



McGinnis Slough

Statement of Qualifications & Proposal

May 6, 2021

Prepared for:

Sean Marquez, Village Engineer
Nicole Merced, Purchasing Coord.
Village of Orland Park
14700 Ravinia Avenue
Orland Park, IL 60462



Submitted by:

Charles Stenzel, PE
Principal | Senior Vice President
TranSystems
1475 E. Woodfield Road, Suite 600
Schaumburg, IL 60173

RFP McGinnis Slough Multi-Use Path Phase I Preliminary Engineering

May 6, 2021

Sean Marquez, Village Engineer
Nicole Merced, Purchasing Coordinator
Village of Orland Park
14700 Ravinia Avenue
Orland Park, IL 60462

RE: Request for Proposal - McGinnis Slough Multi-Use Path - Phase I Preliminary Engineering

We are pleased to submit our qualifications to provide consultant engineering services for the McGinnis Slough Multi-Use Path – Phase I Preliminary Engineering RFP.

- ▶ TranSystems has an outstanding reputation and extensive experience in providing Phase I, Phase II, and Phase III engineering services for multi-use trail projects. Our team knows the importance of this project to the Village of Orland Park through our work on the ITEP application submittals last year, and we are excited to help deliver this project to your community. Our firm is uniquely qualified for this assignment as we will provide:
- ▶ A Consultant with experience in similar bike trail projects who has planned, designed, and completed construction engineering services for dozens of trails for local agencies in the past 10 years; Example multi-use trail projects include the Busse Woods Bike Path and Pedestrian Bridge, Elk Grove; IL Route 83 Multi-Use Path and Bridge, Elmhurst; Shoe Factory Road, Hoffman Estates; IL Route 59 Bridge and Trail, Streamwood; and North Central DuPage Regional Trail for the Forest Preserve District of DuPage County.
- ▶ A Consultant with expertise in all of the design disciplines needed to successfully complete this project, including: NEPA documentation, multi-use trail design, aesthetics and landscape architecture, drainage design, permitting, coordination with utility companies and public outreach.
- ▶ A Consultant who is prequalified by IDOT in all areas needed for this project and possesses a thorough understanding of the Federal Aid approval process.
- ▶ Our staff has developed trusted relationships with IDOT staff within all the Bureaus, which in turn provides value to our clients when coordinating projects through the federal process. **Mr. John Fortmann**, who was the former District 1 Engineer and Bureau Chief of Land Acquisition for IDOT is a full-time TranSystems employee.
- ▶ A Consultant that will assist the Village in securing funding for this project. Within the last five years we have helped the Forest Preserve District of DuPage County obtain nearly all of the \$2.9M needed (DECO, ITEP, TCM) to construct the County Farm Road Bike Path Bridge, Elk Grove Village obtain \$3.1M (TCSP & CMAQ) for the Busse Woods Bike Path and Pedestrian Overpass, and the City of Elmhurst obtain \$1.8M (STP/TCM via DMMC) for multi-use trail projects at multiple locations.

We will also utilize Hampton, Lenzini & Renwick, Inc. (HLR) to perform the necessary environmental analyses and also for survey.

Thank you for the opportunity to submit our qualifications. We look forward to working with you and your staff on this important project. Please contact me with any questions at cjstenzel@transystems.com or 847.774.9937.

Very truly yours,

TranSystems

A handwritten signature in black ink that reads "Charles J. Stenzel".

Charles J. Stenzel, PE
Senior Vice President



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NATIONAL EXPERTS - LOCAL UNDERSTANDING

FIRM OVERVIEW

TranSystems specializes in providing comprehensive planning, design and construction engineering services to the transportation, municipal and private sectors since our firm's inception in 1966. Our experience includes major highways, interchanges, local roadways, bridges, bikeways, railroads, trucking, warehousing, transit, and other transportation improvements. TranSystems has a long and varied history of serving State, County, and municipal governments as well as private sectors.

TranSystems has 30 offices located nationwide with more than 730 employees. We have two local offices within the Chicagoland region with a combined staff of over 120 individuals. Our staff includes licensed professional engineers, licensed structural engineers, traffic engineers, and planners.

TranSystems financials are prepared in accordance with standards generally accepted in the United States of America. The Company is in good standing, is in compliance with all bank covenants and remains current with all vendors. TranSystems is a privately held corporation and our financials are confidential and proprietary information. If you would like to receive any additional financial statements, please contact our Chief Financial Officer and Comptroller, Julie Frigon, at (816) 329-8600 or at jafrigon@transystems.com.

TranSystems does not currently have any conditions, including bankruptcy, pending litigation, or planned office closures, which would impede our ability to complete these projects.

Our IDOT prequalification certification has been attached in the next few pages.

BIKEWAY EXPERTISE

Over the past 20 years, we have planned, designed, and constructed over 100 miles of bicycle facilities and multiuse trails within the Chicagoland area. Many of these projects have won local and national awards. Select projects are listed below:

- ▶ West Lies Road Bike Path, Carol Stream
- ▶ South Kuhn Road Bike Path, Carol Stream
- ▶ Fair Oaks Road Bike Path, Carol Stream
- ▶ Busse Woods Trail and Higgins Road Overpass, Elk Grove (**APWA National Award**)
- ▶ I-290 Overpass and Trail, Elk Grove
- ▶ 83rd Street Bike Path, Woodridge
- ▶ Sheridan Road Trail, Wilmette (**ACEC & APWA Awards**)
- ▶ Elgin Bikeway Master Plan
- ▶ Elgin Bikeway Route 1 and 4
- ▶ Union Pacific Railroad Bike Underpass in Arlington Heights (**APWA National Award**)
- ▶ Illinois Prairie Path/CN Railroad, DuPage County
- ▶ North Central DuPage Regional Trail at Pratt's Wayne Woods, Forest Preserve District of DuPage County
- ▶ Dunham Forest Preserve Trail, Forest Preserve District of DuPage County
- ▶ County Farm Road Bridge and North Central DuPage Regional Trail, Forest Preserve District of DuPage County (**ACEC & APWA Awards**)
- ▶ DuPage River Trail, Naperville

LOCAL OFFICE

1475 East Woodfield Road
Suite 600
Schaumburg, IL
P (847) 605-9600
F (847) 463-0565

CONTACT PERSON

Charles J. Stenzel
Principal | Senior Vice President
Direct: 847.407.5223
Mobile: 847.774.9937
cjstenzel@transystems.com

OF YEARS IN BUSINESS

55 years

FIRM SIZE

730 Employees Nationwide



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 31, 2020

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Charles Stenzel
TRANSYSTEMS CORPORATION
1475 East Woodfield Road
Suite 600
Schaumburg, IL 60173

Dear Charles Stenzel,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending Dec 31, 2019. Your firm's total annual transportation fee capacity will be \$112,000,000.

Your firm's Home Rate rate of 148.69% and Field Rate rate of 128.26% are approved on a provisional basis. The rate used in agreement negotiations may be verified by our Office of Quality Compliance and Review in a pre-award audit.

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

Your firm is prequalified until December 31, 2020. You will be given an additional six months from this date to submit the applicable portions of the "Statement of Experience and Financial Condition" (SEFC) to remain prequalified.

Sincerely,
Jack Elston, P.E.
Bureau Chief
Bureau of Design and Environment

SEFC PREQUALIFICATIONS FOR TRANSYSTEMS CORPORATION

CATEGORY	STATUS
Location Design Studies - Rehabilitation	X
Structures - Highway: Simple	X
Structures - Highway: Advanced Typical	X
Structures - Highway: Complex	X
Structures - Highway: Typical	X
Structures - Moveable	X
Structures: Major River Bridges	X
Structures - Railroad	X
Special Studies - Lighting: Typical	X
Environmental Reports - Environmental Assessment	X
Environmental Reports - Environmental Impact Statement	X
Airports - Design	X
Airports - Planning & Special Services	X
Special Studies - Signal Coordination & Timing (SCAT)	X
Special Studies - Traffic Studies	X
Special Studies - Traffic Signals	X
Transportation Studies - Railway Engineering	X
Special Services - Construction Inspection	X
Special Studies - Location Drainage	X
Hydraulic Reports - Waterways: Typical	X
Hydraulic Reports - Waterways: Complex	X
Hydraulic Reports - Pump Stations	X
Highways - Freeways	X
Location Design Studies - New Construction/Major Reconstruction	X
Special Studies - Feasibility	X
Special Services - Landscape Architecture	X
Special Studies - Safety	X
Highways - Roads and Streets	X
Location Design Studies - Reconstruction/Major Rehabilitation	X
Transportation Studies - Mass Transit	X

A. Project Understanding

TranSystems' approach to this project is based on our history with the project through our efforts on the 2020 ITEP application submittal, our full understanding of the federal process required for the project scope, and previous experience with multi-purpose path projects throughout the Chicago area.

Our Team understands the importance of this project to the Village of Orland Park. The project will provide a key connection for the east and west side of the Village, including the forest preserves, schools, parks, and subdivisions, along with ultimately providing a valuable link to the regional trail system within the nearby Forest Preserves of Cook County. Therefore, to achieve a successful project, TranSystems will utilize our past pedestrian trail planning, design, and construction experience by providing key staff directly involved with recent similar projects.

The goal of this project is to work with the Village to secure outside funding and implement this project through the federal process. We will build off our alignment and site evaluation provided in the ITEP application to provide optimal path location and connections for the McGinnis Slough Multi-Use Path. The evaluation process will consider the environmental and utility impacts; local connections; construction cost; and future maintenance.

Our previous history with this project will provide value from a time and cost perspective.

The selected alternative will be obtained through consensus building with the project stakeholders, including the Village and IDOT. Public involvement will be a key component of the Phase I process to gather input and create a design that the Village and its residents will be proud of.



B. Key Elements for a Successful Project: Secure Funding and Deliver Quality Design

Delivering a successful project requires three key elements:

1. Funding Strategies
2. Understanding of Federal Processing and Environmental Impacts
3. Design, Public Involvement, and ComEd Coordination

1. Funding Strategies

TranSystems provides full service to local agencies in developing strategies and utilizing alternative funding for transportation improvements. The goal of our assistance is to leverage local agency dollars to maximize construction during each fiscal year. Over the years we have been successful in obtaining over \$200M in transportation funding for local agencies. Within the last five years, we have helped the DuPage County Forest Preserve District obtain nearly all of the \$2.9M needed (DECO, ITEP, TCM) to construct the County Farm Road Bike Path Bridge and Trail, Elk Grove Village obtain \$3.1M (TCSP & CMAQ) for the Busse Woods bike path and pedestrian overpass, and the City of Elmhurst obtain \$1.8M (STP/TCM via DMMC) for multi-use trail bridges at multiple locations. Our approach to securing outside funding dollars is identified on the following page:

- ▶ **Project Funding Assessment:** Review of the McGinnis Slough Multi-Use Path project to identify funding opportunities from multiple sources from federal, state, county, and municipal levels. This project is an ideal candidate to receive STP, CMAQ, and/or ITEP funding.
- ▶ **Multi-Agency Coordination:** Organize meetings to stimulate consensus building, partnering arrangements and implementation strategies. Given the path location, the Cook County Forest Preserve, Will County and Homer Township are ideal project partners as we can tie into existing pedestrian facilities. Involving these partners and securing their support for this project will be a critical part of the funding strategy.

- ▶ **Funding Application Submittal:** Prepare and coordinate all phases of funding application submittal, including pre-application meeting attendance, on-site review, and public presentations.
- ▶ **Agreement Processing:** Prepare and/or review grant and interagency agreements. TranSystems will prepare agreements required by IDOT, CMAP and NWMC for this project.

2. Understanding of Federal Processing and Environmental Impacts

A primary key for this project will be to adhere to the federal processing requirements to ensure eligibility for federal funding. Due to the anticipated federal funding, we will be required to follow the federal process for Phase I Preliminary Engineering, even though it is locally funded. Our approach is to manage and execute all facets of what can be a cumbersome process so the Village does not have to become bogged down in the paperwork and process. Our experience and understanding of this process ensures that we can keep the project on a schedule in line with submitting funding applications.

For local agency projects in Cook County, Alex Househ is the Project Engineer for IDOT Bureau of Local Roads and Streets (BLR&S). We have worked with Alex on a number of projects over the years and welcome you to call him at 847.705.4410 regarding our experience and performance with federally funded projects.

Our staff has developed key relationships with various Bureaus for IDOT that will enable us to move the project forward to meet the Village's schedule for the construction of the project.

Throughout Phase I, we will work with the IDOT (BLR&S) for the Project Development Report to receive the necessary approval. Based on our past bike projects and barring any unforeseen complications, we feel that this project will likely receive approval as a Group I Categorical Exclusion with Project Development Report. The level of environmental processing will be determined during the project's first FHWA Coordination Meeting.

- ▶ **Initial Environmental Screening:** The National Wetlands Inventory shows at least 6 wetlands within the project area, and aerial mapping indicates there could be up to 15 wetlands. Five of the wetlands are freshwater emergent wetlands, and the other is mapped as a forested shrub wetland. There is one freshwater pond habitat mapped within the project area as well.

There are eleven threatened or endangered species identified in Cook County, including the northern long-eared bat, piping plover, eastern massasauga, rufa red knot, Hine's emerald dragonfly, rattlesnake-master borer, rusty patched bumble bee, eastern prairie fringed orchid, leafy-prairie clover, Mead's milkweed, and prairie bush clover. An information ECOCAT was conducted and six protected resources were listed, including the McGinnis Slough INAI site, Black-crowned night heron, Least Bittern, Northern Long-Eared bat, and Osprey. The listed threatened and endangered species are all birds with one bat species. We do not expect any concerns relating to birds/bats for this project.

TranSystems takes a proactive approach working with both the District and Springfield offices. We act proactively to advance reviews and responses from IDOT by regular inquiries on status and then holding review meetings to ensure clarity of comments and appropriate dispositions. The coordination effort with IDOT goes well beyond working with one contact.

3. Design, Public Involvement, and ComEd Coordination

The new multi-use path will be a lasting feature of the surrounding community. Residents will be very interested in the final design of the path, as well as issues during construction such as noise, dust, nighttime working hours, and safety. It will not only serve as a key regional connector, but it also offers opportunities for unique natural and open space experiences. We recommend an interactive public involvement process outlined below.

- ▶ **Process Driven:** Our Team will conduct a collaborative design program with stakeholders to identify trail design aesthetics and solutions. The design program involves a variety of visioning exercises, including alternatives testing, workshop activities and presentations. These activities are designed to engage participants, ask meaningful questions, identify common themes and threads towards building consensus around design solutions. We take pride in developing design solutions that are unique to each community and reflective of site conditions and historical and cultural references.
- ▶ **Design and Visioning:** Our design deliverables include a range of materials that are based in technical accuracy and produced to tell a compelling story. We make use of photography, plans, sections, elevations, and 3D renderings to convey the mood and emotion of spaces. These materials will be useful when evaluating the physical and spatial

differences between a variety of connection and path alignments, as well as other features and opportunities associated with the McGinnis Slough Multi-Use Path access points, and landscape features.

- ▶ **ComEd Coordination:** Since the proposed path location is on ComEd property or within ComEd easements, coordinating and collaborating with ComEd will be critical for the success of this project. On our NCDRT project, we worked with ComEd to locate the proposed improvement within their property while maintaining minimum required clearances from lattice towers. This process involved several meetings with ComEd representatives and took months to resolve. Early coordination with ComEd will be key to the success of this project.

Our goal is to provide the Village of Orland Park with a cost-effective functional design that is right for your Community.

Scope of Services – Phase I Preliminary Engineering Services

The following section describes the specific scope developed for the McGinnis Slough Multi-Use Path to meet both Village and IDOT/FHWA requirements. As stated in the Request for Proposal, the goal of this project is to receive Phase I design approval from IDOT, making it eligible for federal funding sources for design and construction. Achieving this goal requires adherence to a strict scope to fit into the IDOT/FHWA processing expectations.

1. Project Coordination and Data Collection

- A. Obtain the following information from the appropriate agencies: existing roadway and bikeway plans, ridership and user data, right-of-way data, National Wetland Inventory Maps, public and private utility atlases, existing vehicle and bicycle/pedestrian traffic counts, bench mark and other survey datum information.
- B. Obtain aerial photography at 1"=50' scale for use in the preliminary design studies, environmental survey request, and at public meetings.
- C. Summarize data collection elements in tables, exhibits, and/or maps for use throughout the duration of the project including, Project Location Map and Existing Roadway Typical Sections.
- D. Conduct site visit, perform general site survey, inventory signs, and take pictures of project features. Prepare log of signs and photographs for use by project team during engineering phases.
- E. Provide overall project management and coordination with all agencies involved in the project not otherwise included above or in Section 9 - Meetings.

2. Field Surveys

- C. Conduct topographic design survey based on the English system including the establishment of horizontal and vertical controls based on published benchmarks. The survey will include topography, cross sections and the proposed trail alignment (at 100-foot increments), existing transmission towers, visible utilities, drainage, and tree limits along the corridor. Additional cross sections will be conducted (as needed) at critical locations. The survey limits will be the width of the ComEd right-of-way or easement from Illinois Route 45 on the east to Will Cook Road on the west. (HLR - See Attachment A for more details)
- F. Download topographic survey and cross sections for use in the preliminary design studies.
- G. Create project base files, digital terrain model, project design files, project centerline and stationing for use in cross section, alignment, and profile studies. Preliminary plan and profile sheets will be prepared at a scale of 1"=50'.

3. Preliminary Design Studies

- A. Establish design criteria for horizontal and vertical geometrics and develop typical section of path crossings based on bikeway and pedestrian needs.
- B. Prepare two alignment alternatives including turning radii, approach grades, stopping sight distance, and path connections. The alignment alternatives will be located within the ComEd right-of-way or easement and will vary to accommodate differing path connections or to minimize environmental impacts.
- C. Evaluate and summarize environmental issues including tree impacts, floodplains, wetlands, and community impacts, as well as construction costs.
- D. Identify the need for any right-of-way or easements required for the project and access during construction.
- E. Identify specialty landscaping treatments and locations.
- F. Prepare a preliminary bike path plan showing the preferred alignment.
- G. Develop order of magnitude cost estimates for each conceptual design alternative.
- H. Prepare preliminary plans, profile, and working cross sections (100-foot intervals) to identify preferred alignments, trail geometrics, and right-of-way needs. The need for an Intersection Design Study is not anticipated at any crossing.

4. Environmental Studies and Permitting

- A. Prepare an Environmental Survey Request Form to obtain biological resource and cultural resource reviews and signoffs of the project study limits.
- B. Perform a Preliminary Environmental Site Assessment based on historical and geological information. (HLR – For more details see Attachment A)
- C. Prepare wetland delineations, investigations, and report based on Executive Order 11990, “Protection of Wetlands”, Section 404 of the Federal Water Pollution Control Act, and Illinois Environmental Protection Agency regulations. Based on available wetland mapping, this scope of work assumes six wetlands along the proposed multi-use path limits. (HLR – For more details see Attachment A)
- D. Upon completion of the wetland delineation and report, Wetland Impact Evaluation Forms, if required, will be prepared and submitted to IDOT for review and approval.
- E. Submit the wetland delineation report to the Corps of Engineers for Jurisdictional Determination and permit authorization, outlining permitting requirements. (HLR – For more details see Attachment A)
- F. Summarize the environmental studies and incorporate into the Project Report.

5. Preferred Improvement Plan

- A. Based on design studies, environmental studies and public input, prepare the Preferred Improvement Plan meeting FPCC and IDOT requirements. Develop the Preferred Improvement Plan and Profile on topographic survey mapping.

6. FPCC, IDOT, Public, and Coordination Meetings

- A. Conduct a Kick-off meeting with the FPCC and IDOT to discuss goals and objectives of the project. (1 meeting)
- B. Conduct meetings with the FPCC throughout project duration to present design studies, select a preferred alignment, and discuss the project schedule. (2 meetings)
- C. Attend FHWA/IDOT Coordination meetings to present the Preferred Improvement Plan and obtain approval of proposed design and any variances. It is anticipated the FPCC would also be in attendance at the meetings. (2 meetings)
- D. Conduct meetings to coordinate project issues with key stakeholders (including ComEd), property owners, utilities, and environmental review agencies. (2 meetings)
- E. Attend meetings and/or provide information for presentations to the FPCC Board for their review of the recommended improvement plan. (1 meeting)
- F. Prepare for and host one public meeting in a traditional open house format. Coordinate with the Village to prepare all notifications, handouts, presentation text, exhibits, and minutes. The first meeting will be conducted to introduce the project to the stakeholders and obtain feedback on project goals from the community.
- G. Conduct monthly project coordination meetings with the Village for the duration of the study. (Assuming 18 month duration - 18 meetings). ***Unit price for additional meetings is \$450/meeting/hr which includes two representatives.**

7. Project Report

- A. Prepare a Draft Project Report following IDOT Project Development Report (PDR) requirements for Categorical Exclusion eligible projects. The PDR will summarize the preliminary engineering efforts including data collection, coordination documentation, alternatives analysis, and Preferred Improvement Plan.
- B. Prepare a preliminary estimate of cost based on the Preferred Improvement Plan.
- C. Submit the Draft PDR for FPCC and IDOT concurrent reviews.
- D. Revise and submit the Final PDR based on review comments.
- E. Submit the Final PDR to IDOT for Design Approval.

8. QA/QC Plan and Reviews

- A. Provide project QA/QC for all major submittals

9. Funding Application Assistance

- A. Review of McGinnis Slough Multi-Use Path project to identify funding opportunities from multiple sources from federal, state, county, and municipal levels.
- B. Prepare and coordinate all phases of funding application submittal, including pre-application meeting attendance, on-site review, and public presentations for three different federal and state applications for grants or funding sources.
- C. Prepare and/or review grant and interagency agreements. TranSystems will prepare agreements required by IDOT, CMAP and NWMC for this project.

SERVICES NOT INCLUDED: Geotechnical Investigations (defer to Phase II); Right-of-Way Acquisition Plats and Boundary Survey; Structural Design; Hydraulic Analysis or Studies; Tree Survey and Studies; and Updates to the Initial PESA Report (initial report only valid for 6 months).

NORTH CENTRAL DUPAGE REGIONAL TRAIL

WAYNE, IL / DUPAGE COUNTY



TranSystems performed preliminary engineering and a Phase I Engineering Study for the design and implementation of a new, 1.7 mile multi-purpose trail segment connecting an existing bike route in the Woodland Hills Subdivision in Bartlett to the Illinois Prairie Path - Elgin Branch in Pratt's Wayne Woods Forest Preserve. This trail segment will complete the final remaining link in the North Central DuPage Regional Trail system.

The project site is located in Wayne and unincorporated DuPage County. It is within Pratt's Wayne Woods Forest Preserve, crosses Bartlett's right-of-way for Munger Road, Wayne's right-of-way for Army Trail Road, and ComEd right-of-way, and through the easement granted to DuPage County for the Illinois Prairie Path. Coordination with Com Ed was required due to trail design and construction that will occur within the leased area of ComEd right-of-way. This triggered coordination with ComEd for permission to occupy their land through a license agreement and for meeting requirements related to proximity to their towers. Since the project was federally funded, IDOT enforced right-of-way acquisition policies that required an easement or license agreement to be a minimum of 20 years. Coordination efforts needed to satisfy both ComEd and IDOT requirements to certify the property in time for the letting.

The District was awarded Surface Transportation Program Funds and has applied for further grant funding to implement the project. While the District funded the Phase I Study with District funds, the engineering work for this project is required to meet the requirements of Federal Aid Projects through the Illinois Department of Transportation in order for the project to utilize the funds awarded in future phases of the project.

Phase I scope of work included determining the trail segment alignment, conceptual design of boardwalks, right of way acquisition, and cost estimates. The Phase I Study also included Site Planning and Alternatives Analysis. This work included coordination with applicable permit agencies including but not limited to: Village of Bartlett, Village of Wayne, DuPage County, Illinois Department of Transportation, FHWA, DuPage Mayors and Managers Conference, IDNR, USACOE, IEPA Bureau of Water and IEPA Bureau of Land and coordination with District staff to determine site constraints, site availability and permit requirements. This work required multiple meetings and site visits to determine desirable designs, connections and routings that fit the needs and requirements of the various agencies and the District.

CLIENT

Forest Preserve District of
DuPage County
P.O. Box 5000
Wheaton, IL 60189

CONTACT

Kevin Horsfall
Manager of Planning
630.9323.7242
khorsfall@dupageforest.org

COMPLETION

On-Going

COST

\$2M



BUSSE WOODS BIKE PATH AND PEDESTRIAN OVERPASS

ELK GROVE VILLAGE, IL / COOK COUNTY



**2014 APWA Small Cities/Rural
Communities Project of the Year**

Phase I Preliminary Engineering Studies, Phase II Design Engineering, and Phase III Construction Engineering services for the construction of a pedestrian bridge for the Busse Woods Trail over IL Route 72 (Higgins Road), in Cook County's Ned Brown Forest Preserve. The project was funded using Federal TCSP and CMAQ funding sources and was processed through the IDOT Bureau of Local Roads & Streets. The bridge consists of three simple span prefabricated steel trusses on pile supported stub abutments with MSE walls and hammerhead concrete piers. The overpass replaces an existing at-grade pedestrian crossing on the east approach of Higgins Road and the I-290 East Frontage Road. The pedestrian bridge provides a safe crossing over IL Route 72. The Busse Woods Pedestrian Overpass incorporated the Elk Grove Village Logo visible on each side of the main span to add aesthetic appeal to the structure. During Phase I Preliminary Engineering Studies, a Project Development Report was prepared and was processed as a Categorical Exclusion Group I project. During Phase II Design Engineering, contract plans, specifications, and estimates were developed for the client. Extensive utility coordination and funding assistance were provided.

CLIENT

Village of Elk Grove
901 Wellington Avenue
Elk Grove, IL 60007

CONTACT

Brian Lovering
Chief Infrastructure Engineer
847.234.8800
blovering@elkgrove.org

COMPLETION

2013

COST

\$2.6M



SHOE FACTORY ROAD BIKE PATH

HOFFMAN ESTATES, IL / COOK COUNTY



TranSystems provided Phase I, II & III engineering services for this multi-use path. Key stakeholders were the Hoffman Estates Park District and Forest Preserve District of Cook County.

The project completed missing gaps in the off-street trail system providing a paved connection through the Cook County Forest Preserve District Shoe Factory Road Nature Preserve, connecting residents to the Poplar Creek Trail. The second portion of the project was to pave the trail adjacent to CN railroad right-of-way, and connect to the Prairie Stone Business Park. The path work consisted of converting the existing gravel/turf path to a paved surface composed of nine inch aggregate base course and three inches of HMA surface course. The path is 10' wide and has a 2' buffer area adjacent to the path and graded for drainage. The path crosses two wetland areas to the west. The project entailed clearing, grading, aggregate base course and HMA placement, shoulder aggregate, landscaping, striping and signing.

CLIENT

Village of Hoffman Estates
1900 Hassell Road
Hoffman Estates, IL 60169

CONTACT

Michael Hankey
Director of Transportation
847.781.2635
michael.hankey@hoffmanestates.org

COMPLETION

2020

COST

\$270K



Prior to Construction

IL 59 BRIDGE AND TRAIL IMPROVEMENTS

STREAMWOOD, IL / COOK COUNTY



Existing Conditions

TranSystems is performing Phase I Engineering and Environmental Studies for the proposed IL Route 59 Bridge and Trail Improvements in the Village of Streamwood.

The scope of work is to perform:

- ▶ Conceptual Alternatives Analysis to determine a trail alignment - Section 1
- ▶ Complete Phase I engineering services for the selected alignment - Section 1
- ▶ A local (non-federal) Phase I Study for Madison Avenue - Section 2
- ▶ A Preliminary Phase I Study - Sections 3 and 4

Phase I includes specific work identified as necessary and required by federal requirements defined by the IDOT Bureau of Local Roads and Streets (BLRS) Manual. The goal of this project is to receive Phase I design approval from IDOT, making it eligible for federal funding sources for design and construction. Achieving this goal requires adherence to a strict scope to fit into the IDOT/FHWA processing expectations.

Scope of services includes:

- ▶ Data Collection / Field Surveys
- ▶ Geotechnical Investigations (Wang Engineering)
- ▶ Conceptual Alternatives Studies
- ▶ Preliminary Design, Drainage, and Bridge Studies
- ▶ Prepare Aesthetic Details (Teska to assist)
- ▶ Environmental Studies and Permitting (HLR to assist)
- ▶ Village, IDOT, and Public Meetings
- ▶ Project Development Report (PDR)
- ▶ Funding Application Assistance
- ▶ Project Management and QA/QC

CLIENT

Village of Streamwood
565 S. Bartlett Road
Streamwood, IL 60107

CONTACT

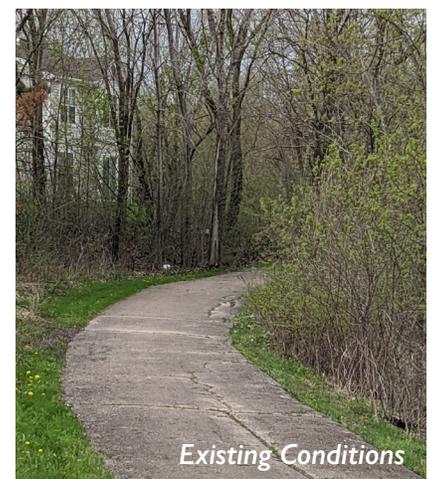
Matt Mann
Dir. of Public Works
630.736.3850
MMann@streamwood.org

COMPLETION

On-Going

COST

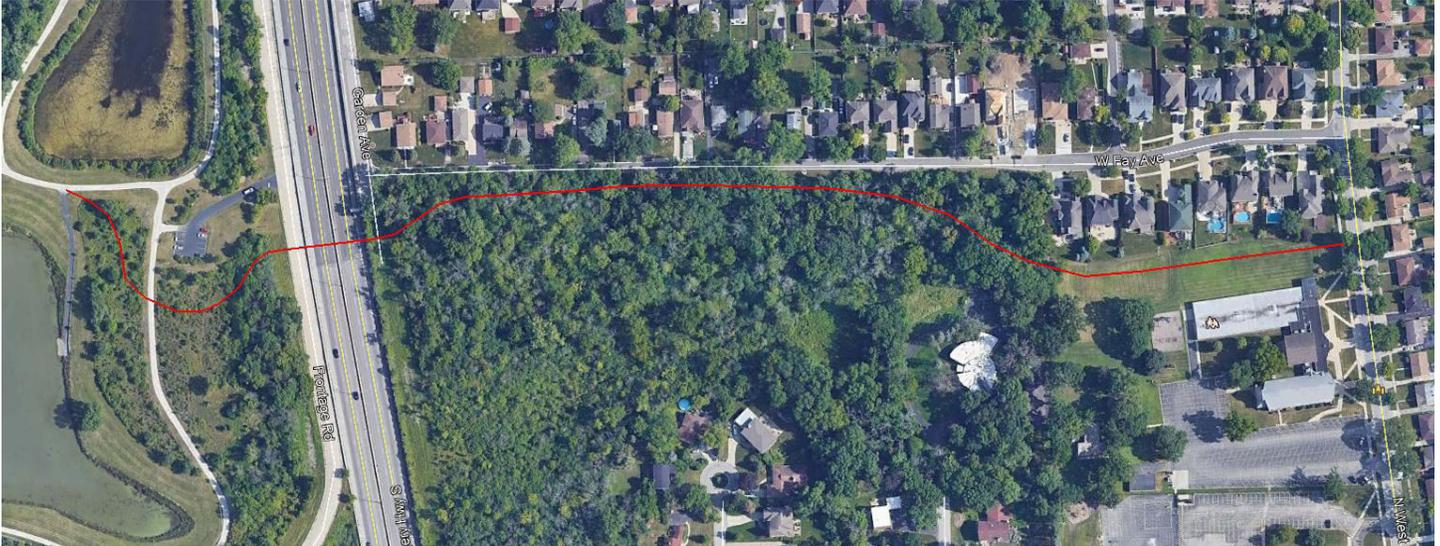
\$7M



Existing Conditions

ROUTE 83 MULTI-USE PATH AND BRIDGE

ELMHURST, IL / COOK COUNTY



TranSystems is performing Phase I engineering and environmental studies for the proposed multi-use path crossing of IL 83 in Elmhurst, Illinois. TranSystems is performing a Conceptual Alternatives Analysis to determine a crossing location and to complete Phase I engineering services for the selected crossing. Phase I includes specific work identified as necessary and required by federal requirements defined by the Illinois Department of Transportation (IDOT) Bureau of Local Roads and Streets (BLRS) Manual.

The City of Elmhurst is the lead agency for this project. Close coordination will also occur with IDOT and the Federal Highway Administration (FHWA) given that federal funding will be used for construction of this project. It is anticipated that this Phase I study will be documented via a Project Report and processed as a Federal (former Group II) or State (former Group I) Approved Categorical Exclusion. Coordination will also be required with the Forest Preserve District of DuPage County (FPDDC) Town Center.

TranSystems is performing Phase I preliminary engineering and environmental studies for the proposed multi-use path crossing of IL 83 in Elmhurst, Illinois. The services include a Conceptual Alternatives Analysis to determine a crossing location and to complete a project development report for the selected crossing. The project is being documented as a State Approved Categorical Exclusion.

The new bridge will connect the Cricket Creek Forest Preserve on the west side to Fay Avenue on the east. The new bridge will provide multi-use path connectivity for the residents of the City of Elmhurst and Village of Villa Park across IL Route 83, which is currently not available at IL 64 (North Avenue) and US 20 (Lake Street). The project team worked closely with the Forest Preserve District of DuPage County in order to provide a connection to the Salt Creek Greenway Trail, which is a regional bike trail. The bridge design will clear span the IDOT right-of-way, reducing the impacts from construction on IL Route 83.

CLIENT

City of Elmhurst
209 N. York Road
Elmhurst, IL 60126

CONTACT

Kent Johnson
City Engineer
630.530.3000
kent.johnson@elmhurst.org

COMPLETION

On-Going

COST

\$TBD

KISHWAUKEE BIKE PATH

DEKALB, IL / DEKALB COUNTY



Hampton, Lenzini and Renwick, Inc. (HLR) completed a wetland delineation along the Kishwaukee River beginning at the existing path located on Northern Illinois University Campus, north of Illinois Route 38, continuing south across Illinois Route 38 and under the railroad track, continuing west along the south side of the railroad track within park district property. HLR prepared a wetland delineation report, which included data sheets, figures, and a photo log. Coordination with the Illinois Department of Natural Resources through EcoCAT was initiated, sign-off from the Illinois Historic Preservation Agency was obtained, and a Section 7 Consultation memorandum was completed as required by the U.S. Fish and Wildlife Service.

HLR also completed a Preliminary Environmental Site Assessment (PESA) for the potential design and construction for the new bike path in DeKalb. The report reviewed the available records, documents, past and present site use, adjacent land use, on-site reconnaissance and various interviews, to reveal evidence of potential Recognized Environmental Conditions (RECs) related to the subject parcel. A recognized REC is defined by the BDE as the presence or likely presence of any regulated substances on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any regulated substances into structures on the property or into the ground, groundwater, or surface water of the property. The City will use this data during the design and construction phases of the proposed project.

CLIENT

City of DeKalb
164 East Lincoln Highway
DeKalb, IL 60115

CONTACT

Zac Gill
City Engineer
815.748.2385
zachary.gill@cityofdekalb.com

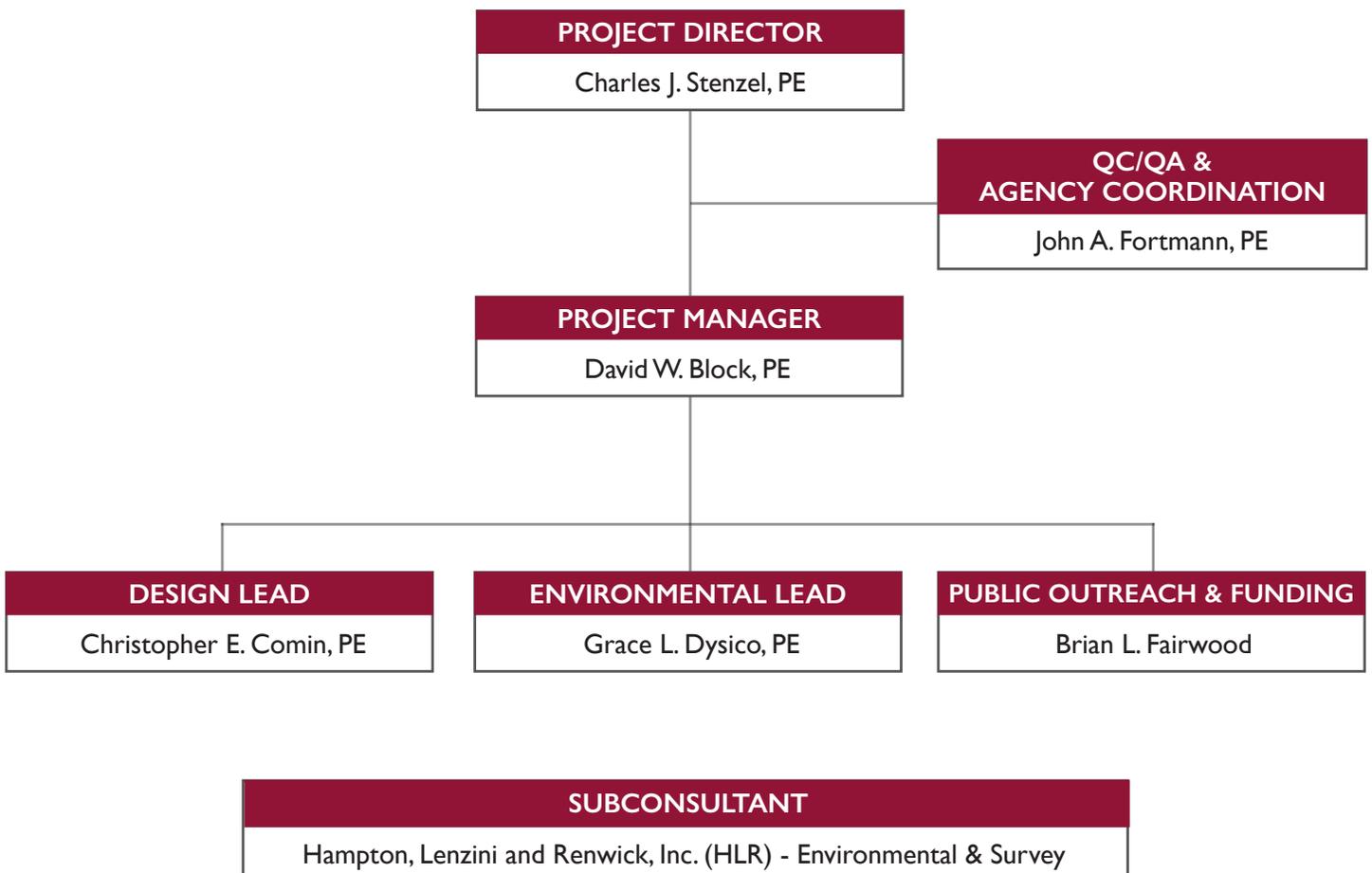
TranSystems has significant experience permitting projects within Cook County, including roadway permits with Cook County Department of Transportation and Highways, Forest Preserve permits with the Forest Preserves of Cook County, Watershed Management Ordinance permits with the Metropolitan Water Reclamation District, and US Army Corps 404 permits.

Project Name	Agency	IDOT BLRS	CCDOTH	PERMIT		
				FPCC	MWRD	Section 404
Busse Woods Bridge/Trail	Elk Grove	X		X	X	
I-290 Bike Bridge/Trail	Elk Grove	X		X	X	X
Shoe Factory Road/Poplar Creek Trail	Hoffman Estates	X	X	X	X	
Northfield Road	Northfield	X	X		X	
Roselle Road Bridge/Trail	Schaumburg	X	X	X	X	X
Algonquin Road/Meacham Road	Schaumburg	X			X	
Skokie Boulevard and Old Orchard Road	Skokie	X			X	
Old Orchard Road/I-94	Skokie	X			X	
Central Avenue and Wilmette Avenue	Wilmette	X			X	

PROJECT TEAM ORGANIZATIONAL CHART



ORLAND PARK





CHARLES STENZEL, PE PROJECT PRINCIPAL

Chuck has over 36 years of professional experience in transportation engineering, including design and environmental studies, contract plan and document preparation, horizontal and vertical geometrics, intersection and interchange design studies, parking lot layout and design, traffic and accident analysis, traffic signals, roadway lighting design, public involvement, and right-of-way acquisition.

North Aurora Road/CN Grade Separation, Phase I & II, Naperville, IL

Principal-in-Charge for the Phase I and II engineering studies for the improvement of the North Aurora Road/CN grade separation. The scope of the project includes major improvements of the CN Bridge at North Aurora Road to accommodate the widening and reconstruction of the currently narrow vehicular underpass. Roadway designs also address lowering the roadway and providing drainage and lighting improvements. Additionally, the designs provide a dedicated passageway for pedestrian and bicycle traffic. TranSystems was recently selected to provide Phase III services.

Arsenal/Manhattan Road, Phase I, Will County, IL

Principal-in-Charge for the preliminary engineering studies for the interchange reconstruction and relocation. The project includes preparation of Combined Design Report, Environmental Assessment, Location Drainage Study, Access Justification Report, Interchange Design Study, wetland impact evaluation, geometric alternative studies, right-of-way studies and public hearings.

Quentin Road, Phase I, Cook County, IL

Principal-in-Charge for the preparation of an Environmental Assessment (EA) and Project Development Report to improve the safety and mobility along Quentin Road. The project included widening Quentin Road, currently a rural two-lane roadway, to an urban two or four-lane roadway with a left-turn lane at several locations. The project is flanked by the Deer Grove Forest Preserve. A Programmatic 4(f) and coordination with the Forest Preserve District of Cook County has been required. As part of this project, the following enhancements will be included: bridge replacement, new drainage system, water quality treatment areas, wetland enhancements, and a new traffic signal for safer at-grade crossings for the existing equestrian and bicycle trails.

Wilson Road at Nippersink Road, Phase I & II, Lake County, IL

Project Manager for this project that included contract plans and documents for the widening and reconstruction of 2.1 miles of arterial highway. The project included earth excavation, pavement removal, combination curb and gutter removal, construction of storm sewers and drainage structures, PCC pavement, bituminous pavement, combination concrete curb and gutter, rumble shoulder, pavement markings, signing, and traffic signals.

Barrington Road at Higgins Road, Phase I & II, Hoffman Estates, IL

Principal-in-Charge for the preparation a Feasibility Study, Project Development Report and contract plans and documents for widening and reconstruction of the at-grade intersections of Barrington Road with Illinois Route 72 and Hassell Road. Responsibilities included traffic studies, environmental analyses, drainage system and detention design, geometric realignment, traffic signal and interconnect design, structural borings and retaining wall design, plat of highway preparation, lighting design, and construction plans.

Diehl Road Reconstruction, Phase I & II, Naperville, IL

Principal-in-Charge for the reconstruction and widening of Diehl Road from Eola Road to west of Illinois Route 59. Engineering services included the preparation of an Environmental Class of Action Document (ECAD), Project Development Report (PDR), Contract Plans and Documents, and construction inspection. Chuck was responsible for overall project administration and staffing. The project involved new pavement, new enclosed storm sewer system, wetland mitigation, retaining wall construction, roadway lighting, railroad crossing coordination, multi-path, and traffic signal installation.

TranSystems

REGISTRATIONS

Professional Engineer (Civil):
MI, 2006

Professional Engineer (Civil):
IL, 1989

EDUCATION

M.S., Civil Engineering
University of Illinois, Urbana-
Champaign, 1985

B.S., Civil Engineering
University of Illinois, Urbana-
Champaign, 1984

TRAINING

OSHA 10-Hour
Construction Safety

AFFILIATIONS & MEMBERSHIPS

American Council of
Engineering Companies
American Public Works
Association
American Society of Civil
Engineers

YEARS OF EXPERIENCE

36 (32 with firm)



JOHN FORTMANN, PE

QA/QC & AGENCY COORDINATION

John has over 37 years of experience in roadway design, programming, right-of-way, construction management, and project coordination. Prior to joining TranSystems, John worked in many roles for the Illinois Department of Transportation, with his final position serving as Region One Engineer. In John's current role with TranSystems, he leads design teams and works with clients to facilitate the design and implementation of roadway and transportation improvements.

Kautz Road, IL 38 to IL 64, Phase I & II, Cities of St. Charles & Geneva, IL
Project Principal and QA/QC for this project in which the City of Geneva and City of St. Charles are looking to provide improvements to the Kautz Road corridor between Commerce Drive in St. Charles to north of IL Route 38 in Geneva. The work will include widening Kautz Road to add a third lane, reconstruction of the majority of the roadway, connection of a recreational trail and formal designation of Kautz Road as a truck route. All Phase I and Phase II work will follow the same process and guidelines as the Federal Aid process.

North Aurora Road East, Naperville, IL

Project Principal for the reconstruction of North Aurora Road to provide two through lanes in each direction separated by a median from Frontenac Road to Weston Ridge Drive. The proposed roadway will include curb and gutter and an enclosed drainage system along with sidewalk/bicycle accommodations on the south side of the roadway as well as connections to existing sidewalks on the north side of the roadway. The project also includes traffic signals will be upgraded and lighting will be replaced. The proposed improvement will match into the five-lane cross section east of the North Aurora Road/Weston Ridge Drive intersection. The plans, specifications, and estimates were prepared according to IDOT Bureau of Local Roads and Streets (BLRS) requirements as the project involved STP funding.

Church Street & Main Street Two Way Conversion, Rockford, IL

QA/QC reviewer and coordination for this project that aims to convert the north-south one-way streets into two-way streets to simplify traffic circulation in their CBD. Additionally, the two-way street conversion design needs to improve access, mobility, and safety for all modes, including pedestrians and bicyclists alike. complete the traffic analysis, phasing strategy, downtown transportation plan, public coordination, IDOT approval, and ultimately contract documents.

Old McHenry Road, Phase I & II, Long Grove, IL

Project Principal & QA/QC for preliminary and design engineering for the reconstruction of Old McHenry Road through the Village of Long Grove's downtown district. The proposed improvements included measures to improve pedestrian safety such as installation of a traffic signal with pedestrian countdown timers at the Robert Parker Coffin Road intersection, construction of curb and gutter to improve drainage, pedestrian accommodations including sidewalk and lighting, and tight corner radii to minimize crossing distances.

Russell Road Intersection Improvements, Phase I & II, Lake County, IL

Project Principal & QA/QC for this Federally funded study which evaluated alternatives for the intersections at Russell Road at Kilbourne Road, Kenosha Road, and Lewis Avenue. TranSystems was selected by the Lake County DOT to develop and evaluate viable intersection alternatives that address the capacity, mobility, and safety requirements which the public can support. A multi-agency Road Safety Audit (RSA) was conducted to identify safety deficiencies and viable solutions at each of the intersections. From these accepted alternatives, a preferred improvement plan will be selected and documented in the Phase I Project Development Report.

REGISTRATIONS

Professional Engineer (Civil):
IL, 1991

EDUCATION

B.S., Civil Engineering
Bradley University, 1987
M.S., Civil Engineering
Illinois Institute of
Technology, 1992

TRAINING

OSHA 10-Hour
Construction Safety

AFFILIATIONS & MEMBERSHIPS

Bradley University Civil
Engineering Construction
Advisory Committee
University of Illinois Circle
Civil Engineering Professional
Advisory Committee

YEARS OF EXPERIENCE

37 (5 with firm)



DAVE BLOCK, PE PROJECT MANAGER

David has more than 29 years of private consulting experience as a Project Manager, Project Engineer, Design Engineer, and Construction Resident Engineer. He is a clear and direct communicator with versatile and logical problem-solving skills. He has a wide range of experience managing preliminary engineering studies, design engineering projects, and construction contracts for many municipalities, counties, and IDOT, including roadway geometrics, storm sewer design, multi-use path designs, traffic signals, and right-of-way requirements. His knowledge of the programming, funding, and agreement processes allows him to guide many local agencies from project inception through construction.

TranSystems

REGISTRATIONS

Professional Engineer (Civil):
IL, 1996

EDUCATION

B.S., Civil Engineering
Valparaiso University, 1991

TRAINING

OSHA 10-Hour
Construction Safety

YEARS OF EXPERIENCE

30 (14 with firm)

North Central DuPage Regional Trail, Phase I, DuPage County, IL

Project Manager for preliminary engineering services for the North Central DuPage Regional Trail (NCDRT) Improvements as part of the DuPage County Regional Bikeway Plan. The 1.7 mile project is located in the Village of Wayne and Pratt's Wayne Woods Forest Preserve and will run along the west side of Munger Road from just north of Smith Road at the Illinois Prairie Path to Forest Preserve Drive. It will cross Army Trail Road (Key Route 9-1368; County Route 022) west of Munger Road. This last remaining trail segment will complete the NCDRT which connects to major regional trails including the Illinois Prairie Path, West Branch DuPage River Trail, Carol Stream-Bloomington Trail, Fox River Trail, East Branch DuPage River Greenway Trail, Salt Creek Greenway Trail and Busse Woods Trail. The completion of this missing link is a high priority in DuPage County's Regional Bikeway Plan.

County Farm Road Bridge and Trail, Phase I & II, Hanover Park, IL

Project Manager for the County Farm Road Bridge and Trail Improvements. Project included preliminary and design engineering services for pedestrian bridge over County Farm Road, a pedestrian bridge over a tributary to the West Branch of DuPage River, and a trail to connect Hawk Hollow and Mallard Lake Forest Preserves. Scope included evaluating conceptual designs for the multi-purpose trail, evaluating conceptual bridge designs, performing topo surveys, performing borings and structural geotechnical report, performing wetland survey and PESA, designing the bridges, and preparing Phase II plans, specs, and estimates. The bridge over the branch of the DuPage River required hydraulic analysis and permitting through the DuPage County DEC and the USACE.

Fair Oaks Bike Path, Phase I, Carol Stream, IL

Project Manager for a 10-foot bituminous path along the West Branch of the DuPage River and Fair Oaks Road between the Great Western Trail and Army Trail Road. Within the project limits the 2.2 mile path connects several neighborhoods, 2 schools, 5 parks, 2 churches, West Branch Reservoir Forest Preserve, Timber Ridge Forest Preserve, and Fair Oaks Plaza shopping center to the Great Western Trail and Lies Road Bikeway. The 2.8 mile Lies Road Bikeway connects to the West Branch Reservoir Forest Preserve, 13 parks, 6 schools, 2 churches, Simkus Recreation Center/Carol Stream Water, and Town Center.

Roselle Road Bike Bridge, Phase III, Schaumburg, IL

Project Engineer for this Phase III project. The designed trail alignment (performed by another firm) through the forest preserve required significant tree removal and incurred a cost of a quarter million dollars, assessed by the Forest Preserves of Cook County, based on a tree size and condition evaluation. Schaumburg asked TranSystems to explore and design an alternative trail alignment to reduce this cost. The area was re-surveyed for a more accurate and current representation of the existing tree locations, tree sizes, and topography, and the information was provided to TranSystems' design support team. The design effort to realign the trail not only reduced costs of tree losses, but entirely

eliminated them. The tree valuation was also improved by planting more trees, and the construction and design teams worked together to revamp the planting plan. The trail realignment effort was able to maintain the designed bridge structure alignment, preventing costly construction revisions.

Illinois Prairie Path, Aurora Branch, Phase I, DuPage County, IL

Project Manager for preliminary engineering services for realignment of the Illinois Prairie Path - Aurora Branch from the Canadian National Railroad to Eola Road, with the preferred route most likely requiring bridge widening on Eola Road over I-88 to accommodate a multi-use path. Total project distance is 3,200 feet (0.61 miles). Total anticipated cost of the project is \$2.0 million.

Kuhn Road Bike Path, Phase I, Carol Stream, IL

Project Manager for the 10-foot bituminous path constructed along Kuhn Road. The Kuhn Road Bike Path provides a direct connection to residential neighborhoods, four parks, three churches, one high school, one college, one fire station, and one shopping center and provide access to other facilities along the Lies Road Bikeway and the Great Western Trail. This includes the nearby West Branch Reservoir Forest Preserve. Regionally, the bike path provides an important link for the community to an established bikeway network. Connection with the Great Western Trail and ultimately, the Illinois Prairie Path, provides linkages to county forest preserves, municipal parks and recreational trails throughout DuPage, Kane and Cook Counties.

Gary Avenue Multi-Use Trail and Pedestrian Crossings, Phase I, DuPage County, IL

Project Manager for the Phase I preliminary engineering study for the Gary Avenue Multi-Use Trail and Pedestrian Crossing in DuPage County, Illinois. This project incorporates a previous project to provide pedestrian crossings at two locations along the CNRR. The pedestrian crossings are on the west side of Gary Avenue and the CNRR and on both north and south sides of Army Trail Road and the CNRR. The Gary Avenue multi-use trail will be located primarily along the west side of Gary Avenue from Army Trail Road to the Great Western Trail, providing both local and regional connectivity. The project will be funded utilizing STP funds through DuPage Mayors and Managers Conference.

Lies Road Bike Path, Phase I, Carol Stream, IL

Project Manager for preliminary engineering services for a 10-foot wide bituminous bike path along Lies Road from Gary Avenue to Schmale Road. Land use adjacent to Lies Road bike path consists of recreational facilities, parks, churches, and community centers, as well as existing bike trail systems located at both ends of the project limits. This project provided an alternate transportation mode and a regional link with the existing trail systems and multiple points of interest. Preliminary engineering services included alignment selection, topographic survey, right-of-way acquisition, open house public meeting, and preparation of a Project Development Report.

Illinois Prairie Path at York Street Feasibility Study, Elmhurst, IL

Project Manager for this feasibility study which was prepared to select a preferred crossing alternative for the Illinois Prairie Path at York Street. This intersection has a large volume of pedestrians and bicyclists crossing a heavily traveled roadway. The study evaluated numerous alternatives and developed a conceptual improvement plan that provides the desired level of safety and operation for both motorized and non-motorized users, fits within the context of the community, and minimizes impacts to adjacent properties.

Southeast Bike Path, Phase I, Carol Stream, IL

Project Manager for preliminary engineering services for a new multi-purpose path to connect businesses and residents in the southeast part of Carol Stream to the Great Western Trail and to Community Park. The existing path in Community Park will be reconstructed to improve deteriorating conditions and widen the footprint. The 2.2 mile path system will also connect to proposed shared lane facilities in the City of Wheaton at Schmale Road and President Street.

Kuhn Road Bike Path (Bloomingdale Trail), Phase I, Carol Stream, IL

Project Manager for an off road bikeway along Kuhn Road using CMAQ/TCM funds. This project involved construction of a 0.71 mile segment of the Carol Stream-Bloomingdale Trail. This specific segment of the trail is an off-street bikeway along Kuhn Road from Lies Road to Army Trail Road in the Village of Carol Stream. The facility connects into several miles of existing bicycle and pedestrian facilities that are both locally and regionally significant. These include off-street bikeways along Lies Road, Fair Oaks, and Kuhn Road, as well as Great Western and West Branch Trails.



CHRIS COMIN, PE

DESIGN LEAD

Christopher has over 20 years of experience in transportation design and construction engineering. His strengths include design of horizontal and vertical alignments and analyzing right-of-way impacts from cross sections. Chris also has significant experience in construction surveying and using the Global Positioning System (GPS).

North Central DuPage Regional Trail, Phase I, DuPage County, IL

Design Engineer for preliminary engineering services for the North Central DuPage Regional Trail (NCDRT) Improvements as part of the DuPage County Regional Bikeway Plan. The 1.7 mile project is located in the Village of Wayne and Pratt's Wayne Woods Forest Preserve and will run along the west side of Munger Road from just north of Smith Road at the Illinois Prairie Path to Forest Preserve Drive. It will cross Army Trail Road (Key Route 9-1368; County Route 022) west of Munger Road. This last remaining trail segment will complete the NCDRT which connects to major regional trails including the Illinois Prairie Path, West Branch DuPage River Trail, Carol Stream-Bloomington Trail, Fox River Trail, East Branch DuPage River Greenway Trail, Salt Creek Greenway Trail and Busse Woods Trail. The completion of this missing link is a high priority in DuPage County's Regional Bikeway Plan.

Kuhn Road Bike Path, Phase I & II, Carol Stream, IL

Design Engineer for the proposed 10-foot bituminous path to be constructed along Kuhn Road. The Kuhn Road Bike Path will provide a direct connection to residential neighborhoods, four parks, three churches, one high school, one college, one fire station, and one shopping center and provide access to other facilities along the Lies Road Bikeway and the Great Western Trail, including the nearby West Branch Reservoir Forest Preserve. Regionally, the proposed bike path provides an important link for the community to an established bikeway network. Project is funded with CMAQ and local matching funds. Construction will be funded with STPU and local matching funds. The project is being coordinated through IDOT's Bureau of Local Roads. The project also involves acquiring right-of-way from three parcels via the Federal Process.

Fair Oaks Bike Path, Carol Stream, IL

Design Engineer for a 10-foot bituminous path along the West Branch of the DuPage River and Fair Oaks Road between the Great Western Trail and Army Trail Road. Within the project limits the 2.2 mile path connects several neighborhoods, 2 schools, 5 parks, 2 churches, West Branch Reservoir Forest Preserve, Timber Ridge Forest Preserve, and Fair Oaks Plaza shopping center to the Great Western Trail and Lies Road Bikeway. The 2.8 mile Lies Road Bikeway connects to the West Branch Reservoir Forest Preserve, 13 parks, 6 schools, 2 churches, Simkus Recreation Center/Carol Stream Water, and Town Center.

Com-Ed Bikeway, Phase III

Phase III Resident Engineer responsible for preparing IDOT documentation, measurements and quantity calculations, construction layout, and process change orders.

Illinois Prairie Path, Aurora Branch, Phase I, DuPage County, IL

Project Engineer for preliminary engineering services for realignment of the Illinois Prairie Path - Aurora Branch from the Canadian National Railroad to Eola Road, with the preferred route most likely requiring bridge widening on Eola Road over I-88 to accommodate a multi-use path. Total project distance is 3,200 feet (0.61 miles). Total anticipated cost of the project is \$2.0 million.

TranSystems

REGISTRATIONS

Professional Engineer (Civil):
IL, 2003

EDUCATION

B.S., Civil Engineering
University of Wisconsin,
Platteville, 1997

TRAINING

OSHA 10-Hour
Construction Safety

YEARS OF EXPERIENCE

23 (21 with firm)



GRACE DYSICO, PE ENVIRONMENTAL LEAD

Grace has 36 years of experience in management of projects and preparation of Environmental Assessments, Environmental Class of Action Determination documents, and Project Development Reports within Illinois and several other states. She offers extensive knowledge and experience in transportation projects including major interchanges, roadway, railroad, high-speed rail, transit, bikeway and pedestrian improvements. Grace is well versed in the NEPA process and is certified as our Environmental Lead for EIS. As the Environmental Lead on several projects, Grace has been the primary author on several NEPA documents, including EAs, CEs, Section 4(f), and Socioeconomics. She is also well versed in Context Sensitive Solutions (CSS) and has led public involvement and outreach activities as a meeting facilitator and consensus builder.

TranSystems

REGISTRATIONS

Professional Engineer (Civil):
IL, 1991

EDUCATION

B.S., Civil Engineering
University of Illinois, 1985

CERTIFICATIONS

NDOR Certified NEPA
Consultant
CE&I Issues/Contact Admin/
Consultant Series

TRAINING

AREMA IPRE Trainer,
Environmental Unit
Categorical Exclusion (Initial
Training)
FHWA/NHI NEPA and the
Transportation Decision
Making Process
IDOT Phase I Training
Managing the Environmental
Review Process
National Environmental
Policy Act (Initial Training)
NDOR Certified NEPA
Consultant Training
Women's Transportation
Seminar

AFFILIATIONS & MEMBERSHIPS

ACEC
APWA

YEARS OF EXPERIENCE

36 (25 with firm)

DuPage River Trail along the West Branch of the DuPage River, Phase I, Naperville, IL

Project Engineer for the Phase I portion of the project, which consisted of preliminary engineering and the preparation of contract plans for the north section, and a feasibility study for the south section for the placement of the bikeways in the City of Naperville. Engineering services included project and environmental coordination, evaluation of feasible alignments, preliminary alignment analysis, development of a preferred improvement plan, bikeway layout, grading and earthwork analysis, and final contract plans.

Illinois Prairie Path, Aurora Branch, Phase I, DuPage County, IL

Environmental Lead for preliminary engineering services for realignment of the Illinois Prairie Path - Aurora Branch from the Canadian National Railroad to Eola Road, with the preferred route most likely requiring bridge widening on Eola Road over I-88 to accommodate a multi-use path. Total project distance is 3,200 feet (0.61 miles). Total anticipated cost of the project is \$2.0 million.

Woodward Avenue Bikeway (TCM) and 75th Street, Phase I & II, Woodridge, IL

Project Engineer for the preparation of a Project Development Report, contract plans for the placement of the bikeways, sidewalks, and pedestrian crossing improvements in the Village of Woodridge. Engineering services included bikeway layout, environmental coordination, traffic signal design, grading and earthwork analysis, and final contract plans.

Major Taylor Trail/Conrail Bikeway, Chicago DOT

Environmental Lead for a new designated bikeway in the City of Chicago approximately 7 miles long consisting of off-road bike paths and on-road bike routes. Performed an Environmental Site Review for an analysis of the project area to determine potential impacts to environmentally sensitive conditions. Performed a site investigation and prepared a summary document. Additional engineering services included grading and earthwork analysis, alignment design, final contract plans, and preparation of the maintenance agreement for the project.

Arsenal/Manhattan Road from Baseline Road to Brandon Road, Phase I, Will County, IL

Environmental Lead for the preparation of Phase 1 Engineering services for Arsenal/Manhattan Road from Baseline Road to Brandon Road. The proposed improvements included widening and reconstructing Arsenal/Manhattan Road. The project was funded with federal funds and complied with FHWA requirements. The project involved preparing a Phase 1 Categorical Exclusion report, environmental resources reviews, drainage designs, cross section analysis, ROW determination, and improvements at the Brandon Road intersection. The Brandon Road intersection required preparation of an Intersection Design Study, traffic volume projections, capacity analysis, geometric designs, and accident analysis.



TranSystems

EDUCATION

Certificate of Completion,
Highway Program Financing-
Certificate
National Highway Institute,
2001

B.S., Civil Engineering
Marquette University, 1993

AFFILIATIONS & MEMBERSHIPS

APWA - Fox Valley Branch

YEARS OF EXPERIENCE

28 (28 with firm)

BRIAN FAIRWOOD

FUNDING & PUBLIC OUTREACH

Brian has 28 years of experience with planning reports, contract plan preparation, and coordination for municipal projects, including roadway and intersection geometrics, bikeway and pedestrian facilities, streetscape design, capacity analysis, traffic and accident studies, signal warrants, right-of-way requirements, funding analysis, and public coordination and involvement. Brian has also worked with our clients within the Chicago region in utilizing more than 40 distinct funding sources for transportation improvements. He specializes in stakeholder coordination, including working with local businesses, utility companies, affected municipalities, and the public. He also excels at securing and processing "outside dollars" for our clients. His expertise in the area of funding has laid the foundation for accelerating projects through to the construction phase.

Shoe Factory Road Bike Path, Phase I & II, Hoffman Estates, IL

Principal-in-Charge for this Phase I and Phase II project for a multi-use path. Key stakeholders are Hoffman Estates Park District and the Forest Preserve District of Cook County. The project will complete a missing gap in the off-street trail system along Shoe Factory Road, adjacent to CN railroad right-of-way, and connecting to the Prairie Stone Business Park. Coordination with the Tollway will create the Village's first grade-separated trail crossing of the Tollway.

Randall Road Corridor, Phase I (partial) and Phase II, McHenry County, IL

Communication and Stakeholder Outreach Lead for the Randall Road Corridor improvement project in McHenry County. The new design improves the corridor by widening and reconstructing this vital arterial to provide three (3) through lanes in each direction, a fourth outside auxiliary lane within critical segments, improved access, and dual left turn lanes with exclusive right turn lanes at the major signalized intersections. Comprehensive outreach plan was conducted to obtain input on the final design.

Central Avenue, Phase I & II, Wilmette, IL

Public Outreach for the Phase I preliminary engineering and Phase II design engineering for Central Avenue between Green Bay Road and Sheridan Road. Central Avenue is a major collector, providing access to both residential and downtown business sections of the community. The improvements include reconstruction of the deteriorating roadway conditions, replacement of the aging watermain, upgrades to the existing combination sewer system, a new storm sewer system, a modernized traffic signal at Central Avenue and Wilmette Avenue, PACE bus stop enhancements, and pedestrian and bikeway improvements. The project required extensive coordination with the downtown business owners, merchant's group, and Village staff to gain consensus on the scale of streetscape improvements. TranSystems is currently providing Phase III engineering services for this project.

Funding Assistance, Various Communities, IL

Project Manager for funding management assistance for various transportation improvements for a number of communities as part of their annual capital improvements program. Prepared funding applications for State and Federal funding programs such as ARRA, CMAQ, ICC, IDNR, ITEP, Illinois FIRST, STP, and TIGER.

Southern DuPage Regional Trail, Phase I, DuPage County, IL

Project Manager for the Southern DuPage County Regional Trail Feasibility Study which identified a strategy for the planning and construction of marked trail routes throughout southern DuPage County. The trail facilities provided are a combination of off-road paths and on-street lanes and routes. The plan provides a network of trail corridors to encourage bikeway use for the casual user and experienced bicyclists. The recommended Southern DuPage Regional Trail consists of a total of 46 miles with the County planning to construct and/or implement 26 miles.


HAMPTON, LENZINI AND RENWICK, INC.
Erica E. Spolar, CWS, DECI
Project Role: Environmental Services Manager

Erica is the Executive Vice President and Environmental Services Manager with over 25 years of experience as an Engineer and Environmental Project Manager. She has conducted noise and air quality analyses and overseen wetland delineations and ecological studies for a variety of transportation, utility, and development projects. Erica has obtained wetland and stormwater permits for several projects at the federal, state, and local level. She has also been involved in several wetland restoration projects and involved in resolving wetland violations issues.

Representative Projects – Project Management/Environmental Studies:

Lathan Avenue Project, City of Sandwich, Tom Horak, 815.786.8802, Construction Date – N/A, Est. Const. Cost - \$1,224,000, Actual Const. Cost – N/A. Project Manager overseeing all environmental and survey tasks including wetlands and PESA report.

Illinois Route 59 Bike Trail Overpass, Transystems/Village of Streamwood, Matt Mann, 630.736.3850, Construction Date – N/A, Est. Const. Cost - UNK, Actual Const. Cost – N/A. Project Manager overseeing all environmental and survey tasks including wetland delineation and report, PESA report and stream and topographic surveys.

HSIP Montgomery and Plank Road Phase 1 Project, Kimley Horn/KDOT, Mike Zakosek, 630-406-7346, Construction Date – N/A, Est. Const. Cost - UNK, Actual Const. Cost – N/A. Project Manager overseeing all environmental tasks including the wetland delineation and report, tree survey and PESA.

McLean Boulevard Reconstruction, Village of South Elgin, Mike Millette, 847.695.2742, Construction Date – N/A, Est. Const. Cost - \$8,159,000, Actual Const. Cost – N/A. Environmental Manager responsible for environmental studies and coordination related to the McLean Boulevard Project including the tree survey, wetland delineation, and noise analysis.

North Main Street Reconstruction, City of Crystal Lake, Abby Wilgreen, 815.356.3615, Construction Date – N/A, Est. Const. Cost - \$3,454,000, Actual Const. Cost – N/A. Environmental Manager responsible for environmental studies and coordination related to the Main Street Project including the tree survey, wetland delineation, Preliminary Environmental Site Assessment, and noise analysis.

Longmeadow Parkway, Kane County Division of Transportation, Carl Schoedel, 630.584.1170, Construction Date – N/A, Est. Const. Cost - \$130,000,000, Actual Const. Cost – N/A. Responsible for environmental studies and coordination related to the Longmeadow Parkway Project including: the tree survey, tree mitigation plan, threatened and endangered species and noise, and completed the EA re-evaluation document as required by FHWA and prepared the FONSI.

Wetland Mitigation Facility, Elgin Community College, . Completed wetland permitting and assisted in the completion of an on-site wetland mitigation plan for a 20-acre site including the design, construction, and monitoring and maintenance.

Eldamain Road Phase I, Kendall County Highway Department. Environmental Manager for the preparation of the EA including Purpose and Need, Alternatives, and Environmental Resources and Impacts sections. The EA was approved in August 2013, and completion of the Phase 1 design process was received in January 2014. Conducted the wetland delineation, tree survey, and noise analysis, and prepared the related reports. Erica also prepared the Indirect Land Use Report. She was involved in the NEPA 404 merger process and has attended all federal coordination meetings, and public meeting and public hearing.

Professional Registration:

Professional Engineer Intern - Illinois, #062-029096, 2003

Years of Experience:

28 / 10 at HLR

Education:

B.S., Civil Engineering, 1992
Bradley University, Peoria, IL

Professional Certifications:

Environmental Engineering Certificate, Illinois Institute of Technology

Qualified Wetland Review Specialist, (W-067), Kane County

Certified Wetland Specialist, McHenry County

Certified Wetland Specialist (C-051), Lake County

Designated Erosion Control Inspector (DECI), Lake County

Professional Associations:

Illinois Association of Environmental Professionals

American Public Works Association Women in Transportation

Continuing Education:

CWS Wetland Workshop, Lake County SMC, Nov 2020

DECI Workshop, Lake County SMC, Feb 2020

INDOT/FHWA NEPA Refresher Course, Sept 2019

DECI Workshop, Lake County SMC, April 2019

DECI Workshop, Lake County SMC, April 2018

ACEC IL Agency Resource Permitting, March 2018

DECI Workshop, Lake County SMC, Jan 2017



HAMPTON, LENZINI AND RENWICK, INC.

John H. Sweet, PLS

SURVEY CREW CHIEF



John is a Project Land Surveyor with over 40 years of experience in the field operations of project land and right-of-way surveys and construction layout of land development, utilities, and roadways. He is responsible for the preparation of right-of-way plats, legal descriptions, subdivision plats, annexation plats, and other surveys.

REPRESENTATIVE PROJECTS – ROUTE/TOPOGRAPHIC SURVEY

Big Timber Road and Randall Road, Kane County Department of Transportation. Led the survey crew and established horizontal and vertical control for route survey for intersection improvements. Survey included roadway scanning.

Drainage Survey, York Township, Between Glendenning Road and Sterling Road. Survey Crew Chief responsible for the topographic surveys of the area in an undeveloped Township roadway for a future storm sewer project.

Arbor and Fox Meadow Parks, Village of South Elgin. Survey Crew Chief responsible for the topographic surveys of the parks for future improvement.

School District U-46, Woodland Heights School. Project Land Surveyor responsible for a topographic and boundary survey for sale of school.

Ann Street Park, Village of South Elgin. Land Surveyor responsible for boundary and topographic surveys of the park needed to design a new playground for the Park District.

Topographic Survey, Elgin Community College. Land Surveyor responsible for the topographic survey of the proposed wetland mitigation site off Spartan Drive.

Longmeadow Parkway, Kane County Division of Transportation. Survey Crew Chief responsible for setting control for the Phase II route survey, from Huntley Road across the Fox River to IL 62.

Lions Park, Village of South Elgin. Survey Crew Chief responsible for the 4.5-acre topographic and boundary survey including baseball diamonds, playground areas, shelters, and recreational paths. The improvement consisted of a new parking lot.

Robert Sperry Park and Ann Street Park Village of South Elgin. Survey Crew Chief responsible for the topographic survey of the park and construction layout for the new parking areas.

Thornwood Park, Village of South Elgin. Responsible for the boundary survey and plat preparation of Thornwood Park, located on the Village's west side near the intersection of Randall Road and McDonnell Road. The project involved a 4.0-acre topographic survey for a park expansion. Surveyed areas included parking lots, playground areas, and football fields. The improvement will expand the park to include ballparks, soccer fields, a skate park, and recreational paths.

Brookside Basin, City of Elgin. Performed the topographic and boundary survey for a wetland delineation project.

REPRESENTATIVE PROJECTS – RIGHT-OF-WAY/LAND SURVEY

Kane County Monuments, Kane County GIS Department. Project Land Surveyor responsible for reestablishing section corners along the Kane County boundary with McHenry, Cook, DuPage, Kendall, and DeKalb Counties. Located or reestablished 152 section corners and prepared and recorded monument records.

IL Route 31, City of St. Charles. Performed the survey and prepared the plats of highways and legal descriptions for four parcels required for the widening and streetscape of IL Route 31 from Illinois to Prairie in St. Charles.

REPRESENTATIVE PROJECTS – BRIDGE AND STREAM SURVEY

Smith Road over Blackberry Creek, SN 045-3056, Kane County. Hydraulic stream survey.

Harter Road Culvert, Kane County. Project Land Surveyor responsible for a survey of bridge, roadway, and stream for new structure design. The projects included a Right-of-Way survey.

PROFESSIONAL REGISTRATIONS

Professional Land Surveyor, Illinois,
#035-003158, 1995

YEARS OF EXPERIENCE

42 / 33 at HLR

EDUCATION

A.A.S., Architecture and Building
Construction Technology, 1978,
Morrison Institute of Technology,
Morrison, IL

PROFESSIONAL CERTIFICATIONS

US Department of Labor, Mine Safety
and Health Administration, 40 hour
Safety Training Certificate, 2012

Illinois Pesticide Commercial Applicator,
Illinois, CA 08939476

CONTINUING EDUCATION

Illinois Boundary Law, IPLSA, February
2013

Floodplain 101, IPLSA, 2012

Illinois Statutes and Standards, Illinois
Ethics, IPLSA, 2011

New ALTA/ACSM Standards, IPLSA,
2011

Early Surveying Techniques and the
Evolution of Surveying Equipment,
IPLSA, 2007

Land Acquisition and the Surveyor's
Role, IPLSA, 2006

GIS/Geo Spatial Imagery, IPLSA, 2004

PROFESSIONAL ORGANIZATIONS

Illinois Professional Land Surveyors
Association

PROPOSAL SUMMARY SHEET
McGinnis Slough Multi-Use Path
Phase I Preliminary Engineering

Business Name: TranSystems Corporation

Street Address: 1475 E. Woodfield Road, Suite 600

City, State, Zip: Schaumburg, IL 60173

Contact Name: Charles J. Stenzel, PE

Title: Senior Vice President

Phone: 847.605.9600 Fax: 847.463.0565

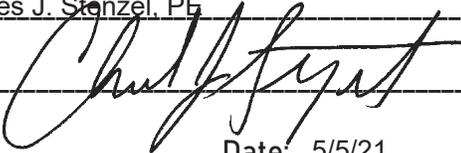
E-Mail address: cjstenzel@transystems.com

Price Proposal

PROPOSAL TOTAL \$ 214,500

AUTHORIZATION & SIGNATURE

Name of Authorized Signee: Charles J. Stenzel, PE

Signature of Authorized Signee: 

Title: Senior Vice President Date: 5/5/21

REFERENCES

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

Bidder's Name: TranSystems Corporation

(Enter Name of Business Organization)

1. ORGANIZATION Forest Preserve District of DuPage County
- ADDRESS P.O. Box 5000, Wheaton, IL 60189
- PHONE NUMBER (630) 933 7242
- CONTACT PERSON Kevin Horsfall, Manager of Planning
- YEAR OF PROJECT Current (N Central DuPage Reg Trail)

2. ORGANIZATION Village of Carol Stream
- ADDRESS 500 N. Gary Avenue, Carol Stream, IL 60188
- PHONE NUMBER (630) 868-2260
- CONTACT PERSON William Cleveland, Assistant Village Engineer
- YEAR OF PROJECT 2020 (North Kuhn Road Bike Path)

3. ORGANIZATION City of Elmhurst
- ADDRESS 209 N. York Road, Elmhurst, IL 60126
- PHONE NUMBER (630) 530-3000
- CONTACT PERSON Kent Johnson, City Engineer
- YEAR OF PROJECT Current (IL 83 Ped Bridge & Trail)

 **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

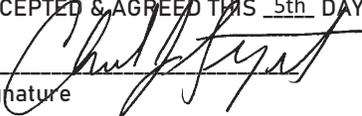
\$1,000,000 – Aggregate

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 5th DAY OF May, 2021


Signature

Authorized to execute agreements for:

Charles J. Stenzel, Senior VP
Printed Name & Title

TranSystems Corporation
Name of Company



CERTIFICATE OF LIABILITY INSURANCE

10/1/2021 DATE (MM/DD/YYYY)
10/14/2020

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

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

PRODUCER Lockton Companies 444 W. 47th Street, Suite 900 Kansas City MO 64112-1906 (816) 960-9000	CONTACT NAME: PHONE (A/C, No, Ext): FAX (A/C, No): E-MAIL ADDRESS:																					
INSURED 1412363 TRANSYSTEMS CORPORATION* 1475 E. WOODFIELD ROAD, SUITE 600 SCHAUMBURG IL 60173	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2">INSURER(S) AFFORDING COVERAGE</th> <th>NAIC #</th> </tr> <tr> <td>INSURER A:</td> <td>Zurich American Insurance Company</td> <td>16535</td> </tr> <tr> <td>INSURER B:</td> <td>The Cincinnati Insurance Company</td> <td>10677</td> </tr> <tr> <td>INSURER C:</td> <td></td> <td></td> </tr> <tr> <td>INSURER D:</td> <td></td> <td></td> </tr> <tr> <td>INSURER E:</td> <td></td> <td></td> </tr> <tr> <td>INSURER F:</td> <td></td> <td></td> </tr> </table>	INSURER(S) AFFORDING COVERAGE		NAIC #	INSURER A:	Zurich American Insurance Company	16535	INSURER B:	The Cincinnati Insurance Company	10677	INSURER C:			INSURER D:			INSURER E:			INSURER F:		
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INSURER C:																						
INSURER D:																						
INSURER E:																						
INSURER F:																						

COVERAGES **CERTIFICATE NUMBER: 17060539** **REVISION NUMBER: XXXXXXXX**

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

INSR LTR	TYPE OF INSURANCE	ADOL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> SEVERABILITY <input checked="" type="checkbox"/> CLAUSE GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PROJECT <input type="checkbox"/> LOC OTHER:	Y	Y	GLO3707153	10/1/2020	10/1/2021	EACH OCCURRENCE \$ 2,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 1,000,000 MED EXP (Any one person) \$ 25,000 PERSONAL & ADV INJURY \$ 2,000,000 GENERAL AGGREGATE \$ 4,000,000 PRODUCTS - COMPI/OP AGG \$ 4,000,000 \$
A	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO OWNED AUTOS ONLY <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS NON-OWNED AUTOS ONLY	Y	N	BAP3707150	10/1/2020	10/1/2021	COMBINED SINGLE LIMIT (Ea accident) \$ 2,000,000 BODILY INJURY (Per person) \$ XXXXXXXX BODILY INJURY (Per accident) \$ XXXXXXXX PROPERTY DAMAGE (Per accident) \$ XXXXXXXX \$ XXXXXXXX
B	<input type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED RETENTION \$	Y	N	EXS0591497	10/1/2020	10/1/2021	EACH OCCURRENCE \$ 2,000,000 AGGREGATE \$ 2,000,000 \$ XXXXXXXX
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) <input type="checkbox"/> If yes, describe under DESCRIPTION OF OPERATIONS below		N/A	NOT APPLICABLE			PER STATUTE OTH-ER E.L. EACH ACCIDENT \$ XXXXXXXX E.L. DISEASE - EA EMPLOYEE \$ XXXXXXXX E.L. DISEASE - POLICY LIMIT \$ XXXXXXXX

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
 THIS CERTIFICATE SUPERSEDES ALL PREVIOUSLY ISSUED CERTIFICATES FOR THIS HOLDER, APPLICABLE TO THE CARRIERS LISTED AND THE POLICY TERM(S) REFERENCED.
 RE: PROJECT NAME: PRE-QUAL FOR A MASTER AGREEMENT. UPON AWARD OF CONTRACT ADDITIONAL INSURED IN FAVOR OF THE VILLAGE OF ORLAND PARK, AND THEIR RESPECTIVE OFFICERS, TRUSTEES, DIRECTORS, AND EMPLOYEES ARE ADDITIONAL INSUREDS AS RESPECTS GENERAL LIABILITY, AUTO LIABILITY AND UMBRELLA/EXCESS LIABILITY. THESE COVERAGES ARE PRIMARY AND NON-CONTRIBUTORY AS REQUIRED BY WRITTEN CONTRACT. WAIVER OF SUBROGATION APPLIES TO GENERAL LIABILITY WHERE ALLOWED BY STATE LAW AND AS REQUIRED BY WRITTEN CONTRACT.

CERTIFICATE HOLDER 17060539 VILLAGE OF ORLAND PARK ATTN: DENISE DOMALEWSKI, CONTRACT ADMINISTRATOR 14700 S. RAVINIA AVENUE ORLAND PARK IL 60462	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE
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Hampton, Lenzini and Renwick, Inc.

Civil Engineers • Structural Engineers • Land Surveyors • Environmental Specialists
www.hlrengineering.com

McGinnis Slough Multi-Use Path Scope

The survey and environmental scope are included below.

Task 1: Topographic Survey

HLR will provide a topographic survey of the Commonwealth Edison Transmission Right-of-Way as shown on KMZ file from email from Justin Pattison dated April 20, 2021. The survey limits east-west will be from Illinois Route 45 on the east to Will Cook Road on the west. The limits north-south will be the width of the ComEd's right-of-way (200' estimated). HLR will provide 100-foot cross-sections thru the corridor and will locate tree limits along the corridor. Existing transmission towers and all visible utilities will be located. Road centerline, back of curb, gutter and sidewalks will be located at all road crossings. The survey will be on Illinois State Plane Coordinates East Zone 1983 datum for horizontal values and NAVD 1988 datum for vertical. Deliverables will be a Microstation dgn file using current IDOT seed files. A csv file of all points and field notes will also be part of the deliverables. Surveying will be done using RTK GNSS and robotic total stations. No boundary or right-of-way surveying is included in this scope of work.

Task 2.1: Preliminary Environmental Site Assessment (PESA)

This scope includes completing a Preliminary Environmental Site Assessment. The PESA will be prepared using historical and geological information. The specific methods used to conduct the assessment are contained in 1) ASTM Standards E1527-13, 2) A Manual for Conducting Preliminary Environmental Site Assessments for Illinois Department of Transportation Highway Projects (Erdmann et al., 2014), 3) Special Wastes Procedures for Local Highway Improvements (IDOT Local Roads Manual, July 22, 2013), and 4) "IDOT Bureau of Design and Environment Manual (BDE Manual), Section 27-3.03 (b), December 2019). The PESA will include a database search, review of historical records, an on-site evaluation, and review of other project conditions that may give us insight into the existing environmental conditions along the route.

Once the review has been completed, a written report will be completed and submitted as documentation to the on-site analysis. This report will accompany various site photographs, maps, and the above referenced documentation, which will be utilized to assist the project evaluation and any applicable recommendations.

A PESA report is typically valid for 6 months so we would want to make sure the PESA was completed within 6 months of design approval so that no updates would be necessary. This scope does not include a PESA update. Because of the length of this multi-use path, it is expected that we will need to order 2 EDR reports @ \$400 each.

380 Shepard Drive
Elgin, Illinois 60123-7010
Tel. 847.697.6700
Fax 847.697.6753

380 N. Terra Cotta Road, Unit G
Crystal Lake, Illinois 60014
Tel. 847.697.6700
Fax 847.697.6753

3085 Stevenson Drive, Suite 201
Springfield, Illinois 62703
Tel. 217.546.3400
Fax 217.546.8116

323 West 3rd Street
P.O. Box 160
Mt Carmel, Illinois 62863
Tel. 618.262.8651
Fax 618.263.3327

Task 2.2: Wetland Delineation and Report

HLR will perform a formal wetland delineation of the proposed project area. The wetland delineation will be conducted to meet 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 (Corps of Engineers, Section 404 Permit), and Illinois Environmental Protection Agency (IEPA Section 401 Guidelines) regulations. These regulations pertain to the placement of fill or alterations of drainage within wetlands of any type and apply to private as well as publicly owned wetlands. The investigation will meet the requirements of these regulations by identifying the type, functions, and boundary of the involved wetlands.

"Wetlands" are defined by the U.S. Army Corps of Engineers (USACE) for jurisdictional purposes as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 CFR 323.3(c)).

HLR will conduct a map review of the project. The following maps and documents will be reviewed prior to conducting the field investigation:

- U.S. Geological Survey Topographic Maps
- National Wetlands Inventory Maps
- USDA Soil Survey
- Hydric Soils of the United States
- Regulatory Flood Map

It appears from wetland mapping that there are at least 6 wetlands along the proposed multi-use path; however, from an aerial review it appears that there could be up to 15 wetlands. The cost estimate provided is based on delineating 6 wetlands.

The field investigation will be conducted by our environmental personnel who are experienced in Federal methods for conducting wetland delineations. Our staff will classify and define hydric soils, hydrophytic vegetation, and evidence of hydrology to determine if wetlands are present. The wetland perimeter (s) will be staked and surveyed. Wetland boundary stake locations will be surveyed using a handheld Trimble R1 GNSS receiver.

Wetlands found will be classified according to type using the "Classification of Wetlands and Deep Water Habitats of the United States" by Cowardin. Wetland boundaries will be defined in accordance with the Corps of Engineers Wetlands Delineation Manual: Midwest Region. This includes a soil investigation to determine the presence or absence of hydric soils and an analysis of the dominant plant species. Field observations will be made on any evidence indicating the hydrology of the area and on water sources that are supporting these wetlands. Functions of these wetlands will be evaluated from field observations.

A wetland delineation letter report will be prepared summarizing the findings of the fieldwork. Included in the report will be the required wetland delineation data sheets that summarize the findings of the field investigation as well as figures that detail the maps reviewed and current wetland boundaries of the site. A wetland delineation would be valid for 5 years.

