice-President

Branch Office: 9575 W. Higgins Road, Suite 500
Rosemont, IL 60018

Jurisdictions of Professional Engineering Services:
Illinois, Indiana, Ohio, Texas, West Virginia, Wisconsin

IDOT Pre-Qualifications:
Mackie Consultants, LLC is prequalified with the Illinois Department of Transportation (IDOT) in numerous categories, including Special Services - Construction Inspection. Our latest IDOT pre-qualification documentation letter is attached.

MACKIE CONSULTANTS

Kennedy Road Shared Use Path Project
United City of Yorkville, Illinois

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MACKIE CONSULTANTS, LLC

Registrations and Certifications

- Professional Engineers
- Professional Surveyors
- Certified Floodplain Managers
- LEED Accredited Professionals
- Certified Professionals in Erosion and Sediment Control
- Designated Erosion Control Inspectors (Lake County, IL)
- City of Chicago Lead Stormwater Review Consultant
- Kane County Review Specialist

Pre-qualifications

- IDOT- Phase 1, Phase 2 and Phase 3 Services
- Chicago Department of Transportation
- Kane County Division of Transportation
- DuPage County Division of Transportation
- City of Chicago (Various Agencies)
- Chicago Public Schools

MACKIE CONSULTANTS

9575 W. Higgins Road, Suite 500
Rosemont, IL 60018
(847) 696.1400

500 North Dearborn, Suite 712
Chicago, IL 60654
(312) 644.8556

5410 S. 1st Street
Austin, TX 78745
(512) 442.7875

Visit us at
www.mackieconsult.com

Mackie Consultants, LLC is a full-service consulting engineering firm providing a wide array of civil engineering, surveying and construction services, from initial project planning through design and construction; on all types of projects. We are dedicated to providing the foremost in customer service by understanding and meeting each client's specific needs.

Our staff has the experience and expertise to provide innovative and creative ideas to enhance each project's unique characteristics. We believe in building relationships with our clients to provide individualized attention. We have an understanding of the local governing agencies rules and requirements. This combination allows us to meet your goals and expectations while meeting the permit requirements of the approving agencies. We understand the challenges of developing a cost effective solution in today's market.

Since 1975, Mackie Consultants, LLC has provided services for residential, commercial, industrial, institutional, and municipal clients. We have earned a reputation for excellent quality service and unparalleled personal attention. Our staff is dedicated to identifying the challenges, assessing the alternatives and implementing the optimal solution.

In 1992, Mackie Consultants, LLC became a partner of The Burke Group to further enhance its benefits and capabilities. The Burke Group is a consortium of engineering and surveying companies that work together to pool their collective resources to provide one source for all of your development needs. The Burke Group employs environmental specialists, mechanical engineers, civil engineers, structural engineers, and transportation engineers; which allow for a complete development team under one roof. This allows Mackie Consultants, LLC to collaborate with experts in differing fields to determine the most efficient design, permitting and construction process for each project. We strive to work with all team members to balance our client's goals with respect to costs, time, aesthetics and overall project success.

Mackie Consultants, LLC strives to meet the ever-changing development and business environment. We continue to research and implement the latest in "green" technology. Our survey crews are outfitted with the latest technological advances which allow for accurate, reliable and prompt service.

St. Alexius Hospital
Hoffman Estates

Midwestern University
Downers Grove

Morton's The Steakhouse
Naperville

Introduction

Our professional staff has extensive backgrounds and wide range of EXPERTISE to assist you in any special projects you may have related to soils, aggregate, concrete, hot/warm mix asphalt, shingle recycling, fire-proofing, and structural steel. This includes but is not limited to...

1. Construction Specification Review
2. Specification Development
3. Specification Conformance (QC/QA)
4. Evaluation/Interpretation of Material Test Results
5. Evaluation of Construction Defects
6. Forensic Investigations

Our Company was established in 2010 under the visionary guidance of its Chairman/CEO Mr. Umar T. Ahmad, A licensed Professional Engineer in Illinois, Wisconsin, Michigan, Indiana, Missouri, Tennessee, and Nevada. Our Mission is to provide geotechnical exploration, materials testing, and construction inspection services utilizing our certified and accredited laboratory equipped with state-of-the art equipment.

Laboratory Testing

NASHnal Soil Testing offers a wide range of in-house laboratory testing services for soils, rock and construction materials using the guidelines prescribed by American Society for Testing and Materials (ASTM), American Association of State Highway & Transportation Officials (AASHTO), Cement and Concrete Reference Laboratory (CCRL) and Army Corps of Engineers specifications.

- Soil Classification

  Gradation Analysis (Washed & Unwashed)
  Combined Analysis (Hydrometer & Sieve)
  Specific Gravity Determination
  Hydrometer Analysis
  Atterberg Limits Determination (LL, PL, PI)
  Organic Content
  Shrinkage Limit
  Density Determination – Proctor Testing
  Water Content Determination
  pH Determination
  Laboratory Vane
  Modified Proctor
  Cone Penetrometer Tests
  Standard Proctor
  Modified Proctor

- Asphalt Testing

  Mix Design Verification
  Superpave Mix Design Development
  Gyratory Compaction
  Theoretical & Bulk Specific Gravity
  Bituminous Content by Extraction / Ignition Oven

- Concrete Laboratory Testing

  Unit Weight of Concrete
  Concrete Core Preparation
  Concrete Compression Testing – Cylinders & Cores
  Concrete Beam Testing – Three Point Loading
  Compressive Strength Testing of Concrete/Mortar Cubes

1707 Quincy Avenue, Unit 151
Naperville, IL 60540
Phone: (630) 780-5201
Fax: (630) 429-9099
nstengr.com

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

January 26, 2016

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Martin Burke
MACKIE CONSULTANTS, LLC
9575 W. Higgins Road, Suite 500
Rosemont, IL 60018

Dear Martin Burke,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending Dec 31, 2014. Your firm's total annual transportation fee capacity will be $8,000,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 122.28% are approved on a provisional basis. The rate used in agreement negotiations may be verified by our Office of Quality Compliance and Review in a pre-award audit.

Your firm is required to submit an amended SEFC through the Engineering Prequalification & Agreement System (EPAS) to this office to show any additions or deletions of your licensed professional staff or any other key personnel that would affect your firm's prequalification in a particular category. Changes must be submitted within 15 calendar days of the change and be submitted through the Engineering Prequalification and Agreement System (EPAS).

Your firm is prequalified until December 31, 2015. You will be given an additional six months from this date to submit the applicable portions of the "Statement of Experience and Financial Condition" (SEFC) to remain prequalified.

Sincerely,
Maureen M. Addis
Acting Bureau Chief
Bureau of Design & Environment

SEFC PREQUALIFICATIONS FOR MACKIE CONSULTANTS, LLC

CATEGORY	STATUS
Hydraulic Reports - Waterways: Typical	X
Special Services - Construction Inspection	X
Special Studies - Location Drainage	X
Location Design Studies - Rehabilitation	X
Special Services - Surveying	X
Highways - Freeways	A
Hydraulic Reports - Pump Stations	X
Location Design Studies - Reconstruction/Major Rehabilitation	X
Highways - Roads and Streets	X
Special Studies - Safety	A
Special Studies - Feasibility	A
Hydraulic Reports - Waterways: Complex	X
Special Studies - Pump Stations	A
Special Services - Sanitary	X

X	PREQUALIFIED
A	NOT PREQUALIFIED, REVIEW THE COMMENTS UNDER CATEGORY VIEW FOR DETAILS IN EPAS.
S	PREQUALIFIED, BUT WILL NOT ACCEPT STATEMENTS OF INTEREST

Project Approach
Kennedy Road Shared Use Path Project
United City of Yorkville, Illinois

Project Team Approach. The Mackie Consultants team is comprised of the Project Principal (who also serves as the QC/QA Reviewer), Senior Project Manager, and Technical Support Staff along with subconsultant NASHNal Soil Testing, LLC (NST). The Project Principal has the overall responsibility to the United City of Yorkville. The Senior Project Manager will assure that the work is done within the constraints of schedule and budget. He will also be responsible for communication with the United City of Yorkville Project Manager and staff. The Project Principal will perform the QC/QA reviews at each milestone. The United City of Yorkville is considered to be a key team member and the City's Project Manager and staff would be invited to attend field reviews and internal team meetings. The results of those meetings will be documented.

Written Project Plan. A written plan in the form of a task list will be prepared for the project based on the agreed upon scope of work. The objective of the plan is to assure that there are no surprises and that the plan functions as a preventive maintenance plan rather than a review once the task is completed. The United City of Yorkville, IDOT and Kendall County Standards will guide the practice, procedures, and format of the work. The project scope will be agreed upon at the time of each contract award. Field reconnaissance will be done to confirm the appropriateness of the scope.

Milestones will be identified for the project, including the anticipated deliverables. Quality assurance reviews will be scheduled for the various milestones and deliverables. Key meeting dates with the City and other agencies will be identified in the schedule.

Internal team meetings would be conducted at key intervals to review that the schedule and budget is adhered to and that the task expectations are communicated and understood.

Project Principal David Shindoll will serve as the QC/QA reviewer and will provide written comments that would be addressed prior to milestone deliverables being submitted to the city. Mr. Shindoll will be assisted with team direction and task completion by Senior Project Manager Anthony Martini, Project Engineer Rob Bachkosky and Bob Brown. QC/QA review will also be provided by subconsultant NST, resulting in QC/QA input to the team from their Project Engineer, Umar T. Ahmad.

Summary. The intent of the Project Plan process is to provide a communication process and check and balance process so that the deliverable meets or exceeds expectations.

Mackie Consultants, LLC will perform or be responsible for the performance of the following services in connection with the project to construct a Shared Use Path along Kennedy Road, from IL Route 47 to the Steven G. Bridge Park located in the United City of Yorkville, Illinois. The path is proposed to be 8-10 feet wide and approximately 16,100 feet in length. Mackie Consultants, LLC shall furnish or cause to be furnished qualified engineers, construction observers and /or technical personnel to perform the following services including, but not limited to, the following tasks.

The resident engineer will provide periodic observation of the project's construction.

A. <u>Pre-construction Services:</u>
   i. Review construction documents.
   ii. Attend pre-construction conferences with the United City of Yorkville, IDOT and Kendall County to review the construction schedule submitted by the contractor for compliance with the contract.
   iii. Obtain Contractor's list of proposed suppliers and sub-contractors.
   iv. Perform an initial walk-through with the Contractor, the United City of Yorkville, IDOT and Kendall County to determine areas with potential conflicts or problems, so they can be resolved without affecting the schedule.

B. <u>Shop Drawing Review:</u>
   i. Check and approve, or reject and request re-submittal of, any submittals made by the contractor for compliance with the contract documents.

ii. Shop Drawings and Contractor Schedule:
    1. Record data received, maintain a file of drawings and specifications, and check construction for compliance with them.
    2. Review Contractors' submittals for compliance with contract documents. Notify the United City of Yorkville of any deviations or substitutions. With the notification, provide the United City of Yorkville with a recommendation for acceptance or denial, and request direction from the Municipality regarding the deviation or substitution.

iii. Alert the Contractor's field superintendent when materials or equipment are being installed before approval of shop drawings or samples, where such are required, and advise the United City of Yorkville when it is necessary to disapprove work as failing to conform to the Contract Documents.

C. Construction Observation

i. Observe the progress and quality of the executed work. Determine if the work is proceeding in accordance with the Contract Documents. Mackie Consultants, LLC will keep the United City of Yorkville informed of the progress of the work, guard the United City of Yorkville against defects and deficiencies in the work, advise the United City of Yorkville of all observed deficiencies of the work and disapprove or reject all work failing to conform to the contract documents.

ii. Provide periodic on-site observations of the work in progress and field checks of materials and equipment through a Resident Engineer or Inspector, who shall:
    1. Serve as the United City of Yorkville's liaison with the contractor working principally through the contractor's field superintendent.
    2. Be present whenever the contractor is performing work and periodically during restoration;
    3. Assist contractors in dealing with outside agencies;
    4. Attend all construction conferences. Arrange a schedule of progress meetings and other job conferences as required. Maintain and circulate copies of records of the meetings.
    5. Review the Contractor's progress on a weekly basis. Compare actual progress to Contractor's approved schedule. If the project falls behind schedule, work with the Contractor to determine the appropriate course of action to get back on schedule.
    6. Coordinate all required materials testing required under the contract with the client's geotechnical testing consultant.
    7. Maintain orderly files of correspondence, reports of job conferences, shop drawings and other submissions, reproductions or original contract documents including all addenda, change orders and additional drawings issued subsequent to the award of the contract.
    8. Record names, addresses and telephone numbers of all contractors, subcontractors, and major material suppliers;
    9. Mackie Consultants, LLC shall prepare all forms that require execution by the United City of Yorkville, including but not limited to payment requisitions and change orders. Review applications for payment with the Contractor for compliance with established submission procedure and forward them with recommendations to the United City of Yorkville.
    10. Prior to final inspection, submit to the contractor a list of observed items requiring correction and verify that each correction has been made.
    11. Conduct final inspection with the United City of Yorkville, IDOT and Kendall County and prepare a final list of items to be corrected.
    12. Verify that all items on the final list have been corrected and make recommendations concerning acceptance.
    13. Except upon written instructions of the United City of Yorkville, the Resident Engineer or Inspector shall not authorize any deviation from the Contract Documents.

iii. Keep an inspector's daily report book, including ICORS, as per the United City of Yorkville's format, or other required format appropriate for the project, recording hours on the job site, weather conditions, general and specific observations, daily activities, quantities placed, inspections, decisions, and list of visiting officials.

iv. Determine if the project has been completed in accordance with the contract documents and if the contractor has fulfilled all obligations
    1. Alert the Contractor's field superintendent when materials or equipment are being installed before approval of shop drawings or samples, where such are required and advise the United City of Yorkville when it is necessary to disapprove work as failing to conform to the Contract Documents.

Project Team
Kennedy Road Shared Use Path Project
United City of Yorkville, Illinois

PROJECT TEAM:

The Kennedy Road Shared Use Path Team from Mackie Consultants' will be led by Principal David Shindoll, Senior Project Manager Anthony J. Martini, and Senior Project Engineer, Robert J. Bachkosky. Rob Bachkosky will perform the tasks of the Resident Engineer for the project and will oversee all construction engineering activities; he will be assisted by Robert D. Brown, Construction Engineer. These team members have worked together on numerous transportation projects through the years. Their resumes are attached to provide further in-depth information regarding their relevant experience. They will be supported by several seasoned staff members including surveyors, engineers, and CADD technicians.

Our team will also include subconsultant, NASHNal Soil Testing, LLC (NST) who will be providing material testing engineering services. Their key project contact will be Umar T. Ahmad.

NST is a full service company providing geotechnical Investigations and construction inspection services along with fully accredited material testing laboratory and our laboratory is fully accredited by AASHTO (American Association of State Highway & Transportation Officials), AMRL (AASHTO Material Reference Laboratory) and CCRL (Cement & Concrete Reference Laboratory). Their certified and accredited laboratory is equipped with state-of-the art and modern equipment.

NST is a certified disadvantaged business enterprise (DBE) and is a Minority owned & operated firm in the State of Illinois. NST proudly provides services in the following sectors of Industry:

Public Sectors (State, City, Villages and Municipalities), Private Sectors (General Contractors, Architects and Owners), Commercial, Industrial, Transportation & Infra-structure.

DAVID A. SHINDOLL, PE, LEED AP
VICE PRESIDENT

dshindoll@mackieconsult.com

Registration:
Professional Engineer
Illinois (# 062-045118),
Iowa, Indiana, Kansas,
Louisiana, Michigan, Minnesota,
Nebraska, Nevada, Ohio,
Pennsylvania, Texas, Virginia,
West Virginia, and Wisconsin

Certifications:
LEED Accredited Professional
National Council for Examiners
for Engineering and Surveying
Certified Professional in Erosion
and Sediment Control

Education:
Bachelor of Science
Civil Engineering
Iowa State University
Ames, Iowa

Masters of Science
Civil Engineering/Hydraulics
University of Iowa
Iowa City, Iowa

Computer Program Experience:
WSPRO, HEC-1, HEC-2, TR-20,
HEC-RAS, TR-55, StormCad,
HEC-HMS and Hydrain

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

Profile:

Mr. Shindoll has more than 30 years of civil engineering, management, planning, design and construction experience of site amenities, underground utilities, roads, highways, stormwater management areas, drainage facilities and parking facilities for major commercial, educational, municipal, and institutional developments. As the director of multiple projects, David is responsible for managing numerous projects and staff members.

David's experience includes the planning, analysis, and design work for numerous highway drainage projects for the Illinois Department of Transportation and Cook County Highway Department. The scope of these highway drainage projects has ranged from local roads to six-mile lengths of major urban expressways. David has significant experience with implementing the requirements of the county-wide stormwater ordinances in Lake, Will, Kane, McHenry and DuPage Counties.

David has worked at numerous healthcare and educational campuses around Chicagoland. The scope of work has included campus planning, infrastructure upgrades, building additions and expansion, parking lot improvements, entrance improvements, drainage related improvements, and new facilities. David has performed and overseen the due diligence, planning, permitting, design and construction of various projects serving multiple public and private market sectors.

Relevant Project Experience:

- IDOT High-Speed Rail from Chicago to St. Louis for Illinois Department of Transportation, various locations;
- Midwestern University Campus Improvements located in Downers Grove, Illinois;
- Swedish Covenant Hospital Campus Improvements, located in Chicago, Illinois;
- St. Alexius Medical Center Campus Improvements, located in Hoffman Estates, Illinois;
- LaGrange Memorial Hospital Campus Improvements, located in LaGrange, Illinois;
- Illinois Department of Transportation Location Drainage Studies, various locations throughout Illinois;
- Illinois Department of Transportation Pump Station Hydraulic Reports, various locations throughout Illinois;
- Rockford Regional Multi-Modal Transportation Center, Rockford, Illinois;
- Baxter Healthcare Corporation Campus Improvements, Round Lake, Illinois;
- North Shore Country Day School, Winnetka, Illinois;
- Leslie Shankman School Corporation, Chicago, Illinois;
- Argonne National Laboratory Campus Improvements, located in Lemont, Illinois;
- BP Terminal in Elk Grove, Illinois, in addition to over 50 Gas Station/Car Wash/ Convenience Store sites throughout Northeastern Illinois;
- Shopping Centers and Retail Developments including Village Square of Northbrook, Edens Plaza, multiple Kohls, K-Marts and Walgreens stores throughout Illinois;
- Metra Vermont Street Station, Blue Island, Illinois;
- American Chartered Bank Branches, Chicago, Illinois;
- Chicago Firehouse Restaurant, 1401 S. Michigan Ave., Chicago, Illinois.

ANTHONY J. MARTINI, PE, CFM, CPESC

SENIOR PROJECT MANAGER II

amartini@mackieconsult.com

Registration:
Professional Engineer
Illinois # 062-06080870
Indiana # PE11500027

Certifications:
Certified Floodplain Manager
Certified Professional in Erosion and Sediment Control
Designated Erosion Control Inspector
Fox Water Reclamation District Inspector

Education:
Northwestern University
Evanston, Illinois
Master of Science
Project Management

University of Illinois at Chicago
Chicago, Illinois
Bachelor of Science
Civil Engineering

Affiliations:
American Society of Civil Engineers
Illinois Association of Floodplain and Stormwater Management

Workshop Training:
CMAP: Designing for Bicycle Safety
IDOT: Bicycle and Pedestrian Accommodations
IDOT S33, Soils Field Testing and Inspection
IDOT S11, Bituminous Concrete Field Inspection
IDOT Documentation of Contract Quantities

Profile:

Anthony Martini is a Registered Professional Engineer who joined Mackie Consultants in 2003 and has gained over 13 years of experience in civil site and transportation design. This experience includes the design and coordination of large, multi-disciplined improvement projects throughout Illinois and Indiana. As a component of this experience, Anthony has executed key roles in the planning, design and the construction of numerous transportation projects (Phase I/II/III). He is highly skilled in the design of land development projects, the preparation of Contract Documents & Specifications, public testimony, entitlements, construction management and contract administration duties.

Technical work has included detailed design work consisting of modeling of surface water hydrology, hydraulic analysis and design, regulatory floodway map revisions, compensatory storage design, tunneling, lift station design, earthwork analysis, grading plan preparation, sanitary and water main networks, development of USGBC LEED Certified sustainable sites, roadway drainage and geometrics, investigative studies and cost estimating.

Relevant Project Experience:

- Illinois Route 31 at Bowes Road Intersection Improvements for the Village of South Elgin, South Elgin, Illinois;
- Illinois Route 25 at Kenyon Road Intersection Improvements for the Village of Bartlett, located in Bartlett and South Elgin, Illinois;
- Rose Street Roundabout for the Village of Rosemont, located in Rosemont, Illinois;
- Capital Improvement Projects, Phase III, IV and V, for the Town of Cedar Lake, located in Cedar Lake, Indiana;
- Illinois Route 60 at Fish Lake Road Intersection Improvements, for the Village of Volo, located in Volo, Illinois;
- Lafayette-Barker Storm Sewer Interceptor Project for the Michigan City Sanitary District located in Michigan City, Indiana;
- Berens-Monaldi Flood Control Project – Phase II for the Town of Dyer, Indiana;
- Ranburn Woods Drainage Project, for the Army Corp of Engineers, located in Gary, Indiana;
- St. Margaret Mercy Flood Control Project for St. Margaret Mercy Healthcare Center, located in Dyer, Indiana;
- Chicago Fire Soccer Center for Talman Soccer LLC, located in Chicago, Illinois;
- Operations Support Facility for Allendale Association's 30-acre campus, located in Lake Villa, Illinois;
- Leslie Shankman School Improvements for OWP&P, located in Chicago, Illinois;
- Tabler Station Industrial Park for Bradburne, Briller and Johnson, LLC located in Martinsburg, West Virginia;
- Sonatas, Orchard Lake, Brookmere, Lake Ridge and Remington Pointe Subdivision site investigations for Ryland Homes, in various locations throughout Chicagoland;
- Physicians Immediate Care Facility Improvements for Crossroads Development, located in Chicago, Illinois.

Detailed Project Information:

Illinois Route 31 (La Fox Road) and Bowes Road Intersection Improvements, South Elgin, Illinois

Tasks include Phase I and Phase II Civil Engineering Design Services including permitting, cost analysis, geometrics, pavement design, traffic staging, stormwater management report and design, traffic signalization, preliminary and final construction plans, specifications and bidding documents for the approximate 3,300 feet of roadway improvements. As proposed, Bowes Road will be extended approximately 3,300 feet from its current terminus to Illinois Route 31; at its intersection with Illinois Route 31, the project will provide for intersection improvements including a new traffic signal with inter-connect, roadway channelization and drainage improvements. The primary goal of the project is to provide an east-west corridor between McLean Boulevard and Illinois Route 31 to reduce the volume of traffic along nearby residential streets and enhance access to industrial and manufacturing area located along Bowes Road.

Phase I tasks included preparation of funding applications through the Illinois Department of Transportation and Kane/Kendall Council of Mayors. Due to the anticipated Federal funding involved, plan review and approval will be necessary through the Illinois Department of Transportation - Bureau of Local Roads, and in accordance with the Surface Transportation Program (STP) requirements. In addition, Phase III services including construction/material inspection, planning, preconstruction and contract administration services will be performed for the Local Agency and the Illinois Department of Transportation at the time of construction.

FAP 360 Illinois Route 25 at Kenyon Road Intersection Improvements, Bartlett, Illinois

Civil engineering, permitting, cost analysis, geometrics, pavement design, traffic staging, stormwater management report and design, traffic signalization, preliminary and final construction plans, specifications and bidding documents for the 4,000 feet of roadway improvements were completed. Plan review and approval was through the Illinois Department of Transportation - Bureau of Local Roads, and in accordance with the Economic Development Program and Motor Fuel Tax requirements. In addition, construction/material inspection, planning, preconstruction and contract administration services were performed for the Local Agency and the Illinois Department of Transportation.

Capital Roadway Improvements, Cedar Lake, Indiana

Coordinated the design, bidding, and construction management for $5.97 million in Capital Improvements for the Town of Cedar Lake. As part of the project, our company completed a field assessment of the roadways to determine the most suitable and cost effective measures to improve the roadways and corresponding drainage. Roadway design consisted of the complete removal of the existing pavement and replacement with a full-depth asphalt section, curb and gutter, new storm sewer and final restoration. In addition to the nearly $6 million in Capital Improvements, the Town of Cedar Lake was also awarded close to $500,000 in funding from the American Reinvestment and Recovery Act which was awarded through the Indiana Department of Transportation.

Ranburn Woods Drainage Relief Project, Lake County, Indiana

Services included geotechnical analysis, grading improvements, hydraulic/hydrologic design, project permitting, cost analysis, easement preparation, wetland permitting, contract documents and design specifications prepared using Unified Facilities Guide Specifications (UFGS). The Drainage Relief Project implemented a storm water relief sewer to provide positive drainage from existing areas of flooding located throughout the Ranburn Woods residential subdivision. The Project was funded from the federal Capital Improvements Program administered through the United States Corp of Engineers. The stormwater management improvements were designed in accordance with the Lake County Stormwater Technical Standard and the Lake County Stormwater Management & Clean Water Regulations Ordinance. The design specifications and contract documents were in accordance with United States Corp of Engineers requirements.

ROBERT J. BACHKOSKY, PE, CFM, CPESC

SENIOR PROJECT ENGINEER III

rbachkosky@mackieconsult.com

Registration:
Professional Engineer
Illinois # 062-059413

Certifications:
Certified Floodplain Manager
Certified Professional in Erosion and Sediment Control
Designated Erosion Control Inspector – Lake County, IL
NRMCA Certified Pervious Concrete Technician
Fox Water Reclamation District Inspector

IDOT Certifications and Classes:
S14, Documentation of Contract Quantities (Cert #15-0003)
S33, Soils Field Testing and Inspection
IDOT Mixture Aggregate Technician
IDOT HMA Asphalt/Bituminous Concrete Level 1 Technician
IDOT HMA Asphalt/Bituminous Concrete Level 2 Technician
IDOT Nuclear Density Tester Course
Portland Cement Concrete (P.C.C.) Level 1 Technician
Portland Cement Concrete (P.C.C.) Level 2 Technician

Education:
Purdue University
West Lafayette, Indiana
Bachelor of Science
Civil Engineering

Profile:

Rob Bachkosky is a Registered Professional Engineer with over 11 years of experience in civil engineering design and construction. His Phase I/II duties have included preparation of construction plans, specifications, and construction cost estimates for residential, commercial, industrial, recreational and transportation related projects. Rob has prepared contract documents and provided construction inspection, management, and contract administration duties on numerous transportation projects.

Mr. Bachkosky has been certified by the Illinois Department of Transportation to complete the duties as a Resident Engineer for Phase III projects. He is experienced in stormwater management, underground utility design, grading and earthwork analysis, project permitting, and land planning. Rob has extensive knowledge regarding the NPDES regulations, including completion of Stormwater Pollution Prevention Plans as well as NPDES monitoring and reporting. Rob's experience includes completion of soil erosion and sediment control site observations, monitoring site conditions for compliance with NPDES regulations, and working closely with developers and local enforcement officers to modify the Stormwater Pollution Prevention Plan as conditions warrant on multiple municipal, residential, and commercial projects throughout the Chicagoland area.

Relevant Project Experience:

- Fall 2012 DuPage County Sidewalk Reconstruction for DuPage County, located in Wheaton, Illinois;
- Illinois Route 31 (La Fox Road) and Bowes Road Intersection Improvements for the Village of South Elgin, located in South Elgin, Illinois;
- Illinois Route 25 at Kenyon Road Intersection Improvements for the Village of Bartlett, located in Bartlett and South Elgin, Illinois;
- McCook Athletic Exposition Center for the Village of McCook, located in McCook, Illinois;
- Lyons Memorial Park Site for the Village of Lyons, located in Lyons, Illinois;
- Smith Park Reconstruction (OSLAD Grant Project) for the Village of Lyons, located in Lyons, Illinois;
- Prairie Pointe Subdivision for the Village of South Elgin, located in South Elgin, Illinois;
- Phase V Capital Improvement Project for the Town of Cedar Lake, located in Cedar Lake, Indiana;
- Virginia Road (County Highway 45) Roadway Improvements for Waste Management, located in Crystal Lake, Illinois;
- Thornton Berm Project for Reliable Materials, located in Thornton, Illinois;
- Virginia Road Property Mass Grading and Site Reclamation for Curran Contracting, located in Crystal Lake, Illinois;
- Michael Cimbalo Fitness Center and Museum Improvement Project for the Veterans Park District, located in Melrose Park, Illinois;
- Bluff Springs Fen Restoration Project for Bluff City Materials, located in Elgin, Illinois;
- Waste Transfer Facilities for Waste Management, located in Elgin and Crystal Lake, Illinois;
- River Hills Subdivision Phase 3C for K. Hovnanian Homes, located in Bolingbrook, Illinois;
- Prairie Pointe Phase 1 Punchlist Completion for The National Bank project located in South Elgin, Illinois;
- Prairie Pointe Subdivision Phase 2 for K. Hovnanian Homes, located in South Elgin, Illinois;
- Lake in the Hills RAS Facility for Southwind RAS, located in Lake in the Hills, Illinois;
- Thornton RAS Facility for Southwind RAS, located in Thornton, Illinois;
- Copart Facility Expansion, located in Elgin, Illinois;
- Hampshire Grove Onsite/Offsite Sewer and Watermain Cost Analysis for Robert Arthur Land Company, located in Hampshire, Illinois.

Detailed Project Information:

Fall 2012 DuPage County Sidewalk Project (2012), DuPage County, Illinois

DuPage County constructed approximately 3000 linear feet of new 5 foot sidewalk at various locations on Devon Avenue, Schick Avenue, Geneva Road, and 75th Street. Another 1050 foot of 6 foot walk was constructed to replace an existing bituminous path at the DuPage County Complex. Work at the County Complex also included the construction of a handicap accessibility ramp leading from an emergency exit at the DuPage County Courthouse building. Construction involved, removal and replacement of portions of existing walk, curb and gutter, and property access drives. The majority of the sidewalk was excavated in the right of way, framed, stoned and poured in place. Extra attention was paid to make sure that sidewalk slopes did not exceed the ADA standards of the Illinois Accessibility Code. Frequent checks of the sidewalk slope resulted in field adjustments to ensure compliance. Resident Engineering Duties included: Conducting project meetings, on-site construction observation, project coordination, quantity measurement project documentation per IDOT and DuDOT documentation standards, material testing coordination for QC/QA compliance where applicable, review of QC/QA reports for compliance with project specification, site erosion control observation and documentation, contract oversight, checks for ADA compliance, and coordination and submittal of contractor pay requests.

Illinois Route 31 (La Fox Road) and Bowes Road Intersection Improvements, South Elgin, Illinois

Tasks include Phase III Construction/Resident Engineering services for the new construction of approximately 3,300 lineal feet of roadway improvements for Bowes Road, complete with a 10' bike path, stormwater infrastructure, utility adjustments, sanitary service stubs for future industrial properties along the Bowes corridor, and street lighting infrastructure. Work on Bowes Road extended the road from its previous terminus, east to the intersection at Illinois Route 31. The project provided a new signalized intersection at Illinois Route 31 with interconnect, Route 31 widening and channelization, and drainage improvements. Mackie staff also represented Fox River Water Reclamation District (FRWRD) as sanitary sewer inspector for sanitary sewer connections and installations associated with the project. The project also involved coordination with Kane DuPage Soil Water Conservation District for the installation of a temporary stream bypass system that was required in order to construct a required culvert crossing. Mackie frequently coordinated with KDSWCD on matters related to site erosion and sediment controls, as the project area was tributary to the Fox River.

Mackie Consultants staff followed IDOT standard documentation procedures, acting on behalf of the Village of South Elgin as Construction/Resident Engineer for the project. Mackie served as primary liaison between the contractor and IDOT/Village of South Elgin for all project coordination. Mackie staff was onsite on a full time basis during construction, performing and/or coordinating tasks including but not limited to: meeting coordination, general project documentation (maintaining a project diary, daily reports, weekly reports, traffic control inspection reports, erosion observation reporting, etc.), construction and material inspection, project contract administration, quantity measurement, documentation, and coordination for contract payments, punch-list coordination, and project close out. FRWRD duties included the observation and documentation of any work taking place on the sanitary sewer system. Mackie staff was responsible to ensure that all work was being performed in substantial conformance with FRWRD specification and observed vacuum testing of the newly installed facilities. Daily reports were generated and submitted to FRWRD staff for further coordination of sanitary sewer testing.

Illinois Route 25 at Kenyon Road, Intersection Improvements, Kane County, Illinois

Illinois Route 25 was widened from a 24' wide (2-lane) rural section to a 50' wide rural section with exclusive left turn and right turn lanes at its intersection with Kenyon Road. The roadway was also widened to provide an exclusive left turn lane at an existing access road which serves a sand and gravel mine. This area has a substantial amount of truck traffic due to its surrounding uses. Therefore, the stopping site distances were analyzed to verify that motorists from all directions had sufficient time to turn safely. The pavement section was also enhanced with polymers to provide a longer lasting asphalt section. The total roadway improvement length was 0.77 miles. Construction also involve installation of a traffic signal at the intersection of Kenyon Road and Route 25, including interconnect with West Bartlett Road.

Resident Engineering Duties included: Conducting project meetings (pre-construction and otherwise), on-site construction observation, project coordination, quantity measurement project documentation per IDOT documentation standards, material testing coordination for QC/QA compliance, contract oversight, and coordination and submittal of contractor pay requests, erosion control monitoring and documentation.

McCook Athletic Exposition Center (2012) Additional Parking Lot Improvements, McCook, Illinois

To better serve the existing McCook Athletic Exposition Center, the Village of McCook constructed an approximate 29,000 square yard parking lot with storm sewer system and site lighting, to provide an additional 800 parking stalls for the athletic center. The parking lot was constructed on a site formerly occupied by a Reynolds Aluminum plant. The plant had previously been demolished resulting in existing soils comprised of a combination of clays, organics, and various demolition debris. Due to the unique soil conditions, all excavated material was utilized onsite and capped under the constructed pavement section or a thickened topsoil layer with geotextile fabric. Working closely with the owner's environmental consultant, Rob coordinated and performed the observation and documentation necessary to assist in obtaining a No Further Remediation (NFR) Certification from the IEPA.

The existing soil conditions also resulted in challenges as extra care was taken to identify areas of undercut to eliminate unsuitable soils from the pavement subgrade of the lot. The pavement section for this project consisted of 1-1/2" HMA surface course on 4" roller compacted concrete (RCC). RCC is very sensitive to moisture. Due to variable moisture in the aggregate stockpiles at the concrete plant, constant monitoring of the RCC compaction and moisture content occurred during placement. The resident engineer was in constant communication with onsite QC/QA and the concrete plant QC manager to coordinate adjustments to the field placement or plant mix in order to comply with project specifications.

Resident Engineering Duties included: Conducting project meetings, on-site construction observation, project coordination, quantity measurement project documentation per IDOT and Village of McCook documentation standards, material testing coordination for QC/QA compliance, contract oversight, site erosion control observation and documentation, checks for ADA compliance where applicable, coordination of survey crews for NFR documentation, review of QC/QA compaction reports for specification compliance, and coordination and submittal of contractor pay requests.

Phase V Capital Improvement Projects, Cedar Lake, Indiana

This project consisted of the completion of roadway improvements for 0.75 miles of roadway along Hilltop Drive, West 129th Place, Fulton Street and West 133rd Place. The roadway improvements consisted of new curb and gutter, roadway patching, milling and re-surfacing, storm sewer improvements and new guardrail. Resident Engineering Duties included: Conducting onsite project meetings pre-construction and otherwise), representing the Town to evaluate and field determine increases to the project scope based on budget allowances, on-site construction observation, project coordination, quantity measurement, project documentation, erosion control observation and documentation, contract oversight, and coordination and submittal of contractor pay requests. Completed final engineering plans, specifications, engineer's opinions of probable cost, permitting, and miscellaneous project management and inter-disciplinary coordination.

ROBERT D. BROWN
ENGINEER II

rbrown@mackieconsult.com

Certifications:
Designated Erosion Control Inspector – Lake County, IL
PACP/LACP & MACP User, National Association of Sewer Service Companies (NASSCO, Inc.)

IDOT Certifications and Classes:
S14, Documentation of Contract Quantities (Cert #15-0005)
S33, Soils Field Testing and Inspection (12/2014)
Portland Cement Concrete (P.C.C.) Level 1 Technician (1/2015)
Portland Cement Concrete (P.C.C.) Level 2 Technician (1/2015)
IDOT HMA Asphalt/Bituminous Concrete Level 1 Technician
IDOT HMA Asphalt/Bituminous Concrete Level 2 Technician
IDOT Nuclear Density Tester Course
IDOT Mixture Aggregate Technician
STTP-S15 Earth Excavation and Embankment
FY2014-035 Workzone Safety Class
IDOT/ACI Concrete Field Testing Technician (1/2015)

Education:
Marquette University
Milwaukee, Wisconsin
Bachelor of Science
Civil Engineering

Computer Program Experience:
Microstation V8i, Geopak, AutoCAD, Autoturn, Agtek 3D Earthwork Software, StormCAD, Microsoft Office and Adobe Acrobat

Affiliations:
American Society of Civil Engineers (ASCE)

Profile:

Robert Brown was hired at Mackie Consultants, LLC in June of 2011. Since that time, he has gained valuable experience in civil engineering design and construction of transportation, residential, industrial, and recreational facilities. His duties have included assisting in the completion of final engineering plans, stormwater management reports, engineers opinions of probable cost and bidding documents.

Bob continues to expand his knowledge and understanding of civil engineering related design tasks, such as parking lot geometric plans, playground and sports facility requirements, roadway safety improvements and ADA compliant standards. He has worked on numerous projects that have required permitting through the City of Chicago.

Bob has assisted in the completion of complex engineering designs for roadway improvement projects and large commercial facilities. These projects have been located in Northwest Indiana and throughout Chicagoland.

Relevant Project Experience:

- Resident Engineer for Bowes Road Extension Project, South Elgin, Illinois;
- Cedar Point Park Improvements for the Town of Cedar Lake, located in Cedar Lake, Indiana;
- 133rd Avenue Improvements for the Town of Cedar Lake, located in Cedar Lake, Indiana;
- Waverly Park Improvements for the Rolling Meadows Park District, located in Rolling Meadows, Illinois;
- GEMS School – Phase I and II for bKL Architecture, located in Lakeshore East, Chicago, Illinois;
- Rose Street Roundabout for the Village of Rosemont, located in Rosemont, Illinois;
- Fashion Outlets of Chicago for Macerich and AWE Talisman, located in Rosemont, Illinois;
- The Park at Rosemont (MB Financial Park) for the Village of Rosemont, located in Rosemont, Illinois;
- Walgreens at Broadway and Glenlake for Crossroads Development, located in Chicago, Illinois;
- Mariano's Fresh Market for Abbott Land & Investment, located in Elmhurst, Illinois;
- Stonebridge Subdivision for The Roanoke Group, located in Lake Bluff, Illinois;
- BoBB Auto Dealership, located in Cedar Lake, Indiana;
- Office Park of Hinsdale, Parking Lot Improvements for Eckenhoff Saunders Architect, Inc. (ESA), located in Hinsdale, Illinois;
- Fed-Ex Ground Parking Lot Improvements for Abbott Land & Investment, located in Carol Stream, Illinois;
- Rush Medical Center building demolition and restoration plans for Proteus Group, LLC, located in the City of Chicago.

Umar T. Ahmad, P.E.

Chairman CEO / Lab Manager

University of Nevada-Reno, Ph. D. Candidate
University of Nevada-Reno, MSCE, 1992
University of Punjab-Lahore, Pakistan, MS, Applied Geology, 1986
University of Punjab-Lahore, Pakistan, BS, Applied Geology, 1985

Certifications

IDOT Documentation of Contract Quantities – 2015
IDOT Fundamentals of Strom Water Pollution and Erosion and Sediment Control-2014
IDOT Hot Mix Asphalt – Level I, Level II, Level III – 2008
IDOT PCC - Level I, Level II, Level III - 2008
IDOT S 33 Geotechnical Field Testing and Inspection Certification
IDOT – Mixture Aggregate - 2008
IDOT Bituminous Concrete Density Tester (QA/QC Density Tester)– 2008
IMIR's & ICORS Training
ACI Concrete Inspection & Testing Level I – 2012
ACI Concrete Strength Testing Technician – 2012
ACI Concrete Laboratory/Aggregate Testing Technician – 2012
Nuclear Density Gauge Safety – 2014
Certified Radiation Officer – 2008
Visual Weld Inspection Training – ASNT Level II
Ultrasonic Weld Inspection Training – ASNT Level II
Magnetic Particle Inspection Training – ASNT Level II
Penetrant Testing Training – ASNT Level II
Precast/Pre-stressed PCI Level I, Level II, & Level III – 2011
Certified Floor Profiler Using F.A.C.E. Equipment – Floor Flatness/Levelness
Missouri QC/QA Training: Bituminous Technician, Concrete Field, Concrete Strength, Superpave QA/QC
IDOT Fundamentals of Storm Water Pollution and Erosion and Sedimentation Control 2014

Professional Licenses

Licensed Professional Engineer:
Illinois # 062-055148
Wisconsin # 34833-6
Indiana # 10200276
Michigan # 6201048936
Missouri # 2011007467
Nevada #14560

Professional Societies

Illinois Society of Professional Engineers (ISPE), Chicago Chapter – Past Vice President/Secretary
American Society of Civil Engineers (ASCE), Geotechnical Group, Chicago Chapter – Past Chair
National Society of Professional Engineers (NSPE), Member
American Council of Engineering Companies of Illinois (ACEC) Member

Experience

2010 to Present (NASHnal Soil Testing, LLC – Chairman, CEO)

Exceptional, visionary leader with over nineteen years of technical, business, and leadership experience in public and private sectors with the ability to formulate, execute, and adjust the business strategy as needed.

2006 to 2010 (GSG Material Testing, Inc. - Vice President / Junior Partner)

Sole responsible of daily operations of the business. Supervised all office staff including licensed professional engineers, junior engineers, secretaries, laboratory staff and field technicians. Interview potential employees for recruiting and team building. Client interface and technical consultation. Started a New Material Testing laboratory, purchased all equipment, calibrated and installed, trained technician and received AMRL, CCRL along with IDOT HMA, Concrete and Soils certifications. Responsible for reviewing all QA/QC reports.

2003 to 2006 (H. H. Holmes Testing Laboratories, Inc. - Marketing & Field Engineering Director)

Marketing Director - Responsible for strategic business initiative and execution of the business plan to achieve growth, profitability and business integration within Chicagoland and neighboring states. Some of the current responsibilities are: Increasing market visibility; Obtaining new business and maintaining client relations; Negotiation and administration of contracts; *Field Engineering Director* - Supervise and manage material testing laboratory and multiple construction projects. Responsible for reviewing technical reporting (i,e. daily field investigation work), client consultation related to field problems, trouble shooting, quality assurance and quality control *(QA/QC)* during construction of public works and private projects. Review and prepare geotechnical exploration reports. Personally responsible for budget preparation of all the material testing projects and monitoring the budget as the project progresses. Oversee all the field engineers' work, especially during field testing and. Pre-Stressed/Pre-Cast plant inspection

2001 to 2003 (GME Consultants of Illinois, Inc. - Principal Engineer)

Consulting Engineer - Responsible for reviewing and updating the results of Subsurface exploration, Geotechnical data investigation and engineering studies for various design sections, report preparation and recommendations for design and construction. Pavement design, in accordance with IDOT, WisDOT and INDOT standards.

Supervise & Manage - Material testing laboratory and multiple construction projects. Responsible for reviewing daily field investigation reports, problem solving, quality assurance and quality control *(QA/QC)* during construction ofpublic and private projects. Perform review of field engineer's work. Supervise group of field technicians, senior technicians and mentoring the young engineers.

www.nstengr.com

NASHnal Soil Testing, LLC.
1707 Quincy Avenue, Unit 151
Naperville, IL 60540
314-587-5391
uahmad@nstengr.com

Umar T. Ahmad, P.E.

Experience Continued

1992 to 2001 (Pezonella Associates, Inc. - Senior Geotechnical Engineer)

Started as junior engineer after college, promoted to project engineer, project manager and attained the highest rank as senior engineer at Pezonella Associates, Inc. Evaluation of bituminous and concrete material test results and cores to recommend mitigation as outlined by public works officials and other agencies for *QA/QC.* Enforcing adherence and verification of conformance to specification for general and public work's construction, which include site visit for contractors work evaluation and recommendations in case of discrepancy and problems in the field.

Specific Project Experience

I-355 Widening - *Project Manager.* Supervised material testing technicians and laboratory staff, and reviewed all field and lab data prior to submitting to Tollway.

I-294 & I-90 Intersection, Patch repair work - *Project Manager.* Supervised material testing technicians and laboratory staff, and reviewed all field and lab data for bituminous asphalt prior to submitting to IDOT.

I-290 & I-94 Intersection, Patch repair work - *Project Manager.* Supervised material testing technicians and laboratory staff, and reviewed all field and lab data for soils and asphalt, prior to submitting to IDOT.

I-88 Toll Plaza - *Project Manager.* Supervised Material testing technicians and laboratory staff, and reviewed all field and lab data for concrete, prior to submitting to IDOT.

I-57 Manhattan-Monee Road Bridge Constructions - *Project Manager.* Supervised material testing technicians and laboratory staff, and reviewed all field and lab data for concrete, prior to submitting to IDOT.

Sheridan Road Reconstruction (Winnetka) - *Project Manager.* Supervised material testing technicians and laboratory staff, and reviewed all field and lab data for soils and concrete, prior to submitting to IDOT.

Milwaukee Avenue & Harts Road Intersection (Niles), Reconstruction - *Project Manager.* Supervised Material testing technicians and laboratory staff, and reviewed all field and lab data prior to submitting to IDOT.

Emerson Avenue & Maple Avenue Intersection (Evanston) Reconstruction - *Project Manager.* Supervised Material testing technicians and laboratory staff, and reviewed all field and lab data prior to submitting to IDOT.

Cook Street & Ash Avenue (Wauconda), Reconstruction - *Project Manager.* Supervised material testing technicians and laboratory staff, and reviewed all field and lab data prior to submitting to IDOT.

O'Hare Runway 10C/28C East End Taxiway - *Project Manager.* Supervised material testing technicians and laboratory staff, and reviewed all field and lab data prior to submitting to Contractor & OMP.

Various Chicago Public Schools, Chicago, IL- *Project Manager.* Supervised material testing technicians and laboratory staff, and reviewed all field and lab data prior to submitting to Public Building Commission, Chicago.

Grand Warehouse, Northlake, IL- *Project Manager.* Supervised material testing technicians and laboratory staff, and reviewed all field and lab data.

Great Lake Naval Station, Great Lakes, IL- Supervised material testing technicians and laboratory staff, and reviewed all field and lab data.

UPRR High Speed Rail Road-Tier II, Tier III, Tier IV and Tier VI (Various locations between Joliet & Springfield)- Supervised material testing technicians and laboratory staff, and reviewed all field and lab data prior.

Employment History

Time Period	Company Name	Title/Position
2010 to Present	*NASHnal Soil Testing, LLC.*	*Chairman -CEO*
2006 to 2010	*GSG Material Testing, Inc.*	*Vice President / Junior Partner*
2003 to 2006	*H. H. Holmes Testing Laboratories, Inc.*	*Marketing & Field Engineering Director*
2001 to 2003	*GME Consultants of Illinois, Inc.*	*Principal Engineer*
1992 to 2001	*Pezonella Associates, Inc.*	*Senior Geotechnical Engineer*

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MACKIE CONSULTANTS

CONSTRUCTION INSPECTION
Firm Experience

Mackie Consultants, LLC has completed the Resident Engineering (Phase III) Duties for numerous projects throughout Chicago and Indiana. The following provides a brief description of some of these projects.

1. **Fall 2012 DuPage County Sidewalk Project:** DuPage County, Illinois
   DuPage County constructed approximately 3000 linear feet of new 5 foot sidewalk at various locations on Devon Avenue, Schick Avenue, Geneva Road, and 75th Street. Another 1050 foot of 6 foot walk was constructed to replace an existing bituminous path at the DuPage County Complex. Work at the County Complex also included the construction of a handicap accessibility ramp leading from an emergency exit at the DuPage County Courthouse building. Construction involved, removal and replacement of portions of existing walk, curb and gutter, and property access drives. The majority of the sidewalk was excavated in the right of way, framed, stoned and poured in place. Extra attention was paid to make sure that sidewalk slopes did not exceed the ADA standards of the Illinois Accessibility Code. Frequent checks of the sidewalk slope resulted in field adjustments to ensure compliance.

   Mackie Consultants, LLC completed the resident engineering duties including: Conducting project meetings, on-site construction observation, project coordination, quantity measurement and project documentation per IDOT and DuDOT documentation standards, material testing coordination for QC/QA compliance where applicable, review of QC/QA reports for compliance with project specification, site erosion control observation and documentation, contract oversight, checks for ADA compliance, and coordination and submittal of contractor pay requests.

2. **Illinois Route 31 (La Fox Road) and Bowes Road Intersection Improvements**, South Elgin, IL
   Tasks include Phase III Construction/Resident Engineering services for the new construction of approximately 3,300 lineal feet of roadway improvements for Bowes Road, complete with a 10' bike path, stormwater infrastructure, utility adjustments, sanitary service stubs for future industrial properties along the Bowes corridor, and street lighting infrastructure. Work on Bowes Road extended the road from its previous terminus, east to the intersection at Illinois Route 31. The project provided a new signalized intersection at Illinois Route 31 with interconnect, Route 31 widening and channelization, and drainage improvements. Mackie staff also represented Fox River Water Reclamation District (FRWRD) as sanitary sewer inspector for sanitary sewer connections and installations associated with the project.

   The project also involved coordination with Kane DuPage Soil Water Conservation District for the installation of a temporary stream bypass system that was required in order to construct a required culvert crossing. Mackie frequently coordinated with KDSWCD on matters related to site erosion and sediment controls, as the project area was tributary to the Fox River.

   Mackie Consultants staff followed IDOT standard documentation procedures, acting on behalf of the Village of South Elgin as Construction/Resident Engineer for the project. Mackie served as primary liaison between the contractor and IDOT/Village of South Elgin for all project coordination. Mackie staff was onsite on a full time basis during construction, performing and/or coordinating tasks including but not limited to: meeting coordination, general project documentation (maintaining a project diary, daily reports, weekly reports, traffic control inspection reports, erosion observation reporting, etc.), construction and material inspection, project contract administration, quantity measurement, documentation, and coordination for contract payments, punch-list coordination, and project close out.

   FRWRD duties included the observation and documentation of any work taking place on the sanitary sewer system. Mackie staff was responsible to ensure that all work was being performed in substantial conformance with FRWRD specification and observed vacuum testing of the newly installed facilities. Daily reports were generated and submitted to FRWRD staff for further coordination of sanitary sewer testing.

3. **FAP 360 Illinois Route 25 at Kenyon Road Intersection Improvements:** Village of Bartlett, Illinois
   Mackie Consultants, LLC (MCL) was hired to complete the Resident Engineering Duties for this intersection and channelization improvement in the fall of 2009. The project involved the widening of an existing 2-lane (24' wide) rural section to a 50' wide rural section with traffic signalization. The intersection of Kenyon Road and Illinois Route 25 was expanded to include one thru lane and separate right and left turn lanes on each leg of the

intersection. Kenyon Road was extended to the east as part of the intersection improvement to serve a future industrial park. This $1.7 million construction contract was permitted and coordinated through the Illinois Department of Transportation - Bureau of Local Roads, and in accordance with the Economic Development Program and Motor Fuel Tax requirements. Construction began in the fall of 2009 and the project was completed in the early Summer of 2010.

In addition to the above, Phase III construction inspection and contract administration services were performed for the Local Agency and the Illinois Department of Transportation. Inspection responsibilities included processing the Project Diary, Inspector Daily Reports (IDRs), Quantity Books, Field Books, Weekly Reports, Material Inspection Transmittals, pay estimates, change orders, stormwater pollution prevention plan inspections, traffic control inspections and coordination of all QC/QA testing and documentation.

4. **Rolling Meadows Park District Improvements,** Rolling Meadows, Illinois
Numerous projects have been planned, designed and implemented at multiple park sites for the Rolling Meadows Park District (RMPD). Mackie Consultants LLC's roles on these projects have encompassed surveying, planning, design document preparation, permitting and construction administration. Close coordination with RMPD staff was necessary to keep the facilities open during scheduled seasons and hours of operation.

A significant project at Community Center Park for RMPD involved detailed topographic survey, analysis and grading design to provide accessible parking, curb ramps and accessible routes in accordance with the ADA requirements for patrons to reach multiple outdoor facilities, including athletic fields, bleachers, portable toilets and bocce ball courts. Floodplain fill and compensatory storage were designed and permitted at Sunset Park to reclaim a park area for a playfield.

Mackie Consultants, LLC was hired by the Rolling Meadows Park District to provide civil engineering services for the re-purposing of an aging park site known as Waverly Park. The project improvements included the removal of existing tennis and basketball courts and replacement with a new parking area and multi-purpose play area. The play area includes innovative KOMPAN Freegame equipment which consists of a freestanding goal incorporating basketball hoops, with panels and frames for use with other games and sports such as soccer, hockey, and more. A bike path was incorporated to connect the new play area to an existing HMA path.

At Salk Park, detailed grading design was developed for areas of replacement playground equipment to provide access in accordance with the Americans with Disabilities Act (ADA) requirements. Access routes and equipment were planned so that the pool and its splash pad equipment would meet the specific requirements of the accessibility code. These features were also provided at Florey Park.

Reconstruction of the RMPD administration building parking lot provided expanded parking areas, including parking stalls and curb ramps in accordance with the ADA requirements for this heavily used area.

5. **143rd Street Reconstruction Project:** Village of Orland Park, Cook County, Illinois
The $13.6 million roadway reconstruction project involved the reconstruction of a 3-mile length of 143rd St, modernizing the roadway from a 2-lane rural section to a 5-lane urban section with $3.5 million of new storm sewers and in-line stormwater detention, large diameter culverts installed on pile foundations and experimental use of expanded polystyrene (EPS) geofoam fill to bridge over four areas of existing peat subsoils. The project included five stages of traffic control in two years, traffic signal installation, a composite asphalt/concrete pavement system with associated earthwork, guardrail, pavement marking, signage and extensive coordination with the Village of Orland Park since the project was built as a jurisdictional transfer.

Phase III construction inspection and contract administration services included construction inspection, contract file preparation, public information meetings, pre-construction services, shop drawing review, coordination with local agencies, and maintenance of contract documents. Responsibilities included processing the Project Diary, Daily Reports, Quantity Books, Field Books, Weekly Reports, pay estimates, change orders, progress schedules and coordination of all QC/QA testing and documentation.

6. **US Route 45 (LaGrange Road) Bridge Rehabilitation over the Cal-Sag Channel Project:** Village of Palos Hills, Cook County, Illinois
The $3.5 million bridge rehabilitation project involved the re-decking of two existing steel truss bridges crossing the Cal-Sag Channel including re-decking of approach spans, construction of a dry land bridge, concrete pavement, and associated bituminous resurfacing, guardrail, barrier wall, pavement marking and signage.

Phase III construction inspection and contract administration services included construction inspection, contract file preparation, public information meetings, pre-construction services, shop drawing review, coordination with local agencies, and maintenance of contract documents. Responsibilities included processing the Project Diary,

Daily Reports, Quantity Books, Field Books, Weekly Reports, pay estimates, change orders, progress schedules and coordination of all QC/QA testing and documentation.

7. **Roadway and Stormwater Improvements for the Capital Improvement Project – Phase V:** Town of Cedar Lake, Lake County, Indiana

This project involved the completion of roadway and drainage improvements for 0.75 miles of roadway along Hilltop Drive, West 129th Place, Fulton Street and West 133rd Place. The roadway improvements consisted of new curb and gutter, roadway patching, milling and re-surfacing, storm sewer improvements and new guardrail. Construction began in April of 2010 and the project was completed in August of the same year.

Phase III services included construction inspection and contract administration services for the Town of Cedar Lake. Inspection responsibilities included processing the Project Diary, Daily Reports, Quantity Books, Field Books, Weekly Reports, tracking EEO requirements, pay estimates, change orders, as built plans and maintaining proper QC/QA documentation of all construction inspections. Documentation closely followed construction document standards of Indiana and Illinois Departments of Transportation.

8. **Berens Monaldi Flood Control Project – Phase II:** Town of Dyer, Lake County, Indiana

The Berens Monaldi Flood Control project involved the construction of an earthen berm to provide the necessary flood protection for an existing residential area. The earthen berm was designed within the rear yards of 13 existing homes to fit into the surrounding area. This $500,000 project involved excavation and embankment, storm sewer improvements, landscape restoration and pavement repairs. Construction began in April of 2010 and the project was completed in August of the same year.

Phase III Services included construction inspection, public information meetings, pre-construction services, shop drawing review, coordination with local agencies, and maintenance of contract documents. Responsibilities included processing the Project Diary, Daily Reports, Quantity Books, Field Books, Weekly Reports, pay estimates, change orders, progress schedules and coordination of all QC/QA testing and final documentation. Material inspections closely followed inspection guidelines provided in the Project Procedures Guide and Manual for Material Inspection.

9. **Virginia Road (County Highway 45) Widening and Reconstruction: Crystal Lake, McHenry County Illinois.**

Virginia Road was reconstructed and widened for over 2,000 lineal feet to provide a 48-foot wide rural pavement section. The proposed improvements included one thru lane in each direction and exclusive left and right turn lanes. The project included the use of hot-mix asphalt polymers to accommodate future truck traffic along the roadway and required drainage improvements, and utility relocations. Construction began in April of 2010 and extended through December.

Phase III resident engineering services included pre-construction services, shop drawing review, coordination with local agencies, and maintenance of contract documents. Responsibilities included processing the Project Diary and coordination of all QC/QA testing and documentation.

10. **Ackman Road Improvements: Lake in the Hills, Lake County, Illinois**

Project Description: This project involved the widening of Ackman Road from an existing 24-foot wide rural section to a 48-foot wide rural section with an 8-foot shoulder. This project was constructed in phases to allow full access improvements until a later date when the full access was modified to a right-in right-out. Culvert replacements, utility relocations, driveway replacements and soil erosion and sediment control devices were also required as part of this improvement.

Phase III resident engineering services included pre-construction services, shop drawing review, coordination with local agencies, and maintenance of contract documents. Responsibilities included processing the Project Diary and coordination of all QC/QA testing and documentation.

Partial list of Material Testing related projects

- **I-355 Widening** - *Project Manager.* Supervised material testing technicians and laboratory staff, and reviewed all field and lab data prior to submitting to Tollway.

- **I-294 & I-90 Intersection,** Patch repair work - *Project Manager.* Supervised material testing technicians and laboratory staff, and reviewed all field and lab data for bituminous asphalt prior to submitting to IDOT.

- **I-290 & I-94 Intersection**, Patch repair work - *Project Manager.* Supervised material testing technicians and laboratory staff, and reviewed all field and lab data for soils and asphalt, prior to submitting to IDOT.

- I-90 Rebuilding and Widening-Project Manager *Project Manager.* Supervised material testing technicians and laboratory staff, and reviewed all field and lab data for concrete and asphalt, prior to submitting to Tollway.

- **I-88 Toll Plaza** - *Project Manager.* Supervised Material testing technicians and laboratory staff, and reviewed all field and lab data for concrete, prior to submitting to IDOT.

- **I-57 Manhattan-Monee Road Bridge Constructions** - *Project Manager.* Supervised material testing technicians and laboratory staff, and reviewed all field and lab data for concrete, prior to submitting to IDOT.

- **Sheridan Road Reconstruction (Winnetka)** - *Project Manager.* Supervised material testing technicians and laboratory staff, and reviewed all field and lab data for soils and concrete, prior to submitting to IDOT.

- **Milwaukee Avenue & Harts Road Intersection (Niles)** - Reconstruction - *Project Manager.* Supervised Material testing technicians and laboratory staff, and reviewed all field and lab data prior to submitting to IDOT.

- **IL Route 62 Over Salt Creek-Mainline Pavement Resurfacing (Roselle)** - *Project Manager.* Supervised material testing technicians and laboratory staff, and reviewed all field and lab data for soils and concrete, prior to submitting to IDOT.

1707 Quincy Avenue, Unit 151 Phone: (630) 780-5201
Naperville, IL 60540 Fax: (630) 429-9099
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Statement of Qualifications

Phase III Engineering Services for Kennedy Road Shared Use Trail
July 1, 2016

United City of Yorkville ILLINOIS

Robinson ENGINEERING
Municipal Expertise. Community Commitment.
300 Park Blvd., Suite 309
Itasca, IL 60143
ph. 815-806-0300
f. 815-806-0301

Champaign, IL Frankfort, IL Itasca, IL Kankakee, IL South Holland, IL Volo, IL Merrillville, IN

Robinson ENGINEERING

Municipal Expertise. Community Commitment

July 1, 2016

Mr. Eric Dhuse
Director of Public Works
800 Game Farm Road
Yorkville, IL 60560

RE: United City of Yorkville – Kennedy Road Shared Use Trail – Construction Engineering SOQ

Dear Mr. Dhuse:

Robinson Engineering, Ltd. (REL) is pleased to submit this Statement of Qualifications to perform Phase III construction engineering services for the City of Yorkville's upcoming project.

As municipal engineers serving nearly 70 communities in northeastern Illinois and northwest Indiana, including 23 continuously for over 40 years, we have a unique familiarity with all types of municipal engineering, planning and funding issues. We have completed the design and construction observation for over 140 MFT street resurfacing programs between 2005 and 2011 with a total construction cost of $64 million. In addition, since 2009 our firm has designed and overseen the construction of over 160 federally funded transportation projects totaling over $300 million in construction; each of which had a Local Agency as its prime sponsor. Robinson is intricately familiar with various Federal and State funding sources for infrastructure improvements and have often helped our client communities coordinate multi-jurisdictional projects using multiple funding sources, thereby minimizing local funding participation.

We will utilize our unique blend of municipal, transportation and reconstruction expertise to implement projects meeting the City's objectives first and foremost, while guiding you through the daunting IDOT review and compliance process. Our long-standing ability to provide ***municipal expertise*** and ***community commitment*** has resulted in decades of dedicated service to our municipal clients.

It has always been our top priority to maintain the high level of service and professionalism that our clients expect and deserve. It is this level of service, together with our solid reputation for providing the highest quality of work that separates Robinson Engineering from other consulting firms. **Exceeding your expectations every day** is our motto, daily goal, and a major focus of our entire staff. We thank you for the opportunity to submit this proposal and we look forward to the possibility of serving you and the City on this project.

Very truly yours,
ROBINSON ENGINEERING, LTD.

Aaron E. Fundich, PE
Executive Vice President

Robinson ENGINEERING

Municipal Expertise. Community Commitment.

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STATEMENT OF QUALIFICATIONS

Construction Engineering Services

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Company Profile

Robinson ENGINEERING

Municipal Expertise. Community Commitment.

COMPANY PROFILE

At Robinson Engineering, Ltd. (REL) we believe engineering goes beyond quality project management. It is all about service - listening to our clients' desires, providing a range of innovative alternatives, promptly responding to client needs, and creating workable solutions specifically tailored to each community's unique situation. As appointed municipal engineers, our entire organization confidently thinks beyond the narrow boundaries of an individual project assignment; instead, our professionals welcome the opportunity to serve as dedicated extensions of municipal staff by sharing our experience on an entire array of day-to-day items, generating new ideas to resolve long-standing problems, and ensuring that each project approach respects the interests of multiple community stakeholders.

Our history of partnering with Illinois and northwest Indiana municipalities for over 75 years has enabled REL to gain the expertise, experience and dedication required to provide complete municipal engineering services to communities of any size, shape or stage of development. We are an integrated, full-service firm with creative and innovative problem solvers, skilled facilitators, and technical experts with diverse experience in the municipal sector, and we take pride in successfully assisting each of our client communities' transition from one stage of their development to the next.

REL clientele includes communities focused on: redeveloping deteriorating facilities; ensuring vibrant growth; utilizing master plans to serve new development and redevelopment opportunities while improving infrastructure; and aiding communities balancing a mixture of these efforts. We embrace our role as appointed municipal engineers to more than 70 diversified Illinois and northwest Indiana communities with an aggregate service base exceeding 700,000 people.

Our firm's value to municipalities reaches far beyond the proficient design and construction engineering capabilities expected of most quality firms. Differentiating REL from our competitors is a sincere appreciation of the everyday needs of municipalities, a determined resolve to procure grant funding for our clients, and a keen eye toward satisfying overall municipal objectives within each project we undertake.

Robinson ENGINEERING

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KEY SERVICES

- Transportation systems
- Water distribution, design & modeling
- Water storage & treatment systems
- Wastewater collection & treatment
- Floodplain & stormwater management
- Development reviews & inspections
- Geographic information systems (GIS)
- Professional land surveying services

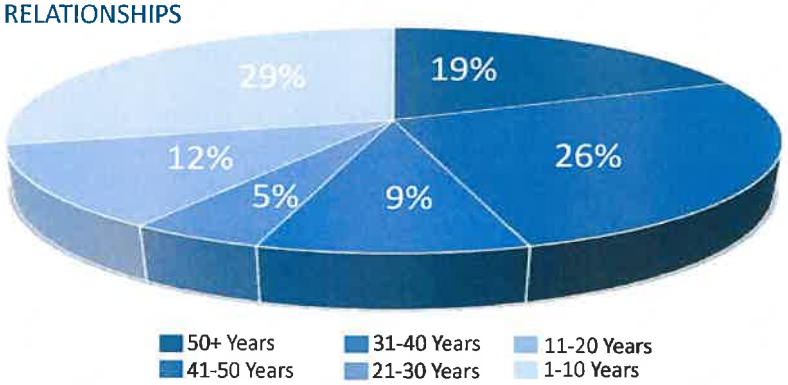
RELATED SERVICES

- Grant applications & administration
- Letter-of-credit reviews
- Economic development initiatives
- Public safety issues
- Regulatory agency negotiations
- Public hearings
- Property owner consultation
- Annexation agreement negotiations
- Municipal ordinance updates
- Capital improvement plans
- Infrastructure O&M

All of the services described above are performed in-house, with little or no reliance on sub-consultants, offering us the ability to quickly exert necessary project controls as needed to meet each client's schedule needs.

Our strength in satisfying our clients is simple: the caliber of our people. We bring a lessons-learned background to every project that provides our clients with the ability to make informed choices, not just our preferences. Our experienced engineers, surveyors, planners, and resource specialists are committed to making a positive difference in the communities we serve by providing personalized service and expertise, recognizing that excellent work and integrity are mandatory for establishing the positive long-term relationships we seek.

MUNICIPAL ENGINEERING RELATIONSHIPS



Our area history, project database and contact network serve as invaluable institutional resources for our client communities, as well as our dedication to verifying that all projects are implemented in accordance with municipal master plans. Technical expertise is supplemented by a 100% commitment to clients' best long-term interests via our long-standing policy of declining private sector work in communities we serve. Finally, we respect our clients' needs and fiscal realities by topping off all endeavors with ***an extra dose of common sense,*** a trait that our client communities have long respected about REL. These distinctive added value features have prompted dozens of client communities to continue retaining our services for decades, including 23 plus towns continuously for over 40 years.

Another REL hallmark is our active participation in the communities where we live, work, shop and worship. Nearly 90% of our current staff were raised and/or currently live in one of our client communities, and our firm offers a first-time homeowner benefit for employees who purchase their home in one of our client communities. Our professionals are personally involved in improving their local environments and quality of life for their families and neighborhoods, and this level of care is evident in the projects we manage. By personally valuing each and every client and project, REL aims to do more than just meet expectations; we strive to exceed them each and every day.

Robinson ENGINEERING

Municipal Expertise. Community Commitment.

PROFESSIONAL REGISTRATIONS

Registered Professional Engineers	AZ	CA	CO	IL	IA	IN	MI	WI	CFM	PTOE	CPESC	LEED AP
Geoff Aggen				•					•			
Erik M. Alvarez				•								
Patricia K. Barker				•					•			
John J. Beissel				•								
Kevin J. Biscan				•								
George D. Budwash				•		•						
Van Calombaris				•		•						
James M. Czarnik				•		•						
William P. Dolan				•					•	•		
Jason L. Doutnett				•		•						
Jonathan D. Flowers				•								
Aaron E. Fundich				•		•						
Harry L. Gilmore, Jr.				•								
Troy A. Golem				•								
Gregory S. Gruen				•								
James P. Hus, Jr.				•		•						
Michael Johnson				•								
Sean P. Kelly				•					•		•	
Christopher J. King	•			•		•	•					
Jefferey A. Koza				•					•			
Dana E. Ludwig				•					•		•	•
James M. Mandon						•						
Amy S. McKenna				•					•			
Steven R. McBurney				•								
Thomas E. Nagle								•				
Joseph M. Nordman				•		•			•			
Carrie A. Pintar				•		•			•		•	
Jeffrey C. Pintar				•					•			
Russ W. Prekwas						•		•				
Jennifer S. Prinz				•		•			•			
Ernest R. Roberts III				•		•						
David W. Shilling				•		•						
Michael R. Spolar				•					•	•	•	
Albert K. Stefan				•								
Lisa J. Taccola				•	•	•						
Edward J. Tunelius				•								
David Tyson			•	•		•						
Mark A. Wesolowski				•					•			
Ronald J. Wiedeman				•		•						
Sarah C. Winter				•								•
Jonathon A. Zabrocki		•	•	•	•				•		•	•
Steven G. Zehner				•				•				•
Registered Structural Engineer												
Christopher J. King				•								
Professional Land Surveyors												
John Barrett				•								
Kevin J. Biscan				•								
Randell E. Gann				•		•						
Brad K. Lueders				•								
David Tyson				•								

Floodplain Managers

Rick Clevenger Joel R. Drabicki Jonathan J. Dykstra Ronald E. Smith

Professional Engineer Interns

Robert W. Borchering Greg A. Kamplain Jacob C. Wellbank

Robinson ENGINEERING

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PROFESSIONAL CERTIFICATIONS

Certified Erosion, Sediment and Storm Water Inspector (CESSWI)

Douglas E. Breshock
John M. Fitzpatrick
Bruce A. Stone
David A. Webber

Certified Planner (AICP)

Maura A. Rigoni

Certified Hazardous Materials Manager

Steven G. Zehner

Certified Public Infrastructure Inspector

Joey Anderson
Robert W. Borchering
Douglas E. Breshock
John M. Fitzpatrick
Jay K. Lauritzen
Lisa J. Taccola
David A. Webber

Certified Survey Technicians

Robert J. Gamboa
Jay K. Lauritzen

Geographic Information Systems Professional (GISP)

Frank A. Bava
Edward K. Rudd

ACI Concrete Field Testing Technician-Grade I

Jason L. Douthett
Marc T. Mayotte

IDOT Certified Bridge Inspectors

Douglas E. Breshock
Jefferey A. Koza
James P. Hus
Christopher J. King

IDOT Documentation Certified Personnel

Joey Anderson
John J. Beissel
Robert W. Borchering
Douglas E. Breshock
Clinton Buchmeier
Jason L. Douthett
John M. Fitzpatrick
Robert J. Gamboa
Adam Glens
Troy A. Golem
James P. Hus
Jefferey A. Koza
Jay K. Lauritzen
Marc T. Mayotte
David J. McGrath
Carrie A. Pintar
Scott E. Ranger
Jairo M. Rodriguez
David W. Shilling
Michael R. Spolar
Lisa J. Taccola
RJ Tyson
Jason W. Vandercar
David A. Webber

INDOT Certified Inspectors

Robert W. Borchering
Jason L. Douthett
Lyle Hannigan
James P. Hus
Steven J. King
Jefferey A. Koza
David W. Shilling

US Army Corps of Engineers Construction Quality Management for Contractors

Doug E. Vanderbilt

IEPA Wastewater Treatment Plant Operator

Terrence L. Grom, Classes 1, K
Richard A. Leber, Class 1
William L. Liszka, Class 1
Donald L. Matthews, Class 1

IEPA Wastewater Collection System Operator

Robert W. Borchering
Robert J. Csanyi
John M. Fitzpatrick
Rodney D. Phillippi
Thomas E. Nagle

IEPA Water Supply Operator

John M. Fitzpatrick, Class B
Richard A. Leber, Class A
William L. Liszka, Class A
Donald L. Matthews, Class A
Thomas E. Nagle, Class C
Rodney D. Phillippi, Class C

NACE Coating Level 1 Inspector

Richard A. Leber

Firm & Project Experience

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FEDERALLY FUNDED TRANSPORTATION PROJECTS
2010 - 2016

Year	Municipality	FAU Project	Construction	Engr. Phases	Reference	Phone
2010	Alsip	AL FAU Sidewalk	$ 130,000	E2, E3	Patrick Kitching	708.385.6902
2010	Alsip	AL 115th Street Street Lighting	$ 276,000	E2, E3	Patrick Kitching	708.385.6902
2010	Blue Island	BI Western Ave Intersection Enhancement	$ 420,000	E2, E3	Matt Anastasia	708.396.7066
2010	Blue Island	BI Broadway Street Reconstruction	$ 6,000,000	E1	Matt Anastasia	708.396.7066
2010	Bridgeview	BV Bridgeview FAU Sidewalk	$ 700,000	E2, E3	Mike Porfirio	708.594.2525
2010	Bridgeview	BV Harlem Ave Widening at 70th Street	$ 850,000	E2, E3	Mike Porfirio	708.594.2525
2010	Chicago Hts	CH East End Avenue LAPP	$ 800,000	E2, E3	Lisa Aprati	708.756.5307
2010	Crown Point	CPT Greenwood Improvement	$ 300,000	E2, E3	Tris Miles	219.662.3242
2010	Crown Point	CPT Court Street Improvement	$ 410,000	E2, E3	Tris Miles	219.662.3242
2010	Crown Point	CPT Main St. from Joliet to Frans	$ 800,000	E2	Tris Miles	219.662.3242
2010	Crown Point	CPT Summit from Taft to Broadway	$ 960,000	E2	Tris Miles	219.662.3242
2010	Dolton	DL Emergency Vehicle Preemption	$ 100,000	E2, E3	Riley Rogers	708.849.4000
2010	Ford Heights	FDH Woodlawn Avenue LAPP - Construction	$ 400,000	E2, E3	Veria Ely	708.758.3185
2010	Frankfort	FF Sauk Trail ARRA Resurfacing	$ 242,000	E2, E3	Jim Holland	815.469.2177
2010	Gary	GR 15th Avenue Improvement	$ 642,600	E2, E3	K. Freeman-Wilson	219.881.1301
2010	Gary	GR 49th Avenue Improvement	$ 1,273,000	E2, E3	K. Freeman-Wilson	219.881.1301
2010	Gary	GR 35th Avenue Improvement	$ 1,416,000	E2, E3	K. Freeman-Wilson	219.881.1301
2010	Glenwood	GL Holbrook & Gl-Ch Hts Road Intersection	$ 350,000	E1, E2, E3	Ronald Gardiner	708.491.8776
2010	Glenwood	GL Main Street Widening	$ 2,100,000	E1, E2, E3	Ronald Gardiner	708.491.8776
2010	Harvey	HV Broadway Lighting	$ 400,000	E2, E3	Junior Fisher	708.210.5300
2010	Hickory Hills	HH Roberts Road Enhancements	$ 300,000	E2, E3	Larry Boettcher	708.598.7855
2010	Hickory Hills	BV 76th Avenue LAPP	$ 820,000	E2, E3	Mike Porfirio	708.594.2525
2010	Lake Co, IN	Cedar Lake Road Improvement	$ 205,000	E2, E3	Duane Alverson	219.663.0525
2010	Lake Co, IN	Morse Street Improvement	$ 420,000	E2, E3	Duane Alverson	219.663.0525
2010	Lansing	LN Bernice Road Street Lighting	$ 255,000	E2, E3	Norman Abbott	708.895.7200
2010	LaSalle	LAS Bucklin Street Improvements	$ 465,000	E2	Jeff Grove	815.223.3755
2010	Manhattan	MH Manhattan Road Sidewalk at US 52	$ 100,000	E2, E3	Kevin Sing	815-418-2100
2010	Merrillville	MVL 73rd Avenue Resurfacing	$ 300,000	E2, E3	Joe Shudick	219.769.3722
2010	Merrillville	MVL Madison Avenue Resurfacing	$ 300,000	E2, E3	Joe Shudick	219.769.3722
2010	Merrillville	MVL Colorado Street Resurfacing	$ 500,000	E2, E3	Joe Shudick	219.769.3722
2010	Merrillville	MVL 101st St over I-65 Bridge Replacement	$ 5,000,000	E1	Joe Shudick	219.769.3722
2010	Minooka	MNK Ridge/McEvilly Road Street Lighting	$ 250,000	E2, E3	Dan Duffy	815.467.2151
2010	Munster	MN West 45th Resurfacing	$ 850,000	E2, E3	Dustin Anderson	219.836.6900
2010	Palos Park	PP 121st/127th Street LAPP	$ 235,000	E2, E3	Rick Boehm	708.448.2700
2010	Peotone	PT Rathje Road Reconstruction	$ 1,550,000	E1, E2, E3	Steven Cross	708.258.3279
2010	Robbins	RB 139th St LAPP	$ 800,000	E2, E3	Tyrone Ward	708.385.8940
2010	Romeoville	RV 135th Street Resurfacing	$ 350,000	E2, E3	Steve Gulden	815.886.1870
2010	Romeoville	RV IL 53 & Lewis University Intersection	$ 1,000,000	E1, E2, E3	Steve Gulden	815.886.1870
2010	Romeoville	RV Normantown Road Improvements	$ 1,800,000	E1, E2, E3	Steve Gulden	815.886.1870
2010	South Holland	SH Wausau Avenue Extension @ US Route 6	$ 1,200,000	E1, E2, E3	Frank Knittle	708.210.2915
2010	South Holland	SH 168th St & State St Intersection	$ 2,440,000	E1, E2, E3	Frank Knittle	708.210.2915
2010	Tinley Park	TP 191st Street Lighting	$ 700,000	E2, E3	David Seaman	708.444.5000
2010	Tinley Park	TP Oak Park Avenue Resurfacing	$ 1,555,000	E2, E3	David Seaman	708.444.5000
2010	Tinley Park	TP 183rd St Extension & Railroad Crossing	$ 12,000,000	E1, E2, E3	David Seaman	708.444.5000
2010	Watseka	WAT 5th & 8th Street Resurfacing	$ 230,000	E2, E3	Bob Harwood	815 432.2711
2010	Whiting	WI FAU Sidewalk	$ 200,000	E2, E3	Paul Turno	219.659.0407
2011	Bridgeview	BV Harlem Avenue Beautification	$ 3,100,000	E2, E3	Mike Porfirio	708.594.2525
2011	Burnham	BR Burnham Ave Lighting	$ 250,000	E2, E3	Robert Polk	708.862.9150
2011	Calumet City	CC River Oaks & Paxton Ave Intersection	$ 1,100,000	E1, E2, E3	Mayor Michelle	708.891.8105
2011	Crown Point	CPT Traffic Signals - 2 Intersections	$ 370,000	E1, E2, E3	Tris Miles	219.662.3242
2011	Homer Glen	HG Community Bike Trail	$ 1,100,000	E1, E2, E3	George Yukich	708.301.0632
2011	Midlothian	MI Kostner Avenue LAPP	$ 300,000	E2, E3	Rick Hansen	708.389.9658
2011	Ottawa	OT Entry Corridor Tree Planting	$ 200,000	E1, E2, E3	Dave Noble	815.433-0161

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FEDERALLY FUNDED TRANSPORTATION PROJECTS
2010 - 2016

Year	Municipality	FAU Project	Construction	Engr. Phases	Reference	Phone
2011	Plano	PL Safe Routes To School	$ 215,000	E1	John McGinnis	630.669-0619
2011	South Holland	SH Prince Drive LAPP	$ 500,000	E2, E3	Frank Knittle	708.210.2915
2011	Tinley Park	TP Harlem Ave ITEP-Median Beautification	$ 1,000,000	E2, E3	David Seaman	708.444.5000
2011	Whiting	WI Laporte & Atchison Sidewalk	$ 260,000	E2, E3	Paul Turno	219.659.0407
2011	Whiting	WI 117th & White Oak Street Resurfacing	$ 500,000	E2, E3	Paul Turno	219.659.0407
2011	Will County	RV Weber Road Widening	$ 3,200,000	E2	Bruce Gould	815.727.8476
2011	Will County	Cedar Road & Division Street Intersection	$ 3,400,000	E1, E2, E3	Bruce Gould	815.727.8476
2012	Alsip	AL Central Avenue Lighting	$ 220,000	E2, E3	Patrick Kitching	708.385.6902
2012	Alsip	AL Central Avenue Resurfacing	$ 300,000	E2, E3	Patrick Kitching	708.385.6902
2012	Blue Island	BI 127th & Sacramento Intersection	$ 1,400,000	E1, E2	Matt Anastasia	708.396.7066
2012	Bridgeview	BV Harlem Avenue, Beautification-Signing	$ 260,000	E2, E3	Mike Porfirio	708.594.2525
2012	Bridgeview	BV Harlem Frontage Road Street Lighting	$ 330,000	E2, E3	Mike Porfirio	708.594.2525
2012	Bridgeview	BV Harlem Ave Street Lighting 71st-92nd	$ 1,800,000	E2, E3	Mike Porfirio	708.594.2525
2012	Bridgeview	BV 71st Street Grade Separation - CREATE	$ 21,000,000	E2, E3	Mike Porfirio	708.594.2525
2012	Calumet City	CC State Street LAFO	$ 275,000	E2, E3	Mayor Michelle	708.891.8105
2012	Calumet City	CC Sibley Blvd Resurfacing	$ 1,010,000	E2, E3	Mayor Michelle	708.891.8105
2012	Crescent City	CRC Safe Routes to School	$ 247,000	E2, E3	Jim Ward	815.683.2363
2012	Crown Point	CPT Summit & Merrillville Road	$ 800,000	E1, E2	Tris Miles	219.662.3242
2012	Dolton	DL Woodlawn Avenue LAFO	$ 115,000	E2, E3	Riley Rogers	708.849.4000
2012	Dolton	DL Ellis Avenue LAFO	$ 275,000	E2, E3	Riley Rogers	708.849.4000
2012	Ford Heights	FDH Sidewalk Construction	$ 187,000	E2, E3	Veria Ely	708.758.3185
2012	Glenwood	GL Dante Ave LAFO	$ 151,000	E2, E3	Ronald Gardiner	708.491.8776
2012	Glenwood	GL Minerva Ave LAFO	$ 185,000	E2, E3	Ronald Gardiner	708.491.8776
2012	Hickory Hills	HH Safe Routes to School	$ 200,000	E1, E2	Larry Boettcher	708.598.7855
2012	IDOT	IDOT Specialty Reports - Various/Various		E2	Jose Rios	847.705.4118
2012	Lynwood	LY Joe Orr Road Reconstruction	$ 7,000,000	E1, E2	Bob Myers	708.758.8434
2012	Lynwood	LY Main Street Extension IL/IN	$ 7,000,000	E1	Bob Myers	708.758.8434
2012	Merrillville	MVL Mississippi Reconstruction	$ 8,000,000	E1, E2	Joe Shudick	219.769.3722
2012	Minooka	MNK Lions Park Trail	$ 540,000	E1	Dan Duffy	815.467.2151
2012	South Holland	SH 170th St Reconstruct - South Park to I-94	$ 7,500,000	E1, E2	Frank Knittle	708.210.2915
2012	Tinley Park	TP 191st Street to Cherry Lane Resurfacing	$ 500,000	E2, E3	David Seaman	708.444.5000
2012	Tinley Park	TP 167th Street to Harlem Resurfacing	$ 700,000	E2, E3	David Seaman	708.444.5000
2012	Tinley Park	TP Harlem Ave & 175th St Intersection	$ 1,200,000	E1, E2, E3	David Seaman	708.444.5000
2012	Will County	WC Veterans Memorial Trail	$ 11,000,000	E1	Ralph Schultz	815.722.5993
2013	Alsip	AL Cicero Avenue Sidewalk	$ 475,000	E2, E3	Patrick Kitching	708.385.6902
2013	Bridgeview	BV Safe Routes to School	$ 200,000	E2, E3	Mike Porfirio	708.594.2525
2013	Calumet City	CC State Street (Stage II) LAFO	$ 225,000	E2, E3	Mayor Michelle	708.891.8105
2013	Frankfort	FF Harlem Avenue Bike Trail	$ 1,208,000	E1	Jim Holland	815.469.2177
2013	Hickory Hills	HH Safe Routes to School	$ 200,000	E1, E2	Larry Boettcher	708.598.7855
2013	Lansing	LN Ridge Road Resurfacing	$ 500,000	E1	Norman Abbott	708.895.7200
2013	Lynwood	LY Joe Orr Road Reconstruction (Stage II)	$ 9,000,000	E1, E2	Bob Myers	708.758.8434
2013	Manhattan	MH US Route 52 Sidewalk	$ 200,000	E1	Kevin Sing	815.418.2100
2013	Olympia Fields	OF Governors Hwy\207th Safety Improvement	$ 550,000	E1, E2, E3	David Mekarski	708.503.8000
2013	Romeoville	RV IL 53 & Romeoville HS/Material Services	$ 1,300,000	E1, E2, E3	Steve Gulden	815.886.1870
2013	Romeoville	RV Taylor Road LAFO	$ 1,700,000	E2, E3	Steve Gulden	815.886.1870
2013	Sauk Village	SV 223rd Street LAFO	$ 350,000	E2, E3	Kevin Weiler	708.758.3330
2013	Tinley Park	TP 80th Avenue Complete Streets	$ 260,800	E2, E3	David Seaman	708.444.5000
2013	Tinley Park	TP North Street Parking Garage	$ 17,000,000	E1	David Seaman	708.444.5000
2013	Worth	WO Safe Routes to School	$ 200,000	E2, E3	Mary Werner	708.448.1181
2013	Worth	WO Depot/110th LAFO	$ 230,000	E2, E3	Mary Werner	708.448.1181
2014	Bridgeview	BV 78th Avenue Resurfacing	$ 460,000	E2, E3	Mike Porfirio	708.594.2525
2014	Bridgeview	BV Oketo Avenue Resurfacing	$ 590,000	E2, E3	Mike Porfirio	708.594.2525
2014	Bridgeview	BV Community Bike Trail	$ 2,100,000	E1	Mike Porfirio	708.594.2525

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FEDERALLY FUNDED TRANSPORTATION PROJECTS
2010 - 2016

Year	Municipality	FAU Project	Construction	Engr. Phases	Reference	Phone
2014	Harvey	HV 154th Street Lighting	$ 270,000	E2, E3	Junior Fisher	708.210.5300
2014	Hazel Crest	HC Charlemagne Avenue Resurfacing	$ 225,000	E2, E3	Vernard Alsberry	708.335.9600
2014	Hazel Crest	HC Fountainbleau Drive Resurfacing	$ 500,000	E2, E3	Vernard Alsberry	708.335.9600
2014	Homer Glen	HG 143rd & Lemont Road	$ 3,900,000	E1, E2, E3	George Yukich	708.301.0632
2014	Itasca	Park Boulevard Resurfacing	$ 889,000	E3	Ross Hitchcock	630.773.2455
2014	Manhattan	MH Bruns Road Resurfacing	$ 360,000	E2, E3	Kevin Sing	815.418.2100
2014	Pace	BV Pace Transit Center at Toyota Park	$ 1,200,000	E2, E3	Rose Truppa	847.228.4260
2014	Posen	PO Walter Zimny LAFO	$ 342,000	E2, E3	Donald Schupek	708-514-4940
2014	Romeoville	RV Taylor Road West LAFO	$ 800,000	E2, E3	Steve Gulden	815.886.1870
2014	South Holland	SH Vincennes Road Resurfacing	$ 256,000	E2, E3	Frank Knittle	708.210.2915
2014	South Holland	SH 154th Street Resurfacing	$ 275,000	E2, E3	Frank Knittle	708.210.2915
2014	South Holland	SH Cottage Grove Resurfacing	$ 750,000	E2, E3	Frank Knittle	708.210.2915
2014	Tinley Park	TP Oak Park Avenue Complete Streets	$ 850,000	E1, E2, E3	David Seaman	708.444.5000
2015	Chicago Hts	CH Old Plank Trail	$ 900,000	E1, E2, E3	Lisa Aprati	708.756.5307
2015	Chicago Hts	CH Old Plank Trail	$ 900,000	E1, E2, E3	Lisa Aprati	708.756.5307
2015	Harvey	HV 167th Street Reconstruction	$ 6,000,000	E2, E3	Junior Fisher	708.210.5300
2015	Matteson	MAT Safe Routes to School	$ 210,000	E1, E2, E3	Bart Gilliam	708.748.1411
2015	Matteson	Central Avenue Resurfacing	$ 1,100,000	E2, E3	Bart Gilliam	708.748.1411
2015	Matteson	MAT Cicero Avenue Lighting	$ 1,800,000	E1, E2, E3	Bart Gilliam	708.748.1411
2015	Merrionette Pk	MP STP Sidewalks	$ 100,000	E1, E2, E3	Dennis Magee	708.396.3183
2015	Merrionette Pk	MP Safe Routes to School	$ 200,000	E2, E3	Dennis Magee	708.396.3183
2015	Tinley Park	TP 183rd Street & Oak Park Ave Roundabout	$ 2,100,000	E1, E2	David Seaman	708.444.5000
2015	University Park	UP Safe Routes to School	$ 210,000	E1, E2, E3	Jerry Townsend	708-534.4823
2015	University Park	UP Safe Routes to School	$ 250,000	E1, E2, E3	Jerry Townsend	708-534.4823
2016	Chicago Hts	CH Butler Road/Main Street Reconstruction	$ 1,900,000	E1	Lisa Aprati	708.756.5307
2016	Cook County	HV Center Street Reconst 171st-159th	$ 7,000,000	E1, E2	Jennifer Killen	312.603.1700
2016	Elmhurst	ELM York Street LAFO Resurfacing	$ 850,000	E2, E3	Jim Grabowski	630.530.3010
2016	Frankfort	FF Pfeiffer Road Bike Trail	$ 440,000	E1, E2	Jim Holland	815.469.2177
2016	Frankfort	FF St. Francis Road Improvements	$ 2,000,000	E1, E2	Jim Holland	815.469.2177
2016	Glenwood	GL IL Route 1 & 187th Street Intersection	$ 870,000	E1, E2, E3	Ronald Gardiner	708.491.8776
2016	Glenwood	GL 187th & Ch Hts-Glenwood Road Reconstr	$ 8,000,000	E1	Ronald Gardiner	708.491.8776
2016	Highland Park	HP Clavey Road Reconstruction	$ 10,000,000	E1	Manny Gomez	847.926.1145
2016	Itasca	IT Safe Routes to School Pedestrian Impr	$ 998,000	E3	Ross Hitchcock	630.773.2455
2016	Itasca	Arlington Heights Road Reconstruction	$ 800,000	E1, E2	Ross Hitchcock	630.773.2455
2016	Lansing	LanOak Park District Trail	$ 200,000	E1, E2, E3	Norman Abbott	708.895.7200
2016	Lansing	LN Ridge Road and Torrence Ave	$ 900,000	E1, E2, E3	Norman Abbott	708.895.7200
2016	Manhattan	MH US 52 at Smith Road Intersection	$ 1,000,000	E1	Kevin Sing	815.418.2100
2016	Matteson	MAT US Route 30 & Kostner Ave	$ 1,200,000	E1, E2, E3	Bart Gilliam	708.748.1411
2016	Munster	MN Calumet Ave Grade Separation	$ 18,000,000	E1, E2	Dustin Anderson	219.836.6900
2016	Olympia Fields	OL Vollmer Bike Path	$ 350,000	E1	David Mekarski	708.503.8000
2016	Olympia Fields	OF Vollmer Road Widening & Replace Bridge	$ 45,000,000	E1	David Mekarski	708.503.8000
2016	Peotone	PT IL 50 at Corning Ave	$ 926,000	E1, E2	Steven Cross	708.258.3279
2016	Romeoville	RV Metra Station and Commuter Parking	$ 8,000,000	E1, E2	Steve Gulden	815.886.1870
2016	South Holland	US 6 & Cottage Grove Traffic Signal	$ 200,000	E1, E2, E3	Frank Knittle	708.210.2915
2016	South Holland	SH Woodlawn Avenue Bridge Replacement	$ 2,400,000	E1, E2	Frank Knittle	708.210.2915
2016	Tinley Park	TP 191st Street Extension	$ 6,000,000	E1, E2	David Seaman	708.444.5000
2016	Tinley Park	TP I-80 Interchange Access Justification	$ 25,000,000	AJ Report	David Seaman	708.444.5000
2016	University Park	UP Cicero Avenue Shared Use Path	$ 279,000	E1	Jerry Townsend	708.534.4823
		TOTAL	**$ 343,533,400**			

Robinson ENGINEERING

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2012 ISPE Award Winner
2010 APWA Project of the Year

VILLAGE OF TINLEY PARK, IL
183rd Street Extension
From US Route 45 to 80th Avenue

CLIENT CONTACT
David Seamen
Village President
(708) 444-5000

PROJECT MANAGER
Patricia K. Barker, PE, CFM

CONSTRUCTION COST
$12,000,000

PHASE I & II ENGINEERING
$550,000

YEAR COMPLETED
2010

Robinson Engineering, Ltd. (REL) in conjunction with the Village of Tinley Park and Cook County Department of Transportation and Highways completed the two mile reconstruction and extension of 183rd Street from US Route 45 (LaGrange Road) to 80th Avenue. This project includes a new Metra roadway at-grade crossing which allows 183rd Street to extend over 14 miles in the Chicago Southland region. The project provides the Village with a much needed east-west corridor that extends to the limits of Tinley Park. Prior to this project the existing roadway west of the Metra tracks provided two 10-foot traffic lanes. The completed construction provides two eastbound and two westbound lanes of full-depth concrete pavement with a landscaped median and dedicated left turn lanes at each intersection. Improvements include an enclosed drainage system, fence along the residential section of 183rd Street, extensive landscaping, street lighting, sidewalk and a pedestrian railroad crossing. This project was a successful collaboration between the Village, Cook County, Illinois Department of Transportation, Metra, and the residential and commercial stakeholders.

Funding was negotiated to include Federal transportation (STU) funds through the South Suburban Mayors and Managers Association, Illinois First Program dollars, partial local match by the Cook County Department of Transportation and Highways and partial local match by the Village of Tinley Park. Context-Sensitive solutions were sought and employed to ensure that the sustainability of the roadway corridor was maintained; including enhancements that led to a "Complete Streets" improvement.

KEY PROJECT ELEMENTS

- Full depth concrete pavement on 183rd Street
- Extension of street one-half mile west
- Connection of roadways east and west of Metra Railroad with roadway and pedestrian crossing
- Frontage Road for residential properties with direct access to 183rd Street
- Enclosed drainage system
- Landscaped medians and parkways
- Street lighting and coach lights for sidewalks
- Fencing at residential properties
- Two lanes in each directions increasing capacity
- Dedicated left turn lanes at all intersections increasing safety
- Extensive right of way documentation
- Two public open houses and multiple stakeholders meetings
- Complete Street approach to improvement

Robinson ENGINEERING

Municipal Expertise. Community Commitment.

VILLAGE OF ITASCA, IL
Hamilton Lakes SSA Resurfacing

CONTACT
Ross Hitchcock
Director of Public Works
(630) 773-0835

PROJECT MANAGER
Aaron E. Fundich, PE

PROJECT ENGINEER
Robert Borchering, EI, CPII

CONSTRUCTION COST
$2,600,000

CONSTRUCTION
2014

The Village of Itasca is home to Hamilton Lakes Business Park, one of the most dynamic professional office employment locations in Illinois. Located at the northeast quadrant of I-290 @ Thorndale Avenue, the sprawling complex is home to more than 100 corporations and 15,000 employees, including a major hotel and multiple company headquarters. The business park contains approximately three miles of interior roadways that serve as major collector routes for the various buildings. In 2014, the Village with the cooperation of the majority of property owners in the complex formed a Special Service Area (SSA) for the purpose of financing much needed roadway resurfacing improvements.

KEY PROJECT ELEMENTS

Robinson was hired to perform Phase III construction engineering services for two contracts:

- A federally funded LAFO resurfacing project along Park Boulevard from Thorndale to Devon Avenue
- Locally funded resurfacing of Pierce Road and Windsor Drive. Bid as separate contracts and awarded to two separate contractors, the construction work for each proceeded simultaneously. Work included pavement patching, drainage improvements, structure adjustments, grinding and resurfacing, curb and gutter repairs, street light replacements and pavement markings. Robinson performed construction staking and layout, construction observation, quantities measurement, Quality Assurance inspections, IDOT project documentation and as-built drawing preparation.

Special concerns during construction included minimizing lane closures while maintaining driveway access for numerous large office complexes, coordination with multiple contractors and coordination with Illinois Tollway officials and contractors for the Elgin-O'Hare Expressway construction taking place along the south border of Hamilton Lakes.

Robinson ENGINEERING

Municipal Expertise. Community Commitment.

CLIENT CONTACT
Frank Knittle
Director of Community Development
(708) 210-2915

PROJECT MANAGER
Patricia K. Barker, PE, CFM

STAGE CONSTRUCTION COST
$6,650,000

YEAR COMPLETED
2013

VILLAGE OF SOUTH HOLLAND, IL

170th Street Reconstruction
South Park Avenue to I-94

Robinson Engineering, Ltd. (REL) completed the Phase I Study and Phase II Contract Plans for the reconstruction of 1.2 miles of this 4-lane urban collector as a Complete Streets project. Environmental and Drainage Studies were conducted; hydraulic studies analyzed alternatives for this corridor including an underpass at the CN Railroad. The Village of South Holland served as lead agency for Phases I/II for this Cook County highway full reconstruction and secured federal funding for the project. The improvement included three signalized intersections, realignment of the intersection with IDOT's South Park Avenue to improve safety, the addition of a bikeway and new street lighting for pedestrian and vehicular traffic.

170th Street is a four-lane urban collector with residential neighborhoods and commercial zones. Three schools, an elementary, middle and high school are all located within one block of the 170th Street project. An at-grade CN Railroad crossing bisects the project. Safe pedestrian access to schools, the Community Center and connection to other pedestrian facilities were incorporated in the planning and final contract.

KEY PROJECT ELEMENTS

- Evaluated right of way impacts on commercial and residential properties and prepared plats of highway, legal descriptions and all right-of-way and easement documentation for acquisition at nine properties. Coordination with Village to complete all acquisitions as donations
- Completed environmental study and full drainage study
- Designed an efficient 1.2 mile east-west corridor for the Village, to provide roadway and pedestrian facilities that meet current standards
- Designed closed drainage system
- Traffic planning, staging and detour routes to maintain eastbound and westbound local traffic
- Upgraded three signalized intersections, including emergency vehicle preemption equipment
- Designed all utility relocations for the project
- Analyzed and designed street lighting for the corridor to meet NEC and IES Standards
- Developed working forum with residents and village commissions to provide project contact sensitive solutions, minimizing impact to residential areas
- Coordinated funding, planning and design elements with IDOT, Federal Highway Administration, Cook County Department of Transportation and Highways and Village of South Holland

Robinson ENGINEERING

Municipal Expertise. Community Commitment.

CLIENT CONTACT
George Yukich
Mayor
(708) 301-0632

PROJECT MANAGER
Harry L. Gilmore Jr., PE

RESIDENT ENGINEER
Joe Cucio, PE

CONSTRUCTION COST
Est. $3,100,000
Bid $2,355,000

YEAR COMPLETED
2015

VILLAGE OF HOMER GLEN, IL

143rd Street and Lemont Road Federal-Aid Intersection

In 2004, the Village of Homer Glen received authorization from the Will County Governmental League to use Federal Funds for completing safety and operational improvements at the 143rd Street/Lemont Road (State Street) intersection. The importance of improving this intersection had regional significance with the construction of the I-355 interchange at 143rd Street less than one mile to the west.

This improvement project includes pavement reconstruction and intersection channelization to provide separate left turn lanes in all directions and separate right turn lanes in three directions. The existing temporary signals were replaced with a traffic-actuated, traffic signal that also included emergency vehicle pre-emption capabilities. To further enhance roadway safety, roadway lighting was provided along all four approaches to the intersection. The project is federally funded, with local funding participation by the Village of Homer Glen as well as the Will County Highway Department.

KEY PROJECT ELEMENTS

- Prepare an Intersection Design Study to address significant changes in traffic patterns as a result of the I-355 extension
- Alternate geometric studies, including development of a revised road profile
- Preparation of a Project Development Report for a Group II Categorical Exclusion to satisfy Federal and State criteria
- Development of a Wetland Technical Report (by subconsultant) and provided assistance in obtaining a Wetland Bank credit as part of the mitigation plan
- Preparation of right–of-way and easement documents, and monitored property negotiation services
- Preparation of contract plans and supporting documents for the intersection reconstruction, roadway lighting and traffic signal installation
- Construction layout and construction observation
- Multi-stage maintenance of traffic plans, including partial detour to maintain traffic patterns and property access throughout the duration of construction

Project Team

United City of Yorkville ILLINOIS

City of Yorkville

Phase III Engineering Services

Kennedy Road Shared Use Path Project

Principal-in-Charge
Aaron E. Fundich, PE
Executive Vice President

Project Manager
John J. Beissel, PE
Field Operations Manager

Resident Engineer
Robert W. Borchering, PEI
Project Engineer

Construction Engineer
Jairo M. Rodriguez
Engineer

Materials Testing Engineer
James M. Kurnik, PE
Senior Project Engineer

QA/QC Engineer
Douglas R. Jury
Laboratory Manager

Robinson ENGINEERING

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AARON E. FUNDICH, PE

Executive Vice President

EDUCATION

Master Degree, Project Management
Keller Graduate School of Management

Bachelor of Science, Engineering
University of Illinois Urbana-Champaign

PROFESSIONAL REGISTRATIONS

Registered Professional Engineer
Illinois, Indiana, Arizona

PROFESSIONAL AFFILIATIONS

Illinois Society of Professional Engineers (ISPE)

Illinois Association for Floodplain and Stormwater Management (IAFSM)

Will County Center for Economic Dev.
Co-chair, Diplomat Committee
Member, Gov't. Affairs Committee

South Holland Business Association
Board of Directors, 2001-2005

PUBLICATIONS

"Infiltration Reduction Using Trenchless Technology,"
Mining Journal Ltd., May 1999

EMPLOYMENT HISTORY

Robinson Engineering, Ltd.
1999-Present

Mr. Fundich is one of the managing partners of Robinson Engineering, Ltd., overseeing our Lake, DuPage and Will County regional offices. He serves as one of the firm's primary liaisons with client communities and industry professionals, while staying abreast of current regulatory issues and grant funding opportunities. Mr. Fundich also represents the firm in contract negotiations and public presentations for client communities.

MUNICIPAL ENGINEERING

Has served as the firm's Village Engineer for the following communities, all of which continue to utilize Robinson today:

Itasca	2012-present		
Frankfort	1997-2012	Homer Glen	2001-2005
Romeoville	2007-2009	South Palos Township	1995-2001
Manhattan	2005-2007	Glenwood	1991-1999
South Holland	1999-2006	East Hazel Crest	1990-1999

MASTER PLANNING

Project management or principal authorship of the following master planning efforts on behalf of client communities:

Downtown Infrastructure Master Plan	Manhattan	2006
Water System Master Plan	Manhattan	2007
EPA Master Plan Update	Frankfort	2006
Iron Removal System Plan	Frankfort	2005
Facilities Planning Area Amendments	Frankfort	1999
Wastewater Facilities Plan	South Palos Township SD	1995
Manor & Estates Master Sewer Plan	Glenwood	1992

PROJECT DESIGN & MANAGEMENT

Design and manage more than $40 million in federally and locally funded transportation projects, including:

Richton Road Reconstruction	Crete	$6,200,000
Wolf Road Reconstruction	Frankfort	$1,470,000
Munster Bike Path Network	Munster	$2,800,000
135th Street Reconstruction	Romeoville	$20,000,000
135th Street Traffic Signal	Romeoville	$240,000
Veterans Memorial Trail	WCFPD	$9,000,000

MANAGER, ICAP SEWER REHABILITATION (1989-2000)

Prepared over 20 Sewer System Evaluation Surveys (SSES), including flow monitoring analyses, manhole inspections, smoke testing, dyed water flood testing, sewer televising, and private sector building inspections to isolate, identify, and quantify sources of infiltration/inflow (I/I) into separate sanitary sewer systems. He also designed more than 100 sewer rehabilitation projects totaling over $85 million of infrastructure improvements, including $20 million funded through the IEPA Water Pollution Control Revolving Fund.

Robinson ENGINEERING

Municipal Expertise. Community Commitment.

JOHN J. BEISSEL, PE

DuPage Field Operations Manager

EDUCATION

Graduate Degree Certificate
Construction Management
Illinois Institute of Technology

Bachelor of Science, Civil Engineering
Illinois Institute of Technology

PROFESSIONAL REGISTRATION

Registered Professional Engineer
Illinois

PROFESSIONAL CERTIFICATIONS

IDOT Documentation of Contract Quantities

OSHA 10 Hour Outreach Training Program - Construction

PROFESSIONAL AFFILIATION

American Society of Civil Engineers (ASCE)

EMPLOYMENT HISTORY

Robinson Engineering, Ltd.
2014-Present

Cook County Department of Transportation & Highways (CCDOTH)
1984-2013

Mr. Beissel is a management level industry professional, having served a 30-year career with the Cook County Department of Highways (CCDOTH). He was on the Chicago Metropolitan Agency for Planning (CMAP) Transportation Committee. Working out of the DuPage County office, he is working with the Village of Itasca as it relates to infrastructure impacts due to the Elgin O'Hare Expressway Project (IDOT EOWA) and is supporting various client projects.

ROBINSON ENGINEERING, LTD.

Field Construction Engineering oversight and field staff and management coordination. Ensures construction inspection efforts meet and exceed clients' needs, assist in troubleshooting concerns related to constructability, utility coordination, construction staging impacts, and provide weekly updates related to construction progress and daily interactions with construction representatives.

- IL Tollway, Elgin O'Hare Expwy. Western Access (sanitary/watermain relocates, street construction, bridge enhance (7 contracts) Itasca $12.3M, 2013-present

MFT Roadway Program	North Barrington	$450,000	2015
MFT Roadway Program	Itasca	$180,000	2015
Quiet Zone Improvements	Itasca	$75,000	2015
South Side Drainage Improvements	Itasca	$710,000	2015
Happy Acres Detention Pond Imp.	Itasca	$250,000	2015
Residential Basins CIPP Sanitary	Elk Grove	$3,100,000	2015
Industrial Basin CIPP Sanitary	Elk Grove	$860,000	2015
Devon Avenue Sanitary	Elk Grove	$95,000	2015

COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

His extensive background with the county includes:

- 20 years in the CCDOTH Construction Bureau. 13 years as a Resident Engineer and later as the North Cook County Construction Area Supervisor
- Served as the appointed Bureau Chief of Transportation and Planning (T&P)
- Appointed Asst. Superintendent, Office of the Superintendent of Highways
- Selected for the IL Department of Transportation's Executive Leadership Development Series and American Traffic Safety Services Association
- Manage Bureau Chiefs: 120 employees, engineers, and support staff

PROGRAM DEVELOPMENT & PROJECT MANAGEMENT

- Assistant Superintendent, involved in long range Transportation Plan
- T&P Bureau Chief, led the implementation of the CCDOTH's first Asset Program, pavement mgmnt. Worked with CMAP for future regional growth
- Resident Engineer for the EOWA grade separation over Meacham/Medinah
- Directed multi-million dollar projects from conception to completion as Resident Engineer in the CCDOTH Construction Bureau, including:
  - $18M road extension, Lake-Cook Rd. over Milwaukee Avenue; IDOT and Buffalo Grove
  - $6M project, created an architectural sound wall and berm outside the Chicago Botanic Garden, included landscaping; Glencoe, IL
  - $21M project to restore bituminous pavement, 42-inch water main install, drainage, lighting, pedestrian bridge. Glenview, IL
  - $13M Pavement preservation project including concrete rehabilitation, curb & gutter replacement, bituminous overlays, and drainage

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ROBERT W. BORCHERING, PEI

Resident Engineer

EDUCATION

Bachelor of Science, Civil Engineering
Southern Illinois University

PROFESSIONAL REGISTRATION

Professional Engineer Intern

CERTIFICATIONS

Certified Public Infrastructure Inspector (CPII)

Hot Mix Asphalt (HMA) Level 1 Engineer

IDOT Documentation Certified 14-0055

Portland Cement Concrete (PCC) Level 1

EMPLOYMENT HISTORY

Robinson Engineering, Ltd.
2001-Present

Patrick Engineering
1999-2001

Terrarim Consultants
1994-1999

Mr. Borchering has 22 years experience in civil engineering as a construction engineer. He is responsible for construction inspection and documentation of projects from $1.5 to $5 million dollars, which include underground utility installation and roadway improvements. He has also worked on a variety of environmental projects, including soil analysis, landfill studies and vegetation reclamation.

TRANSPORTATION

Provide construction observation for transportation projects, including Local Agency Pavement Preservation (LAPP) that includes pavement reconstruction, traffic signals and bridge construction.

MFT Resurfacing Program	M. Barrington	$450,000	2015
Hamilton Lakes SSA Resurfacing	Itasca	$2,400,000	2014
Park Blvd. STP Resurfacing	Itasca	$960,000	2014
OWD SSA Resurfacing	Itasca	$800,000	2013
127th & Sacramento new signals and turn lanes	Frankfort	$1,200,000	2013
MFT Resurfacing	Frankfort	$580,000	2013
Homer Glen Bike Path	Homer Glen	$1,540,000	2010
US Rte. 30 at 90th & Locust	Frankfort	$1,100,000	2009
Oak Park Avenue LAPP	Tinley Park	$1,100,000	2009
115th Street LAPP	Worth	$525,000	2009
143rd/Parker Widening and Signals	Homer Glen	$680,000	2008
MFT Resurfacing	Tinley Park	$2,250,000	2008
Hickory Street LAPP	Tinley Park	$475,000	2008
Oak Park Avenue Reconstruction	Worth	$2,600,000	2006

STORMWATER MANAGEMENT

Provide construction observation for local area detention ponds, new subdivision stormwater management and restoration of wetlands.

South Side Drainage Phase I	Itasca	$890,000	2015
Barrets Area Detention Pond Phase 2	Tinley Park	$2,002,000	2007
Wetland	Downers Grove	$80,000	2003
Brookside Glen-New Subdivision	Tinley Park	$40,000	2003

WATER & SEWER

Provide construction observation and testing for new water and sewer projects. Inspection and various field tests on existing sewer systems.

US Route 30 Watermain Relocation	Frankfort	$320,000	2011
I/I Inspection	Crest Hill	$240,000	2009
House Inspections	Olympia Fields	$100,000	2009
I/I Inspection	Tinley Park	$40,000	2009

LAND DEVELOPMENT

Provide construction observation for new subdivision site work that includes earthwork, roadways and underground utilities.

Harts Town Point	Tinley Park	$50,000	2005
Victoria Crossing	Lockport	$115,000	2002

Robinson ENGINEERING

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JAIRO M. RODRIGUEZ

Engineer

EDUCATION

Bachelor of Science, Civil Engineering
Bradley University

PROFESSIONAL CERTIFICATIONS

IDOT Documentation of Contract Quantities

EMPLOYMENT HISTORY

Robinson Engineering, Ltd.
2015-Present

Mr. Rodriguez joined Robinson Engineering after graduating with his Civil Engineering degree and has been serving as a construction engineer. His senior project consisted of a structural design for the Lancaster Road Bridge in Peoria. Mr. Rodriguez was involved with two professional engineering organizations in college, he participated in the student ASCE Great Lakes Conference Competition Cylinder Design Team. Working out of the companies Itasca office, he has been involved in engineering projects in the area.

MUNICIPAL INFRASTRUCTURE IMPROVEMENT PROJECTS
ROAD CONSTRUCTION & MAINTENANCE, WATER & SEWER

Assist with planning, design, permitting sand field construction engineering oversight services for municipal infrastructure and site improvements including roadway resurfacing & reconstruction, right-of-way improvements, new water & sewer projects, site drainage operation, and storm sewer systems. He works closely with Professional Engineers, contractors, and municipal clients to ensure that projects are completed according to specifications and within budget parameters.

Experience in infrastructure improvement projects, responsible for construction observation, inspection, and documentation, assist in troubleshooting concerns related to constructability, utility coordination, and construction staging impacts, ensuring plan conformance for all phases of street reconstruction and new road construction, including underground utility installation and roadway improvements.

- IL Tollway, Elgin O'Hare Expwy. Western Access (sanitary/watermain relocates, street construction, bridge enhance (7 contracts) Itasca $12.3M, 2013-Present

Sumac Road Storm Sewer and Road Reconstruction	Highland Park	$700,000	In Progress
2016 Road Resurfacing Program	Itasca	$400,000	2016
2016 Road Resurfacing Program	North Barrington	$500,000	2016
Residential Basins CIPP Sanitary	Elk Grove	$3,300,000	2015
Industrial Basins CIPP Sanitary	Elk Grove	$860,000	2015
Devon Avenue Sanitary	Elk Grove	$95,000	2015
Lift Station	Elmhurst	$1,250,000	2015

GEOCON
PROFESSIONAL SERVICES

James M. Kurnik, PE

Senior Project Engineer

Mr. Kurnik joined GEOCON in February of 2007 to serve as the Branch Manger of the Chicago-area office. His duties include coordination, supervision and implementation of geotechnical field studies and evaluations; construction phase Quality Assurance/Quality Control monitoring and testing; technical and administrative support for the office; preparation of related technical engineering reports; and Professional Engineer peer review of engineering reports.

Mr. Kurnik is also responsible for coordinating and supervising support staff, general business administration, and business development related to client relations and marketing.

Prior to joining GEOCON, Mr. Kurnik was employed with a large consulting engineering firm for over twenty-five years where he served as the Branch Manager of an Oak Forest, Illinois office location. His responsibilities included overall responsibility for technical, administrative, business development, management and financial operation of the division.

Contact

Office: 815.806.9986

E-mail: jkurnik@geoconcompanies.com

Education

Bachelor of Science, Civil Engineering
Michigan State University, E. Lansing, MI

Professional Registrations/ Affiliations

American Society of Civil Engineers (ASCE)

National Society of Professional Engineers (NSPE)

Registered Professional Engineer (PE)
IL, IN

Continuing Education/ Special Training

IDOT 3-Day Aggregate for Mixture

IDOT Bituminous Concrete Density Tester

IDOT Documentation of Contract Quantities

IDOT Soils Field Testing and Inspection

Infrared Training Center Thermography Basics

IDOT QC/QA Hot Mix Asphalt Levels I, II, and III

IDOT QC/QA Portland Cement Concrete Levels I, II, and III

Nuclear Density Gauge Operator Training

WHO Residential Infrared Inspection

GEOCON
PROFESSIONAL SERVICES

Douglas R. Jury

Laboratory Manager

Mr. Jury joined GEOCON in April of 2013 to serve as Laboratory Manager of the Hot Mix Asphalt Materials Testing Lab. He is responsible for the AMRL accreditation and IDOT pre-qualification process of this laboratory. The laboratory will also supply quality assurance testing for municipalities. Mr. Jury also manages a staff of construction testing technicians in supplying services to local Hot Mix Asphalt contractors.

Prior to his employment at GEOCON Mr. Jury gained 30 years of experience as the Quality Control Manager for a heavy highway construction company in Northern Illinois. There he managed a staff of quality control technicians which supplied testing for geotechnical, aggregate production and Hot Mix Asphalt production. In addition to materials testing Mr. Jury was also responsible for Hot Mix Asphalt design in developing mixtures that adhere to Illinois IDOT and Illinois State Toll Highway specifications.

Mr. Jury was a member (2009-2012) and Chairman (2011 – 2012) of the Quality Control Manager's Group (QCMG) for the Illinois Asphalt Paving Association; QCMG represents all QCM's in the State of Illinois. Through the QC Managers Group, Mr. Jury also worked with the Illinois Department of Transportation to develop and revise state specifications for Hot Mix Asphalt testing.

Contact

Office: 815.806.9986

E-mail: djury@geoconcompanies.com

Education

Harlem High School

Continuing Education/ Special Training

Asphalt Institute Coursework: Recycle Asphalt Pavement

IDOT 3-Day Aggregate for Mixture

IDOT Bituminous Concrete Technician-Level I, II, & III

IDOT Documentation of Contract Quantities

IDOT QC/QA Hot Mix Asphalt Level I, II, & III

IDOT Superpave Design Upgrade Course

Nuclear Density Gauge Operator Certification

Principles of Mix Design , Optimizing Volumetrics, and HMA Compactability

Project Understanding & Approach

Robinson ENGINEERING
Municipal Expertise. Community Commitment.

PROJECT UNDERSTANDING & APPROACH

The entire Robinson Engineering, Ltd. (REL) team works to lead a rigorous, collaborative process with which to make sustainable, functional and inspiring projects that serve the public interest, while providing excess value to our client communities. Our 160-member staff manages dozens of federally funded projects as part of its duties in nearly 70 Chicagoland communities each year, so is well-versed in all Phase III services desired by Yorkville to oversee its Kennedy Road shared use path construction. Our construction engineering department performs construction staking and layout, inspection and documentation for over $150 million in construction work on behalf of Chicagoland municipalities each year. Our construction experience, superior field communications, and respected working relationship with area contractors ensures that projects are constructed on time, on budget, and to the quality demanded by our clients. In summary, our experienced team is dedicated to assisting our client communities achieve their goals, and is fully capable of providing the entire array of Phase III engineering services described in the Village's Request for Qualifications (RFQ) ***with existing in-house personnel***.

During the past decade alone, Robinson has planned, designed and managed the construction of more than 2,500 municipal infrastructure projects, dozens of which include identical scope elements to be performed on behalf of Yorkville during its Kennedy Road trail project. Our firm possesses extensive technical construction experience with every facet of concrete and bituminous pavement resurfacing and reconstruction improvements, sanitary sewer and water main rehabilitation and replacement, and storm sewer installations and upgrades. Our resident engineers and staking crews are assertive in assuring that contractors perform high quality work and maintain project budgets. Constructing local improvements within existing residential neighborhoods demands recognition of the service and access requirements of each stakeholder, the need for proactive communications with these stakeholders, and advance coordination with private electric, gas and telephone utility companies. Our resident engineers also recognize the necessity of exhibiting public relations skills *(in conjunction with Village staff)* while managing roadway improvement projects within residential neighborhoods.

Robinson ENGINEERING
Municipal Expertise. Community Commitment

Simply put, municipal engineering is what we do. We understand the types of challenges confronted by local municipalities like Yorkville in balancing public infrastructure needs with limited resources during the challenging economic times we face together. As appointed professionals in nearly 60 suburban communities, our engineering staff and field personnel consider it their duty to act as the 'last line of defense' for communities to assure that projects are built properly in accordance with approved project specifications, and within the financial terms and constraints of the bidding documents. All sectors of our organization possess decades of experience approaching problems from an ingrained municipal perspective that consistently looks out for the community's best interests when negotiating with contractors, property owners and regulatory agencies whenever unforeseen issues occur during construction projects.

SCOPE OF SERVICES

In addition to providing the "standard" Phase III Services as outlined in the Village's RFQ, our approach is to serve as an extension of the Village's staff in all dealings with IDOT, the contractor(s), residents and/or business owners encountered on this improvement, while continuously keeping appropriate Village staff updated on all project communications.

Robinson will provide at least one full-time Resident Engineer (RE) and other technical personnel as required by the Contractor's operations, including a Construction Engineer; both will be certified in IDOT Construction Documentation. Following is the general scope of Construction Engineering Services that our personnel will be responsible to complete:

- Participate in preconstruction conference at IDOT, and lead local preconstruction conference at Village to address concerns of local stakeholders.
- Provide continuous observation of the construction work and the Contractor's operations to verify that construction is completed in accordance with the plans and specifications.
- Perform all staking and layout necessary for construction of the work.
- Perform regular coordination with private utility companies as needed to keep construction progressing with the desired schedule.

- Maintain a daily record (diary) and inspector Daily Reports (IDR's) of the Contractor's activities throughout construction, including documenting sufficient information to permit verification of the nature and cost of changes in plans and authorized extra work. Documentation shall be in electronic ICORS format as required by IDOT for federally funded projects.
- Review and prepare recommendations for acceptance of shop drawings, supplier's literature, and mix designs.
- Conduct weekly meetings with the Contractor and all interested parties to discuss the progress of the project and other matters requiring disposition, and provide weekly progress reports to Village staff in a format acceptable to Village.
- Provide digital construction photographs documenting progress of the work.
- Respond to phone calls, emails, and follow-up with residents as needed to ensure effective project communications, public relations, and follow-up.
- Coordinate material testing activities in accordance with IDOT standards. Quality Control during construction will be the responsibility of the Contractor. The Quality Assurance items to be undertaken by a material testing firm would be in accordance with the requirements of IDOT's "Project Procedures Guide"; which could include sampling and testing of sub-grade repairs, sampling and testing of aggregate base repairs, preparation and testing of concrete cylinders, and in-place density/compaction testing of the new Hot Mixed Asphalt (HMA) pavement. We would plan to use **GEOCON Professional Services,** an IDOT-prequalified material testing firm, to perform this work.
- Measure quantities and maintain project documentation of quantities to meet IDOT requirements. Prepare and submit to the Village and IDOT all required partial and final pay estimates, change orders, records, and reports. No item will be paid without the proper material inspection.
- Create punch lists, and perform final walk-through to verify quantities and assist in project closeout.
- Prepare as-constructed drawings to reflect final field conditions.

In addition to the vast experience of our construction engineers, our field survey crews spend the vast majority of their summer months performing construction staking and layout services for all types of municipal roadway and utility infrastructure projects. They serve as our firm's "last line of defense" to insure that construction alignments and profiles meet the intent of the plans and specifications.

Robinson ENGINEERING
Municipal Expertise. Community Commitment.

They are very familiar and have developed respected working relationships with most area roadway contractors, so construction conflicts are generally managed in a constructive rather than combative manner. Our field crew chiefs are empowered to efficiently make sensible field decisions regarding minor design changes to ensure the ultimate success of the project.

Our working relationships with Chicagoland contractors, some forged over several decades, naturally have their ups and downs, but have generally been mutually respectful. Construction conflicts inevitably arise, and in many cases provide opportunities for improved project results rather than sources of major conflict and project delays, so we retain open minds during these situations knowing that arguments between Engineer and Contractor don't achieve the Owner's goals; getting the project properly completed on time and under budget does. We strive to be firm yet fair, and reasonable while maintaining project control.

Experienced contractors know that our firm has this reputation. As a result, they tend not to attempt shortcuts knowing we won't tolerate them, and also tend to bid projects more competitively knowing that they can expect a level of reasonableness with our firm rather than others that have different reputations. We've been commended by some of our client communities who realize the additional value that this brings to their total project cost.

Each of our construction staking crew chiefs has been employed by Robinson Engineering for more than 15 years, assuring our client communities the dedication of surveyors experienced with construction plan interpretation, conflict resolution and efficient communications.

Our crews are equipped and trained to use state-of-the-art Total Station survey equipment and GPS receivers whooly owned by Robinson, as well as knowing the appropriate instances to use which equipment. Each crew, and all inspectors, are equipped with radios and/or cell phones that provide for seamless project communications between our field personnel and office staff, community staff, and contractors. Our versatile, qualified and experienced resident engineering staff is well-suited to assist Yorkville in managing its Kennedy Road Shared Use Trail project.

United City of Yorkville ILLINOIS

IDOT Prequalification

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

April 13, 2016

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Christopher King
ROBINSON ENGINEERING, LTD.
17000 South Park Avenue
South Holland, IL 60473

Dear Christopher King,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending Mar 31, 2015. Your firm's total annual transportation fee capacity will be $32,800,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 167.64% are approved on a provisional basis. The rate used in agreement negotiations may be verified by our Office of Quality Compliance and Review in a pre-award audit.

Your firm is required to submit an amended SEFC through the Engineering Prequalification & Agreement System (EPAS) to this office to show any additions or deletions of your licensed professional staff or any other key personnel that would affect your firm's prequalification in a particular category. Changes must be submitted within 15 calendar days of the change and be submitted through the Engineering Prequalification and Agreement System (EPAS).

Your firm is prequalified until March 31, 2016. You will be given an additional six months from this date to submit the applicable portions of the "Statement of Experience and Financial Condition" (SEFC) to remain prequalified.

Sincerely,
Maureen M. Addis
Acting Bureau Chief
Bureau of Design & Environment

SEFC PREQUALIFICATIONS FOR ROBINSON ENGINEERING, LTD.

CATEGORY	STATUS
Special Studies - Pump Stations	X
Special Services - Construction Inspection	X
Special Studies - Lighting: Typical	A
Structures - Highway: Simple	X
Special Services - Mechanical	X
Special Studies - Traffic Studies	X
Special Studies - Feasibility	X
Structures - Highway: Typical	A
Special Studies - Traffic Signals	X
Location Design Studies - Reconstruction/Major Rehabilitation	X
Hydraulic Reports - Waterways: Typical	X
Highways - Roads and Streets	X
Location Design Studies - Rehabilitation	X
Special Studies - Safety	X
Special Services - Sanitary	A
Special Studies - Location Drainage	X
Special Services - Electrical Engineering	X
Special Services - Surveying	X

X	PREQUALIFIED
A	NOT PREQUALIFIED, REVIEW THE COMMENTS UNDER CATEGORY VIEW FOR DETAILS IN EPAS.
S	PREQUALIFIED, BUT WILL NOT ACCEPT STATEMENTS OF INTEREST

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

June 23, 2016

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Jonathon Zabrocki
GEOCON PROFESSIONAL SERVICES, LLC
10045 W. Lincoln Highway
Frankfort, IL 60423

Dear Jonathon Zabrocki,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending Dec 31, 2014. Your firm's total annual transportation fee capacity will be $4,000,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 193.41% are approved on a provisional basis. The rate used in agreement negotiations may be verified by our Office of Quality Compliance and Review in a pre-award audit.

Your firm is required to submit an amended SEFC through the Engineering Prequalification & Agreement System (EPAS) to this office to show any additions or deletions of your licensed professional staff or any other key personnel that would affect your firm's prequalification in a particular category. Changes must be submitted within 15 calendar days of the change and be submitted through the Engineering Prequalification and Agreement System (EPAS).

Your firm is prequalified until December 31, 2015. You will be given an additional six months from this date to submit the applicable portions of the "Statement of Experience and Financial Condition" (SEFC) to remain prequalified.

Sincerely,
Maureen M. Addis
Acting Bureau Chief
Bureau of Design & Environment

SEFC PREQUALIFICATIONS FOR GEOCON PROFESSIONAL SERVICES, LLC

CATEGORY	STATUS
Geotechnical Services - Subsurface Explorations	X
Special Services - Construction Inspection	X
Special Services - Quality Assurance HMA & Aggregate	X
Special Services - Hazardous Waste: Simple	X
Geotechnical Services - General Geotechnical Services	X

X	PREQUALIFIED
A	NOT PREQUALIFIED, REVIEW THE COMMENTS UNDER CATEGORY VIEW FOR DETAILS IN EPAS.
S	PREQUALIFIED, BUT WILL NOT ACCEPT STATEMENTS OF INTEREST

Reviewed By:	
Legal	☐
Finance	☐
Engineer	■
City Administrator	■
Human Resources	☐
Community Development	☐
Police	☐
Public Works	☐

Agenda Item Number

NB #7

Tracking Number

PW 2016-50

Agenda Item Summary Memo

Title: Wrigley EDP

Meeting and Date: Public Works Committee – July 19, 2016

Synopsis: Rescinding Resolution Consideration

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: _____

Council Action Requested: Consideration of Approval

Submitted by: Brad Sanderson (Name) Engineering (Department)

Agenda Item Notes:

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/gov_officials.php

Memorandum

To: Bart Olson, City Administrator
From: Brad Sanderson, EEI
CC: Eric Dhuse, Director of Public Works
Krysti Barksdale-Noble, Community Dev. Dir.
Lisa Pickering, Deputy City Clerk
Date: July 12, 2016
Subject: Wrigley Site Expansion – EDP (Intersection Improvements)

Background:

The City and Wrigley were awarded EDP funds for the intersection improvements. The agreement stated that the project is to be processed in accordance with MFT guidelines and accordingly we were directed by IDOT staff to pass a MFT Resolution appropriating the funds (see attached Resolution 2016-03).

IDOT staff has now determined that the Resolution 2016-03 was not necessary and have requested that we rescind. The rescinding of Resolution 2016-03 is necessary in order to "clean up" the City's MFT account.

A rescinding resolution has been drafted by the City Attorney and is also attached.

Questions Presented:

Should the City approve the Rescinding Resolution?

Action Required:

Consideration of approval of the Rescinding Resolution.

If you have any questions or require additional information, please let us know.

2016-03

Illinois Department of Transportation

Resolution for Improvement by Municipality Under the Illinois Highway Code

BE IT RESOLVED, by the Council (Council or President and Board of Trustees) of the United City (City, Town or Village) of Yorkville Illinois that the following described street(s) be improved under the Illinois Highway Code:

Name of Thoroughfare	Route	From	To
IL RT 47	FAP 326	At Manufacturing Access	
		Drives (Wrigley)	

BE IT FURTHER RESOLVED,

1. That the proposed improvement shall consist of Preliminary/Construction Engineering Services and Construction for the inclusion of a signalized intersection at the existing stop controlled manufacturing access drives. Infrastructure improvements include roadway milling, paving and striping improvement, and traffic signals. Costs to be reimbursed through the Economic Development Program (Job No. P-93-023-14 and C-93-124-14). and shall be constructed N/A wide and be designated as Section 14-00046-00-TL

2. That there is hereby appropriated the (additional ☐ Yes ☒ No) sum of Seven Hundred Seven Thousand, One Hundred Thirty Eight Dollars and 0/100 Dollars ($707,138.00) for the improvement of said section from the municipality's allotment of Motor Fuel Tax funds.

3. That work shall be done by Contract (Specify Contract or Day Labor); and,

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit two certified copies of this resolution to the district office of the Department of Transportation.

Approved

2/16/16
Date

Department of Transportation

Paul A Lutese
Regional Engineer

I, City Clerk in and for the United City (City, Town or Village) of Yorkville County of Kendall, hereby certify the foregoing to be a true, perfect and complete copy of a resolution adopted by the Council (Council or President and Board of Trustees) at a meeting on January 26, 2016 (Date)

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this 26th day of January, 2016

(SEAL)

Beth Wan
City, Town, or Village Clerk

RECEIVED

FEB 09 2016

D3 - LOCAL ROADS

Illinois Department of Transportation
Division of Highways / Region 2 / District 3
700 East Norris Drive / Ottawa, Illinois / 61350-1628
Telephone 815/434-6131

February 16, 2016

Ms. Beth Warren, City Clerk
City of Yorkville
800 Game Farm Rd.
Yorkville, IL 60560

EDP
City of Yorkville
Section No. 14-00046-00-TL

Dear Ms. Warren:

The resolution adopted by the City Council of Yorkville on January 26, 2016 appropriating $707,138.00 of Motor Fuel Tax funds for this section was approved February 16, 2016.

This resolution provides for the construction of a signalized intersection at the existing stop controlled manufacturing access drives.

* NOTE: Approval of this resolution does not authorize expenditure of MFT funds. Proper documentation must be received by our office prior to paying any bills out of the MFT account.

If you have any questions, please contact Roger Blakley at (815) 434-8495.

Sincerely,

Paul A. Loete, P.E.
Region Two Engineer

By: Donald R. Ernat, P.E.
Local Roads and Streets Engineer

cc: Engineering Enterprises, Inc. (Sugar Grove)
Compliance Review

Resolution No. 2016-_____

A RESOLUTION REPEALING RESOLUTION 2016-03 AUTHORIZING CERTAIN INTERSECTION IMPROVEMENTS AT ILLINOIS ROUTE 47 AND THE WRIGLEY ACCESS DRIVEWAY PURSUANT TO THE ILLINOIS HIGHWAY CODE

WHEREAS, the United City of Yorkville (the "City") is a duly organized and validly existing non home-rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of the State; and,

WHEREAS, the City has planned for signalized intersection improvements at Route 47 and the Wrigley access driveway with reimbursement through the Economic Development Program ("EDP"); and,

WHEREAS, the State of Illinois, Illinois Department of Transportation ("IDOT") had advised the City that these intersection improvements funded by the EDP were to be processed in accordance with Motor Fuel Tax ("MFT") guidelines and required approval of a resolution for improvements under the Illinois Highway Code; and,

WHEREAS, the City subsequently adopted Resolution 2016-03, a RESOLUTION FOR IMPROVEMENTS BY MUNICIPALITY UNDER THE ILLINOIS HIGHWAY CODE, for these improvements on January 26, 2016; and,

WHEREAS, IDOT has advised the City that the MFT resolution is not necessary as funding is from EDP funds and has requested that Resolution 2016-03 be repealed to not impact the City's MFT account.

NOW THEREFORE, BE IT RESOLVED, by the Mayor and City Council of the United City of Yorkville, Kendall County, Illinois, as follows:

Section 1: That the foregoing recitals are hereby incorporated and made a part of this Resolution.

Section 2: That Resolution 2016-03 be and is hereby repealed and the City Clerk is hereby directed to transmit two certified copies of this resolution to the district office of IDOT.

Section 3: This Resolution shall be in full force and effect upon its passage and approval as provided by law.

Passed by the City Council of the United City of Yorkville, Kendall County, Illinois, this _____ day of _____, 2016.

_____

CITY CLERK

CARLO COLOSIMO	_____	KEN KOCH	_____
JACKIE MILSCHEWSKI	_____	LARRY KOT	_____
CHRIS FUNKHOUSER	_____	JOEL FRIEDERS	_____
DIANE TEELING	_____	SEAVER TARULIS	_____

Approved by me, as Mayor of the United City of Yorkville, Kendall County, Illinois, this _____ day of _____ 2016.

_____
MAYOR

Reviewed By:	
Legal	☐
Finance	☐
Engineer	☐
City Administrator	☐
Human Resources	☐
Community Development	☐
Police	☐
Public Works	■
Parks and Recreation	☐

Agenda Item Number

NB #8

Tracking Number

PW 2016-51

Agenda Item Summary Memo

Title: Well No. 4 Emergency Repairs

Meeting and Date: Public Works Committee – July 19, 2016

Synopsis: See attached.

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: _____

Council Action Requested: _____

Submitted by: Eric Dhuse (Name) Public Works (Department)

Agenda Item Notes:

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/gov_officials.php

Memorandum

To: Public Works Committee
From: Eric Dhuse, Director of Public Works
CC: Bart Olson, Administrator
Date: June 14, 2016
Subject: Emergency maintenance well 4

Summary

I would like to ask permission to have Layne Christensen perform emergency repairs to well number 4 which is located at 610 Tower Lane. We have noticed a sharp decline in the pumping volume from 1100gpm down to as low as 650 gpm. This is most likely due to the wearing out of the bowls and impellers. The bowls surround the impellers and after millions of gallons of pumping, they tend to wear out, get holes or start pitting. All of these things combine to lower your production in a well. We have ruled out the motor or controls being bad by testing them to make sure they are within their respective specifications.

This expenditure is not within this year's budget, it was scheduled for 2019. This would have been 11 years between services, which is very common. It is my belief that the increased production load has lead to the well needing service before its scheduled time.

Background

Well 4 was last pulled and rehabilitated in 2008. Since that time, it has taken the brunt of the responsibility for water in the central zone due to the fact that well 3 has had a tendency to pump a great deal of sand as well as water, and the maximum pumping capacity of well 3 is only 300 gpm. We still run well 3, just not as much as we used to in the past. Well 4 has always been a strong water producer for the city and it should be repaired as soon as possible.

In addition to well 4 production being lower than normal, well 3 is now out of service due to an unknown issue. Before we decide what to do with that well, I believe that it is of great importance to us to have well 4 repaired as soon as possible.

The estimate from Layne Christensen (attached) is $118,834 which is comparable with the well 8 rehab we performed earlier in the year. As with that repair, this is an estimate only. When the pump is actually pulled, we will be able to give a much closer price for repair. They prepare for the worst and hope for the best, just like we do.

Recommendation

I recommend that we approve Layne Christensen to start emergency repairs to well 4 as soon as possible. Since the dollar amount of the work is greater than $20,000 and we are not requesting sealed proposals, this would need to be a supermajority vote gain approval from the city council.

LAYNE CHRISTENSEN COMPANY
721 W. Illinois Avenue
Aurora, IL 60506
630.897.6941

JOB NO:	City of Yorkville, IL
DESIGNED:	TPH
DATE:	June 22, 2016
PROJECT TITLE:	**Water Well No. 4 Rehabilitation**

Repair Cost Estimate

ITEM NO.	ITEM	UNIT	QUANTITY	UNIT PRICE*	AMOUNT
1	MOBILIZATION	LS	1	$ 4,200.00	$ 4,200.00
2	REMOVE THE SUBMERSIBLE PUMP AND MOTOR w/ BRIEF SITE INSPECTION	LS	1	$ 13,400.00	$ 13,400.00
2A	LOAD & MOVE PIPE TO YARD	LS	1	$ 2,200.00	$ 2,200.00
3	INSPECT THE PUMPING ASSEMBLY, MOTOR, COLUMN PIPING, SURGE CHECK VALVES, ETC. AND PREPARE INSPECTION REPORT	LS	1	$ 3,100.00	$ 3,100.00
4	REHABILITATE THE 10-INCH COLUMN PIPING - **RE-USABLE PIPE**	LF	320	$ 23.00	$ 7,360.00
5	CUT AND RE-THREAD COLUMN PIPING JOINTS	EA	12	$ 190.00	$ 2,280.00
6	FURNISH NEW COLUMN PIPE COUPLINGS	EA	6	$ 178.00	$ 1,068.00
7	REHABILITATE BYRON JACKSON 13MQ/12MQH5L5 10-STAGE BOWL	LS	1	$ 5,650.00	$ 5,650.00
7a	REPLACE WEAR RINGS	LS	10	$ 218.00	$ 2,180.00
7b	REPLACE BOWL BUSHINGS	LS	12	$ 199.00	$ 2,388.00
7c	ADD CERAMIC COATING ABOVE WEAR RINGS	HR	0	$ 169.00	$ -
8	PERFORM BAILING WITH RIG AND TWO MAN CREW	HR	16.0	$ 358.00	$ 5,728.00
9	CONDUCT TELEVISION SURVEY	LS	1	$ 1,700.00	$ 1,700.00
10	REHABILITATE THE 250 HP SUBMERSIBLE MOTOR	LS	1	$ 4,800.00	$ 4,800.00
11	HYPOT TEST THE POWER CABLE	LS	1	$ 675.00	$ 675.00
11a	FURNISH NEW BYRON JACKSON FLAT CABLE	EA	1	$ 5,795.00	$ 5,795.00
12	FURNISH DISCHARGE COLUMN SURGE VALVES IN	EA	2	$ 1,440.00	$ 2,880.00
13	FURNISH NEW DISCHARGE COLUMN PIPING {EPOXY COATED}	FT.	350	$ 78.00	$ 27,300.00
14	FURNISH AIRLINE WATER LEVEL INDICATOR	LF	1,330	$ 0.50	$ 665.00
15	FURNISH 1-1/4" PVC PIPE FOR SUBMERSIBLE LEVEL TRANSDUCER	LF	0	$ 1.20	$ -
16	REINSTALL THE SUBMERSIBLE PUMP	LS	1	$ 17,450.00	$ 17,450.00
16A	LOAD AND MOVE PIPE BACK TO SITE	LS	1	$ 2,200.00	$ 2,200.00
17	CONDUCT PUMPING TEST	HR	4	$ 235.00	$ 940.00
18	PERFORM WELL DISINFECTION	LS	1	$ 1,375.00	$ 1,375.00
19	DEMOBILIZATION	LS	1	$ 3,500.00	$ 3,500.00
			TOTAL COST ESTIMATE		**$ 118,834.00**

W:\Clients\Yorkville, IL\Well 4\Corresspondence\[Yorkville Well 4 Rehab Pricing Summary 06.22.16.xlsx]Well 8

Reviewed By:	
Legal	☐
Finance	☐
Engineer	■
City Administrator	■
Human Resources	☐
Community Development	☐
Police	☐
Public Works	☐
Parks and Recreation	☐

Agenda Item Number

NB #9

Tracking Number

PW 2016-52

Agenda Item Summary Memo

Title: Blackberry Woods (Phase B) – Development Status

Meeting and Date: Public Works Committee – July 19, 2016

Synopsis: Consideration of Default Issuance

Council Action Previously Taken:

Date of Action: _____ Action Taken: _____

Item Number: _____

Type of Vote Required: _____

Council Action Requested: Consideration of Default Issuance

Submitted by: Brad Sanderson (Name) Engineering (Department)

Agenda Item Notes:

Have a question or comment about this agenda item?
Call us Monday-Friday, 8:00am to 4:30pm at 630-553-4350, email us at agendas@yorkville.il.us, post at www.facebook.com/CityofYorkville, tweet us at @CityofYorkville, and/or contact any of your elected officials at http://www.yorkville.il.us/gov_officials.php

Memorandum

To: Bart Olson, City Administrator
From: Brad Sanderson, EEI
CC: Eric Dhuse, Director of Public Works
Krysti Barksdale-Noble, Community Dev. Dir.
Lisa Pickering, Deputy City Clerk

Date: July 5, 2016
Subject: Blackberry Woods – Phase B

This memo is to provide an update as to the status of the completion of the improvements for the Blackberry Woods (Phase B) development. If you recall, Phase B was created by ordinance 2010-22 which allowed this section of the development to remain undeveloped. There is a letter of credit in place for the water main and sanitary sewer.

The City is currently holding a letter of credit in the amount of $111,159.84 for water main and sanitary sewer improvements to be completed within the development. There have been several attempts to communicate with the bank and owner of the lots regarding obtaining an updated letter of credit and schedule to complete the improvements.

The following section of the City Code (Section 11-5-2 paragraph e) addresses this particular situation:

> Projects Over Four Years: Projects over four (4) years into construction will receive notification of default from the city engineer, at the city council direction, indicating that the letter of credit or performance bond is subject to a demand for call within sixty (60) days of the date of the notice should the developer not seek an extension for completion. (Ord. 2012-27, 8-28-2012)

Based on the amount of outstanding work and the lack of progress from the developer, staff is recommending that a letter of default be prepared and issued to the developer. This would be the first step in officially calling the letter of credit and afford the developer an additional sixty (60) days to complete the required improvements, or until September 2016 before the City moves to call the security.

At this time, we are requesting direction from the City Council as to whether a letter of default should be issued.

FIRST COMMUNITY
FINANCIAL BANK

November 12, 2014

BENEFICARY:
Mayor and Aldermen
City of Yorkville
800 Game Farm Road
Yorkville, IL 60560

Re: Blackberry Woods
Subdivision,
Phase B
Letter of Credit
No.159

The undersigned, First Community Financial Bank by Harry R. McSteen, SVP it's duly authorized agent, hereby establishes and issues this Irrevocable Letter of Credit No. 159 in favor of the City of Yorkville in the amount of $111,159.84, which represents 110% of the cost of the improvements described herein. Such credit is available to be drawn upon by said City upon presentation to this bank of your demand for payment.

This Letter of Credit No. 159 is issued for the purpose of securing and paying for the installation of the following land improvements in the aforesaid subdivision:

The costs of the foregoing improvements have been established by the Cemcon, LTD., Consulting Engineers.

Water main and Sanitary Sewers

FIRST COMMUNITY
FINANCIAL BANK

Said public improvements were constructed by Crestview Blackberry Woods, LLC, in accordance with the plans, specifications, completion schedules and cost estimates prepared by the Cemcon, LTD., Consulting Engineers.

The undersigned agrees that this Irrevocable Letter of Credit shall remain in full force and effect and pertain to any and all amendments or modifications which may be made from time to time to the plans, specifications and cost estimated for said modifications.

This Irrevocable Letter of Credit shall expire on November 12, 2015. provided, however, the undersigned shall notify the City Clerk by certified or registered mail, return receipt requested, at least ninety (90) days prior to said expiration date, that said Letter of Credit No. 159 is about to expire. In no event shall this Irrevocable Letter of Credit or the obligations contained herein expire except upon said prior written notice, it being expressly agreed by the undersigned that the above expiration date shall be extended as required to comply with this notice provision.

This Irrevocable Letter of Credit shall remain in effect until November 12, 2015, without regard to any default in payment of money owed to the issuer by our customer and without regard to other claims which the Issuer may have against our customer, and in no event shall terminate without notice as specified above.

This Letter of Credit may be renewed by the Issuer or our customer prior to the above expiration date by submitting a new Letter of Credit to the same form and substance as this Letter of Credit to the City Clerk in an amount equal to 110% of the estimated cost to complete and pay for the above described improvements.

It is agreed that the following shall be considered a default by our customer and shall entitle the City to make demand on this Letter of Credit:

1. that said Letter of Credit will expire within thirty (30) days and has not been renewed; or
2. that the aforesaid improvements have not been completed by the subdivider at least thirty (30) days prior to the aforesaid expiration date; or
3. that the owner and/or subdivider has failed to complete or carry on the work of the installation and construction of the required improvements in accordance with the schedule, or at a faster pace if the installation of the private improvements shall be completed before public improvements to service them are available; or
4. that the City of Yorkville has determined that the owner and/or subdivider has demonstrated that they will be unable to complete the improvement; or

FIRST COMMUNITY
FINANCIAL BANK

5. that if more funds are disbursed at this time on order of the owner and/or subdivider insufficient funds will remain irrevocably committed to guarantee the completion of all improvements, and such certification indicates that the owner and/or subdivider has been notified that the municipality finds that a breach of the owner's and/or subdivider's obligations has occurred and has not been cured within a period of thirty (30) days.

The Issuer's obligation to the City is based solely on this Irrevocable Letter of Credit engagement between this financial institution and the City and is not subject to instructions from our customer.

It is recognized that the City has directed our customer to proceed with the construction of public improvements upon the guarantee of this irrevocable commitment. It is further acknowledged that the consideration for this irrevocable commitment is provided by agreements between this financial institution and our customer.

This Irrevocable Letter of Credit sets forth in full the terms of this undertaking between the Issuer and the City, and such undertaking shall not in any way be modified, amended, amplified, nor shall it be limited by reference to any documents, instrument or agreement referred to herein, and any such reference shall not be deemed to incorporate herein by reference any document, instrument or agreement.

Demands on this Letter of Credit shall be made by presenting the Issuer with a letter from the City Clerk of the City of Yorkville demanding payment accompanied by the certificate of the City Clerk of the City of Yorkville certifying the basis for the default and demand on this Letter of Credit.

The undersigned agrees that this Letter of Credit shall not be reduced or discharged except upon receipt of a certificate of the City Clerk of the City of Yorkville certifying that this Letter of Credit may be reduced. The outstanding balance of this Letter of Credit shall be the face amount of this Letter of Credit less any amount which is discharged upon certificate of the City Clerk; Provided however, the outstanding balance of this Letter of Credit shall not be reduced to less than 20% of the approved engineer's estimate upon which this Letter of Credit is based until the City Council accepts the aforementioned improvements and a certificate of the City Clerk certifying that the Letter of Credit has been released by the City Council of the City.

All acts, requirements and other preconditions for the issuance of this Irrevocable Letter of Credit have been completed.

The undersigned further agrees and engages that it will be responsible and liable for attorney fees and court costs which may be incurred by the City in enforcing collection of this Letter of Credit in accordance with its' terms.

We hereby engage with you that all demands for payment in conformity with the terms of this Irrevocable Letter of Credit will be duly honored on presentation to us prior to expiration of this Letter of Credit.

FIRST COMMUNITY
FINANCIAL BANK

Except as otherwise expressly stated herein, this Irrevocable Standby Letter of Credit is subject to the Uniform Customs and Practice for Documentary Credits, 2007 Revision, International Chamber of Commerce Publication No. 600.

BY: First Community Financial Bank

Name: _____
Harry R. McSteen
Senior Vice President

ATTEST:

Name: _____
Michael W. Nolan
Executive Vice President

STATE OF ILLINOIS)
) SS
COUNTY OF WILL

I, Cynthia L. Jones the undersigned, a Notary Public in and for the County and State aforesaid, do hereby certify that Harry R. McSteen, personally known to me to be the Senior Vice President of the First Community Financial Bank, and Michael W. Nolan, personally known to me to be the Executive Vice President of said institution, and who are personally known to me to be the same persons whose names are subscribed to the foregoing Letter of Credit No. 159 as such Senior Vice President and Executive Vice President respectively, and caused the corporate seal of said First Community Financial Bank to be affixed thereto pursuant to authority given by the Board of Directors thereof as their free and voluntary acts and as the free and voluntary act and deed of said institution.

Given under my hand and official seal this 12 day of Nov. 2014.

_____ SEAL
Notary Public

OFFICIAL SEAL
CYNTHIA L JONES
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:01/23/18

Engineering Enterprises, Inc.

February 4, 2016

Mr. Harry R. McSteen
First Community Financial Bank
7800 W 95th St.
Hickory Hills, IL 60457

Re: Blackberry Woods Subdivision
Letter of Credit No. 159
United City of Yorkville
Kendall County, Illinois

Mr. McSteen:

This letter is in regards to the current letter of credit (attached) that is in place for the above referenced development. The United City of Yorkville is requiring that an updated letter of credit be issued to the immediately.

If you have any questions or need additional information, please contact our office.

Very truly yours,

ENGINEERING ENTERPRISES, INC.

Bradley P. Sanderson, P.E.
Vice President

Enclosure
BPS/dm

pc: Mr. Bart Olson, City Administrator (via e-mail)
Ms. Krysti Barksdale-Noble, Community Development Director (via e-mail)
Mr. Eric Dhuse, Director of Public Works (via e-mail)
Ms. Lisa Pickering, Deputy Clerk (via e-mail)
Ms. Kathy Field-Orr, City Attorney (via e-mail)
Mr. Dan Kramer (via e-mail)

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FIRST COMMUNITY
FINANCIAL BANK

November 12, 2014

BENEFICARY:
Mayor and Aldermen
City of Yorkville
800 Game Farm Road
Yorkville, IL 60560

Re: Blackberry Woods
Subdivision,
Phase B
Letter of Credit
No.159

The undersigned, First Community Financial Bank by Harry R. McSteen, SVP it's duly authorized agent, hereby establishes and issues this Irrevocable Letter of Credit No. 159 in favor of the City of Yorkville in the amount of $111,159.84, which represents 110% of the cost of the improvements described herein. Such credit is available to be drawn upon by said City upon presentation to this bank of your demand for payment.

This Letter of Credit No. 159 is issued for the purpose of securing and paying for the installation of the following land improvements in the aforesaid subdivision:

The costs of the foregoing improvements have been established by the Cemcon, LTD., Consulting Engineers.

Water main and Sanitary Sewers

FIRST COMMUNITY
FINANCIAL BANK

Said public improvements were constructed by Crestview Blackberry Woods, LLC, in accordance with the plans, specifications, completion schedules and cost estimates prepared by the Cemcon, LTD., Consulting Engineers.

The undersigned agrees that this Irrevocable Letter of Credit shall remain in full force and effect and pertain to any and all amendments or modifications which may be made from time to time to the plans, specifications and cost estimated for said modifications.

This Irrevocable Letter of Credit shall expire on November 12, 2015. provided, however, the undersigned shall notify the City Clerk by certified or registered mail, return receipt requested, at least ninety (90) days prior to said expiration date, that said Letter of Credit No. 159 is about to expire. In no event shall this Irrevocable Letter of Credit or the obligations contained herein expire except upon said prior written notice, it being expressly agreed by the undersigned that the above expiration date shall be extended as required to comply with this notice provision.

This Irrevocable Letter of Credit shall remain in effect until November 12, 2015, without regard to any default in payment of money owed to the issuer by our customer and without regard to other claims which the Issuer may have against our customer, and in no event shall terminate without notice as specified above.

This Letter of Credit may be renewed by the Issuer or our customer prior to the above expiration date by submitting a new Letter of Credit to the same form and substance as this Letter of Credit to the City Clerk in an amount equal to 110% of the estimated cost to complete and pay for the above described improvements.

It is agreed that the following shall be considered a default by our customer and shall entitle the City to make demand on this Letter of Credit:

1. that said Letter of Credit will expire within thirty (30) days and has not been renewed; or
2. that the aforesaid improvements have not been completed by the subdivider at least thirty (30) days prior to the aforesaid expiration date; or
3. that the owner and/or subdivider has failed to complete or carry on the work of the installation and construction of the required improvements in accordance with the schedule, or at a faster pace if the installation of the private improvements shall be completed before public improvements to service them are available; or
4. that the City of Yorkville has determined that the owner and/or subdivider has demonstrated that they will be unable to complete the improvement; or

FIRST COMMUNITY
FINANCIAL BANK

5. that if more funds are disbursed at this time on order of the owner and/or subdivider insufficient funds will remain irrevocably committed to guarantee the completion of all improvements, and such certification indicates that the owner and/or subdivider has been notified that the municipality finds that a breach of the owner's and/or subdivider's obligations has occurred and has not been cured within a period of thirty (30) days.

The Issuer's obligation to the City is based solely on this Irrevocable Letter of Credit engagement between this financial institution and the City and is not subject to instructions from our customer.

It is recognized that the City has directed our customer to proceed with the construction of public improvements upon the guarantee of this irrevocable commitment. It is further acknowledged that the consideration for this irrevocable commitment is provided by agreements between this financial institution and our customer.

This Irrevocable Letter of Credit sets forth in full the terms of this undertaking between the Issuer and the City, and such undertaking shall not in any way be modified, amended, amplified, nor shall it be limited by reference to any documents, instrument or agreement referred to herein, and any such reference shall not be deemed to incorporate herein by reference any document, instrument or agreement.

Demands on this Letter of Credit shall be made by presenting the Issuer with a letter from the City Clerk of the City of Yorkville demanding payment accompanied by the certificate of the City Clerk of the City of Yorkville certifying the basis for the default and demand on this Letter of Credit.

The undersigned agrees that this Letter of Credit shall not be reduced or discharged except upon receipt of a certificate of the City Clerk of the City of Yorkville certifying that this Letter of Credit may be reduced. The outstanding balance of this Letter of Credit shall be the face amount of this Letter of Credit less any amount which is discharged upon certificate of the City Clerk; Provided however, the outstanding balance of this Letter of Credit shall not be reduced to less than 20% of the approved engineer's estimate upon which this Letter of Credit is based until the City Council accepts the aforementioned improvements and a certificate of the City Clerk certifying that the Letter of Credit has been released by the City Council of the City.

All acts, requirements and other preconditions for the issuance of this Irrevocable Letter of Credit have been completed.

The undersigned further agrees and engages that it will be responsible and liable for attorney fees and court costs which may be incurred by the City in enforcing collection of this Letter of Credit in accordance with its' terms.

We hereby engage with you that all demands for payment in conformity with the terms of this Irrevocable Letter of Credit will be duly honored on presentation to us prior to expiration of this Letter of Credit.

FIRST COMMUNITY
FINANCIAL BANK

Except as otherwise expressly stated herein, this Irrevocable Standby Letter of Credit is subject to the Uniform Customs and Practice for Documentary Credits, 2007 Revision, International Chamber of Commerce Publication No. 600.

BY: First Community Financial Bank

Name: _____
Harry R. McSteen
Senior Vice President

ATTEST:

Name: _____
Michael W. Nolan
Executive Vice President

STATE OF ILLINOIS)
) SS
COUNTY OF WILL

I, Cynthia L. Jones the undersigned, a Notary Public in and for the County and State aforesaid, do hereby certify that Harry R. McSteen, personally known to me to be the Senior Vice President of the First Community Financial Bank, and Michael W. Nolan, personally known to me to be the Executive Vice President of said institution, and who are personally known to me to be the same persons whose names are subscribed to the foregoing Letter of Credit No. 159 as such Senior Vice President and Executive Vice President respectively, and caused the corporate seal of said First Community Financial Bank to be affixed thereto pursuant to authority given by the Board of Directors thereof as their free and voluntary acts and as the free and voluntary act and deed of said institution.

Given under my hand and official seal this 12 day of Nov. 2014.

_____ SEAL
Notary Public

OFFICIAL SEAL
CYNTHIA L JONES
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:01/23/18