Date Sent: _____

CLERK'S CONTRACT and AGREEMENT COVER PAGE

Legistar File ID#: 2022-0807 **Contract #:** C14-0037

Start date: 11/29/2022 **End date:** 12/31/2023

Amount: $ 197,141.48

Department: Engineering

Contract Type: Professional Services

Contractors Name: Christopher B. Burke Construction (CBBEL)

Status of Ownership: N/A **Status of Sub:** N/A

Certification: **Attached** ☐ **Self-Certifying** ☐ **Did not disclose** ☑

Contract Description: 143rd Street (Will-Cook Rd to Wolf) PH II Design & Land Acquisition Services

ORLAND PARK

AGREEMENT BETWEEN THE VILLAGE OF ORLAND PARK AND CHRISTOPHER B. BURKE ENGINEERING, LTD. FOR PROFESSIONAL SERVICES

THIS AGREEMENT (hereinafter, the "Agreement" or the "Contract") is made November 29, 2022, by and between the VILLAGE OF ORLAND PARK (hereinafter referred to as "Village") and CHRISTOPHER B. BURKE ENGINEERING, LTD. (hereinafter referred to as "Consultant") for the performance of certain professional services for the Village in connection with 143rd Street (Will-Cook Road to Wolf Road), Phase II Design Engineering and Land Acquisition Services (hereinafter referred to as the "Project", the "Work", or the "Services").

WITNESSETH:

In consideration of the mutual covenants set forth herein by the Village and the Consultant (hereinafter referred to collectively as the "Parties"), the Parties agree as follows:

1. Scope of Work: The Consultant agrees to and shall timely perform and fully complete the "Scope of Services" as set forth in:
   ☒ The Consultant's Proposals dated April 10, 2013 and July 2013 for Phase II Design Engineering and September 7, 2022 for Land Acquisition Services; and/or
   ☐ Village of Orland Park RFQ/RFP/Purchase Order No. _____.
   which is/are attached hereto and made a part of this Agreement as Exhibit A (the "Work" or the "Project"). The terms, conditions and specifications set forth in Village's Request for Qualifications (RFQ), Request For Proposal ("RFP"), and/or Purchase Order and any other Village document shall supersede, govern, and prevail over any inconsistent terms, conditions, and/or specifications on any other documents submitted by the Consultant. Any provisions in the Consultant's Proposal or Bid or other submittals which are in conflict with or inconsistent with any of the same provisions in the Village's RFQ, RFP, and/or Purchase Order shall be void to the extent of such conflict or inconsistency and the terms of the Village's RFQ, RFP, and/or Purchase Order shall control.

2. Payment:

   A. Compensation: The Village agrees to pay the Consultant, and the Consultant agrees to accept as compensation for all Services and/or Work and/or the Project required by this Agreement the amount(s) set forth as follows:
   ☐ the amount(s) set forth on Exhibit A (the "Consultant's Proposal");
   ☐ the amount(s) based upon the Schedule of Fees set forth on Exhibit B attached hereto and thereby made a part hereof; and
   ☒ A not-to-exceed amount of $197,141.48 ("Contract Price") *[Unpaid balance of $160,891.48 to Original Contract Price of $557,887.91 plus $36,250 for Land Acquisition Services]*
   (i) It is expressly understood and agreed to by both Parties that in no event shall the total amount to be paid by the Village for the complete and satisfactory performance of services, under this Agreement exceed $197,141.48. Said price shall be the total compensation for Consultant's performance hereunder including, but not limited to, all work, deliverables, materials, supplies, equipment, subcontractor's fees, and all reimbursable travel and miscellaneous or incidental expenses to be incurred by Consultant. In the event the Consultant incurs cost in excess of the sum authorized for service under this Agreement, the Consultant shall pay such excess from its

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own funds, and the Village shall not be required to pay any part of such excess, and the Consultant shall have no claim against the Village on account thereof. For the avoidance of doubt, in no event shall Consultant be entitled to receive more than this not-to-exceed amount and this amount includes all costs incurred by Consultant in connection with the work and services authorized hereby, including, but not limited to: (i) any known or unknown and/or unexpected condition(s); (ii) any and all unforeseen difficulties; (iii) any unanticipated rises in the cost of labor, materials or equipment, changes in market or negotiating conditions, and errors or omissions made by the Consultant or others; (iv) the character of the work and/or services to be performed; and (v) any overrun in the time or cost necessary for the Consultant to complete the work due to any causes, within or beyond its control. Under no circumstances shall the Village be liable for any additional charges if Consultant's actual costs and reimbursable expenses for such work, service or deliverable exceed the not-to-exceed price. Accordingly, Consultant represents, warrants and covenants to the Village that it will not, nor will Consultant have anyone on its behalf, attempt to collect an amount in excess of the not to exceed price agreed to by the Consultant as set forth above

B. Invoices: The Consultant agrees to and shall prepare and submit:
☐ an invoice to the Village which the Village shall pay upon completion and approval of the Work; or
☒ invoices for progress payments to the Village as hereinafter set forth for Services completed to date. Invoices shall be prepared monthly and shall document the time/hours expended as the Work is completed to date by the Consultant.

C. Payment: Notwithstanding any provision of the Illinois Local Government Prompt Act (50 ILCS 505/1, et seq.) (the "Act") to the contrary, the Parties agree that any bill approved for payment by the Corporate Authorities shall be paid within sixty (60) days after the date of approval. If payment is not made within such sixty (60) day period, an interest penalty of 1% of any amount approved and unpaid shall be added for each full thirty (30) day period, without proration, after the expiration of the aforementioned sixty (60) day payment period, until final payment is made. No other provision of the Act shall apply to this contract.

D. Withholding Payment: Notwithstanding anything to the contrary herein contained, no compensation will be paid to or claimed by the Consultant for services required to correct deficiencies attributable to errors or omissions of the Consultant, and all such errors or omissions must be corrected by the Consultant at their sole cost and expense. Notwithstanding anything to the contrary herein contained, the Village has the right to withhold from payment due the Consultant such sums as are reasonably necessary to protect the Village against any loss or damage which may result from: (i) the negligence of or unsatisfactory Services of the Consultant; (ii) the failure by the Consultant to perform the Consultant's obligations hereunder; or (iii) claims filed against the Village relating to the Services. Any sums withheld from the Consultant as provided in this section, and subsequently determined to be due and owing to the Consultant, will be paid to the Consultant.

E. Appropriation of Funds: The Parties hereto agree that, if the term of this Agreement extends beyond the current fiscal year of the Village (the current fiscal year being the year in which the first date of the term of this Agreement falls), this Agreement is subject to the appropriation of funds by the Village Board of Trustees and/or any other funding agencies for each subsequent year. If the Village, and/or any other governmental agency providing funding for this Service, fails to make such an appropriation, the Village may terminate this Agreement and the Consultant will be entitled to receive, as its sole and exclusive remedy, compensation for Services properly performed to the date of termination to the extent the Village has funds available and appropriated

to pay the Consultant such amount. Upon the request of the Consultant, the Village will inform the Consultant as to whether any governmental agency other than the Village is providing funding to pay all or a portion of the Services.

F. Records: The Consultant's records relating to the Services must be kept in accordance with generally accepted principles of accounting consistently applied and must be retained by the Consultant for a period of not less than five (5) years following the completion of the Services. Such records must be available to the Village or any authorized representative of the Village, upon reasonable prior notice, for audit and review during normal business hours at the Village offices, 14700 S. Ravinia Ave. Orland Park, IL 60462. In addition, such records must be available, upon reasonable prior notice, for audit and review by any other governmental agency providing funding for all or any portion of this Service.

3. Contract Documents: The term "Contract Documents" means and includes, but is not limited to, this Agreement and the following, which are each attached hereto and thereby made a part hereof:

☒ Scope of Services as set forth in the Consultant's proposals dated April 10, 2013 and July 2013 for Phase II Design Engineering and September 7, 2022 for Land Acquisition Services (Exhibit A)

☒ Consultant's Original Contract Price of $557,887.91 as set forth in the Illinois Department of Transportation Preliminary Engineering Services Agreement for Federal Participation dated January 30, 2014 (Exhibit B)

In the event of any conflict between this Agreement and any other Contract Document, this Agreement shall prevail and control over the terms and conditions set forth in such other Contract Documents.

4. Time is of the Essence; Dates of Commencement and Completion; Progress Reports:

A. Time is of the essence in this Contract. The Services to be performed by the Consultant under the Contract Documents shall commence no later than November 29, 2022 (hereinafter the "Commencement Date"), and shall be completed no later than December 31, 2023 (hereinafter the "Completion Date"), barring only Acts of God, due to which the Completion Date may be modified in writing with the prior approval of the Village. If the Consultant fails to complete the Services by the Completion Date, the Village shall thereafter have the right to have the Services completed by another independent consultant, and in such event, the Village shall have the right to deduct the cost of such completion so incurred by the Village from payments otherwise due to the Consultant for the Services and/or the right to recover any excess cost of completion from the Consultant to the extent that the total cost incurred by the Village for the completion of the Work which is the subject of the Contract Documents exceeds the Contract Price.

B. Progress Reports. The Consultant must prepare and submit monthly progress reports describing the Services performed in the prior month and anticipated to be performed in the following one-month period. The Services schedule shall insure that each of the Services provided being completed within a timeframe that does not negatively impact the Village's compliance any federal, state, or local regulations (if applicable).

5. Venue and Choice of Law: The Consultant and the Village agree that the venue for any and all disputes shall solely be in Cook County, Illinois, in which the Village's Village Hall is located. This Contract and all other Contract Documents shall be construed and interpreted in accordance with the laws of the State of Illinois.

6. Nonassignability: The Consultant shall not assign this Contract, or any part thereof, to any other person, firm, or corporation without the prior written consent of the Village, and in no case shall such

consent relieve the Consultant or its surety from the obligations herein entered into by the same or change the terms of this Contract.

7. Notices and Communications: Where notice is required by the Agreement it shall be considered received if it is delivered in person, sent by registered United States mail, return receipt requested, delivered by messenger or mail service with a signed receipt, sent by facsimile or e-mail with an acknowledgment of receipt, to the following:

To the Village:
Name: Khurshid Hoda
Village of Orland Park
14700 South Ravinia Avenue
Orland Park, Illinois 60462
Telephone: (708) 403-6128
Facsimile: n/a
Email: khoda@orlandpark.org

To the Consultant:
Name: Val M. Racich, Senior Project Manager
Company: Christopher B. Burke Engineering, Ltd.
Address: 9575 West Higgins Road, Suite 600
City, State, Zip: Rosemont, IL, 60018
Telephone: (847) 823-0500
Facsimile: (847) 318-9793
Email: vracich@cbbel.com

or to such other person or persons or to such other address or addresses as may be provided by either party to the other party.

8. Right to Alter Scope of Services Reserved: The Village reserves the right to alter the plans, extend or shorten the Scope of Services, add to the Scope of Services as may be necessary, and increase or decrease the scope and/or quantity of the Services, including the deduction or cancellation of any one or more of the unit price items, or to cancel the Contract and the Services in their entirety for any reason.

9. Control and Inspection of Work: Unless otherwise specified in the Contract Documents, inspection, acceptance or rejection of goods and/or Services shall be made after delivery. Final inspection, acceptance and/or rejection of the goods and/or Services shall not impose liability on the Village for goods and/or Services not in accordance with the Contract Documents as determined solely by the Village. Payment shall not be due on rejected goods and/or Services until and unless fully corrected and/or replaced as determined by the Village. All Services performed by the Consultant shall be done in conformance with this Agreement and the other Contract Documents as determined solely by the Village, and this Agreement shall control.

10. Timely Written Response and Written Report(s) of Resolution Relative to Certain Incident(s), Claim(s) and/or Complaint(s):

A. All alleged incident(s), claim(s), or complaint(s) related to any alleged death, injury and/or damage to persons and/or to public or private property related to the Consultant's work or services provided pursuant to this Contract shall be reported to the Village and resolved by the Consultant and/or its agent in a timely manner.
B. Within three (3) business days after receipt by Consultant of an initial written or verbal notice of any such incident, claim, or complaint, the Consultant shall also provide to the Village, and to any third-party making such claim or complaint, the name, telephone number, and cellular number of

the Consultant's officer or employee who will be responsible for managing the resolution thereof until its final resolution by the Consultant and/or by the Consultant's insurer or agent.

C. Within ten (10) business days after the Consultant's receipt of the first notice of an alleged incident, claim, or complaint related to any alleged death, injury, and/or damage to persons and/or to public or private property (the "incident, claim, or complaint"), the Consultant or its agent(s) shall provide to the Village and to any third-party person making such claim or complaint an initial written response relative to such incident, claim or complaint, and the efforts and current progress of the Consultant and/or its agents to date toward the resolution of such incident, claim or complaint.

D. If complete resolution of the incident, claim, or complaint has not been reached within the aforesaid ten (10) business day period, the Consultant or its agent shall continue to use all reasonable efforts to fully resolve the incident, claim, or complaint, and to that end, further updated written status reports of resolution, or progress toward resolution, as the case may be, of such incident, claim, or complaint shall be provided to the Village by the Consultant not less than monthly until such incident, claim, or complaint is fully resolved.

E. The Consultant or its agents will be expected to fully resolve most incident(s), claim(s), or complaint(s) involving minor damage to public or private property within said initial ten (10) business day period after the Consultant receives its initial verbal or written notice of such incident, claim, or complaint.

11. Insurance:

A. Prior to Commencement of Work:

(i) Prior to commencement of any Services under the Contract Documents, Consultant shall supply to the Village certificates of insurance as specified below. Consultant shall not start the Services contemplated by the Contract until Consultant has obtained all insurance required under this Paragraph 11, and all such insurance coverage has been obtained and approved by the Village Manager, or his designee.

(ii) Minimum Scope of Insurance:
Coverage shall be at least as broad as Insurance Services Office ("ISO") Commercial General Liability occurrence form CG 00 01 04 13 with the "Village of Orland Park and its officers, officials, employees, agents and volunteers" named as additional insureds on a primary and non-contributory basis. This primary, non-contributory additional insured coverage shall be confirmed through the following required policy endorsements (or their substantial equivalents): ISO Additional Insured Endorsement CG 20 10 04 13 or CG 20 26 04 13, and CG 20 01 04.
☐ If this box is checked, a Completed Operations Endorsement (CG 20 37 04 13) is also required.

B. Insurance Required: The Consultant shall procure and maintain, for the duration of the Contract, insurance against claims for injuries to persons or damage to property, which may arise from or in connection with the performance of the Work hereunder by the Consultant, its employees, subconsultants, and other agents, and:
(i) Commercial General Liability:

(a) $1,000,000 combined single limit per occurrence for bodily injury, and property damage and $1,000,000 per occurrence for personal injury. The general aggregate shall be $2,000,000.

(b) The Village of Orland Park, and its officers, officials, employees, agents and volunteers, are to be named and covered as additional insureds as respects: liability arising out of the Consultant's work, including activities performed by or on behalf of the Consultant; products and completed operations of the Consultant; premises owned, leased or used by the Consultant, or automobiles owned, leased, hired or borrowed by the Consultant. The coverage shall contain no special limitations on the scope of protection afforded to the Village of Orland Park and its officers, officials, employees, agents and/or volunteers.

(c) The Consultant's insurance coverage shall be primary and non-contributory as respects the Village of Orland Park and its officers, officials, employees, agents and volunteers. Any insurance or self-insurance maintained by the Village of Orland Park and/or on behalf of its officers, officials, employees, agents and/or volunteers shall be excess of Consultant's insurance and shall not contribute with it.

(d) Any failure to comply with reporting provisions of any applicable insurance policies shall not affect coverage provided to the Village of Orland Park and/or its officers, officials, employees, agents and/or its volunteers.

(e) The Consultant's insurance shall contain a Severability of Interests/Cross-Liability clause or language stating that Consultant's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

(f) If any commercial general liability insurance is being provided under an excess or umbrella liability policy that does not "follow form", then the Consultant shall be required to name the "Village of Orland Park, and its officers, officials, employees, agents and volunteers" as additional insureds.

(g) All general liability coverages shall be provided on an occurrence policy form. Claims-made general liability policies will not be accepted.

(h) The Consultant and all subconsultants hereby agree to waive any limitation as to the amount of contribution recoverable against them by the Village of Orland Park, and/or by its officers, officials, employees, agents and/or its volunteers. This specifically includes any limitation imposed by any state statute, regulation, or case law including any Workers' Compensation Act provision that applies a limitation to the amount recoverable.

(ii) ISO Business Auto Liability coverage form number CA 00 01, Symbol 01 "Any Auto": $1,000,000 combined single limit per occurrence for bodily injury, and property damage and $1,000,000 per occurrence for personal injury.

(iii) Workers' Compensation Insurance:

Such coverage as required by the Workers' Compensation Act of the State of Illinois with coverage of statutory limits and Employers' Liability Insurance with limits of $500,000 per accident. The insurer shall agree to waive all rights of subrogation against the "Village of Orland Park, its officers, officials, employees, agents and volunteers" for losses arising from work performed by the Consultant for the Village.

(iv) Professional Liability:

(a) Professional liability insurance with limits not less than $2,000,000 each claim with respect to negligent acts, errors and omissions in connection with professional services to be provided under the contract, with a deductible not-to-exceed $50,000 without prior written approval.

(b) If the policy is written on a claims-made form, the retroactive date must be equal to or preceding the effective date of the contract. In the event the policy is cancelled, non-renewed or switched to an occurrence form, the Consultant shall be required to purchase supplemental extending reporting period coverage for a period of not less than three (3) years.

(v) Umbrella Policy:

If the general aggregate limit for Commercial General Liability coverage provided is less than $2,000,000, pursuant to Section 11(B)(i) above, then a $2,000,000 Umbrella Policy shall also be provided which policy shall follow all required coverages as set forth above, other than Worker's Compensation and Professional Liability coverages.

(vi) ☐ Cyber Liability Coverage: for losses arising out of the Consultants work or work product resulting from a network/data breach, malware infection, cyber extortion, ransomware, exposure of confidential, personally identifiable and financial information, intellectual property and other related breaches. This coverage will apply to but not limited to damages for notification cost, credit monitoring expenses, public relations expenses, computer system/software damage and related financial losses.

C. Deductibles and Self-Insured Retentions: Any deductibles or self-insured retentions must be declared to and approved by the Village of Orland Park.

D. All Coverages:

(i) No Waiver. Under no circumstances shall the Village, or its officers, officials, employees, agents or volunteers be deemed to have waived any of the insurance requirements of this Contract by any act or omission, including, but not limited to:

(a) Allowing work by Consultant or any subconsultant to start before receipt of Certificates of Insurance and Additional Insured Endorsements.

(b) Failure to examine, or to demand correction of any deficiency, of any Certificate of Insurance and Additional Insured Endorsement received.

(ii) Each insurance policy required shall have the Village of Orland Park expressly endorsed onto the policy as a Cancellation Notice Recipient. Should any of the policies be cancelled before the expiration date thereof, notice will be delivered in accordance with the policy provisions.

(iii) When requested by the Village Manager, or his designee, Consultant shall promptly provide the respective original insurance policies for review and approval by the Village Manager, or his designee.

E. Acceptability of Insurers: Insurance is to be placed with insurers with a Best's rating of no less than A-, VII and approved to do business in the State of Illinois.

F. Verification of Coverage: Consultant shall furnish the Village of Orland Park with certificates of insurance naming the "Village of Orland Park, its officers, officials, employees, agents and volunteers", as additional insureds (except on Professional Liability), and with original endorsements affecting coverage required by this clause. The certificates and endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The certificates and endorsements are to be received and approved by the Village Manager, or his designee, before any work commences. The following additional insured endorsements may be utilized (or their substantial equivalent): ISO Additional Insured Endorsements CG 20 10 04 13 or

CG 20 26 04 13, and CG 20 37 04 13 – Completed Operations, where required. In the event a claim is filed, the Village reserves the right to request full certified copies of the insurance policies and endorsements.

☐ If this box is checked, a Completed Operations Endorsement (CG 20 37 04 13) is also required.

G. Subconsultants: Consultant shall include all subconsultants as insureds under its policies or shall furnish separate certificates and endorsements for each subconsultant. All coverages for subconsultants shall be subject to all of the requirements stated herein.

H. Assumption of Liability: Consultant assumes liability for all injury to or death of any person or persons including employees of the Consultant, any subconsultant, any supplier or any other person and assumes liability for all damage to property sustained by any person or persons occasioned by or in any way arising out of any work performed pursuant to this Contract.

I. Insurance Certifications: In addition to providing Certificates of Insurance as required by the contract documents, the Consultant shall submit to the Village a signed certification with each Request for Payment, stating that all the insurance required of the Consultant remains in force. Failure to submit such a certification shall be grounds to withhold payment in full or in part.

J. Insurance Requirements Cannot Be Waived by Village: Under no circumstances shall the Village be deemed to have waived any of the insurance requirements of the related Contract by any act or omission, including, but not limited to: (1) allowing the Work to commence by the Consultant or any subconsultant of any tier before receipt of Certificates of Insurance; (2) failing to review any Certificates of Insurance received; (3) failing to advise the Consultant or any subconsultant of any tier that any Certificate of Insurance fails to contain all the required insurance provisions, or is otherwise deficient in any manner; or (4) issuing any payment without receipt of a Sworn Statement from the Consultant and all subconsultants of any tier stating that all the required insurance is in force. The Consultant agrees that the obligation to provide the insurance required by this Agreement or any of the contract documents is solely its responsibility and that this is a requirement which cannot be waived by any conduct, action, inaction or omission by the Village. Consultant shall also protect the Village by specifically incorporating this Paragraph into every subcontract entered into relative to the Work contemplated herein and also requiring that every subconsultant incorporate this Paragraph into every sub-subcontract it enters into relative to the Work contemplated herein.

K. Liability of Consultant and Subconsultant is Not Limited by Purchase of Insurance: Nothing contained in the insurance requirements of this Agreement or any Contract Documents is to be construed as limiting the liability of the Consultant or the liability of any subconsultant of any tier, or either of their respective insurance carriers. The Village does not, in any way, represent that the coverages or limits of insurance specified is sufficient or adequate to protect the Village, the Consultant, or any subconsultant's interest or liabilities, but are merely required minimums. The obligation of the Consultant and every subconsultant of any tier to purchase insurance shall not, in any way, limit their obligations to the Village in the event that the Village should suffer an injury or loss in excess of the amount recoverable through insurance, or any loss or portion of the loss which is not covered by either the insurance of the Consultant or any subconsultant's insurance.

L. Notice of Bodily Injury or Property Damage: The Consultant shall notify the Village, in writing, of any actual or possible claim for personal injury or property damage relating to the Work, or of any occurrence which might give rise to such claim, promptly upon obtaining first knowledge of same.

M. Updated Proof Required: The Consultant agrees that at any time upon the demand of the Village, updated proof of such insurance coverage will be submitted to the Village. There shall be no additional charge to the Village for said insurance.

N. Higher and More Expansive Standard Applicable: To the extent other insurance requirements of the Contract Documents contradict this Paragraph 11, the more expansive and higher standard, in terms of type and amount of coverage, shall govern.

12. Indemnity:

A. To the fullest extent permitted by law, the Consultant hereby agrees to defend, indemnify and hold harmless the Village, its elected and appointed officials, employees and agents against all injuries, deaths, loss, damages, claims, patent claims, suits, liabilities, judgments, costs and expenses, which may in anywise accrue against the Village, its elected and appointed officials, employees, and agents arising in whole or in part or in consequence of the performance of the Work by the Consultant, its employees, or subconsultants, or which may in anywise result therefrom, except that arising out of the sole legal cause of the Village, its elected and appointed officials, employees or agents, the Consultant shall, at its own expense, appear, defend and pay all charges of attorneys and all costs and other expenses arising therefrom or incurred in connection therewith, and, if any judgment shall be rendered against the Village, its elected and appointed officials, employees or agents, in any such action, the Consultant shall, at its own expense, satisfy and discharge the same.

B. Consultant expressly understands and agrees that any performance bond or insurance policies required by this Contract, or otherwise provided by the Consultant, shall in no way limit the responsibility to indemnify, keep and save harmless and defend the Village, its elected and appointed officials, employees or agents as herein provided.

C. Consultant further agrees that to the extent that money is due the Consultant by virtue of this Contract as shall be considered necessary in the judgment of the Village, such funds may be retained by the Village to protect itself against said loss until such claims, suits, or judgments shall have been settled or discharged and/or evidence to that effect shall have been furnished to the satisfaction of the Village.

D. In the event that the Village is not immune from liability under any applicable law, and only in such event, the Village hereby agrees to indemnify and hold harmless the Consultant, its officers, directors, employees and subconsultants (collectively, Consultant) against all damages, liabilities or costs, including reasonable attorney's fees and defense costs, to the extent caused by the Village's negligent acts in connection with the Project and the acts of the Village, and/or any of its officers, trustees and/or employees.

E. Neither the Village nor the Consultant shall be obligated to indemnify the other party in any manner whatsoever for the other party's own negligence, or for the acts of their respective officers, trustees, employees and/or agents.

F. The provisions of this Paragraph 12 shall survive any termination of the Contract.

13. Village Confidential Information:

A. Consultant warrants that it shall not disclose, use, sell, rent, trade, or otherwise provide Village Confidential Information to any person, firm, or entity for any purpose outside of the specific purposes of the Contract Documents, except as necessary to comply with applicable State or Federal laws.

B. The provisions of this Paragraph 13 shall survive any termination of the Contract.

14. Professional Standard: The Consultant hereby covenants and agrees that the Consultant will perform all Services described in this Agreement in accordance with the Professional Standard. In connection with the execution of this Agreement, the Consultant warrants and represents as follows:

A. Feasibility of Performance. The Consultant (i) has carefully examined and analyzed the provisions and requirements of this Agreement, including all Exhibits hereto; (ii) understands the nature of the Services required; (iii) from its own analysis has satisfied itself, to the extent reasonably possible, as to the nature of all things needed for the performance of this Agreement and all other matters that in any way may affect this Agreement or its performance; (iv) represents that this Agreement is feasible of performance in accordance with all of its provisions and requirements; and (v) can and will perform, or cause to be performed, the Services in accordance with the provisions and requirements of this Agreement.

B. Ability to Perform: The Consultant hereby represents and warrants to the Village, with the intention that the Village rely thereon in entering into this Agreement, that: (a) the Consultant is financially solvent; (b) the Consultant, and each has the training, capability, experience, expertise, and licensing necessary to perform the Services in accordance with the requirements of this Agreement and the Professional Standard; (c) the Consultant possesses and will keep in force all required licenses, permits and accreditations to perform the Services; (d) the Consultant has full power to execute, deliver and perform this Agreement and has taken all necessary action to authorize such execution, delivery and performance; (e) the individual(s) executing this Agreement are duly authorized to sign the same on the Consultant's behalf and to bind the Consultant hereto; and (f) the Consultant will perform the Services described herein promptly, diligently and continuously with an adequate number of qualified personnel to ensure such performance.

C. Authorized to do Business in Illinois: The Consultant certifies that it is a legal entity authorized to do business in Illinois, 30 ILCS 500/1.15.8, 20-43.

D. Certification to Enter into Public Contracts: The Consultant certifies that it is not barred from contracting with any unit of state or local government as a result of a violation of either Section 33E-3 or 33E-4 of the Illinois Criminal Code or violating the prohibition set forth in Section 50-10.5(e) of the Illinois Procurement Code, 30 ILCS 500/50-10.5e or any similar offense of any State of the United States which contains the same elements as the Illinois offenses of bid-rigging or bid rotating.

E. Payment to the Illinois Department of Revenue: Consultant certifies that it is not delinquent in payment of any taxes to Illinois Department of Revenue.

F. Debarment. The Consultant certifies that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in the Agreement by any federal department or agency. The Consultant will not knowingly use the services of any related party barred or ineligible for contracts by any federal, state or local governmental agency or applicable Laws for any purpose in the performance of the Services.

G. Interest of members of the Village: Consultant certifies that no member of the governing body of the Village and no other officer, employee, or agent of the Village who exercises any functions or responsibilities in connection with the planning or carrying out of the Services, has any personal financial interest, direct or indirect, in this Agreement; and the Consultant shall take appropriate steps to assure compliance.

H. Interest of Professional Services Provider and Employees. Consultant certifies that it presently has no interest and shall not acquire interest, direct or indirect, in the various project areas or any parcels therein or any other interest which would conflict in any manner or degree with the

performance of Consultant Services hereunder. The Consultant further covenants that in the performance of this Agreement, no person having such interest shall be employed.

15. No Conflicts of Interest: The Consultant warrants that it has no conflict of interest and has not employed or retained any company or person, other than a bona fide employee working solely for the Consultant, to solicit or secure this contract, and that it has not paid or agreed to pay any company or person, other than a bona fide employee working solely for the Consultant, any fee, commission, percentage, brokerage fee, gift(s), or any other consideration, contingent upon or resulting from the award or the making of this Contract.

16. Compliance with Laws: Consultant shall comply with all applicable federal, state, and local laws, ordinances, rules and regulations, and any and all orders and decrees of any court, administrative body or tribunal applicable to the performance of the Contract. Included within the scope of the laws, ordinances, rules and regulations referred to in this paragraph, but in no way to operate as a limitation, are: Occupational Safety & Health Act ("OSHA"); Illinois Department of Labor (IDOL"), Department of Transportation, and all forms of traffic regulations; public utility, Intrastate and Interstate Commerce Commission regulations; Workers' Compensation Laws, the Social Security Act of the Federal Government and any of its titles, the Illinois Human Rights Act, and EEOC statutory provisions and rules and regulations. Evidence of specific regulatory compliance will be provided by the Consultant if requested by the Village.

17. Equal Employment Opportunity: The Consultant shall be an "equal opportunity employer" as defined in the United States Code Annotated. The Consultant shall be required to comply with the President's Executive Order No. 11246, as amended, and the requirements for Bidders and Consultants under this order are explained in 41 CFR 60-4. The Consultant shall fully comply with all applicable provisions of the Illinois Human Rights Act.

18. Certifications: By the execution of this Agreement, the Consultant certifies that: (1) the Consultant is not delinquent in the payment of any tax administered by the Illinois Department of Revenue as required by 65 ILCS 5/11-42.1-1; (2) the Consultant has a written sexual harassment policy as required by and shall otherwise comply in all respects with the Illinois Human Rights Act (775 ILCS 5/2-105(A)(4)); (3) the Consultant will provide a drug-free workplace as required by and shall otherwise comply with the Illinois Drug-Free Workplace Act (30 ILCS 580/1, et seq.); (4) the Consultant has in place a written policy as required by and that it does and shall otherwise comply with the Illinois Substance Abuse Prevention on Public Works Projects Act (820 ILCS 265/1, et seq.); and (5) the Consultant is not and/or was not barred from bidding on this Contract pursuant to Section 33E-3 or 33E-4 of the Illinois Criminal Code (720 ILCS 5/33E-3 and 5/33E-4).

19. Project Documentation: Upon execution of this Agreement relative to the Project, notwithstanding anything contained in any other Contract Documents to the contrary, the Consultant and its subconsultants agree to and shall release to the Village any and all right, title, and interest in and to any and all Project Documentation depicting, documenting, or recording the Services, and/or the Work, and/or the Project which is the subject of the Contract Documents, prepared or created by the Consultant and/or its subconsultants, including but not limited to any and all drawings, plans, specifications, photos, reports, videos, and/or other recordings on any electronic media (sometimes collectively referred to as "Project Documentation"), and any and all of such Project Documentation shall become the property of the Village. The Consultant and its subconsultants further warrant to the

Village that they have the legal right to convey said Project Documentation to the Village. The Work contemplated by the Contract Documents shall not be considered complete until and unless legible and complete physical and electronic copies of all such Project Documentation have been delivered to the Village. The Village may reuse Project Documentation without the prior written authorization of the Consultant, but the Village agrees to waive any claim against the Consultant arising from any unauthorized reuse or modification of the Project Documentation.

20. Illinois Freedom of Information Act: The Illinois Freedom of Information Act (FOIA) applies to public records in the possession of a party with whom the Village has an Agreement. The Village of Orland Park will have only a very short period of time from receipt of a FOIA request to comply with the request, and there is a significant amount of work required to process a request including collating and reviewing the information. Vendor acknowledges the requirements of FOIA and agrees to comply with all requests made by the Village for public records (as that term is defined by Section 2(c) of FOIA) and to provide the requested public records to the Village within two (2) business days of the request being made by the Village. Vendor agrees to indemnify and hold harmless the Village from all claims, costs, penalty, losses and injuries (including but not limited to, attorney's fees, other professional fees, court costs and/or arbitration or other dispute resolution costs) arising out of or relating to its failure to provide the public records to the Village under this agreement.

21. Independent Contractor: It is mutually understood and agreed that the Consultant shall have full control of the ways and means of performing the Professional Services referred to above and/or which is the subject of this Agreement and the related Contract and that the Consultant or his/its employees, representatives or Subconsultants are in no sense employees of the Village, it being specifically agreed that in respect to the Village, the Consultant and any party employed by the Consultant bears the relationship to the Village of an independent contractor.

22. Duration: This Agreement and the related Contract Documents shall be in effect from the date of the Contract until the completion of the Services, but the obligations of the Consultant under Paragraphs 12 and 13 shall continue after such termination.

23. Advertisement: The Consultant is specifically denied the right to use in any form or medium the name of the Village for public advertising unless express permission is granted by the Village.

24. Amendments: No agreement or understanding to modify this Agreement or the related Contract Documents shall be binding upon the Village unless in writing and signed by the Village's authorized agent. All specifications, drawings, and data submitted to the Consultant with this Agreement or the related Contract Documents are hereby incorporated and made part thereof.

25. Termination; Remedies: Notwithstanding any other provision hereof, the Village may terminate the Agreement in the event of a default by the Consultant or without cause at any time upon 15 days prior written notice to the Consultant. In the event that the Agreement is so terminated and the Consultant is not in default or breach of this Agreement, the Consultant shall be paid for Services actually performed and reimbursable expenses actually incurred, if any, prior to termination, not exceeding the value of the Services completed which shall be determined on the basis of the rates set forth in the Consultant's Proposal.

1145147-02-12-14

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26. Supersede: The terms, conditions and specifications set forth in this Agreement shall supersede, govern, and prevail over any inconsistent terms, conditions, and/or specifications on any other Contract Documents.

27. Severability: In the event any section, subsection, paragraph, sentence, clause, phrase or provision of this instrument or part thereof shall be deemed unlawful, invalid, unenforceable or ineffective by any court of competent jurisdiction, such decision shall not affect the validity, enforceability or effectiveness of the remaining portions of this instrument.

28. Facsimile or Digital Signatures: Facsimile or digital signatures shall be sufficient for purposes of executing, negotiating, and finalizing this Contract, and this Contract shall be deemed delivered as if containing original signatures if such delivery is made by emailing a PDF of a scanned copy of the original, hand-signed document, and/or by use of a qualified, established electronic security procedure mutually agreed upon by the Parties.

29. Counterparts: This Agreement may be executed in one or more counterparts, which counterparts when affixed together, shall constitute one and the same original document.

30. No Third Party Beneficiaries: The parties do not intend to confer any benefit hereunder on any person, firm or corporation other than the parties hereto.

31. Entire Agreement: The Contract Documents (including all Exhibits attached thereto which by reference are made a part of the Agreement) and all other written agreements signed by all of the parties hereto which by their express terms are a part of the Contract Documents, are the final expression of, and contain the entire agreement between the parties with respect to the subject matter hereof and supersedes all prior understandings with respect thereto.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their duly authorized officer in quadruplicate counterparts, each of which shall be considered as an original.

CHRISTOPHER B. BURKE ENGINEERING, LTD.

By: E-SIGNED by Michael Kerr on 2022-12-06 21:25:00 GMT

Michael Kerr

Its President & Authorized Agent

VILLAGE OF ORLAND PARK

By: E-SIGNED by George Koczwara on 2022-12-06 22:22:09 GMT

George Koczwara

Village Manager

1145147-02-13-14

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EXHIBIT A

Scope of Work as set forth in Consultant's Proposals dated April 10, 2013 and July 2013 for Phase II Design Engineering and September 7, 2022 for Land Acquisition Services

EXHIBIT B

Consultant's Original Contract Price of $557,887.91 as set forth in the Illinois Department of Transportation Preliminary Engineering Services Agreement for Federal Participation dated January 30, 2014

1145147-02-14-14

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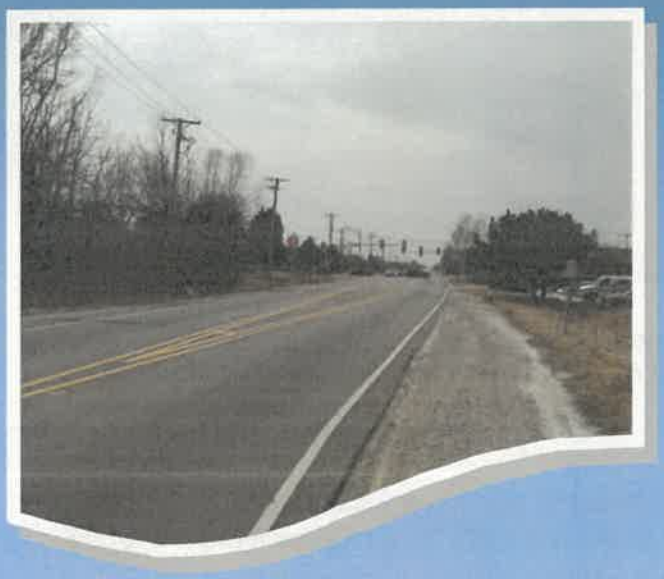
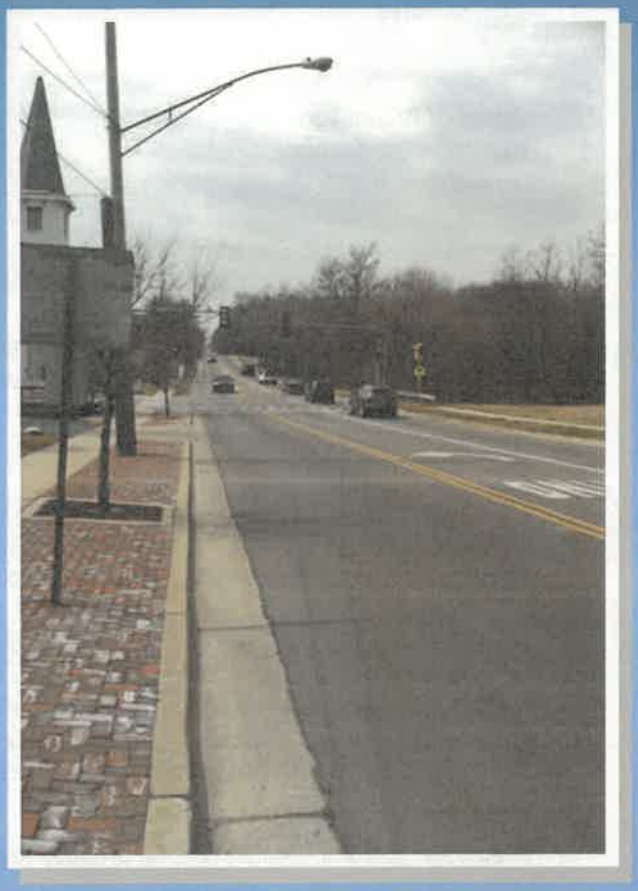
EXHIBIT A

PROPOSAL FOR PHASE I, II & III ENGINEERING SERVICES

143RD STREET IMPROVEMENTS
WILL/COOK ROAD TO SOUTHWEST HIGHWAY
VILLAGE OF ORLAND PARK





APRIL 10 2013

Branch Locations:

Rosemont, Illinois
Peoria, Illinois
Morris, Ilinois

Licensed States:

Illinois
Indiana

SUBMITTED BY:

DAVE VANDERVELDE PE
CHRISTOPHER B. BURKE ENGINEERING, LTD.
1938 E. LINCOLN HIGHWAY, SUITE 212
NEW LENOX, IL 60451
TEL: 815.463.9050
FAX: 815.463.9065
DVANDERVELDE@CBBEL.COM

April 10, 2013

Village of Orland Park
14700 Ravinia Avenue
Orland Park, IL 60462

Attention: Kurt Corrigan, PE
Transportation and Engineering Manager

Subject: Proposal for Phase I, II and III Engineering Services
143rd Street Improvements – Will/Cook Road to Southwest Highway

Dear Mr. Corrigan:

Christopher B. Burke Engineering, Ltd. (CBBEL) is pleased to submit one original and one copy of this proposal for Phase I, II and III engineering services related to the 143rd Street Improvements – Will/Cook Road to Wolf Road (Phase II/III) and for Wolf Road to Southwest Highway (Phase I/II/III).

Dave Vandervelde, PE, who has worked closely with the Village coordinating and advising on transportation issues while completing outstanding projects since early 2010, will be the contact person for this proposal. **As you know, Dave has been intimately involved in the 143rd Street Corridor and has assisted the Village in coordinating the Phase 1 engineering with IDOT and other affected agencies.** Dave can be reached at 815.463.9050 in our New Lenox office to answer any questions regarding this document.

In addition to our in-house staff, we propose to utilize the following subconsultants:

- Bowman Barrett and Associates, Ltd. – Structural/Civil Engineering
- Testing Service Corporation – Geotechnical Investigation
- Santacurz Associates, Ltd. – Right-of-Way Acquisition
- Huff & Huff, Inc. – PESA/PSI

We trust that the attached material will demonstrate our enthusiasm, understanding, and our expertise to perform the engineering design services. For your reference, our IDOT approved Statement of Experience of Financial Condition is included in Tab 1. CBBEL appreciates the opportunity to be considered for this work, and we look forward to continuing our working relationship with the Village of Orland Park.

Sincerely,

Christopher B. Burke, PhD, PE, D.WRE, F.ASCE
President

TABLE OF CONTENTS

TAB 1

STATEMENT OF INTEREST AND FIRM BACKGROUND

STATEMENT OF INTEREST

Christopher B. Burke Engineering, Ltd. (CBBEL) is responding to Orland Park's request for qualifications for engineering services related to 143rd Street from Will/Cook Road to Southwest Highway. CBBEL requests consideration to provide Phase II and III engineering services from Will/Cook Road to Wolf Road and Phase I, II and III engineering from Wolf Road to Southwest Highway.

FIRM HEADQUARTERS

Christopher B. Burke Engineering, Ltd. (CBBEL)
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
847.823.0500

Licensed Professional or Structural Engineers/Surveyors/Landscape Architect: 84
Total Staff: 171
Age of Business: 27 Years

CBBEL is unique among consulting engineering and surveying firms in that we are a full-service company that can comprehensively meet the needs of both private and public sector clients. Guided by founder and President Christopher B. Burke, our "family business" corporate philosophy allows for a level of personal service that provides peace of mind. Our Illinois based staff of 171 and expansive list of specializations—civil, municipal, transportation, water resource, mechanical, structural, construction, traffic, and environmental engineering and environmental resource services—provide professionalism and a depth of expertise that promote project success.

RESOURCES

Having received his doctoral degree in civil engineering from Purdue University, CBBEL President Christopher B. Burke embraces education and encourages continued learning among his employees. Our staff includes four PhDs, 79 licensed professional engineers, and a team of licensed professional land surveyors, a licensed structural engineer, a licensed landscape architect, 2 are LEED AP certified, 5 are professional traffic operations engineers (PTOE) and 4 have received the designation of Diplomat Water Resource Engineer (D.WRE). Twenty-six staff are certified floodplain managers (CFM) and 18 are certified professionals in erosion and sediment control (CPESC). CBBEL staff represents nearly 10% of Illinois' certified floodplain managers as well as nearly 10% of the state's certified professionals in erosion and sediment control.

Through leadership positions and active membership in a variety of professional associations and University involvement, CBBEL is able to deliver cutting-edge technology and techniques as they emerge. The outcome is a context-sensitive approach that rejects out-dated cookie-cutter remedies and instead provides the best solution for your needs. Staff take part in national and local organizations including the American Society of Civil Engineers, the American Council of Engineering Companies, the American Public Works Association, the Illinois Association of Environmental

STATEMENT OF INTEREST AND FIRM BACKGROUND

Professionals, the Illinois Association for Floodplain and Stormwater Management, the Society of American Military Engineers, the American Academy of Water Resource Engineers, Chicago Wilderness Corporate Council, the Society of Ecological Restoration, Western Society of Engineers, the Society of Wetland Scientists, the Irish Engineers and Contractors, and the Illinois Road and Transportation Builders Association to name a few.

Given CBBEL's commitment to hiring exceptional personnel, prioritizing client relationships, and valuing education, it's not surprising that we have received numerous prestigious awards from the American Council of Engineering Companies of Illinois, the American Public Works Association, the Illinois Section of the American Society of Civil Engineers, the Illinois Chapter of the American Planning Association, the Illinois Department of Transportation, and the Illinois Tollway. We were honored with the 2003 Employer of the Year Award from the Women in Transportation Seminar and the Private Sector Employee Recognition Award from the ASCE Illinois Section in 1997, 2003, and 2009. In 2012, we received a Governor's Sustainability award.

The Burke Group of Companies which includes CBBEL is currently nationally ranked #176 as Engineering News Record's **Top 500** Design Firms.

ENR.com Engineering News-Record

Our resources are geographically distributed to create a network of effective and convenient service. Rosemont, Illinois, is home to our main office and other Illinois locations include New Lenox, Morris and Peoria.

SERVICES

Since its founding in 1986 the size of our company and the complexity of our projects have grown. Today we provide not only design services, but also planning, preliminary engineering, permitting, and construction observation. We have successfully completed the design, permitting and construction of numerous major transportation and local municipal roadway projects, multi-use paths, bridges, flood control reservoirs, pump stations, embankments, water mains and water systems, storm sewers, and large open channels.

Our transportation experience includes:

- Phase I Engineering & Environmental Studies
  - Environmental Assessments
  - Roadway Drainage Studies
  - Intersection Design Studies
- Phase II Plans, Specifications & Estimates
  - Roadway Design & Rehabilitation
  - Bicycle and Multi-use Path Design
  - Streetscape Design & Landscape Architecture
  - Traffic Signal Design
  - Parking Lot Design
  - Electrical Engineering & Lighting Design
- Permit Coordination
- Feasibility Studies
- Plan Review
- Infrastructure Management
- Flood Control
- Drainage Investigation & Improv.
- Utility Coordination
- Permitting
- Construction Administration
- Construction Observation

STATEMENT OF INTEREST AND FIRM BACKGROUND

CBBEL has been the lead on numerous roadway improvement projects and has also provided annual street program services as well as Phase I, II and III engineering for major federally funded roadway projects for the 22 municipalities we represent on a full time basis. We generally prepare plans, specifications and estimates for the various Street Programs in the spring of the year of the proposed program. **Within the last five years, CBBEL has designed the reconstruction and resurfacing of over 150 miles of roadway for over 50 municipal clients**. Most of these projects include the evaluation and design of the underground utilities within the right-of-way (sanitary, storm, and water). The plans, specifications and estimates are prepared in the appropriate format, MFT or Federal (STP, CMAQ, etc.), for IDOT review and approval, and ready for bidding in early spring of the proposed program year. The bid documents are structured to provide the municipality the greatest flexibility with regards to cost and schedule.

We have served as lead engineer on a variety of major municipal and county undertakings. As a full-service firm we also conduct water resource related studies, perform GIS services, environmental resource assessments, mitigation planning and permitting, and a myriad of traditional civil engineering functions.

CBBEL has provided professional review services for municipalities, counties, and state agencies. Our experience includes the review of drainage, roadway, subdivision, sanitary sewer, and mechanical engineering submittals prepared by third-party consultants for both private and public sector clients.

Our office prepares an impressive number of high-quality stormwater management studies and permit applications, having obtained more than 1,000 US Army Corps of Engineers Section 404 permits with accompanying IEPA water quality certifications, more than 500 Illinois Department of Natural Resources-Office of Water Resources floodway construction permits, and 450 Federal Emergency Management Agency Letters of Map Amendment and Letters of Map Revision.

Whether you require consulting for an individual project or the full service resources from one of our departments, you can rely on Christopher B. Burke Engineering, Ltd. to take the time to thoroughly understand your needs and partner with you to create innovative, cost-effective solutions. Diversification and flexibility are the keys to our successful, long-term relationships with a wide variety of clients, including municipalities, counties, townships, sanitary districts and drainage districts throughout the Chicagoland area. We have unique knowledge and experience with various funding programs available to our County and Municipal clients from the grant writing stage to the design procedures required, as well as record keeping and funding reporting, giving our clients an added service not easily found in the engineering industry.

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

February 13, 2013

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Christopher Burke
BURKE, CHRISTOPHER B. ENG., LTD.
9575 W. Higgins Road
Suite 600
Rosemont, IL 60018

Dear Christopher 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, 2011. Your firm's total annual transportation fee capacity will be $63,200,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 154.51% are approved on a provisional basis. The actual rate used in agreement negotiations may be determined by our Office of Quality Compliance and Review in a pre-award audit.

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

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

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

SEFC PREQUALIFICATIONS FOR BURKE, CHRISTOPHER B. ENG., LTD.

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

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

P	PENDING FUTHER REVIEW
S	PREQUALIFIED, BUT WILL NOT ACCEPT STATEMENTS OF INTEREST
L	LOSS OF PREQUALIFICATION

TAB 2

EXPERIENCE IN ORLAND PARK

CBBEL has been actively assisting the Village of Orland Park with all aspects of engineering related matters since performing the Orland Park Flood Risk Reduction Assessment in 2003 and has been providing Village Engineer services since 2004. Projects and services provided for the Village have included review of commercial and residential development projects, review of water and cell tower modification projects, transportation improvement projects, structural project, wetland and environmental projects, National Pollution Discharge Elimination System (NPDES) evaluation, compliance, and enforcement, construction observation, design/build projects, watermain and utility projects, lighting and electrical projects, surveying and GIS projects, floodplain/floodway studies, culvert replacements projects, residential flooding complaints and evaluations, Letter Of Map Revision (LOMR) and Letter Of Map Amendment (LOMA) projects, among others. The projects performed by CBBEL have provided us with intimate knowledge of the Village's vital systems including its transportation network and stormwater management system, as well as a complete understanding of the Village's infrastructure needs and project expectations, and leave CBBEL uniquely qualified for similar projects.

Specific projects CBBEL has performed for the Village along the proposed 143rd Street corridor include: the 143rd Street Widening and Reconstruction Phase I, Old Orland Stormwater Improvement Project, the Westwood (Tuckaway) Stormwater Improvement Project, a Letter of Map Revision (LOMR) for the Tuckaway Subdivision, Long Run Creek Channel Improvements, Union Ave Modification Feasibility, and the review of numerous private developments. **Our proposed Overall Project Manager – Dave Vandervelde's involvement with the 143rd Street Corridor is further outlined in Tab 5.**

Additional transportation related projects include 151st Street Reconstruction, 151st Street and 80th Avenue Intersection Improvements, 153rd Street Bike Path, and 153rd Street Reconstruction in conjunction with Cook County.

TAB 3

SIMILAR PROJECT EXPERIENCE

Attached in this section are detailed Fact Sheets from previous projects similar in nature to the 143rd Street Improvements Project. Client contacts are provided. **Please note the projects within this proposal have been completed within the past 3 years by current CBBEL employees.**

CBBEL has recently developed the roadway improvement plans for similar roadway reconstruction projects that were coordinated through IDOT Bureau of Local Roads and Streets including:

PROJECT NAME	CLIENT	SCOPE OF IMPROVEMENTS	CBBEL SCOPE	CONST. COST	CONST. YEAR	FUNDING TYPE
151st Street	Village of Orland Park	Complete pavement reconstruction and widening of 151st Street from West Avenue to LaGrange Road which included a 5 lane section from Ravinia Avenue to LaGrange Road and a 3 lane section from West Avenue to Ravinia Avenue. Improvements include new traffic signal at Ravinia Avenue, new watermain, storm sewer, sidewalk and a potential roundabout at West Avenue.	Phase I/II	$5,000,000	2016	STP
Pingree Road Reconstruction	City of Crystal Lake	Reconstruction/widening of 3,117 feet of roadway, drainage improvements, mid-block crossing with a refuge island in the median and a push-button activated flashing warning beacon.	Phase II/III	$1,725,000	2011	STP
IL Route 58 at New Wilke Road Intersection Improvements	City of Rolling Meadows	Complete removal of the existing asphalt/pozzolanic pavement, combination curb and gutters, storm sewer, driveway entrances, and most sidewalks. Improvements included a new 6-lane roadway (9" PCC pavement on 12" of aggregate subgrade), combination concrete curb and gutter, an improved storm sewer system, driveway reconstruction, ADA sidewalk improvements at side road and driveway entrances, 2new traffic signals and parkway restoration.	Phase I/II/III	$5,500,000	2011	STP
Edgewood Drive Reconstruction	Village of Algonquin	Roadway reconstruction and widening, new storm sewer system, bridge widening and re-decking, new box culvert, and new multi-use path.	Phase I/II/III	$4,355,000	2012	STP/HPB/ CMAQ

151ST STREET – PHASE I/II
ORLAND PARK, IL

TIME PERIOD: 2013

PROJECT TEAM
Michael Matkovic, PE
Project Manager – Phase I

Jason Souden, PE
Project Manager – Phase II

Val Racich, PE
Project Engineer – Roadway

G. Michael Ziegler, PE, PTOE
Project Engineer – Traffic Signals

Travis Parry, MS, EI, CFM, CISEC
Project Engineer - Drainage

CLIENT
Village of Orland Park

CONSTRUCTION COST
$5,000,000

FUNDING SOURCE
STP/Local

PROJECT DESCRIPTION
The project consisted of complete pavement reconstruction and widening of 151st Street from West Avenue to LaGrange Road (US 45) in Orland Park. The project included a 5 lane section from Ravinia Avenue to LaGrange Road and a 3 lane section from West Avenue to Ravinia Avenue. Improvements include new traffic signal at Ravinia Avenue, new watermain, storm sewer, sidewalk and a potential roundabout at West Avenue.

SCOPE OF SERVICES
Originally the Phase II plans were prepared in local format anticipating local funding, however Christopher B. Burke Engineering, Ltd. (CBBEL) has recently coordinated with the Village, Southwest Conference of Mayors and IDOT to obtain federal STP funding for the project. CBBEL is currently completing the required Phase I engineering and will then update the Phase II plans to IDOT/FHWA format.

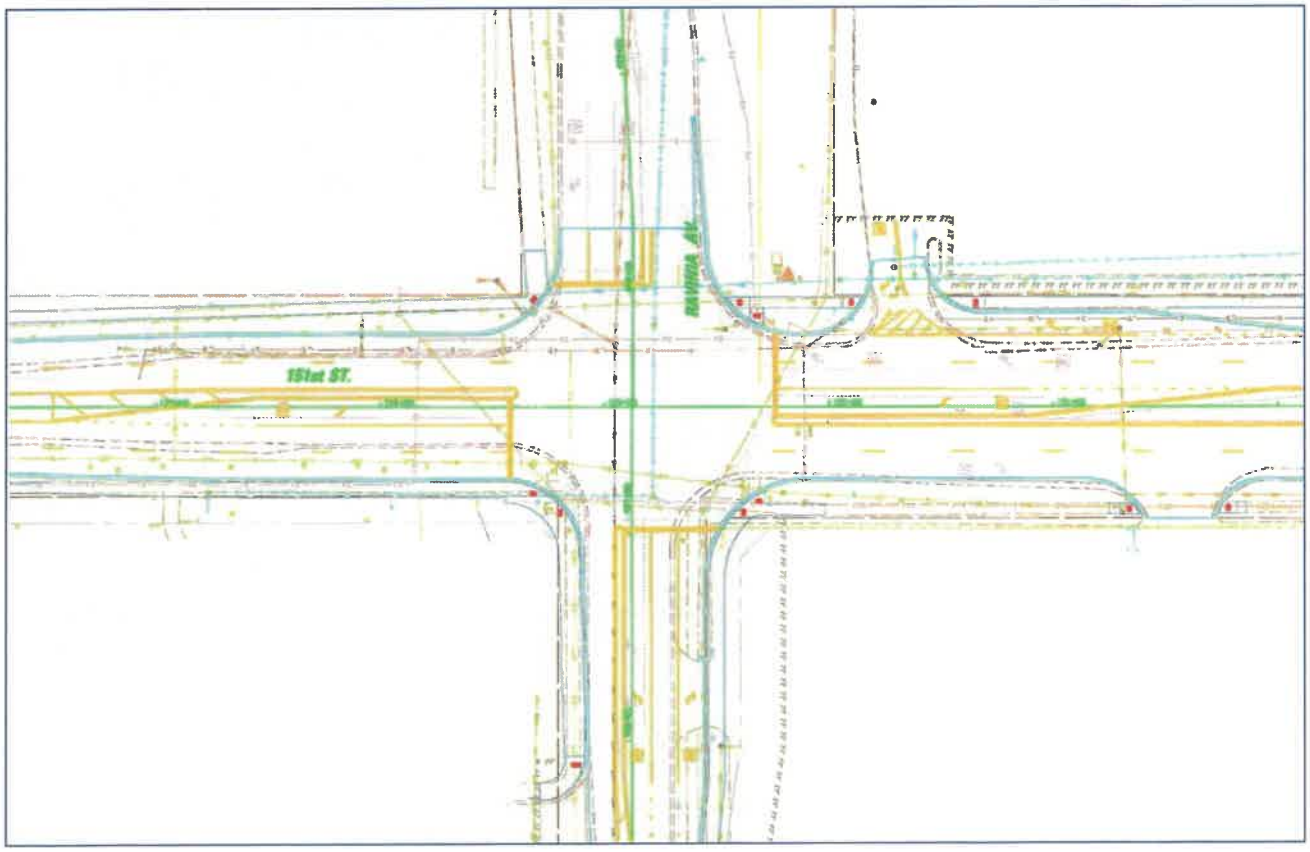
CBBEL provided the following Phase I/II services:

Phase I:

- Funding coordination
- Intersection Design Studies
- Environmental Studies
- Project Development Report
- IDOT Coordination

Phase II:

- Full topography survey
- Plat of Highways
- Construction Plans and Specifications
- Coordination with adjoining design phase reconstruction project
- Right-of-Way acquisition services



PINGREE ROAD RECONSTRUCTION, SEGMENT 3
CRYSTAL LAKE, IL

TIME PERIOD: 2010 - 2011

PROJECT TEAM
Jason Souden, PE
Project Manager

Martin Worman, PE
Project Engineer

Greg Sanders, PE
Resident Engineer

CLIENT
City of Crystal Lake

CONSTRUCTION COST
$1,725,000

FUNDING SOURCE
STP

PROJECT DESCRIPTION
This project consists of reconstructing Pingree Road from Tek Drive to just north of Drive in Lane in the City of Crystal Lake utilizing Surface Transportation Program funding. The project is for the widening of Pingree Road from a two-lane roadway with a rural cross section to a three-lane roadway with an urban cross section drained by a new storm sewer. This project also includes resurfacing on the south end of Pingree Road from Tek Drive to McArdle Drive meeting proposed County improvements along Pingree Road associated with the Rakow Road improvements. The existing bike path on the east side and sidewalk on the west at the north end of the project was extended approximately ¼-mile south to the proposed bike path access to the newly developed Three Oaks Recreation Center west of Pingree Road. The proposed bike path crosses Pingree Road from the east to the west via a mid-block crossing with a refuge island in the median and a push-button activated flashing warning beacon.

SCOPE OF SERVICES
Christopher B. Burke Engineering, Ltd. (CBBEL) was retained by the City of Crystal Lake to develop federal Phase II construction bid documents and Phase III construction observation for the reconstruction of Pingree Road.

CBBEL provided the following engineering services for the City of Crystal Lake:

- Topographic Survey
- Preliminary Site Assessment for Special Waste
- Stormwater Management Report including Best Management Practices
- Construction Plans, Specifications, and Construction Cost Estimates
- Construction Observation and Material Testing

IL Route 58 at New Wilke Road Intersection Improvements
Rolling Meadows, IL

TIME PERIOD: 2013 Construction

PROJECT TEAM
Jason Souden, PE
Project Manager

G. Michael Ziegler, PE, PTOE
Traffic Engineer

Bryan Luke, PE, CPESC
Project Engineer

CLIENT
City of Rolling Meadows

CONSTRUCTION COST
$5,500,000

FUNDING SOURCE
STP/Emergency Repair/Local

PROJECT DESCRIPTION

The project consists of the reconstruction of the intersection of IL Route 58 (Golf Road) and New Wilke Road, totaling over 4.3 lane miles of new concrete pavement. Approximately 70,000 vehicles per day travel through this heavily congested intersection. The intersection currently operates at a level of service "F" with lengthy delays during the morning and afternoon peak hours. The east and west approaches (IL Route 58) will be widened to provide a total of three exclusive through lanes in each direction, dual left turn lanes eastbound, and exclusive right turn lanes both eastbound and westbound. The north approach (New Wilke Road) will provide exclusive through, left turn, and right turn lanes, and the south approach will provide an exclusive left turn lane and through lane and a shared through/right turn lane. The traffic signal at the eastern project limits will be removed and replaced, and along with the signal at New Wilke, will be interconnected to the Golf Road system. Other improvements include new storm sewer system, sidewalk, bike path, entrances, medians, short retaining walls and landscaping.

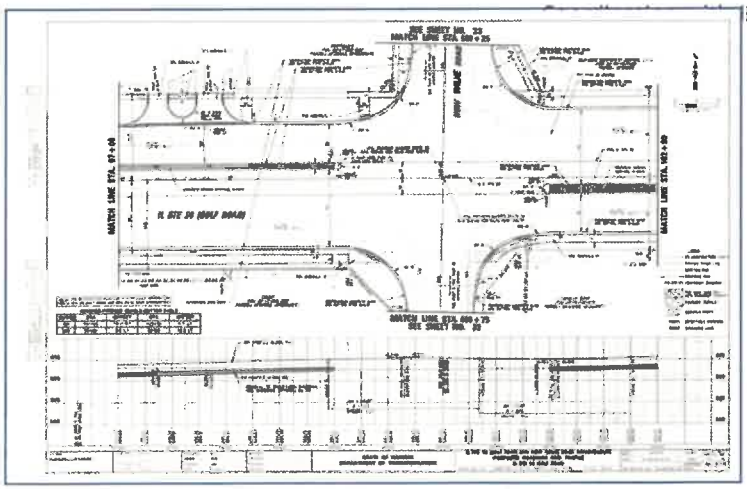
SCOPE OF SERVICES

Christopher B. Burke Engineering, Ltd. (CBBEL) prepared a Plat of Highways and a Phase I Project Development Report for Group II Categorical Exclusion for this intersection improvement.

The Project Development Report included:

- Topographic survey and determination of existing right-of-way
- The preparation of an Intersection Design Study (IDS) for the intersection of IL Route 58 and New Wilke Road. The IDS was closely coordinated with District One's Bureau of Programming and the FHWA
- An Accident Analysis
- Development of horizontal and vertical geometry based on IDOT/FHWA requirements
- Preparation of Environmental Survey Request Forms, Wetland Assessment and Wetland Impact Evaluation Forms, and PESA and PSI coordination
- Determination of right-of-way and easement requirements

DOT, Bureau of Local Roads and Programming, FHWA



Plan Sheet of Proposed Conditions

CBBEL prepared Phase II Construction Documents in accordance with the approved PDR. Phase II services included:

- Construction Plans and Specifications
- Construction Cost Estimate
- Coordination with FHWA, property owners, adjacent construction projects
- Coordination with the 13 utility companies within the project corridor

CBBEL is providing Phase III Engineering Services (project under construction in 2013).

- Preconstruction Services
- Construction Observation
- Material Testing
- Stakeholder Coordination

EDGEWOOD DRIVE (IL ROUTE 31 TO HANSON ROAD) PHASE I, II & III
ALGONQUIN, IL

TIME PERIOD: 2009 - 2012

PROJECT TEAM
Michael Kerr, PE
Principal-in-Charge

Martin Worman, PE
Project Manager

Majid Mobasseri, PhD, PE, SE
Structural Engineer

Brad Hartjes, PE, CFM, CPESC
Hydraulics Engineer

John Murphy, PE, PLS
Survey Manager

G. Michael Ziegler, PE, PTOE
Transportation Engineer

W. Daniel Crosson, PE
Construction Manager

Ryan Lindeman, PE, CFM
Resident Engineer

SUBCONSULTANT
Testing Service Corp.
Geotechnical

CLIENT
Village of Algonquin

CONSTRUCTION COST
$4,355,000

FUNDING SOURCE
Federal/Local

PROJECT DESCRIPTION

This project included the demolition and replacement of the simple span steel beam and concrete deck bridge structure at Ratt Creek, removal of existing triple 84" diameter CMP culverts at the Ratt Creek Tributary and replacement with 12' x 8' Precast Concrete Box Culvert, approximately 500' of concrete retaining wall with decorative cast liner providing a natural stone relief, complete new storm sewer and sanitary sewer systems, 5100' of roadway reconstruction and widening with vertical profile realignment, fly ash soil subgrade modification, an 8' wide bike path, thermoplastic pavement striping, tree planting, and native vegetative landscape restoration.

SCOPE OF SERVICES

The Village of Algonquin retained Christopher B. Burke Engineering, Ltd. (CBBEL) to design the Reconstruction and Widening of Edgewood Drive from IL Route 31 to Hanson Road. CBBEL provided Phase I and II Engineering Services including:

- Topographic Survey
- Wetland Assessment
- Accident Analysis
- Traffic Analysis
- Tree Survey and Impact Study
- Geotechnical Investigation and Report
- Bridge Condition Reports (Two Structures)
- Hydraulic Report (Ratt Creek and Ratt Creek Tributary)
- Preliminary & Final Bridge Design and Hydraulic Reports
- Public Meetings
- Project Development Report for Group I Categorical Exclusions
- Coordination and Permitting from Regulatory Agencies
- Construction Plans, Specifications, and Construction Cost Estimates

Phase III Engineering Services included:

- Shop Drawing Review
- Preconstruction Services
- Full time Construction Observation
- Coordination with Utility Companies
- Preparation of Change Orders, Authorizations, and Pay Estimates using I.C.O.R.S.
- Quality Assurance of Construction Materials (Testing Service Corporation)
- Record Drawings

TAB 4

PROJECT TEAM

In reference to the attached Project Organizational Chart, we are proposing an overall project team with a strong background in the preparation of Phase I Engineering Studies and Phase II Engineering design services, including many projects similar to the 143rd Street Improvements project. The key members of our staff that will be assigned to this project include the following:

Dave Vandervelde, PE will be the main Point-of-Contact and serve as Overall Project Manager for this project. Dave is a Senior Civil Engineer with over 48 years of experience, he joined CBBEL in 1999 upon retiring from the Illinois Department of Transportation (IDOT) after more than 34 years of service. The majority of work at IDOT involved the coordination, review and approval of projects, both Federal Aid and Motor Fuel Tax, sponsored by County, City, Village and Townships. Experienced in project development, contract plans and project implementation procedures used by IDOT's Bureau of Local Roads and Streets provides for QA/QC on CBBEL's projects sponsored by local governments. Dave's responsibilities include representing CBBEL as Village Engineer for Clarendon Hills, Indian Head Park and Palos Park while coordinating CBBEL work for Crest Hill, Orland Hills, Orland Park, Palos Hills and Moraine Valley Community College.

Dave's experience includes managing various Phase I, Phase II, and Municipal projects. Dave is familiar with IEPA, HBRRP, STP, MFT, CMAQ, ITEP and Block Grant policies and procedures and has frequently coordinated projects for local agencies through IDOT's Bureau of Local Roads and Streets. Dave will apply his extensive experience with Phase I and Phase II Engineering and past involvement with 143rd Street, as well as personnel management, and public and agency coordination to this project.

Michael Matkovic, PE is the Phase I Department Head at CBBEL and will serve as the Phase I Project Manager. Mike has over 30 years of experience and while employed by IDOT he had direct responsibility for developing, reviewing and approving many similar and larger Phase I Engineering studies. There is no question of his knowledge and detailed understanding of all IDOT and FHWA Phase I Engineering policies and procedures. In addition, he maintains strong working relationships with key personnel at IDOT, LCDOT and FHWA. Since joining CBBEL, Mike has served as Project Manager for multiple Phase I Engineering studies of varying complexity for IDOT, ISTHA, Counties, and Municipalities.

Jason Souden, PE is the Civil Design Engineering Department Head who will serve as the Phase II Project Manager. Jason has over 22 years of experience involving a wide variety of civil and structural engineering projects. He has managed several street rehabilitation projects for various municipalities as well as roadway reconstruction/rehabilitation projects including 151st Street for Orland Park, Walnut Lane for the Village of Schaumburg, Plum Grove Road for the City of Rolling Meadows, Hawthorne Lane for the City of West Chicago, Delany Road, Green Bay/Wadsworth Road, and Butterfield Road North and South for LCDOT.

G. Michael Ziegler, PE, PTOE is a Vice President and Head of Traffic Operations, responsible for projects involving traffic signal and system design, intersection design studies, traffic operations analysis, signal system timing implementation and monitoring, and general traffic engineering studies. He serves as Project Manager for a wide variety of public sector traffic and transportation engineering projects and has successfully managed similar projects for Lake County Division of Transportation, Cook County Highway Department, McHenry County Division of Transportation, IDOT, and several local municipalities. Through his municipal experience, he understands the dynamics associated with municipal transportation systems and the need to balance modal demands. This includes accommodating pedestrian and bicyclists as well as a robust public transportation system.

PROJECT TEAM

All of the key personnel mentioned above are very familiar with and have a strong working knowledge of all aspects of the Phase I Federal project development procedures and Phase II Engineering requirements that will be applicable to this project. In addition, CBBEL will devote an additional wealth of relevant experience and expertise to this project, as seen on the Project Organizational Chart and attached resumes.

Bowman, Barrett & Associates' (BB&A) engineers provide feasibility, preliminary, final and post design services for clients that include state and local government agencies, municipalities, contractors and developers. BB&A employs a staff of over 65 professionals with exceptional credentials covering all aspects of planning, design and construction management. Our multidisciplined teams have earned an outstanding reputation throughout the industry. BB&A has developed a track record of expertise in handling projects that vary in size and complexity - developing cost effective constructable solutions for our clients.

Testing Services, Corp. (TSC) will provide a geotechnical investigation of existing soils and pavement and provide recommendations for the proposed pavement and utility construction. TSC will drill pavement cores and soil borings at a recommended spacing throughout the project limits. TSC will also perform environmental testing required to meet IEPA CCDD regulations.

Santacruz Associates, Ltd. specializes in providing real estate consulting and legal services. The firm was founded in 1992 and has been helping its clients focus on solutions to achieve the most favorable possible outcome for their businesses and situations. Santacruz Associates provides the most professional and personal hands-on service and a broad base of business and legal experience and creativity to its clients.

Santacruz Associates has developed a specialized practice of negotiating and acquiring parcels of land for right-of-way use by governmental bodies in roadway construction and other public infrastructure projects. They have worked extensively with the Illinois Department of Transportation, Cook County, Will County and other local municipalities in facilitating property owners through the acquisition process with great success.

Santacruz Associates has developed its own proprietary database software overlay solely for the negotiation of right-of-way which provides for precise efficiency in the handling of each file, as well as excellent tracking of progress and consistent documentation of every conveyance or condemnation referral. Their cordial and respectful contact with property owners has been our single greatest asset in settling a high ratio of our assigned files without the need for condemnation litigation.

Huff & Huff (H&H) is a multi-disciplined firm, located in Oak Brook, Illinois providing environmental and civil engineering services as well as natural resource assessments. Founded in 1979, the firm size is 27 professionals and 4 support staff represents diversified expertise and includes engineers, biologists, and geologists. Wastewater, water quality, wetlands, groundwater remediation, air pollution, water pollution, hazardous waste, waste management, noise & vibration, NEPA documents, environmental site assessments, underground storage tanks, and risk assessments are all areas where H&H routinely provides engineering services.

143RD STREET IMPROVEMENTS—WILL/COOK ROAD TO SOUTHWEST HIGHWAY
PHASE I, II & III ENGINEERING SERVICES

OVERALL PROJECT MANAGER
Dave Vandervelde, PE

PHASE I
Michael Matkovic, PE
Matthew Huffman, PE, M.ASCE
Bill Eidson, PE, PTOE, PTP

PHASE II
Jason Souden, PE
Michael Ziegler, PE, PTOE—*Traffic Signals*
Val Racich, PE—*Roadway*
Travis Parry, MS, EI, CFM, CISEC—*Drainage*

PHASE III
W. Daniel Crosson, PE
Pat Kielty, PE

PESA/PSI
Huff & Huff

SURVEYING
John Murphy, PE, PLS

GEOTECHNICAL
Testing Services

RESIDENT ENGINEER
Russ Randich
Bowman Barrett and Associates, Ltd

STRUCTURAL/CIVIL ENGINEERING SUPPORT
Michael Brouch - Maintenance of Traffic
Oscar Coronado - Civil Engineer
Brent Kunz - Structural Engineer
Bowman Barrett and Associates, Ltd.

RIGHT-OF-WAY ACQUISITION
Santacruz Associates, Ltd.

Christopher B. Burke Engineering, Ltd

W. Daniel Crosson, PE
Vice President, Head, Construction Engineering Department

YEARS EXPERIENCE: 28
YEARS WITH CBBEL: 21

EDUCATION
Bachelor of Science, 1993
Civil Engineering, Construction Management
Illinois Institute of Technology

PROFESSIONAL REGISTRATION
Professional Engineer, IL, 062052377, 1998

PROFESSIONAL DEVELOPMENT
Completed the following IDOT QC/QA Courses:

3-Day Aggregate for Mixtures

Level I Portland Cement Concrete

Level II Portland Cement Concrete

Level I Hot Mix Asphalt

Level II Hot Mix Asphalt

2 Day Nuclear Density

IDOT T2 Documentation Reviewer

PROFESSIONAL AFFILIATIONS
Illinois Road and Transportation Builders Association

Professional Engineer and Head of the Construction Engineering Department leading a staff of 20 engineers and technicians. Project Manager for all construction observation and construction inspection projects, and oversees CBBEL's Phase III contracts for CDOT, ISTHA and IDOT. CBBEL liaison with Algonquin, Chicago Ridge, Elmwood Park, Glendale Heights, Hawthorn Woods, Lombard, Oakbrook Terrace, Rolling Meadows, and Wilmette. Previously provided Resident Engineering services to numerous public and private sector clients, including Illinois Department of Transportation (IDOT), Illinois State Toll Highway Authority (ISTHA) and the Capital Development Board. FEMA Project Officer for Hurricane Katrina and Hurricane Rita Reimbursement.

TRANSPORTATION

I-294 Northbound Exit Ramp at Balmoral Avenue: Project Manager for all Phase III services required during the construction of a Northbound Exit Ramp at Balmoral Avenue and I-294 and the reconfiguration of the existing Southbound entrance ramp from Balmoral Avenue to Southbound I-294. Supervised the Resident Engineer and Subconsultant's staff. Coordinated all MOT changes on I-294 and various nighttime lane closures during the project. Construction was accomplished utilizing staged MOT Northbound and Southbound on I-294. All lane restrictions required on I-294 to facilitate construction tasks (beam removal and replacement, existing bridge demolition etc.) were restricted to 8pm to 5am.

I-80 Resurfacing (Harlem Avenue to I-294), IDOT Contract No. 60F61: Project Manager for the resurfacing of I-80. This project was constructed using ARRA funds. Therefore, all documentation and material inspections were completed in accordance with federal guidelines. The project included HMA surface removal, Class D pavement patching, resurfacing with polymerized HMA SMA binder and surface courses, placement of HMA binder and surface (Mix D) for shoulders and ramps, in-laid pre-formed plastic striping, surveillance loops, and all other miscellaneous items necessary to complete the work. The bridge work included deck patching, expansion joint replacement, and sealing of the concrete deck. In addition, the ramp from I-80 East to I-57 North included reconstruction of the shoulder, embankment, and ramp lighting upgrades.

Contract R-06-5346, ISTHA: Project Manager/Resident Engineer on a maintenance project involving nine bridges on the Tri-State Tollway (I-294). Work included joint repair, bridge deck patching, barrier wall and noise wall repairs, and latex concrete overlays at Northbound Electric Avenue and Southbound Butterfield Road. The overlays utilized staged traffic in five phases, all other work was completed at night between 9:00 pm and 5:00 am. Concrete bridge deck repairs utilized ISTHA PP-5 concrete mixed on site with a 3-hour cure time. Bridge joint repairs utilized a partial depth Delcrete system. Contract was awarded Bridge Contract of the Year-Rehabilitation by ISTHA. Construction Cost $3,500,000.

Contract R-06-5387, ISTHA: Project Manager for Task Order contract involving Construction Management services for various Phase III projects. Projects completed to date include RR-05-5350 Bridge Repairs for Various Structures along the Reagan Memorial Tollway (I-88) and RR-06-5465 Reagan Memorial Tollway (I-88) Resurfacing. Ongoing projects include RR-06-9955 Reagan Memorial Tollway (I-88) Pavement Marking and I-05-5369 I-90 and IL 173 Interchange Construction.

FAI-90/94 (Dan Ryan Expressway) at 33rd Street, Bridge Superstructure Replacement, CDOT: Project Manager for Phase III Services. Project includes demolition of the existing deck, structural steel, pier caps and abutments; then installation of reinforced concrete abutments, pier caps, structural steel, reinforced concrete deck and parapets, lighting and signalization. Work coordinated with IDOT, CTA and ComEd. Construction cost ~$6,500,000.

McLean Blvd, Route 31 to Lancaster Circle; Stearns Road Corridor: Resident Engineer for the construction of cast-in-place box culverts, detention pond excavation, embankments, 16,000 sq. yards of 10" PCC jointed pavement, traffic signals (2 each). This contract also involves the removal of an existing 60 foot timber trestle bridge owned by the CN Railroad, and replacement with a 120 foot single span thru girder steel bridge viaduct and the appurtenant retaining walls adjacent to the new railroad bridge abutments.

Stearns Road Corridor-Phase I, Wetland Mitigation, Kane County DOT: Project Manager for the construction of wetlands and detention ponds, as well as the embankment for the proposed roadway and bridge approach. Approximate contract value is $4.1 million. This includes excavation of ponds and wetlands with the spoil material being used to make the proposed highway embankment. The volume of earth moved was 170,000 cy. Also included was the creation of approximately 30 acres of wetland/compensation storage/detention ponds.

2009 - 2010 Bond Improvements, Glendale Heights: Project Manager for the design and delivery of over nine million dollars of roadway improvements to various locations throughout the Village. Work included reconstruction, rehabilitation and resurfacing. Due to the retirement of the Public

Works Director, CBBEL was relied upon to provide a seamless transition during the Village's recruitment and hiring process.

Rohlwing Road Reconstruction, Rolling Meadows: Full reconstruction of Rohlwing Road from Industrial Avenue to US Route 14 (Northwest Highway). The project included the complete removal of existing pavement and sub-base, construction of a new drainage system, new water main and services, 10" PCC pavement, retaining walls and a bike path. Due to extensive industrial traffic the project was staged over a two year period.

I-PASS Lanes at Plaza 19 (River Road/1-90E), ISTHA: Project Manager for the switching of a manual lane to a multi-use I-PASS designated lane; as well as switching an automatic lane to a car only I-PASS designated lane. Included in the project was the relocation of electrical components in the tunnel, concrete and asphalt pavement reconstruction, proposed signing, lighting improvements and median barrier wall modifications including drainage improvements.

Oak Creek Resurfacing, Lombard: Resident Engineer for improvements in the Oak Creek Industrial subdivision. Project included spot curb repairs, point repairs to storm sewers, signal modifications and the reconstruction of the intersection at Oak Creek and Tinley Road. The project was completed using MFT funding.

IL Route 58 at IL Route 62 – Intersection Improvements, Rolling Meadows: Project Manager for intersection improvements at Golf Road and Algonquin Road. Project consisted of new turn lanes, traffic signals and lighting in intersection with ADT of 70,000. Provided coordination with eight private underground utilities within project limits and coordination with surrounding businesses.

I-PASS Lanes at Plaza 29 (I-294N) and Plaza 17 (I-90W), ISTHA: Project Manager for the switching of an automatic lane to an I-PASS designated lane at Plaza 29 on I-294 North and at Plaza 17 on I-90 West. The project included the relocation of electrical components in the tunnel, new egress for the tunnel, asphalt pavement reconstruction and median barrier wall modifications with drainage improvements. Daily duties included construction observation, coordination of material inspection and documentation of quantities. Other duties included shop drawing review, contract administration and preparation of change orders, extra work orders and pay estimates for the CSE's review.

Terrace View West Improvements, Lombard: Full reconstruction of six blocks of residential streets located within the Terrace View neighborhood. The project included several components:

- New watermain and new services to all homes.
- Point repair of sanitary sewer and new sanitary services to all homes.
- Complete replacement of storm sewer system throughout project.
- Complete reconstruction of 3800 lineal feet of roadways.
- Extensive landscaping improvements throughout project.
- Primary contact with all impacted residents throughout project.
- Primary contact with grammar school located within project limits.

Balmoral Avenue Extension, Rosemont: The project included several components:

- Re-alignment and widening of the existing section of Balmoral Avenue
- Westward extension of Balmoral Avenue including a 250-foot bridge over the Wisconsin-Central Railroad.
- Two ramps for access to and from northbound Mannheim Road (US 45).
- Resurfacing of 5000 feet of northbound Mannheim Road.
- Construction of an auxiliary lane for merging and re-alignment of existing ramp from northbound Mannheim Road to I190 eastbound.

The project also included drainage improvements, a street lighting system and relocation of an existing watermain. Coordination with IDOT, City of Chicago and O'Hare Airport was required due to their participation in funding of the project.

Retaining Wall Replacement, I-294 North, ISTHA: Project Manager for the removal and replacement of a retaining wall for the purpose of future widening of I-294. The proposed retaining wall was a T-Wall System and included a cast-in-place parapet wall.

Darmstadt Road Reconstruction, Hillside: Project Manager for the full reconstruction of Darmstadt Road between I-56 Butterfield Road and Wolf Road. Add lane and signalization improvement of IL-56 Butterfield Road, High Street to Taft Avenue in Berkley. Realignment and full reconstruction of 4200 LF of roadway. Project required extensive coordination with adjacent Hillside bottleneck projects.

22nd Street and Highland Avenue Intersection Improvements, Lombard: Reconstruction of a major intersection in the Village of Lombard. Project highlights included 11,150 s.y. of 10-inch PCC pavement, five different traffic stages to facilitate pavement construction, installation of a new traffic signal with a master controller and interconnect to five intersections and updating the existing lighting system.

MFT Project Management: Supervised construction engineering for annual roadway projects in Rosemont, Bensenville, Rolling Meadows, Chicago Ridge, Elmwood Park, Darien, Palos Park, Forest Park, Crestwood and Clarendon Hills.

Balmoral Avenue at I-294 Ramp Construction, Rosemont: Construction of a five-lane roadway section, reinforced concrete retaining walls, guard rails and roadway lighting. Work was coordinated with the ISTHA during their reconstruction of the Central Tri-State Tollway.

York Road and I-88 Toll Plaza, ISTHA: Night time resurfacing of the approaches to the Toll Plaza. Project included use of a polymer modified asphalt surface course.

Oak Park Avenue, Chicago Ridge: Resident Engineer for STP funded complete reconstruction of roadway including new drainage and lighting rehabilitation.

Eisenhower Lane Improvements, Lombard: Reconstruction of an arterial route through an industrial park.

Village of Chicago Ridge: Various reconstruction projects using Community Development Block Grant Funds throughout Chicago Ridge. Projects include storm sewer improvements, pavement widening and reconstruction.

STORMWATER/WASTEWATER MANAGEMENT

Lord Street Sewer Separation System, Phase 2, Elgin: Construction Project Manager for the construction of a storm sewer separation system in Elgin. This project consisted of separating the storm and sanitary sewers from a combined sewer system on Adams, Homer, Orange, and Souster Streets near Grolich Park at the intersection of US Route 20 and IL Route 31. A 96" RCP was jacked in place under IL Route 20 to a new outfall of the storm sewer system into the Fox River. Upstream of the 200 foot long tunnel, the sewer pipe consisted of 430 feet of 10' by 5' box culvert, 2600 feet of 66" RCP, 1700 feet of 60" RCP and 1100 feet of 48" RCP and appurtenant structures. In addition, all of the streets where storm sewers were installed were reconstructed with a concrete base course for all street patches, removal and replacement of the HMA pavement surface, curb and gutter replacement, 8" and 6" DIP water main improvements where necessary, and parkway restoration.

Lord Street Sewer Separation System, Phase 1, Elgin: Construction Project Manager for the construction of a storm sewer separation system in Elgin. This project consisted of separating the storm and sanitary sewers from a combined sewer system on Adams, Homer, Orange, and Souster Streets near Grolich Park at the intersection of US Route 20 and IL Route 31. A 96" RCP was jacked in place under IL Route 20 to a new outfall of the storm sewer system into the Fox River. Upstream of the 200 foot long tunnel, the sewer pipe consisted of 430 feet of 10' by 5' box culvert, 2600 feet of 66" RCP, 1700 feet of 60" RCP and 1100 feet of 48" RCP and appurtenant structures. In addition, all of the streets where storm sewers were installed were reconstructed with a concrete base course for all street patches, removal and replacement of the HMA pavement surface, curb and gutter replacement, 8" and 6" DIP water main improvements where necessary, and parkway restoration.

Westmore Woods Detention Improvements, Lombard: Construction of a stormwater detention facility within an existing Lombard Park District Facility. Project highlights include 75,000 c.y. of excavation, installation of tideflex check valves to prevent backflow from combined sewer and the construction of a bike path.

Special Assessment 13A and 13B, Palos Park: Installation of sanitary sewer and service lines throughout the west side of Palos Park. Included in the project were five lift stations, 6,400 lineal-feet of 12" and 15" sanitary sewers for the interceptor system, 41,000 lineal-feet of 8" sanitary sewer main line and 350 service stubs.

Louis Reservoir, DuPage County Department of Environmental Concerns (DCDEC): Project included slurry wall construction, mass excavation 700,000 c.y., reinforced concrete control structures, wetland plantings and coordination with a follow-up golf course contractor at the dump site for the Wood Dale Reservoir excavation.

Westwood Creek Dam and Pump Station, DCDEC, Addison: Construction of a reinforced concrete dam and pump station. Project included diverting water from existing creek and constructing the dam through use of a cofferdam system.

Wayne Oaks Dam/Dogwood Park Modifications, DCDEC: Expansion of an existing reservoir by construction of surcharged embankment utilizing wick drains to bridge a peat bog. Project included extensive utility conflicts and wetland plantings.

Redmond Reservoir, IDNR, Bensenville: Expansion and modernization of a 70 acre storm detention reservoir and park site. Project highlights included the construction of two reinforced concrete spillways, excavation of 120,000 c.y. of material, wetland plantings and construction of pedestrian bridges.

WATER DISTRIBUTION

Special Assessment 96-1A and 96-1B, Palos Park: Installation of water main and service lines throughout the west side of Palos Park. The project included a booster station, 13,000 lineal feet of 16" transmission water main, 47,000 lineal feet of 8" and 12" water mains and 350 service lines. The booster station also included a pressure sensing station (linked by telemetry to the booster station) to monitor the pressure at the west end of the project area.

Williams Street Reservoir and Pump Station, Rosemont: Construction of two underground 2.5 million reinforced concrete water tanks and a pump station. Project included construction of a soldier pile and reinforced concrete earth retention system with 120 tie backs. Required extensive coordination between the general contractor, excavator and retention system contractor.

YEARS EXPERIENCE: 12
YEARS WITH CBBEL: 12

EDUCATION
Master of Science, 2001
Civil Engineering
Purdue University

Bachelor of Science, 1999
Civil Engineering
Purdue University

PROFESSIONAL REGISTRATION
Professional Engineer, IL, 062057944, 2004
Professional Engineer, IN, PE10910735, 2009

CERTIFICATIONS
Professional Traffic Operations Engineer (PTOE), ITE

Professional Transportation Planner (PTP) ITE

Traffic Signal Technician Level I
IMSA

PROFESSIONAL DEVELOPMENT
Systems Engineering, National Transit Institute

Traffic Sign Retroreflectivity, IDOT/FHWA

2009 IDOT District 1 Traffic Signal Design Guidelines Seminar, American Council of Engineering Companies of Illinois (Developed and Presented); Maritime and Intermodal Education Conference 2008 (Presenter); Transportation Research Board Annual Meeting 2002 and 2007 (Presenter)

Traffic Sign Retroreflectivity, IDOT/FHWA; Brown Traffic User's Group; Traffic Control Corporation Trainings and User's Group; Accessibility Design, FHWA; ITE District and International Conferences; Traffic Impacts, University of Wisconsin-Madison

Ethics in City Government, Ethics Training for CDA/OMP Contractors, Vendors & Employees

PUBLICATIONS
JOURNAL PUBLICATIONS
Eidson, W. "Waterways Curriculum," *Transportation Research Record*, #2033, TRB, National Research Council, Washington, DC, 2007, pp. 38-44.

Eidson, W. and D. Bullock, "Analysis of Arrival Type Estimation Procedures," *Transportation Research Record*, #1776, TRB, National Research Council, Washington DC, pp. 123-127, 2001.

OTHER PUBLICATIONS AND PROCEEDINGS
Eidson, W. "Developing A Waterways Curriculum For Young People: Framework for Highlighting Careers in the Marine Industry." *TR News*, No. 257, pp. 24-31, July, 2008.

Professional Traffic Operations Engineer and Transportation Planner working as a project manager for Signal Coordination and Timing, Traffic Signal Modification and Installation Plans, Traffic Sign Retroreflectivity Assessments, Traffic Impact Analyses, Traffic Signal Warrant Studies, Engineering Specialty Reports (Acquisition) and Transportation Analyses. Also responsible for construction observation of traffic signal installation and modernization projects, as well as intersection capacity analyses, operational analyses, signal system timing and implementation, intersection design studies, crash analyses and safety assessments, Phase I reports, and sight distance analyses.

Computer Capabilities: Microsoft Office, TEAPAC Traffic Analysis Suite, Synchro/SimTraffic Modeling Suite, McTrans/HCS Software, AutoCAD

Citywide Equipment Inventory and Sign Assessment, City of Evanston, Evanston: Project Manager responsible for managing all aspects of the project including GIS database structure, field data collection techniques, field staff training, data review and refinement, and deliverable production. Project included field inventory of all City-owned traffic signs, traffic signals, and street lights using GIS and GPS data collection for use within Evanston's GIS system. Also included evaluation of traffic sign retroreflectivity to comply with FHWA requirements.

Citywide Traffic Sign Inventory and Assessment, Whiting, IN: Project Manager responsible for developing the City's sign management procedures documentation for 2012 FHWA compliance; developed in-house procedures for inventorying and tracking sign locations, conditions, and retroreflectivity; coordinated creation of traffic sign layer for City's GIS system; managed field assessment of retroreflectivity for FHWA compliance. Project included approximately 1,600 City-owned signs along 22 centerline miles of roadways.

IL 53-Elgin O'Hare to Army Trail, IDOT District 1 Bureau of Land Acquisition/HNTB Corp.: Served as project engineer researching and writing over 30 Engineering Specialty Reports for commercial, retail, and residential parcels in Addison, Illinois, for the Illinois Route 53 Roadway Improvement Project. Responsible for all phases of data collection and report preparation.

Safety Assessment Project, IDOT District 1, PTB 149-004: Safety Assessment Project Engineer responsible for field observation, analysis of crash history, and preparation of written reports, and HSIP submittal packages. Tasks included synthesizing crash data and supplemental information from police departments, evaluating and recommending countermeasures, conducting capacity analyses, and estimating crash reduction factors and benefit-cost ratios.

HSIP Local Roads Funding Application, Traffic Control Corporation, Barrington: Project Manager responsible for preparing and compiling HSIP submittal application materials, including crash analysis, summary diagrams, Benefit-Cost ratio, and supporting documentation. Application for federal Highway Safety Improvement Program funds through IDOT Bureau of Local Roads to fund flashing pedestrian warning beacons and in-road sign boards for Lake Cook Road and Main Street. Project received HSIP funding.

HSIP Local Roads Funding Application, City of Naperville, Naperville: Project Engineer responsible for preparing and compiling HSIP submittal application materials, including crash analysis, summary diagrams, Benefit-Cost ratio, and supporting documentation. Application for federal Highway Safety Improvement Program funds through IDOT Bureau of Local Roads to fund intersection channelization and traffic control improvements for IL 59 and LaCrosse Lane. Project received HSIP funding.

IDOT SCAT Studies, IDOT Districts 6, 8, and 9, PTB 150-046: IDOT Districts 6, 8, and 9, PTB 150-046: Project Engineer for SCAT studies responsible for developing timing plans for five intersections in two closed loop traffic signal systems in Godfrey and Collinsville, Illinois.

IL 23 & Wal-Mart Entrance Traffic Signal Optimization, Ficek Electric, Streator: Project Manager. Managed traffic signal system optimization for construction project in accordance with IDOT specifications. Coordinated with IDOT District 3 staff to address local and state timing requirements. Project included traffic signal system optimization for three signalized intersections, including new signal at entrance to a new Wal-Mart store.

25th Avenue Corridor Study, Bellwood: 25th Avenue Corridor Study evaluating transportation and land uses through the Village of Bellwood. Project involved conducting public informational meetings and steering committee meetings to establish consensus among stakeholders.

The Cloverleaf Group, Long Grove: Parking analysis for Long Grove Commons commercial center in Long Grove. Project involved preparing report summarizing existing parking utilization, anticipated future parking needs, regulatory requirements, and recommended site improvements for presentation to Zoning Board of Appeals.

Cook County Highway Department: SCAT study of six intersections on Roselle Road between Central Road and Remington Road in Schaumburg.

Fu-Quan, P., L. Jian, X. Qiao-jun, Z. Guo-qiang, and W. Eidson, "GIS-Based Traffic Safety Management for Highway Intersections," paper presented at ASCE's First International Symposium on Transportation and Development Innovative Best Practices, Beijing, China, 2008.

Eidson, W. *Intermodal School Programs presentation session*. Ship Operations Cooperative Program Maritime and Intermodal Education Conference, Linthicum, MD, 1 April 2008.

Eidson, W., "Waterways Curriculum: A Strategic Framework For Introducing The Marine Industry To Youth," a paper presented at the 86th Annual Meeting of the Transportation Research Board, Washington, D.C., 2007.

Eidson, W. and D. Bullock, "Emerging Education Opportunities in Civil Infrastructure," a paper presented at the 80th Annual Meeting of the Transportation Research Board, Washington, D.C., 2001.

Eidson, W. and D. Bullock, "Analysis of Arrival Type Estimation Procedures," a paper presented at the 80th Annual Meeting of the Transportation Research Board, Washington, D.C., 2001.

Eidson, W. and D. Bullock, "Tools for Educating Students on ITS Fundamentals," a paper presented at the 9th World Congress on Intelligent Transport Systems, Chicago, IL, 2002.

PROFESSIONAL AFFILIATIONS

American Society of Civil Engineers

Institute of Transportation Engineers
Illinois Section Advertising Committee Chairman (2005-2008)

International Municipal Signal Association
Associate Member

Society of American Military Engineers

AWARDS

Transportation Consultants Council Young Professionals Scholarship Recipient (2006), Institute of Transportation Engineers

Cook County Highway Department: SCAT study of thirty-eight intersections on Lake Cook Road, including seven intersections on IL Route 43 (Waukegan Road) and IL Route 83 (McHenry Road) in Deerfield, Northbrook, Riverwoods, and Buffalo Grove.

Community Traffic Control, Chicago Ridge: Prepared required federal documentation and conducted Community Traffic Control evaluation and inventory of traffic control devices, including a review of appropriate treatments and recommendations for establishing installation criteria for stop signs and speed bumps.

IDOT Districts 2, 3, 4 and 5, PTB 142-027: SCAT studies for sixty-eight intersections on eight state traffic signal systems located in Dixon, Freeport, Princeton, Sycamore, East Peoria, Peoria, Champaign, and Bloomington. Project Engineer responsible for data collection, timing plan design, field implementation and report preparation.

IDOT District 1, PTB 127/011: Traffic operations analysis of IL Route 60 (Half Day Road) and Interstate 94. Traffic modeling using Synchro, Sim Traffic and HCS for alternatives analysis and operational evaluation.

Cook County Highway Department: Traffic Operations Analysis and Evaluation of Lake Avenue from Locust Road to Green Bay Road in Wilmette. Signal Warrant Analysis, Synchro and Sim Traffic simulations, crash analysis, queuing analysis and evaluation of proposed signal modifications and lane reconfiguration.

OSF HealthCare Systems: Project Manager for traffic impact study and design of offsite roadway improvements for Rock Cut Crossing medical office building campus in Loves Park, Illinois. Prepared Traffic Impact Study (TIS), attended Steering Committee meetings, and directed staff in planning and designing improvements on IDOT, Winnebago County, and City of Loves Park roadways.

Forest Preserve District of DuPage County: Environmental Pressures Study for Pratt's Wayne Woods Forest Preserve. Identified potential impacts from future transportation improvements and maintenance.

Village of Forest Park: Project Development (Phase I) report for traffic flow improvements on Des Plaines Avenue from Harrison Street to Wilcox Street.

IDOT Central Office, PTB 134-014: Developed and co-instructed two traffic operations workshops at Traffic Operations Lab in Rantoul for IDOT engineers. Each two-day workshop provided hands on training on how CBBEL uses Synchro Version 6 to conduct SCAT studies. Development included workbook teaching examples, case studies, and instructional slide presentations.

Village of Glenview: Construction observation for traffic signal modification of at-grade railroad intersection of Chestnut Road and Lehigh Avenue in Glenview, Illinois.

Village of Rosemont: Construction observation for traffic signal modernization on Des Plaines River Road. The project consisted of nine intersections from Balmoral Avenue to Devon Avenue.

TRAFFIC SIGNAL MODIFICATION AND INSTALLATION PLANS

Village of Dwight: IL 47 at Northbrook Drive IDS & Traffic Signal Installation in IDOT District 3.

133rd Avenue Widening and Reconstruction, Town of Cedar Lake, Indiana: Project Engineer. Emergency vehicle preemption equipment installation plans and specifications at 133rd Avenue and Parrish Avenue as locally funded addendum to INDOT contract; coordinated operational requirements with Resident Engineer and Town Fire Chief.

Glenbrook Excavating: Weiland Road at Pauline Avenue Traffic Signal Modification in Buffalo Grove.

Lake County Division of Transportation: Delany Road at Yorkhouse Road and Delany Road at Wadsworth Road Traffic Signal Modification in Lake County.

Lake County Division of Transportation: IL 21 (Milwaukee Ave.) at Winchester Road Roadway Improvement and Traffic Signal Modification in Libertyville.

City of St. Charles: Campton Hills Road at Peck Road Temporary Traffic Signal Installation.

City of Naperville: Hassert Boulevard (111th Street) at Thatcher Drive Traffic Signal Installation.

City of Palos Hills: 111th Street and Moraine Valley Community College/Possum Drive traffic signal warrant analysis, IDS and interconnected Traffic Signal Installation.

City of Palos Hills: Traffic Operations Analysis of Roberts Road at 111th Street, including evaluation of traffic patterns at A.A. Stagg High School.

SPACECO, INC.: Lemont Road and Davey Road extension traffic signal, roadway improvement plans, traffic signal warrant analysis, and traffic impact study in Woodridge.

SPACECO, INC.: Farrell Road & Lockport Square entrance IDS & Traffic Signal Installation in Lockport.

IDOT: Traffic signal modifications on IL 50 corridor in Cicero with 10 signalized intersections, including 2 railroad grade crossings, and system interconnect; 13 signalized intersections in northwest suburban Cook County with two interconnect segments.

IDOT: IL 113 at IL 129, IL 53, and ICG/UP Railroad grade crossing Traffic Signal Installation in Braidwood; Dundee Road and Forest View Drive Traffic Signal Installation in Glencoe.

TRAFFIC OPERATIONS AND PLANNING STUDIES

Love's Travel Center Traffic Study, Village of Dwight: Traffic Impact Study for proposed gas station and truck stop facility with co-located fast food restaurant adjacent to Illinois Route 47 and Interstate 55 interchange.

Lake County Government Campus Master Plan, Lake County, Libertyville: Project Engineer. Prepared traffic impact study including trip generation, traffic analysis, and recommending traffic control and geometric improvements; presented results of traffic analysis at Village Zoning Board meeting. Comprehensive master plan for government campus, including government offices, convalescent home, and mixed use development in built out suburban area.

Northern Builders: Traffic Impact Study for multiphase warehouse site in New Lenox.

Conway Park Owners Association: Transportation Analysis for business park in Lake Forest, including temporary access ramp to Tri-State Tollway during construction.

Village of New Lenox: Intersection Design Study for Gougar Rd. at West Haven Ave./New Lenox Rd.

IDOT District 1: Intersection Design Study and Accident Analysis for Des Plaines River Road between Devon Avenue and US Route 12 (Rand Road) in Des Plaines.

IDOT District 1: Intersection Design Study and Accident Analysis for Willow Road from Sunset Ridge Road to the Chicago River in Northfield.

Matthew Huffman, PE, M.ASCE
Civil Engineer

YEARS EXPERIENCE: 8
YEARS WITH CBBEL: 8

EDUCATION
Masters of Science, 2010
Civil Engineering
Project Management Program
Northwestern University

Bachelor of Science, 2006
Civil Engineering
University of Illinois at Chicago

PROFESSIONAL REGISTRATION
Professional Engineer, IL, 062062782, 2010

PROFESSIONAL AFFILIATIONS
American Society of Civil Engineers
Transportation Group Secretary & IL Section Membership Chair (2009), Younger Member Group (2005, 2006), Student Chapter President (2005)

Irish Engineers and Contractors

Civil Engineer with experience in civil engineering design. Responsibilities at CBBEL include assisting project managers with Village Engineering for Forest Park, design/build engineering, Phase I engineering projects and other various design projects, including utility, site improvements, and roadway improvement projects. Duties include the preparation of construction plans and specifications, construction cost estimates, and computer drafting. Site and Roadway design includes projects for Metra and Prospect Heights Park District and the following Municipalities: Forest Park, Bensenville, Elmwood Park, Wilmette, Schaumburg, Orland Park, and Rolling Meadows.

Computer Proficiencies: Microstation, Auto CADD, Geopack, HCS, HEC-HMS, TR-20, Hy8, Microsoft Word, Microsoft Excel, Microsoft Power Point.

Feasibility Study for Busse Woods Forest Preserve Golf Course, Rolling Meadows: Helped the City of Rolling Meadows investigate the possibility of creating a recreational public golf course at the Northwest corner of the Busse Woods Forest Preserve. The study looked into enhancing wetland, woodland and prairie environments while creating an economic benefit for the FPDCC. An 18 hole golf course lay out was designed, while tying into the already existing wetlands and wooded areas.

Wrightwood Station, Metra, Chicago: Assisted in improving the Wrightwood Station on the southwest service line for Metra in City of Chicago. The project included conducting engineering and construction observation for Phase II of the project. The project was designed using a combination of Metra and City of Chicago standards. All work was coordinated through the City's Department of Construction and Permits (DCAP) process and included drainage, pavement, landscaping, and site lighting. Milestone design, submittals of plans, specifications and opinion of cost were prepared. $600,000

Old Orchard Country Club, Prospect Heights Park District: Assisted the Project Engineer with general contracting services for the development and permitting of the improvements to the 16th and 17th holes for the Old Orchard Country Club. The project included operational and course changes to enhance the playability and ease of maintenance for the course. A new green was created on the 16th hole. The tee for the 16th was repositioned to enhance play and to eliminate errant shots from leaving the property. The 17th hole was improved by adding a new tee, a wetland area with plantings, reducing goose intrusion on the course. A "boardwalk" cart path traverses the wetland area providing the golfer with a new and unique view of the picturesque landscape. The services were used to develop a design that met the needs of the client and was permittable by the US Army Corps of Engineers, FEMA and the Village of Mount Prospect. Assisted in engineering design and drafting for all necessary plans for engineering studies required for review and approval relevant to wetland and floodplain. Assisted in assembling construction documents and cost estimates for earthwork, dredging, and golf course elements (greens, tees, bunkers). $700,000

Village Improvement Program Phase I, Forest Park: Responsibilities included preparing plans and exhibits and estimates for design-build project. The project included water main replacement and sewer spot repair improvements for eight streets and nineteen alleys. Pavement upgrades include reconstruction and resurfacing. All areas were made ADA compliant. Brick streets were reconstructed using the same material. Traffic calming measures were installed at two intersections to reduce vehicle speeds, improve safety, and enhance quality of life. The measures include benches, ornamental lighting, and decorative landscaping.

North Avenue Streetscape, Village of Elmwood Park, Cook County: Developed a streetscape and road widening for the Village of Elmwood Park's restaurant district on North Avenue. North Avenue was widened to provide safer street parking along the project site. The entire streetscape was resurfaced with a new sidewalk, decorative stamped concrete, new planter boxes, decorative street lights to give the area a more aesthetically pleasing look.

Fire Station No.26 Bikeway Study, Wilmette: Consulted the Village of Wilmette on eliminating bicycles/pedestrian traffic from the Green Bay Trail from cutting through the Fire Station #26 parking lot. The existing bike route in this area is currently on a brick road, which is hard to navigate. The project consisted of providing several alternates of a proposed bike path through the existing Fire station property. Prepared the engineering exhibits and cost estimates for the proposed bike path and signage according to the MUTCD Standards. Many safety concerns were present as a major arterial road bordered the site to the south, the existing site is a fire station, and Metra railroad tracks bordered the site to the west.

Irving Park Road Landscape Medians, Schaumburg: Assisted the Project Manager for the preliminary design of raised landscape median planters and parkway tree planting along a one mile stretch of Irving Park Road. The design also included a pocket park and landscape treatments at cross street intersections with the Elgin – O'Hare Expressway. Plans, specifications and opinions of cost were prepared. Colored presentation boards were mounted for use in the

public hearing process for local review and approval. Local and IDOT standards were used. The design will allow for the future inclusion of a bikeway through the area. .$ 1,500,000

Caton Farm – Bruce Road, Will County Department of Transportation: Preparing Phase I study for the Caton Farm – Bruce Road project for the Will County Department of Transportation. The project aimed at providing a major arterial road running east/west through Will County alleviating the rising traffic capacity problems in the developing area. Providing coordination with surrounding municipalities and property owners and preliminary engineering plans for the Phase I study. Also conducted HCS analysis and CAD work for the project.

Deerfield Road Bike Path, Lake County Division of Transportation: Preparing Phase I study for a 0.4 mile new bike path crossing the Des Plaines River in the Village of Riverwoods, Illinois. The project aimed at providing access to the Des Plaines River Trail, running parallel to Deerfield Road and a separate bridge structure over the Des Plaines River. The project included coordination with Lake County Forest Preserve District, the Village of Riverwoods and IDOT. Prepared Phase I Project Design Report, prepared exhibits, conducted engineering work and coordinated with client.

Irving Park – York Road, DuPage County Department of Transportation: Assisted the Project Engineer in writing the Combined Design Report, conducting the IDS, bicycle analysis, and PESA. The project aimed at alleviating traffic congestion, vehicle delay and accidents at Irving Park Road (IL 19) and York Road created by the Canadian Pacific Rail Road in the Village of Bensenville, Illinois. This project is in the program of Chicago Region Environmental and Transportation Efficiency (CREATE), which is a public/private partnership between the City of Chicago, the nation's railroads, and the State of Illinois.

95th Street Extension, Will County Department of Highways: Assisted the Project Manager for the Phase I Study extending 95th Street approximately 1 mile on new alignment from its current east terminus in Naperville to the intersection Boughton Road and Kings Road in Bolingbrook. The project is being designed for Will County Department of highways through the IDOT Local Roads ECAD process. The project includes Intersections Design Studies for two existing intersections with lane additions based on projected capacities. The preferred alignment includes a new crossing of the DuPage River. Estimated cost of construction for the improvement is $11 million.

Rolling Meadows GIS Survey, Rolling Meadows: Assisted survey of GIS for the Village of Rolling Meadows. The project consisted of mapping the sanitary sewer, storm sewer, and water main for the Village.

Patrick Kielty, PE
Senior Construction Engineer

YEARS EXPERIENCE: 37
YEARS WITH CBBEL: 9

EDUCATION
Bachelor of Science, 1976
Civil Engineering
University of Illinois at Urbana-Champaign

PROFESSIONAL REGISTRATION
Professional Engineer, IL, 062039352, 1980

CERTIFICATIONS
Documentation of Contract Quantities
IDOT, 10-0553

ICORS Training Seminar
IDOT

Material Management of Job Sites
IDOT

PROFESSIONAL DEVELOPMENT
IDOT QC/QA Courses:

Erosion Control and Stabilization

Equipment Rental Rates Blue Book Seminar

Local Agency Resident Engineer Seminar

Materials Management Class for RE

PROFESSIONAL AFFILIATIONS
American Society of Civil Engineers

Irish Engineers and Contractors
President Elect, 2009; President, 2010; Immediate Past President, 2011

Professional Engineer with experience in heavy construction, with a strong background in infrastructure construction. Worked on large contracts for underground construction (MWRD Tunnel and Reservoir Plan) and completed over 90,000 LF of rock tunneling. Extensive experience in construction of diversion structures, jacked-pipe installation, large open cut sewer and storm water construction, water main construction and detention pond construction. Also worked at O'Hare Field on numerous infrastructure contracts, on urban highway design and construction projects, (both as a Resident Engineer and as a contractor for IDOT and CDOT). Experience in managing large contracts as a senior resident engineer for The Glen, in the Village of Glenview, and Village of Orland Park Relief Storm Sewers.

Lord Street Sewer Separation System, Phase 2, Elgin: Resident Engineer for the construction of a storm sewer separation system in Elgin. This project consisted of separating the storm and sanitary sewers from a combined sewer system on Adams and Morgan Streets in a neighborhood near the intersection of US Route 20 and IL Route 31. This project was a continuation of the Phase 1 System, and connected to the upstream storm sewers installed on the Phase 1 contract. A total of 6175 feet of storm sewers were installed ranging in size from 36" to 12". The local Sanitary sewers were cleaned and televised and inspected for the installation of CIPP linings of sections of the existing clay pipes. In addition, all of the streets where storm sewers were installed were reconstructed with an HMA base course for all street patches, removal and replacement of the HMA pavement surface, curb and gutter replacement. There was approximately 800 feet of 8" and 6" DIP water main improvements where necessary, and parkway restoration.

Lord Street Sewer Separation System, Phase 1, Elgin: Resident Engineer for the construction of a storm sewer separation system in Elgin. This project consisted of separating the storm and sanitary sewers from a combined sewer system on Adams, Homer, Orange, and Souster Streets near Grolich Park at the intersection of US Route 20 and IL Route 31. A 96" RCP was jacked in place under IL Route 20 to a new outfall of the storm sewer system into the Fox River. Upstream of the 200 foot long tunnel, the sewer pipe consisted of 430 feet of 10' by 5' box culvert, 2600 feet of 66" RCP, 1700 feet of 60" RCP and 1100 feet of 48" RCP and appurtenant structures. In addition, all of the streets where storm sewers were installed were reconstructed with a concrete base course for all street patches, removal and replacement of the HMA pavement surface, curb and gutter replacement, 8" and 6" DIP water main improvements where necessary, and parkway restoration.

McLean Blvd, Route 31 to Lancaster Circle; Stearns Road Corridor: Resident Engineer for the construction of cast-in-place box culverts, detention pond excavation, embankments, 16,000 sq. yards of 10" PCC jointed pavement, traffic signals (2 each). This contract also involves the removal of an existing 60 foot timber trestle bridge owned by the CN Railroad, and replacement with a 120 foot single span thru girder steel bridge viaduct and the appurtenant retaining walls adjacent to the new railroad bridge abutments. Required 20,000 cy of excavation and project created an additional 3.7 ac-ft of stormwater storage.

Stearns Road Corridor-Phase I, Wetland Mitigation, Kane County DOT: Resident Engineer for the construction of wetlands and detention ponds, as well as the embankment for the proposed roadway and bridge approach. Approximate contract value is $4.1 million. This includes excavation of ponds and wetlands with the spoil material being used to make the proposed highway embankment. The volume of earth moved was 170,000 cy. Also included was the creation of approximately 30 acres of wetland/compensation storage/detention ponds. Created 21.5 ac-ft of stormwater storage.

Street Resurfacing, Oak Lawn: Resident Engineer for the street resurfacing program in Oak Lawn. The project consisted of resurfacing 15 streets for a total of 5 miles in the Village of Oak Lawn. The work included curb spot repairs, drainage structure improvements, pavement milling, preparing the base course, installation of a new asphalt pavement, sidewalk repairs, driveway restoration, and parkway restoration.

York Road LAPP, Green St to Irving Park Road, Bensenville: Resident Engineer for the milling and resurfacing of approximately 0.5 miles of a major arterial roadway. York Road is a major truck route in DuPage County, and intersects with a METRA railroad crossing. This contract includes curb and sidewalk removal and replacement, manhole frame adjustments and replacements, HMA milling and resurfacing, replacement of loop detectors, and pavement marking as required.

Tinley Creek Culvert Replacement, Orland Park: Resident Engineer for the replacement of culverts under six streets in a residential neighborhood on Tinley Creek, along with tree clearing and associated excavation to improve the flow capacity, in order to reduce the potential for flooding.

York Road/Mohawk/Algonquin Water Main Improvements, Bensenville: Resident Engineer for the construction of 6,500 LF of new water mains (12" and 8" diameter) and appurtenant valves,

hydrants and services on York Road and the Mohawk/Algonquin Subdivision. Also included was roadway patching, curb replacement, driveway replacement, complete roadway surface removal and reconstruction of the surface course, and new pavement marking.

Street Resurfacing Program, Bensenville: Resident Engineer for the milling and resurfacing of approximately 4 miles of residential streets, and the complete reconstruction of 1 mile of residential street. This contract includes curb and driveway replacement, sewers, manhole frame adjustments, and pavement marking as required.

Conway Park Owner's Association – Oasis Connector Ramp: Resident Engineer for the construction of a connector ramp that links the business park roadway to the Lake Forest Oasis (NB). Approximate contract value is $1.7 million. In a sixty-day time frame there was 30,000 cy of excavation and embankment, 600 LF of roadway construction (24' wide), and setup of the I Pass Revenue Control Equipment.

Illinois State Toll Highway Authority Contract No. RR-05-5350: This project involved various bridge repairs from MP 44.2-MP 113.8 of Reagan Memorial Tollway. As Resident Engineer, duties included preparation of change orders & pay estimates & documentation in the Pro Liance Management System.

Relief Sewers and Roadway Improvements Contracts A, B, C, D. Water Distribution Contract E, Orland Park: Resident Engineer for contracts to construct Relief storm sewers in specific watersheds in the Village of Orland Park in previously developed subdivisions. Approximate Contract Value is $6.8 Million. Construction of 60" and 42" RCP in Open Cut to relieve older and smaller sewer systems in these watersheds. At the same time, CBBEL designed and constructed 13,000 LF of 8" water mains to improve water pressure and fire protection. Approximate Contract E Value is $2.3 Million.

Michael Matkovic, PE
Vice President, Head, Phase I Engineering Department

YEARS EXPERIENCE: 30
YEARS WITH CBBEL: 8

EDUCATION
Bachelor of Science, 1983
Civil Engineering
Bradley University

PROFESSIONAL REGISTRATION
Professional Engineer, IL, 062044464, 1988

PROFESSIONAL DEVELOPMENT
Committee Member – IDOT Context Sensitive Solutions Committee, 2003 to 2005

Committee Member – IDOT/CECI Phase I Seminar, 1997

Committee Member – IDOT/CECI Floodway Law Seminar, 1987

PROFESSIONAL TRAINING
IDOT – Executive Leadership Development Series (ELDS) Curriculum; 2003 Graduate

IDOT – Accelerated Leadership Proficiency Series (ALPS) Curriculum; 1998 Graduate

NHI 13368 – Traffic Models Overview; 1995

NHI 14205 – Project Development and Environmental Documentation; 1995

IDOT – Effective Writing; 1994

IDOT – Decision Making and Problem Solving; 1994

IDOT – 21st Century Management; 1993

NHI 14213 – Improving the Effectiveness of Public Meetings and Hearings; 1990

NHI 13405 – Value Engineering; 1987

PROFESSIONAL PRESENTATIONS
"Untangling the Hillside Bottleneck"; Transportation and Highway Engineers Conference, February 2001

"Fast Tracking the Hillside Bottleneck Project"; National Association of State Facilities Administrators (NASFA), September 2002

"Optimizing Productivity in a Downsizing Workforce"; IDOT-Executive Leadership Development Series, December 2003

"Transportation in Illinois"; 3rd International Geometric Design Symposium, Chicago, Illinois, July 2005

PROFESSIONAL TESTIMONY
Expert Witness; Manna v. Civiltech Engineering, Inc.; Cook County Case No. 2005 L 003064

Expert Witness; IDOT v. Vulcan Materials Company; Cook County Case No. 01 CH 15986

Head of the Phase I Engineering Department since joining CBBEL in 2005. Twenty-nine years of experience in the planning, design, and construction of highway and bridge improvement projects of varying complexity. Twenty-two years of experience with the Illinois Department of Transportation (IDOT) working predominantly in Phase I Engineering with increasing responsibilities, including three years as the District One Bureau Chief of Programming with accountability for developing and managing the IDOT-District One Annual and Multi-Year Programs, as well as ensuring the quality and completeness of all Phase I Engineering Studies completed for IDOT-District One. Responsibilities were accomplished through personal project management and through the successful management of a diverse staff of up to ninety engineers, technicians and administrative assistants.

Since 2005, the CBBEL Phase I Department under Mr. Matkovic's guidance has completed numerous Phase I Engineering and Environmental Studies of varying complexities for a wide range of clients including IDOT, the Illinois State Toll Highway Authority (ISTHA), and multiple Counties and Communities. This included completing multiple Environmental Class of Action Determinations (ECADs) and Environmental Assessments (EAs), and contributing to the completion of multiple Environmental Impact Statements (EISs). In addition, the Phase I Department has been a lead on developing and implementing public involvement programs utilizing the principles of Context Sensitive Solutions (CSS) on many projects including the I-74 at I-155 project in IDOT-District Four, which was the first IDOT project designated as a Context Sensitive Solutions (CSS) project.

CBBEL LEAD PROJECTS
In addition to overall administrative and managerial responsibilities as the Phase I Department Head, Mr. Matkovic served as the Principle-In-Charge, Project Manager, and/or Environmental Lead on the following CBBEL Phase I projects.

IL 19 at York Road (CREATE Project GS-16), DuPage County Division of Transportation: This project included the improvement of IL 19 (Irving Park Road) at York Road, and the grade-separation of the Canadian Pacific Railroad over the east leg of the intersection. CSS principles were utilized by establishment of a Project Advisory Group that met at key project development milestones to ensure meaningful stakeholder input. Close coordination with the O'Hare Modernization Program was required to insure compatibility with O'Hare Airport site plans. Multiple improvement alternatives were developed and presented at public meetings to assist in selection of the preferred alternative. A Combined Design Report (CDR), ECAD Record and Document, Location Drainage Study (LDS), and Bridge Condition Reports (BCRs) were prepared for this project with Phase I Design Approval granted by IDOT on August 11, 2009. Construction is anticipated in 2013.

IL 60 at I-94, IDOT, Lake County: This project included the preparation of a CDR and ECAD Record and Document for reconstruction of the IL 60 at I-94 interchange. Major components of the Phase I study included an Interchange Design Study including SYNCHRO/Simtraffic modeling of various alternatives, a BCR for bridge replacement, CDR, ECAD Record and Document, and LDS. CSS principles were utilized with multiple meetings being held with the project Advisory Group consisting of various project stakeholders including the adjacent communities, businesses and the Illinois Tollway. Phase I Design Approval for this project was granted by IDOT on November 20, 2006 and construction was completed and opened to traffic in 2010. ***This project received the 2009 IDOT Exceptional Service Award for Phase I Urban Highway Projects.***

Des Plaines River Road, Devon Avenue to US 12, IDOT, Cook County: This project included the preparation of a CDR, ECAD Record and Document, and LDS for the reconstruction of Des Plaines River Road from Devon Avenue to US 12, a distance of 4.2 miles. Unique challenges with this project included raising the roadway to minimize flooding from the Des Plaines River. Public Involvement including two Public Hearings; and extensive coordination with the City of Des Plaines, project stakeholders, FHWA, IDOT, ICC, Cook County Forest Preserve District, IHPA, and PACE. IDOT granted Phase I Design Approval on August 4, 2009. Construction of the south section from Devon Avenue to Touhy Avenue was completed and opened to traffic in 2011.

Deerfield Road Bike Path, Lake County Department of Transportation: This project included construction of a 0.4 mile new bike path crossing the Des Plaines River in the Village of Riverwoods to provide access to the Des Plaines River Trail via a new bridge structure over the Des Plaines River. The project included coordination with Lake County Forest Preserve District for the use of Section 4(f) land, the Village of Riverwoods and IDOT. Design Approval was granted in June 2009. Construction was completed and opened to use in 2010.

95th Street Extension, Will County Department of Highways: This project consisted of construction of a new four lane roadway extension of 95th Street from Plainfield-Naperville Road in the City of Naperville to Boughton Road in the Village of Bolingbrook, which included a new bridge over the DuPage River and a separate culvert beneath the roadway to accommodate the DuPage River Trail. This project included the preparation of a Project Development Report (PDR), ECAD Record and Document, Bridge Type Study, and Drainage Study. Unique elements of the

roadway design included coordinating the roadway profile to meet flood freeboard requirements and clearance requirements for ComEd transmission facilities, as well a traffic noise analysis and coordination with adjacent property owners. Phase I Design Approval was granted in February 2010 and construction is targeted for 2013.

I-80, US 30 to US 45, IDOT, Will County: This projected consisted of construction of a third through lane in each direction within the median of I-80, bridge rehabilitation or reconstruction, traffic noise analysis and coordination, drainage improvements, and reconstruction of the US 30 interchange. A CDR, an ECAD Record and Document, and Bridge Condition Reports were prepared. Phase I Design Approval was granted in October 2010. Construction of the section east of US 30 was completed in 2011 and opened to traffic.

IL 56 at Hankes Road, IDOT, Kane County: This project consisted of the reconstruction and raising of a one-mile section of IL 56 to address a history of flooding, and provide a new interchange at Hankes Road based on changing travel demands in this developing area. A CDR, ECAD Record and Document, LDS, and BCR were prepared. Phase I Design Approval was granted in May 2011.

I-294 at Balmoral Avenue Interchange, ISTHA, Cook County: This project included a new northbound exit ramp from I-294 to Balmoral Avenue and additional interchange improvements. A PDR, Drainage Study, and BCR were prepared. Traffic Analysis included an assessment of potential future improvements to I-294 in the project area to ensure compatibility, as well as analysis of projected traffic volumes based on the proposed extension of Balmoral Avenue into O'Hare Airport. This project was coordinated with ISTHA, the Village of Rosemont and IDOT concerning adjacent planned improvements to I-190. Phase I Design Approval was granted in January 2010. Construction was completed and opened to traffic in 2011.

Lawrence Avenue Streetscape, Village of Harwood Heights: This project included streetscape improvements to provide designated parking areas for adjacent businesses, high visibility pedestrian cross walks, drainage improvements, as well as new sidewalks, decorative street lighting, planters, bicycle racks, etc. ITEP funding was awarded to this project. Phase I Design Approval was granted in July 2007 and construction was completed in 2008.

CBBEL SUBCONSULTANT PROJECTS

Mr. Matkovic served or is serving as the CBBEL Project Manager on the following Phase I projects as a subconsultant to other consultant engineering firms.

I-74 at I-155, IDOT, Tazewell County: This project included the reconstruction of the I-74 at I-155 interchange, which included providing additional through lanes on I-74, interchange reconfiguration and bridge rehabilitation. As Public Involvement Lead, CBBEL developed and implemented a stakeholder involvement program consistent with IDOT's CSS policy, which was fundamental to achieving project consensus. As Environmental Lead, CBBEL prepared the project ECAD Record and Document. Phase I Design Approval was granted in 2009.

Elgin O'Hare - West Bypass, IDOT & ISTHA, Cook and DuPage Counties: CBBEL services included GIS database development, environmental studies and reports including preparing portions of the Tier 1 and Tier 2 EIS, and agency coordination. CBBEL was also responsible for the required hydrology and hydraulic analysis, and preparation of the Location Drainage Study for the full build scenario, and drainage plan development for planned construction sections by the ISTHA. This included BMP plan development compliant with both FAA and USACE requirements. The Tier 1 Record of Decision was granted June 2010. Completion of Tier 2 and Phase I Design Approval is anticipated by the end of 2012.

Illiana Expressway, I-55 to I-65, IDOT & INDOT, Cook and Will Counties, Illinois and Lake County, Indiana: CBBEL services included providing assistance with GIS database development, preparing environmental field studies and reports, preparing the Alternatives Evaluation Report, preparing sections of the Tier 1 and Tier 2 EIS with respect to alternatives analysis, the preferred alternative, and environmental impacts/mitigation, agency coordination, and providing assistance with the extensive public involvement program for this bi-state project. Completion of the Tier 1 EIS and Record of Decision is anticipated in early 2013.

I-55, I-355 to I-90/94 Managed Lanes, IDOT, DuPage and Cook Counties: This project includes providing an additional traffic lane within the median area of I-55, to be operated as a Managed Lane. CBBEL services include development of the Environmental Resources Exhibit for this 25 mile project corridor, environmental analysis and coordination, assistance with the corridor noise analysis, preparation of the EA including development of the project Purpose and Need and Logical Termini documents, topographic and stream surveys, hydrology and hydraulic analysis, assisting with preparing the LDS, and assisting with the public involvement program which is following IDOT's CSS guidelines. The initial Corridor Planning Group meeting and Public Meeting were held in October 2012. Completion of Phase I Engineering and Environmental Studies is anticipated in 2014.

John Murphy, PE, PLS
Vice President, Head, Survey Department

YEARS EXPERIENCE: 28
YEARS WITH CBBEL: 15

EDUCATION
Bachelor of Science, 1987
Civil Engineering
Wentworth Institute of Technology

PROFESSIONAL REGISTRATION
Professional Land Surveyor, IL, 035003421, 2001
Professional Land Surveyor, IN, 20400062, 2004
Professional Land Surveyor, MA, 40040, 1997
Professional Land Surveyor, WI, 2548-8, 2000
Professional Engineer, MA, 41050, 1999
Professional Engineer, IL, 062061506, 2009

PROFESSIONAL AFFILIATIONS
NSPS-ACSM Survey Technician Certification Program

American Congress on Surveying and Mapping

Illinois Professional Land Surveyors Association

Irish Engineers and Contractors
Past Treasurer

National Society of Professional Surveyors

Wisconsin Society of Land Surveyors

Professional Engineer and Land Surveyor accountable for managing office and field survey personnel. Responsibilities include establishment and maintenance of survey procedures; budgets and contract preparation; logistical planning and research; and supervision of staff and calculations of survey data.

PROFESSIONAL LAND SURVEYING

ALTA/ACSM Land Title Surveys
The preparation of "ALTA/ACSM Land Title Survey" that meet the current accuracy standards jointly adopted by ALTA, ACSM and NSPS. For purposes of Title Insurance Companies to insure title to land without exceptions as to the many matters which might be evidenced by public records. Some projects include:

- Major General Emmett J. Bean Center (09-0332) – Lawrence, IN
- Prairie Holdings Corporation (03-637B) – Grayslake, IL
- Nisen & Elliot (02-221) – Lake Villa, IL

Plat of Annexation
The preparation of "Plat of Annexation" suitable for a municipality to annex land that is contiguous to their municipality. Some municipalities prepared for include:

- Crestwood
- Elk Grove Village
- Flossmoor
- Franklin Park
- Hawthorn Woods
- Roselle
- Woodridge

Tax Increment Financing (TIF) Districts
The preparation of a written legal description and at times a plat depicting an area of a municipality designated for Tax Increment Financing (TIF) District. Some municipalities prepared for include:

- Forest Park
- Franklin Park
- Glendale Heights
- Highwood
- Melrose Park
- Monee
- Posen
- Richton Park
- Rosemont

Plat of Vacation
The preparation of a "Plat of Vacation" suitable for a municipality to vacate pubic streets, alleys or easements. Some municipalities prepared for include:

- Chicago Ridge
- Grayslake
- Hawthorn Woods

LAND SURVEYING SERVICES

ISTHA Interstate 90, Elgin Tollbooth to IL Route 20: Survey Manager for design and roadway reconstruction of IL Route 90 from the Elgin Tollbooth to just west of IL Route 20. The existing roadway is to be widened both east and west bound directions. Surveying responsibilities included creation of a signed and sealed "Plat of Highway" for acquisition of right-of-way and easements along project corridor per ISTHA/IDOT Standards. Required document research for the reestablishment of right-of-way lines, parcel lines and section lines along the project, and coordination of field crews for field survey and recon to obtain existing field evidence of existing boundary lines and right-of-way; calculation and analysis of data to determine existing boundaries and right-of-ways; and coordination of drafting of the "Plat of Highway" along with the writing of legal descriptions for various easements to be acquired for project. Along with an Existing Conditions survey of the Project corridor, including stream surveys and cross sections every 100 feet.

ISTHA Interstate 294, Balmoral Off Ramp, Rosemont: Survey Manager for design and roadway construction of the Balmoral Off ramp from I-294 in Rosemont, Illinois. The new ramp is a North bound only exit ramp leading into Rosemont. Surveying responsibilities included creation of signed and sealed "Plats of Acquisitions" for acquisition of right-of-way and easements along project corridor per Cook County DOT Standards. Required document research for the reestablishment of right-of-way lines, parcel lines and section lines along the project, and coordination of field crews for field survey and recon to obtain existing field evidence of existing boundary lines and right-of-way; calculation and analysis of data to determine existing boundaries and right-of-ways; and coordination of drafting of the "Plat of Highway" along with

the writing of legal descriptions for various easements to be acquired for project. Also the field surveying of an Existing Conditions survey of the Project corridor.

Balmoral Road Extension, City of Chicago, O'Hare and Rosemont: Survey Manager for design of Balmoral Road overpass of Mannheim Road. Surveying responsibilities included creation of signed and sealed Plats for acquisition of right-of-way and easements along project corridor. Required document research for the reestablishment of right-of-way lines, parcel lines and section lines along the project, and coordination of field crews for field survey and recon to obtain existing field evidence of existing boundary lines and right-of-way; calculation and analysis of data to determine existing boundaries and right-of-ways; and coordination of drafting of the Plats along with the writing of legal descriptions for various easements to be acquired for project. Also the field surveying of an Existing Conditions survey of the Project corridor.

Peterson Road and IL Route 83, Lake County DOT: Survey Manager for design and roadway construction of Peterson Road. Surveying responsibilities included creation of signed and sealed "Plat of Highway" for acquisition of right-of-way and easements along project corridor per IDOT Standards. Required document research for the reestablishment of right-of-way lines, parcel lines and section lines along the project, and coordination of field crews for field survey and recon to obtain existing field evidence of existing boundary lines and right-of-way; calculation and analysis of data to determine existing boundaries and right-of-ways; and coordination of drafting of the "Plat of Highway" along with the writing of legal descriptions for various easements to be acquired for project. Also the field surveying of an Existing Conditions survey of the Project corridor.

IL Route 60 and Saunders Road, Lake Forest: Survey Manager for design and roadway reconstruction of IL Route 60 and Saunders Road. The existing diamond interchange operated poorly, so to address immediate congestion problems and safety, interim improvements to the interchange were planned including additional through lanes and turn lanes on Illinois Route 60, a new bridge over I-94, and ramp modifications. Surveying responsibilities included creation of a signed and sealed "Plat of Highway" for acquisition of right-of-way and easements along project corridor per IDOT Standards. Required document research for the reestablishment of right-of-way lines, parcel lines and section lines along the project, and coordination of field crews for field survey and recon to obtain existing field evidence of existing boundary lines and right-of-way; calculation and analysis of data to determine existing boundaries and right-of-ways; and coordination of drafting of the "Plat of Highway" along with the writing of legal descriptions for various easements to be acquired for project.

Willow Road, Northfield: Survey Manager for design and roadway reconstruction of two miles of roadway along Willow Road through the Village of Northfield to improve safety and mobility along the corridor without major impacts to the adjacent residential areas. The project included additional lanes with curb & gutter, traffic signal modernization, geometric improvements and new sidewalk along with drainage improvements, and removal and replacement of an existing bridge over the Chicago River. Surveying responsibilities included creation of a signed and sealed "Plat of Highway" for acquisition of right-of-way and easements along project corridor per IDOT Standards. Required document research for the reestablishment of right-of-way lines, parcel lines and section lines along the project, and coordination of field crews for field survey and recon to obtain existing field evidence of existing boundary lines and right-of-way; calculation and analysis of data to determine existing boundaries and right-of-ways; and coordination of drafting of the "Plat of Highway" along with the writing of legal descriptions for various easements to be acquired for project.

MWRD Property (163.0 AC), Palos Hills: Survey Manager for determination of the boundaries of the Metropolitan Water Reclamation District of Greater Chicago's parcels 6.01, 7.01 and 8.03, and preparation of written legal descriptions of the overall boundaries of the three parcels to be used for executing legal agreements. Provided a Boundary Survey for 163 acres of land lying adjacent to the Calumet-Sag Channel which involved extensive research at the Cook County Recorder's Office and other public agencies to obtain recorded and unrecorded documents of the subject site. Required coordination of field crews for field survey and recon to obtain existing field evidence on the subject site to aid in the determination of the existing boundaries utilizing GPS and conventional survey methods. Calculations along with analysis of research documents and collected field data to determine the existing boundaries of the subject property for the creation of an overall "Plat of Survey".

Stearns Road, Kane County/Elgin: Survey Manager for determination of the sectional boundaries for 6 miles of proposed route design of new divided highway and to initialize both horizontal and vertical primary control across the limits of the project for future use in the development of base maps. Responsibilities included extensive research at the County Recorder's Office and at various public agencies to obtain recorded and unrecorded documents to aid in reestablishment of original government survey of section lines. Coordinated and lead field crews on field survey and recon to obtain existing field evidence to reestablish section lines. Calculations along with analysis of researched documents and collected field data to determine location of section lines. Organized research for recorded and unrecorded documents, notes and plats dated from 1839 to 2003 to aid in re-establishment of government quarter and section corners, monumented and

recorded 52 corners. Also coordinated 2nd order vertical control survey with field crew, along with adjustment and closure report of survey and set 25 permanent vertical control stations. Also provided various Topographic Surveys throughout project corridor for design purposes.

DuPage Technology Park, NFP, West Chicago: Survey Manager for developmental and preservation of land purposes for an 800 acre site of a future Technology Park for the County of DuPage. Responsibilities included conducting research at the County Recorder's Office and at various public agencies to obtain recorded and unrecorded documents of multiple parcels acquired by the DuPage Airport Authority over the years to make up the subject site. Coordination of field crews on field survey and recon to obtain existing field evidence on subject site to aid in the determination of the existing boundaries. Calculations along with analysis of researched documents and collected field data to determine the existing boundaries of the subject site. Coordinate the drafting of the "Plat of Survey" for the subject site and prepare written legal descriptions for a three parcel breakdown of the subject site along with written legal descriptions of proposed easements. Final review and submittal of the signed and sealed "Plat of Survey".

TRANSPORTATION

I-80 Resurfacing (Harlem Avenue to I-294), IDOT Contract No. 60F61: Survey Manager overseeing drafting and quantity calculations for 6 miles of Interstate 80 between Harlem and I-294. The $16 million project included surveying tasks completed almost entirely at night. All documentation was prepared in accordance with ARRA requirements, the IDOT Construction Manual and the Project Procedures Guide.

IDOT Resurfacing Program 2009, PTB, Thomas Engineering: Survey Manager overseeing drafting and quantity calculations for various roadways. Area calculations were prepared specific to each project's construction methodology. IDOT plans were used to establish a means in showing calculated areas for various removal and replacement items.

Butterfield Road South (98-188), Lake County DOT, Libertyville: Established horizontal and vertical control for Phase I roadway design. Also established existing right-of-way for purposes of land acquisition and the preparation of plats and legals for a plat of highways. Project length of approximately 2 miles.

Butterfield Road North (99-455), Lake County DOT, Libertyville: Established horizontal and vertical control for Phase I design. Also established existing right-of-way for purposes of land acquisition and the preparation of plats and legals for a plat of highways. Project length of approximately 1.5 miles.

135th Street (00-532), Will County Highway Department, Will County: Established horizontal and vertical control for Phase I roadway design. Also established existing right-of-way for purposes of land acquisition. Project length of approximately 2.5 miles.

Rohlwing Road (98-361BR19), IDOT, Rolling Meadows: Established horizontal and vertical control for Phase I roadway design. Also established existing right-of-way for purposes of land acquisitions and the preparation of a plat of highway suitable for submittal to IDOT. Project length of approximately 0.75 miles.

Golf Road (98-361BR23), Rolling Meadows: Established horizontal and vertical control for Phase I roadway design. Also established existing right-of-way for purposes of land acquisitions and the preparation of a plat of highway suitable for submittal to IDOT. Project length of approximately 0.75 miles.

Balmoral Avenue (95-520), Village of Rosemont/City of Chicago/Wisconsin Central: Established horizontal and vertical control, existing roadway, railroad and property boundaries for the evaluation of the construction of a bridge over the Wisconsin Central Railroad from the existing Balmoral Avenue to Mannheim Road. Also the preparation of plats and legals for land acquisitions necessary for construction. Including control and layout for the construction of the approved bridge.

INFRASTRUCTURE

Village of Clarendon Hills: Creation of a storm sewer atlas for the Village, including the determination of location, size and type of storm structures and underground pipe.

GIS, Rolling Meadows: Project Manager for updating and augmenting the City's existing GIS Base Map address and street databases. City's original data was five years old and work entailed the addition of recently added subdivisions and commercial property, along with adding and naming of all private streets within the City. Performed an overall QA/QC of the existing data to bring it up to date and match existing databases within Public Works, Police and Fire Departments, and Community Development. Also, for the Public Works Department: establish a City wide base map to be used by all levels of government including design of street and address maps; updating and design of digital storm, sanitary and water utility maps for use in the City's GIS; coordination of

workstation setup and installation with single license of ArcView and Arc Reader; and for the Police and Fire Departments: assisted in the design and creation of the City's 911 response street and address databases.

GIS, Glendale Heights: Project Manager for preparation of GIS Base Maps and Utility Atlases for the Village of Glendale Heights Department of Public Works. The Village wanted to set up Village-Wide Base Maps for use in coordination of operations involving underground utilities. Utilized the current Village atlases, although outdated, to expedite the start-up of this project. Created a base map in Phase I comprised of information obtained from the DuPage County GIS Department. Performed QA/QC to make the data consistent with the existing Village address and street maps. Also "rubber sheeted" the existing atlas information for all utilities onto the base sheets in data compatible with ESRI's ArcView 9.0 software so available as a hard copy or are viewable on computer by Village staff. In Phase II, created a pilot program for atlases for the water, sanitary and storm infrastructure. Utility atlases for two quarter sections were developed based on field observations with the use of GPS and conventional surveying methods. Standard GPS and handheld GPS methodologies were compared based on cost, accuracy, and Village utility. Both methods still required field crews to collect pipe sizes and inverts. Our field crews surveyed the locations of all storm, sanitary and water structures for two of the quarter sections. Separate atlases were completed for each utility. CBBEL assisted the Village in setting up computers for use with the software and GIS database.

GIS, Elmwood Park: Project Manager for preparation of GIS Base Maps and Utility Atlases for the Village of Elmwood Park. The Village wanted to set up Village-Wide Base Maps for use in coordination of operations involving underground utilities. Utilized the current Village atlases, although outdated, to expedite the start-up of this project. Created a base map in comprised of information obtained from the Cook County GIS Department. Performed QA/QC to make the data consistent with the existing Village address and street maps. CBBEL created atlases for the water, sanitary and storm infrastructure. Utility atlases were developed based on field observations with the use of GPS and conventional surveying methods. Our field crews surveyed the location of all storm, sanitary and water structures for the entire Village. Separate atlases were completed for each utility. CBBEL assisted the Village in setting up computers for use with the software and GIS database.

GIS, Huntley: Project Manager for preparation of GIS Base Maps and Utility Atlases for the Village of Huntley. The Village is in the process of setting up Village-Wide Base Maps for use in coordination of operations involving underground utilities. Utilized the current Village atlases, although outdated, to expedite the start-up of this project. Creating base maps comprised of information obtained from the McHenry and Kane County GIS Department. Performing QA/QC to make the data consistent with the existing Village address and street maps. CBBEL is creating atlases for the water, sanitary and storm infrastructure. Utility atlases for are being developed based on field observations with the use of GPS and conventional surveying methods. Our field crews are surveying the locations of all storm, sanitary and water structures for two of the quarter sections. Separate atlases are being completed for each utility. CBBEL is assisting the Village in setting up computers for use with the software and GIS database.

Chicago Water Partners, Chicago: Topographic survey and base drawing development for water main construction projects for approximately 150 streets from 2001 to present.

Travis Parry, MS, EI, CFMS4S
Sr. Water Resources Engineer

YEARS EXPERIENCE: 12
YEARS WITH CBBEL: 11

EDUCATION
Master of Science, 2001
Civil Engineering
Southern Illinois University

Bachelor of Science, 1999
Civil Engineering
Southern Illinois University

PROFESSIONAL REGISTRATION
Engineer Intern, IL, 061029157, 2000

CERTIFICATIONS
Certified Floodplain Manager
IAFSM

Certified Municipal Separate Storm Sewer System Specialist, #0160
EnviroCert International, Inc.

PUBLICATIONS
"Reservoir Management for Flood Control Using Simulated Annealing", Proceedings of the 2002 Conference of the Environmental and Water Resources Institute, ASCE. T. Parry and J. Nicklow, Roanoke, VA, May 19-22, 2002.

"Application of Simulated Annealing for Optimal Flood Control in Multi-Reservoir River Networks", Master's Thesis, Southern Illinois University. Travis M. Parry. Carbondale, IL. 2001.

PROFESSIONAL AFFILIATIONS
American Society of Civil Engineers
Environmental Engineering and Water Resource (EE&WR) Technical Group

Illinois Association for Floodplain and Stormwater Management

Water Resources Engineer responsible for water resources engineering studies and proposals that include floodplain/floodway delineation studies and permitting, stormwater management studies and permitting, flood control project feasibility and design studies, engineering review services and all phases of the National Pollution Discharge Elimination System - Phase II (NPDES-Phase II) permitting, and engineering review.

Computer modeling skills include: HEC-RAS, HEC-HMS, WSP-2, XP-SWMM, TR-20, TR-55, FLDWAV, DAMBRK, DWOPER, HEC-1, HEC-2, Hydra-flow, WMS, and HY-8.

Hanover Park Illicit Discharge Detection and Elimination Program, Hanover Park: Project Manager/Engineer responsible for all aspects of the project. Developed an Illicit Discharge Detection and Elimination (IDDE) program for the Village of Hanover Park (Village) to meet the requirements of the National Pollution Discharge Elimination System (NPDES) General NPDES Permit for Discharges from Small Separate Storm Sewer Systems. The IDDE program development consisted of the inspection of all outfalls located in the Cook County portion of the Village for physical indicators of pollution, sampling and testing of potential contaminants, preparation of policies and procedures for identifying, tracing and eliminating illicit discharges and a comprehensive final report.

Midas Automotive Illicit Discharge, Glendale Heights: Project Manager/Engineer responsible for all aspects of project. Assisted the Village of Glendale Heights (Village) with managing, monitoring, and coordinating the efforts required to maintain compliance with the Village's General NPDES Permit following the illicit discharge of contaminants to the Village's Municipal Separate Storm Sewer System (MS4) from the Midas Automotive facility. Onsite activities included assistance with tracing procedures, inspection of the automotive facility and impacted areas including storm sewers, open channels, and detention basins, monitoring of the environmental contractor and meetings with the Illinois Environmental Protection Agency and other stakeholders. Other activities included extensive coordination and preparation of a comprehensive final report of the incident.

Park Ridge Flood Study, Park Ridge: Project Manager responsible for management of stormwater studies, hydraulic and hydrologic modeling, public presentations, and conceptual design of proposed drainage improvement projects. The City of Park Ridge experienced severe, citywide flooding as a result of the September 2008 storm event. The 6 most impacted areas of the City were identified, the flooding causes determined and drainage improvements developed to reduce the risk of future flooding events. The results of the flood study, along with conceptual level exhibits and cost estimates, were summarized, prioritized and presented to the City Council. IDNR-OWR Dam Safety Permitting and Design

Grasslands Regional Flood Control Facility, Orland Park: Project Engineer responsible for the hydraulic and hydrologic modeling and calculations necessary to meet IDNR-OWR Dam Safety permitting requirements. The modeling included HEC-1 dam beach analysis and HEC-RAS floodwave routing. The Grasslands Flood Control Facility was designed to accommodate the detention required for the future development of nearly 50 acres of farmland and provide 100-year level flood protection for the downstream residential development that has been subjected to severe flooding on several occasions.

National Pollution Discharge Elimination System – Phase II: Provided comprehensive development of the Notice of Intent (NOI) and Yearly Reports necessary for more than 15 governmental clients to remain in compliance with the NPDES Phase II requirements. Services included coordination with the staff to determine current activities applicable towards the NPDES Phase II requirements, ordinance review for compliance with NPDES Phase II standards, provided technical assistance in determining appropriate BMP's for implementation and subsequent attainable measurable goals, assisted with development of procedures for reporting, tracking and investigating illicit discharges, developed maintenance and inspection forms for documentation of routine inspections and maintenance activities, development of storm sewer atlas, preparation of educational materials to be distributed to the public, participated in countywide Qualifying Local Program (QLP) meetings and input sessions, and developed comprehensive Stormwater Management Program Plans (SMPP) tailored to each MS4's NPDES program.

Doctor Marsh Wetland Complex, Orland Park: Project Manager responsible for the development of stormwater management and wetland enhancement applications for the Doctor Marsh. Proposed improvements include wetland and upland restoration, wildlife enhancements, and filling portions of a manmade channel. The Doctor Marsh is an existing wetland complex that has been degraded by the channelization of Spring Creek and an abundance of invasive species. The Village of Orland Park is developing an intensive and comprehensive plan to restore the area with native vegetation and provide habitat to wildlife, as well as allow access to their residents through a series of paths and other amenities that will tie into the Village's overall path system.

Benet Athletic Complex, Benet Academy, Lisle: Project Manager responsible for the stormwater management analysis and local permitting requirements for the development of a 10-acre agricultural site into an athletic field complex. Proposed deign included the use of a porous asphalt parking lot to meet local Best Management Practice and detention requirements. Seeking to expand both its parking and athletic practice facilities, the Benet Academy purchased and developed a 10-acre parcel just east of the main campus in Lisle, IL. The development consisted of multiple sporting venues including soccer and softball fields, tennis courts, a parking lot and detention facilities.

Windsor Drive Storm Sewer Improvements, Orland Park: Developed and calibrated an XP-SWMM hydrologic and hydraulic model for a 230-acre watershed that experienced severe flooding in the summer of 2003. The model was calibrated to observed watermarks and the design storm event was based on historical rain data. Using the model, several flood control alternatives were evaluated and a stormwater conveyance system was designed to provide an increased level of protection for residents in the Windsor Drive area.

Westwood Drive Storm Sewer Improvements, Orland Park: Developed and calibrated an XP-SWMM hydrologic and hydraulic model for a 220-acre watershed that experienced severe flooding in the summer of 2003. The model was calibrated to observed watermarks and the design storm event was based on historical rain data. Using the model, several flood control alternatives were evaluated and a stormwater conveyance system was designed to provide an increased level of protection for residents in the Westwood Drive area.

Old Orland Storm Sewer Improvements, Orland Park: Developed and calibrated an XP-SWMM hydrologic and hydraulic model for a 30-acre watershed that experienced severe flooding in the summer of 2003. The model was calibrated to observed watermarks and the design storm event was based on historical rain data. Using the model, several flood control alternatives were evaluated and a stormwater conveyance system was designed to provide an increased level of protection for residents in the Old Orland area.

Maycliff Storm Sewer Improvements, Orland Park: Developed and calibrated an XP-SWMM hydrologic and hydraulic model for a 290-acre watershed that experienced severe flooding in the summer of 2003. The model was calibrated to observed watermarks and the design storm event was based on historical rain data. Using the model, several flood control alternatives were evaluated and a stormwater conveyance system was designed to provide an increased level of protection for residents in the Maycliff area.

Orland Park Flood Risk Reduction Assessment, Orland Park: Performed a flood risk reduction assessment for the Village of Orland Park as a result of severe flooding that occurred in July of 2003. The study determined the extent of the flood damage through site visits to the impacted areas and close interaction with residents. Based on the findings, possible causes for the flooding and potential solutions to reduce the risk of future flooding were developed and provided to the Village along with conceptual cost estimates. Provided the Village with recommended changes to their Village Code, Land Development Code, and engineering review procedures to reduce the risk of future flooding throughout the Village.

Grasslands Detention Basin, Orland Park: Performed a stormwater detention analysis using the TR-20 hydrologic model for a future development to provide stormwater management and flood control for the Grasslands Subdivision that experienced severe flooding in July of 2003 as a result of undetained offsite stormwater. The design of the offsite detention basin incorporated the future development of 47 acres of offsite property and a reduced release rate to provide additional downstream protection.

Plymouth Place, LaGrange Park: Performed a stormwater detention analysis for a 19-acre redevelopment in LaGrange Park based on the requirements of the Metropolitan Water Reclamation District of Greater Chicago (MWRDGC). The design increased the amount of onsite detention to provide additional downstream protection and significantly reduced the amount of stormwater runoff draining to the Village's combined sewer system.

Ashford Court Storm Sewer Improvements, Orland Park: Developed a Hydra-flow model to evaluate flood control alternatives based on historical rain data for the 30-acre watershed. The alternatives analyzed allowed a stormwater conveyance system to be designed to reduce the risk of future flooding in the Ashford Court area.

Creekside Storm Sewer Improvements, Orland Park: Developed a Hydra-flow model to evaluate flood control alternatives based on historical rain data for the 30-acre watershed. The alternatives analyzed allowed a stormwater conveyance system to be designed to reduce the risk of future flooding in the Creekside Storm Sewer Improvement area.

Lynnsway Subdivision, Cedar Lake, IN: Performed a stormwater detention analysis for the 110-acre residential development in Cedar Lake, Indiana based on the Stormwater Management Ordinance of the Town of Cedar Lake. The analysis used the TR-20 hydrologic model to design

and size the proposed detention basins. The design also included an off-site tributary analysis and an HY-8 analysis for the proposed culvert crossing.

Shorewood Road Reconstruction, Grayslake: Performed Phase I and Phase II stormwater management analysis and storm sewer design for the reconstruction of Shorewood Road based on the Lake County Watershed Development Ordinance. The project included non-riverine floodplain and significant amounts of wetland areas. Modeling for the analysis included TR-20 and Hydra-flow.

Schaumburg Road Channel Enclosure, Schaumburg: Performed a preliminary stormwater analysis using a HEC-1 hydrologic model to design and size a storm sewer system capable of conveying the design storm of the pre-existing channel after enclosure without impacting upstream properties.

Stearns Road Corridor, Kane County: Performed a preliminary stormwater detention analysis for the Stearns Road Corridor using the TR-20 hydrologic model to design and size the proposed detention basins.

Brewster Creek Wetland Restoration, DuPage County: Performed a HEC-HMS hydrologic and HEC-RAS hydraulic analysis, as well as existing and proposed hydroperiod analysis, for the 55-acre wetland restoration project in support of DuPage County Stormwater Management Permit.

The Reserve Subdivision, Elgin: Performed the stormwater management analysis and compensatory storage design for the 44-acre development containing significant wetland and floodplain areas based on the existing and proposed TR-20 hydrologic and HEC-RAS hydraulic models. The analysis was prepared and submitted in support of a DuPage County Stormwater Management Permit.

Volo Residential Development: Performed a complete hydrologic and hydraulic analysis for the 167-acre residential development that contained significant amounts of depressional storage and wetland areas, as well as large off-site flows and Zone A Floodplain. The analysis included TR-20 and HEC-RAS modeling in support of a Lake County Watershed Development Permit.

The Morton Arboretum Stormwater Management Permits: Assisted with preparation of wetland, riparian, stormwater and floodplain submittals for DuPage County Stormwater Management Permits for projects within The Morton Arboretum. These projects included the Arbor Court and Maze Garden and P-19 Parking Lot Expansion.

Village of Orland Park: As a consultant to the Director of Engineering, reviewed stormwater submittals of selected projects for compliance with the Village Land Development Code.

Village of Willowbrook: As a consultant to the Village, reviewed stormwater submittals of selected projects for compliance with the Village Ordinance and the DuPage County Countywide Stormwater and Floodplain Ordinance.

Lake County Surveyor's Office (LCSO), IN: As a consultant to the LCSO, reviewed permit applications for compliance with the Stormwater Management and Sediment Control Ordinance.

Val Racich, PE
Senior Project Manager

YEARS EXPERIENCE: 27
YEARS WITH CBBEL: 7

EDUCATION
Bachelor of Science, 1986
Civil Engineering
Purdue University

PROFESSIONAL REGISTRATION
Professional Engineer, IL, 062049622, 1995

PROFESSIONAL DEVELOPMENT
Ethics in City Government, Ethics Training for CDA/OMP Contractors, Vendors & Employees

Bridge Condition Report Preparation Seminar, IDOT District 1 (1998)

Bridge Inspector's Training, Federal Highway Administration (1998)

InterGraph MicroStation, Harper College Continuing Education (1993)

GeoPak Seminar, CadSys Training Center (1992)

AutoCAD I and II, Illinois Technical College of Continuing Education (1991)

Professional Engineer experienced in civil engineering. Specializes in complex transportation engineering projects. Has completed many large multi-year designs for agencies such as IDOT and the Illinois State Tollway. As project manager, has the primary responsibility for producing complete, accurate and cost-effective bid documents. Has prepared plans, specifications and cost estimates for arterial roads including Clark Street in Chicago, interstates such as the Tri-State Tollway, the Elgin-O'Hare Expressway and the Chicago Skyway, as well as County and State highways and local streets.

Conducted traffic studies, traffic impact studies, accident analysis, intersection and interchange designs, cost and feasibility analysis of alternatives, value engineering, environmental studies, and related preliminary engineering studies. Past projects include IDOT Phase I assignments such as Palatine Road and Illinois Route 64 (North Avenue), county projects including Greenwood Road and Madison Street, and interchange feasibility studies for ISTHA. Has performed field assignments including resident engineering, topographic surveying, and bridge inspections.

CADD-drafting skills include use of MicroStation, GeoPak, and AutoCAD. Other engineering computer programs used include Highway Capacity Software (HCS), Hydroflow, and related utilities.

Balmoral Avenue (FAU 1034) Interchange at the Tri-State Tollway (I-294), Illinois State Toll Highway Authority, PSB 06-2 Item 5: Project Manager for Phase II of a project to construct a new northbound I-294 exit ramp at Balmoral Avenue in Rosemont, Cook County, Illinois. Based on the Phase I project development report, which was also prepared by CBBEL in order to obtain Federal funding participation, Mr. Racich developed contract plans, specifications and estimates for bid advertisement. The project included relocating approximately 240 feet of Mainline I-294 retaining wall and noise wall, outside shoulder, and drainage system in order to construct the northbound exit ramp and auxiliary lane; a fully automated ramp toll plaza; approximately 4400 feet of additional retaining walls; widening and reconstructing 0.56 miles of Balmoral Avenue from North Pearl Street to River Road; widening the Southbound I-294 entrance ramp presently located at Balmoral Avenue; and associated improvements such as traffic signals, enclosed drainage, street lighting, signing, pavement markings, and pedestrian facilities. Balmoral northbound exit ramp opened December 2011.

Harvard Street and Jackson Boulevard Improvements (DesPlaines Avenue to Harlem Avenue), Village of Forest Park: Project Manager with responsibility for development of contract documents. Based on the Phase I project development report, which was also prepared by CBBEL in order to obtain HPP and STP funding for this project, Mr. Racich prepared roadway and drainage designs for the reconstruction of Harvard Street and the rehabilitation of Jackson Boulevard. The project includes significant streetscaping elements such as new lighting, stamped and colored asphalt crosswalks, landscaped planters, and pedestrian benches. The project also features traffic calming measures including sidewalk "bump outs" at selected intersections, and highly visible crosswalks and parking stalls. Construction was successfully completed in 2009, and later streetscaping projects within the Village have been modeled on these improvement plans.

North I-94 (Tri-State Tollway) Reconstruction, IL 176 (Rockland Road) to IL 137 (Buckley Road), Illinois State Toll Highway Authority, PSB 05-4/Item 7: This project involves development of concept drawings from a Master Plan and contract documents for widening and reconstruction of the Tri-State in Lake County. Mr. Racich is Project Manager for the north 2.6 miles of Design Section 5414 (between IL 176 and IL 137) as well as for the drainage, erosion control and landscaping drawings for the south 2.5 miles of Section 5414 (between IL 60 and IL 176). The project includes geometric alternatives, roadway and drainage design, bridge widening and rehabilitation, modification of the Route 137 diamond interchange, fiber optic and utility relocations, and agency coordination. The southbound reconstruction contract was let and awarded in 2006 and was completed at the end of 2008. The northbound reconstruction plans were awarded in late 2008 and were completed before the end of 2009.

Wadsworth Road/Green Bay Road Intersection Reconstruction, Lake County Department of Transportation: Project Manager for the design of this add-lanes improvement of the signalized intersection of Wadsworth Road (CH 17) with Green Bay Road (IL Route 131), an SRA route. The purpose of this project is to relieve traffic congestion, reduce the local accident rate, and accommodate on-going land development in this part of Beach Park. This project involves geometric design, profile studies to minimize the improvement's impacts on 52 neighboring properties, traffic signal design, a Location Drainage Study, Plats of Highway, and coordination with the adjoining Waukegan Regional Airport. Phase I was completed by CBBEL in 2007 and Phase II started in August, 2008.

Lake Forest Oasis Access Ramp, Conway Park Owner's Association: Project Engineer for construction of a temporary access ramp from Field Drive, a Lake Forest Village street, to northbound I-94 via the Lake Forest oasis, in Lake County, Illinois. The purpose of this privately funded Tollway improvement was to bypass significant construction delays through the nearby IL Route 60 Interchange reconstruction. The access ramp opened for service in January, 2008.

71st Street Gateway Reconstruction, Burr Ridge, Illinois: Project Manager for the rehabilitation of Bridewell Drive and the reconstruction of 71st Street, with responsibility for plan development and contract documents. The purpose of this project is to provide a single Village corridor between County Line Road and Wolf Road, to relieve by-pass traffic through the residential neighborhood. A new three-span crossing of Flagg Creek will be constructed, incorporating Village Gateway elements in its design. This project involves geometric design, structural design for the Flagg Creek bridge and a retaining wall along I-55, floodway and wetland studies, and profile studies to eliminate the need for right-of-way takings. CBBEL secured Design Approval of the Phase I preliminary engineering in late 2008. Phase II engineering got underway in January, 2009.

Jason Souden, PE
Vice President, Head, Civil Engineering Design Department

YEARS EXPERIENCE: 22
YEARS WITH CBBEL: 19

EDUCATION
Master of Science, 1998
Civil Engineering, Transportation
University of Illinois at Chicago

Bachelor of Science, 1991
Civil Engineering, Structures
University of Illinois at Urbana-Champaign

PROFESSIONAL REGISTRATION
Professional Engineer, IL, 062050850, 1996

PROFESSIONAL AFFILIATIONS
American Society of Civil Engineers

Chi Epsilon Civil Engineering Honor Society

Illinois Road and Transportation Builders Association

Sigma Phi Delta Professional Engineering Fraternity

Head of Civil Engineering Design Department, which includes 10 civil engineers, 5 CADD technicians, 2 GIS specialists, and 1 landscape architect. Experience covers a wide variety of civil and structural engineering projects. Responsibilities include civil and structural engineering project management and design. Civil engineering experience includes design of highways, local roads, parks, stormwater management facilities, streambank stabilization projects, and utility projects. Also served as Resident Engineer on roadway construction and structural projects. Structural projects include design and inspection of bridges, parking garages, dams, spillways, retaining walls, and culverts.

TRANSPORTATION

I-94 North Tri-State Tollway Reconstruction PSB 05-4/7: QA/QC Manager for the widening and reconstruction of five miles of the Tri-State Tollway in Lake County. This project for the Illinois State Toll Highway Authority extends from IL Route 60 (Town Line Road) to IL Route 137 (Buckley Road) and includes ramp work at the Lake Forest Oasis, ramp reconstruction at the IL Route 176 (Rockland Road) and Buckley Road Interchanges, widening and rehabilitation of two I-94 bridges over railroads, substantial drainage improvements including replacement of all existing median storm sewers and cross culverts, a box culvert extension, removal and replacement of all signage and all interchange lighting, and relocations of fiber optic lines and underground utilities.

Balmoral Avenue Extension, Rosemont: Project Manager/Project Engineer for the extension of Balmoral Avenue from I-294 to O'Hare International Airport. The project involved carrying a five-lane roadway section over the Wisconsin Central Railroad and Mannheim Road; then underneath the airport's ATS system and connecting to Bessie Coleman Drive. The connection to Mannheim Road included IDOT standard entrance and exit ramp terminals, an auxiliary/weaving lane between the exit terminal and the ramp for eastbound I-190 and the redesign of the entrance ramp to eastbound I-190. The connection of southbound Mannheim Road to Balmoral Avenue included a fly under ramp below Mannheim Road. The project required Phase I and II design and involved coordination with IDOT, FHWA, City of Chicago, Department of Aviation, Village of Rosemont, Wisconsin Central Railroad, and the Federal Aviation Administration.

Delany Road, Lake County: Project Manager for the Phase I and Phase II design of the reconstruction/add lane project on Delany Road from Sunset Avenue to Wadsworth Road (2.6 miles). The project involved widening the existing two-lane rural roadway to a five-lane urban section. The portion of the road located in the floodplain was raised above the 100-year flood elevation and the culverts were redesigned to pass the 100-year event under the road. Compensatory storage and detention was designed in accordance with the Lake County Stormwater Management Commission's requirements. Significant coordination was required with the Forest Preserve as two of the detention basins and a bicycle underpass were located on the Forest Preserve's property.

Butterfield Road (South), Lake County: Project Manager for the reconstruction and widening of Butterfield Road from Huntington Drive to Ridgewood Lane. The Phase I and Phase II design scope included widening the existing two-lane rural section to a five-lane section with curb and gutter and an enclosed drainage system. The project also included the intersection design of IL Route 176 and Butterfield Road, an irrigated landscaped median and extensive soil remediation for a portion of the roadway being widened over an existing wetland. Permits were required from Lake County Stormwater Management Commission, the Army Corps of Engineers, IDOT and the Lake County Division of Transportation. This project received the APWA Transportation Project of the Year (over $10 million) in 2003.

Butterfield Road (North), Lake County: Phase II Project Manager for the reconstruction and widening of Butterfield Road from Bull Creek (north of IL Route 176) to IL Route 137 (Buckley Road). Scope of improvements included widening the existing two-lane rural section to a five-lane section with curb and gutter, storm sewer, watermain, sanitary sewer rehabilitation and replacement, detention facilities, median landscape planter and utility relocations. Project also included traffic signal modernization and improved channelization at the intersections of Butterfield Road and Winchester Road and Butterfield Road and IL Route 137; and new traffic signals and channelization at the intersection of Butterfield Road and Virginia Avenue. Permits were required from Lake County Stormwater Management Commission, the Army Corps of Engineers, IDOT and the Lake County Division of Transportation. Coordination was required with the public, individual homeowners, ICC/METRA for railroad crossing, and various agencies including IDOT, LCSMC, IEPA, and the Village of Libertyville.

North-South Tollway Extension I-355: Project Manager for the Phase II design of the southernmost section of the I-355 extension to I-80 from US Rt. 6 to I-80. Responsible for the design of Cedar Road over I-355 and I-80, as well as for the overhead signage and structures, erosion control, and the landscaping and pavement markings for the main line Tollway.

Big Timber Road, Kane County: Project Manager for the Phase I and Phase II design of the widening of Big Timber Road and relocation of Tyler Creek. The redesign includes widening the

two-lane rural cross-section to a four-lane rural section with 10' shoulders. The widening requires Tyler Creek to be relocated for approximately 1,000' and its confluence with Pingree Creek to be moved. The bridges over Tyler Creek and Pingree Creek are to be removed and a single structure constructed past the new confluence.

Green Bay / Wadsworth Road, Beach Park: Project Manager for the Phase I and Phase II design of the improvements to the intersection of Wadsworth Road and IL Route 131. In order to meet traffic demands of an adjacent development and raise the road above the floodplain the project was extended 3,000' to the west of the intersection on Wadsworth Road. Detention and compensatory storage was required in accordance with the Lake County Stormwater Ordinance.

Des Plaines River Road, Illinois Department of Transportation, PTB 108/42: Project Engineer for the Phase I design of 22,000 feet of River Road from Devon Avenue to IL Route 12. The project was designed for IDOT through the ECAD process, as a jurisdiction transfer to the City of Des Plaines. Nine IDS's, enhancing drainage and flood protection, and the addition of a center two-way left turn lane throughout the project limits were included. Right-of-way acquisition was required from 130-parcels including easements from the Cook County Forest Preserve District. Extensive coordination with the City and the public was required throughout development.

Madison Street, DuPage County: Project Manager for Phase I and Phase II design of improvements to Madison Street in Willowbrook, Illinois for the DuPage County Division of Transportation. The project included the reconstruction and widening of a two lane rural cross-section to a three lane cross-section with curb and gutter and an enclosed drainage system. Also required was detention and compensatory storage design in accordance with the DuPage Department of Environmental Concerns Stormwater Ordinance.

Bicycle/Multi-Use Paths: Involved in the design and project management of several bicycle or multi-use paths for Bensenville, Downers Grove, Naperville, Rolling Meadows, Schaumburg, and Lake County Forest Preserve.

MUNICIPAL

Lord Street Sewer Separation System, Phase 2, Elgin: Project Manager for the construction of a storm sewer separation system in Elgin. This project consisted of separating the storm and sanitary sewers from a combined sewer system on Adams, Homer, Orange, and Souster Streets near Grolich Park at the intersection of US Route 20 and IL Route 31. A 96" RCP was jacked in place under IL Route 20 to a new outfall of the storm sewer system into the Fox River. Upstream of the 200 foot long tunnel, the sewer pipe consisted of 430 feet of 10' by 5' box culvert, 2600 feet of 66" RCP, 1700 feet of 60" RCP and 1100 feet of 48" RCP and appurtenant structures. In addition, all of the streets where storm sewers were installed were reconstructed with a concrete base course for all street patches, removal and replacement of the HMA pavement surface, curb and gutter replacement, 8" and 6" DIP water main improvements where necessary, and parkway restoration.

Lord Street Sewer Separation System, Phase 1, Elgin: Project Manager for the construction of a storm sewer separation system in Elgin. This project consisted of separating the storm and sanitary sewers from a combined sewer system on Adams, Homer, Orange, and Souster Streets near Grolich Park at the intersection of US Route 20 and IL Route 31. A 96" RCP was jacked in place under IL Route 20 to a new outfall of the storm sewer system into the Fox River. Upstream of the 200 foot long tunnel, the sewer pipe consisted of 430 feet of 10' by 5' box culvert, 2600 feet of 66" RCP, 1700 feet of 60" RCP and 1100 feet of 48" RCP and appurtenant structures. In addition, all of the streets where storm sewers were installed were reconstructed with a concrete base course for all street patches, removal and replacement of the HMA pavement surface, curb and gutter replacement, 8" and 6" DIP water main improvements where necessary, and parkway restoration.

North/Porter Road Rehabilitation, Elgin: Project Manager responsible for day-to-day project management and point-of-contact, including oversight and development of design, permitting, construction document preparation, bidding assistance and utility coordination. This project included the replacement of existing water main with approximately 2,200 feet of 8" ductile iron water main, water service, valve vault and fire hydrant replacement, sanitary sewer repairs, street sign upgrades, pavement patching, sidewalk, curb and gutter and driveway removal and replacement and partial reconstruction and resurfacing of approximately 8,000 lineal feet of narrow, residential roadway. CBBEL's team provided full-range civil engineering services, including topographic survey, geotechnical investigation and sewer televising, preliminary design development, utility coordination, IEPA water and sewer permitting, preparation of Stormwater Pollution Prevention Plan (SWPPP), assistance with public involvement efforts, preparation of construction documents, bidding assistance and full-time construction engineering.

Pingree Road Reconstruction, Crystal Lake: Project Manager for federal Phase II construction bid documents for the reconstruction and widening of Pingree Road from Rakow Road to US Rt. 14. Services included topographic survey; preliminary site assessment for special waste; stormwater

management report including best management practices; construction plans, specifications, and construction cost estimates. This project utilized STP funding.

Foster Avenue, Roselle: Project Manager for engineering design, plan preparation and utility coordination services for improvements to Foster Avenue from Roselle Road to Sycamore Avenue (approximately 6,000 feet), plus an additional 2,000 feet of work on intersecting side streets. Work included pavement rehabilitation and resurfacing, construction of a concrete edge band along pavement, ditch grading, driveway and driveway culvert replacement, replacement of existing 6" ductile iron water main with new 6" and 8" PVC water main, sanitary sewer lining and miscellaneous drainage improvements.

Golf/New Wilke Road, Rolling Meadows: Project Manager for the reconstruction of the intersection of IL Route 58 (Golf Road) and New Wilke Road, totaling over 4.3 lane miles of new concrete pavement. The project included providing three exclusive through lanes in each direction, dual left turn lanes eastbound, and exclusive right turn lanes both eastbound and westbound on Golf Road. The traffic signal at the eastern project limits was removed and replaced, and along with the signal at New Wilke and interconnected to the Golf Road system. Other improvements include new storm sewer system, sidewalk, bike path, entrances, medians, short retaining walls, landscaping and lighting system relocation.

Sky Harbor Industrial Park, Northbrook: Project manager for improvements consisted of patching 1.5 miles and reconstructing 2.5 miles of the existing PCC pavement, entrance improvements, and seven miles of new sidewalk or carriage walk throughout the Park. The project was constructed over two seasons, being out to bid six months after project kick-off. Project required coordination with IDOT and Cook County Highway Department as the project abutted or was on County/State jurisdiction right-of-way. The residents, industries and business owners we brought into the decision making process throughout project development.

Cherry Lane - Western Avenue, Northbrook: Project manager for improvements included replacing 2 miles of the existing PCC pavement with HMA (bituminous) pavement, traffic calming elements, and entrance and sidewalk improvements. The project was constructed over two seasons, being out to bid six months after project kick-off. Project required coordination with IDOT and Cook County Highway Department as the project abutted or was on County/State jurisdiction right-of-way. The residents, industries and business owners we brought into the decision making process throughout project development.

Plum Grove Road, Rolling Meadows: Project Manager for Phase II engineering services for reconstruction, widening and intersection improvements of Plum Grove Road from Emerson Avenue to Aldridge Avenue, a distance of 2,800 feet (0.53 miles) as well as a new closed drainage system. Plum Grove Road was widened to provide two through lanes in each direction with dual left-turn lanes at the signalized intersections of Kirchoff Road and Euclid Avenue. Kirchoff Road was widened for dual right-turn lanes onto Plum Grove Road. Euclid Avenue was widened to provide additional storage for the left-turn lanes and to provide a southbound right-turn lane onto Plum Grove Road. Services included topographic survey, boundary, and right-of-way location; Traffic analysis; Geotechnical Investigation; Utility Coordination; Plat of Highway and right-of-way coordination; preliminary, pre-final and final plans, specifications and estimates.

North Broadway, Lombard: Project Manager for the Phase I and Phase II design of the reconstruction of North Broadway. The project included a large diameter (96" to 108") storm sewer system and pump station structure to accommodate future separation projects for the Village's combined sewer system. The street was reconstructed to Village standards with decorative lighting, a new sanitary sewer and new water main system. The adjacent concrete alleys were also improved to a concrete section design.

Hawthorn Parkway, Vernon Hills: Project Manager for the reconstruction of Hawthorn Parkway from Lakeview Parkway to Indian Wood Drive. The project included reconstructing the existing roadway to a 4-lane section with curb and gutter. Geometric deficiencies were corrected by providing proper horizontal curve radii and super-elevation. The existing Bear Lake dam was reconstructed to current IDNR-Dam Safety standards and included a 6-barrel box culvert with a cast-in-place labyrinth weir at the upstream end. Permits were required from IDNR-Dam Safety, Lake County Stormwater Management Commission, and the Army Corps of Engineers.

Walnut Lane, Schaumburg: Project Manager for Phase I and II design of the reconstruction of Walnut Lane from Bode Road to Schaumburg Road using STP funding. Project included pavement reconstruction, drainage improvements, an intersection design study and right-of-way acquisition.

Street Program, Rolling Meadows: Project Manager for Rolling Meadows annual street program including street reconstructions and resurfacing, drainage improvements, ADA improvements, utility repairs and replacements and traffic signal improvements. Street Programs are typically +/- $1 million in construction cost; 2006 program budget was over $4 million.

2009/2010 Street Improvement Program, Glendale Heights: Project Manager for Phase II engineering services of a project to rehabilitate over eight miles of residential streets located throughout the Village. Bonds were secured by the Village to complete $9.0 million of construction during a two year span. Scope of work included complete topographic survey, pavement analysis, culvert inspection, storm sewer and sanitary sewer improvements, and pavement rehabilitation recommendations. The 35 streets in the program were then designed for resurfacing, partial reconstruction or full reconstruction.

STRUCTURAL

Kress Creek Culvert Replacements: Project Manager for the design the replacement of 7 culvert locations on Kress Creek in West Chicago. One of the culvert crossings was under the Union Pacific's main east-west line. Because rail shut down was not an option, the 5 – 72" steel culverts were specified to be direct jacked behind a tunnel boring machine. Extensive coordination with the UP Railroad was required. L.J. Keefe Co. and Midwest Mole, both tunneling contractors, were consulted during the design process. Construction cost was $4.9 million.

Orchard Place Improvements, Des Plaines: Project Manager for the design of a new roadway and bridge replacement. The project consisted of the removal of an existing cast-in-pace arch bridge carrying Orchard Place over Willow Creek. The bridge was replaced with a double 28' Con-Span culvert with an architectural headwall and wingwalls. Decorative pedestrian lighting was then constructed on the headwalls. The roadway was extended from IL Route 72 under an existing bridge carrying the Northwest Tollway.

Forest Glen Bridge, Chicago: Project Engineer for a two-span, 84' overall length replacement structure over the North Branch of the Chicago River. Project included Phase I and Phase II Engineering services for CDOT.

Willow Creek Flood Wall, Rosemont: Project Manager for soldier pile/precast floodwall system for Willow Creek. An ADA accessible riverwalk was constructed and connected to adjacent riverwalks as part of this project. Due to the size of the project, it was divided into five phases. The project was permitted and partially funded by IDNR. COE and IEPA permits were also required.

Pogues Run Spillway, Indianapolis, IN: Design of a 500-cfs reinforced concrete weir/spillway and pedestrian bridge crossing at Pogues Run detention facility for a downtown development.

Redmond Reservoir Spillways and Pedestrian Bridges, Bensenville: Preliminary design and final design calculation check for two 120-foot-long reinforced concrete spillways with 65-70-foot-long pedestrian bridges crossing over each spillway.

PARKS AND SITE DESIGN

Libertyville Campus Master Plan, Lake County: Project Manager for the preparation of a Master Plan and Planned Unit Development (PUD) for the County's 175-acre Libertyville Campus, located on the northwest corner of Winchester Road and Milwaukee Avenue (IL Route 21). The Master Plan reflects current and future building, site, transportation, environmental and infrastructure needs to allow the County to continue to serve the County's constituents in an efficient and sustainable manner. Managed all field work, document preparation, meetings, presentations, and analysis to obtain approval of the Master Plan and PUD from the Village of Libertyville. Scope of Services included: Department Workshops/Interviews, Topographic/Boundary Survey, Land Planning: Site Access/Circulation, Building Footprints/ Parking, Analysis, Site Capacity/Impervious Ratios , Signage/Way Finding, Landscaping/Buffers, Zoning Analysis, Master Plan, Civil Engineering: Wetland Delineation, Stormwater Management and Detention, Analysis, Site Utility Analysis, Traffic Study, Cost Estimating; Environmental Services: Archeological Survey, Drain Tile Survey; Geotechnical Study and Planned Unit Development Documents.

Lake Nippersink, Lake County: Project Manager for design and permitting of improvements to Lake Nippersink just north of IL Route 120 near Round Lake, Illinois. LCFPD desired to create a natural and active recreational environment including fishing, hiking and picnicking. The major improvements to the lake included Limestone fishing nodes; 2 floating docks/gangways; 1 mile of natural bank stabilization and creation of an emergent shoreline planting zone with over 20,000 emergent plugs; removal of an existing land bridge; replacement of eight 24" culverts; over 900' of rock bank stabilization for shoreline fishing areas; installation of a precast concrete and steel carp guard on the lake's outlet pipes; and an aeration system. CBBEL prepared concept design alternatives and cost estimates. After the preferred alternate was selected, CBBEL prepared construction documents as well as all necessary hydraulic modeling to obtain the LCSMC permit for the proposed improvements.

Safety Town, Roselle: Project Manager for the preliminary design of a children's Safety Town in Roselle, Illinois. The facility included a 1,200 square foot brick classroom building, working traffic signal and railroad crossing signals, asphalt roadways, concrete sidewalks, 10 miniature brick buildings, decorative lighting and landscaping.

Main Street Streetscape, Roselle: Project manager for design and construction of new downtown streetscape improvements in the Village of Roselle. Scope of work involved new stamped colored concrete, precast concrete planters and seat walls, decorative lighting, site furniture and street resurfacing.

Parkside Park, Roselle: Project Manager/Construction Manager for the design and construction of Parkside Park. The project included storm sewer, stormwater detention and park facilities for the Village and Park District. A storm sewer system was constructed to connect a new downtown development to the new detention facility. Park features in the dry bottom pond included a concrete skate park, a little league baseball field and a Miracle League field. The Miracle League field was specially designed for ADA accessibility to allow handicapped children to play baseball. This project received the APWA Structure Project of the Year (under $2 million) in 2004.

179th Street, Orland Park: Project Manager for the expansion of the existing commuter station parking lot from 192 to 438 spaces. The design included construction of a bituminous parking lot with curb and gutter, landscaping, drainage, detention and lighting. The project was phased into two construction contracts to meet parking demands and fit Metra's available funding. The design, detention and landscaping were in accordance with the Village's code requirements.

Justice Community Park, Justice: Project Manager for the Phase II design of the reconstruction and realignment of 83rd Street. The project included the construction of a 150-stall parking lot adjacent to 83rd Street. The lot and pedestrian ramps will serve a future baseball stadium and park area. Water, sewer and electricity were designed and constructed for the future stadium and its concession stand. A substantial retaining wall system was designed and constructed to make up for the differences in grade between the road, parking lot and park.

Depke Juvenile Center, Lake County: Project Manager for the redevelopment of the Depke Juvenile Center. Improvements included realignment of entrance roadway, new parking lot, lighting, landscaping, detention, water quality improvements and utility relocations. Permits were required from Lake County Zoning Department, Lake County Stormwater Management Commission IDOT and IEPA.

STREAMBANK STABILIZATION

Lacey Creek Streambank Stabilization: Project Manager for the stabilization of several severely eroded sections of Lacey Creek in Downers Grove. Many of the areas involved old timber retaining walls that were rotting and failing. Stabilization techniques included replacing the failing timber walls with segmental concrete block walls and bank regrading and revegetation with native plants.

Buffalo Creek, Wheeling: Project Manager for the stabilization of 3,100' of Buffalo Creek using IEPA 319 Grant funding and local funds. The project included a combination of bio-engineering and structural stabilization techniques.

Willow Higgins Creek Relocation, O'Hare International Airport: Project Manager for the design of the relocation of Willow-Higgins Creek within O'Hare International Airport. The creek relocation was part of the overall O'Hare Modernization Program. 13,300' of the creek relocation was designed including 3,850' of concrete box culvert, 5,200' of vertical or gabion walls, and 4,250' of open channel section. Coordination was required with adjacent runway, roadway and utility relocation projects.

Salt Creek Streambank Stabilization, Rolling Meadows: Project Manager for three phases of streambank stabilization projects on Salt Creek. A comprehensive study of the entire 7.2 miles of creek was prepared to outline the areas of severe erosion, recommendations for repair and associated costs. Permits were required from IDNR and USCOE. Design included gabion basket walls and various bioengineering techniques. The project utilized various grant funding sources including IEPA 319 grants monies.

Long Lake Shoreline Stabilization, Lake County: Project Manager for the feasibility study and Phase II design on the shoreline stabilization of 1,300' of Long Lake in unincorporated Lake County. The existing shoreline bank was severely eroded from overland and roadway runoff and the wave/ice action of the lake. A combination of techniques was designed to permanently stabilize the bank including a submerged stone shelf with emergent/submergent vegetation, gabion basket, sheet piling and re-grading, and re-vegetating. Wetland enhancement was also a component of the project, which was partially funded through the IEPA 319 Grant Program.

David Vandervelde, PE
Senior Civil Engineer

YEARS EXPERIENCE: 48
YEARS WITH CBBEL: 14

EDUCATION
Bachelor of Science, 1976
Civil Engineering
University of Illinois at Chicago

PROFESSIONAL REGISTRATION
Professional Engineer, IL, 062035898, 1977

PROFESSIONAL AFFILIATIONS
American Council of Engineering Companies

Illinois Association of Highway Engineers

Joined Christopher B. Burke Engineering, Ltd. (CBBEL) in 1999 upon retiring from the Illinois Department of Transportation (IDOT) after more than 34 years of service. The majority of work at IDOT involved the coordination, review and approval of projects, both Federal Aid and Motor Fuel Tax, sponsored by County, City, Village and Townships. Experienced in project development, contract plans and project implementation procedures used by IDOT's Bureau of Local Roads and Streets provides for QA/QC on CBBEL's projects sponsored by local governments. Responsibilities include representing CBBEL as Village Engineer for Clarendon Hills, Indian Head Park and Palos Park while coordinating CBBEL work for Crest Hill, Orland Hills, Palos Hills and Moraine Valley Community College.

PROJECTS
Motor Fuel Tax (MFT): Reviewed and approved approximately 70 Local Agency MFT construction projects and 60 Local Agency MFT maintenance programs per year while a MFT Field Engineer.

Federal Aid Programs: Reviewed and coordinated with IDOT's central office for design approval of approximately 35 locally sponsored federally funded projects per year while a Federal Aid Program Engineer. Construction costs for these projects ranged from less than $100,000 to excess of $20,000,000.

Technical Advisory Committee to the Metropolitan Sanitary District: Represents the Cal Sag Watershed Planning Council as he serves on the Technical Advisory Committee to the Metropolitan Sanitary District for the new Cook County Watershed Management Ordinance.

IDOT
1989 to 1998: Reassigned as Motor Fuel Tax Field Engineer in DuPage County and Southwest Cook County. Responsibilities and accountabilities were identical to those of 1985 to 1986.

1986 to 1989: As Federal Aid Program Engineer in the Bureau of Local Roads and Streets, was accountable for the review and approval of all Project Development Reports and Contract Plans prepared by local agencies for highway projects involving Federal Highway Administration funding. This entailed supervising a staff of six engineers.

1985 to 1986: Assumed the position of Motor Fuel Tax Field Engineer in Will and southern Cook County. The position involved monitoring and approving locally sponsored road improvement contracts from inception to completion. Roadway design, geometrics and traffic control devices were reviewed for compliance with appropriate State and Federal laws and polices.

1976 to 1985: Upon graduation from the University of Illinois was responsible for the preparation of Phase I project development reports for roadway improvements for both IDOT projects and local agency projects. This involved both the preparation and review of intersection capacity analysis, right of way requirements, roadway geometrics, safety features, etc. Responsibilities included all facets of a highway project's development to the point of preparation of contract plans.

1964 to 1975: Excluding two years military service, was an Engineering Technician while attaining BS degree as a part-time student. Responsibilities were varied. Accountabilities included manual and machine traffic counts, District traffic forecaster and bridge inventory.

G. Michael Ziegler, PE, PTOE
Vice President, Head, Traffic Operations Department

YEARS EXPERIENCE: 28
YEARS WITH CBBEL: 18

EDUCATION
Bachelor of Science, 1984
Civil Engineering, Transportation
North Carolina State University

PROFESSIONAL REGISTRATION
Professional Engineer, IL, 062045853, 1990
Professional Engineer, IN, PE10910736, 2009
Professional Engineer, WI, 40597-006, 2009

CERTIFICATIONS
Professional Traffic Operations Engineer

Traffic Signal Technician Level II
IMSA

PROFESSIONAL DEVELOPMENT
2009 IDOT/ACEC Traffic Signal Design Guidelines (Developed and Presented)

2002 IDOT District 1 Traffic Signal Design Guidelines Seminar, Consulting Engineers Council of Illinois (Developed and Presented)

1999 IDOT District 1 Traffic Signal Design Guidelines Seminar, Consulting Engineers Council of Illinois (Developed and Presented)

Traffic Signal Design and Traffic Operations, Georgia Institute of Technology, Econolite Users Group, Eagle Users Group

Ethics in City Government, Ethics Training for CDA/OMP Contractors, Vendors & Employees

PROFESSIONAL AFFILIATIONS
American Society of Civil Engineers

Institute of Transportation Engineers

International Municipal Signal Association

Mr. Ziegler is a professional engineer experienced in transportation engineering. His background includes transportation studies and the design of numerous infrastructure improvements for State agencies, counties and several local municipalities. In addition, his experience includes serving as an adviser to our municipal clients on various traffic and transportation committees. Through his municipal experience, he understands the dynamics associated with municipal transportation systems and the need to balance modal demands. This includes accommodating pedestrian and bicyclists as well as a robust public transportation system.

ILLINOIS DEPARTMENT OF TRANSPORTATION

Des Plaines River Rd: Phase I: US Route 12 to Devon Avenue

Central Office, PTB 113-51: Signal Coordination and Timing (SCAT) Studies

Central Office, PTB 124-58: Signal Coordination and Timing (SCAT) Studies

Central Office, PTB 130-14: Signal Coordination and Timing (SCAT) Studies

Central Office, PTB 134-14: Signal Coordination and Timing (SCAT) Studies

Central Office, PTB 138-26: Signal Coordination and Timing (SCAT) Studies

Central Office, PTB 158-38: Signal Coordination and Timing (SCAT) Studies

Central Office, PTB 162-35: Signal Coordination and Timing (SCAT) Studies

District 1, PSB 91-07: Traffic Signal Design Services

District 1, PSB 95-07: Traffic Signal Design Services

District 1, PSB 99-09: Traffic Signal Design Services

District 1, PTB 111-14: Traffic Signal Design Services

District 1, PTB 164-10: Traffic Signal Design Services

District 1 Specialty Engineering Reports: Land Acquisition – Various/Various

LAKE COUNTY DIVISION OF TRANSPORTATION

Gilmer Road - Midlothian Road to IL Route 176: Phase I and II Adaptive Traffic Signal System, and Permanent Traffic Signal and Ethernet System Improvements (PASSAGE)

Aptakisic Road - Brandywyn Lane to Park: Phase II Adaptive Traffic Signal System, Permanent Traffic Signal Improvements (PASSAGE)

Cedar Lake Road – Hart Road to Rollins Road: Phase I and II Traffic Signal System, Permanent Traffic Signal and Ethernet System Improvements (PASSAGE)

IL Route 83 – North Avenue to Millstone Drive: Phase I and II Traffic Signal System Fiber Optic Interconnect and Ethernet System Improvements (PASSAGE)

US Route 12 (Rand Road) – IL 176 to Miller Road: Phase I and II Adaptive Traffic Signal System and Permanent Signal and Ethernet System Improvements (PASSAGE)

IL Route 120 (Belvidere Road) – IL 134 to US 45: Phase I and II Adaptive Traffic Signal System and Permanent Signal and Ethernet System Improvements (PASSAGE)

Wadsworth Road and Green Bay Road: Phase I and II, Intersection Design Studies, Temporary and Permanent Signal Improvements, Video Detection System and Ethernet System Improvements

IL Route 21 (Milwaukee Avenue) and Winchester Road: Phase I and II, Intersection Design Study, Intersection Widening, Temporary and Permanent Signal Improvements

COOK COUNTY HIGHWAY DEPARTMENT

99-8TSDS-03-ES: Traffic Signal and Electrical Engineering Design Services

01-8TSDS-05-ES: Traffic Signal and Electrical Engineering Design Services

03-8TSDS-06-ES: Traffic Signal and Electrical Engineering Design Services

09-8TSDS-08-ES: Traffic Signal and Electrical Engineering Design Services

12-8TSDS-12-ES: Traffic Signal and Electrical Engineering Design Services

KANE COUNTY DIVISION OF TRANSPORTATION

Randall Road – Dean Street to Main Street: Traffic Signal Modifications, Fiber Optic Interconnect and Ethernet Improvements

Randall Road – Red Haw to Binnie Road: Traffic Signal Modifications, Fiber Optic Interconnect and Ethernet Improvements

Randall Road Highway Safety Improvements: Traffic Simulation Modeling and Traffic Signal Modernization Plans.

MCHENRY COUNTY DIVISION OF TRANSPORTATION

Randall Road: Harnish Drive to Miller Road: Signal Coordination and Timing Study

Traffic Signal Timing Assistance and Review: Various

Chapel Hill Road and Bay Road: Intersection Channelization and Traffic Signal Installation

River Road and Miller Road: Temporary Traffic Signal Improvements

CITY OF NAPERVILLE

U.S. 34 (Ogden Avenue) and 5th Avenue: Intersection Design Study and Permanent Traffic Signal Improvements

111th Street and Thatcher: Permanent Traffic Signal Improvements and Signal System Interconnect

Brach/Brodie Property, IL Route 59 and 75th Street: Intersection Design Studies and Traffic Signal Improvements

Ondeo Nalco, Diehl Road and East Entrance: Permanent Traffic Signal Improvements and Fiber Optic Closed Loop System

OTHER PROJECTS

IL Route 60 (Townline Road) and Field Drive/Saunders Road, Lake Forest: Phases I & II, Intersection Design Study, Roadway and Traffic Signal Improvements

Kildeer Commons, U.S. Route 12 (Rand Road) and Quentin Road, Kildeer: Intersection Design Studies, Temporary and Permanent Traffic Signal Improvements and Fiber Optic Closed Loop System

IL Route 62 (Algonquin Road) and IL Route 58 (Golf Road), Rolling Meadows: Intersection and Traffic Signal Improvements with In-Pavement Lighting

IL Route 58 (Golf Road) and New Wilke Road, Rolling Meadows: Phase I and II Intersection Design Studies, Intersection and Traffic Signal Improvements.

Balmoral Avenue: Des Plaines River Road to N. Pearl Street, Rosemont: New Traffic Signal Installations, Fiber Optic Interconnect and Video Monitoring Improvements.

TAB 5

PROJECT UNDERSTANDING & SCOPE OF WORK

Christopher B. Burke Engineering, Ltd. (CBBEL) understands that the Village of Orland Park would like to improve 143rd Street from Will/Cook Road to Southwest Highway including the intersections of Wolf Road, 108th Avenue and West Avenue. The total length of the project is approximately 14,000 feet.

Existing 143rd Street is a two lane facility that has both rural and urban cross sections with a predominately ditch drainage system

CBBEL understands that the Village would like to improve 143rd Street to provide traffic signal modifications, additional lanes, storm sewer and drainage improvements, sidewalk and a multi-use path installation. CBBEL understands that this improvement will be funded utilizing STP dollars through the Southwest Conference of Mayors.

KEYS TO THE PROJECT

CBBEL has identified several keys to the project which we believe are critical to the successful completion of the project. A brief discussion of each key follows:

Familiarity and Prior Involvement with the Project – Because of our involvement with the 143rd Street Corridor, CBBEL is uniquely qualified to perform the engineering services required in this RFQ. For the past year Mr. Dave Vandervelde, Principal in Charge, has been involved in a majority of Orland Park's capital transportation improvements. More specifically Mr. Vandervelde has updated and coordinated approvals for the Phase I report for 143rd Street from Will-Cook Road to Wolf Road that was left incomplete after the suspension of the consultant originally contracted to obtain those approvals. Through that process, Mr. Vandervelde has become personally invested in the comprehensive plan for 143rd Street and in the accountabilities required to complete the implementation that plan. Dave has been integral in the Phase I process and coordination with IDOT, Village and other agencies in order to keep the project moving forward.

Intersection Design Studies – Intersection Design Studies (IDS) will be required for the intersections of 143rd Street at Wolf Road, 108th Avenue, West Avenue and Southwest Highway. Providing adequate capacity for future traffic volumes with the addition of an additional travel lane in each direction for 143rd Street in addition to appropriate auxiliary lanes while minimizing impacts to neighboring property owners will be a challenge. 143rd Street is a State route, which will be required to be reviewed by IDOT's Bureau of Programming.

Profile and Drainage – The existing roadway is elevated with respect to adjacent Forest Preserve District of Cook County facilities that occupies extensive portions of the property north of 143rd Street between 108th Avenue and Southwest Highway. The construction of addition travel lanes and a closed drainage system will require extensive coordination and permitting from County, State and Federal agencies.

PROJECT UNDERSTANDING & SCOPE OF WORK

Proposed Cross Section – The proposed four lane cross section with median will possibly require the need to obtain a number of design variances from IDOT/FHWA to implement an improvement that will not impact the Cook County Forest Preserve District property.

Plan Development and Construction Coordination – The availability of funding as the project proceeds will possibly dictate the need to implement this multimillion dollar project in stages. Coordinating the preparation of contract documents to minimize the construction impacts to the traveling public, homeowners and businesses adjacent the improvement will be a primary objective of the CBBEL team.

METRA Coordination – The close proximity of the METRA commuter rail line crossing of 143rd Street east of Southwest Highway will require extensive and timely coordination of any work required at the crossing itself and for the complex signal design required to coordinate the intersection traffic control and railroad crossing protection.

SCOPE OF WORK

Based on our understanding of the project, CBBEL proposes the following detailed Scope of Work.

PHASE I ENGINEERING

Task 1 – Data Collection: CBBEL will attend project kickoff meetings with the Village and IDOT to discuss the project objectives and to refine the project scope as necessary. CBBEL will collect, examine, review and evaluate data to be utilized for the Phase I Engineering study based on the requisite FHWA procedures due to the potential future federal project funding. This data will include at least the following base information:

- Traffic Counts at 143rd Street (12 hours counts)
- Crash Statistics
- Existing Private Utility Information
- Village Utility Atlases
- Microfilm Plans
- Existing Right-of-Way information (Plats)
- Survey Benchmarks
- All other information necessary for the Phase I Study

CBBEL will coordinate with the Chicago Metropolitan Agency for Planning (CMAP) for concurrence with 2040 traffic projections which will be required for this reconstruction project.

This task will also include preparation of Existing/Projected Traffic and Crash Analysis for the initial IDOT and FHWA coordination meetings.

Upon authorization to proceed, CBBEL will send a location map to all known private utility companies within the project area requesting their atlases or plans of their facilities within the project limits. CBBEL will add this information to the existing conditions plan and send it back to the utility companies for verification.

This task will also include the preparation of project Mosaics utilizing the information collected above and digital aerial photography of the project area. The mosaics will include at least existing right-of-way information, street names, and pertinent land use information, for early project coordination efforts as well as other public involvement activities.

Task 2 – Topographic Survey: CBBEL will perform a full topographic survey of the project area for use in both the Phase I Engineering Services and subsequent Phase II Engineering Services.

CBBEL will perform the following survey tasks:

Horizontal Control: Utilizing state plane coordinates, CBBEL will set recoverable primary control utilizing our GPS equipment.

Vertical Control: CBBEL will perform a level circuit throughout the entire length of the project establishing benchmarks and assigning elevations to the horizontal control points.

Existing Right-of-Way: CBBEL will establish the existing right-of-way of the roadways within the project limits based on monumentation found in the field, plats of highways, subdivision plats and any other available information.

Topographic Survey: CBBEL will field locate all pavements, driveways, curb and gutters, pavement markings, signs, manholes, utility vaults, drainage structures, driveway culverts, cross road culverts, etc.

Cross Sections: CBBEL will survey cross sections along the project limits at 100' intervals, at driveways, and at all other grade controlling features.

Utility Survey: All existing storm and sanitary sewers will be surveyed to determine rim and invert elevations and pipe sizes. Above ground facilities of any additional underground utilities including water main, gas, electric, cable, etc. will also be located.

Tree Survey: CBBEL will locate all trees over 6 inches in diameter within the existing right-of-way and ultimately the proposed right-of-way for the project in order to assess potential tree impacts, if any, associated with the project. The located trees will be identified by species and the size and condition determined as appropriate.

Base Mapping: CBBEL will compile all of the above information into one base map representative of existing conditions of the project corridor for use in all engineering work in developing the proposed improvements.

Task 3 – Geotechnical Investigation: Based on the scope of work, a Geotechnical Investigation will be prepared for this project to determine if any specific remedial measures are required for the underlying pavement subbase and to evaluate potential pavement and subgrade remediation options for documentation purposes in the PDR. CBBEL will subcontract this work to Testing Services Corporation (TSC). This information will be used in developing the typical pavement section during Phase I Engineering and will be fully salvageable for Phase II Engineering work as well.

Task 4 – Environmental Coordination: CBBEL will perform an initial biological and cultural resource database search via the IDNR "Eco-CAT" website and submit the results to IDOT (as/if required) for processing in accordance with the recently updated Environmental Survey Request Form (ESRF) procedures for federally funded projects being coordinated through IDOT-Local Roads.

Huff & Huff will review the CERCLIS/UST-LUST/RCRA Special Waste Databases to determine if a Special Waste Study (PESA) is required. Based on the results of the PESA it will be determined if a PSI is required.

Trees within the project area will be located and sized as part of the survey task, and evaluated with respect to species and health as part of this task, during the field reconnaissance.

Task 5 – Utility Evaluation: CBBEL will prepare an Existing Drainage Plan and a Proposed Drainage Plan. Based on past experience with IDOT, a formal Location Drainage Study will be required.

In addition, CBBEL will evaluate existing sanitary sewer and water main within the project limits.

Task 6 – Roadway Geometrics: CBBEL will prepare preliminary and final geometry including proposed horizontal and vertical geometry, templated existing/proposed cross sections and a right-of-way/easement assessment for the project. Based on the scope of work anticipated for the project, development of several distinct geometric alternatives is not anticipated to be required for this project. The traffic and crash analysis completed under Task 1, and the capacity analysis completed under Task 7 will be utilized to identify improvement needs.

CBBEL will prepare preliminary plan and profile sheets showing existing and proposed horizontal and vertical geometry at a scale of 1"=20'. The proposed geometry will be set to meet design criteria for federally funded projects and to avoid or minimize right-of-way and easement requirements. Typical sections for the proposed improvement will be developed concurrently.

Existing and proposed cross-sections will be templated at 100' intervals and at all side streets, driveways and other grade controlling features to determine right-of-way and easement requirements, wetland impacts (if present), ditch locations and drainage patterns, and to fine-tune the proposed vertical geometry. Existing conditions cross-sections will be developed utilizing the topographic survey performed by CBBEL. These cross-sections will show existing right-of-way, existing grade, proposed grade (top surface only) and proposed right-of-way and easements where necessary.

During this task, it is expected that preliminary plan, profile, and cross sections will be coordinated with the Village and IDOT for their concurrence and/or comment. At the end of this task the project team will have completed preliminary geometry and identified the proposed project limits including the right-of-way acquisitions and easements necessary for the construction of the proposed improvement.

Task 7 – Pavement Design: This task includes a determination of pavement design requirements in consultation with the Village based on the Geotechnical Investigation above. The result of this task is development of the final typical section for the project.

Task 8 – Traffic Maintenance Analysis: CBBEL will identify the recommended construction staging methodology for coordination with project stakeholders and for presentation at the anticipated Public Meeting. The construction staging methodology will address the maintenance of access points during

construction for residences and businesses that are potentially adversely affected by the construction activities.

Typical stage construction cross sections and plan exhibits will be developed to clearly depict the recommended construction staging methodology.

Task 9 – Intersection Design Study's (IDS): This task will consist of developing an IDS for the existing intersections to reflect intersection geometry and operations. The IDSs will be prepared at a scale of 1"=50' using survey and topographic survey data and the traffic data from Tasks 1 and 2. The IDS will include the following:

a. Intersection capacity analyses for AM and PM peak hour design year traffic volumes
b. Existing and projected peak hour volumes
c. Existing and proposed intersection geometrics
d. Proposed signal layout
e. Elements controlling design
f. General notes

The IDSs will be submitted to IDOT for review. Any review comments by IDOT will be incorporated into the final IDSs and submitted to IDOT for formal approval. A traffic signal warrant will be prepared separately.

Task 10 – Public Involvement/Coordination: This task will focus on overall project coordination including communicating with the local stakeholders along the project, the general public, the Village, and other agencies as required. The local stakeholders include all residents and businesses along or adjacent to the 143rd Street corridor that could be affected by this project, whether permanently or during construction only due to access. It is assumed that a Public Information Open House will be held at the Village Hall to allow the project stakeholders and the general public an opportunity to review and discuss the results of the Phase I study with CBBEL and the Village staff. CBBEL will develop the exhibits and handout materials for the Public Information Open House which is anticipated to include aerial exhibits to illustrate the scope of the improvement, colored exhibits to illustrate proposed right of way impacts (if required) and written handouts that describe the overall project. The aerial exhibits will consist of the proposed improvements shown on the color digital orthophotographs at a scale of 1"=20'. This task also includes all other coordination activities for the project including project status meetings with the Village's project staff and other departments as required, individual property owners to resolve specific project issues, and outside agency coordination including IDOT, CMAP, FHWA coordination meetings, and meetings/presentations to the FPDCC as required. Meeting minutes will be prepared for all meetings for the project record and PDR.

Task 11 – Project Development Report: This project will require completion of a Phase I Engineering Report in accordance with IDOT BLR Form 22110-Local Project Development Report (PDR) for Group II Categorical Exclusions, and coordinated with IDOT and FHWA for review/approval. This task includes

development of the PDR, and all support exhibits, for initial review by IDOT and FHWA, and for coordination with the Forest Preserve District of Cook County (FPDCC) and IDOT as required/appropriate.

PHASE II ENGINEERING

Task 1 – Prefinal Contract Documents and Cost Estimate (65% Submittal): On the basis of the approved PDR, CBBEL will prepare preliminary contract documents consisting of plans, specifications, estimate of time, status of utilities to be adjusted and an estimate of construction cost. The plans will be prepared in accordance with all Village, and IDOT design criteria for the appropriate road classification.

The preliminary plans will include the following sheets:

Sheet Title
Cover Sheet
General Notes
- Including Village/IDOT standard notes and additional major notes to clarify project's intent and define incidental items

Alignment, Ties and Benchmarks sheet
Typical cross sections that are
- Complete and comprehensive
- Extending from ROW to ROW
- Clearly describe improvement

Summary of Quantities
Maintenance of Traffic Plans/Typical Sections
Existing Conditions and Removal Plans showing
- Existing topography, drainage structures and sewers and other utilities
- Items to be removed or adjusted
- Existing property lines and street addresses

Roadway Plan and Profile sheets showing above and
- Proposed horizontal and vertical alignment
- Proposed edge of pavement, curb and gutter, driveways, and sidewalks

Utility Plan and Profile sheets
- Any proposed drainage and utility structures and pipe in plan and profile
- Existing utilities to remain in place

Intersection Detail Plan
- For all major intersections
- Provide additional grades at islands, radii and other locations

Landscaping Plans and Details
Traffic Signal Plans
- Cable Plan
- Phase Designation Diagram
- Emergency Vehicle Priority System Plan
- Video Detection Details and General Notes
- Mast Arm Mounted Street Name Signs
- Grounding Details
- Schedule of Quantities
- Structural Plans (Retaining Walls, Culverts, etc.)

Erosion Control Plans and Details
Construction Details
Cross Sections
- Sufficient in number to approximate cuts and fills (50' intervals plus driveways)

- Sufficient in number to verify ROW needs.
- Through driveways to determine proposed slopes and identify need for temporary construction easements
- Sufficient in number to delineate drainage patterns

CBBEL will use IDOT standard pay items or Village standard special provisions where applicable. Otherwise, project-specific special provisions will be written as needed. Plans, special provisions, and the estimate of cost will be submitted to the Village and IDOT for review.

CBBEL will also make any required submittals to IEPA to meet NPDES requirements. A set of pre-final plans will be submitted to utility companies for verification of facilities.

Task 2 – Right-of-Way Acquisition: CBBEL will hire Santacruz Associates, Inc. to provide right-of-way acquisition services including appraisals, review appraisals and negotiations for any easements or permanent right-of-way takes in accordance with State and Federal requirements.

Task 3 – Permitting: CBBEL will apply for and obtain all required permits for the improvements. These may include stormwater, wetland impact permitting, utility and other permits.

Task 4 – Final Contract Documents and Cost Estimate (95% Submittal): Upon meeting with the Village staff and IDOT to review their comments on the preliminary submittal, CBBEL will revise and finalize the contract documents and cost estimate. During this task the exact letting date will be determined and an estimated construction schedule will be provided.

Task 5 – Bidding Documents and Final Cost Estimate (100% Submittal): CBBEL will make the final revisions to the pre-final submittal based on the Village's, FPDCC's, and IDOT's final review comments and the resident's input from the public hearing. The requested number of copies of plans and specifications will be submitted to IDOT and the Village. A final estimate of cost and estimate of required working days will also be submitted. In addition to printed copies, we will provide the plans, specifications and estimate to the Village in electronic format. CBBEL will make application and obtain all required permits.

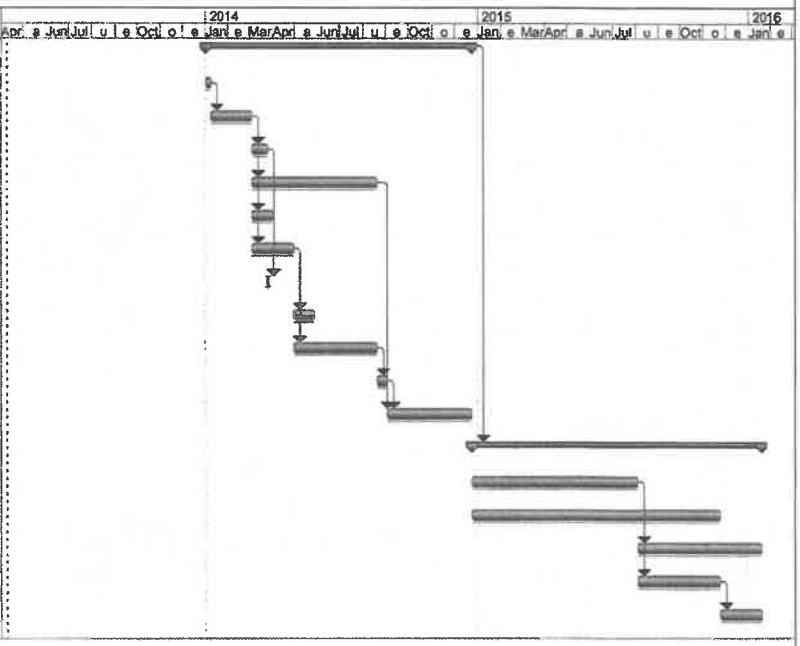
TAB 6

SCHEDULE

Based on our experience with similar federally funded projects, the Phase I engineering typically takes 12 months and Phase II engineering and right-of-way acquisition takes approximately 12 to 14 months. With a start date of January 2014 this would allow for an early 2016 letting and a spring 2016 construction start date.

143rd Street Improvements

ID	Task Name	Duration	Start	Finish
1	**Phase I**	**255 days**	**Wed 1/1/14**	**Tue 12/23/14**
2	Data Collection	1 wk	Wed 1/1/14	Tue 1/7/14
3	Topographic Survey	2 mons	Wed 1/8/14	Tue 3/4/14
4	Geotechnical Investigation	3 wks	Wed 3/5/14	Tue 3/25/14
5	Environmental Coordination	6 mons	Wed 3/5/14	Tue 8/19/14
6	Utility Evaluation	4 wks	Wed 3/5/14	Tue 4/1/14
7	Roadway Geometrics	8 wks	Wed 3/5/14	Tue 4/29/14
8	Pavement Design	2 days	Wed 3/26/14	Thu 3/27/14
9	Traffic Maintenance Analysis	4 wks	Wed 4/30/14	Tue 5/27/14
10	Intersection Design Studies	4 mons	Wed 4/30/14	Tue 8/19/14
11	Public Involvement/Coordination	2 wks	Wed 8/20/14	Tue 9/2/14
12	Project Development Report	4 mons	Wed 9/3/14	Tue 12/23/14
13	**Phase II**	**280 days**	**Wed 12/24/14**	**Tue 1/19/16**
14	Prefinal Contract Documents	8 mons	Wed 12/24/14	Tue 8/4/15
15	Right-of-Way Acquistion	12 mons	Wed 12/24/14	Tue 11/24/15
16	Permitting	6 mons	Wed 8/5/15	Tue 1/19/16
17	Final Contract Documents	4 mons	Wed 8/5/15	Tue 11/24/15
18	Bidding Documents	2 mons	Wed 11/25/15	Tue 1/19/16



Project: Schedule
Date: Tue 4/9/13

Task
Split
Progress
Milestone
Summary
Project Summary
External Tasks
External Milestone
Deadline

TAB 7

HUFF & HUFF, INC

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

The diversity of the firm's expertise allows effective solutions for clients. Wastewater, water quality, wetlands, groundwater remediation, air pollution, water pollution, hazardous waste, waste management, noise & vibration, NEPA documents, environmental site assessments, underground storage tanks, and risk assessments are all areas where H&H routinely provides engineering services. For 32 years H&H has maintained this diversity in environmental experience.

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

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

FIRM BACKGROUND INFORMATION

Testing Service Corporation (TSC) has a recognized reputation for provision of professional engineering services. Since our 1954 incorporation, the firm has completed more than 80,000 projects, primarily throughout Central and Northern Illinois. The corporate project list includes large scale residential, commercial, retail and industrial development, as well as medium to large scale structures. Public infrastructure items such as roadways, bridges, tunnels, underground and earth retention systems are also included.

TSC operates from its corporate headquarters in Carol Stream, Illinois. Our firm has branch facilities in Bloomington, DeKalb, Gurnee, Rockford and Shorewood, Illinois. TSC employs a staff of more than 125 people, including 15 Professional Engineers and Geologists. Our Geotechnical Engineering and Material Engineering operational groups are supported by Laboratory and Drilling departments. These four departments can operate together or independently depending on client/project specific needs.

Geotechnical Engineering (GEO) - TSC has practiced geotechnical engineering since its 1954 incorporation. Our professional engineers have developed recommendations for standard spread footings, as well as deep foundations including driven piles and caissons. Lateral earth pressure criteria has been developed for evaluation and design of temporary and permanent support systems for deep excavations and tunnels. Data from inclinometers and Menard pressuremeters is regularly employed by TSC's geotechnical staff. In addition, our geotechnical staff is well experienced in roadway/ infrastructure projects.

Construction Materials Engineering (CME) - Our CME department is staffed by about 80 personnel including eight (8) Professional Engineers. TSC technicians provide testing, observation and sampling services for soils, Portland cement and bituminous concrete, structural steel and roofing materials on construction projects. The following list highlights major field and laboratory construction materials services that are routinely provided by TSC's Construction Materials Engineering group:

Technicians receive appropriate training for the services they are required to perform. Field technicians assigned to various projects are certified and well versed in project specific requirements and information. TSC has in-house capability to provide technicians with the radiation safety training necessary for Nuclear/Moisture Density Gauge operators. Regular training for Structural Steel NDT Technicians (Certified to SNT-TC-1A for UT, Mt and PT), Illinois Department of Transportation QC/QA - Levels 1, 2 & 3, and Portland cement concrete testing using American Concrete Institute materials are elements of the continuing training provided our technicians.

TSC maintains and operates a dedicated pick-up van service for field samples. The personnel who perform this function are trained in ACI standards for handling of freshly cast concrete samples. There is a charge for this service. However, responsible and expedient treatment of sample materials makes this service a value.

Laboratory - The physical materials testing laboratory at TSC's location in Carol Stream is the largest of its type in the state of Illinois. TSC's Bloomington branch office is also equipped with a full-service physical materials testing laboratory. TSC's laboratory is an active participant in the National Voluntary Laboratory Accreditation program. The firm is a member of the American Council of Independent Laboratories.

Drilling - TSC owns, operates and maintains a drill fleet of 13 units. These drills have a wide range of configurations and access capacity including truck, rubber tire and track mounted All-Terrain Vehicle

(ATV), skid and tripod. Drill supervisors are licensed, well drillers and crews have the OSHA 40-Hour Health & Safety training.

TESTING SERVICE CORPORATION (TSC)

i. Age of Business: 58 years

ii. Officers of Company (Executive Officers):
Thomas J. Morris, PE – President
Charles R. DuBose, PE – Vice President
Michael V. Machalinski, PE – Vice President
Michael Geroulis – Treasurer
Michael D. Billings – Corporate Secretary

iii. Annual Volume of Similar Work: $10,000,000

iv. Current Capacity: $9,600,000 per IDOT prequalification letter

v. Listing of Existing Suits, Claims, or Pending Judgments: None

Santacruz Associates

2340 South River Road · Suite 111 · Des Plaines, IL 60018
847.251.5800 · 847.813.9933 (fax) · jsteve@santacruz-associates.com

ABOUT THE COMPANY

Santacruz Associates specializes in providing real estate consulting and legal services. The firm was founded in 1992 and has been helping its clients focus on solutions to achieve the most favorable possible outcome for their businesses and situations. The firm provides the most professional and personal hands-on service and a broad base of business and legal experience and creativity to its clients.

Santacruz Associates has developed a specialized practice of negotiating and acquiring parcels of land for right-of-way use by governmental bodies in roadway construction and other public infrastructure projects. We have worked extensively with the Illinois Department of Transportation, Cook County, Will County and other local municipalities in facilitating property owners through the acquisition process with great success.

Santacruz Associates has developed its own proprietary database software overlay solely for the negotiation of right-of-way which provides for precise efficiency in the handling of each file, as well as excellent tracking of our progress and consistent documentation of every conveyance or condemnation referral. Our cordial and respectful contact with property owners has been our single greatest asset in settling a high ratio of our assigned files without the need for condemnation litigation.

J. Steve Santacruz, J.D., C.P.A.

J. Steve Santacruz founded the firm after spending several years working as an associate for a law firm specializing in real estate transactional work. Steve has negotiated the acquisition of over 500 parcels of right-of-way for various public agencies and is approved by IDOT – District 1 as a fee negotiator. During his career, Steve had served as General Counsel for a commercial real estate development and management firm: Continental Offices Ltd. He is a member of the American, Illinois and Chicago Bar Associations, as well as a member of the International Right of Way Association (IRWA). Steve is also an Illinois licensed real estate broker.

Ed Santacruz

Ed Santacruz joined the firm in 2008 assisting in right of way acquisition. Ed has worked on numerous right of way parcels and is approved by IDOT – District 1 as a fee negotiator. Ed gained his real estate experience working for a commercial real estate property management firm and in the mortgage lending business as a mortgage broker and senior accountant. In addition, Ed holds a California license as a real estate salesperson.

Our firm is certified as a Disadvantaged Business Enterprise (DBE) by the State of Illinois, Department of Transportation and a Minority Business Enterprise (MBE) with the City of Chicago and Cook County.

Santacruz Associates
2340 South River Road · Suite 111 · Des Plaines, IL 60018
847.251.5800 · 847.813.9933 (fax) · jsteve@santacruz-associates.com

REFERENCES

Sheila Derka
Illinois Department of Transportation
Chief Negotiator
201 Center Court
Schaumburg, IL 60196
847-705-4291

Greg Busey
Illinois State Toll Highway Authority
Manager of Land Acquisition
2700 Ogden Avenue
Downers Grove, IL 60515
630-241-6800 x3950

George Catalano
Will County Division of Highways
Project Manager
16841 West Laraway
Joliet, IL 60433
815-727-8476

Vito P. Sammarco
Village of Elk Grove Village
Assistant Director of Community Revitalization
901 Wellington Avenue
Elk Grove Village, IL 60007
847-357-4248

Our firm is certified as a Disadvantaged Business Enterprise (DBE) by the State of Illinois, Department of Transportation and a Minority Business Enterprise (MBE) with the City of Chicago and Cook County.

Expertise. Quality. Integrity

BB&A TRANSPORTATION SERVICES

Bowman, Barrett & Associates, Inc., Consulting Engineers

Bowman, Barrett & Associates' engineers provide feasibility, preliminary, final and post design services for clients that include state and local government agencies, municipalities, freight and passenger railroads, contractors and developers. BB&A employs a staff of over 65 professionals with exceptional credentials covering all aspects of planning, design and construction management. Our multi-disciplined teams have earned an outstanding reputation throughout the industry. BB&A has developed a track record of expertise in handling projects that vary in size and complexity - developing cost-effective constructable solutions for our clients.

HIGHWAYS

Intersection & Interchange Design Studies
Freeway Planning & Design
Highway/Arterial Streets Planning & Design
Context Sensitive Solutions
Traffic Management Plans
Hydraulic Modeling & Drainage Design
Retaining Wall & Specialty Structure Design
Signing & Lighting
Construction Services

Dan Ryan Expressway - Chicago, IL

Hillside Road Bridge—Naperville, IL

BRIDGES

Bridge Inspections
Bridge Condition Assessments & Load Ratings
Bridge Planning & Design
Bridge Rehabilitation
Design-Build Services
Value Engineering/Cost Estimating
Construction Services

RAILROADS

Trackwork
Structure Inspection & Condition Assessment
Rehabilitation
Planning & Design
Retaining Wall Evaluation/Rehabilitation & Design
Value Engineering/Cost Estimating
Construction Services

Norfolk Southern Bridge over Beaver River
New Brighton, PA

Bowman, Barrett & Associates, Inc.• 130 East Randolph • Suite 2650 • Chicago, IL 60601• www.bbandainc.com

BOWMAN, BARRETT & ASSOCIATES INC.

CONSULTING ENGINEERS

108th/159th Street Improvements

Client
Metra

Location
Orland Park, Illinois

Project Description

Bowman, Barrett & Associates Inc. (BB&A) was retained by Metra for the construction management of the reconstruction, widening and reprofiling of 108th Avenue between 153rd Street and 161st Street and the reconstruction and reconfiguration of the intersection at 108th Avenue and 159th Street in Orland Park. These improvements enabled better traffic flow to the new Orland Park Commuter Station.

On 108th Avenue, the road was completely removed and portions were lowered over 12' to eliminate poor line-of-site issues. To facilitate this change, extensive earth excavation was required, all local utilities were relocated, decorative retaining walls were added, the existing storm sewer system was replaced and new roadway lighting was installed.

At the intersection of 108th Avenue and 159th Street, both roadways were reconfigured, widened and repaved with the addition of center turning lanes. New modern traffic signals were also added along with a new drainage system, guardrail and ditch slopes. This intersection is very busy and includes both the local high school and middle school at the southwest corner. Any and all work done at the intersection had to be coordinated with the school district and carefully staged as to not adversely affect the traffic, and in turn, school bus scheduling.

This project also involved heavy coordination with nearby homeowners associations and the Cook County Highway Department, owner of the Right of Way.

A protected marsh area at the north end of the job required an environmental impact study and subsequent changes to the drainage and temporary silt/erosion control measures.

At the time of construction, a townhome development was being built nearby which was not taken into account on the contract drawings. This led to a design-build of the storm sewer at the south end of the job which included the watershed of brand new roads being constructed concurrently with those within the project limits.

BOWMAN, BARRETT & ASSOCIATES INC.

CONSULTING ENGINEERS

MICHAEL BROUCH, PE
MAINTENANCE OF TRAFFIC

Mr. Brouch joined **Bowman, Barrett & Associates Inc.** as a field engineer in 2008 after graduating from Valparaiso University. Some of his experience with the firm includes the following projects:

- **Jane Addams Memorial Tollway (I-90) from US 20 to Elgin Toll Plaza, Kane County, Illinois**
  Client: Illinois Tollway
  Civil Engineer for the Phase I study and Phase II design plans and specifications for the reconstruction of the Jane Addams Memorial Tollway. Project involves construction contracts for the widening of the westbound mainline median shoulder to accommodate future maintenance of traffic, and the reconstruction and widening of the mainline freeway from two lanes in each direction of travel to three lanes.

- **PTB 152/4 I-80 (Grundy County Line to US 30), Will County, Illinois**
  Client: Illinois Department of Transportation
  Structural Engineer for the inspection of mainline and overhead structures. Project scope includes visual inspection of superstructure, sounding of substructure elements, documentation of findings and preparation of Bridge Condition Reports. Responsible for conducting inspections and calculating quantities to be included in Bridge Condition Reports.

- **PTB 152/4 I-80 (Grundy County Line to US 30), Will County, Illinois**
  Client: Illinois Department of Transportation, District 1
  Civil Engineer for Phase I study of near-term improvements of the bridges, roadway, and interchanges of sixteen miles of I-80. The Phase I study identified potential near-term pavement and bridge rehabilitation as well as other safety and operational improvement needs to extend the useful life of I-80 and improve safety. Responsible for development of the Transportation Management Plan to manage traffic conditions during construction of the near-term improvements.

- **I-06-5220: SB I-294 Mainline Roadway Widening & Reconstruction, Des Plaines River to Dempster Street, Cook County, Illinois**
  Client: Illinois State Toll Highway Authority
  Field Engineer for the widening and reconstruction of SB I-294 from MP 42.5 to MP 44.2. Project scope includes removal, replacement and new profile of three existing traffic lanes and the addition of a fourth lane, reconstruction and repair of six bridge structures, new lighting, new drainage, earth excavation and embankment. Responsible for providing construction inspection, documentation and quantity calculations, particularly for maintenance of traffic, electrical, drainage, paving, and earthwork items.

- **RR-07-5529 Bridge Rehabilitation Tri-State (I-294), Cook County, Illinois**
  Client: Illinois State Toll Highway Authority
  Field Engineer for the reconstruction of bridge deck expansion joints over the Bensenville and Soo Line rail yard bridges. Project scope includes demolition and replacement of deck expansion joints, pavement patching, and substructure repairs. Responsible for providing construction inspection, documentation and quantity calculations, particularly for maintenance of traffic, superstructure, paving and painting items.

Michael Brouch, PE

Licensure
Professional Engineer: Illinois, 2012 (#062-064942)

Education
BSCE, Valparaiso University, 2008

Coursework
IDOT 3-Day Mixture Aggregate Technician

IDOT Bituminous Concrete Level I

IDOT Documentation of Contract Quantities

IDOT PCC Level I

IDOT Hazardous Materials – First Responder

ACI Certified

IDOT Technology Transfer Program – Survey I

- **RR-09-5583 Bridge Inspection Tri-State (I-294), Cook County, Illinois**
  Client: Illinois State Toll Highway Authority
  Field Engineer for the inspection of mainline and overhead structures from Justice, IL to Hinsdale, IL. Project scope includes visual inspection of superstructure, sounding of substructure elements, documentation of findings and preparation of Bridge Condition Reports. Responsible for conducting inspections and calculating quantities to be included in Bridge Condition Reports.

- **PTB 152/4 I-80 (Grundy County Line to US 30), Will County, Illinois**
  Client: Illinois Department of Transportation
  Field Engineer for the inspection of mainline and overhead structures. Project scope includes visual inspection of superstructure, sounding of substructure elements, documentation of findings and preparation of Bridge Condition Reports. Responsible for conducting inspections and calculating quantities to be included in Bridge Condition Reports.

- **1068-350 JH-6078 Fire Hydrant Water Main**
  Client: CARE/City of Chicago, Department of Aviation
  Field Engineer for the inspection of fire hydrant water main replacement. Project scope includes the replacement and reconstruction of fire hydrant water main valves. Responsible for construction inspection and documentation of construction activities.

BOWMAN, BARRETT & ASSOCIATES INC.

CONSULTING ENGINEERS

OSCAR CORONADO, PE
CIVIL ENGINEER

Mr. Coronado joined **Bowman, Barrett & Associates Inc.** as a civil/field engineer in 2002 after graduating from the University of Illinois. Some of his experience with the firm includes the following:

- **I-94 (Stony Island Interchange), Phase II, Chicago, IL**
  Client: Illinois Department of Transportation
  Civil Engineer for the rehabilitation of the Stony Island Feeder and Connector interchange which includes six structure replacements/rehabilitations and roadway reconstruction and rehabilitation utilizing stage construction and multiple construction contract packages.

- **Jane Addams Memorial Tollway (I-90) from US 20 to Elgin Toll Plaza, Kane County, Illinois**
  Client: Illinois Tollway
  Civil Engineer for the Phase I study and Phase II design plans and specifications for the reconstruction of the Jane Addams Memorial Tollway. Project involves construction contracts for the widening of the westbound mainline median shoulder to accommodate future maintenance of traffic, and the reconstruction and widening of the mainline freeway from two lanes in each direction of travel to three lanes. Responsible for plan review and the development of contract plans, specifications, and estimates.

- **I-80 from Ridge Road to US 30, Will County, Illinois**
  Client: Illinois Department of Transportation, District 1
  Civil Engineer for Phase I study of near-term improvements of the bridges, roadway, and interchanges of sixteen miles of I-80. The Phase I study identified potential near-term pavement and bridge rehabilitation as well as other safety and operational improvement needs to extend the useful life of I-80 and improve safety. Responsible for development of the Transportation Management Plan to manage traffic conditions during construction of the near-term improvements.

- **I-55 and Lakeshore Drive Phase I Study – Chicago, Illinois**
  Client: Illinois Department of Transportation
  Civil Engineer for this Phase I project involving six structures at the I-55 / Lake Shore Drive Interchange. The scope of work included the study of interchange alternatives and the preliminary plans for interchange reconstruction, in-depth inspection, load rating, rehabilitation alternative analysis and cost estimates for the proposed alternates and structures. Responsible for drainage design.

- **I-90/94 Dan Ryan Expressway Reconstruction Project - Chicago, Illinois**
  Client: IDOT, District 1
  Design Engineer for the rehabilitation of 2 miles of elevated I-90/94 Dan Ryan Expressway Reconstruction between 15th Street and 28th Street, maintenance of traffic plans for the reconstruction of more than two miles of a 14 lane urban interstate from 31st Street to 47th Street, and design of the drainage system.

- **Kirk Yard West Entrance, Kirk Yard, Gary, Indiana**
  Client: Canadian National Railway Company

Oscar Coronado, PE

Licensure
Professional Engineer:
Illinois, 2009 (#062-062131)

Education
BSCE, University of Illinois, 2002

Coursework
Technology Transfer Program - Piling

IDOT Documentation

IDOT 5-Day Aggregate

IDOT Bituminous Concrete Level I

ICORS Trained

IDOT PCC Level I and II

IDOT Material Mgmt for Residential Engineers

IDOT Bridge Construction Inspection

Trenching and Shoring Safety

Civil Engineer for improvements to Kirk Yard West Entrance separating inbound mains, outbound mains, and pullback traffic to improve access to/from Kirk Yard. Project includes construction of 3.6 miles of new track, raising 2 existing structure over Clark Road, constructing 1 new grade separation structure over Clark Road, constructing 1 new rail-over-rail grade separation structure, retaining wall construction to minimize wetland impacts, and significant utility adjustments and relocations.

- **I-94 from Wisconsin State Line to IL 173, Lake County, Illinois**
  Client: Illinois Department of Transportation, District 1
  Civil Engineer for the Phase II design for the reconstruction and widening of mainline I-94 and the reconstruction of Russell Road and IL 173 interchanges and bridges.

Some of his experience prior to joining BB&A includes:

- **Illinois Department of Transportation - Schaumburg, Illinois**
  Engineering Technician involved in inspection, surveying and maintaining daily records of construction projects.

BOWMAN, BARRETT & ASSOCIATES INC.

CONSULTING ENGINEERS

BRENT A. KUNZ, PE, SE
STRUCTURAL ENGINEER

Mr. Kunz joined **Bowman, Barrett & Associates Inc.** as a structural engineer specializing in design, inspection, evaluation and structural analysis of bridge structures. He worked for the University of Illinois as a physics instructor and research assistant, and Akzo-Nobel Chemicals Inc. as a student engineer before joining BB&A. Some of his experience with the firm includes the following:

- **95th Street Extension, Will County, Illinois**
  Client: Christopher B. Burke Engineering, Ltd.
  Structural Engineer for Phase I engineering services for the 95th Street extension from Plainfield-Naperville Road to Boughton Road in the City of Naperville and Village of Bolingbrook, Will County, Illinois.

- **Naperville Road at I-88 Interchange Improvements, Naperville, Illinois**
  Client: DuPage County Department of Transportation
  Structural Engineer for Phase II design engineering for the removal of the existing I-88 exit ramps that terminate at Naperville Road and reconfiguring the exit ramps to terminate at a newly constructed Connector Road. The firm is tasked with providing design services for a new bridge to carry I-88 over the new Connector Road and for the removal of an existing adjacent bridge carrying I-88 over the current eastbound I-88 exit ramp. Provided design concept for a new Connector Road bridge.

- **Gartner Road Bridge over DuPage River, Naperville, Illinois**
  Client: City of Naperville
  Structural Engineer for Phase II design engineering and Phase III construction engineering for the superstructure replacement of an existing three-span, precast, prestressed concrete deck beam structure and roadway approaches of Gartner Road with a continuous three-span wide-flange weathering steel and composite concrete deck superstructure.

- **Hill Avenue over Waubansee Creek, Kane County, Illinois**
  Client: DuSable, Inc.
  Structural Engineer for Phase II design engineering for new single-span plate girder and integral abutment bridge replacing a two-span deck beam structure. Also provided client overall QC/QA in preparing overall plan submittal package to IDOT.

- **Hillside Road over DuPage River, Naperville, Illinois**
  Client: City of Naperville
  Structural Engineer for cast in place post-tensioned concrete three-span bridge; aesthetics played major role in Design. Project included survey, BCR, hydraulic report, PDR, preliminary and final bridge and roadway plans, and architectural landscape plans, and the preparation of specifications, cost estimates and time estimates.

- **Chicago Skyway 106th Street Viaduct, Chicago, Illinois**
  Client: Chicago Department of Transportation
  Structural Engineer responsible for highway bridges. Project consisted of building

Brent A. Kunz, PE, SE

Licensure
Professional Engineer: Illinois, (# 062-056695) 2003

Structural Engineer: Illinois, (#81-006200) 2005

Education
BSCE, University of Illinois, 1997

MSCE, University of Illinois, 1999

Professional Affiliations
American Council of Engineering Companies of IL

Precast/Prestressed Concrete Institute

American Society of Civil Engineers

Awards
2008 ASCE-IL Young Civil Engineer of the Year

embankment and MSE walls under the fully operational elevated Skyway viaduct. After the embankment and walls were built, the Skyway was lowered, widened and rebuilt as pavement on grade under stage construction. New elevated structure was built at each end to transition the new profile to the pavement on grade. A new exit ramp at 104th Street and new entrance ramp at 105th Street replaced the ramps at 106th Street.

- **Irving Park Road over the North Branch of the Chicago River**
  Client: Chicago Department of Transportation
  Project Structural Engineer responsible for the preliminary design rehabilitation of this 3-span fixed bridge with a concrete deck and a bituminous overlay. Project elements include geometric improvements, staging and traffic control, land acquisition and landscaping of this architecturally sensitive viaduct.

- **I-94 (Stony Island Interchange), Phase II, Chicago, IL**
  Client: Illinois Department of Transportation
  Project Manager for the rehabilitation of the Stony Island Feeder and Connector interchange which includes six structure replacements/rehabilitations and roadway reconstruction and rehabilitation utilizing stage construction and multiple construction contract packages.

- **Veteran's Memorial Tollway (I-355) Bridge over Des Plaines River Valley, Lemont, Illinois**
  Client: Walsh Construction/Illinois State Toll Highway Authority
  Structural Engineer for design and contract plan preparation of 6,600-foot-long 35-span mainline bridge over the Des Plaines River, I&M Canal, Sanitary and Ship Canal and various roadways and railroads on design/build project. Project includes multi-column piers on drilled shafts with post-tensioned caps, 90-inch PPC Bulb-T beams and 102-inch spliced post-tensioned PPC beams with spans up to 270 feet.

- **Willow Road over I-294, Northbrook, Illinois**
  Client: FH Paschen, SN Nielsen/Illinois Tollway
  Project Structural Engineer responsible for designing and preparing pre-bid and PS&E plans for this Value Engineering Change Proposal. The design involves PPC-BT beams as well as modifications of existing piles and retaining walls.

- **I-88 over the Fox River Design/Build**
  Client: McHugh Construction/Illinois State Toll Highway Authority
  Project Structural Engineer for the design and contract plan preparations for this new 10-span arch bridge over the Fox River that will increase capacity by carrying eastbound traffic on the Ronald Reagan Memorial Expressway over the river.

- **Tri-State Tollway (I-294) Bridge over Milwaukee Avenue, Lake County, Illinois**
  Client: Lorig Construction/Illinois State Toll Highway Authority
  Project Manager for design and of value engineering change proposal for the widening of this bridge. Part of a larger corridor that called for widening the bridge from 3 to 4 lanes of traffic in each direction. By modifying the slope of the embankment to eliminate some walls, and changing the type for others, BB&A's design significantly reduced construction cost.

- **I-80/I-294 (Moline Expressway/Tri-State Tollway) Widening and Reconstruction, Cook County, Illinois**
  Client: FH Paschen, SN Nielsen/ Illinois State Toll Highway Authority
  Structural Engineer for the roadway and bridge widening and reconstruction from M.P. 4.04 (Lee Street) to M.P. 5.39 (167th Street). Project entails the design and preparation of final plans for the grade separation structures, retaining walls and the service building. The design of Plazas 43 and 45; two bridges over Dixie Highway, one at Western Avenue and one at I-80 westbound; culverts at Cherry Creek, Calumet Union Drainage Ditch and I-80/Calumet Union Ditch; and seven retaining walls.

BOWMAN, BARRETT & ASSOCIATES INC.

CONSULTING ENGINEERS

RUSSELL RANDICH
RESIDENT ENGINEER

Mr. Randich is a Resident Engineer with **Bowman, Barrett & Associates Inc**. and joined the firm in January 1990. He has broad construction management and construction engineering experience, including serving as a project engineer, resident engineer, field inspector and chief surveyor. Some of his experience with the firm includes the following:

- **Metra 108th/159th Street Improvements, Orland Park, Illinois**
  Client: Metra
  Resident Engineer for the reconfiguration and reconstruction of 108th Avenue between 159th Street and 131st Street in Orland Park and the intersection of 108th Avenue and 159th Street to enable better traffic flow to the new Orland Park Commuter Station.

- **Metra Southwest Service Bridge and Structures Construction Management (SWSE Phase I), Cook and Will Counties, Illinois**
  Client: Metra
  Resident Engineer for bridge civil/structural renovations on the Metra Southwest Service Extension and Expansion project from Palos Heights to Manhattan, Illinois.

- **Metra Station Construction Management (SWSE Phase II), Cook and Will Counties, Illinois**
  Client: Metra
  Resident Engineer for the completion of remaining work at Wrightwood, Palos Heights, Palos Park, Orland Park (at 153rd and at 179th Streets), and Manhattan commuter stations associated with the Southwest Service Extension project.

- **Construction Management Services for Milwaukee Avenue Improvements, Chicago, Illinois**
  Client: Chicago Department of Transportation
  Resident Engineer for the rehabilitation and reconstruction of Milwaukee Avenue from Montrose to Kilpatrick Streets in Chicago, IL. Project includes roadway reconstruction and rehabilitation, sidewalk removal and replacement, installation of ornamental lighting, sewer lining or replacement, installation of duct packages for various utilities, traffic signals, and landscaping.

- **O'Hare International Airport Modernization Program - Chicago, Illinois**
  Client: City of Chicago
  Provided underground utility planning, coordination and conflict resolution for the OMP Master Civil Engineer.

- **Structural Repairs to Freeport W4.45 Bridge, Chicago, Illinois**
  Client: Canadian National Railroad
  Resident Engineer for the structural repair of the in-use, dual track, railroad bridge spanning the south fork of the Chicago River.

- **I-80 Roadway and Bridge Rehabilitation – Phase I, Morris, Illinois**
  Client: IDOT District 3
  Resident Engineer for the multi-year pavement removal/replacement and the

Russell Randich

Education
Purdue University, B.S. in Building Construction and Contracting, 1984

Coursework
IDOT Documentation

Mixture Aggregate Technician Course

IDOT HMA Level II

Bituminous Density Tester Course

IDOT PCC Level I

IDOT One-Day Nuclear Safety

Technology Transfer Program
-IDOT Road Bridge
-IDOT Construction Claims

e-Railsafe Certified

OSHA 10-Hour Hazard Recognition Certification

ICORS Trained

First Aid and Water Safety Class

reconstruction/widening of six bridge decks from the Will County Line west for 13 miles in Grundy County.

- **Genoa Road/ CC&P Railroad Phase II, DeKalb County, Illinois**
  Client: DeKalb County Highway Department
  Resident Engineer for the replacement of a two track structure including a shoofly runaround and approximately 2500 ft. of realigned highway.

- **ISTHA MIP-92-542AR2 Tri-State Tollway I-294 Bridge Repairs M.P. 6.5 (159th St.) to M.P. 23.3 (I-55), Illinois**
  Client: Illinois State Toll Highway Authority
  Resident Engineer for 16.8 miles of bridge deck and mainline pavement patching and substructure inspection.

- **Bridge Replacement, Rte. 173 over Pickasaw and Beaver Creeks, Capron, Illinois**
  Client: IDOT District 2
  Resident Engineer for the removal and replacement of two, single span, highway structures.

- **ISTHA/Edens Spur Toll Plaza, Northbrook, Illinois**
  Client: Illinois State Toll Highway Authority
  Resident Engineer for the live traffic construction of a new toll plaza, control building, collection tunnels, 2.1 miles of mainline pavement and 1100' of concrete box sewer.

- **Runway 14L Shoulder Rehabilitation, O'Hare International Airport, Chicago, Illinois**
  Client: City of Chicago, Dept. of Aviation
  Resident Engineer for the night-time removal, replacement and widening of the shoulders of Runway 14L-32R.

- **Scenic Hold Pad Apron & Taxiways E, G, G1, G2, J and Y, O'Hare International Airport, Chicago, Illinois**
  Client: City of Chicago, Dept. of Aviation
  Resident Engineer for the new construction of the 50-acre concrete Hold Pad and four taxiways facilitating aircraft movement from the terminals.

- **Runway 9R Hold Pad Construction & Adjoining Taxiways, O'Hare International Airport, Chicago, Illinois**
  Client: City of Chicago, Dept. of Aviation
  Resident Engineer for the new construction of the 30-acre concrete Hold Pad, adjoining taxiways, storm sewer system

- **Runway 4R-22L Rehabilitation and Electrical Lighting Installation, O'Hare International Airport, Chicago, Illinois**
  Client: City of Chicago, Dept. of Aviation
  Resident Engineer for the night-time rehabilitation and bituminous overlay of an existing continuously reinforced concrete pavement runway and installation of the new 22L touchdown zone lighting system.

- **Overlays of Runways 14R-32L, 14L-32R and 4L-22R, O'Hare International Airport, Chicago, Illinois**
  Client: City of Chicago, Dept. of Aviation
  Resident Engineer for the night-time simultaneous rehabilitation and bituminous overlay of these runways.

EXHIBIT A

CONTRACT #1

143rd Street (IL Rt 7): Will-Cook Road to Wolf Road Reconstruction
Village of Orland Park

Phase II Engineering and Permitting
Scope of Work Narrative

This section will include widening and reconstructing 143rd Street from east of Will-Cook Road to west of Wolf Road in Orland Park, Cook County, Illinois. The project limits do not include the Will-Cook Road and Wolf Road intersections as they are being improved as part of separate projects. The roadway will be widened to 2-12' through lanes in each direction separated by a 16' wide landscaped median/left turn lane. A 10' wide trail will be constructed on the north side of the road. The existing twin-24" culverts between Sta. 47+00 and Sta. 48+00 will be replaced and upsized to triple 6' x 16' three sided culverts. Retaining wall is also proposed in this area to minimize the amount of fill in the floodplain. We understand that highly compressible soils exist east and west of Creek Crossing Drive. A new 8" watermain will be constructed from Creek Crossing Drive to approximately 1,300' to the east to tie into an existing watermain.

Work Task 1 – Phase II Kick-Off Meeting

CBBEL will attend a Phase II Kick-Off meeting with IDOT and the Village. The purpose of the meeting will be to review Phase I and the goals and objectives of the project. The scope and schedule will also be reviewed and refined. CBBEL will prepare and distribute meeting minutes.

Work Task 2 – Topographic Survey

CBBEL will perform a full topographic survey of the project area for use in Phase II Engineering Services.

General Survey limits and approximate lengths are as follows:

143rd (Will-Cook Road to Wolf Road) 5,200'

CBBEL will perform the following survey tasks:

Horizontal Control: Utilizing state plane coordinates, CBBEL will set recoverable primary control utilizing our GPS equipment.

Vertical Control: CBBEL will perform a level circuit throughout the entire length of the project establishing benchmarks and assigning elevations to the horizontal control points.

Existing Right-of-Way: CBBEL will establish the existing right-of-way of the roadways within the project limits based on monumentation found in the field, plats of highways, subdivision plats and any other available information.

Topographic Survey: CBBEL will field locate all pavements, driveways, curb and gutters, pavement markings, signs, manholes, utility vaults, drainage structures, driveway culverts, cross road culverts, etc.

Cross Sections: CBBEL will survey cross sections along the project limits at 100' intervals, at driveways, and at all other grade controlling features.

Utility Survey: All existing storm and sanitary sewers will be surveyed to determine rim and invert elevations and pipe sizes. Above ground facilities and any additional underground utilities including water main, gas, electric, cable, etc. will also be located.

Tree Survey: CBBEL will locate all trees over 6 inches in diameter within the existing right-of-way and ultimately the proposed right-of-way for the project in order to assess potential tree impacts, if any, associated with the project. The located trees will be identified by species and the size and condition determined as appropriate.

Base Mapping: CBBEL will compile all of the above information into one base map representative of existing conditions of the project corridor for use in all engineering work in developing the proposed improvements.

Work Task 3 – Geotechnical Investigation and Recommendations

Based on the planned roadway widening and reconstruction and proposed structures, a pavement coring and soils survey will be prepared in accordance with IDOT guidelines to aid in determining the most cost effective scope of work, and identify any areas of unsuitable soils that must be considered for remediation. To investigate the subsurface soil and groundwater conditions that will form the basis of our recommendations for the roadway widening and reconstruction, two new box culverts, one retaining wall and 8-inch watermain Wang proposes the investigations program summarized in Table 1.

Table 1: Proposed Subsurface Investigation Program

Alignment/Structure	Location		Length ft	Estimated Borings (per IDOT Geot Manual)	Existing Borings	Estimated Additional Borings	Average Boring Depth ft	Total Drilling Footage ft
143rd Street & Trail	Will-Cook	Wolf	5200	35	18	17	18	306
Peat Delineation	Creek Crossing	Campton Ct.	1,200	6	0	6	35	210
Box Culvert	47+00		75	3	0	3	75	225
Box Culvert	48+00		75	3	0	3	75	225
Retaining Wall	47+00	48+00	100	1	0	1	75	75
8-inch Watermain			1,000	0	0	0		0
Total Roadway and Structure Borings				48	18	30		1041

The depth of each boring may be adjusted in the field depending on the actual subsurface soils condition encountered. Geotechnical engineering analysis and design procedures will be performed to assess the soil conditions, provide geotechnical parameters for the design and construction of the roadway widening and reconstruction and associated structures.

Wang Engineering will complete this work and prepare a soil profile drawing as required by IDOT.

Work Task 4 – Soil Remediation Design

Due to a deep layer of highly compressible soils in the vicinity of Creek Crossing Drive, a soil remediation system will need to be designed to support the new roadway and utilities. CBBBEL and our

subconsultant Wang Engineering will prepare a Technical Memorandum with different design options and concept level costs for the Village to review.

Work Task 5 – PESA/PSI

Huff & Huff will update the PESA they previously completed. Based on the results of the PESA, they will perform a PSI if required. The PSI will be used to estimate the quantity of special or non-special waste excavation to be included in the contract.

Work Task 6 – Utility Coordination

Upon authorization to proceed, CBBEL will send a location map to all known private utility companies within the project area requesting their atlases or plans of their facilities within the project limits. CBBEL will add this information to the existing conditions plan and send it back to the utility companies for verification. Once potential conflicts are identified, CBBEL will coordinate with the utility companies to either avoid the conflicts of relocate the utility.

CBBEL will coordinate with ComEd (and the Village) and investigate the design and potential costs of relocating their facilities underground along the south side of 143rd Street.

Work Task 7 – Stormwater/Detention/Compensatory Storage Analysis

CBBEL will complete the stormwater management design for the proposed roadway. The design will include the conveyance system for stormwater runoff from the roadway, sizing of the cross road culvert, calculation of stormwater detention requirements, and the calculation of compensatory storage requirements for fill in the floodplain/floodway of Long Run Creek.

The roadway drainage system will be designed according to the standards of the Illinois Department of Transportation (IDOT), will utilize existing outfalls, and maintain existing drainage patterns to the maximum extent practicable. This will also include the sizing of a culvert to carry Long Run Creek under 143rd Street.

The stormwater detention will be calculated to meet the requirements of the Metropolitan Water Reclamation District of Greater Chicago (MWRDGC) and the Village of Orland Park (Village). Potential design alternatives to provide the required storage will be provided to the Village for consideration.

The floodway/floodplain fill analysis will determine the amount of fill being placed in the floodway and/or floodplain as part of the proposed roadway project. The analysis will determine the incremental storage requirements for the 0-10 and 10-100 year storm events as required by the Village and the Illinois Department of Natural Resources – Office of Water Resources (IDNR-OWR). Potential design alternatives to provide the required compensatory storage will be provided to the Village for consideration.

CBBEL will also prepare and submit the appropriate applications to the MWRDGC, IDNR-OWR, IDOT, Cook County, etc. as needed to obtain regulatory approval and permits for the construction of the proposed project.

Work Task 8 – Pre-Final Contract Documents and Cost Estimate (75% Submittal)

On the basis of the approved PDR, CBBEL will prepare pre-final contract documents consisting of plans, specifications, estimate of time, status of utilities to be adjusted and an estimate of construction cost. The plans will be prepared in accordance with Village and IDOT design criteria.

The preliminary plans will include the following sheets:

No.	Sheet Title
1	Cover Sheet
1	General Notes ▪ Including Village/IDOT standard notes and additional major notes to clarify project's intent and define incidental items
2	Alignment, Ties and Benchmarks sheet
5	Typical cross sections that are (BBA) ▪ Complete and comprehensive ▪ Extending from ROW to ROW ▪ Clearly describe improvement
2	Summary of Quantities
4	Schedule of Quantities (Earthwork, Drainage, Etc.)
11	Maintenance of Traffic Plans/Typical Sections/Staging Notes (BBA)
3	Existing Conditions and Removal Plans ▪ Existing topography, drainage structures and sewers and other utilities ▪ Items to be removed or adjusted ▪ Existing property lines and street addresses
4	Proposed Roadway Plan and Profiles showing (BBA) ▪ Proposed curb and gutter ▪ Proposed reconstruction limits ▪ Proposed pavement markings
4	Utility Plan and Profile sheets ▪ Any proposed drainage and utility structures and pipe in plan and profile ▪ Existing utilities to remain in place ▪ Proposed watermain and stormsewer ▪ Proposed fiber optic ducts and hand holes
5	Intersection Detail Plans (BBA)
6	Soil Remediation Plans and Details
4	Retaining Wall Plans
6	Box Culvert Plans
5	Landscaping and Erosion Control Plans and Details
4	Soil Profiles
4	Pavement Markings and Signage Plans
4	Construction Details
20	Cross Sections (BBA) ▪ Sufficient in number to approximate cuts and fills (50' intervals plus driveways - 25' in critical areas) ▪ Sufficient in number to verify ROW needs. ▪ Through driveways to determine proposed slopes and identify need for temporary construction easements ▪ Sufficient in number to delineate drainage patterns
95	TOTAL SHEET COUNT

CBBEL will use IDOT standard pay items where applicable. Otherwise, project-specific special provisions will be written as needed. Plans, special provisions based on Village standard special provisions, and the estimate of cost will be submitted to the Village and IDOT for review.

CBBEL will also make any required submittals to IEPA to meet NPDES requirements. A set of pre-final plans will be submitted to utility companies for verification of facilities.

Work Task 9 – Phase I Environmental Updates

CBBEL will coordinate with IDOT to renew/update the environmental clearances obtained in Phase I.

Work Task 10 – Stormwater Pollution Prevention Plan (SWPPP)

CBBEL will prepare a SWPPP for the project in accordance with Part IV of the General NPDES Permit No. ILR10. Please note that completion of this task will require input from the project engineer and signed certification statements from all contractors, subcontractors, and the operator as identified in the SWPPP. As part of the SWPPP preparation CBBEL will assist the project engineer with selecting soil erosion and sediment control (SESC) Best Management Practices (BMPs), and will review and comment on the final SESC plan. CBBEL will submit an electronic copy of the SWPPP to the IEPA. As required by the NPDES Phase II Storm Water Construction General Permit (ILR10), an up-to-date copy of the SWPPP must be maintained on the project site during construction activities.

CBBEL will prepare and submit a NOI to the IEPA for the above mentioned site. This task includes a project notification submittal to Illinois Historical Preservation Agency (IHPA) and the Illinois Department of Natural Resources. Any additional consultation with IHPA or IDNR will be billed on a time and materials basis.

Work Task 11 – Wetland Permitting

CBBEL staff will coordinate and attend a wetland/waters boundary confirmation and jurisdictional determination with the Corps of Engineers Staff. If necessary, CBBEL Environmental Resources Staff will prepare a Joint Permit Application. This information will include the required exhibits, specifications, data and project information. This information will be compiled and assembled for placement in permit application packages to the U.S. Army Corps of Engineers and the Illinois Environmental Protection Agency.

If necessary, based on the proposed site plan and impacts to wetland or buffer, an appropriate conceptual mitigation plan will be prepared. We will meet with the project team during the design of required mitigation to interface the conceptual wetland mitigation plan with other facets of the proposed development. This task will include preparation of the required Maintenance and Monitoring Plan.

Before and during the permit review process, we expect to have meetings with the regulatory agencies, project engineer, and client. We also expect to have to prepare responses to comments received during the review process. We have budgeted for attendance at three meetings and included budget to cover the cost of submittal of two responses to comments. If additional meetings, or responses to comments, are required they will be billed on a time and materials basis.

Work Task 12 – IEPA Permitting

CBBEL will fill out the required IEPA forms and submit them with the watermain plans to obtain the required IEPA permit.

Work Task 13 – Final Contract Documents and Cost Estimate (90% Submittal)

Upon meeting with the Village staff to review their comments on the preliminary submittal, CBBEL will revise and finalize the contract documents and cost estimate. During this task the exact letting date (depending on funding and other issues) will be determined and an estimated construction schedule will be provided. The plans will be submitted to the Village and IDOT for review.

Work Task 14 – Bidding Documents and Final Cost Estimate (100% Submittal)

CBBEL will make the final revisions to the final submittal based on Village and IDOT final review comments. The requested number of copies of plans and specifications will be submitted to IDOT and the Village. A final estimate of cost and estimate of required working days will also be submitted. In addition to printed copies, we will provide the plans, specifications and estimate to the Village in electronic format.

Work Task 15 – Village Coordination/Public Information Meeting

CBBEL will attend coordination meetings with Village staff throughout the design. We have budgeted five (5) meetings with the Village and one Public Information meeting (Open House Format) to provide information and seek input from adjacent property owners.

Work Task 16 – IDOT Coordination

CBBEL will meet with IDOT throughout the design to coordinate and review their comments. We have budgeted four (4) meetings with IDOT.

Work Task 17 – Funding Coordination

CBBEL will work with IDOT and the Southwest Conference of Mayors to maximize state and federal funding for construction. CBBEL will prepare funding applications and coordinate with these agencies to accomplish this.

Work Task 18 – Administration and QA/QC

CBBEL will prepare monthly status reports with our invoices to the Village. CBBEL will perform an internal QA/QC review of the plans, specifications and cost estimates.

COST PLUS FIXED FEE
COST ESTIMATE OF CONSULTANT SERVICES

DF-824-039
REV 12/04

FIRM: Christopher B. Burke Engineering, Ltd.
Local Agency: Orland Park
Section:
Project: 143rd Street
Job No:

DATE: 07/18/13

OVERHEAD RATE: 154.51%
COMPLEXITY FACTOR: 0

Cost Plus Fixed Fee 1: 14.50% [DL+R(DL)+OH(DL)+IHDC]

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
	Phase II Kick-Off Meeting	9	496.22	766.71		183.12				1,446.05	0.26%
	Topographic Survey	250	9,473.80	14,637.66		3,496.13				27,607.39	4.90%
	Geotechnical Investigation	10	516.32	797.77		190.54		67,000.00	67,000.00	68,504.63	12.16%
	Soil Remediation Design	88	4,330.56	6,691.15		1,598.15		25,412.50	25,412.50	38,032.36	6.75%
	PESA/PSI	5	258.16	398.88		95.27		18,949.50		19,701.81	3.50%
	Utility Coordination	44	2,132.48	3,294.89		786.97	600.00			6,814.34	1.21%
	Stormwater Detention Analysis	238	10,577.92	16,343.94		3,903.67				30,825.53	5.47%
	Pre-Final Contract Documents and Cost Estimate (75%)	548	23,481.96	36,281.98		8,665.77	800.00	114,100.00		183,329.71	32.53%
	Phase 1 Environmental Updates	38	1,665.76	2,882.79		688.54				5,437.08	0.96%
	Stormwater Pollution Prevention Plan	32	1,462.40	2,259.55		539.68	400.00			4,661.64	0.83%
	Wetland Permitting	60	2,812.68	4,345.87		1,037.99				8,196.54	1.45%
	NEPA Permitting	7	310.30	479.44		114.51				904.26	0.16%
	Final Contract Documents and Cost Estimate (90%)	290	12,239.52	18,911.28		4,516.87	1,200.00	29,400.00		66,267.67	11.76%
	Bidding Documents and Final Cost Estimate (100%)	154	6,511.60	10,061.07		2,403.04	500.00	17,300.00		36,775.71	6.53%
	Village Coordination/Public Information Meeting	104	4,930.96	7,618.83		1,819.72	800.00	7,594.77		22,764.28	4.04%
	IDOT Coordination	32	1,688.96	2,609.61		623.29		11,150.00		16,071.87	2.85%
	Funding Coordination	34	2,058.56	3,180.68		759.69				5,998.93	1.06%
	Administration and QA/QC	44	2,802.32	4,329.86		1,034.17		12,000.00		20,166.35	3.58%
	Subconsultant DL									0.00	
	TOTALS	1987	87,950.28	135,891.98	0.00	32,457.13	4,300.00	302,906.77	92,412.50	563,506.15	100.00%

DBE

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Direct Costs - Phase II (Will-Cook Road to Wolf Road) - Contract #1				
		ITEM		COST
1	Field Checks & Meetings			
			Estimated Direct Cost =	$225
		Vehicles (@ $45/trip)	$225	Inside
		Field Checks - 2 Total	$90	
		Meetings 3 Total	$135	
2	Contract Documents			
			Estimated Direct Cost =	$230
		Reproduction	$180	Outside
		100 pages @ $0.20/page (8.5" x 11" b/w)	$20	
		400 sheets @ $0.40/sheet (11" x 17" b/w)	$160	
		Mailing, Courier, Postage	$50	Outside
	QA/QC			
			Estimated Direct Cost =	$110
		Reproduction	$110	Outside
		150 pages @ $0.20/page (8.5" x 11")	$30	
		200 sheets @ $0.40/sheet (11" x 17")	$80	
4	Administration/Management			
			Estimated Direct Cost =	$210
		Reproduction	$60	Outside
		300 pages @ $0.20/page (8.5" x 11" b/w)	$60	
		Mailing, Courier, Postage	$150	Outside
			Total	$ 775
		Assumption: CBBEL is responsible for reproducing and providing contract documents to		
		Village and other Stakeholders		

DF-824-039
REV 12/04

PAYROLL ESCALATION TABLE
FIXED RAISES

FIRM NAME: Bowman, Barrett & Associates, Inc.
PRIME/SUPPLEMENT: PRIME

DATE: 07/08/13
PTB NO.: Contract #1

CONTRACT TERM: 24 MONTHS
START DATE: 12/31/2013
RAISE DATE: 1/1/2014

OVERHEAD RATE: 132.33%
COMPLEXITY FACTOR:
% OF RAISE: 3.00%

ESCALATION PER YEAR

12/31/2013 - 1/1/2014	1/2/2014 - 1/1/2015	1/2/2015 - 1/1/2016		
0/24	12/24	12/24		
= 0.00%	51.50%	53.05%		

= 1.0455

The total escalation for this project would be: 4.55%

DF-824-039
REV 12/04

PAYROLL RATES

FIRM NAME	**Bowman, Barrett & Ass**	**DATE**	**07/08/13**
PRIME/SUPPLEMENT	**PRIME**		
PTB NO.	**Contract #1**		

ESCALATION FACTOR **4.55%**

CLASSIFICATION	CURRENT RATE	CALCULATED RATE
Engineer IX	$90.00	$75.00
Engineer VIII	$76.00	$75.00
Engineer VII	$60.71	$63.47
Engineer VI	$47.06	$49.19
Engineer V	$44.50	$46.52
Engineer IV	$40.19	$42.01
Engineer III	$35.20	$36.80
Engineer I/II	$29.36	$30.69
Surveyor III	$41.25	$43.12
Inspector II	$38.00	$39.73
CADD Technician III	$38.81	$40.58
CADD Technician II	$31.33	$32.76
Arch/Eng Technician II	$39.75	$41.56
Administration	$33.25	$34.76
Accounting	$55.75	$58.28
Marketing	$37.50	$39.20
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00

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DF-824-039
REV 12/04

AVERAGE HOURLY PROJECT RATES

FIRM Bowman, Barrett & Associates, Inc.
PSB Contract #1
PRIME/SUPPLEMENT PRIME

DATE 07/08/13

SHEET 2 **OF** 2

PAYROLL CLASSIFICATION	AVG HOURLY RATES	Administration Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Engineer IX	75.00																		
Engineer VIII	75.00	48	80.00%	60.00															
Engineer VII	63.47																		
Engineer VI	49.19																		
Engineer V	46.52																		
Engineer IV	42.01																		
Engineer III	36.80																		
Engineer I/II	30.69																		
Surveyor III	43.12																		
Inspector II	39.73																		
CADD Technician III	40.58																		
CADD Technician II	32.76																		
Arch/Eng Technician	41.56																		
Administration	34.76																		
Accounting	58.28	12	20.00%	11.66															
Marketing	39.20																		
TOTALS		60	100%	$71.66	0	0%	$0.00	0	0%	$0.00	0	0%	$0.00	0	0%	$0.00	0	0%	$0.00

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COST PLUS FIXED FEE
COST ESTIMATE OF CONSULTANT SERVICES

DF-824-039
REV 12/04

FIRM Bowman, Barrett & Associates, Inc. **DATE** 07/08/13

PTB Contract #1 **OVERHEAD RATE** 1.3233

PRIME/SUPPLEMENT PRIME **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)	% OF GRAND TOTAL
	Mtgs., Field Chks., & Coord.	84	4,051.05	5,360.76	225.00	1,498.89				11,135.70	6.08%
	CBBEL Task 8	985	40,419.34	53,488.92		14,955.16	230.00			109,091.41	59.57%
	CBBEL Task 13	232	9,524.89	12,604.29		3,524.21				25,653.39	14.01%
	CBBEL Task 14	158	6,413.98	8,487.62		2,373.17				17,274.77	9.43%
	QA/QC	40	3,000.00	3,969.90		1,110.00	110.00			8,189.90	4.47%
	Administration	60	4,299.41	5,689.40		1,590.78	210.00			11,789.59	6.44%
	Subconsultant DL					0.00				0.00	0.00%
	TOTALS	1559	67,708.67	89,598.89	225.00	25,052.21	550.00	0.00	0.00	183,134.77	100.00%

DBE

DBE 0.00%

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REV 12/04

AVERAGE HOURLY PROJECT RATES

FIRM Bowman, Barrett & Associates, Inc.
PTB Contract #1
PRIME/SUPPLEMENT PRIME

DATE 07/08/13

SHEET 1 OF 2

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJECT RATES			Mtgs., Field Chks., & Coord.			CBBEL Task 8			CBBEL Task 13			CBBEL Task 14			QA/QC		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Engineer IX	75.00	0																	
Engineer VIII	75.00	98	6.29%	4.71	10	11.90%	8.93										40	100.00%	75.00
Engineer VII	63.47	10	0.64%	0.41	10	11.90%	7.56												
Engineer VI	49.19	132	8.47%	4.17				96	9.75%	4.79	24	10.34%	5.09	12	7.59%	3.74			
Engineer V	46.52	400	25.66%	11.94	32	38.10%	17.72	272	27.61%	12.85	56	24.14%	11.23	40	25.32%	11.78			
Engineer IV	42.01	368	23.60%	9.92				272	27.61%	11.60	56	24.14%	10.14	40	25.32%	10.64			
Engineer III	36.80	314	20.14%	7.41	32	38.10%	14.02	168	17.06%	6.28	72	31.03%	11.42	42	26.58%	9.78			
Engineer I/II	30.69	225	14.43%	4.43				177	17.97%	5.52	24	10.34%	3.17	24	15.19%	4.66			
Surveyor III	43.12	0																	
Inspector II	39.73	0																	
CADD Technician III	40.58	0																	
CADD Technician II	32.76	0																	
Arch/Eng Technician	41.56	0																	
Administration	34.76	0																	
Accounting	58.28	12	0.77%	0.45															
Marketing	39.20	0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
TOTALS		1559	100%	$43.43	84	100.00%	$48.23	985	100%	$41.03	232	100%	$41.06	158	100%	$40.59	40	100%	$75.00

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143rd Street Improvements
Village of Orland Park
Phase II - Will/Cook Road to Wolf Road (Contract #1)
Workhour Estimate

July 8, 2013

	TASK/DESCRIPTION	HOURS			
		Sub-Total	Task Total	Client Estimate	Neg. Total
3.	**CBBEL Work Task 13 - Final Contract Documents**		232		
	3.1 Comment Review and Dispositions	40			
	3.2 Updating Plan Items shown in Tasks 2.2 thru 2.6	160			
	3.3 Updating Contract Items shown in Task 2.7	32			
4.	**CBBEL Work Task 14 - Bidding Documents**		158		
	4.1 Comment Review and Dispositions	24			
	4.2 Updating Plan Items shown in Tasks 2.2 thru 2.6	110			
	4.3 Updating Contract Items shown in Task 2.7	24			
5.	**Quality Assurance / Quality Control**		40		
	Sub-Total		1,499		
6.	**Project Management/Administration**		60		
	Total		1,559		

143rd Street Improvements **July 8, 2013**
Village of Orland Park
Phase II - Will/Cook Road to Wolf Road (Contract #1)
Workhour Estimate

	TASK/DESCRIPTION	HOURS			
		Sub-Total	Task Total	Client Estimate	Neg. Total
1.	**Meetings, Field Checks & Coordination**		84		
	1.1 Field Checks				
	1 Trip w/ 2 Staff @ 8 hrs	16			
	1.2 Plan-in-Hand Review				
	1 Trip w/ 2 Staff @ 8 hrs	16			
	1.3 Meetings				
	1.3a Team Coordination Meetings - 3 Meetings	36			
	1.4 Additional Coordination	16			
2.	**CBBEL Work Task 8 - Pre-Final Contract Documents**		985		
	2.1 Data Review	32			
	2.2 Typical Sections		60		
	2.2.1 Existing 143rd Street - 1 sheet @ 12 hrs	12			
	2.2.2 Proposed 143rd Street - 2 sheets @ 12 hrs	24			
	2.2.3 Cross Streets (Ex./Prop.) - 2 sheets @ 12 hrs	24			
	2.3 Proposed Roadway Plan & Profile		168		
	2.3.1 143rd Street - 4 Sheets @ 22 hrs each	88			
	2.3.2 Intersection & Driveway Details (1" = 20')				
	5 Sheets @ 16 hrs each	80			
	2.4 Maintenance of Traffic		232		
	2.4.1 General Notes & Staging Sequence	16			
	2.4.2 Typical Sections - 1 sheet	24			
	2.4.3 Plan Sheets 4 Sheets x 2 stages @ 20 hrs	160			
	2.4.4 Details Sheet (2 sheets)	32			
	2.6 Cross Sections		365		
	2.6.1 143rd Street - 4,700 ft (50 ft Intervals)				
	94 Sections @ 2 hrs each	188			
	2.6.2 Critical Locations (25 ft Intervals)				
	10 Sections @ 2.5 hrs each	25			
	2.6.3 Cross Streets/Driveways (5 Locations)				
	13 Sections @ 2.5 hrs each	33			
	2.6.4 Drainage & Utility Cross Sections				
	10 Sections @ 2.5 hrs each	25			
	2.6.5 Earthwork by Stages				
	94 Sections @ 1 hrs each	94			
	2.7 Quantities and Estimates		128		
	2.7.1 Quantity Computations	64			
	2.7.2 Estimate of Cost	16			
	2.7.3 Estimate of Time	8			
	2.7.4 Special Provisions	40			

Wang Engineering

1145 North Main Street
Lombard, Illinois 60148
Phone (630) 953-9928
www.wangeng.com

July 15, 2013

Mr. Jason G. Souden, PE
Vice President, Head, Civil Design Department
Christopher B. Burke Engineering, Ltd.
9575 W. Higgins Road, Suite 600
Rosemont, IL 60018

Reference: Proposal for Geotechnical Engineering Services
Contract 1 – Phase II Design
143rd Street (IL Route 7) Reconstruction
From Will-Cook Road to Wolf Road
Orland Park, Illinois
Wang No. P130619 – Contract 1

Dear Mr. Souden:

Wang Engineering, Inc. (Wang) is pleased to submit this proposal for geotechnical services to support the Contract 1, Phase II widening and reconstruction of the 143rd Street from east of Will-Cook Road to west of Wolf Road, in Orland Park, Illinois.

Along this alignment, the segment of 143rd Street between Creek Crossing Drive and Compton Court overlies highly compressible peat and organic soils revealed during a previous roadway investigation performed by Midwest Engineering Services (MES). The MES Soil Survey Report dated April 19, 2005, indicates the poor soils extend up to 33 feet below the existing ground surface (bgs). We anticipate Phase II Design will require a ground improvement or modification design.

The following sections describe our proposed scope of geotechnical work, anticipated project schedule, and our cost estimate for these services.

SCOPE OF WORK

Based on information provided by Christopher B. Burke Engineering, Ltd. (CBBEL), Wang understands the 5,200-feet long section of 143rd Street will be widened to two 12-foot wide lanes in each direction separated by a 16-foot wide landscaped median and left turn lanes. A 10-foot wide, multi-use trail is also proposed on the north side of the road. The exiting twin 24-inches culverts between Stations 47+00 and 48+00 will be replaced and upsized to triple 6-foot by 16-foot three-sided structures. A retaining wall is also proposed in this area to minimize the amount of fill in the

floodplain. Moreover, a new 8-inch diameter, 1000-foot long water main will be constructed over poor soils near Creek Crossing Drive to tie into an existing water main.

The soil borings from the previous investigation will be incorporated into the Phase II roadway geotechnical report and design study. In the poor soil area, additional information on the peat and compressible soils will be required to properly assess the ground improvement requirements. To perform this task, we will perform eight additional roadway and six additional peat delineation borings to depths of 18 to 35 feet bgs (424 total feet). These additional borings will meet the guidelines included in the IDOT *Geotechnical Manual* and current IDOT Memoranda.

The investigation of Contract 1 structures will include one retaining wall boring to 75 feet bgs and four culvert borings to 50 feet bgs (375 total feet). These boring depths will ensure they advance sufficiently beyond the poor soils and adequately investigate competent foundations soils below. The total scope of the Contract 1 subsurface investigation is summarized in Table 1.

Table 1: Proposed Subsurface Investigation Program for Contract 1

Alignment/Structure	Location		Length ft	Estimated Borings (per IDOT Geot Manual)	Existing Borings	Estimated Additional Borings	Average Boring Depth ft	Total Drilling Footage ft
143rd Street & Trail	Will-Cook	Wolf	5200	32	18	8	18	144
Peat Delineation	Creek Crossing	Campton Ct.	1,200	8	0	8	35	280
Box Culvert	47+00		75	2	0	2	75	150
Box Culvert	48+00		75	2	0	2	75	150
Retaining Wall	47+00	48+00	100	1	0	1	75	75
8-inch Watermain			1,000	0	0	0		0
Total Roadway and Structure Borings				**45**	**18**	**21**		**799**

The depth of each boring may be adjusted in the field depending on the actual subsurface soils condition encountered. Geotechnical engineering analyses will be performed to assess the soil conditions amd provide geotechnical parameters for Phase II design and construction.

To accomplish these objectives, Wang will complete the following tasks.

Geotechnical Field Investigation — Wang will provide equipment, labor, and associated materials to drill and sample 21 soil borings to depths ranging from 18 to 75 feet bgs (799 total feet). The borings will be advanced with hollow stem augers to maintain an open borehole. Soil samples will be collected with split-barrel samplers in accordance with AASHTO T 206, "*Penetration Test and Split-Barrel Sampling of Soils*." The soil samples will be transported to our laboratory for index

and advanced geotechnical testing. The borings will be drilled primarily within the wetland area along each side of the roadway, and an ATV-mounted drill rig will be required. Lane closures will be necessary during mobilization and demobilization of the rig.

In addition to the standard penetration testing, we propose advancing Piezometric Cone Penetration Tests (CPTU) according to ASTM D5778 and D7400 along the areas where peat and highly compressible soils will be delineated. The CPTU testing will provide finer delineation between soil strata, in-situ soil strength parameters, information on the degree of soil saturation, potentiometric surfaces in confined aquifers, soil hydraulic conductivity, and consolidation characteristics. These parameters will be used in performing the design of the required soil improvement or modification.

Field Supervision — Prior to drilling, Wang will mark the boring locations in the field and clear utilities through the JULIE on-call system. A field engineer will monitor drilling activities, maintain daily field notes and soil boring logs, as well as receive, classify, and prepare soil samples for laboratory analysis. The field engineer will monitor the groundwater level during drilling and at the completion of drilling operations. Soil samples will be classified according to the IDH Textural Classification System. As-drilled boring locations will be surveyed by Wang using a mapping grade GPS unit; the GPS unit has sub-foot horizontal accuracy.

Laboratory Testing — Upon completion of the drilling phase, the soil samples will be transported to our in-house laboratory. The general soil testing program will include natural moisture content (AASHTO T 265) on each sample, as well as Atterberg limits (AASHTO T 89/90), particle size (AASHTO T 88), and organic content on selected samples. To obtain advanced deformation properties on the foundation soils, the Shelby tube samples will be tested for one- dimensional consolidation (AASHTO T 216).

Engineering Analysis and Recommendations — Wang will prepare a roadway geotechnical report (RGR) for the proposed roadway widening and reconstruction, including recommendations for the water main installation. For the structures, we assume that one retaining wall and two box culverts SGRs will be required. The reports will be prepared according to the requirements included in the IDOT *Geotechnical Manual* and subsequent *All Geotechnical Manual Users* (AGMU) Memoranda. The report will include a detailed description of the project, a description of field and laboratory testing results and procedures, a characterization of the soil and groundwater conditions, soil boring logs, and soil profiles.

We anticipate the portion of roadway to be widened over the poor soil conditions will require ground improvement or modification. Wang will analyze feasible alternatives and complete the design for the most appropriate method. We will perform the required designs to provide the

parameters and recommendations necessary to generate sound cost and construction scheduling estimates along the length of the improvement. In addition, we anticipate analyzing and recommending several concepts for water main support over the poor soils.

SCHEDULING

Wang will start the project expediently upon authorization to proceed. We anticipate that boring layout and utility clearance will require approximately two days of field work and office coordination. We anticipate the drilling and sampling will require 10 to 12 days for completion. The laboratory testing program will be completed within three weeks after the completion of drilling and at that time the date for submittal of the geotechnical report will be coordinated with CBBEL.

COST ESTIMATE

Wang proposes to provide the above tasks on a time and material basis at the hourly rates and direct costs shown on the attached cost estimate. This cost estimate was prepared assuming the following conditions.

- Drilling unit costs are considered prevailing rate under the Prevailing Wage Act (820 ILCS 130/0.01);
- The boring locations within the wetland will require an ATV-mounted drilling rig for access;
- No hazardous materials are encountered;
- No permits are required to work along 143rd Street.

INSURANCE

Attached is a sample of our Certificate of Insurance. Additional insurance beyond those limits is not included in our cost estimate and will be considered a reimbursement item.

Wang Engineering, Inc. appreciates the opportunity to present this proposal and we look forward to working with CBBEL and the Village of Orland Park on this project. If you have questions, or if you require additional information, please contact us at (630) 953-9928.

Sincerely,

Wang Engineering, Inc.

Corina T. Farez, P.E., P.G.
Vice President

Mickey L. Snider, P.E.
Senior Geotechnical Engineer

Wang Engineering

GEOTECHNICAL SERVICES
UNIT PRICES
2013

CONTRACT 1
143rd Street from Will-Cook Road to Wolf Road
Orland Park, Illinois

Date: 07/15/2013
Wang No.: P130619 Contract 1

Task Description	Units	Unit Price	Extended Cost
TRAFFIC CONTROL			
Traffic Control			
Shoulder Closure (1/2 mile)			
Daytime	10.0 No.	$600.00 /Each	$6,000.00
Night time	0.0 No.	$925.00 /Each	$0.00
			$ 6,000.00
FIELD VEHICLES & MILEAGE			
Field Vehicle			
Field Vehicle Mileage (>100 Miles per Day)	0.0 Miles	$0.565 /Mile	$0.00
Field Vehicle Daily (<100 Miles per Day)	12 Days	$45.00 /Day	$540.00
Tolls	0 Tolls	$1.00 /Toll	$0.00
			$ 540.00
REPORT REPRODUCTION			
Report Reproduction			
Copies, Black & White, 8.5" X 11"	250 No	$0.20 /Each	$50.00
Copies, Color, 8.5" X 11"	20 No	$2.50 /Each	$50.00
Copies, Reproduction or Reduction, 24" X 36"	0 No	$10.00 /Each	$0.00
			$ 100.00
ENGINEERING, REPORTING & MANAGEMENT			
Field Activities			
Project Engineer/Project Geologist	15.0 Hours	$91.62 /Hour	$1,374.30
Assistant Engineer/Assistant Geologist	100.0 Hours	$88.19 /Hour	$8,819.00
Data Analyses & Engineering			
Senior Engineer	40.0 Hours	$151.42 /Hour	$6,056.80
Project Engineer/Project Geologist	90.0 Hours	$91.62 /Hour	$8,245.80
Assistant Engineer/Assistant Geologist	50.0 Hours	$88.19 /Hour	$4,409.50
Laboratory Technician	4.0 Hours	$49.53 /Hour	$198.12
Report Preparation			
Senior Engineer	85.0 Hours	$151.42 /Hour	$12,870.70
Project Engineer/Project Geologist	35.0 Hours	$91.62 /Hour	$3,206.70
Assistant Engineer/Assistant Geologist	12.0 Hours	$88.19 /Hour	$1,058.28
Project Management		/Hour	
Principal in Charge	2.0 Hours	$189.79 /Hour	$379.58
Project Manager	20.0 Hours	$151.42 /Hour	$3,028.40
Administrative Assistant	2.0 Hours	$80.00 /Hour	$160.00
QC/QA Review			
QC/QA Reviewer	8.0 Hours	$68.79 /Hour	$550.32
			$50,357.50

SUMMARY

DRILLING, SAMPLING & INSITU TESTING			$32,333.00
LABORATORY TESTING			$3,082.00
TRAFFIC CONTROL			$6,000.00
FIELD VEHICLES & MILEAGE			$540.00
REPORT REPRODUCTION			$100.00
			$ 42,055.00
ENGINEERING, REPORTING & MANAGEMENT			
Principal in Charge	2.0 Hours	$189.79 /Hour	$379.58
Project Manager	20.0 Hours	$151.42 /Hour	$3,028.40
Senior Engineer	125.0 Hours	$151.42 /Hour	$18,927.50
Project Engineer/Project Geologist	140.0 Hours	$91.62 /Hour	$12,826.80
Assistant Engineer/Assistant Geologist	162.0 Hours	$88.19 /Hour	$14,286.78
Laboratory Technician	4.0 Hours	$49.53 /Hour	$198.12
Administrative Assistant	2.0 Hours	$80.00 /Hour	$160.00
QC/QA Reviewer	8.0 Hours	$68.79 /Hour	$550.32
	463.0		$50,357.50
		TOTAL	$ 92,412.50

1145 N Main Street
Lombard, IL 60148
630 953-9928

Wang Engineering

GEOTECHNICAL SERVICES
UNIT PRICES
2013

CONTRACT 1
143rd Street from Will-Cook Road to Wolf Road
Orland Park, Illinois

Date: 07/15/2013
Wang No.: P130619 Contract 1

Task Description	Units	Unit Price	Extended Cost
DRILLING, SAMPLING & INSITU TESTING			
Drilling Coordination	4.0 Hours	$92.00 /Hour	$368.00
Utilities Clearance, Site Access, Permitting	6.0 Hours	$92.00 /Hour	$552.00
Mobilization (ATV-mounted Drill Rig)	2 Each	$1,200.00 /Each	$2,400.00
Drilling Crew Daily Travel & Support Vehicle	10 Days	$150.00 /Day	$1,500.00
Stand-by Hourly Rate - ATV-Mounted Drill Rig (Two-Man Crew & Equipment)	0.0 Hours	$325.00 /Hour	$0.00
Drilling and Sampling			
Structure Borings			
Drilling including split spoon sampling at 2.5-foot intervals to 30 feet and at 5-foot intervals thereafter (SPT, Penetrometer, Rimac, Visual Classification Included)			
Between 0 and 75 Feet			
Normal Working Hours	375.0 Feet	$27.00 /Foot	$10,125.00
Restricted Hours (6 Hours)	0.0 Feet	$33.00 /Foot	$0.00
Night Work	0.0 Feet	$31.00 /Foot	$0.00
Roadway Borings			
Drilling including continuous split spoon sampling to 10 feet (SPT, Penetrometer, Visual Classification Included)			
Continuous Sampling			
Normal Hours	424.0 Feet	$27.50 /Foot	$11,660.00
Restricted Hours (6 Hours)	0.0 Feet	$32.50 /Foot	$0.00
Night Hours	0.0 Feet	$31.50 /Foot	$0.00
Shelby Tube Samples			
Normal Working Hours	4 Samples	$57.00 /Sample	$228.00
Restricted Hours (6 Hours)	0 Samples	$66.00 /Sample	$0.00
Night Work	0 Samples	$62.00 /Sample	$0.00
Specialized Insitu Testing			
Piezometric Cone Penetrometer			
Mobilization (Truck Mounted CPT)	1 Each	$500.00 /Each	$500.00
CPTU	200.0 Feet	$20.00 /Foot	$4,000.00
Seismic Wave Measurement	0 Tests	$150.00 /Test	$0.00
Pore Pressure Dissipation Test	2 Tests	$500.00 /Test	$1,000.00
			$ 32,333.00

LABORATORY TESTING					
Soil Index Tests					
T265	D2216	Water Content	260 Tests	$7.50 /Test	$1,950.00
Particle Size Distribution					
T88	D422	Combined Sieve and Hydrometer	3 Tests	$111.00 /Test	$333.00
--	D1140	Percent Finer than No. 200 Sieve	0 Tests	$46.00 /Test	$0.00
Atterberg Limits					
T89, T90	D4318	Liquid and Plastic Limits	3 Tests	$69.00 /Test	$207.00
T92	D427	Shrinkage Factors	0 Tests	$82.00 /Test	$0.00
Soil Settlement, Swelling, and Collapse Potential					
T216	D2435	One-Dimensional Consolidation	1 Tests	$500.00 /Test	$500.00
Additional Sample Preparation Procedures					
		Removal of Organic Matter	0 Samples	$77.00 /Sample	$0.00
		Extrusion & Preservation of Undisturbed Samples	4 Samples	$23.00 /Sample	$92.00
					$ 3,082.00

1145 N Main Street
Lombard, IL 60148
630 953-9928

DRAFT FOR REVIEW

LAKOTA

June 27, 2013
Revised July 11, 2013

143RD STREET GEOMETRY & STREETSCAPE
VILLAGE OF ORLAND PARK, ILLINOIS

Professional Services Agreement between THE LAKOTA GROUP and CHRISTOPHER B. BURKE ENGINEERING, LTD.

PROJECT APPROACH

The Lakota Group appreciates the opportunity to support the Christopher B. Burke Engineering, Ltd. (CBBEL) Team in the preparation of streetscape designs and construction documents for portions of 143rd Street within the Village of Orland Park, Illinois. It is Lakota's understanding that we will be providing the Team with land planning and landscape architecture services necessary in completing the desired tasks for the Village.

Lakota and CBBEL have successfully collaborated on several other streetscape projects within the Chicagoland Region, and Lakota will bring the same level of thought, creative design, and attention to detail to the 143rd Street project.

PROJECT SCOPE | TASKS

The following are the tasks and deliverables The Lakota Group will provide to assist The Village of Orland Park and Christopher B. Burke Engineering in the preparation of geometric and streetscape improvements for 143rd Street.

CONTRACT 1. PHASE II – WILL/COOK ROAD TO WOLF ROAD

Work Task 1 – Phase II Kick-off Meeting:

1. Attend and participate in kick-off meeting with the Village.

Work Task 8 – Pre-Final Contract Documents and Cost Estimate (75% Submittal):

1. Prepare pre-final contract documents for landscape/streetscape within the defined area.
2. Prepare any necessary specifications for landscape/streetscape with the defined area.
3. Prepare estimate of construction cost for the study area.

Work Task 13 – Final Construction Documents and Cost Estimate (90% Submittal)

1. Participate in review meeting with Village Staff.
2. Based upon input received from Staff, modify construction documents, specifications and estimates of construction.

Work Task 14 – Bidding Documents and Final Construction Estimates (100%) Submittal

1. Based upon final input received from Staff and IDOT, modify construction documents, specifications and estimates of construction.

CONTRACT 2. PHASE I – WOLF ROAD TO BEACON AVENUE

Work Task 6 – Alternate Geometric/Streetscape Concepts – Old Orland/Downtown Area:

1. Attendance and participation with the Village and design team to discuss project goals, timing and materials.
2. Coordinate with CBBEL to receive base materials for the study area.
3. Conduct in-field analysis of existing conditions. Document surrounding land use and character.
4. Meet with Design Team to review and discuss potential alternative concepts for modified intersection of 143rd and Southwest Highway.
5. Develop a range of land use and streetscape enhancement concepts supporting each of the intersection alternatives. Prepare supporting graphics including plans, sections, elevations, photo-simulations, three-dimensional graphics and photographic examples. The goal of the land use plans will be to identify and test the impacts on adjacent properties and redevelopment opportunities created by the intersection alternatives. The streetscape concepts will identify opportunities to enhance the public right-of-way around the modified intersection.
6. Identify potential streetscape and lighting elements, coordinating with Village on any preferred elements from the Old Orland/Downtown area.
7. Meet with Design Team to review, refine and finalize the alternative concepts.
8. Present alternative concepts to one meeting with Village Staff.
9. Develop and refine preferred land use and streetscape enhancement plans. Create graphics suitable for public presentation.

Work Task 13 – Forest Preserve Coordination 4(f) Evaluation:

1. Conduct meeting or conference call with Forest Preserve to identify goals and approach to tree mitigation. Identify if Forest Preserve prefers a mitigation plan or fee-in-lieu of approach. A Forestry Management consultant may be required to help develop a tree survey for the impacted area. In which case, Lakota will provide analysis and input on appropriate mitigation/replacement values.
2. Prepare a tree preservation plan or memorandum summarizing the mitigation approach.

Work Task 14 – Public Involvement/Meetings:

1. Participate in three (3) stakeholder meetings with property owners
2. Present as part of the Team at one (1) Village Committee Meeting
3. Prepare and present at one (1) Public Hearing – Open House Format
4. In addition to the meetings identified above and in preceding Work Tasks, participate in one (1) additional meeting with Village Staff
5. Participate in one (1) meeting with IDOT- District One

CONTRACT 3. PHASE II – WOLF ROAD TO BEACON ROAD

Work Task 1 – Phase II Kick-off Meeting:

1. Attend and participate in kick-off meeting with the Village.

Work Task 7 – Pre-Final Contract Documents and Cost Estimate (75% Submittal):

1. Prepare pre-final contract documents for landscape/streetscape within the defined area.
2. Prepare any necessary specifications for landscape/streetscape with the defined area.
3. Prepare estimate of construction cost for the study area.

Work Task 14 – Final Construction Documents and Cost Estimate (90% Submittal)

1. Participate in review meeting with Village Staff.
2. Based upon input received from Staff, modify construction documents, specifications and estimates of construction.

Work Task 15 – Bidding Documents and Final Construction Estimates (100%) Submittal

1. Based upon final input received from Staff and IDOT, modify construction documents, specifications and estimates of construction.

ESTIMATED TIME OF COMPLETION

Lakota will work closely with CBBEL and Village Staff to refine the project scope, timing and manage the project.

PROJECT TERMS

Professional fees and reimbursable expenses for this assignment are estimated as follows:

Contract 1. Phase II – Will/Cook Road to Wolf Road	$7,800 + 400
Contract 2. Phase I – Wolf Road to Beacon Avenue	$48,000 + 2,200
Contract 3. Phase II – Wolf Road to Beacon Avenue	$16,500 + 1,000
Professional Fee Total:	$72,300
Estimated Project Expenses (5% of fee)	$3,600
Total Project Budget	**$75,900**

Expenses will be billed at 1.1 time's direct expense to cover administration and will include:

- **Travel** (mileage/tolls/parking/cabs/airfare/out-of-region meals & lodging)
- **Delivery** (postage/messenger/express)
- **Copying/Reproduction**
- **Sign Mock-Ups**
- **Long Distance Communication**
- **Renderings/Models** (if requested by client)
- **Miscellaneous | Special Project Supplies** (municipal documents, special reports, data)

The above fee estimates can be adjusted based on clarifications or changes to the work scope made by the Village. The fee includes all the meetings and site visits outlined in the Project Scope | Tasks. It does not include any additional meetings, project reviews, presentations, studies, plans, or designs other than those outlined above. If requested for Village budgeting purposes, the team will provide fee estimates for additional tasks.

Any additional services requested of Lakota will be billed on an hourly rate basis according to current hourly rates.

Lakota Hourly Billing Rates (2013):

• **Principal**	$240
• **Associate Principal**	$210
• **Vice President**	$190
• **Senior Associate**	$170
• **Project Planner/Designer/Manager**	$140
• **Planner/Designer**	$100-120
• **Research/Drafting Staff**	$85

REIMBURSABLE EXPENSES

CBBEL will reimburse The Lakota Group for documented out-of-pocket expenses submitted in writing, including but not limited to transportation, lodging, meals, parking, tolls, copying/reproduction, printing/plotting, postage/express deliveries and others as applicable.

PAYMENT SCHEDULE

Professional fees and expenses will be billed monthly for work completed. Unpaid invoices will bear 1.5% interest per month past 30 days. Either party may terminate this agreement 15 days after written notice. Lakota shall be compensated for all services performed up to this date.

OWNERS RESPONSIBILITIES

The owner shall provide full information about the objectives, schedule, constraints and existing conditions of the Project, and shall establish a budget that includes reasonable contingencies and meets the Project requirements. The Owner shall provide decisions and furnish required information as expeditiously as necessary for the orderly progress of the Project. The Owner shall furnish consulting services not provided by Lakota, but required for the Project, such as surveying, which shall include property boundaries, topography and utilities.

Please indicate acceptance of this agreement by signing one copy and returning it to our office listed below. Lakota will begin work after receiving written authorization to proceed via fax, mail or messenger.

The Lakota Group appreciates the opportunity to provide Christopher B. Burke Engineering with Professional Planning and Design Consulting Services.

Scott Freres, RLA, ASLA
Principal
The Lakota Group
212 W. Kinzie Street, Floor 3
Chicago, Illinois 60654
312.467.5445 / 312.467.5484 (fax)

Name

Title/Christopher B. Burke Engineering, Ltd.

Date

Huff & Huff, Inc.
environmental engineers
and consultants

915 Harger Road, Suite 330
Oak Brook, IL 60523
Phone (630) 684-9100
Fax (630) 684-9120
Website: http://huffnhuff.com

July 11, 2013

Mr. Jason G. Souden, PE
Vice President, Head, Civil Design Department
Christopher B. Burke Engineering, Ltd.
9575 W. Higgins Road, Suite 600
Rosemont, Illinois 60018

Re: Environmental Services (PESA and PSI)
143rd Street Improvements – Will-Cook Road to Wolf Road
Orland Park, Cook County, Illinois
Proposal No.: T13-085

Dear Mr. Souden:

Huff & Huff, Inc. (Consultant) is pleased to submit this proposal to perform a Preliminary Environmental Site Assessment (PESA) and Preliminary Site Investigation (PSI), for the 143rd Street Improvements in Orland Park, Illinois. The project corridor is approximately 5,200 feet in length and includes areas of 143rd Street, extending from Will-Cook Road to Wolf Road. Proposed improvements to 143rd street are associated with adding lanes for both east bound and west bound lanes.

The roadway will be widened to 2-12' through lanes in each direction separated by a 16' wide landscaped median/left turn lane. A 10' wide trail will be constructed on the north side of the road. The existing twin-24" culverts between Sta. 47+00 and Sta. 48+00 will be replaced and upsized to triple 6' x 16' three sided culverts. Retaining wall is also proposed in this area to minimize the amount of fill in the floodplain. A new 8" watermain will be constructed from Creek Crossing Drive to approximately 1,300' to the east to tie into an existing watermain.

A PESA is considered adequate for assessment regarding placement of soil borings for the PSI phase. The known potentially impacted properties (PIPs) of this area will require sampling to identify soil conditions in the ROW. The PSI phase will include collection of soil samples for assessment of appropriate disposal practices and consideration as Clean Construction Demolition Debris (CCDD). Collection of soil samples for landfill permitting is not included as part of this scope as analytical results should remain applicable based on the construction schedule. This proposal presents our project understanding and the scope of services.

1. SCOPE OF SERVICES

Task 1 - Preliminary Environmental Site Assessment (PESA)

Consultant will prepare a PESA for the 143rd Street corridor. The process will follow general protocols associated with ASTM E1527-05, which is a standard environmental site assessment methodology and IDOT procedures. These protocols are consistent with the "Preliminary Site Assessment (PESA)" procedures outlined by the IDOT in BDE #66-10A,the "Manual for Conducting Preliminary Environmental Site Assessments for Illinois Department of Transportation Highway Project", and Bureau of Local Roads Special Waste Procedures.

A. Historical Research

The site's historical land use/ownership record will be developed from standard historical sources in the available reports. Either historical aerial photographs or historical maps, such as Sanborn Fire Insurance Maps, will be reviewed. It is anticipated that select information from the historic PESA will be used.

B. Site Evaluation

Current environmental features and conditions of sites adjacent to the ROW will be evaluated. A site walkover of potential right-of-way areas designated for excavation and/or acquisition will be conducted for first-hand evaluation of current environmental conditions within the project limits. All of the features and conditions listed above will be investigated and, as appropriate, documented in photographs. The land-use and housekeeping practices of adjacent properties also will be evaluated in accordance with ASTM protocols.

C. Database Search

A records review or database search will be conducted to update potential environmental concerns within the study area. It will include a search of standard state and federal environmental record databases in accordance with the specifications of ASTM standards. This search is based on the outline of the study area.

Specifically, Consultant will search each database to identify any potential sources requiring further investigation. As appropriate, Freedom of Information Act (FOIA) requests will be filed with the Illinois Environmental Protection Agency (IEPA) to obtain additional data pertaining to identified sites. A local source, such as the fire department or building department, will be contacted regarding available records and area history.

D. Report Preparation

One report summarizing the results of the evaluation will be prepared. The following information will be included in this report:

a) The project location and description
b) Historical uses of corridor.
c) The area geology and hydrology.

d) The environmental status of sites adjacent to the corridor regarding chemical use and storage, underground and aboveground storage tanks, solid waste, special waste, hazardous waste, wastewater, and PCBs.
e) The environmental records review.
f) An analysis of the site inspection.
g) A summary of the findings regarding any environmental concerns.

Task 2 – Preliminary Site Investigation (PSI)

Consultant will also utilize findings of the PESA prior to completion of the PSI. However, a preliminary search of records and aerial photograph review has identified four properties of interest. Based on available information 8 soil borings are planned to address environmental concerns. Traffic control is anticipated to ensure safety of the drilling personnel and the public given the traffic volumes on 143rd Street. As borings are planned for advancement within the City of Orland Park ROW and the project is being completed for the City, it is anticipated that fees will be waived.

The borings are planned for advancement to depths ranging from approximately 4 to 16 feet bgs, depending on the proposed improvement. Drilling is planned over a one day period. These borings are needed to address soil management issues.

A. Analytical

Boring locations where petroleum products or other volatile organic compounds represent the primary concern, samples will be field screened with a photoionization detector (PID). The sample with the highest PID reading in each boring will be analyzed for:

- **Volatile Organic Compounds** (up to 8 samples) – VOCs are volatile compounds found in gasoline and related to various solvents;

- **Benzene, toluene, ethylbenzene, and total xylenes (BTEX) as well as methyl-tert-butyl-ether (MTBE)** (up to 8 samples) – BTEX / MTBE are volatile compounds found in gasoline;

- **Polynuclear Aromatic Compounds (PNAs) and pH** (up to 8 samples) – PNAs are semi-volatile compounds commonly formed during incomplete combustion of organic compounds. PNAs can be formed by the combustion of wood, coal, and petroleum products. They are also found in less refined, nonvolatile petroleum products and can be used to identify potential for diesel or fuel oil contamination in soil.

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

- **SPLP RCRA Heavy Metals** (up to 12 samples) – Federal environmental regulations identify eight (8) heavy metals as hazardous if present in a *solid waste* at concentrations above varying threshold concentrations. Samples will be analyzed for select RCRA

Metals, some of which may require further SPLP for consideration as CCDD. Metals samples will also be analyzed for pH.

B. PSI Report Preparation and CCDD Determination

A report summarizing the results of the soil sample collection activities and analytical results will be prepared. This proposal also includes time for preparing the PE certification needed for CCDD under the new IEPA regulations.

For these tasks, the scope of work includes time necessary to manage the project, including scheduling and coordination with the prime consultant, drillers, and environmental laboratories.

2. PROJECT COST

The estimated man-hours and project costs are tabulated in the attached tables. It is assumed that the driller can access the boring locations. Traffic control costs have been included in the estimate with the assumption that this service will be required for work within the rights-of-way along 143rd Street. Costs for traffic control are based upon previous estimates of field effort at a cost of $200/hour. It is anticipated that all soil cuttings will be returned to the boring from which it originated. No disposal of waste material is anticipated from proposed soil borings.

3. SCHEDULE

We anticipate that work will begin for the PESA within 10 days of the Notice to Proceed and will be completed within 4 weeks from the start date. The rate of completion of the PSI activities is dependent on traffic control access; however, they are planned for completion within 10 weeks from the start date, assuming traffic safety access is obtained.

Please indicate acceptance of this agreement by returning a signed copy of this agreement or a purchase order incorporating the terms of the agreement. We appreciate the opportunity to work with you and look forward to a successful completion of the project. If you have any questions concerning our proposed scope of services or fees, please contact us.

4. CONTRACT TERMS

1. CONSULTANT'S SERVICES: The Consultant's (Huff & Huff, Inc.) services shall consist of those tasks described in Section 2.

2. SCHEDULE: The Consultant's work under this Agreement shall begin within two weeks of receipt of written notice to proceed or a signed copy of this Agreement.

3. COMPENSATION: The fee basis for the scope of work, as outlined in Section 4, pertains to the specific scope work.

4. DIRECTION: For work performed under this Agreement, Consultant shall take direction from the CLIENT.

5. CHANGES: This Agreement may only be changed by written amendment which specifies the terms being revised and which has been signed by both parties hereto.

6. PROJECT DATA: The Consultant, in coordination with the CLIENT, shall obtain from the appropriate sources all data and information necessary for the proper and complete execution of the Consultant's services.

7. INDEPENDENT CONSULTANT: The Consultant shall be deemed to be an independent contractor in all its operations and activities hereunder. The employees furnished by Consultant to perform the work shall be deemed to be Consultant employees exclusively, and said employees shall be paid by Consultant for all services in this connection. The Consultant shall be responsible for all obligations and reports covering Social Security, Unemployment Insurance, Workmen's Compensation, Income Tax, and other reports and deductions required by an applicable state or Federal law.

8. RIGHTS OF WORK PRODUCT: CLIENT shall have unlimited rights in all drawings, designs, specifications, notes, and other work developed in the performance of this contract, including the right to use same on any other work without additional cost to the CLIENT. The Consultant shall not be liable for any use or reuse of the drawings, designs, specifications, notes and other work for use other than intended under the terms of this Agreement.

9. INDEMNIFICATION: The Consultant hereby agrees to indemnify and hold harmless the CLIENT and any proper owners whose property it is necessary to access in the performance of this work, against any and all liability, loss, damages, demands, or actions or causes of action, which may result from any damages or injuries sustained by a person or entity in connection with or on account of any negligent act or omission of the Consultant or its employees relating to its obligations pursuant to this Agreement.

10. TERMINATION: CLIENT may terminate this Agreement at any time upon ten (10) days written notice for whatsoever reason, provided CLIENT shall pay the Consultant a reasonable fee for work satisfactorily performed prior to the effective date of termination. In no case, however, shall the total amount paid to Consultant exceed the amount set out above.

11. INSURANCE: The Consultant shall maintain insurance as set forth in the prime contract, if attached, or as set forth below.

    a. Worker's Compensation and Employer's Liability Insurance: Worker's Compensation in compliance with applicable State and Federal laws.
    b. Comprehensive General Liability Insurance for Bodily Injury and Property Damage to a combined single limit of $2,000,000 per occurrence/claim or an umbrella of $3,000,000.
    c. Comprehensive Automobile Liability Insurance, including owned, hired, and non-owned automobiles, for Bodily Injury and Property Damage to a combined single limit of $1,000,000 per occurrence/$2,000,000 aggregate.
    d. Professional liability insurance $2,000,000 on a claims made basis.

12. STANDARD OF CARE: Services performed by the Consultant under this Agreement will be conducted in a manner consistent with the level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions.

13. RETENTION OF RECORDS: Consultant shall maintain complete records of all hours billed and direct costs incurred under this Agreement so as to accurately reflect the services performed and basis for compensation and reimbursement under this Agreement.

14. LEGAL: This Agreement shall be construed and interpreted solely in accordance with the laws of the State of Illinois.

BOTH PARTIES HERETO WARRANT AND REPRESENT that they have full right, power, and authority to execute this Contract.

IN WITNESS THEREOF, the parties hereto have executed this Agreement as of the day and year first specified above.

	CONSULTANT	CLIENT
	HUFF & HUFF, INC.	CHRISTOPHER B. BURKE ENGINEERING, Ltd.
	Linda L Huff	
	Signature	Signature
By:	Linda L. Huff, P.E.	
	Typed Name	Typed Name
	President	
	Officer's Title	Officer's Title
	June 6, 2013	
	Date	Date

Illinois Department of Transportation

Cost Estimate of Consultant Services (CPFF)

Firm	Huff & Huff, Inc.
Route	143rd
Section	Will-Cook to Wolf
County	Cook
Job No.	
PTB & Item	

Date 07/16/13

Overhead Rate 137.58%

Complexity Factor 0

Item	Manhours	Payroll	Overhead & Fringe Benefits	In-House Direct Costs	Fixed Fee	Outside Direct Costs	Services By Others	Total	% of Grand Total
01 PESA	55	1,728.76	2,378.43	57.85	610.00	400.00	0.00	5,175.03	27.31%
02 PSI	61	1,808.12	2,487.61	54.70	637.16	4,655.20	3,400.00	13,042.79	68.83%
03 QA/QC	6	268.63	369.57	0.00	93.48	0.00	0.00	731.68	3.86%
TOTALS	122	3,805.50	5,235.61	112.55	1,340.64	5,055.20	3,400.00	18,949.50	100.00%

Method of Compensation:

Cost Plus Fixed Fee 1	[X] 14.5%[DL + R(DL) + OH(DL) + IHDC]
Cost Plus Fixed Fee 2	[ ] 14.5%[DL + R(DL) + 1.4(DL) + IHDC]
Cost Plus Fixed Fee 3	[ ] 14.5%[(2.3 + R)DL + IHDC]
Specific Rate	[ ]
Lump Sum	[ ]

BDE 025 (Rev. 2/06)

Illinois Department of Transportation

Average Hourly Project Rates

Route	143rd
Section	Will-Cook to Wolf
County	Cook
Job No.	
PTB/Item	

Consultant: Huff & Huff, Inc.

Date: 07/16/13

Sheet 1 OF 1

Payroll Classification	Total Project Rates			01 PESA			02 PSI			03 QA/QC								
	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Principal	8	6.56%	4.37	4	7.27%	4.85	2	3.28%	2.18	2	33.33%	22.21						
Senior Geologist I	24	19.67%	6.66	10	18.18%	6.15	10	16.39%	5.55	4	66.67%	22.56						
Project Engineer I	72	59.02%	16.11	32	58.18%	15.89	40	65.57%	17.90									
Senior CADD I	2	1.64%	0.61	1	1.82%	0.68	1	1.64%	0.61									
CADD II	11	9.02%	2.44	5	9.09%	2.46	6	9.84%	2.67									
Admin. Manager I	1	0.82%	0.27	1	1.82%	0.60												
Administrative IV	4	3.28%	0.73	2	3.64%	0.81	2	3.28%	0.73									
	0																	
	0																	
	0																	
	0																	
TOTALS	122	100%	$31.19	55	100%	$31.43	61	100%	$29.64	6	100%	$44.77	0	0%	$0.00	0	0%	$0.00

SUMMARY OF INHOUSE DIRECT COSTS

Project: CBBEL - 143rd Will-Cook to Wolf

									DIRECT
Task 1 - PESA									
Trips - Company	40 miles	x	1	x	$	0.565	=	$	22.60
Reproduction	3 sets	x	300	x	$	0.03	=	$	27.00
Color copies	3 sets	x	25	x	$	0.11	=	$	8.25
					Task Total			$	**57.85**
Task 2 - PSI									
Trips - Company	40 miles	x	1	x	$	0.565	=	$	22.60
Tolls	0 miles	x	6	x	$	0.850	=	$	5.10
Reproduction	3 sets	x	300	x	$	0.03	=	$	27.00
					Task Total			$	**54.70**
Task 3 - QA/QC									
					Task Total			$	-
					GRAND TOTAL			$	**112.55**

P:\Proposal-2013\CBBEL\[CBBEL 143rd Will-Cook to Wolf DC.xls]Inhouse Direct Costs

SUMMARY OF OUTSIDE DIRECT COSTS

Project: CBBEL - 143rd Will-Cook to Wolf

					OUTSIDE
Task 1 - PESA					
Maps/Aerials	1 x	$	180.00	= $	180.00
Federal Express	1 x	$	20.00	= $	20.00
Records Search	1 x	$	200.00	= $	200.00
		Task Total		**$**	**400.00**
Task 2 - PSI					
5035 Kits	18 x	$	15.00	=	$270.00
VOCs	8 x	$	126.00	=	$1,008.00
BTEX	8 x	$	126.00	=	$1,008.00
PNAs	8 x	$	105.00	=	$840.00
pH	12 x	$	8.40	=	$100.80
RCRA	12 x	$	88.20	=	$1,058.40
SPLP	5 x	$	70.00	=	$350.00
Federal Express	1 x	$	20.00	=	$20.00
		Task Total			**$4,655.20**
Task 3 - QA/QC					
		Task Total		**$**	-
		GRAND TOTAL		**$**	**5,055.20**

P:\Proposal-2013\CBBEL\[CBBEL 143rd Will-Cook to Wolf DC.xls]Services By Others

SUMMARY OF SERVICES BY OTHERS

Project: CBBEL - 143rd Will-Cook to Wolf

				OUTSIDE
Task 1 - PESA				
	Task Total		**$**	-
Task 2 - PSI				
Driller	1 x	$ 1,800.00	= $	1,800.00
Traffic Control	1 x	$ 1,600.00	= $	1,600.00
	Task Total		**$**	**3,400.00**
Task 3 - QA/QC				
	Task Total		**$**	-
	GRAND TOTAL		**$**	**3,400.00**

P:\Proposal-2013\CBBEL\[CBBEL 143rd Will-Cook to Wolf DC.xls]Services By Others

EXHIBIT A

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX (847) 823-0520

September 7, 2022

Village of Orland Park
14700 Ravinia Avenue
Orland Park, IL 60462

Attention: Mr. Khurshid Hoda
Director, Engineering Programs and Services

Subject: Supplemental Fee #2 for Plat Revisions and ROW Services
143rd Street, Will-Cook Road to Wolf Road
State Job No: D-91-060-04
Project No: M-8003 (348)
CBBEL No. (13-0211)

Dear Mr. Hoda,

Per our discussion, this letter outlines additional services not included in our original scope. In 2015, the Village granted CBBEL Supplemental Fee #1 to prepare a Plat of Highways for takings from four (4) parcels. The following work items will be performed in 2023 to complete the land acquisition needed to construct the project's proposed improvements:

1. Plat of Highways: Update and revise the 143rd Street Plat that was previously approved by the Village and IDOT. As shown on the attached exhibit, permanent easements will be acquired from five (5) property owners. One property is owned by the Village, and the remainder are residential, commercial, and undeveloped parcels. The revised Plat will add the residential property at the southeast corner of 143rd Street and Creek Crossing Drive. The extra tasks required consist of:

    - Purchasing five (5) title reports to verify the current owners' names and addresses, and determine if any of the properties has a lien filed against it. Our proposal contains a Direct Cost estimate of $3,250.00 for these reports
    - Research at Cook County Recorder's office
    - Field survey to recover boundary evidence and stake property corners
    - Office calculations, drafting the Plat, and writing legal descriptions
    - Processing draft and final Plat submittals
    - Obtaining Plat approval, and
    - Coordination with the Village.

2. ROW Services: CBBEL will engage an IDOT-prequalified land acquisition services firm as our subconsultant to complete the permanent easement takings from five (5) properties in accordance with Federally mandated procedures. CBBEL obtained competing proposals from three (3) such firms. These tasks consist of:

    - Appraisals and Review Appraisals to determine the fair market value of the takings. These documents shall be submitted to IDOT for review and approval per the Federal requirements
    - Negotiations with the owners of the residential, commercial, and undeveloped parcels. For the fifth property which is owned by the Village, in lieu of negotiations the services shall consist of preparing documentation of ROW Donation by the Village
    - Recording all land acquisition at the Cook County Recorder's office
    - Compiling a complete land acquisition record for each parcel and submitting it to IDOT in order for IDOT to issue Authorization to Advertise, that is, approval to let the construction contract.

Also per our discussion, this letter advises you that the Village will make direct payments to four (4) property owners as compensation for these permanent easements. No payment shall be made in connection with the permanent easement on the Village-owned property. Initial tenders (offers of payment) shall be made based on the Appraisals, and the offer amount may be adjusted during Negotiations with the consent of the Village. For the purpose of assisting the Village to budget appropriately for these payments, CBBEL has roughly estimated the total amount as not exceeding $151,700.00. Combined with our fee request, we recommend that the Village budget $201,250.00 for completing the 143rd Street land acquisition during 2023.

Please call me or Mr. Jason Souden if you have any questions or require more detail about this supplement request.

Appendices: Cost Estimate of Consultant Services spreadsheet
ROW Exhibit for the five (5) permanent easements

Attachment: Land Acquisition Services from three (3) IDOT-prequalified firms (.zip file)

Sincerely,

Michael E. Kerr, PE
President

Accepted by:

Mr. Khurshid Hoda
Director, Engineering Programs and Services

Exhibit A - Preliminary Engineering

Route: 143rd Street (Will-Cook to Wolf Road)
Local Agency: Village of Orland Park
(Municipality/Township/County)
Section: 03-00059-00-WR
Project: M-8003 (348)
Job No.: D-91-060-04

* Firm's **approved rates** on file with IDOT'S Bureau of Accounting and Auditing:	
IDOT Approved Overhead Rate:	146.00%
Project Overhead Rate:	
Complexity Factor =	0.0
Calendar Days	365.0

Method of Compensation:

- ☐ Cost Plus Fixed Fee 1 — 14.5%[DL +R(DL) + OH(DL) + IHDC]
- ☒ Cost Plus Fixed Fee 2 — 14.5%[DL +R(DL) + 1.4(DL) + IHDC]
- ☐ Cost Plus Fixed Fee 3 — 14.5%[(2.3 + R)DL + IHDC]
- ☐ Specific Rate
- ☐ Lump Sum

Cost Estimate of Consultant's Services in Dollars

Element of Work	Employee Classification	Man-Hours	Payroll Rate	Payroll Costs (DL)	Overhead	Services by Others	Outside Direct Costs	Profit	Total
Prepare Plat of Highways including addition of 5th parcel and any changes revealed by new Title Reports; obtain Plat approval from the Village and IDOT	Survey V	4.25	$88.05	$374.21	$468.74		$3,250.00	$130.23	$4,223.18
	Survey IV	10.00	$75.37	$753.70	$944.08			$262.29	$1,960.07
	Survey III	8.00	$66.14	$529.12	$662.78			$184.13	$1,376.03
	Survey II	0.00	$48.45	$0.00	$0.00			$0.00	$0.00
	Survey I	8.00	$38.45	$307.60	$385.30			$107.04	$799.94
	Engineer VI	4.00	$96.51	$386.04	$483.55			$134.34	$1,003.94
	Engineer V	8.00	$79.98	$639.84	$801.46			$222.66	$1,663.97
	CADD Manager	10.00	$68.06	$680.60	$852.52			$236.85	$1,769.97
	CADD Technician	3.25	$51.91	$168.71	$211.32			$58.71	$438.74
Perform Land Acquisition Services (appraisals, review appraisals and negotiations) to acquire Permanent Easements from five (5) parcels of land as shown in the Plat						$36,250.00			$36,250.00
Totals		55.50	-	$3,839.82	$4,809.76	$36,250.00	$3,250.00	$1,336.26	$49,485.84

Printed on 9/7/2022 11:07 AM

PART OF THE SOUTHEAST QUARTER OF SECTION 6, TWP. 36 N., R. 12 E. OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS.
PART OF THE NORTHEAST QUARTER OF SECTION 7, TWP. 36 N., R. 12 E. OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS.

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT AREA SQUARE FEET	PARCEL INDEX NUMBER
0001PE	15.843	N/A	N/A	15.843	PE= 0.340	N/A	27-06-406-024 27-06-406-025 27-06-406-026
0002PE	8.556	N/A	N/A	8.556	PE= 0.337	N/A	27-07-203-021

LINE TABLE

LINE	BEARING	LENGTH
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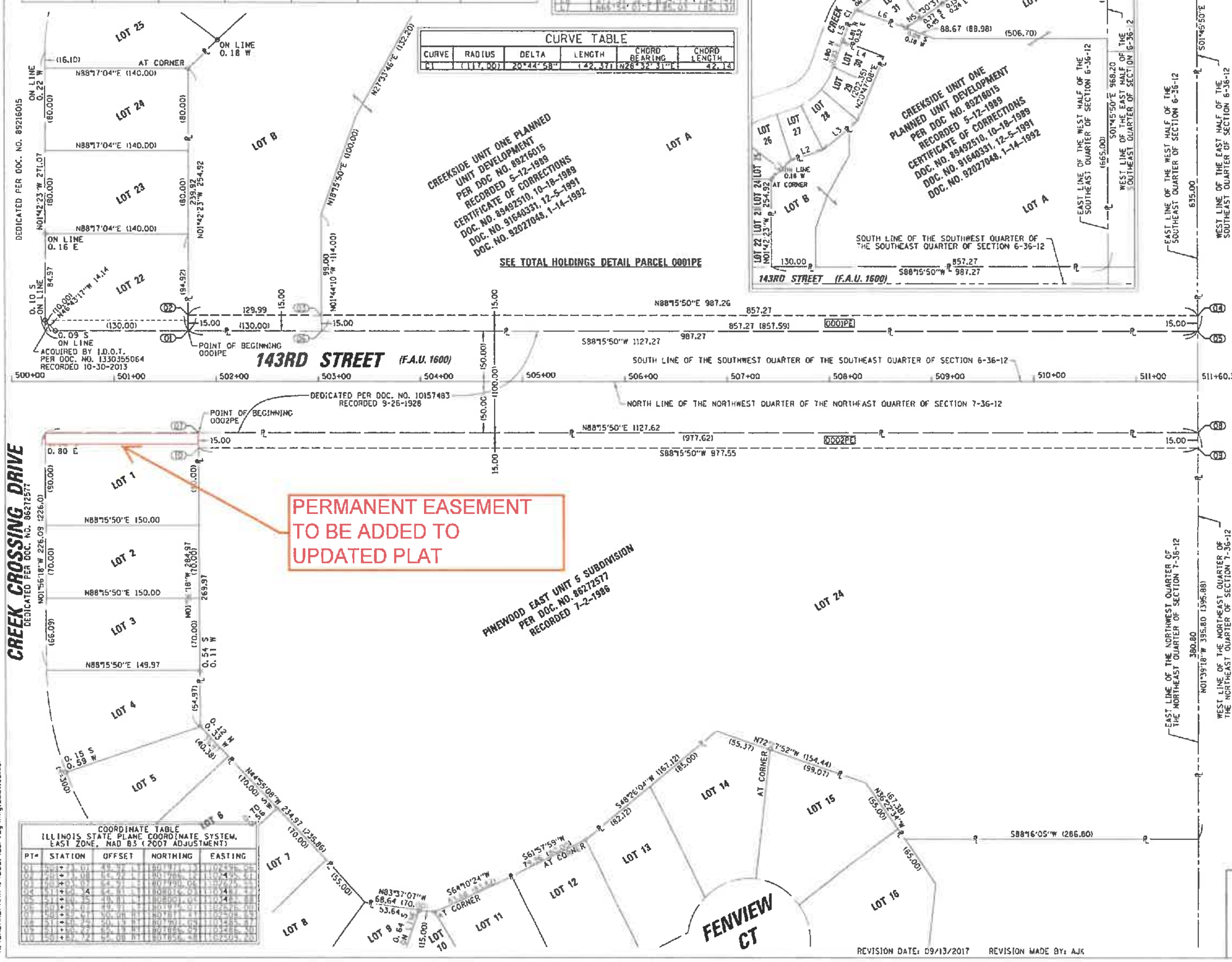
L2	[illegible]	[illegible]
L3	[illegible]	[illegible]
L4	[illegible]	[illegible]
L5	[illegible]	[illegible]
L6	[illegible]	[illegible]
L7	[illegible]	[illegible]

CURVE TABLE

CURVE	RADIUS	DELTA	LENGTH	CHORD BEARING	CHORD LENGTH
C1	(117.00)	20°44'58"	(42.37)	N28°32'31"E	42.14



COORDINATE TABLE
ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD 83 (2007 ADJUSTMENT)

PT#	STATION	OFFSET	NORTHING	EASTING
01	[illegible]	[illegible]	[illegible]	[illegible]
02	[illegible]	[illegible]	[illegible]	[illegible]
03	[illegible]	[illegible]	[illegible]	[illegible]
04	[illegible]	[illegible]	[illegible]	[illegible]
05	[illegible]	[illegible]	[illegible]	[illegible]
06	[illegible]	[illegible]	[illegible]	[illegible]
07	[illegible]	[illegible]	[illegible]	[illegible]
08	[illegible]	[illegible]	[illegible]	[illegible]
09	[illegible]	[illegible]	[illegible]	[illegible]
10	[illegible]	[illegible]	[illegible]	[illegible]

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REVISION DATE: 09/13/2017 REVISION MADE BY: AJK

LEGEND

- SECTION CORNER
- QUARTER SECTION CORNER
- SECTION / QUARTER SECTION LINE
- PLATTED LOT LINES
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- EXISTING CENTERLINE
- PROPOSED CENTERLINE
- EXISTING RIGHT OF WAY LINE
- PROPOSED RIGHT OF WAY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- EXISTING ACCESS CONTROL LINE
- PROPOSED ACCESS CONTROL LINE
- 129.33' MEASURED DIMENSION
- 129.33' (COMP) COMPUTED DIMENSION
- (129.33') RECORDED DIMENSION
- EXISTING BUILDING

GRAPHIC SCALE FEET
SCALE: 1" = 50'

- IRON PIPE OR ROD FOUND
- "MAG" NAIL SET
- CUT CROSS FOUND OR SET
- 5/8" REBAR SET
- T1, T2, T3 — THESE STAKES REFERENCE FOUND OR SET MONUMENTATION. SET 5/8 INCH IRON ROD FLUSH WITH GROUND TO TIE FOUND IRON STAKE IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- BT1, BT2, BT3 — THESE STAKES IN CULTIVATED AREAS, REFERENCE FOUND OR SET MONUMENTATION. BURIED 5/8 INCH IRON ROD 20 INCHES BELOW GROUND TO TIE FOUND IRON STAKE. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M — STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
- PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
- RIGHT OF WAY STAKING PROPOSED TO BE SET

NOTE:

ALL DIMENSION ARE MEASURED UNLESS OTHERWISE SPECIFIED

BEARINGS AND DISTANCES SHOWN HEREON ARE ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".

ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES BY THE COMBINATION FACTOR OF 0.99991074.

AREAS SHOWN ON THIS PLAT ARE "GROUND"

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

THIS IS TO CERTIFY THAT I, KENNETH J. RASMUSSEN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, (WE, CHRISTOPHER B. BURKE ENGINEERING, LTD. AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING CORPORATION, NUMBER 184-001175,) HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 6 & 7, TOWNSHIP 36 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT ROSEMONT, ILLINOIS THIS___ DAY OF ________ 20___ A. D.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3240
LICENSE EXPIRATION DATE: 11-30-2018

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

IDOT USE ONLY

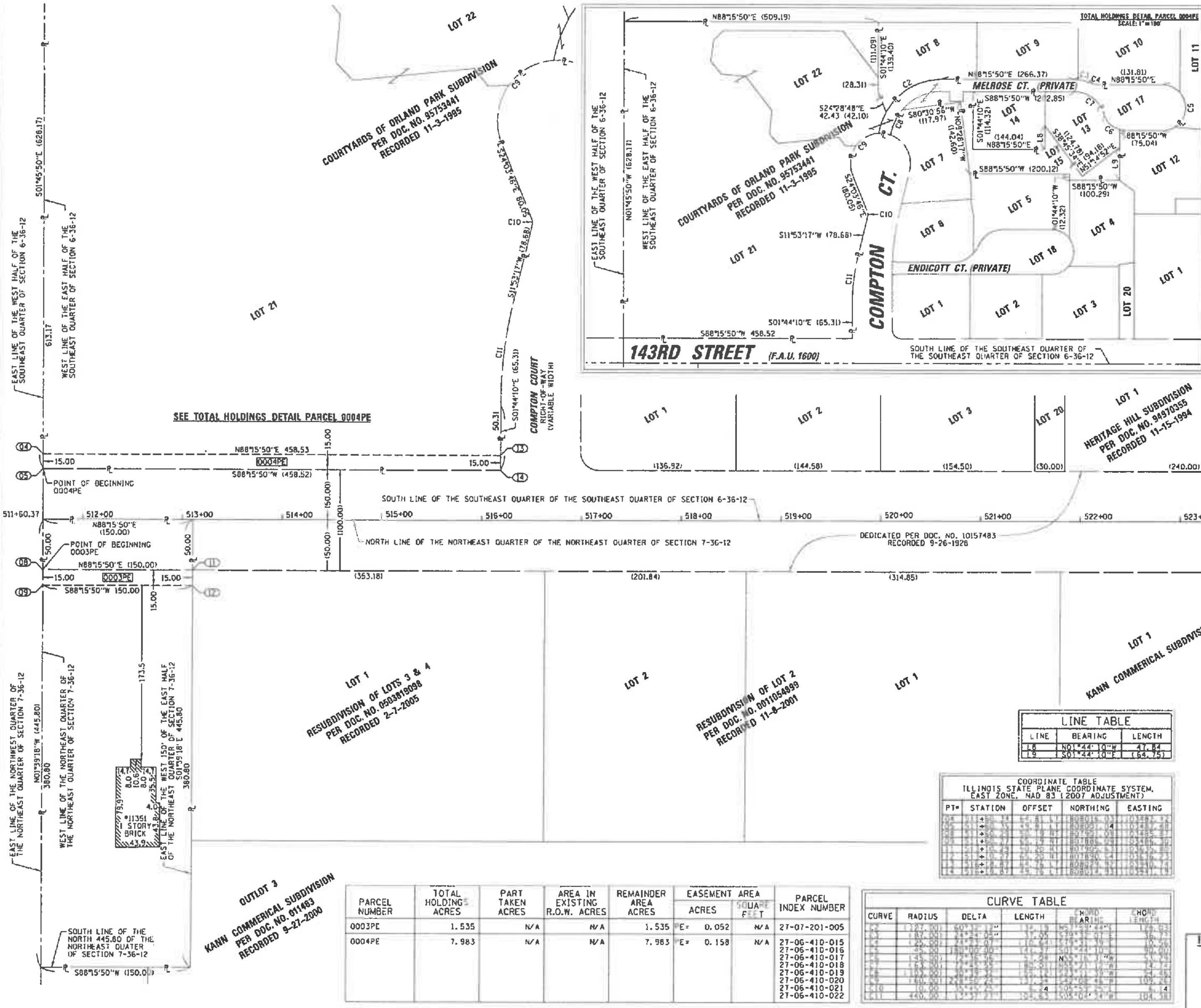
PLAT OF HIGHWAYS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
143RD STREET (F.A.U. 1600)

LIMITS: CREEK CROSSING DRIVE TO COMPTON COURT
COUNTY: COOK
SECTION: 03-00059-00-WR
JOB NO.: 1-91-060-04
STA. 500+00.00 TO STA. 511+60.37
SCALE: 1"= 50'
SHEET 3 OF 4 SHEETS

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

PART OF THE SOUTHEAST QUARTER OF SECTION 6, TWP. 36 N., R. 12 E. OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS.
PART OF THE NORTHEAST QUARTER OF SECTION 7, TWP. 36 N., R. 12 E. OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS.



LEGEND

SECTION CORNER
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- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- EXISTING CENTERLINE
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- AC— PROPOSED ACCESS CONTROL LINE
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- 129.32' (COMP) COMPUTED DIMENSION
- (129.32') RECORDED DIMENSION
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GRAPHIC SCALE FEET
SCALE: 1"= 50'

N

- ○ IRON PIPE OR ROD FOUND
- ⊕ "MAG" NAIL SET
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DATED AT ROSEMONT, ILLINOIS THIS____DAY OF__________20____A.D.

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CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

LINE TABLE		
LINE	BEARING	LENGTH
L8	N01°44'10"W	47.84
L9	S01°44'10"E	(64.75)

COORDINATE TABLE
ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD 83 (2007 ADJUSTMENT)

PT#	STATION	OFFSET	NORTHING	EASTING
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[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA ACRES	EASEMENT AREA SQUARE FEET	PARCEL INDEX NUMBER
0003PE	1.535	N/A	N/A	1.535	PE= 0.052	N/A	27-07-201-005
0004PE	7.983	N/A	N/A	7.983	PE= 0.158	N/A	27-06-410-015 27-06-410-016 27-06-410-017 27-06-410-018 27-06-410-019 27-06-410-020 27-06-410-021 27-06-410-022

CURVE TABLE					
CURVE	RADIUS	DELTA	LENGTH	CHORD BEARING	CHORD LENGTH
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[illegible]	45.00	180°00'00"	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
C10	10.00	[illegible]	[illegible]	[illegible]	[illegible]
C11	440.00	[illegible]	[illegible]	[illegible]	[illegible]

REVISION DATE: 09/13/2017 REVISION MADE BY: AJK

IDOT USE ONLY

PLAT OF HIGHWAYS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
143RD STREET (F.A.U. 1600)

LIMITS: CREEK CROSSING DRIVE TO COMPTON COURT
COUNTY: COOK
SECTION: 03-00059-00-WR
JOB NO.: D-91-060-04
STA. 511+60.37 TO STA. 523+00.00
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SHEET 4 OF 4 SHEETS

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

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EXHIBIT A

Hampton, Lenzini and Renwick, Inc.
Civil Engineers • Structural Engineers • Land Surveyors • Environmental Specialists
www.hlrengineering.com

August 18, 2022

Val M. Racich, PE
Senior Project Manager
Christopher B. Burke Engineering, Ltd.
9575 W. Higgins Road, Suite 600
Rosemont, IL 60018

Re: Proposal for Land Acquisition Services
143rd Street – Creek Crossing Drive to Compton Court
Section: 03-00059-00-WR
Village of Orland Park

Dear Val Racich:

We prepared this letter to serve as the agreement between Christopher B. Burke Engineering, Ltd. (Client) and Hampton, Lenzini and Renwick, Inc. (Consultant) for land acquisition services requested relative to the 143rd Street, Creek Crossing Drive to Compton Court, Village of Orland Park project.

SCOPE OF SERVICES

The Client and Consultant have agreed to a list of Basic Services the Consultant will provide to the Client, listed on the appended Scope of Services, labeled as Exhibit A.

Services not set forth above as Basic Services and not listed in Exhibit A of this Agreement are specifically excluded from the scope of the Consultant's services. The Consultant assumes no responsibility to perform any services not specifically listed in Exhibit A.

RESPONSIBILITIES OF CLIENT

It is the Consultant's understanding that the Client will provide the following assistance, information, and related materials relative to the above-described project:

Current and valid title insurance commitments, plats, legal descriptions, and for negotiations, approved appraisal report, if applicable, for each parcel.

COMPENSATION

Billing Terms

For our services we will be paid the following lump-sum amounts per parcel:

Parcel / PIN	Appraisal Fee	Review Fee	Negotiation Fee
0001PE / 27-06-406-024 27-06-406-025 27-06-406-026	$2,500.00	$1,250.00	$3,500.00
0002PE / 27-07-203-021	$2,500.00	$1,250.00	$3,500.00
0003PE / 27-07-201-005	$2,500.00	$1,250.00	$3,500.00
0004PE / 27-06-410-015 27-06-410-016 27-06-410-017 27-06-410-018 27-06-410-019 27-06-410-020 27-06-410-021 27-06-410-022	$2,500.00	$1,250.00	$3,500.00
TE (to be added)	$2,500.00	$1,250.00	$3,500.00
Subtotals	**$12,500.00**	**$6,250.00**	**$17,500.00**
Total		**$36,250.00**	

Appraisal Reports to be prepared by Mark Polach, Polach Appraisal Group, Inc.

Appraisal Reviews to be prepared by David Rogers, SR/WA, R/W-AC, Hampton, Lenzini and Renwick, Inc.

This appraisal assignment will comply with the following standards, laws, regulations, and policies:

- The Uniform Relocations 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.

Negotiation Fee does not include recording fees, title commitment and/or title insurance policy fees, and trustee and/or lender administrative (processing) fees.

Payment Terms

Invoices shall be submitted by the Consultant on a monthly basis, are due upon presentation and shall be considered past due if not paid within 30 calendar days of the invoice date.

If the Client fails to make payments when due or otherwise is in breach of this Agreement, the Consultant may suspend performance of services upon 30 calendar days' notice to the Client. The Consultant shall have no liability whatsoever to the Client for any costs or damages as a result of such suspension caused by any breach of this Agreement by the Client. Upon payment in full by the Client, the Consultant shall resume services under this Agreement, and the time schedule and compensation shall be equitably adjusted to compensate for the period of suspension plus any other reasonable time and expense necessary for the Consultant to resume performance.

If the Client fails to make payment to the Consultant in accordance with the payment terms herein, this shall constitute a material breach of this Agreement and shall be cause for termination of this Agreement by the Consultant.

If the Client objects to any portion of an invoice, the Client shall so notify the Consultant in writing within ten (10) calendar days of receipt of the invoice. The Client shall identify in writing the specific cause of the disagreement and the amount in dispute and shall pay that portion of the invoice not in dispute in accordance with the other payment terms of this Agreement. Any dispute over invoiced amounts due which cannot be resolved within ten (10) calendar days after presentation of invoice by direct negotiation between the parties shall be resolved within thirty (30) calendar days in accordance with the Dispute Resolution provision of this Agreement. Interest as stated above shall be paid by the Client on all disputed invoice amounts that are subsequently resolved in the Consultant's favor and shall be calculated on the unpaid balance from the due date of the invoice.

Payments to the Consultant shall not be withheld, postponed, or made contingent on the construction, completion, or success of the project or upon receipt by the Client of offsetting reimbursement or credit from other parties who may have caused Additional Services or expenses. No withholdings, deductions, or offsets shall be made from the Consultant's compensation for any reason unless the Consultant has been found to be legally liable for such amounts.

GENERAL TERMS AND CONDITIONS

Assignment

Neither party to this Agreement shall transfer, sublet, or assign any rights under or interest in this agreement without the prior written consent of the other party. Subcontracting to sub-consultants normally contemplated by the Consultant shall not be considered an assignment for purposes of this agreement.

Authorized Representatives

The Client and Consultant hereby designate their authorized representatives to act on their behalf with respect to the services and responsibilities under this agreement. The following designated representatives are authorized to receive notices, transmit information, and make decisions regarding the Project on behalf of their respective parties.

For the Client:

Val M. Racich, PE
Senior Project Manager
Christopher B. Burke Engineering, Ltd.
9575 W. Higgins Road, Suite 600
Rosemont, IL 60018

Office Phone: 847-823-0500
E-mail: vrachich@cbbel.com

For the Consultant:

ReJena Lyon, PE, PLS
President/CEO
Hampton, Lenzini and Renwick, Inc.
380 Shepard Drive
Elgin, IL 60123-7010

Office Phone: 847-697-6700
E-mail: jlyon@hlreng.com

Corporate Protection

It is intended by the parties to this Agreement that the Consultant's services in connection with the Project shall not subject the Consultant's individual employees, officers, or directors to any personal legal exposure for the risks associated with this Project. Therefore, and notwithstanding anything to the contrary contained herein, the Client agrees that as the Client's sole and exclusive remedy, any claim, demand, or suit shall be directed and/or

asserted only against Hampton, Lenzini and Renwick, Inc., a Delaware corporation, and not against any of the Consultant's individual employees, officers, or directors.

Defects in Service

The Client shall promptly report to the Consultant any defects or suspected defects in the Consultant's services of which the Client becomes aware, so that the Consultant may take measures to minimize the consequences of such a defect. The Client further agrees to impose a similar notification requirement on all contractors in its Client/Contractor contract and shall require all subcontracts at any level to contain a like requirement. Failure by the Client and the Client's contractors or subcontractors to notify the Consultant shall relieve the Consultant of the costs of remedying the defects above the sum such remedy would have cost had prompt notification been given when such defects were first discovered.

Entire Agreement

This Agreement, comprising pages 1 through 6, and Exhibit A, is the entire Agreement between the Client and the Consultant. It supersedes all prior communications, understandings, and agreements, whether oral or written. Amendments to this Agreement must be in writing and signed by both the Client and the Consultant.

Extension of Protection

The Client agrees that any and all limitations of the Consultant's liability and indemnifications by the Client to the Consultant shall include and extend to those individuals and entities the Consultant retains for performance of the services under this Agreement, including but not limited to the Consultant's officers, partners, and employees and their heirs and assigns, as well as the Consultant's sub-consultants and their officers, employees, heirs and assigns.

Governing Law and Jurisdiction

The Client and the Consultant agree that this Agreement and any legal actions concerning its validity, interpretation, and performance shall be governed by the laws of the State of Illinois.

It is further agreed that any legal action between the Client and the Consultant arising out of this Agreement or the performance of the services shall be brought in a court of competent jurisdiction in the County of Kane, Illinois.

Indemnification

The Consultant agrees, to the fullest extent permitted by law, to indemnify and hold harmless the Client, its officers, directors, and employees (collectively, Client) against all damages, liabilities, or costs, including reasonable attorneys' fees and defense costs, to the extent caused by the Consultant's negligent performance of professional services under this Agreement and that of its sub-consultants or anyone for whom the Consultant is legally liable.

The Client agrees, to the fullest extent permitted by law, to indemnify and hold harmless the Consultant, its officers, directors, employees, and sub-consultants (collectively, Consultant) against all damages, liabilities, or costs, including reasonable attorneys' fees and defense costs, to the extent caused by the Client's negligent acts in connection with the Project and the acts of its contractors, subcontractors, or consultants, or anyone for whom the Client is legally liable.

Neither the Client nor the Consultant shall be obligated to indemnify the other party in any manner whatsoever for the other party's own negligence.

Mediation

In an effort to resolve any conflicts that arise during the design and construction of the Project or following the completion of the Project, the Client and the Consultant agree that all disputes between them arising out of or relating to this Agreement or the Project shall be submitted to nonbinding mediation unless the parties mutually agree otherwise.

The Client and the Consultant further agree to include a similar mediation provision in all agreements with independent contractors and consultants retained for the Project and to require all independent contractors and consultants also to include a similar mediation provision in all agreements with their subcontractors, sub-consultants, suppliers, and fabricators, thereby providing for mediation as the primary method for dispute resolution between the parties to all those agreements.

Severability

Any term or provision of this Agreement found to be invalid under any applicable statute or rule of law shall be deemed omitted and the remainder of the Agreement shall remain in full force and effect.

Standard of Care

In providing services under this Agreement, the Consultant will endeavor to perform in a manner consistent with that degree of care and skill ordinarily exercised by members of the same profession currently practicing under similar circumstances.

Third-Party Beneficiaries

Nothing contained in this Agreement shall create a contractual relationship with or a cause of action in favor of a third party against either the Client or the Consultant. The Consultant's services under this Agreement are being performed solely for the Client's benefit, and no other party or entity shall have any claim against the Consultant because of this Agreement or the performance or nonperformance of services hereunder. The Client and Consultant agree to require a similar provision in all contracts with contractors, subcontractors, sub-consultants, vendors and other entities involved in this Project to carry out the intent of this provision.

If this agreement meets with Christopher B. Burke Engineering, Ltd.'s approval, please have the officials sign and date same where indicated below and return one (1) copy for our file. If you have questions on any of the above, please call me at our Elgin office.

Yours truly,

HAMPTON, LENZINI AND RENWICK, INC.

ReJena Lyon, PE, PLS
President/CEO

ACCEPTANCE

The terms and conditions of this letter agreement are hereby accepted by Christopher B. Burke Engineering, Ltd. for Land Acquisition services set forth above.

By _____ _____
Date

Title _____

ATTEST:

By _____

Title _____

Val M. Racich, PE
Christopher B. Burke Engineering, Ltd.
August 18, 2022

Exhibit A

Negotiation Scope

- The negotiator will personally contact the property owner(s) and offer to meet in-person to discuss the project and the acquisition process.
- The negotiator will personally present the approved fair market value of the property (offer to purchase) to the property owner(s).
- The negotiator will document all efforts in the Negotiator's Report which shall contain the names and addresses of all interested parties, and if necessary, a recommendation for further action. The negotiator shall maintain and submit this completed report to the Client upon request.
- The negotiator will review title exceptions and obtain "clear" title.
- The negotiator will obtain proper documentation to secure an adequate interest for the purpose for which it is being acquired.
- The negotiator will be available to meet with Client personnel regarding status.
- The negotiator's files will be available for review by the Client.
- Negotiations will be performed in compliance with IDOT Land Acquisition Policies and Procedures.
- Negotiation services will include obtaining right-of-way certification by IDOT.

Appraisal Scope

- Estimate the compensation to be paid by the Village of Orland Park to individual property owners for the rights to be acquired by the Village along 143rd Street from Creek Crossing Drive to Compton Court.
- The reports will be prepared in compliance with the Uniform Standards of Professional Appraisal Practice (USPAP). The reports will be presented in accordance with and are intended to comply with the reporting requirements as set forth in Standard 2-2. Supporting documentation will either be included in the report as addenda exhibits or held in our work files. The depth of discussion in the report will be specific to your needs.
- The definition of market value to be used in this report is the definition cited below.
- 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 a 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.

- Research will be completed to identify appropriate market data.
- Information will be obtained from public sources, private sources including my files, county and township records. When possible, information will be verified by someone directly involved in the sale. At a minimum, sales will be verified by the assessor's office.
- The Jurisdictional Exception Rule of USPAP is not used. The report will comply with all of the requirements of the Uniform Standards of Professional Appraisal Practice. There is no need for use of the Jurisdictional Exception Rule.
- The appraisal reports and appraisal reviews will be completed by Illinois Certified General Appraisers who are on the approved IDOT Appraiser and Review Appraiser lists.

EXHIBIT B

13-0211.50000

Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

April 9, 2014

COPY

Mr. John C. Mehalek
Village Clerk
14700 South Ravinia Ave.
Orland Park, Illinois 60462

Subject: Village: Orland Park
Section: 03-00059-00-WR
Project: M-8003(348)
Job: D-91-060-04
Preliminary Engineering Agreement
Consultant: Christopher B. Burke Engineering, Ltd.
$557,887.91 (federal share $390,521.53) - Corrected Amount

Dear Mr. Mehalek:

The enclosed agreement was approved by the department and authorized by the Federal Highway Administration on April 9, 2014. The village may proceed with the engineering work.

The corrected amount is based on the following:

Bowman, Barrett & Associates: Proposed payroll should be reduced by $1,281.24 due to the use of higher than average rates. Overhead is reduced by $1,695.43 due to payroll adjustment and profit is reduced by $2,641.60 due to above adjustments and the use of incorrect profit formula. 5,618.27

Please contact Mohammed Hameed (Mohammed.Hameed@illinois.gov) if you have any questions.

Sincerely,

James K. Klein, P.E., S.E.
Acting Engineer of Local Roads and Streets

Gregory S. Lupton

By: Gregory S. Lupton, P.E.
Acting Local Project Implementation Engineer

Enclosure

cc: John Ingram, Public Works Director
John Fortmann Attn: Christopher Holt - District 1
Joanne Woodworth (Attn: Project Control)
Christopher Burke Engineering, Ltd.

LOCAL AGENCY		Illinois Department of Transportation	CONSULTANT	
Local Agency Village of Orland Park			Consultant Christopher B. Burke Engineering, Ltd.	
County Cook			Address 9575 West Higgins Road, Suite 600	
Section 03-00059-00-WR		**Preliminary Engineering Services Agreement For Federal Participation**	City Rosemont	
Project No. M-8003(348)			State IL	
Job No. D-91-060-04			Zip Code 60018	
Contact Name/Phone/E-mail Address Kurt Corrigan, Transportation & Engineering Manager / 708-403-6123 kcorrigan@orland-park.il.us			Contact Name/Phone/E-mail Address Mike Kerr, PE / 847-823-0500 mkerr@cbbel.com	

THIS AGREEMENT is made and entered into this 30TH day of JANUARY, 2014 between the above Local Agency (LA) and Consultant (ENGINEER) and covers certain professional engineering services in connection with the PROJECT. 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.

Project Description

Name 143rd St Route FAU 1600 Length 0.9 mi. Structure No: N/A

Termini Will/Cook Road to Wolf Road

Description Preparation of Phase II Plans, Specifications and Estimates with anticipated improvements consisting of pavement reconstruction and widening, multi-use trail, culvert removal and replacement, tree sewer removal and replacement, 8" water main construction, and retaining wall to minimize fill placed in the floodplain.

Agreement Provisions

I. THE ENGINEER AGREES,

1. To perform or be responsible for the performance, in accordance with STATE approved design standards and policies, of engineering services for the LA for the proposed improvement herein described.

2. To attend any and all meetings and visit the site of the proposed improvement at any reasonable time when requested by representatives of the LA or STATE.

3. To complete the services herein described within 200 calendar days from the date of the Notice to Proceed from the LA, excluding from consideration periods of delay caused by circumstances beyond the control of the ENGINEER.

4. The classifications of the employees used in the work should be consistent with the employee classifications and estimated man-hours shown in EXHIBIT A. If higher-salaried personnel of the firm, including the Principal Engineer, perform services that are indicated in Exhibit A to be performed by lesser-salaried personnel, the wage rate billed for such services shall be commensurate with the payroll rate for the work performed.

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

6. That the ENGINEER shall be responsible for the accuracy of the work and shall promptly make necessary revisions or corrections resulting from the ENGINEER's errors, omissions or negligent acts without additional compensation. Acceptance of work by the STATE will not relieve the ENGINEER of the responsibility to make subsequent correction of any such errors or omissions or for clarification of any ambiguities.

7. That all plans and other documents furnished by the ENGINEER pursuant to this AGREEMENT will be endorsed by the ENGINEER and will affix the ENGINEER's professional seal when such seal is required by law. Plans for structures to be built as a part of the improvement will be prepared under the supervision of a registered structural engineer and will affix structural engineer seal when such seal is required by law. It will be the ENGINEER's responsibility to affix the proper seal as required by the Bureau of Local Roads and Streets manual published by the STATE.

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

9. 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) 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.

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

11. 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.

12. To submit BLR 05613, Engineering Payment Report, to the STATE upon completion of the project (Exhibit B).

13. Scope of Services to be provided by the ENGINEER:

☒ Make such detailed surveys as are necessary for the planning and design of the PROJECT.

☐ Make stream and flood plain hydraulic surveys and gather both existing bridge upstream and downstream high water data and flood flow histories.

☐ Prepare applications for U.S. Army Corps of Engineers Permit, Illinois Department of Natural Resources Office of Water Resources Permit and Illinois Environmental Protection Agency Section 404 Water Quality Certification.

☐ Design and/or approve cofferdams and superstructure shop drawings.

☒ Prepare Bridge Condition Report and Preliminary Bridge Design and Hydraulic Report, (including economic analysis of bridge or culvert types and high water effects on roadway overflows and bridge approaches).

☒ Prepare the necessary environmental and planning documents including the Project Development Report, Environmental Class of Action Determination or Environmental Assessment, State Clearinghouse, Substate Clearinghouse and all necessary environmental clearances.

☒ Make such soil surveys or subsurface investigations including borings and soil profiles as may be required to furnish sufficient data for the design of the proposed improvement. Such investigations to be made in accordance with the current Standard Specifications for Road and Bridge Construction, Bureau of Local Roads and Streets Administrative Policies, Federal-Aid Procedures for Local Highway Improvements or any other applicable requirements of the STATE.

☒ Analyze and evaluate the soil surveys and structure borings to determine the roadway structural design and bridge foundation.

☒ Prepare preliminary roadway and drainage structure plans and meet with representatives of the LA and STATE at the site of the improvement for review of plans prior to the establishment of final vertical and horizontal alignment, location and size of drainage structures, and compliance with applicable design requirements and policies.

☐ Make or cause to be made such traffic studies and counts and special intersection studies as may be required to furnish sufficient data for the design of the proposed improvement.

☒ Complete the general and detailed plans, special provisions and estimate of cost. Contract plans shall be prepared in accordance with the guidelines contained in the Bureau of Local Roads and Streets manual. The special provisions and detailed estimate of cost shall be furnished in quadruplicate.

☐ Furnish the LA with survey and drafts in quadruplicate all necessary right-of-way dedications, construction easements and borrow

pit and channel change agreements including prints of the corresponding plats and staking as required.

II. THE LA AGREES,

1. To furnish the ENGINEER all presently available survey data and information
2. 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
- ☒ CPFF = 14.5%[DL + R(DL) + OH(DL) + IHDC], or
- ☐ CPFF = 14.5%[DL + R(DL) + 1.4(DL) + IHDC], or
- ☐ CPFF = 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

Specific Rate ☐ (Pay per element)

Lump Sum ☐ _____

3. 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 o 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.

4. The recipient shall not discriminate 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.).

III. IT IS MUTALLY AGREED,

1. That no work shall be commenced by the ENGINEER prior to issuance by the LA of a written Notice to Proceed.

2. That tracings, plans, specifications, estimates, maps and other documents prepared by the ENGINEER in accordance with this AGREEMENT shall be delivered to and become the property of the LA and that basic survey notes, sketches, charts and other data prepared or obtained in accordance with this AGREEMENT shall be made available, upon request, to the LA or to the STATE, without restriction or limitation as to their use.

3. That all reports, plans, estimates and special provisions furnished by the ENGINEER shall be in accordance with the current Standard Specifications for Road and Bridge Construction, Bureau of Local Roads and Streets Administrative Policies, Federal-Aid Procedures for Local Highway Improvements or any other applicable requirements of the STATE, it being understood that all such furnished documents shall be approved by the LA and the STATE before final acceptance. 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 none of the services to be furnished by the ENGINEER shall be sublet, assigned or transferred to any other party or parties without 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.

5. To maintain, for a minimum of 3 years after the completion of the contract, adequate books, records and supporting documents to verify the amounts, recipients and uses of all disbursements of funds passing in conjunction with the contract; the contract and all books, records and supporting documents related to the contract shall be available for review and audit by the Auditor General and the STATE; and to provide full access to all relevant materials. Failure to maintain the books, records and supporting documents required by this section shall establish a presumption in favor of the STATE for the recovery of any funds paid by the STATE under the contract for which adequate books, records and supporting documentation are not available to support their purported disbursement.

6. The payment by the LA in accordance with numbered paragraph 3 of Section II will be considered payment in full for all services rendered in accordance with this AGREEMENT whether or not they be actually enumerated in this AGREEMENT.

7. That the ENGINEER shall be responsible for any and all damages to property or persons arising out of an error, omission and/or negligent act in the prosecution of the ENGINEER's work and shall indemnify and save harmless the LA, the STATE, and their officers, agents and employees from all suits, claims, actions or damages of any nature whatsoever resulting there from. These indemnities shall not be limited by the listing of any insurance policy.

8. This AGREEMENT may be terminated by the LA upon giving notice in writing to the ENGINEER at the ENGINEER's last known post office address. Upon such termination, the ENGINEER shall cause to be delivered to the LA all drawings, plats, surveys, reports, permits, agreements, soils and foundation analysis, provisions, specifications, partial and completed estimates and data, if any from soil survey and subsurface investigation with the understanding that all such material becomes the property of the LA. The LA will be responsible for reimbursement of all eligible expenses to date of the written notice of termination.

9. 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 the 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,
   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.

10. 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 of this AGREEMENT or such other remedy as the LA deems appropriate.

Agreement Summary

Prime Consultant:	TIN Number	Agreement Amount
Christopher B. Burke Engineering, Ltd.	36-3468939	$260,599.38

Sub-Consultants:	TIN Number	Agreement Amount
Bowman, Barrett & Associates, Inc.	36-3680375	$183,344.77
Wang Engineering, Inc.	36-3191909	$92,412.50
The Lakota Group	36-3885664	$8,200.00
Huff & Huff, Inc.	36-3044842	$18,949.50
	Sub-Consultant Total:	$302,906.77
	Prime Consultant Total:	$260,599.38
	Total for all Work:	$563,506.15

Executed by the LA:

Village of Orland Park
(Municipality/Township/County)

ATTEST:

By: _____ Clerk

By: _____

Title: Village Pres.dwt

Executed by the ENGINEER:

ATTEST:

By: _____

Title: _____

Michael Kerr

By: _____

Title: Executive Vice President

Direct Costs - Phase II (Will-Cook Road to Wolf Road) - Contract #1			
	ITEM		COST
1	Field Checks & Meetings		
		Estimated Direct Cost =	$225
	Vehicles (@ $45/trip)	$225	Inside
	Field Checks - 2 Total	$90	
	Meetings 3 Total	$135	
2	Contract Documents		
		Estimated Direct Cost =	$230
	Reproduction	$180	Outside
	100 pages @ $0.20/page (8.5" x 11" b/w)	$20	
	400 sheets @ $0.40/sheet (11" x 17" b/w)	$160	
	Mailing, Courier, Postage	$50	Outside
	QA/QC		
		Estimated Direct Cost =	$110
	Reproduction	$110	Outside
	150 pages @ $0.20/page (8.5" x 11")	$30	
	200 sheets @ $0.40/sheet (11" x 17")	$80	
4	Administration/Management		
		Estimated Direct Cost =	$210
	Reproduction	$60	Outside
	300 pages @ $0.20/page (8.5" x 11" b/w)	$60	
	Mailing, Courier, Postage	$150	Outside
		Total	$ 775
	Assumption: CBBEL is responsible for reproducing and providing contract documents to Village and other Stakeholders		

Wang Engineering

GEOTECHNICAL SERVICES
UNIT PRICES
2013

CONTRACT 1
143rd Street from Will-Cook Road to Wolf Road
Orland Park, Illinois

Date: 07/15/2013
Wang No.: P130619 Contract 1

Task Description	Units	Unit Price	Extended Cost
TRAFFIC CONTROL			
Traffic Control			
Shoulder Closure (1/2 mile)			
Daytime	10.0 No.	$600.00 /Each	$6,000.00
Night time	0.0 No.	$925.00 /Each	$0.00
			$6,000.00
FIELD VEHICLES & MILEAGE			
Field Vehicle			
Field Vehicle Mileage (>100 Miles per Day)	0.0 Miles	$0.565 /Mile	$0.00
Field Vehicle Daily (<100 Miles per Day)	12 Days	$45.00 /Day	$540.00
Tolls	0 Tolls	$1.00 /Toll	$0.00
			$540.00
REPORT REPRODUCTION			
Report Reproduction			
Copies, Black & White, 8.5" X 11"	250 No	$0.20 /Each	$50.00
Copies, Color, 8.5" X 11"	20 No	$2.50 /Each	$50.00
Copies, Reproduction or Reduction, 24" X 36"	0 No	$10.00 /Each	$0.00
			$100.00
ENGINEERING/REPORTING & MANAGEMENT			
Field Activities			
Project Engineer/Project Geologist	15.0 Hours	$91.62 /Hour	$1,374.30
Assistant Engineer/Assistant Geologist	100.0 Hours	$88.19 /Hour	$8,819.00
Data Analyses & Engineering			
Senior Engineer	40.0 Hours	$151.42 /Hour	$6,056.80
Project Engineer/Project Geologist	90.0 Hours	$91.62 /Hour	$8,245.80
Assistant Engineer/Assistant Geologist	50.0 Hours	$88.19 /Hour	$4,409.50
Laboratory Technician	4.0 Hours	$49.53 /Hour	$198.12
Report Preparation			
Senior Engineer	85.0 Hours	$151.42 /Hour	$12,870.70
Project Engineer/Project Geologist	35.0 Hours	$91.62 /Hour	$3,206.70
Assistant Engineer/Assistant Geologist	12.0 Hours	$88.19 /Hour	$1,058.28
Project Management		/Hour	
Principal in Charge	2.0 Hours	$189.79 /Hour	$379.58
Project Manager	20.0 Hours	$151.42 /Hour	$3,028.40
Administrative Assistant	2.0 Hours	$80.00 /Hour	$160.00
QC/QA Review			
QC/QA Reviewer	8.0 Hours	$68.79 /Hour	$550.32
			$50,357.00

SUMMARY

DRILLING, SAMPLING & INSITU TESTING			$32,333.00
LABORATORY TESTING			$3,082.00
TRAFFIC CONTROL			$6,000.00
FIELD VEHICLES & MILEAGE			$540.00
REPORT REPRODUCTION			$100.00
			$42,055.00
ENGINEERING, REPORTING & MANAGEMENT			
Principal in Charge	2.0 Hours	$189.79 /Hour	$379.58
Project Manager	20.0 Hours	$151.42 /Hour	$3,028.40
Senior Engineer	125.0 Hours	$151.42 /Hour	$18,927.50
Project Engineer/Project Geologist	140.0 Hours	$91.62 /Hour	$12,826.80
Assistant Engineer/Assistant Geologist	162.0 Hours	$88.19 /Hour	$14,286.78
Laboratory Technician	4.0 Hours	$49.53 /Hour	$198.12
Administrative Assistant	2.0 Hours	$80.00 /Hour	$160.00
QC/QA Reviewer	8.0 Hours	$68.79 /Hour	$550.32
	463.0		$50,357.00
		TOTAL	$92,412.00

1145 N Main Street
Lombard, IL 60148
630 953-9928

Wang Engineering

GEOTECHNICAL SERVICES
UNIT PRICES
2013

CONTRACT 1
143rd Street from Will-Cook Road to Wolf Road
Orland Park, Illinois

Date: 07/15/2013
Wang No.: P130619 Contract 1

Task Description			Units	Unit Price	Extended Cost
DRILLING, SAMPLING & INSITU TESTING					
Drilling Coordination			4.0 Hours	$92.00 /Hour	$368.00
Utilities Clearance, Site Access, Permitting			6.0 Hours	$92.00 /Hour	$552.00
Mobilization (ATV-mounted Drill Rig)			2 Each	$1,200.00 /Each	$2,400.00
Drilling Crew Daily Travel & Support Vehicle			10 Days	$150.00 /Day	$1,500.00
Stand-by Hourly Rate - ATV-Mounted Drill Rig (Two-Man Crew & Equipment)			0.0 Hours	$325.00 /Hour	$0.00
Drilling and Sampling					
Structure Borings					
Drilling including split spoon sampling at 2.5-foot intervals to 30 feet and at 5-foot intervals thereafter (SPT, Penetrometer, Rimac, Visual Classification Included)					
Between 0 and 75 Feet					
Normal Working Hours			375.0 Feet	$27.00 /Foot	$10,125.00
Restricted Hours (6 Hours)			0.0 Feet	$33.00 /Foot	$0.00
Night Work			0.0 Feet	$31.00 /Foot	$0.00
Roadway Borings					
Drilling including continuous split spoon sampling to 10 feet (SPT, Penetrometer, Visual Classification Included)					
Continuous Sampling					
Normal Hours			424.0 Feet	$27.50 /Foot	$11,660.00
Restricted Hours (6 Hours)			0.0 Feet	$32.50 /Foot	$0.00
Night Hours			0.0 Feet	$31.50 /Foot	$0.00
Shelby Tube Samples					
Normal Working Hours			4 Samples	$57.00 /Sample	$228.00
Restricted Hours (6 Hours)			0 Samples	$66.00 /Sample	$0.00
Night Work			0 Samples	$62.00 /Sample	$0.00
Specialized Insitu Testing					
Piezometric Cone Penetrometer					
Mobilization (Truck Mounted CPT)			1 Each	$500.00 /Each	$500.00
CPTU			200.0 Feet	$20.00 /Foot	$4,000.00
Seismic Wave Measurement			0 Tests	$150.00 /Test	$0.00
Pore Pressure Dissipation Test			2 Tests	$500.00 /Test	$1,000.00
					$31,533.00
LABORATORY TESTING					
Soil Index Tests					
T265	D2216	Water Content	260 Tests	$7.50 /Test	$1,950.00
Particle Size Distribution					
T88	D422	Combined Sieve and Hydrometer	3 Tests	$111.00 /Test	$333.00
--	D1140	Percent Finer than No. 200 Sieve	0 Tests	$46.00 /Test	$0.00
Atterberg Limits					
T89, T90	D4318	Liquid and Plastic Limits	3 Tests	$69.00 /Test	$207.00
T92	D427	Shrinkage Factors	0 Tests	$82.00 /Test	$0.00
Soil Settlement, Swelling, and Collapse Potential					
T216	D2435	One-Dimensional Consolidation	1 Tests	$500.00 /Test	$500.00
Additional Sample Preparation Procedures					
		Removal of Organic Matter	0 Samples	$77.00 /Sample	$0.00
		Extrusion & Preservation of Undisturbed Samples	4 Samples	$23.00 /Sample	$92.00
					$3,082.00

1145 N Main Street
Lombard, IL 60148
630 953-9928

COST PLUS FIXED FEE
COST ESTIMATE OF CONSULTANT SERVICES

DF-824-039
REV 12/04

FIRM: The Lakota Group, Inc.
Local Agency: Orland Park
Section: 03-00059-00-WR
Project: 143rd Street
Job No: D-91-060-04

DATE: 03/03/14

OVERHEAD RATE: 120.00%
COMPLEXITY FACTOR: 0

Cost Plus Fixed Fee 2: 14.50% (DL+R(DL)+1.4(DL)+IHDC)

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
	Phase II Kick Off Meeting	8	428.00	513.60	30.51	153.37				1,125.48	13.82%
	Pre-Final Contract Documents and Cost Estimate (75%)	36	1,137.20	1,364.64	122.53	413.51	25.00			3,062.88	37.62%
	Final Contract Documents and Cost Estimate (90%)	28	964.80	1,157.76	46.01	342.42	25.00			2,535.99	31.15%
	Bidding Documents and Final Cost Estimate (100%)	16	525.50	630.60	46.01	189.55	25.00			1,416.66	17.40%
	Subconsultant DL									0.00	
	TOTALS	88	3,055.50	3,666.60	245.06	1,098.85	75.00	0.00	0.00	8,141.01	100.00%

DBE

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DF-824-039
REV 12/04

AVERAGE HOURLY PROJECT RATES

FIRM The Lakota Group, Inc.
Local Agency Orland Park
Section 03-00059-00-WR
Project 143rd Street
Job No: D-91-060-04

DATE 03/03/14

SHEET 1 OF 1

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJECT RATES						Phase II Kick-Off Meeting			Pre-Final Contract Docum			Final Contract Documents			Bidding Documents and Fi		
		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 Associate	59.00	14	15.91%	9.39				4	50.00%	29.50	4	11.11%	6.56	4	14.29%	8.43	2	12.50%	7.38
Project Manager	48.00	24	27.27%	13.09				4	50.00%	24.00	8	22.22%	10.67	8	28.57%	13.71	4	25.00%	12.00
Landscape Architect 1	21.55	50	56.82%	12.24							24	66.67%	14.37	16	57.14%	12.31	10	62.50%	13.47
		0																	
		0																	
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TOTALS		88	100%	$34.72	0	0.00%	$0.00	8	100%	$53.50	36	100%	$31.59	28	100%	$34.46	16	100%	$32.84

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Direct Cost Estimate

Task	In-House							Outside													
	Mileage		Postage	Local printing		Local plotting (24x36 Bond)		Messenger/Fed Ex		Newspaper Advertise	81/2 x 11 B/W Copies		81/2 x 11 Color Stock		11x17 B/W copies		24 x 36 Bond		24 x 36 Color	
	Miles @ 0.565	Cost		Pages @ 0.10	Cost	Pages @ 1.15	Cost	Each @ $25	Cost		Pages @ 0.09	Cost	Pages @ 0.10	Cost	Pages @ 0.15	Cost	Pages @ 0.96	Cost	Pages @ 20	Cost
Phase II Kick-Off Meeting	54	$30.51			$0.00		$0.00		$0			$0.00		$0.00		$0.00		$0.00		$0
Pre-Final Contract Documents and Cost Estimate (75%)	162	$91.53		80	$8.00	20	$23.00	1	$25			$0.00		$0.00		$0.00		$0.00		$0
Final Contract Documents and Cost Estimate (90%)	54	$30.51		40	$4.00	10	$11.50	1	$25			$0.00		$0.00		$0.00		$0.00		$0
Bidding Documents and Final Cost Estimate (100%)	54	$30.51		40	$4.00	10	$11.50	1	$25			$0.00		$0.00		$0.00		$0.00		$0
0		$0.00			$0.00		$0.00		$0			$0.00		$0.00		$0.00		$0.00		$0
0		$0.00			$0.00		$0.00		$0			$0.00		$0.00		$0.00		$0.00		$0
0		$0.00			$0.00		$0.00		$0			$0.00		$0.00		$0.00		$0.00		$0
0		$0.00			$0.00		$0.00		$0			$0.00		$0.00		$0.00		$0.00		$0
0		$0.00			$0.00		$0.00		$0			$0.00		$0.00		$0.00		$0.00		$0
0		$0.00			$0.00		$0.00		$0			$0.00		$0.00		$0.00		$0.00		$0
0		$0.00			$0.00		$0.00		$0			$0.00		$0.00		$0.00		$0.00		$0
0		$0.00			$0.00		$0.00		$0			$0.00		$0.00		$0.00		$0.00		$0
0		$0.00			$0.00		$0.00		$0			$0.00		$0.00		$0.00		$0.00		$0
0		$0.00			$0.00		$0.00		$0			$0.00		$0.00		$0.00		$0.00		$0
0		$0.00			$0.00		$0.00		$0			$0.00		$0.00		$0.00		$0.00		$0
0		$0.00			$0.00		$0.00		$0			$0.00		$0.00		$0.00		$0.00		$0
0		$0.00			$0.00		$0.00		$0			$0.00		$0.00		$0.00		$0.00		$0
0		$0.00			$0.00		$0.00		$0			$0.00		$0.00		$0.00		$0.00		$0
TOTALS:	324	$183.06	$0.00	160	$16.00	40	$46.00	3	$75.00	$0	0	$0.00	0	$0.00	0	$0.00	0	$0.00	0	$0.00

Illinois Department of Transportation

Cost Estimate of Consultant Services (CPFF)

Firm	Huff & Huff, Inc.
Route	143rd
Section	Will-Cook to Wolf
County	Cook
Job No.	
PTB & Item	

Date	07/16/13
Overhead Rate	137.58%
Complexity Factor	0

Item	Manhours	Payroll	Overhead & Fringe Benefits	In-House Direct Costs	Fixed Fee	Outside Direct Costs	Services By Others	Total	% of Grand Total
01 PESA	55	1,728.76	2,378.43	57.85	610.00	400.00	0.00	5,175.03	27.31%
02 PSI	61	1,808.12	2,487.61	54.70	637.16	4,655.20	3,400.00	13,042.79	68.83%
03 QA/QC	6	268.63	369.57	0.00	93.48	0.00	0.00	731.68	3.86%
TOTALS	122	3,805.50	5,235.61	112.55	1,340.64	5,055.20	3,400.00	18,949.50	100.00%

Method of Compensation:

Cost Plus Fixed Fee 1	[X]	14.5%[DL + R(DL) + OH(DL) + IHDC]
Cost Plus Fixed Fee 2	[ ]	14.5%[DL + R(DL) + 1.4(DL) + IHDC]
Cost Plus Fixed Fee 3	[ ]	14.5%[(2.3 + R)DL + IHDC]
Specific Rate	[ ]	
Lump Sum	[ ]	

BDE 025 (Rev. 2/06)

Illinois Department of Transportation

Average Hourly Project Rates

Route	143rd
Section	Will-Cook to Wolf
County	Cook
Job No.	
PTB/Item	

Consultant: Huff & Huff, Inc.

Date: 07/16/13

Sheet 1 OF 1

Payroll Classification	Total Project Rates			01 PESA			02 PSI			03 QA/QC								
	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Principal	8	6.56%	4.37	4	7.27%	4.85	2	3.28%	2.18	2	33.33%	22.21						
Senior Geologist I	24	19.67%	6.68	10	18.18%	6.15	10	16.39%	5.56	4	66.67%	22.56						
Project Engineer I	72	59.02%	16.11	32	58.18%	15.89	40	65.57%	17.90									
Senior CADD I	2	1.64%	0.61	1	1.82%	0.68	1	1.64%	0.61									
CADD II	11	9.02%	2.44	5	9.09%	2.46	6	9.84%	2.67									
Admin. Manager I	1	0.82%	0.27	1	1.82%	0.60												
Administrative IV	4	3.28%	0.73	2	3.64%	0.81	2	3.28%	0.73									
	0																	
	0																	
	0																	
	0																	
TOTALS	122	100%	$31.19	55	100%	$31.43	61	100%	$29.64	6	100%	$44.77	0	0%	$0.00	0	0%	$0.00

SUMMARY OF INHOUSE DIRECT COSTS

Project: CBBEL - 143rd Will-Cook to Wolf

								DIRECT
Task 1 - PESA								
Trips - Company	40 miles	x	1	x	$ 0.565	=	$	22.60
Reproduction	3 sets	x	300	x	$ 0.03	=	$	27.00
Color copies	3 sets	x	25	x	$ 0.11	=	$	8.25
					Task Total		$	**57.85**
Task 2 - PSI								
Trips - Company	40 miles	x	1	x	$ 0.565	=	$	22.60
Tolls	0 miles	x	6	x	$ 0.850	=	$	5.10
Reproduction	3 sets	x	300	x	$ 0.03	=	$	27.00
					Task Total		$	**54.70**
Task 3 - QA/QC								
					Task Total		$	**-**
					GRAND TOTAL		$	**112.55**

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SUMMARY OF OUTSIDE DIRECT COSTS

Project: CBBEL - 143rd Will-Cook to Wolf

					OUTSIDE
Task 1 - PESA					
Maps/Aerials	1 x	$ 180.00	=	$	180.00
Federal Express	1 x	$ 20.00	=	$	20.00
Records Search	1 x	$ 200.00	=	$	200.00
		Task Total		$	**400.00**
Task 2 - PSI					
5035 Kits	18 x	$ 15.00	=		$270.00
VOCs	8 x	$ 126.00	=		$1,008.00
BTEX	8 x	$ 126.00	=		$1,008.00
PNAs	8 x	$ 105.00	=		$840.00
pH	12 x	$ 8.40	=		$100.80
RCRA	12 x	$ 88.20	=		$1,058.40
SPLP	5 x	$ 70.00	=		$350.00
Federal Express	1 x	$ 20.00	=		$20.00
		Task Total			**$4,655.20**
Task 3 - QA/QC					
		Task Total		$	-
		GRAND TOTAL		$	**5,055.20**

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SUMMARY OF SERVICES BY OTHERS

Project: CBBEL - 143rd Will-Cook to Wolf

				OUTSIDE
Task 1 - PESA				
		Task Total	**$**	**-**
Task 2 - PSI				
Driller	1 x	$ 1,800.00	= $	1,800.00
Traffic Control	1 x	$ 1,600.00	= $	1,600.00
		Task Total	**$**	**3,400.00**
Task 3 - QA/QC				
		Task Total	**$**	**-**
		GRAND TOTAL	**$**	**3,400.00**

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COST PLUS FIXED FEE
COST ESTIMATE OF CONSULTANT SERVICES

DF-824-039
REV 12/04

FIRM: Christopher B. Burke Engineering, Ltd.
Local Agency: Orland Park
Section: 03-00059-00-WR
Project: 143rd Street
Job No: D-91-060-04

OVERHEAD RATE: 130.82%
COMPLEXITY FACTOR: 0

DATE: 01/10/14

Cost Plus Fixed Fee 1 — 14.50% [DL+R(DL) +OH(DL)+IHDC]

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
1	Phase II Kick-Off Meeting	11	590.30	772.23		205.42				1,567.95	0.28%
2	Topographic Survey	262	9,850.76	12,886.78	273.94	3,467.79				26,479.25	4.70%
4	Geotechnical Investigation	10	516.32	675.45		179.68		67,000.00	67,000.00	68,371.45	12.13%
5	Soil Remediation Design	98	4,848.16	6,342.36	32.12	1,691.82	25.00	25,412.50	25,412.50	38,351.96	6.81%
6	PESA/PSI	8	422.24	552.37		146.94		18,949.50		20,071.05	3.56%
7	Utility Coordination	44	2,132.48	2,789.71		742.10	488.50			6,152.79	1.09%
8	Stormwater Detention Analysis	238	10,577.92	13,838.03	10.00	3,682.57	25.00			28,133.52	4.99%
9	Phase 1 Environmental Updates	576	24,858.56	32,519.97	10.00	8,652.23	706.25	114,100.00		180,847.01	32.09%
10	Stormwater Pollution Prevention Plan	46	2,242.08	2,933.09	59.24	788.83	33.25			6,056.49	1.07%
11	Wetland Permitting	32	1,462.40	1,913.11	32.12	513.57	50.50			3,971.70	0.70%
12	IEPA Permitting	70	3,180.58	4,160.83	59.24	1,115.43	62.75			8,578.84	1.52%
13	Final Contract Documents and Cost Estimate (90%)	7	310.30	405.93		107.98				824.22	0.15%
14	Bidding Documents and Final Cost Estimate (100%)	340	14,655.20	19,171.93	5.00	5,100.73	681.25	29,400.00		69,014.12	12.25%
15	Village Coordination/Public Information Meeting	202	8,664.16	11,334.45	5.00	3,015.85	706.25	17,300.00		41,025.72	7.28%
16	IDOT Coordination	112	5,307.28	6,942.98	112.63	1,863.26	636.50	7,594.77		22,457.43	3.99%
17	Funding Coordination	40	2,065.28	2,701.80	22.60	721.99	29.50	11,150.00		16,691.17	2.96%
18	Administration and QA/QC	34	2,058.56	2,693.01		716.38				5,467.95	0.97%
		44	2,802.32	3,666.00		975.21		12,000.00		19,443.52	3.45%
	Subconsultant DL									0.00	
	TOTALS	2174	96,544.90	126,300.04	621.89	33,687.80	3,444.75	302,908.77	92,412.50	563,506.15	100.00%

DBE

LA =

OH = 130.82

FCC = LA x 34.50%

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DF-824-039
REV 12/04

AVERAGE HOURLY PROJECT RATES

FIRM: Christopher B. Burke Engineering, Ltd.
Local Agency: Orland Park
Section: 03-00059-00-WR
Project: 143rd Street
Job No: D-91-060-04

DATE 01/10/14

SHEET 1 OF 4

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJECT RATES						Phase II Kick-Off Meeting			Topographic Survey			Geotechnical Investigation			Soil Remediation Design		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Engineer VI	70.00	172	7.91%	5.54				4	36.36%	25.45				2	20.00%	14.00	12	12.24%	8.57
Engineer V	58.43	80	3.68%	2.15													32	32.65%	19.08
Engineer IV	47.04	392	18.03%	8.48				6	54.55%	25.66				8	80.00%	37.63			
Engineer III	39.60	504	23.18%	9.18													54	55.10%	21.82
Engineer I/II	31.26	0																	
Env Res Specialist V	61.00	24	1.10%	0.67															
Env Res Specialist IV	48.67	24	1.10%	0.54															
Env Res Specialist III	36.79	48	2.21%	0.81															
Env Res Technician	31.75	0																	
Landscape Architect	47.00	0																	
Survey V	70.00	5	0.23%	0.16							5	1.91%	1.34						
Survey IV	57.00	15	0.69%	0.39							15	5.73%	3.26						
Survey III	49.00	42	1.93%	0.95							10	3.82%	1.87						
Survey II	34.36	86	3.96%	1.36							86	32.82%	11.28						
Survey I	28.50	86	3.96%	1.13							86	32.82%	9.35						
Survey Intern	14.00	0																	
CAD Manager	50.63	24	1.10%	0.56															
Asst. CAD Manager	45.83	60	2.76%	1.26															
CAD II	40.83	566	26.03%	10.63							60	22.90%	10.50						
CAD I	31.50	0																	
Engineering Technician	65.00	0																	
Engineering Technician	51.00	0																	
Engineering Technician	42.74	0																	
Engineering Technician	28.00	0																	
GSI Specialist III	39.00	0																	
GSI Specialist I/II	23.00	0																	
Engineering Intern	13.50	0																	
Administrative	28.06	46	2.12%	0.59				1	9.09%	2.55									
TOTALS		2174	100%	$44.41	0	0.00%	$0.00	11	100%	$53.66	262	100%	$37.60	10	100%	$51.63	98	100%	$49.47

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AVERAGE HOURLY PROJECT RATES

DF-824-039
REV 12/04

FIRM Christopher B. Burke Engineering, Ltd.
Local Agency Orland Park
Section 03-00059-00-WR
Project 143rd Street
Job No: D-91-060-04

DATE 01/10/14

SHEET 2 **OF** 4

PAYROLL CLASSIFICATION	AVG HOURLY RATES	PESA/PSI			Utility Coordination			Stormwater Detention Analysi			Pre-Final Contract Documents			Phase 1 Environmental Update			Stormwater Pollution Preventi		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Engineer VI	70.00	2	25.00%	17.50															
Engineer V	58.43							6	2.52%	1.76	32	5.56%	3.89	6	13.04%	9.13			
Engineer IV	47.04	6	75.00%	35.28	12	27.27%	12.83	24	10.08%	5.89-									
Engineer III	39.60							68	28.57%	13.44	88	15.28%	7.19	32	69.57%	32.72			
Engineer I/II	31.26							88	36.97%	14.64	180	31.25%	12.38	8	17.39%	6.89			
Env Res Specialist V	61.00																		
Env Res Specialist IV	48.67																		
Env Res Specialist II	36.79																24	75.00%	36.50
Env Res Technician	31.75																8	25.00%	9.20
Landscape Architect	47.00																		
Survey V	70.00																		
Survey IV	57.00																		
Survey III	49.00				32	72.73%	35.64												
Survey II	34.36																		
Survey I	28.50																		
Survey Intern	14.00																		
CAD Manager	50.63																		
Asst. CAD Manager	45.83										24	4.17%	2.11						
CAD II	40.83																		
CAD I	31.50							48	20.17%	8.23	240	41.67%	17.01						
Engineering Technic	65.00																		
Engineering Technic	51.00																		
Engineering Technic	42.74																		
Engineering Technic	28.00																		
GSI Specialist III	39.00																		
GSI Specialist I/II	23.00																		
Engineering Intern	13.50																		
Administrative	28.06							4	1.68%	0.47	12	2.08%	0.58						
TOTALS		8	100%	$52.78	44	100%	$48.47	238	100%	$44.45	576	100%	$43.16	46	100%	$48.74	32	100%	$45.70

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AVERAGE HOURLY PROJECT RATES

DF-824-039
REV 12/04

FIRM Christopher B. Burke Engineering, Ltd.
Local Agency Orland Park
Section 03-00059-00-WR
Project 143rd Street
Job No: D-91-060-04

DATE 01/10/14

SHEET 3 **OF** 4

PAYROLL CLASSIFICATION	AVG HOURLY RATES	Wetland Permitting			IEPA Permitting			Final Contract Documents and			Bidding Documents and Final			Village Coordination/Public In			IDOT Coordination		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Engineer VI	70.00																		
Engineer V	58.43							24	7.06%	4.94	12	5.94%	4.16	24	21.43%	15.00	8	20.00%	14.00
Engineer IV	47.04				6	85.71%	40.32	48	14.12%	6.64	32	15.84%	7.45	40	35.71%	16.80	32	80.00%	37.63
Engineer III	39.60							100	29.41%	11.65	66	32.67%	12.94	8	7.14%	2.83			
Engineer I/II	31.26																		
Env Res Specialist V	61.00	24	34.29%	20.91															
Env Res Specialist IV	48.67																		
Env Res Specialist II	36.79	40	57.14%	21.02															
Env Res Technician	31.75																		
Landscape Architect	47.00																		
Survey V	70.00																		
Survey IV	57.00																		
Survey III	49.00																		
Survey II	34.36																		
Survey I	28.50																		
Survey Intern	14.00																		
CAD Manager	50.63																		
Asst. CAD Manager	45.83																		
CAD II	40.83	6	8.57%	3.50				160	47.06%	19.21	88	43.56%	17.79	24	21.43%	8.75			
CAD I	31.50																		
Engineering Technic	65.00																		
Engineering Technic	51.00																		
Engineering Technic	42.74																		
Engineering Technic	28.00																		
GSI Specialist III	39.00																		
GSI Specialist I/II	23.00																		
Engineering Intern	13.50																		
Administrative	28.06				1	14.29%	4.01	8	2.35%	0.66	4	1.98%	0.56	16	14.29%	4.01			
TOTALS		70	100%	$45.44	7	100%	$44.33	340	100%	$43.10	202	100%	$42.89	112	100%	$47.39	40	100%	$51.63

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AVERAGE HOURLY PROJECT RATES

DF-824-039
REV 12/04

FIRM: Christopher B. Burke Engineering, Ltd.
Local Agency: Orland Park
Section: 03-00059-00-WR
Project: 143rd Street
Job No: D-91-060-04

DATE: 01/10/14

SHEET 4 OF 4

PAYROLL CLASSIFICATION	AVG HOURLY RATES	Funding Coordination			Adminstration and QA/QC															
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Engineer VI	70.00	20	58.82%	41.18	20	45.45%	31.82												
Engineer V	58.43				24	54.55%	31.87												
Engineer IV	47.04	14	41.18%	19.37															
Engineer III	39.60																		
Engineer I/II	31.26																		
Env Res Specialist V	61.00																		
Env Res Specialist I	48.67																		
Env Res Specialist II	36.79																		
Env Res Technician	31.75																		
Landscape Architect	47.00																		
Survey V	70.00																		
Survey IV	57.00																		
Survey III	49.00																		
Survey II	34.36																		
Survey I	28.50																		
Survey Intern	14.00																		
CAD Manager	50.63																		
Asst. CAD Manager	45.83																		
CAD II	40.83																		
CAD I	31.50																		
Engineering Technic	65.00																		
Engineering Technic	51.00																		
Engineering Technic	42.74																		
Engineering Technic	28.00																		
GSI Specialist III	39.00																		
GSI Specialist I/II	23.00																		
Engineering Intern	13.50																		
Administrative	28.06																		
TOTALS		34	100%	$60.55	44	100%	$63.69	0	0%	$0.00	0	0%	$0.00	0	0%	$0.00	0	0%	$0.00

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AVERAGE HOURLY PROJECT RATES

DF-824-039
REV 12/04

FIRM Christopher B. Burke Engineering, Ltd.
Local Agency
Section
Project
Job No:

DATE 01/10/14

SHEET 5 OF 5

PAYROLL CLASSIFICATION	AVG HOURLY RATES	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Engineer VI	70.00																		
Engineer V	58.43																		
Engineer IV	47.04																		
Engineer III	39.60																		
Engineer I/II	31.26																		
Env Res Specialist V	61.00																		
Env Res Specialist II	48.67																		
Env Res Specialist II	36.79																		
Env Res Technician	31.75																		
Landscape Architect	47.00																		
Survey V	70.00																		
Survey IV	57.00																		
Survey III	49.00																		
Survey II	34.36																		
Survey I	28.50																		
Survey Intern	14.00																		
CAD Manager	50.63																		
Asst. CAD Manager	45.83																		
CAD II	40.83																		
CAD I	31.50																		
Engineering Technic	65.00																		
Engineering Technic	51.00																		
Engineering Technic	42.74																		
Engineering Technic	28.00																		
GSI Specialist III	39.00																		
GSI Specialist I/II	23.00																		
Engineering Intern	13.50																		
Administrative	28.06																		
TOTALS		0	0%	$0.00	0	0%	$0.00	0	0%	$0.00	0	0%	$0.00	0	0%	$0.00	0	0%	$0.00

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Direct Cost Estimate

Task	In-House					Outside													
	Mileage		Postage	Local printing		Messenger/Fed Ex		Newspaper Advertise	81/2 x 11 B/W Copies		81/2 x 11 Color Stock		11x17 B/W copies		24 x 36 Bond		24 x 36 Color	
	Miles @ 0.565	Cost		Pages @ 0.10	Cost	Each @ $25	Cost		Pages @ 0.09	Cost	Pages @ 0.10	Cost	Pages @ 0.15	Cost	Pages @ 0.96	Cost	Pages @ 20	Cost
Phase II Kick-Off Meeting		$0.00			$0.00		$0			$0.00		$0.00		$0.00		$0.00		$0
Topographic Survey	476	$268.94		50	$5.00		$0			$0.00		$0.00		$0.00		$0.00		$0
Geotechnical Investigation		$0.00			$0.00		$0			$0.00		$0.00		$0.00		$0.00		$0
Soil Remediation Design	48	$27.12		50	$5.00	1	$25			$0.00		$0.00		$0.00		$0.00		$0
PESA/PSI		$0.00			$0.00		$0			$0.00		$0.00		$0.00		$0.00		$0
Utility Coordination		$0.00			$0.00	4	$100		50	$4.50		$0.00		$0.00	400	$384.00		$0
Stormwater Detention Analysis		$0.00		100	$10.00	1	$25			$0.00		$0.00		$0.00		$0.00		$0
Pre-Final Contract Documents and Cost Estimate (75%)		$0.00		100	$10.00	2	$50		800	$72.00		$0.00	55	$8.25	600	$576.00		$0
Phase 1 Environmental Updates	96	$54.24		50	$5.00	1	$25			$0.00		$0.00	55	$8.25		$0.00		$0
Stormwater Pollution Prevention Plan	48	$27.12		50	$5.00	1	$25		100	$9.00		$0.00	110	$16.50		$0.00		$0
Wetland Permitting	96	$54.24		50	$5.00	2	$50		50	$4.50		$0.00	55	$8.25		$0.00		$0
IEPA Permitting		$0.00			$0.00		$0			$0.00		$0.00		$0.00		$0.00		$0
Final Contract Documents and Cost Estimate (90%)		$0.00		50	$5.00	1	$25		800	$72.00		$0.00	55	$8.25	600	$576.00		$0
Bidding Documents and Final Cost Estimate (100%)		$0.00		50	$5.00	2	$50		800	$72.00		$0.00	55	$8.25	600	$576.00		$0
Village Coordination/Public Information Meeting	156	$88.14	$14.49	100	$10.00	3	$75	$200	400	$36.00	55	$5.50		$0.00		$0.00	16	$320
IDOT Coordination	40	$22.60			$0.00	1	$25		50	$4.50		$0.00		$0.00		$0.00		$0
Funding Coordination		$0.00			$0.00		$0			$0.00		$0.00		$0.00		$0.00		$0
Adminstration and QA/QC		$0.00			$0.00		$0			$0.00		$0.00		$0.00		$0.00		$0
TOTALS:	960	$542.40	$14.49	650	$65.00	19	$475.00	$200	3050	$274.50	55	$5.50	385	$57.75	2200	$2,112.00	16	$320.00

COST PLUS FIXED FEE
COST ESTIMATE OF CONSULTANT SERVICES

DF-824-039
REV 12/04

FIRM: Bowman, Barrett & Associates, Inc.
PTB: Contract #1
PRIME/SUPPLEMENT: PRIME
OVERHEAD RATE: 1.3233
COMPLEXITY FACTOR: 0
DATE: 07/08/13

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
	Mtgs., Field Chks., & Coord.	84	4,051.05	5,360.76	225.00	1,498.89				11,135.70	6.08%
	CBBEL Task 8	985	40,419.34	53,486.92		14,955.16	230.00			109,091.41	59.57%
	CBBEL Task 13	232	9,524.89	12,604.29		3,524.21				25,653.39	14.01%
	CBBEL Task 14	158	6,413.96	8,487.62		2,373.17				17,274.77	9.43%
	QA/QC	40	3,000.00	3,969.90		1,110.00	110.00			8,189.90	4.47%
	Administration	60	4,299.41	5,689.40		1,590.78	210.00			11,789.59	6.44%
	Subconsultant DL					0.00				0.00	0.00%
	TOTALS	1559	67,708.67	89,598.89	225.00	25,052.21	550.00	0.00	0.00	183,134.77	100.00%

DBE 0.00%

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DF-824-039
REV 12/04

AVERAGE HOURLY PROJECT RATES

FIRM Bowman, Barrett & Associates, Inc.
PTB Contract #1
PRIME/SUPPLEMENT PRIME

DATE 07/08/13

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJECT RATES			Mtgs., Field Chks., & Coord.			CBBEL Task 8			CBBEL Task 13			CBBEL Task 14			QA/QC		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Engineer IX	75.00	0																	
Engineer VIII	75.00	98	6.29%	4.71	10	11.90%	8.93												
Engineer VII	63.47	10	0.64%	0.41	10	11.90%	7.56										40	100.00%	75.00
Engineer VI	49.19	132	8.47%	4.17				96	9.75%	4.79	24	10.34%	5.09	12	7.59%	3.74			
Engineer V	46.52	400	25.66%	11.94	32	38.10%	17.72	272	27.61%	12.85	56	24.14%	11.23	40	25.32%	11.78			
Engineer IV	42.01	368	23.60%	9.92				272	27.61%	11.60	56	24.14%	10.14	40	25.32%	10.64			
Engineer III	36.80	314	20.14%	7.41	32	38.10%	14.02	168	17.06%	6.28	72	31.03%	11.42	42	26.58%	9.78			
Engineer I/II	30.69	225	14.43%	4.43				177	17.97%	5.52	24	10.34%	3.17	24	15.19%	4.66			
Surveyor III	43.12	0																	
Inspector II	39.73	0																	
CADD Technician III	40.58	0																	
CADD Technician II	32.76	0																	
Arch/Eng Technician	41.56	0																	
Administration	34.76	0																	
Accounting	58.28	12	0.77%	0.45															
Marketing	39.20	0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
TOTALS		1559	100%	$43.43	84	100.00%	$48.23	985	100%	$41.03	232	100%	$41.06	158	100%	$40.59	40	100%	$75.00

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DF-824-039
REV 12/04

AVERAGE HOURLY PROJECT RATES

FIRM Bowman, Barrett & Associates, Inc.
PSB Contract #1
PRIME/SUPPLEMENT PRIME

DATE 07/08/13

SHEET 2 OF 2

PAYROLL CLASSIFICATION	AVG HOURLY RATES	Administration																	
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Engineer IX	75.00																		
Engineer VIII	75.00	48	80.00%	60.00															
Engineer VII	63.47																		
Engineer VI	49.19																		
Engineer V	46.52																		
Engineer IV	42.01																		
Engineer III	36.80																		
Engineer I/II	30.69																		
Surveyor III	43.12																		
Inspector II	39.73																		
CADD Technician III	40.58																		
CADD Technician II	32.76																		
Arch/Eng Technician	41.56																		
Administration	34.76																		
Accounting	58.28	12	20.00%	11.66															
Marketing	39.20																		
TOTALS		60	100%	$71.66	0	0%	$0.00	0	0%	$0.00	0	0%	$0.00	0	0%	$0.00	0	0%	$0.00

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VILLAGE OF ORLAND PARK

14700 Ravinia Avenue
Orland Park, IL 60462
www.orlandpark.org

Master

File Number: 2022-0807

File ID:	2022-0807	**Type:** MOTION	**Status:** PASSED
Version:	0	**Reference:**	**Controlling Body:** Board of Trustees
			File Created Date : 10/07/2022
Agenda Entry:	143rd Street (Will-Cook Road to Wolf Road) Land Acquisition Services Contract Amendment		**Final Action:** 10/17/2022

Title: 143rd Street (Will-Cook Road to Wolf Road) Land Acquisition Services Contract Amendment

Notes:

Sponsors:		**Res/Ord Date:**	
Attachments:	HLR Proposal, Mathewson Proposal, Santacruz Proposal	**Res/Ord Number:**	
Drafter:		**Hearing Date:**	
Department Contact:		**Effective Date:**	
Related Files:			

History of Legislative File

Ver-sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
0	Engineering Programs & Services	10/07/2022	INTRODUCED TO BOARD	Board of Trustees			
0	Board of Trustees	10/17/2022	APPROVED				Pass

Text of Legislative File 2022-0807

Title/Name/Summary
143rd Street (Will-Cook Road to Wolf Road) Land Acquisition Services Contract Amendment

History
Christopher B. Burke Engineering, Ltd. (CBBEL) is the Phase II design engineer for the 143rd Street, Will-Cook Road to Wolf Road, Road Widening project. The roadway design plans are currently at 90% complete and the project is awaiting funding for construction. In order to keep the project moving forward, the land acquisition process needs to begin. Three quotes were received from land acquisition consultants. The proposals are as follows:

1. Hampton, Lenzini and Renwick, Inc. - $36,250.00
2. Santacruz Land Acquisitions - $42,000.00
3. Mathewson Land Services, Inc. - $79,300.00

The Engineering Programs and Services Department is requesting to amend the existing Phase II Design Engineering contract with CBBEL to include land acquisition services from Hampton, Lenzini, and Renwick, Inc., for an amount not-to-exceed amount of $36,250. The federal process for land acquisition is a very complicated process and requires consultants who have extensive experience and expertise in order to complete the land acquisition per the federal requirements.

Furthermore, since the project has been federally funded through the Surface Transportation Program (STP), the completion of the land acquisition will complete the Village's obligation for the project per federal requirements and will secure $1,000,000 in STP funding for construction of the project.

Financial Impact
Engineering and land acquisition costs for the project were approved in the FY2022 budget.

Recommended Action/Motion
I move to approve amending the existing Christopher B. Burke, Ltd., Phase II Design Engineering contract for the 143rd Street, Will-Cook Road to Wolf Road, Road Widening project to add an amount not to exceed $36,250 for land acquisition services.

ORLAND PARK

CERTIFICATE OF COMPLIANCE

The undersigned Michael Kerr,
(Enter Name of Person Making Certification)

as President
(Enter Title of Person Making Certification)

and on behalf of Christopher B. Burke Engineering, Ltd., certifies that:
(Enter Name of Business Organization)

1) BUSINESS ORGANIZATION:

The Proposer is authorized to do business in Illinois: Yes [X] No [ ]

Federal Employer I.D.#: 36-3468939
(or Social Security # if a sole proprietor or individual)

The form of business organization of the Proposer is (*check one*):

___ Sole Proprietor
___ Independent Contractor *(Individual)*
___ Partnership
___ LLC
_X_ Corporation Illinois *(State of Incorporation)* 1986 *(Date of Incorporation)*

2) STATUS OF OWNERSHIP

Illinois Public Act 102-0265, approved August 2021, requires the Village of Orland Park to collect "Status of Ownership" information. This information is collected for reporting purposes only. Please check the following that applies to the ownership of your business and include any certifications for the categories checked with the proposal. Business ownership categories are as defined in the Business Enterprise for Minorities, Women, and Persons with Disabilities Act, 30 ILCS 575/0.01 *et seq.*

Minority-Owned [ ]
Women-Owned [ ]
Veteran-Owned [ ]
Disabled-Owned [ ]
Small Business [ ] (SBA standards)
Prefer not to disclose [ ]
Not Applicable [X]

How are you certifying? **Certificates Attached [ ]** **Self-Certifying [ ]**

STATUS OF OWNERSHIP FOR SUBCONTRACTORS

This information is collected for reporting purposes only. Please check the following that applies to the ownership of subcontractors.

Minority-Owned [ ]
Women-Owned [ ]
Veteran-Owned [ ]
Disabled-Owned [ ]
Small Business [ ] (SBA standards)
Prefer not to disclose [ ]
Not Applicable [X]

3) **ELIGIBILITY TO ENTER INTO PUBLIC CONTRACTS: Yes [X] No [ ]**

The Proposer is eligible to enter into public contracts, and is not barred from contracting with any unit of state or local government as a result of a violation of either Section 33E-3, or 33E-4 of the Illinois Criminal Code, or of any similar offense of "Bid-rigging" or "Bid-rotating" of any state or of the United States.

4) **SEXUAL HARRASSMENT POLICY: Yes [X] No [ ]**

Please be advised that Public Act 87-1257, effective July 1, 1993, 775 ILCS 5/2-105 (A) has been amended to provide that every party to a public contract must have a written sexual harassment policy in place in full compliance with 775 ILCS 5/2-105 (A) (4) and includes, at a minimum, the following information: (I) the illegality of sexual harassment; (II) the definition of sexual harassment under State law; (III) a description of sexual harassment, utilizing examples; (IV) the vendor's internal complaint process including penalties; (V) the legal recourse, investigative and complaint process available through the Department of Human Rights (the "Department") and the Human Rights Commission (the "Commission"); (VI) directions on how to contact the Department and Commission; and (VII) protection against retaliation as provided by Section 6-101 of the Act. (Illinois Human Rights Act). (emphasis added). Pursuant to 775 ILCS 5/1-103 (M) (2002), a "public contract" includes "...every contract to which the State, any of its political subdivisions or any municipal corporation is a party."

5) **EQUAL EMPLOYMENT OPPORTUNITY COMPLIANCE: Yes [X] No [ ]**

During the performance of this Project, Proposer agrees to comply with the "Illinois Human Rights Act", 775 ILCS Title 5 and the Rules and Regulations of the Illinois Department of Human Rights published at 44 Illinois Administrative Code Section 750, et seq. The

Proposer shall: (I) not discriminate against any employee or applicant for employment because of race, color, religion, sex, marital status, national origin or ancestry, age, or physical or mental handicap unrelated to ability, or an unfavorable discharge from military service; (II) examine all job classifications to determine if minority persons or women are underutilized and will take appropriate affirmative action to rectify any such underutilization; (III) ensure all solicitations or advertisements for employees placed by it or on its behalf, it will state that all applicants will be afforded equal opportunity without discrimination because of race, color, religion, sex, marital status, national origin or ancestry, age, or physical or mental handicap unrelated to ability, or an unfavorable discharge from military service; (IV) send to each labor organization or representative of workers with which it has or is bound by a collective bargaining or other agreement or understanding, a notice advising such labor organization or representative of the Vendor's obligations under the Illinois Human Rights Act and Department's Rules and Regulations for Public Contract; (V) submit reports as required by the Department's Rules and Regulations for Public Contracts, furnish all relevant information as may from time to time be requested by the Department or the contracting agency, and in all respects comply with the Illinois Human Rights Act and Department's Rules and Regulations for Public Contracts; (VI) permit access to all relevant books, records, accounts and work sites by personnel of the contracting agency and Department for purposes of investigation to ascertain compliance with the Illinois Human Rights Act and Department's Rules and Regulations for Public Contracts; and (VII) include verbatim or by reference the provisions of this Equal Employment Opportunity Clause in every subcontract it awards under which any portion of this Agreement obligations are undertaken or assumed, so that such provisions will be binding upon such subcontractor. In the same manner as the other provisions of this Agreement, the Proposer will be liable for

compliance with applicable provisions of this clause by such subcontractors; and further it will promptly notify the contracting agency and the Department in the event any subcontractor fails or refuses to comply therewith. In addition, the Proposer will not utilize any subcontractor declared by the Illinois Human Rights Department to be ineligible for contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations. Subcontract" means any agreement, arrangement or understanding, written or otherwise, between the Proposer and any person under which any portion of the Proposer's obligations under one or more public contracts is performed, undertaken or assumed; the term "subcontract", however, shall not include any agreement, arrangement or understanding in which the parties stand in the relationship of an employer and an employee, or between a Proposer or other organization and its customers. In the event of the Proposer's noncompliance with any provision of this Equal Employment Opportunity Clause, the Illinois Human Right Act, or the Rules and Regulations for Public Contracts of the Department of Human Rights the Proposer may be declared non-responsible and therefore ineligible for future contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations, and this agreement may be canceled or avoided in whole or in part, and such other sanctions or penalties may be imposed or remedies involved as provided by statute or regulation.

6) **TAX CERTIFICATION:** Yes [X] No [ ]

Contractor is current in the payment of any tax administered by the Illinois Department of Revenue, or if it is: (a) it is contesting its liability for the tax or the amount of tax in accordance with procedures established by the appropriate Revenue Act; or (b) it has entered into an agreement with the Department of Revenue for payment of all taxes due and is currently in compliance with that agreement.

7) **AUTHORIZATION & SIGNATURE:**

I certify that I am authorized to execute this Certificate of Compliance on behalf of the Contractor set forth on the Proposal, that I have personal knowledge of all the information set forth herein and that all statements, representations, that the Proposal is genuine and not collusive, and information provided in or with this Certificate are true and accurate. The undersigned, having become familiar with the Project specified, proposes to provide and furnish all of the labor, materials, necessary tools, expendable equipment and all utility and transportation services necessary to perform and complete in a workmanlike manner all of the work required for the Project.

ACKNOWLEDGED AND AGREED TO:

Signature of Authorized Officer

Michael Kerr

Name of Authorized Officer

President

Title

11/17/2022

Date

ORLAND PARK

INSURANCE REQUIREMENTS

Please provide a policy Specimen Certificate of Insurance showing current coverage's along with this form

WORKERS' COMPENSATION & EMPLOYER LIABILITY
Full Statutory Limits - Employers Liability
$500,000 – Each Accident $500,000 – Each Employee
$500,000 – Policy Limit
Waiver of Subrogation in favor of the Village of Orland Park

AUTOMOBILE LIABILITY (ISO Form CA 0001)
$1,000,000 – Combined Single Limit Per Occurrence
Bodily Injury & Property Damage

GENERAL LIABILITY (Occurrence basis) (ISO Form CG 0001)
$1,000,000 – Combined Single Limit Per Occurrence
Bodily Injury & Property Damage
$2,000,000 – General Aggregate Limit
$1,000,000 – Personal & Advertising Injury
$2,000,000 – Products/Completed Operations Aggregate
Additional Insured Endorsements: *(not applicable for Goods Only)*
ISO CG 20 10 or CG 20 26
and
CG 20 01 Primary & Non-Contributory
Blanket Waiver of Subrogation in favor of the Village of Orland Park

☐ CG 20 37 Additional Insured – Completed Operations (provide if box is checked)

In addition to the above, please provide the following coverage, if box is checked.

☐ **LIABILITY UMBRELLA (Follow Form Policy)**
☐ $1,000,000 – Each Occurrence $1,000,000 – Aggregate
☐ $2,000,000 – Each Occurrence $2,000,000 – Aggregate
☐ Other: _____
EXCESS MUST COVER: General Liability, Automobile Liability, Employers' Liability

☑ **PROFESSIONAL LIABILITY**
☐ $1,000,000 Limit – Claims Made Form, Indicate Retroactive Date
☑ $2,000,000 Limit – Claims Made Form, Indicate Retroactive Date
☐ Other: _____
Deductible not-to-exceed $50,000 without prior written approval

☐ **BUILDERS RISK**
Completed Property Full Replacement Cost Limits – Structures under construction

☐ **ENVIRONMENTAL IMPAIRMENT/POLLUTION LIABILITY**
$1,000,000 Limit for bodily injury, property damage and remediation costs resulting from a pollution incident at, on or mitigating beyond the job site

☐ **CYBER LIABILITY**
$1,000,000 Limit per Data Breach for liability, notification, response, credit monitoring service costs, and software/property damage

Any insurance policies providing the coverages required of the Consultant, excluding Professional Liability, shall be specifically endorsed to identify **"The Village of Orland Park, and their respective officers, trustees, directors, officials, employees, volunteers and agents as Additional Insureds on a primary/non-contributory basis with respect to all claims arising out of operations by or on behalf of the named insured."** The required

Additional Insured coverage shall be provided on the Insurance Service Office (ISO) CG 20 10 or CG 20 26 endorsements or an endorsement at least as broad as the above noted endorsements as determined by the Village of Orland Park. Any Village of Orland Park insurance coverage shall be deemed to be on an excess or contingent basis as confirmed by the required (ISO) CG 20 01 Additional Insured Primary & Non-Contributory Endorsement. The policies shall also contain a Waiver of Subrogation in favor of the Additional Insureds in regard to General Liability and Workers' Compensation coverage. The certificate of insurance shall also state this information on its face. Any insurance company providing coverage must hold an A-, VII rating according to Best's Key Rating Guide. Each insurance policy required shall have the Village of Orland Park expressly endorsed onto the policy as a Cancellation Notice Recipient. Should any of the policies be cancelled before the expiration date thereof, notice will be delivered in accordance with the policy provisions. Permitting the contractor, or any subcontractor, to proceed with any work prior to our receipt of the foregoing certificate and endorsements shall not be a waiver of the contractor's obligation to provide all the above insurance.

Consultant agrees that prior to any commencement of work to furnish evidence of Insurance coverage providing for at minimum the coverages, endorsements and limits described above directly to the Village of Orland Park, 14700 S. Ravinia Avenue, Orland Park, IL 60462. Failure to provide this evidence in the time frame specified and prior to beginning of work may result in the termination of the Village's relationship with the contractor.

ACCEPTED & AGREED THIS 17th DAY OF November, 2023

Signature

Michael Kerr, President

Printed Name & Title

Authorized to execute agreements for:

Christopher B. Burke Engineering, Ltd.

Name of Company

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 11/16/2022

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

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

PRODUCER	CONTACT NAME: Gail Pope	
Donne Insurance Group, Inc 7777 W. 159th Street Suite B Tinley Park IL 60477	PHONE (A/C, No, Ext): (708) 429-3100	FAX (A/C, No): (708) 429-3105
	E-MAIL ADDRESS: Gail.Pope@DonneInsurance.com	

INSURER(S) AFFORDING COVERAGE		NAIC #
INSURER A :	The Phoenix Ins Co	25623
INSURER B :	The Travelers Ind Co	25658
INSURER C :	Travelers Prop Cas Ins Co Amer	25674
INSURER D :	Travelers Casualty & Surety	19038
INSURER E :		
INSURER F :		

INSURED: Christopher B. Burke Engineering Ltd., 9575 W. Higgins Road, Suite 600, Rosemont IL 60018

COVERAGES **CERTIFICATE NUMBER:** 2022-2023 **REVISION NUMBER:**

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

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	[X] COMMERCIAL GENERAL LIABILITY [ ] CLAIMS-MADE [X] OCCUR [X] Blanket Contractual Liability GEN'L AGGREGATE LIMIT APPLIES PER: [ ] POLICY [X] PRO-JECT [X] LOC [ ] OTHER:	Y	Y	6803H482979	10/15/2022	10/15/2023	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG [ ]	$ 1,000,000 $ 1,000,000 $ 5,000 $ 1,000,000 $ 2,000,000 $ 2,000,000 $
B	AUTOMOBILE LIABILITY [X] ANY AUTO [ ] OWNED AUTOS ONLY [ ] SCHEDULED AUTOS [X] HIRED AUTOS ONLY [X] NON-OWNED AUTOS ONLY	Y	Y	BA0R320572	10/15/2022	10/15/2023	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) [ ]	$ 1,000,000 $ $ $ $
C	[X] UMBRELLA LIAB [X] OCCUR [ ] EXCESS LIAB [ ] CLAIMS-MADE [ ] DED [X] RETENTION $ 10,000	Y	Y	CUP2C769665	10/15/2022	10/15/2023	EACH OCCURRENCE AGGREGATE [ ]	$ 10,000,000 $ 10,000,000 $
D	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y/N [N] (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N/A	Y	UB7J091851	10/15/2022	10/15/2023	[X] PER STATUTE [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000

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

Project: Project: 143rd Street (Will-Cook Road to Wolf Road) , Phase II Design Engineering, Land Acquisition Services. Additional Insured: The Village of Orland Park, and their respective officers, trustees, directors,employees and agents as Additional Insureds on a primary/non-contributory basis with respect to all claims arising out of operations by or on behalf of the named insured. General liability policy includes blanket additional insured status, primary and non-contributory coverage and waiver of subrogation, when required in any written agreement. Workers compensation policy includes waiver of subrogation. Automobile liability policy includes blanket additional insured status and waiver of subrogation, when required in any written agreement. 30 day notice of cancellation. Umbrella follows form.

CERTIFICATE HOLDER

Village of Orland Park
14700 S. Ravinia Avenue
Orland Park IL 60462

CANCELLATION

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

AUTHORIZED REPRESENTATIVE

William A. Donne

TRAVELERS

ONE TOWER SQUARE
HARTFORD CT 06183

WORKERS COMPENSATION AND EMPLOYERS LIABILITY POLICY

ENDORSEMENT WC 00 03 13 (00) - 001

POLICY NUMBER: UB-7J091851-22-47-G

WAIVER OF OUR RIGHT TO RECOVER FROM OTHERS ENDORSEMENT

We have the right to recover our payments from anyone liable for an injury covered by this policy. We will not enforce our right against the person or organization named in the Schedule. (This agreement applies only to the extent that you perform work under a written contract that requires you to obtain this agreement from us.)

This agreement shall not operate directly or indirectly to benefit any one not named in the Schedule.

SCHEDULE

DESIGNATED PERSON:

DESIGNATED ORGANIZATION:

ANY PERSON OR ORGANIZATION FOR WHICH THE INSURED HAS AGREED BY WRITTEN CONTRACT EXECUTED PRIOR TO LOSS TO FURNISH THIS WAIVER.

POLICY NUMBER: 680-3H482979-22-47

COMMERCIAL GENERAL LIABILITY
ISSUE DATE: 10/06/2022

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

OTHER INSURANCE – DESIGNATED ADDITIONAL INSUREDS – PRIMARY WITH RESPECT TO CERTAIN OTHER INSURANCE

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE OF DESIGNATED ADDITIONAL INSUREDS

VILLAGE OF ORLAND PARK DEPARTMENT OF PUBLIC
WORKS AND THE VILLAGE OF ORLAND PARK
AND THEIR RESPECTIVE OFFICERS, TRUSTEES,
DIRECTORS, EMPLOYEES AND AGENTS

15655 S. RAVINIA AVE
ORLAND PARK, IL 60462

PROVISIONS

The following is added to Paragraph **4.a., Primary Insurance**, of **SECTION IV – COMMERCIAL GENERAL LIABILITY CONDITIONS**:

The insurance afforded under this Coverage Part to any additional insured shown in the Schedule Of Designated Additional Insureds is primary to any of the other insurance, whether primary, excess, contingent or on any other basis, that is available to such additional insured which covers such additional insured as a named insured, and we will not share with that other insurance.

POLICY NUMBER 680-3H482979-22-47

COMMERCIAL GENERAL LIABILITY
ISSUE DATE: 10/06/2022

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – OWNERS, LESSEES OR CONTRACTORS – SCHEDULED PERSON OR ORGANIZATION

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Names of Additional Insured Person(s) or Organization(s):

VILLAGE OF ORLAND PARK AND ITS RESPECTIVE OFFICERS, TRUSTEES, DIRECTORS, EMPLOYEES AND AGENTS

Location of Covered Operations:

8800 THISTLEWOOD LAND
ORLAND PARK IL 60462

(Information required to complete this Schedule, if not shown above, will be shown in the Declarations.)

A. Section II – Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury", "property damage", "personal injury" or "advertising injury" caused, in whole or in part, by:

1. Your acts or omissions; or
2. The acts or omissions of those acting on your behalf;

in the performance of your ongoing operations for the additional insured(s) at the location(s) designated above.

B. With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This insurance does not apply to "bodily injury" or "property damage" occurring, or "personal injury" or "advertising injury" arising out of an offense committed, after:

1. All work, including materials, parts or equipment furnished in connection with such work, on the project (other than service, maintenance or repairs) to be performed by or on behalf of the additional insured(s) at the location of the covered operations has been completed; or
2. That portion of "your work" out of which the injury or damage arises has been put to its intended use by any person or organization other than another contractor or subcontractor engaged in performing operations for a principal as a part of the same project.

POLICY NUMBER: 680-3H482979-22-47

COMMERCIAL GENERAL LIABILITY
ISSUE DATE: 10/06/2022

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

WAIVER OF TRANSFER OF RIGHTS OF RECOVERY AGAINST OTHERS TO US (WAIVER OF SUBROGATION)

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART
ELECTRONIC DATA LIABILITY COVERAGE PART
LIQUOR LIABILITY COVERAGE PART
POLLUTION LIABILITY COVERAGE PART DESIGNATED SITES
POLLUTION LIABILITY LIMITED COVERAGE PART DESIGNATED SITES
PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE PART
RAILROAD PROTECTIVE LIABILITY COVERAGE PART
UNDERGROUND STORAGE TANK POLICY DESIGNATED TANKS

SCHEDULE

Name Of Person(s) Or Organization(s):
VILLAGE OF ORLAND PARK AND ITS RESPECTIVE OFFICERS, TRUSTEES, DIRECTORS, EMPLOYEES AND AGENTS DEPARTMENT OF PUBLIC WORKS 15655 S. RAVINIA AVENUE ORLAND PARK IL 60462
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

The following is added to Paragraph **8. Transfer Of Rights Of Recovery Against Others To Us of Section IV – Conditions:**

We waive any right of recovery against the person(s) or organization(s) shown in the Schedule above because of payments we make under this Coverage Part. Such waiver by us applies only to the extent that the insured has waived its right of recovery against such person(s) or organization(s) prior to loss. This endorsement applies only to the person(s) or organization(s) shown in the Schedule above.

POLICY NUMBER: 680-3H482979-22-47

COMMERCIAL GENERAL LIABILITY
ISSUE DATE: 10-06-22

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – OWNERS, LESSEES OR CONTRACTORS – COMPLETED OPERATIONS

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s):

VILLAGE OF ORLAND PARK AND ITS RESPECTIVE OFFICERS, TRUSTEES, DIRECTORS, EMPLOYEES AND AGENTS

Location And Description Of Completed Operations

8800 THISTLEWOOD LANE
ORLAND PARK IL 60462

Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

Section II – Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury" or "property damage" caused, in whole or in part, by "your work" at the location designated and described in the schedule of this endorsement performed for that additional insured and included in the "products-completed operations hazard".

ACORD®

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 11/16/2022

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

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

PRODUCER Willis Towers Watson Midwest, Inc. c/o 26 Century Blvd P.O. Box 305191 Nashville, TN 372305191 USA	CONTACT NAME: Willis Towers Watson Certificate Center PHONE (A/C, No, Ext): 1-877-945-7378 FAX (A/C, No): 1-888-467-2378 E-MAIL ADDRESS: certificates@willis.com	
	INSURER(S) AFFORDING COVERAGE	NAIC #
	INSURER A: Lexington Insurance Company	19437
INSURED Christopher B. Burke Engineering, Ltd. 9575 W. Higgins Road, Suite 300 Rosemont, IL 60018	INSURER B:	
	INSURER C:	
	INSURER D:	
	INSURER E:	
	INSURER F:	

COVERAGES **CERTIFICATE NUMBER:** W26700059 **REVISION NUMBER:**

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

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
	COMMERCIAL GENERAL LIABILITY						EACH OCCURRENCE	$
	☐ CLAIMS-MADE ☐ OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$
							MED EXP (Any one person)	$
							PERSONAL & ADV INJURY	$
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$
	☐ POLICY ☐ PRO-JECT ☐ LOC						PRODUCTS - COMP/OP AGG	$
	OTHER:							$
	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident)	$
	☐ ANY AUTO						BODILY INJURY (Per person)	$
	☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
	☐ UMBRELLA LIAB ☐ OCCUR						EACH OCCURRENCE	$
	☐ EXCESS LIAB ☐ CLAIMS-MADE						AGGREGATE	$
	☐ DED ☐ RETENTION $							$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y/N						☐ PER STATUTE ☐ OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? ☐ (Mandatory in NH)	N/A					E.L. EACH ACCIDENT	$
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$
							E.L. DISEASE - POLICY LIMIT	$
A	PROFESSIONAL LIABILITY			031565474	06/01/2022	06/01/2023	EACH CLAIM	$2,000,000
							AGGREGATE	$4,000,000

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

Project: 143rd Street (Will-Cook Road to Wolf Road) , Phase II Design Engineering, Land Acquisition Services

CERTIFICATE HOLDER

Village of Orland Park
14700 S. Ravinia Avenue
Orland Park, IL 60462

CANCELLATION

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

AUTHORIZED REPRESENTATIVE