

May 14, 2021

Mr. Sean Marquez, PE
Village Engineer
Village of Orland Park

**Subject: Request for Proposal
82nd Avenue Multi-Use Path
Phase I Preliminary Engineering**

Dear Mr. Marquez,

Thank you for the opportunity to electronically submit our proposal to provide Phase I Preliminary Engineering Services to the Village of Orland Park for the 82nd Avenue Multi-Use Path. Ciorba Group has a long history of performing preliminary engineering services on federally funded projects for numerous Chicago area counties and municipalities. We have assembled a Project Team with the expertise and personal skills necessary for the 82nd Avenue Multi-Use Path project.

Our Project Team has the knowledge and relevant experience in preliminary engineering that will meet the needs of the Village and the requirements of the Illinois Department of Transportation's Bureau of Local Roads & Street (IDOT BLR&S). Our Team is the best choice for the Village not only due to our Team's expertise but also because we understand the non-engineering needs for a project. Timely communication with Village staff and elected officials, interacting with project stakeholders to receive their input and having a professional relationship with IDOT BLR&S staff will greatly assist in the successful completion of the preliminary engineering services.

We look forward to being selected and beginning a long-term professional relationship with the Village of Orland Park. Should you have any questions about this proposal, please contact me at 773.355.2922 or at gheimsoth@ciorba.com.

Sincerely,

Ciorba Group, Inc.



Gerald W. Heimsoth, PE
Chief Executive Officer



CiorbaGroup

CONSULTING ENGINEERS



ORLAND PARK

Proposal for:

82nd Avenue Multi-Use Path
135th Street to 151st Street
Phase I Preliminary Engineering

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1. Similar Project Experience

Des Plaines River Trail South Extension



PROJECT DESCRIPTION

Ciorba Group was recently selected by the Village of Brookfield to provide preliminary engineering services for approximately 5 miles of new bike trails along new alignments. The new trails are at four separate locations that extend and connect different sections of the Des Plaines River Trail system.

A feasibility study prepared by CMAP determined the conceptual alignments for the trail extensions and connections. The team is preparing geometric studies to develop the final alignment for the preferred alternate which encompasses off-street trails, on-street trails and a crossing over Salt Creek.

For the Salt Creek crossing, the team will study several bridge options and alignments which will be summarized in a Bridge Type Study and include a recommendation of the most efficient structure alternate. In conjunction with the Bridge Type Study, the team's water resources engineers will conduct a hydraulic analysis of Salt Creek at the proposed bridge crossing to establish the necessary waterway opening for the new structure. The results of the analysis will be summarized in an Hydraulic Report.

On-street biking will be accomplished by implementing shared use lanes with appropriate pavement markings. The

horizontal alignments for the off-street bike trail sections will be developed to avoid wetlands and known special waste sites throughout the length of the project. Additionally, the trail will be routed to avoid tree impacts as much as possible while still meeting AASHTO horizontal curve requirements. Vertical alignment and all crosswalks will be developed to meet current ADA/PROWAG standards. A width design variance will be pursued where the proposed trail crosses under an existing BNSF railroad bridge. It is cost prohibitive to provide the standard trail width at this location due to the constricted space under the bridge.

Other services provided will include a full topographic survey, environmental studies, crash analysis, identifying right of way acquisition needs, and construction cost estimates. All studies will be summarized in a Project Development Report (PDR).

With the use of STP federal funds, all engineering studies and the PDR for the Des Plaines River Trail South Extension will follow the guidelines required by the Illinois Department of Transportation's Bureau of Local Roads and Streets (IDOT BLR&S).

LOCATION

Brookfield, IL

CLIENT

Village of Brookfield

CONTACT

Tim Wiberg
Village Manager
8820 Brookfield Ave
Brookfield, IL 60513
708.485.7344
TWiberg@brookfieldil.gov

CONSTRUCTION COST

\$6 Million

COMPLETION DATE

Current

PROJECT TEAM

Project Principal
Duane O'Laughlin, PE
Deputy Project Manager
Diana Decker, PE
Project Engineer
Mark Johnson, PE, PTOE
Structure Team Lead
Brett Sauter, PE, SE
Water Resources Team Lead
Tony Wolff, PE, CFM
Trail Team Lead
Tim Heuer, PE

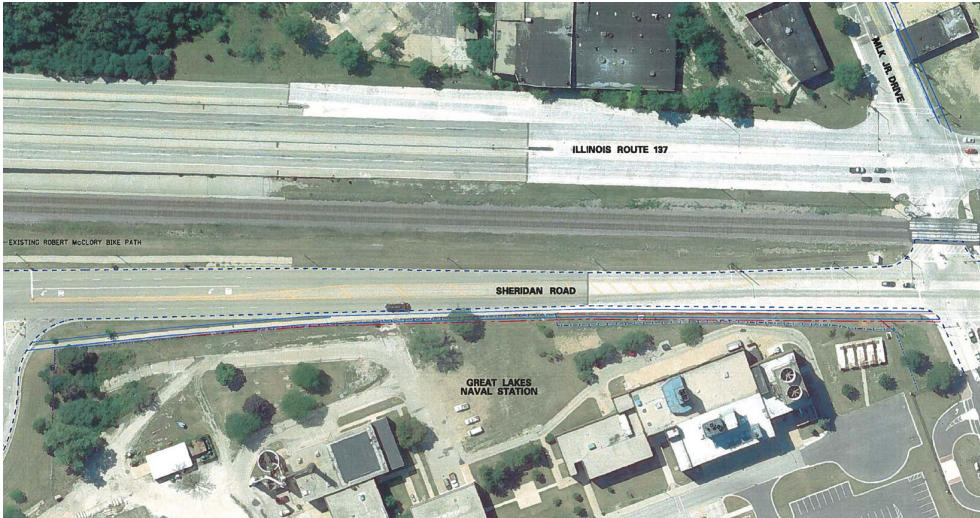
SCOPE OF SERVICE

▶ Preliminary Engineering



1. Similar Project Experience

Sheridan Road Multi-Use Path



PROJECT DESCRIPTION

Ciorba Group was selected by the City of North Chicago to provide Phase I engineering services for a new multi-use path. The new bicycle path will be located on the west side of Sheridan Road between 24th Street and Martin Luther King Jr. Drive. A road diet is proposed for Sheridan Road to locate the path outside of the Union Pacific Railroad right-of-way.

CMAQ funds are being used for the project, therefore all studies, reports, design plans, specifications and construction documentation will be prepared in accordance with Illinois Department of Transportation (IDOT) standards. The new path will establish a connection between the Robert McClory bicycle trail and the Great Lakes Metra Commuter Station in Lake County.

Preliminary engineering studies are being conducted to establish the horizontal and vertical alignment, indicate the need for easement and/or right-of-way acquisition, prepare cost estimates and perform an environmental evaluation to identify contaminated soils. Ciorba Group is also coordinating with the Great Lakes Naval Base to review potential road diet impacts to their property. The study results will be summarized in a Project Development Report.

Once Design Approval is received, Ciorba will provide Phase II design engineering services.

LOCATION

North Chicago, IL

CLIENT

City of North Chicago

CONTACT

Mr. Edward Wilmes
Director of Public Works
City of North Chicago
1850 Lewis Avenue
North Chicago, IL 60064
847.596.8600
edwwil@northchicago.org

CONSTRUCTION COST

\$800,000

COMPLETION DATE

Current

PROJECT TEAM

Project Manager
Diana Decker, PE
Project Engineer
Mark Johnson, PE, PTOE
Geometrics Engineer
Timothy Heuer, PE

SCOPE OF SERVICE

► Preliminary Engineering



1. Similar Project Experience

80th Avenue Reconstruction



PROJECT DESCRIPTION

Ciorba Group was selected to provide design engineering services for the reconstruction of 80th Avenue from 191st Street to 183rd Street, within the Villages of Tinley Park and Mokena. The road will be widened from a two lane rural section to a four lane urban section with auxiliary turn lanes added at cross streets. Improvements will be made to the intersections with 189th Street, 186th Street, 185th Street, and 183rd Street. The existing two lane bridge carrying 80th Avenue over I-80 will be replaced with a new four lane structure. New structures are also planned for the 80th Avenue crossings over Union Ditch and a Union Ditch tributary.

Other improvements include a new enclosed drainage system, traffic signals at 183rd street and 185th street, landscaping, and a **10 foot wide multi-use path for the entire length**

of the project, a total distance of about 5,800 feet. The new bridges over I-80 and the Union Ditch will accommodate the new multi-use path. Stormwater detention is required to meet the County's stormwater ordinance and compensatory storage will be provided for the fill generated by the crossing of the Union Ditch. Environmental concerns include minimizing impacts to wetlands along the roadway, identifying and quantifying for removal areas of special waste materials, and an alternatives analysis for noise abatement at the northwest corner of 80th Avenue and 183rd Street. The results of the noise analysis was provided to homeowner's for input. Coordination with Cook County Department of Transportation and Highways was completed since 183rd Street and 80th Avenue north of the intersection is under the jurisdiction of Cook County.

LOCATION

Will County, IL

CLIENT

Will County Division of Transportation

CONTACT

Mr. Jeff Ronaldson, PE
Director of Transportation/
County Engineer
815.727.8476

CONSTRUCTION COST

\$49 Million

COMPLETION DATE

Current

PROJECT TEAM

Project Manager
Duane O'Laughlin, PE
Project Engineer
Eric Spina, PE, ENV SP
Lead Structural Engineer
Brett Sauter, PE, SE
Lead Water Resources Engineer
Tony Wolff, PE, CFM
Lead Roadway Engineer
Joseph Attanaseo, PE
Lead Traffic Signal Engineer
Joseph Vondra, PE, LC

SCOPE OF SERVICE

▶ Final Design



1. Similar Project Experience

Clavey Road Reconstruction



PROJECT DESCRIPTION

Ciorba Group was selected to provide design and construction engineering services for the reconstruction of Clavey Road from US 41 to Green Bay Road within the City of Highland Park. The pavement will be reconstructed due to its poor condition but will remain a two lane urban collector street. The roadway alignment will be shifted two feet to the north to accommodate **a new multi-use path within the south side parkway for the entire length of the project a distance of 5,400 feet.** The multi-use path alignment will be designed to avoid large diameter trees where possible. The path will be designed to minimize tree removal where possible while also meeting ADA and AASHTO standards for horizontal alignment. New roadway and pedestrian bridge will be

constructed to replace the existing structures over the Skokie River.

Other improvements will include a new water main along the length of the project, replacing the storm sewer system, and new traffic signals at the Green Bay Road intersection. Environmental concerns include minimizing impacts to wetlands for the new bridge over the river and identifying areas with special waste materials. Maintenance of traffic plan will maintain two-way traffic during construction. Our Team also conducted extensive public involvement activities to present project challenges and alternate solutions to stakeholders for their review and input.

LOCATION

Highland Park, IL

CLIENT

City of Highland Park

CONTACT

Mr. Ramesh Kanapareddy
Public Works Director
847.432.0807

CONSTRUCTION COST

\$11 Million

COMPLETION DATE

May 2021

PROJECT TEAM

Project Manager
Duane O'Laughlin, PE
Project Engineer
Eric Spina, PE, ENV SP
Lead Structural Engineer
Brett Sauter, PE, SE
Lead Water Resources Engineer
Tony Wolff, PE, CFM
Lead Traffic Signal Engineer
Joseph Vondra, PE, LC

SCOPE OF SERVICE

► Final Design



1. Similar Project Experience

Lakefront Bicycle Path



PROJECT DESCRIPTION

Ciorba Group was selected by the City of Waukegan to provide Phase I engineering services for a new Lakefront Bicycle Path. The new bicycle path is approximately 19,000 feet long with part of the new alignment following the Lake Michigan shoreline. In other areas the new bike path will be constructed adjacent to existing roadways or will share the pavement with vehicles. All on-street paths will be signed for the bicycle route.

Preliminary engineering studies were conducted to establish the horizontal and vertical alignment, indicate the need for

easement and/or right-of-way acquisition, perform an environmental evaluation to identify contaminated soils and wetlands and prepare cost estimates. The study results were summarized in a Project Development Report.

CMAQ funds are being used for the project, therefore all studies and reports will be prepared in accordance with Illinois Department of Transportation and Federal Highway Administration standards. The new path will provide access to the McClory Bicycle Trail that extends throughout Lake County.

LOCATION

Waukegan, IL

CLIENT

City of Waukegan

CONTACT

Mr. Mike Hewitt
Director of Public Works
1700 North McAree Road
Waukegan, IL 60085
847.630.0944
Mike.Hewitt@waukeganIL.gov

CONSTRUCTION COST

\$1.5 Million

COMPLETION DATE

July 2016

PROJECT TEAM

Project Manager
Mark Johnson, PE, PTOE

SCOPE OF SERVICE

► Preliminary Engineering



1. Similar Project Experience

Millennium Trail at Rollins Road



PROJECT DESCRIPTION

Ciorba Group provided concept studies, preliminary, and final design engineering services to prepare for the underpass structure and a multi-use path at Rollins Road. Construction was funded through the federal ITEP program; therefore the plans and specifications were approved by the Illinois Department of Transportation and the Federal Highway Administration.

The new underpass and multi-use path connects two existing segments of the Lake County Forest Preserve District's Millennium Trail located perpendicular and adjacent to Rollins Road. The underpass is a cast in place reinforced concrete tunnel that is 18 feet wide and 10 feet high with a total length of 120 feet. The new tunnel included aesthetic treatments at each end created by the use of form liners at the wingwalls. Our services also included designing a new timber deck and railing for the existing trail bridge over Mill Creek located just north of Rollins Road to satisfy ADA requirements.

The proposed 12 foot wide trail consisted of an aggregate base and hot mix asphalt surface with a length of approximately 1,400 feet. The trail alignment utilized horizontal curves that met AASHTO requirements to avoid the removal of preferred trees as well as other impacts. The profile of the trail was designed to meet ADA standards. The profile is significantly lower than the surrounding ground in order to

meet the bottom elevation of the underpass. This grade difference required the use of extensive wingwall lengths to safely confine the side slopes. A grading plan was developed that allows all excavated material to remain on site as landscaped berms and mounds. A separate plan was developed that indicates trees to be removed, trees to be protected and tree root pruning.

Rollins Road is a five-lane highway under the jurisdiction of the Lake County Division of Transportation. Approximately 0.56 miles of the pavement was resurfaced as part of the project. The underpass was constructed in open excavation using stage construction to minimize impacts to roadway users. Traffic was reduced from two lanes to one lane in each direction during construction. Maintaining two way, two lane traffic required installing temporary pavement and ditching as well as temporary guardrail and concrete barriers to protect the motoring public.

Ciorba Group designed a lighting system for the underpass that consisted of wall mounted fixtures and steel conduit. A new lighting controller was designed and installed in a cabinet on a concrete foundation near the south end of the tunnel. Ciorba's lighting engineer also coordinated with Commonwealth Edison to provide a new electric service at a nearby utility pole.

LOCATION

Lake County, IL

CLIENT

Lake County Forest Preserve District

CONTACT

Mr. Randy Seebach
Land Development Manager
847.367.6640

CONSTRUCTION COST

\$2.5 Million

COMPLETION DATE

November 2014

PROJECT TEAM

Project Manager
Salvatore DiBernardo, PE, SE
Project Engineer (Phase I)
Mark Johnson, PE, PTOE
Project Engineer (Phase II)
Eric Spina, PE
Lead Structural Engineer
Brett Sauter, PE, SE
Lead Water Resources Engineer
Tony Wolff, PE, CFM
Lead Lighting Engineer
Joseph Vondra, PE, LC

SCOPE OF SERVICE

- Concept Studies
- Preliminary Engineering
- Final Design

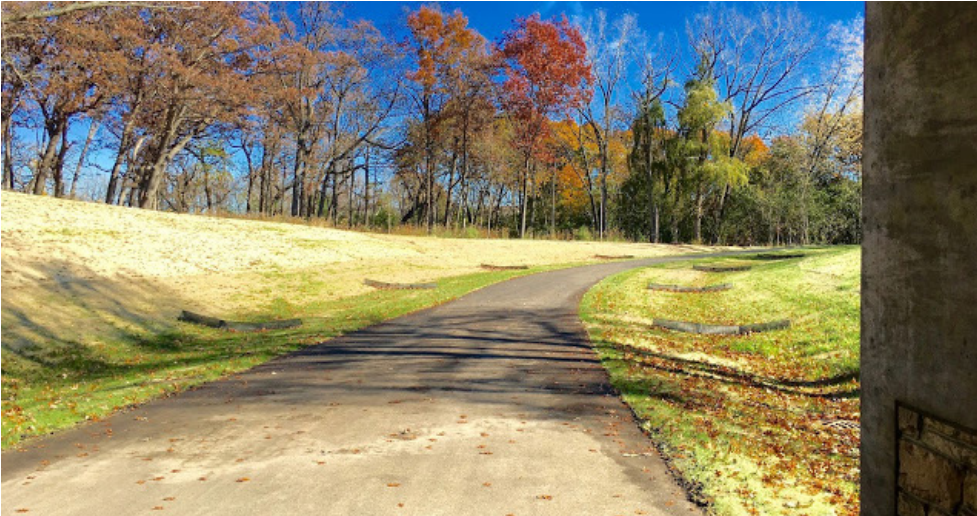
AWARDS

2015 Engineering Excellence Honor Award, Small Projects, American Council of Engineering Companies of Illinois



1. Similar Project Experience

Millennium Trail at Wilson Road



PROJECT DESCRIPTION

Ciorba Group provided concept studies, preliminary, and design engineering services to prepare for the underpass structure and a multi-use path at Wilson Road. Construction was funded through the Federal Transportation Alternative Program (TAP). All services were therefore prepared in accordance with the requirements of the Illinois Department of Transportation's Bureau of Local Roads and Streets.

The new underpass and multi-use path connects two existing segments of the Lake County Forest Preserve District's Millennium Trail located on either side of Wilson Road. The underpass is a cast in place reinforced concrete tunnel that is 18 feet wide and 10 feet high with a total length of 120 feet. The new tunnel includes aesthetic treatments at each end created by the use of form liners at the wingwalls.

The proposed 12 foot wide trail consists of an aggregate base and hot mix asphalt surface with a length of approximately 2700 feet. The trail alignment utilizes horizontal curves that met AASHTO bicycle requirements to avoid the removal of preferred trees as well as other impacts. The profile of the trail was designed to meet ADA standards. The profile is significantly lower than the surrounding ground in order to meet the bottom elevation of the underpass. This grade difference required the use of extensive wingwall lengths to safely confine the side slopes. A grading plan was developed

that allows all excavated material to remain on site as landscaped berms and mounds. A separate plan was developed that indicates trees to be removed, trees to be protected and tree root pruning.

Wilson Road is a two-lane highway under the jurisdiction of the Lake County Division of Transportation. Approximately 0.56 miles of the pavement will be resurfaced as part of the project. The existing storm sewer system was extensively reconfigured and expanded to drain the underpass. The underpass was constructed in open excavation using stage construction to minimize impacts to roadway users. Traffic was maintained at one travel lane in each direction during construction by installing temporary pavement and ditches. Temporary guardrail and concrete barriers were installed at the underpass excavation site to protect the motoring public.

Ciorba Group designed a lighting system for the underpass that consisted of wall mounted fixtures and steel conduit. A new lighting controller was designed for installation in a cabinet on a concrete foundation near the south end of the tunnel. Ciorba's lighting engineer also coordinated with Commonwealth Edison to provide a new electric service at a nearby utility pole.

LOCATION

Lake County, IL

CLIENT

Lake County Forest Preserve District

CONTACT

Mr. Randy Seebach
Land Development Manager
847.968.6262

CONSTRUCTION COST

\$2.3 Million

COMPLETION DATE

April 2013

PROJECT TEAM

Project Manager
Salvatore Di Bernardo, PE, SE
Project Engineer
Mark Johnson, PE, PTOE
Lead Water Resources Engineer
Tony Wolff, PE, CFM

SCOPE OF SERVICE

- ▶ Feasibility Study
- ▶ Preliminary Engineering
- ▶ Final Design



2. Firm Overview



ABOUT

Since 1927, Ciorba Group, Inc. has provided comprehensive engineering solutions for water resources, transportation, structural, municipal, construction, and site development projects. Ciorba’s engineers and technicians are dedicated to providing practical designs while maintaining project schedules and budgets. For more complex projects, we develop distinctive and innovative solutions that minimize both construction time and project cost. Ciorba maintains high professional standards, and we sustain a proactive attitude for all projects, no matter the size. We deliver people-first engineering solutions that add value to communities, solve real-world problems and improve lives; meeting the needs of our clients and making their jobs easier. And we do it all collaboratively and with respect for each other, those we work with, and the environment. At Ciorba, we’ve built our community to better serve yours.

Total Employees: 53

Professional Engineers: 29

Licensed to do Business: Illinois, Indiana, Iowa, Louisiana, Michigan, Texas, and Wisconsin

IDOT Annual Fee Capacity Rating: \$20 million

IDOT PREQUALIFICATIONS

Structures

- Highway: Simple-Complex
- Major River Bridges

Location Design Studies

- Rehabilitation
- Reconstruction / Major Rehabilitation
- New Construction / Major Reconstruction

Special Studies

- Feasibility
- Location Drainage
- Traffic Studies
- Safety

Special Services

- Construction Inspection
- Electrical Engineering
- Mechanical Engineering

Hydraulic Reports

- Pump Stations
- Waterways: Typical
- Waterways: Complex

Highways

- Roads and Streets
- Freeways

Special Plans

- Pump Stations
- Traffic Signals
- Lighting: Complex

SERVICES / CAPABILITIES

Ciorba offers an array of engineering services, which include studies and reports, design plans and specifications, and construction engineering in the following areas.



MUNICIPAL SERVICES

- Topographic Surveys
- Capital Improvement Budgeting
- Grant Applications and Management
- Facility Assessment Studies
- Developer Plan and Agreement Review
- Utility Coordination
- Updates to Municipal Standards and Maps
- Meeting Attendance (Village Board, Plan Commission, Etc.)



ROADWAY

- Expressway, Arterial, Collector and Local Street Improvements
- Shared Use Paths
- Traffic Studies
- Feasibility Studies
- Safety Studies
- Streetscaping



WATER RESOURCES

- Stormwater Management Studies and Design
- Floodplain Management
- Soil Erosion / Sediment Control Design and Inspection
- Streambank and Shoreline Restoration
- FEMA Map Revisions
- Water Distribution Analysis and Design
- Wastewater Collection Analysis and Design
- Lift/Pump Station Planning and Design
- Water Storage Planning and Design



STRUCTURAL

- Concept and Feasibility Studies
- Bridge Inspection and Condition Reports
- Bridge Type Studies
- Bridge Design
- Bridge Aesthetics



ELECTRICAL & LIGHTING

- Traffic Signal Design
- ITS Design
- Lighting Analysis and Design
- Electrical Design
- Program Management



CONSTRUCTION

- Construction Observation
- Manage Bid Process
- Preconstruction Services
- Project Documentation
- Project Closeout

CONTACT US

📍 8725 W. Higgins Road, Suite 600|Chicago, IL 60631

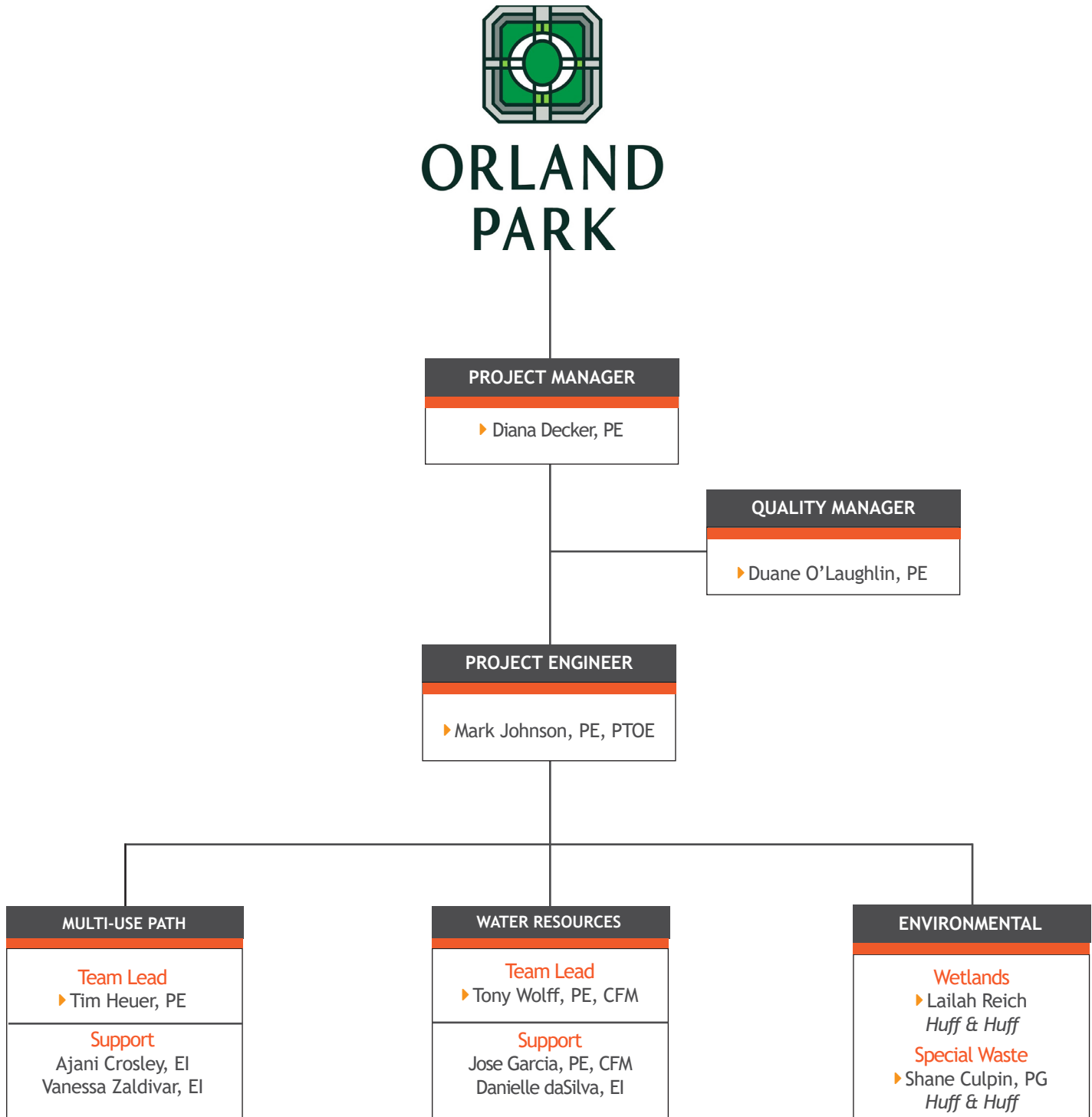
📞 773.775.4009

🌐 www.ciorba.com



3. Qualifications of Project Team

ORGANIZATIONAL CHART



▶ Key Personnel, resume included in proposal



3. Qualifications of Project Team

QUALIFICATIONS OF THE PROJECT TEAM

Ciorba Group is prequalified by IDOT in all the necessary categories to perform the Phase I preliminary engineering services for the 82nd Avenue Multi-Use Path project. Our Project Team will be successful in providing professional services to the Village of Orland Park based on the team member’s engineering capabilities and knowledge of IDOT BLR&S and FHWA requirements. Besides this knowledge, the team members have an outstanding professional relationship with the IDOT BLR&S personnel who oversee the Phase I engineering review process. Through our municipal experience, the team members also has a thorough understanding of the local public agency environment. We have added **Huff and Huff, Inc.** to our Project Team to provide the necessary environmental services for the project.

Key personnel assigned to the project will include:

Diana Decker, PE	Project Manager
Mark Johnson, PE, PTOE	Project Engineer
Tim Heuer, PE	Lead Multi-Use Path Engineer
Tony Wolff, PE, CFM	Lead Water Resources Engineer
Duane O’Laughlin, PE	Quality Manager
Lailah Reich, PWS (H&H)	Wetland Specialist
Shane Cuplin, PG (H&H)	Geologist/Waste Assessments

Brief summaries of key personnel are provided below with full resumes following this section.

Diana Decker, PE - Project Manager

Diana Decker, PE will lead the team’s effort in completing all the work tasks for the Phase I engineering. Diana will be a “hands-on” Project Manager, responsible for creating a cohesive unit amongst the various disciplines that will reach the common goal of preparing high quality engineering studies and Project development Report. As Project Manager, she will also be the main contact person with the Village during the engineering services. Diana will always be available to address any issues or concerns that may arise during the project. Monitoring conformance to the project schedule for milestone submittals, implementation of the QC/QA Plan and overseeing staffing needs for the project will all be part of Diana’s duties.

Ms. Decker has over 26 years of experience in the study and design of improvements to transportation facilities including expressways, arterial streets, county highways, and local roads. She has overseen geometric design, crash analysis, traffic and safety studies, value engineering and preparation of contract plans and specifications. Diana is also experienced in coordination with regional and local government agencies as well as public involvement. She is currently serving as the Project Manager for the study and design of improvements to Wadsworth Road for the LCDOT and as Deputy Project Manager for the study of the Des Plaines River Trail for the Village of Brookfield.

Mark Johnson, PE, PTOE - Project Engineer

Mr. Johnson has 30 years of experience specializing in the preparation of preliminary engineering studies for improvements to expressways, arterial roads, municipal streets and multi-use paths. Mark has been trained and is experienced in the NEPA environmental processing necessary to construct today’s infrastructure improvements. He has also been trained in Context Sensitive Solutions procedures to engage local stakeholders in the planning process with the goal of minimizing adverse impacts to the community. Mark is currently serving as the Project Engineer for the Phase I preliminary engineering services to construct the new Des Plaines River Trail for the Village of Brookfield.

Timothy Heuer, PE - Lead Multi-Use Path Engineer

Tim Heuer is experienced in planning, preliminary engineering and final design of improvements to transportation infrastructure. Clients have included state, county, and municipal agencies on projects involving expressways, arterial streets, county highways, and multi-use paths. Tim is currently developing trail alignment and geometrics for the Des Plaines River Trail South Extension for the Village of Brookfield and for the Wadsworth Road Improvements for Lake County Division of Transportation. His key strengths lie in geometric design, developing 3D models, and assisting in the public involvement process.



3. Qualifications of Project Team

Tony Wolff, PE, CFM - Lead Water Resources Engineer

Mr. Wolff has over 27 years of experience in water resources engineering including serving 10 years with the Lake County Stormwater Management Commission. Prior to joining Ciorba Group, he was the Commission's Chief Engineer. With Ciorba, Tony oversees the Water Resources staff and manages or directs projects related to the study and design of stream crossings, stormwater management facilities, water supply systems, and sanitary collection systems. For the 82nd Avenue multi-use path project, Tony will oversee the studies that analyze the need for stormwater detention and develop the preliminary design for the storm sewer/culvert improvements that will provide positive drainage for the path.

Duane O'Laughlin, PE - Quality Manager

Mr. O'Laughlin is Ciorba's Vice President - Director of Engineering and serves as a Project Manager for preliminary, design and construction engineering services. These projects have included the reconstruction or rehabilitation of expressways, arterial streets, county highways and local streets as well as the installation of new multi-use paths. Trained in implementing Context Sensitive Solution procedures, Duane has experience in public involvement for all three phases of an improvement. Duane will implement our QA/QC Plan for the internal review of our work at various stages of the 82nd Avenue multi-use path project.

Lailah Reich, PWS (H&H) - Wetland Specialist

Lailah Reich is a wetland scientist and ecologist with over 16 years' experience conducting wetland delineations, Section 404 and 401 permitting, and water quality and best management practices concepts related to transportation projects. Ms. Reich has conducted hundreds of wetland delineations within the Illinois, Wisconsin, Michigan, and Indiana. Ms. Reich is a Society for Wetland Scientists certified Professional Wetland Scientist (#2835) and an International Society of Arboriculture, Certified Arborist (IL-9047A), a Lake and McHenry County Certified Wetland Specialist, a Kane County Wetland Review Specialist, and a Lake County Designated Erosion Control Inspector.

Shane Cuplin, PG (H&H) - Geologist/Waste Assessments

Mr. Cuplin has over 19 years of experience as an environmental consultant. Shane's transportation project experience includes special and hazardous waste screening and direction of soils to clean construction and demolition debris (CCDD) landfills, Preliminary Environmental Site Assessments (PESA) and Preliminary Site Investigations (PSI).



3. Qualifications of Project Team



Diana Decker, PE

Project Manager

ABOUT DIANA

Ms. Decker has over 26 years of experience in project management and the design of transportation facilities. She has overseen the preparation of roadway geometric design, maintenance of traffic design, crash analysis, safety studies, value engineering and preparation of contract plans. Diana is also experienced in coordination with regional and local government agencies. Major projects included working for the Illinois Department of Transportation, Illinois State Toll Highway Authority, Chicago Department of Transportation, and numerous Chicago area Counties and Municipalities.

EDUCATION

Bachelor of Science in Civil Engineering
University of Iowa

PROFESSIONAL REGISTRATION

Professional Engineer
Illinois #062-056649

EXPERTISE

Expressways
Tollways
Highways
Municipal Streets

PROFESSIONAL AFFILIATIONS

American Public Works Association
American Society of Civil Engineers
ACEC – Illinois
SAVE International

REPRESENTATIVE PROJECT EXPERIENCE

Des Plaines River Trail South Extension, Village of Brookfield.

Deputy Project Manager supervising the preliminary engineering services for approximately 5 miles of new bike trails along new alignments. The new trails are at four separate locations that extend and connect different sections of the Des Plaines River Trail system. Services provided will include a full topographic survey, horizontal and vertical alignment studies, environmental studies, crash analysis, identifying right of way acquisition needs, and construction cost estimates. The studies will be summarized in a Project Development Report. With the use of STP funds, all engineering studies will follow IDOT BLR&S guidelines.

Wadsworth Road Improvements, Lake County Division of Transportation.

Project Manager supervising the preliminary and design engineering services for the roadway, drainage and structural improvements to Wadsworth Road between Green Bay Road and Sheridan Road. The project will utilize 3R criteria to extend the service life of the existing pavement, enhance roadside safety and improve drainage and also includes the addition of bicycle and pedestrian facilities. Proposed roadway improvements are anticipated to be patching, milling, and resurfacing with other areas requiring full depth widening or reconstruction. Drainage improvements may consist of ditch regrading, new storm sewer and stormwater detention. The existing box culvert carrying Wadsworth Road over the North Branch of Bull Creek is anticipated to be extended due to proposed pavement widening. Several retaining walls may also be necessary due to pavement widening and to stabilize failing embankment slopes.

Sheridan Road Multi-Use Path, City of North Chicago.

Project Manager supervising the preliminary engineering services for a new multi-use path located on the west side of Sheridan Road between 24th Street and Martin Luther King Jr. Drive. Federal CMAQ funds are being used for the project, therefore all studies will be prepared in accordance with IDOT BLR&S guidelines. The new path will establish a connection between the Robert McClory bicycle trail and the Great Lakes Metra Commuter Station. Preliminary engineering studies will establish horizontal and vertical alignment, indicate the need for easement and/or right-of-way acquisition, prepare cost estimates and perform an environmental evaluation to identify contaminated soils. Ciorba Group is also coordinating with the Great Lakes Naval Base to review potential impacts to their property. The study results will be summarized in a Project Development Report.

25th Avenue Intersection Improvements, Village of Melrose Park

Project Manager supervising preliminary engineering services for improvements to the 25th Avenue at Lake Street, Division Street and North Avenue intersections. Traffic signals exist at the Lake Street and North Avenue intersections, while the Division Street intersection is currently 4-way stop controlled. Intersection Design Studies were developed at each intersection. Studies included correcting offset through lanes at the 25th Avenue intersections with North Avenue and Division Street. All studies were reviewed and approved by IDOT-BLR&S since STP funding were used to construct the improvement. All studies will be reviewed and approved by IDOT-BLR&S since STP funding will be used to construct the improvement.



3. Qualifications of Project Team



Mark Johnson, PE, PTOE

Project Engineer

ABOUT MARK

Mr. Johnson is a Transportation Manager specializing in the preparation of preliminary engineering studies and design plans for improvements to expressways, arterial roads, and municipal streets. He leads Ciorba's traffic and geometric engineers in improving capacity and developing safer horizontal and vertical alignments for state, county, and local roadways. Mr. Johnson has been trained and is experienced in the NEPA environmental processing necessary to construct today's infrastructure improvements. He has also been trained in Context Sensitive Solutions procedures to engage local stakeholders in the planning process with the goal of minimizing adverse impacts to the community.

EDUCATION

Bachelor of Science in Civil Engineering
University of Illinois

PROFESSIONAL REGISTRATION

Professional Engineer
Illinois #062-050864 (1996)
Indiana #10708505 (2007)
Iowa #21222 (2012)
Michigan #6201060611 (2011)
Wisconsin #34284-6 (2000)

EXPERTISE

Highways
Municipal Streets
Studies and Reports

PROFESSIONAL AFFILIATIONS

American Council of Engineering Companies of Illinois
Illinois Road and Transportation Builders Association
Institute of Transportation Engineers

REPRESENTATIVE PROJECT EXPERIENCE

Des Plaines River Trail South Extension, Village of Brookfield.

Project Engineer overseeing preliminary engineering services for approximately 5 miles of new bike trails along new alignments. The new trails are at four separate locations that extend and connect different sections of the Des Plaines River Trail system. Services provided will include a full topographic survey, horizontal and vertical alignment studies, environmental studies, crash analysis, identifying right of way acquisition needs, and construction cost estimates. The studies will be summarized in a Project Development Report. With the use of STP funds, all engineering studies will follow IDOT BLR&S guidelines.

Sheridan Road Multi-Use Path, City of North Chicago.

Project Engineer overseeing preliminary engineering services for a new multi-use path located on the west side of Sheridan Road between 24th Street and Martin Luther King Jr. Drive. Federal CMAQ funds are being used for the project, therefore all studies will be prepared in accordance with IDOT BLR&S guidelines. The new path will establish a connection between the Robert McClory bicycle trail and the Great Lakes Metra Commuter Station. Preliminary engineering studies will establish horizontal and vertical alignment, indicate the need for easement and/or right-of-way acquisition, prepare cost estimates and perform an environmental evaluation to identify contaminated soils. Ciorba Group is also coordinating with the Great Lakes Naval Base to review potential impacts to their property. The study results will be summarized in a Project Development Report.

Lakefront Bicycle Path, City of Waukegan.

Project Manager supervising the preliminary engineering for this new bicycle path which is approximately 19,000 feet long on new alignment with a portion following the Lake Michigan shoreline. CMAQ funds are being used for the project therefore all work will be done in accordance with IDOT requirements. The new path will provide access to existing bicycle trails that extend throughout Lake County. Preliminary engineering studies are being conducted to establish the horizontal and vertical alignment, indicate the need for easement and/or right-of-way acquisition, perform an environmental evaluation to identify contaminated soils and wetlands and prepare cost estimates. The study results will be summarized in a Project Development Report.

Millennium Trail at Rollins Road, Lake County Forest Preserve District.

Project Engineer for the concept studies and preliminary engineering services for a new trail and underpass at Rollins Road. The project utilized ITEP funds therefore all studies and reports were prepared in accordance with IDOT and FHWA requirements. Initially bridge type studies were performed and compared to other crossing options, with an underpass selected as the preferred alternative. Alignment studies were prepared and a location drainage study was performed. Rollins Road is a County highway therefore; coordination was required with the Lake County Division of Transportation (LCDOT).

Millennium Trail at Wilson Road, Lake County Forest Preserve District.

Project Engineer for the concept studies and preliminary engineering services for a new trail and underpass at Wilson Road. The project utilized TAP funds therefore all studies and reports were prepared in accordance with IDOT and FHWA requirements. Initially bridge type studies were performed and compared to other crossing options, with an underpass selected as the preferred alternative. Alignment studies were prepared and a location drainage study was performed. Wilson Road is a County highway therefore; coordination was required with the LCDOT.



3. Qualifications of Project Team



EDUCATION

Bachelor of Civil Engineering
University of Dayton

PROFESSIONAL REGISTRATION

Professional Engineer
Illinois #062.069545
Indiana #PE11700649

CERTIFICATION

ACEC – IDOT Phase 1 Training
ACEC – Environmental Resource Permitting for Engineers in Illinois

EXPERTISE

Highways
Studies and Reports

Timothy Heuer, PE

Multi-Use Path Team Lead

ABOUT TIMOTHY

Timothy Heuer is experienced in preliminary engineering studies and design plan preparation for transportation infrastructure improvement projects. This work has been completed for state, county, and other local public agencies. Tim's preliminary engineering experience involves conducting roadway alignment and geometric studies (including new roundabouts), intersection design studies, bicycle safety studies, and crash analysis. Tim has prepared final design plans, specifications, and cost estimates for improvements to arterial streets and collector roads. He has also developed 3D models and gained experience on freight rail and transit projects.

REPRESENTATIVE PROJECT EXPERIENCE

Des Plaines River Trail South Extension, Village of Brookfield.

Senior Engineer for preliminary engineering services for approximately 5 miles of new bike trails along new alignments. The new trails are at four separate locations that extend and connect different sections of the Des Plaines River Trail system. Services provided will include a full topographic survey, horizontal and vertical alignment studies, environmental studies, crash analysis, identifying right of way acquisition needs, and construction cost estimates. The studies will be summarized in a Project Development Report. With the use of STP funds, all engineering studies will follow IDOT BLR&S guidelines.

Clybourn Avenue/Division Street Protected Bicycle Lanes, Chicago Department of Transportation.

Traffic Engineer assisting in the preliminary engineering studies for bicycle safety improvements on Clybourn Avenue and Division Street in the City of Chicago. Phase I studies include parking studies, speed studies, intersection design studies at five intersections within the project limits, capacity analysis using Synchro, as well as a crash analysis. The improvements are continually monitored and reviewed via video for operational efficiency and safety. Public meetings will be held as necessary to present and receive input from residents and businesses for the proposed improvements.

Sheridan Road Multi-Use Path, City of North Chicago.

Geometrics Engineer for preliminary engineering services for a new multi-use path located on the west side of Sheridan Road between 24th Street and Martin Luther King Jr. Drive. Federal CMAQ funds are being used for the project, therefore all studies will be prepared in accordance with IDOT BLR&S guidelines. The new path will establish a connection between the Robert McClory bicycle trail and the Great Lakes Metra Commuter Station. Preliminary engineering studies will establish horizontal and vertical alignment, indicate the need for easement and/or right-of-way acquisition, prepare cost estimates and perform an environmental evaluation to identify contaminated soils. Ciorba Group is also coordinating with the Great Lakes Naval Base to review potential impacts to their property. The study results will be summarized in a Project Development Report.

Wadsworth Road Improvements, Lake County Division of Transportation.

Project Engineer for preliminary and design engineering services for the roadway, drainage and structural improvements to Wadsworth Road between Green Bay Road and Sheridan Road in Waukegan and Beach Park, Illinois. The project will utilize 3R criteria to extend the service life of the existing pavement, enhance roadside safety and improve drainage and also includes the addition of bicycle and pedestrian facilities. Proposed roadway improvements are anticipated to be patching, milling, and resurfacing with other areas requiring full depth widening or reconstruction. Drainage improvements may consist of ditch regrading, new storm sewer and stormwater detention. The existing box culvert carrying Wadsworth Road over the North Branch of Bull Creek is anticipated to be extended due to proposed pavement widening. Several retaining walls may also be necessary due to pavement widening and to stabilize failing embankment slopes.

Clavey Road Reconstruction, City of Highland Park

Senior Engineer for final design engineering for the reconstruction of Clavey Road from US 41 to Green Bay Road within the City of Highland Park. The pavement will be reconstructed due to its poor condition but will remain a two-lane urban collector street. The roadway alignment will be shifted five feet to the north to accommodate a new multi-use path within the south side parkway for the entire length of the project a distance of 5,400 feet. The path will be designed to minimize tree removal where possible while also meeting ADA and AASHTO standards for horizontal alignment. New roadway and pedestrian bridges will be constructed to replace the existing structures over the Skokie River. STP funds will be used for construction so the plans, specifications and cost estimates were reviewed and approved by IDOT BLR&S. STP funds will be used for construction so the plans, specifications and cost estimates were reviewed and approved by IDOT BLR&S.



3. Qualifications of Project Team



Tony Wolff, PE, CFM

Water Resources Team Lead

ABOUT TONY

Mr. Wolff has over 27 years of experience in water resources engineering including serving 10 years with the Lake County Stormwater Management Commission. Prior to joining Ciorba Group, he was the Commission's Chief Engineer. With Ciorba, Tony oversees the Water Resources staff and manages or directs projects related to the study and design of stream crossings, stormwater management facilities, water supply systems, and sanitary collection systems.

REPRESENTATIVE PROJECT EXPERIENCE

East Branch DuPage River Greenway Trail, DuPage County Division of Transportation.

Lead Water Resources Engineer for the preliminary engineering to extend the South Lisle – Woodridge Trail a distance of 2 miles while also widening 3.5 miles of existing trails. STP funding will be used to construct the improvement, therefore all studies and reports were prepared in accordance with IDOT and FHWA standards. Hydraulic analyses were conducted to determine the impacts of a proposed box culvert extension in the Prentiss Creek floodway. Environmental studies were performed to identify contaminated soils and wetlands along the proposed alignment. The study results were summarized in a Project Development Report for review by the County and IDOT and the FHWA.

Des Plaines River Trail South Extension, Village of Brookfield.

Lead Water Resources Engineer for preliminary engineering services for approximately 5 miles of new bike trails along new alignments. The new trails are at four separate locations that extend and connect different sections of the Des Plaines River Trail system. Other services provided will include a full topographic survey, environmental studies, crash analysis, identifying right of way acquisition needs, and construction cost estimates. All studies will be summarized in a Project Development Report (PDR). With the use of STP funds, all engineering studies will follow IDOT BLR&S guidelines.

Wadsworth Road Improvements, Lake County Division of Transportation.

Lead Water Resources Engineer for preliminary and design engineering services for the roadway, drainage and structural improvements to Wadsworth Road between Green Bay Road and Sheridan Road in Waukegan and Beach Park, Illinois. The project will utilize 3R criteria to extend the service life of the existing pavement, enhance roadside safety and improve drainage and also includes the addition of bicycle and pedestrian facilities. Proposed roadway improvements are anticipated to be patching, milling, and resurfacing with other areas requiring full depth widening or reconstruction. Drainage improvements may consist of ditch regrading, new storm sewer and stormwater detention. The existing box culvert carrying Wadsworth Road over the North Branch of Bull Creek is anticipated to be extended due to proposed pavement widening. Several retaining walls may also be necessary due to pavement widening and to stabilize failing embankment slopes.

Clavey Road Reconstruction, City of Highland Park

Water Resources Manager for the reconstruction of Clavey Road from US 41 to Green Bay Road within the City of Highland Park. The pavement will be reconstructed due to its poor condition but will remain a two lane urban collector street. The roadway alignment will be shifted five feet to the north to accommodate a new multi-use path within the south side parkway for the entire length of the project a distance of 5,400 feet. Storm sewer has been designed to accommodate the new alignment. A new bridge will be constructed to replace the existing structure over the Skokie River. Developed permit applications in accordance with USACE and IDNR requirements.

80th Avenue Reconstruction, Will County Division of Transportation.

Lead Water Resources Engineer for the design of the reconstruction of 80th Avenue from 191st Street to 183rd Street, within the Villages of Tinley Park and Mokena. The road will be widened from a two-lane rural section to a four-lane urban section with auxiliary turn lanes added at cross streets. The widened roadway requires new storm sewer design as well as significant detention storage and culvert replacements. Improvements include replacing the bridge over the Union Drainage Ditch and rehabilitating the large culvert carrying the Tributary to the Union Drainage Ditch under 80th Avenue. Permit applications will be developed for the USACE and the IDNR for Waters of the U.S. and floodway impacts, respectively.

EDUCATION

Bachelor of Science Civil Engineering
University of Illinois

Master of Science Environmental Engineering
Northwestern University

PROFESSIONAL REGISTRATION

Professional Engineer

Illinois #062-052081 (1998)

Indiana #PE11300436 (2013)

Iowa #21374 (2012)

Michigan #6201060612 (2013)

Wisconsin #40707-006 (2009)

CERTIFICATION

Certified Floodplain Manager
Illinois #02-00089

Kane County Qualified Engineer Review Specialist
#E-217

Lake County Stormwater Management Commission
Enforcement Officer

EXPERTISE

Water Resources Infrastructure

Stormwater Management

Floodplain Management

Permitting

PROFESSIONAL AFFILIATIONS

American Council of Engineering Companies (ACEC)
USACE Committee

American Public Works Association (APWA)
Lake Branch Past President

American Society of Civil Engineers (ASCE)
Illinois Association for Floodplain and Stormwater Management (IAFSM)

Illinois Road and Transportation Builders Association
Landscaping and Erosion Control Committee

Illinois Society of Professional Engineers (ISPE)



3. Qualifications of Project Team



LAILAH R. REICH, PWS, ISA Certified Arborist
Senior Technical Specialist
16 Years H&H Experience
6 Years other Environmental Experience

Expertise: Wetland Delineation/Mitigation Design
Ecological Issues/Habitat Restoration
Tree Surveys/Preservation Plans

Threatened and Endangered Species Studies/Coordination
Section 404/401, Stormwater, and NPDES Permitting
Soil and Erosion and Sediment Control

Summary of Experience:

Lailah Reich is a wetland scientist and ecologist with over 16 years' experience conducting wetland delineations, wetland and stormwater permitting, development of wetland mitigation plans, tree surveys/tree mitigation plans, soil and erosion control plan review and inspections, as well as water quality and best management practices concepts. She has been involved with rare and threatened and endangered flora studies and surveys for over 19 years. Ms. Reich has conducted over 400 wetland delineations within Illinois, Indiana, and Wisconsin. She is competent in 404/401 permitting (individual, nationwide, and regional), Chicago area stormwater permitting, NPDES permitting, Biological Assessments, Incidental Take Authorizations, and threatened and endangered species consultations. She has completed data collection, analyses, and reporting for over 20 NEPA documents. She has also conducted onsite habitat surveys and restoration for numerous projects for mitigation efforts for both specific endangered species habitats as well as wetlands.

Ms. Reich is a certified Professional Wetland Scientist through the Society for Wetland Scientists, a Certified Arborist, a Lake and McHenry County Certified Wetland Specialist, a Kane County Wetland Review Specialist, and a Lake County Designated Erosion Control Inspector.

Relevant Project Experience:

NEPA Documentation and Analysis

- Illinois Route 83 and Illinois Route 137 Illinois Route 132 to East of US Highway 45, Lake County, Environmental Assessment, Natural Resources and Wetlands (2019).
- Illinois Tollway Tri-County Access field surveys and preliminary technical memoranda and field surveys (2018).
- Illiana Corridor Environmental Impact Statement, Natural Resources (2013 & 2014).
- US 51 Environmental Impact Statement, Natural Resources and Agricultural Tech Memoranda (2011 & 2012).
- Illinois Intercity High-Speed Rail Environmental Impact Statement, Natural Resources (2011 & 2013)
- Prairie Parkway Environmental Impact Statement, Grundy, Kendall and Kane Counties, Illinois (2010).
- Environmental Assessment for the Churchill Woods Dam Removal project in Churchill Woods Forest Preserve for the DuPage County Stormwater Management Division/Forest Preserve District of DuPage County (2010).

Wetland Delineations and Permitting

- Development of Compensation Site Plan and Mitigation Bank Instrument for a planned wetland mitigation bank on an approximately 33 acre parcel for RFD II, LLC in Burlington, Racine County, Wisconsin (2018-present).
- Wetland delineations for the proposed 13 mile Natalie Creek Trail project located within southwestern Cook County (2019).
- Wetland delineations within a 44-acre area for a flood alleviation and streambank restoration project for the Village of Richton Park (2019).
- Wetland delineations for Lake County Division of Transportation for an intersection improvement at Washington Street and Atkinson Road within the Village of Grayslake (2019).
- Wetland delineations for Lake County Division of Transportation for improvements to Argonne Road between IL 137 and IL 131 within North Chicago (2019).
- Wetland screening and habitat assessment completed for Openlands on a 32-acre property located south of 134th Street, east of South Maryland Avenue, and west of Beaubien Woods Forest Preserve within the City of Chicago (2019).
- Wetland delineations for Illinois Tollway maintenance to various structures along Interstate 88 between Lee County and DuPage County, IL (2019).
- Wetland delineations for the Forest Preserve District of DuPage County for the extension of a multi-use trail within Fischer Woods Forest Preserve, an Illinois Natural Areas Inventory Site (INAI) located in DuPage County (2019).
- Wetland delineations for the Forest Preserve District of DuPage County for the extension of a multi-use trail along the south side of Mack Road within the St. James Farm Forest Preserve located in DuPage County (2019).



3. Qualifications of Project Team

SHANE A. CUPLIN, P.G.
Geologist PM
Huff & Huff, Inc. – 2007 to Present
Years with Other Firms – 6 years



Expertise: Phase I and II Environmental Site Assessments (PESA and PSI Projects)
Subsurface Investigations
Voluntary Remediation Projects
Soil and Groundwater Remediation, CCDD

Experience:

Mr. Cuplin joined the Huff & Huff team in October 2007 after working with an environmental consulting firms in the Chicagoland Area since 2001 and currently has over 19 years of experience as an environmental consultant. Experience includes risk assessment, Phase I and II environmental site assessments, subsurface investigation and remediation including voluntary and sites involving petro and agri-chemicals, RCRA, and chlorinated solvent sites. In addition, Mr. Cuplin has transportation project experience related to municipal, local highway, interstate, and railroad projects including special and hazardous waste screening and direction of soils to clean construction and demolition debris (CCDD) landfills; Preliminary Environmental Site Assessments (PESA) and Preliminary Site Investigations (PSI). Mr. Cuplin began conducting PESA and PSI projects, in 2007 and has since worked on a variety of transportation projects involving management of special waste.

Special Waste:

- Manages various Illinois Department of Transportation PSI activities as part of PTB 178-008 contract (2016-present)
- Ongoing direction of soils for final disposition at CCDD and/or soil only sites for various environmental design clients confronted with new Illinois EPA regulatory requirements (2010-present)
- Completed Special Waste Screening and sampling for identifying CCDD soils for Park-n-Ride Randal Road and Barrington Road facilities along the Illinois State Toll Highway Authority Route 90 Toll Road (2015-2016)
- Performed water quality sampling of fore bay and pool as part of interchange improvements at interchange of Illinois 47 and Illinois State Toll Highway Authority Route 90 Toll Road (2014-2015)
- Completed Special Waste Screening and sampling activities for various segments for improvements to the Illinois State Toll Highway Authority Route 90 Toll Road. Provided review and comments for additional special waste reports completed for the roadway (2012-present)
- Completed Special Waste Screening and sampling activities for water reclamation district improvements along various stream areas including along Tinley Creek and the Illinois and Michigan Canal, Tributary D (2012-2013)
- Completed PESA and special waste sampling for Elgin Bike Trail in Elgin, IL (2013)
- Conducted PESA for roadway reconstruction in Burlington, IL (2011)
- Conducted PESA for Monee-Manhattan Road improvements in Monee, IL (2010)
- Performed oversight activities during installation of subsurface utilities in area nearby gas station with leaking underground storage tanks in DeKalb, IL (2009)
- Conducted PSI soil borings along Union Pacific Railroad right-of-way in Elmhurst, Illinois (2009)
- Conducted PSI soil borings adjacent to multiple facilities along 1.25 miles of proposed improvements in Hampshire, Illinois (2009)
- Conducted PSI soil borings for body shop facility in Montgomery, Illinois for proposed road realignment (2009)
- Conducted PSI soil borings along select portions of 2.25 miles of proposed bike trail improvements in Gary, Indiana (2009)
- Conducted a PESA with soil borings for proposed improvements in Crystal Lake, Illinois involving Union Pacific Railroad right-of-way access (2008)
- Conducted a PESA database review with soil borings for the Alden Road Reconstruction Project (Alden Road and Route 173) (2008)
- Conducted PSI soil borings for two facilities in Forest Park, Illinois for proposed subsurface utility work (2008)
- Conducted a Phase I ISA and Red Flag Investigation for 2.25 miles of proposed bike trail improvements in Gary, Indiana (2008)
- Conducted PESA for proposed bike trail construction in Lisle, Illinois (2008)
- Conducted a PESA with soil borings for Chicago Department of Transportation project involving a proposed train station along Morgan Street (2007-2008)



3. Qualifications of Project Team



EDUCATION

Master of Science in Civil Engineering
University of Florida

Bachelor of Science in Civil Engineering
United States Military Academy

PROFESSIONAL REGISTRATION

Professional Engineer
Illinois #062-252501 (1998)
Iowa #17617 (2005)
Virginia #0408-027414 (1996)
Indiana #PE11400608 (2014)
Michigan #6201061255 (2014)

EXPERTISE

Construction Observation
Highways
Municipal Streets
Parking Lots
Studies and Reports

PROFESSIONAL AFFILIATIONS

American Society of Civil Engineers
Active Transportation Alliance
American Public Works Association
Illinois Road and Transportation Builders Association
ACEC – Illinois
League of Illinois Bicyclists

Duane O'Laughlin, PE

Quality Engineer

ABOUT DUANE

Mr. O'Laughlin is Ciorba's Vice President - Director of Engineering and serves as a Project Manager for preliminary, design and construction engineering services. These projects have included the reconstruction or rehabilitation of expressways, arterial streets, county highways and local streets as well as the installation of new drainage systems, water mains, traffic signals, and lighting. Trained in implementing Context Sensitive Solution procedures, Duane has experience in public involvement for all three phases of an improvement. He has more than 35 years of experience working on projects for federal agencies, the Illinois Department of Transportation, Illinois Tollway, counties, municipalities and private clients.

REPRESENTATIVE PROJECT EXPERIENCE

Des Plaines River Trail South Extension, Village of Brookfield.

Project Principal for preliminary engineering services for approximately 5 miles of new bike trails along new alignments. The new trails are at four separate locations that extend and connect different sections of the Des Plaines River Trail system. Other services provided will include a full topographic survey, environmental studies, crash analysis, identifying right of way acquisition needs, and construction cost estimates. All studies will be summarized in a Project Development Report (PDR). With the use of STP funds, all engineering studies will follow IDOT BLR&S guidelines.

East Branch DuPage River Greenway Trail, DuPage County Division of Transportation.

Project Manager for the preliminary engineering studies to extend DuPage County's Greenway Trail. The project includes 2 miles of new trails and widening 3.5 miles of existing trails. Engineering studies established the horizontal and vertical alignment for the new trail and widening of existing trail to meet ADA requirements. Also prepared the ESR form and exhibits for submittal to IDOT. CMAQ funding will be used to construct the improvements, therefore all studies and reports were prepared in accordance with IDOT BLR&S standards.

Clavey Road Reconstruction, City of Highland Park

Project Manager for the reconstruction of Clavey Road from US 41 to Green Bay Road within the City of Highland Park. The pavement will be reconstructed due to its poor condition but will remain a two lane urban collector street. The roadway alignment will be shifted five feet to the north to accommodate a new multi-use path within the south side parkway for the entire length of the project a distance of 5,400 feet. The path will be designed to minimize tree removal where possible while also meeting ADA and AASHTO standards for horizontal alignment. New roadway and pedestrian bridges will be constructed to replace the existing structures over the Skokie River.

80th Avenue Reconstruction, Will County Division of Transportation.

Project Manager overseeing final design engineering for the reconstruction of 80th Avenue from 191st Street to 183rd Street, within the Villages of Tinley Park and Mokena. The road will be widened from a two lane rural section to a four lane urban section with auxiliary turn lanes added at cross streets. Improvements will be made to the intersections with 189th Street, 186th Street, 185th Street, and 183rd Street. The existing two lane bridge carrying 80th Avenue over I-80 will be replaced with a new four lane structure. Other improvements will include designing traffic signals, a multi-use path, and landscaping along the corridor. Duane will also conduct public involvement activities to present project challenges and alternate solutions to stakeholders for their review and input.

Austin Avenue Improvements, Village of Morton Grove.

Project Manager overseeing Phase I preliminary engineering for the rehabilitation/reconstruction of Austin Avenue from Oakton Street to Lincoln Avenue. Services included conducting an Intersection Design Study at Austin Avenue/Oakton Street, capacity analysis at Austin Avenue/Lincoln Avenue, crash analysis, pavement evaluation, right of way analysis, Location Drainage Studies and preparing preliminary construction cost estimates. The results of the studies were summarized in a Project Development Report. Proposed improvements will include geometric modifications at the Austin Avenue/Oakton Street intersection, reconstruction of the existing parking lanes and rehabilitating the travel lanes. STP funds will be used for construction so all studies and reports were completed in accordance with IDOT BLR&S requirements.



4. Project Understanding & Approach

PROJECT UNDERSTANDING

Ciorba Group is excited about the opportunity to provide the Village of Orland Park with Phase I preliminary engineering services for the 82nd Avenue Multi-use Path. With the potential use of federal funds for future construction and additional engineering phases, all engineering studies and the Project Development Report (PDR) for the project will follow the guidelines required by the Illinois Department of Transportation's Bureau of Local Roads and Streets (IDOT BLR&S). Ciorba Group is pre-qualified with IDOT in **Location Design Studies, Traffic Studies, Safety Studies, Feasibility Studies, and Location Drainage Studies** required for the project. We have tremendous experience preparing studies including bicycle and pedestrian facilities for local agency projects and as such, have a thorough knowledge of the IDOT BLR&S Manual, the Manual on Uniform Traffic Control Devices, and the AASHTO Guide for the Development of Bicycle Facilities.

The new path will be located along 82nd Avenue, a roadway under the jurisdiction of Cook County from 151st Street to 135th Street. The right of way varies in width up to 100 feet per the Cook County Highway Jurisdiction map and in some locations the pavement may be within an easement for highway use. Land use along 82nd Avenue is mainly residential but also includes a business area clustered around the northeast corner of its intersection with 143rd Street. Other areas of interest within the project limits include Prairie Elementary School, Wedgewood Commons and Wedgewood Estates Parks, Christ Lutheran Cemetery and Silver Lake Golf Course. An existing east-west multi-use path (Orland Bikeway) located within the Commonwealth Edison right of way crosses 82nd Avenue to the north of 143rd Street. There are three signalized intersections along 82nd Avenue at 151st Street, 143rd Street and 135th Street. Tinley Creek flows under the roadway through a concrete box culvert north of 151st Street. Numerous trees and shrubs; utility poles, boxes and pedestals; and landscaping by homeowners are located within the 82nd Avenue right of way which will be a challenge when developing the final multi-use path alignment.

PROJECT APPROACH

Ciorba will not only furnish our engineering expertise as it relates to federally funded bicycle and pedestrian improvements but also a staff that understands the importance of timely response to services, controlling construction costs and maintaining good relations with the public. In addition, Ciorba Group has developed a strong professional relationship with the personnel at the IDOT BLR&S who will review and approve the studies and PDR.

Coordinating the work of all disciplines involved in the project (civil, drainage, structural and environmental) will be essential to the overall success of the project. The Ciorba Team has successfully integrated these types of multidiscipline projects into communities and settings with similar characteristics. Key to the success of all Ciorba projects has always been the assignment of a strong Project Manager with proven experience, as well as strong organizational and communication skills. The Ciorba Team has the staff capacity and availability to complete the project on schedule to meet the goal of filling in a gap in the Village's overall path system.

Ciorba Group will provide the preliminary engineering services for the 82nd Avenue Multi-Use Path project as outlined in the Village's Request for Proposal and as required by IDOT BLR&S. Major work tasks for the Phase I preliminary engineering will include:

Meetings, Data Collection and Coordination

Once Notice to Proceed is received, the Ciorba Team will hold an initial meeting with the Village to review the proposed scope of improvements, engineering parameters and project schedule. Additional meetings will be scheduled bi-monthly with the Village to discuss issues and concerns as the studies progress. Other coordination activities with the Village will be conducted throughout the preliminary engineering process including as necessary with the Public Works, Fire, and Police Departments. A kickoff meeting will also be held with IDOT BLR&S to present the project. Coordination will be conducted with IDOT BLR&S throughout the Phase I process, as necessary.

With the potential use of federal funds on the project, an FHWA/IDOT Coordination Meeting will be scheduled early in the project. The purpose will be to introduce the project to representatives from the FHWA and the Central Bureau of Local Roads and Streets. The Ciorba Team will prepare the Initial Coordination Meeting Data



4. Project Understanding & Approach

form and submit it to IDOT prior to the meeting. At the meeting, additional information such as a description of the project, proposed engineering approach, design criteria, public involvement process, possible right-of-way and environmental impacts, and other aspects of the project will be discussed for the purpose of obtaining feedback from the FHWA and IDOT. The result of the meeting will be to obtain concurrence on the scope of work, project termini and environmental processing from IDOT BLR&S and the FHWA. The RFP requested that four (4) individual meetings with project stakeholders be included in the scope of services for the Phase I preliminary engineering.

Data collection will include researching and establishing the existing right of way and easements along 82nd Avenue within the project limits. This will assist in determining the need for additional right of way/easements as the path geometric studies progress to a recommended vertical and horizontal alignment. Existing roadway plans, if available, will be obtained from the Cook County Department of Transportation and Highways (CCDOH). Public utility atlases will also be obtained from the Village.

Coordination with and approval from the CCDOH will also be required since 82nd Avenue as well as the major cross streets of 151st Street, 143rd Street and 135th Street are all under their jurisdiction. We have anticipated one meeting with the CCDOH. Coordination will also begin with Commonwealth Edison (for crossing their right of way) as well as other private utilities that may have facilities within the project limits.

Topographic Survey and Base Sheet Preparation

The Ciorba Team will initially perform a full vertical and horizontal topographic survey at critical locations along both the east and west sides of 82nd Avenue to assist in determining a recommended path alignment. Once the alignment has been established, a full topographic survey will be conducted along the proposed route of the new multi-use path. Control points and benchmarks will be established where necessary with elevations based on NAVD 88. The base sheets showing existing conditions and utility information will be prepared in Microstation. A Digital Terrain model will be created to develop the preliminary vertical profile of the new path.

Drainage Studies

Tinley Creek where it crosses 82nd Avenue is mapped by FEMA as a Zone AE floodplain and floodway. The proposed multi-use path improvements will likely result in the need to extend the existing culvert or construct a separate bridge for the path. For either alternative, this will require a full hydraulic analysis to ensure the proposed improvements do not have a negative effect on water surface elevations. Any fill in the floodplain due to the proposed improvements will also require compensatory storage. According to the FEMA map, the floodplain elevation drops approximately 5 feet from the upstream end of the culvert to the downstream end, indicating a restriction at the structure. Ciorba's water resources team will obtain the regulatory hydraulic model from FEMA, update it based on current stream survey data, and use the model to analyze potential alternative improvements and verify that the project will meet regulatory and design criteria requirements. Ciorba will investigate potential locations for compensatory storage within the existing right of way. If additional right of way is needed, it will be identified early in the Phase I process. A hydraulic report will be produced that will ultimately be used to obtain a floodway permit from IDNR in Phase II. There are also wetlands/Waters of the U.S. associated with the creek that will be delineated by our subconsultant, Huff & Huff, for eventual permit application development in Phase II. Potential impacts to the wetlands will be analyzed as part of the Phase I path alignment studies.

The proposed multi-use path, approximately 2 miles long, may create as much as 2.4 acres of new impervious surface area. The MWRD's Watershed Management Ordinance (WMO) states that stormwater detention and runoff volume control is required, when practicable, for a development in a public right of way when 1.0 or more acres of new impervious surface is created. The amount of additional impervious area will be calculated once the new path alignment is established. Ciorba will then coordinate with the MWRD to determine if detention is needed and what would be considered practicable in this case, considering the long, narrow characteristics of the project site. Swales along the path with detention ditch checks could be considered as an option for providing



4. Project Understanding & Approach

both detention and infiltration when space is available. In the areas where space is not available, storm sewer detention with oversized pipes could be considered. CCDOTH will also require an analysis to show that runoff is not being significantly increased into the 82nd Avenue storm sewer system. Ciorba will coordinate closely with MWRD and CCDOTH during the Phase I process regarding this issue. We regularly work with both agencies and are just finishing a flood reduction project design for MWRD.

Ciorba's water resources team will evaluate the existing drainage conditions and work closely with the roadway team to make certain that the proposed multi-use path will drain properly. The results of the drainage investigation and proposed drainage improvements will be summarized in the Project Development Report.

Structure Studies

Tinley Creek crosses under 82nd Avenue within a large, concrete box culvert. A structure type study will be developed looking at two different concepts for the multi-use path crossing of the creek. The study will provide pros and cons for each structure concept, sketches, cost estimates and a recommendation. One concept will be an extension of the existing box culvert to accommodate the new path. For this proposal, conducting a condition evaluation and determining any needed improvements to the roadway box culvert are not included in the project. The other concept will be for the path to cross the creek on a separate structure from the roadway culvert. Under this concept, the condition of the existing box culvert is not an issue and a maintenance agreement for the extended culvert is not needed between Cook County and the Village. Options for the separate structure concept are a pre-engineered truss bridge or a separate box culvert including a three-sided structure.



Box culvert carrying Tinley Creek under 82nd Avenue.

The pre-engineered bridge provides a suitable crossing for the multi-use path while utilizing a minimal superstructure depth. The proposed superstructure depth is beneficial since it will more easily maintain the required stream clearance while minimizing the need for major adjustments to multi-use path profile to cross Tinley Creek. Aesthetically, the pre-engineered bridge has many different appearance options to provide a pleasing experience for the path user. A culvert or three-sided structure could mimic the adjacent roadway structure and provide a low maintenance structure for the Village. The culvert size would be hydraulically adequate based on our drainage studies.

The creek is located in an extended low area ("valley") adjacent to the roadway. Besides the structure to carry the path over the creek, embankment will be required to construct the path across the valley. Placement of this fill material will require compensatory storage (see above). Constructing retaining walls parallel to the roadway or a wooden boardwalk could minimize the amount of fill required and lessen the need for compensatory storage.

Once a recommendation is agreed upon with the Village, a Type Size and Location plan will be prepared and submitted to IDOT for review and approval.

Structure borings will be required to design the selected structural option for the creek crossing as well as any retaining walls or wooden boardwalk to minimize fill. Since the structure type and ancillary structural items are unknown at this time, we propose that the extent of the geotechnical borings be determined later in Phase I and the cost for this work be added as a supplement to our contract.

4. Project Understanding & Approach

Engineering Studies

The Ciorba Team will develop the engineering studies necessary to establish the proposed horizontal and vertical alignment of the multi-use path, provide safe crossings of all roadways, mitigate impacts to adjacent property owners and any potential wetlands and identify any special or hazardous waste locations.

Geometric and Traffic Studies

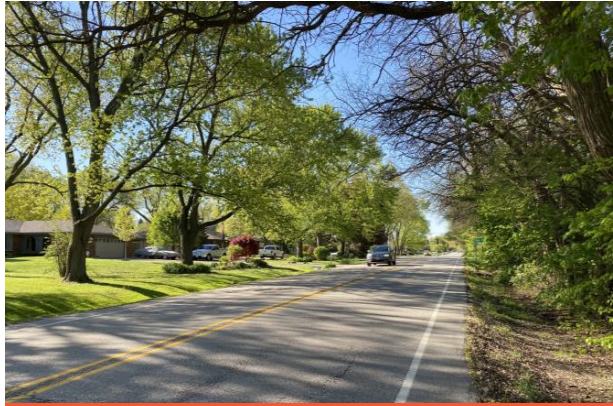
Vertical and horizontal geometric studies will establish the preliminary alignment and profile for the proposed path. As noted above, both sides of 82nd Avenue have numerous obstacles within the right of way that may conflict with the proposed path. Geometric studies at critical locations will analyze alternative alignments that minimize costs and impacts to adjacent property owners. Based on these studies, the proposed path may be located on one side of 82nd Avenue or a combination of both sides of the roadway. Once these critical locations have been analyzed and presented to the Village, CCDOH and project stakeholders for approval, the final recommended alignment for the entire path will be established. From a preliminary site visit, it appears that the majority of the east side may have the least impact to adjacent property owners.

The geometric design criteria will be established in accordance with IDOT, FHWA and AASHTO guidelines. Besides being cost effective, the goal of the proposed path alignment is to avoid or minimize the need for right of way or easement acquisition. Alignment studies will also avoid/mitigate impacts to any existing wetlands, minimize earth work, and maintain positive drainage. The use of curb and gutter to eliminate drainage ditches and provide more room for the path will also be analyzed. Smooth transitional connections will be made to the existing Orland Bikeway within the Commonwealth Edison right of way. Existing traffic signals will be reviewed to determine the need for upgrades to the pedestrian signal equipment. All street crossings will be ADA compliant and provide drivers with enhanced pavement markings and advanced warning signs.

Pedestrian signals should be added to the 82nd Avenue/151st Street intersection. Since there are currently no pedestrian signals at this location, IDOT will require an HCS analysis to determine the need for any signal timing changes for pedestrians. A Traffic Management Plan will be developed for when construction is conducted within street right of ways and a Crash Analysis will identify any high accident locations near all street crossings.

Environmental Investigations

The Ciorba Team will submit an Environmental Survey Request Form along with exhibits to IDOT BLR&S shortly after the kickoff meeting. These exhibits include a photo log of all buildings over 40 years old. There are two Section 4(f) properties located within the project limits (Wedgewood Commons and Wedgewood Estates Parks). We do not anticipate acquiring right of way from these properties so Section 4(f) Evaluation Reports are not included in our Scope of Work. If needed, Section 4(f) reports can be prepared for an additional cost.



82nd Avenue looking south towards 151st Street.



82nd Avenue north of 143rd Street.



4. Project Understanding & Approach

Other environmental investigations will be conducted by Huff and Huff:

Wetlands / Waters of the U.S.

A review of the National Wetland Inventory map shows the presence of wetlands within and adjacent to the proposed trail alignment, which includes Tinley Creek. Huff and Huff will conduct a wetland and waterway delineation for the project. Wetlands will be delineated meeting the requirements of Executive Order 11990, "Protection of Wetlands;" Section 404 of the Federal Water Pollution Control Act as amended by the Clean Water Act (U.S. Army Corps of Engineers [USACE], Section 404 Permit), and the Illinois Environmental Protection Agency (IEPA Section 401 Guidelines) regulations, and the and the Metropolitan Water Reclamation District of Greater Chicago (MWRD) Watershed Management Ordinance. Boundaries will be documented with use of a GPS (no flagging anticipated) and a wetland report generated which will include submittal of shapefiles of all delineated wetlands, waterways, and constructed stormwater features (ditches).

Biological and Cultural Clearances

With the use of federal funding, the biological and cultural reviews will be conducted by IDOT through the ESR submittal. If directed, coordination for obtaining clearances from the Illinois State Historic Preservation Office (SHPO), the Illinois Department of Natural Resources (IDNR), and the U.S. Fish and Wildlife Service (FWS) will be completed by Huff and Huff for planning purposes.

Specific surveys for state and federally listed endangered and/or threatened species are not anticipated to be required for the project. Illinois Natural Areas Inventory (INAI) Sites, Forest Preserves, and other natural areas are not present within or immediately adjacent to the project limits. H&H has the ability to complete specific species surveys if required for the proposed project.

Tree Survey

Huff and Huff will conduct a general tree assessment for the project corridor and note whether any trees are of exceptional size and condition. Northern long-eared bat (*Myotis septentrionalis*) habitat will also be assessed for the corridor. Trees with potential bat habitat such as peeling or exfoliating bark, crevasses, cracks, snags, as well as holes within the tree will be noted. The presence of exfoliating bark, crevasses, cracks, snags, and holes on an individual tree correlates to its suitability for roosting by the northern long-eared bat.

Special Waste

Based on a desktop review of the project corridor, Huff and Huff will conduct a Preliminary Environmental Site Assessment (PESA) following the procedures outlined in Chapter 20-12 of the IDOT Bureau of Local Roads & Streets Manual and IDOT Bureau of Design and Environment (BDE) Memorandum 10-07, Special Waste Procedures, which was incorporated into Section 27-3 of the IDOT BDE Manual. The PESA will be conducted, following the general protocols associated with ASTM E1527-13, which is a standard environmental site assessment methodology and are consistent with the procedures in the IDOT BDE Manual. Based on a preliminary review of aerial photography and online databases, we anticipate the PESA will identify Potentially Impacted Properties (PIPs) in the vicinity of the project corridor associated with the database listings. The presence of the golf course along the southern portion of the Project Corridor is also anticipated to represent a PIP.

Preliminary Cost Estimates

Ciorba will prepare preliminary cost estimates for construction including for alignment alternatives, Phase II final design engineering and Phase II construction inspection services. This information will be used for the federal grant applications and for the Village's budgeting of the local match.

Project Development Report

A Project Development Report (PDR) will be prepared to summarize the Phase I Studies for the project. The PDR will be prepared based on IDOT - BLR&S Form 22210 (or 22211) and include all necessary exhibits and documentation. The PDR will summarize the results of all the above studies and public meetings. A draft PDR will be submitted to the Village for review and comment. After revisions are made based on the Villages review comments, the draft PDR will be submitted to IDOT - BLR&S for review and comment. A final PDR will be



4. Project Understanding & Approach

prepared and then be submitted to IDOT BLR&S for processing and approval. We anticipate that the project will be processed as a Categorical Exclusion.

Grant Preparation

Ciorba Group has a long history of applying for and receiving state or federal grants for our clients. For this project, we anticipate preparing and submitting funding applications to CMAP for CMAQ/TAP funds and to IDOT for Illinois Transportation Enhancement Program (ITEP) grant funds. Applications can also be prepared and submitted for the January 2022 STP-L call for projects to the Southwest Council of Mayors. ReBuild Illinois funding grants can also be applied although all ReBuild Illinois funds must be expended by July 1, 2025. We will also discuss with CCDOTH participating in the cost of any improvements that benefit the County.

Public Involvement

Ciorba believes that public involvement is an essential and important part of planning projects. To meet the goals of the Village and the other stakeholders (users, elected officials, the adjacent landowners, etc.) it is important to develop and execute a well-planned public involvement and communication process. Ciorba has established experience in helping secure the public confidence and support needed for this project by integrating their input into the preliminary design; addressing concerns before they become problems; resolving conflicts; and translating technical issues, concepts and regulations into understandable language and exhibits for the public. We estimate there are 8 properties where there will be impacts or ownership is to the centerline of the roadway. Impact letters with exhibits will be sent to these property owners.



Duane O'Laughlin addressing Highland Park stakeholders at meeting for Clavey Road reconstruction.

We have included in our cost proposal one public meeting to be held during the study process to introduce the project and obtain input regarding the proposed improvement. Feedback obtained will be reviewed and utilized as the project moves forward with the purpose of obtaining consensus on the preferred improvement.

The Village may want to consider holding two public meetings. The first meeting can present the project and obtain input from the public on their ideas for the proposed alignment. A second meeting can then be held to present the recommended alignment and receive final public input that make require minor adjustment to the proposed trail design.

As an additional service, a project website can be set up to maintain constant visibility for the project. Project updates can be posted on a regular basis to keep the public informed of the progress and details of the project. In addition, a survey(s) can be made available for stakeholders to participate in to help establish what result the public will be looking for from the study.

Quality Assurance and Quality Control

Prior to the start of work, the Ciorba Team will develop a Quality Management Plan specific to the 82nd Avenue Multi-Use Path project. The Plan will address the methods and procedures that the Team will employ to manage, control and document all the work, and to ensure that all the work is in conformance with the IDOT BLR&S requirements. The Team is committed to preparing quality studies and a final PDR to meet the high standards of the Village.



5. Proposed Fee



**Cost Estimate of
Consultant Services**
(Direct Labor Multiple)

Project: 82nd Avenue Multi-Use Path - Phase I

Client: Village of Orland Park

05/14/21

ITEM	MANHOURS (A)	PAYROLL (B)	(2.8) TIMES PAYROLL (C)	DIRECT COSTS (D)	SERVICES BY OTHERS (E)	TOTAL (C+D+E)	% OF GRAND TOTAL
Meetings, Data Collection & Coordination	161	\$ 9,235.57	\$ 25,859.59	\$ 280.00		\$ 26,139.59	9.52%
Topographic Survey	231	\$ 9,272.30	\$ 25,962.45	\$ 975.00		\$ 26,937.45	9.81%
Drainage Studies	484	\$ 23,257.97	\$ 65,122.33			\$ 65,122.33	23.72%
Structural Studies	158	\$ 7,212.38	\$ 20,194.65			\$ 20,194.65	7.36%
Engineering Studies	578	\$ 24,283.19	\$ 67,992.94	\$ 640.00		\$ 68,632.94	25.00%
Grant Preparation	63	\$ 3,033.04	\$ 8,492.50			\$ 8,492.50	3.09%
Public Involvement	146	\$ 6,648.13	\$ 18,614.75	\$ 33.60		\$ 18,648.35	6.79%
QC/QA	52	\$ 3,974.14	\$ 11,127.59			\$ 11,127.59	4.05%
Project Management & Administration Huff & Huff, Inc.	60	\$ 4,573.18	\$ 12,804.91			\$ 12,804.91	4.66%
					\$ 16,412.00	\$ 16,412.00	5.98%
TOTALS	1933	\$ 91,489.89	\$ 256,171.71	\$ 1,928.60	\$ 16,412.00	\$ 274,512.31	100.00%

5. Proposed Fee

STAFF HOURS Village of Orland Park 82nd Avenue Multi-Use Path

Task Sub-Task	Activity	Grand Total	Principal	Project Manager	Lead Structural Engineer	Sr Project Engineer	Project Engineer	Senior Engineer	Engineer II	Engineer I	Senior Technician	QC/QA Engineer	# of Sheets	CADD Hours	Phase I	Phase II	Phase III	Task	Subtask	Activity Code
1. Meetings, Data Collection & Coordination	Task Total:	161	40	88	16	208	122	560	78	557	224	40						01	0000	000
010 Meetings	Subtotal:	105	27	35	35	35	35	8										01	0010	000
	Meetings with Village (Kickoff meeting + 6 bimonthly video meetings)	24		8	8	8	8											01	0010	110
	Meetings with IDOT (Kickoff meeting)	4		2	2													01	0010	111
	Meeting with Cook County Department of Transportation and Highways (1 meeting)	9		3	3	3	3											01	0010	116
	Meeting with FHWA (1 meeting)	4			2	2	2											01	0010	111
	Meetings with Project Stakeholders (4 meetings)	16		8	8	8	8											01	0010	113
	Meeting Minutes	20		2	4	14												01	0010	113
	Prepare Agenda/Exhibits for IDOT, FHWA, CCDOTH, Stakeholder Meetings	28		4	8	8	8	8										01	0010	113
011 Coordination	Subtotal:	33	4		13	16												01	0011	000
	Coordination with Village of Orland Park	14		2	6	6												01	0011	110
	Coordination with IDOT	4			2	2												01	0011	111
	Coordination with Cook County Department of Transportation and Highways	10		2	4	4														
	Coordination with Commonwealth Edison	3			1	2														
	Coordination with Utilities	2				2												01	0011	116
012 Data Collection	Subtotal:	23			1	5		9	8									01	0012	000
	Research and Obtain ROW/Easement Information	10			1	1		8										01	0012	110
	Site Visits	8				4		4												
	Obtain Roadway Plans from CCDOTH, if available	2						2										01	0012	111
	Obtain Utility Atlases	2						2										01	0012	116
	Obtain Aerials	1						1										01	0012	114
2. Topographic Survey	Task Total:	231			1	6		70	154									02	0000	000
020 Field Survey	Subtotal:	173			1			56	116									02	0020	000
	Project Setup	5			1				4									02	0020	200
	Establish Control Points and Ties	24						12	12									02	0020	200
	Level Circuit	16						8	8									02	0020	201
	Initial Horizontal and Vertical Topographic Survey (3000 ft. both sides of road)	24							24									02	0020	200
	Complete Horizontal and Vertical Topographic Survey (8000 ft. one side only)	48						8	40									02	0020	202
	Stream Survey	40						20	20									02	0020	205
	Drainage Inventory	16						8	8									02	0020	114
021 Process Survey Information	Subtotal:	58				6		14	38									02	0021	000
	Down Loading Total Station	8							8									02	0021	210
	Drafting Existing Conditions (8 sheets at 1"=50')	16							16									02	0021	211
	Establish & Draft Centerline and ROW	10					2		8									02	0021	212
	Add Utilities to Existing Conditions	10					2		8									02	0021	116
	Prepare Base Sheets	8					2		6											
	Create Digital Terrain Model	6									6							02	0021	214
3. Drainage Studies	Task Total:	484	12	48	88	240	40	56										03	0000	000
030 Hydrologic & Hydraulic Analysis	Subtotal:	228	4	40	36	124	24											03	0030	000
	Hydrologic Modeling	6			2	4												03	0030	300
	Hydraulic Modeling	80			16	40	24											03	0030	301
	Storm Water Detention Analysis	32				12	20											03	0030	302
	Alternatives Analysis	52	4	8	16	24												03	0030	306
	Analyze Sensitivity of Outfalls	12			4	8												03	0030	303
	Floodplain Compensatory Storage Analysis	40			16	24												03	0030	304
	Evaluate Existing Drainage System	6			2	4												03	0030	307
031 Stormwater Facility Design	Subtotal:	216			8	36	108	16	48									03	0031	000
	Ditch Design (Preliminary)	48				16	32											03	0031	312
	Culvert Design (Preliminary)	44			8	28	8											03	0031	313
	Detention Design (Preliminary)	40				8	24	8										03	0031	315
	Drainage Sheets (Preliminary - 8 sheets at 1" = 50')	84				12	24	48										03	0031	316
034 Reports / Location Drainage Studies	Subtotal:	40	8			16	8		8									03	0034	000



5. Proposed Fee

STAFF HOURS Village of Orland Park 82nd Avenue Multi-Use Path

Task Sub-Task	Activity	Grand Total	Principal	Project Manager	Lead Structural Engineer	Sr Project Engineer	Project Engineer	Senior Engineer	Engineer II	Engineer I	Senior Technician	QC/QA Engineer	# of Sheets	CADD Hours	Phase I	Phase II	Phase III	Task	Subtask	Activity Code
	Drainage Tech Memo	40		8			16	8		8								03	0034	340
4. Structural Studies	Task Total:	168			14		28		30	24	62							04	0000	000
040 Studies	Subtotal:	144			12		20		26	24	62							04	0040	000
	Bridge Type Study (2 options-prefabricated bridge, culvert)	72			6		12		18	16	20							04	0040	115
	Prepare Type, Size and Location Drawings	72			6		8		8	8	42							04	0040	400
041 Report	Subtotal:	14			2		8		4									04	0041	000
	Technical Report	14			2		8		4									04	0041	410
5. Engineering Studies	Task Total:	578		17		64	4	175	8	310								05	0000	000
050 Traffic Studies	Subtotal:	18				3		4		11								05	0050	000
	Traffic Count Coord & Review	3				1				2								05	0050	410
	HCS Analysis (151st - AM & PM)	8				1				7								05	0050	412
	Maintenance of Traffic Plan	7				1		4		2								05	0050	505
051 Environmental Studies	Subtotal:	50				1		8		41								05	0051	000
	Prepare Environmental Survey Request (ESR) Form	8						2		6								05	0051	510
	Prepare ESR Exhibits (2 Shts Dbl Plan @ 1"=100')	20				1		3		16								05	0051	510
	ESR Historical Bldg Photo Log	16						2		14								05	0051	512
	Wetland Impact Analysis	6						1		5								05	0051	515
052 Geometric Studies	Subtotal:	293		11		33		83		166								05	0052	000
	Alternative Horizontal and Vertical Alignments	144		6		18		40		80								05	0052	520
	Finalize Total Horizontal and Vertical Alignment	112		4		12		32		64										
	Develop Proposed Typical Sections (3)	10				1		3		6										
	Right-of-Way Acquisition Analysis	27		1		2		8		16								05	0052	524
053 Crash Analysis	Subtotal:	29				3		6		20								05	0053	000
	Crash Data - Review Bike, Ped, Off Road Crashes at 151st St., 143rd St., 135th St.	20				2		2		16								05	0053	530
	Review and Analyze Crash Data	6						2		4								05	0053	530
	Write Crash Analysis Summary	3				1		2										05	0053	531
054 Project Development Report (PDR)	Subtotal:	96		4		16		40		36								05	0054	000
	Location Map	2								2								05	0054	541
	Report Preparation	40		2		8		24		6								05	0054	540
	Report Reproduction (3 submittals)	4								4								05	0054	540
	Report Revisions including Exhibits (2 revisions)	44		2		6		12		24								05	0054	542
	Disposition of Comments (2 dispositions)	6				2		4										05	0054	543
058 Quantity Calculations	Subtotal:	66					4	18	8	36								05	0058	000
	Quantities (Removals)	12						4		8								05	0058	599
	Quantities (Path)	24						8		16								05	0058	599
	Quantities (Structural)	12				4			8									05	0058	499
	Quantities (Water Resources)	18						6		12								05	0058	399
059 Preliminary Construction Cost Estimates	Subtotal:	26		2		8		16										05	0059	000
	Estimate of Cost (Alternatives, Pre-final & Final)	26		2		8		16										05	0059	544
6. Grant Preparation	Task Total:	63		6		9		30		18								06	0000	000
060 Prepare Application (CMAQ/TAP, ITEP, STP-L)	Subtotal:	63		6		9		30		18								06	0060	000
	Data Collection	14		1		1		6		6								06	0060	601
	Exhibits	22		2		2		6		12								06	0060	601
	Application	27		3		6		18										06	0060	606
7. Public Involvement	Task Total:	146		10		21		53		62								07	0000	000
070 Exhibits	Subtotal:	84		2		8		32		42								07	0070	000



5. Proposed Fee

STAFF HOURS Village of Orland Park 82nd Avenue Multi-Use Path

Task Sub-Task	Activity	Grand Total	Principal	Project Manager	Lead Structural Engineer	Sr Project Engineer	Project Engineer	Senior Engineer	Engineer II	Engineer I	Senior Technician	QC/QA Engineer	# of Sheets	CADD Hours	Phase I	Phase II	Phase III	Task	Subtask	Activity Code
	Location Map	2								2								07	0070	541
	Existing/Proposed Typical Sections	6					2	4										07	0070	504
	Aerial Mosaics (1"=50')	56	2		6	24	24											07	0070	701
	Other Exhibits	20			2	6	12											07	0070	114
071	Public Activities	Subtotal:	8		13	21	20											07	0071	000
	Advertise in Newspaper	5			1	4												07	0071	714
	Preparation of Brochure for 1 Open House Meetings	9	1	2	2	4												07	0071	710
	Prepare Presentation or A/V	10	2	4	4													07	0071	711
	Attend 1 Open House Meetings	12	4	4	4													07	0071	712
	Collection of Public Comments	6	1	1	4													07	0071	543
	Prepare Property Impact Letters with Exhibit	20			1	3	16											07	0071	714
8.	QC/QA	Task Total:		4	2	4	2					40						09	0000	000
090	QC/QA	Subtotal:		4	2	4	2					40						09	0090	000
	Roadway	26		2	4							20						09	0090	599
	Structural	12			2	2						8						09	0090	699
	Water Resources	14		2								12						09	0090	399
9.	Project Management & Administration	Task Total:	60	40	8	12												10	0000	000
100	Project Management & Administration	Subtotal:	60	40	8	12												10	0100	000
	Project Management	40	40															10	0100	120
	Project Administration	20		8		12														



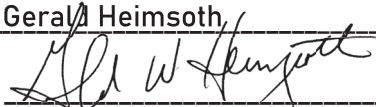
PROPOSAL SUMMARY SHEET
82nd Avenue Multi-Use Path from 135th Street to 151st Street
Phase I Preliminary Engineering

Business Name: Ciorba Group, Inc.
Street Address: 8725 W. Higgins Road, Suite 600
City, State, Zip: Chicago, IL 60631
Contact Name: Gerald Heimsoth, PE
Title: Chief Executive Officer
Phone: 773.355.2922 Fax: N/A
E-Mail address: gheimsoth@ciorba.com

Price Proposal

PROPOSAL TOTAL **\$** 274,512*
(On an hourly not to exceed fee basis)

AUTHORIZATION & SIGNATURE

Name of Authorized Signee: Gerald Heimsoth
Signature of Authorized Signee: 
Title: Chief Executive Officer Date: May 13, 2021

***NOTE**

- Cost of additional stakeholder meeting = \$1,600
- Proposal price does not include:
 - Venue rental cost for the Public Meeting
 - Legal Advertisement cost for the Public Meeting
 - Geotechnical Report (see Project Understanding & Approach for explanation).

REFERENCES

Provide three (3) references for which your organization has performed similar work.

Bidder's Name: Ciorba Group, Inc.
(Enter Name of Business Organization)

- | | |
|-----------------|---|
| 1. ORGANIZATION | <u>Village of Brookfield</u> |
| ADDRESS | <u>8820 Brookfield Avenue, Brookfield, IL 60513</u> |
| PHONE NUMBER | <u>708-485-7344</u> |
| CONTACT PERSON | <u>Tim Wiberg, Village Manager</u> |
| YEAR OF PROJECT | <u>2021</u> |
| | |
| 2. ORGANIZATION | <u>City of North Chicago</u> |
| ADDRESS | <u>1850 Lewis Avenue, North Chicago, IL 600064</u> |
| PHONE NUMBER | <u>847-596-8690</u> |
| CONTACT PERSON | <u>Edward Wilmes</u> |
| YEAR OF PROJECT | <u>2021</u> |
| | |
| 3. ORGANIZATION | <u>City of Highland Park</u> |
| ADDRESS | <u>1150 Half Day Road, Highland Park, IL 60035</u> |
| PHONE NUMBER | <u>847-926-1145</u> |
| CONTACT PERSON | <u>Emmanuel Gomez</u> |
| YEAR OF PROJECT | <u>2021</u> |

 **ORLAND PARK**
INSURANCE REQUIREMENTS

Please submit a policy Specimen Certificate of Insurance showing bidder's current coverage's

WORKERS COMPENSATION & EMPLOYER LIABILITY

Workers' Compensation – Statutory Limits
Employers' Liability
\$1,000,000 – Each Accident \$1,000,000 – Policy Limit
\$1,000,000 – Each Employee
Waiver of Subrogation in favor of the Village of Orland Park

AUTOMOBILE LIABILITY

\$1,000,000 – Combined Single Limit

GENERAL LIABILITY (Occurrence basis)

\$1,000,000 – Each Occurrence \$2,000,000 – General Aggregate Limit
\$1,000,000 – Personal & Advertising Injury
\$2,000,000 – Products/Completed Operations Aggregate
Primary Additional Insured Endorsement & Waiver of Subrogation in favor of the Village of Orland Park

PROFESSIONAL LIABILITY

\$1,000,000 Limit – Claims Made Form, Indicate Retroactive Date & Deductible

EXCESS PROFESSIONAL LIABILITY (Umbrella-Follow Form Policy)

\$1,000,000 – Each Occurrence
\$1,000,000 – Aggregate
EXCESS MUST COVER: Professional liability

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, agents, representatives and assigns 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." If the named insureds have other applicable insurance coverage, that coverage shall be deemed to be on an excess or contingent basis. The policies shall also contain a Waiver of Subrogation in favor of the Additional Insureds in regards to General Liability and Workers Compensation coverages. 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. Permitting the contractor, or any subcontractor, to proceed with any work prior to our receipt of the foregoing certificate and endorsement, however, shall not be a waiver of the contractor's obligation to provide all of the above insurance.

Proposer agrees that prior to any commencement of work to furnish evidence of Insurance coverage providing for at minimum the coverages and limits described above directly to the Village of Orland Park, Nicole Merced, Purchasing Coordinator, 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 13th DAY OF May, 2021



Signature

Authorized to execute agreements for:

Gerald Heimsoth, Chief Executive Officer

Ciorba Group, Inc.

Printed Name & Title

Name of Company



ORLAND PARK

ADDENDUM NO. 1

Informal RFP 82nd Avenue Multi-Use Path 135th Street to 151st Street

Date: May 7, 2021
To: All Potential Proposers
From: Village of Orland Park
RE: Responses to Questions Received

This Addendum No. 1 is being issued to provide responses to questions submitted for the above mentioned Project. All other provisions and requirements of the RFP shall remain in effect. **All addenda must be acknowledged by signing the Addendum and including it with your submittal.** Failure to include a signed formal Addendum with your submittal may deem the submittal non-responsive; provided, however, that the Village may waive this requirement if in its best interest.

The following are the Village's responses to questions submitted for this RFP:

1. Is survey of the entire project corridor of east and west sides of 82nd Avenue required as part of the scope of services and proposed fees?

Village Response: Selected consultant will have to provide necessary topographic information so an informed decision can be made on path alignment. Once path alignment is selected, detailed topographic information will be needed for the length of the alignment.

2. Are geotechnical borings required as part of the scope of services and proposed fees?

Village Response: Geotechnical borings may be required depending on scope of work at the Tinley Creek culvert crossing or for other structural elements that may be needed for the project. The project will follow IDOT requirements for Phase 1 work.

3. Are there any M/W/DBE requirements?

Village Response: There are no M/W/DBE requirements for this project.

4. Is there a desire by the Village to increase the size of the culvert under 82nd Avenue at Tinley Creek?

Village Response: 82nd Avenue is under the jurisdiction of Cook County Department of Transportation and Highways (CCDOH). The Village would look to have the most efficient and low maintenance type of installation for the creek crossing but ultimately CCDOH will decide what is acceptable.

The question and answer period for this bid is closed. **The RFP submission deadline remains May 14, 2021 not later than 11:00 A.M.**

Proposers are required to acknowledge receipt of any Addendum by signing the Addendum and including it with the RFP submission.

I read and hereby acknowledge this addendum as of the date shown below.

Business Name: Ciorba Group, Inc.

Name of Authorized Signee: Gerald Heimsoth, PE

Signature of Authorized Signee:  _____

Title: Chief Executive Officer Date: May 13, 2021