

RFP #16-100:

Professional Engineering Services for Design
Engineering (Phases I & II) for the
Lake Street Streetscape, Resurfacing, and
Utility Projects



2016

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engineering group
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Lake Street Streetscape, Resurfacing and Utility Projects (RFP# 16-100)





Table of Contents

Cover Letter

Section 1 - Team Description

Section 2 - Project Team

Organizational Chart

Section 3 - Project Team Resumes

Section 4 - Project Experience

Section 5 - Statement of Commitment

Section 6 - Salary Schedule (Per Job Classification)

Section 7 - Statement of Agreement

Section 8 - Project Understanding and Approach

Project Schedule

Section 9 - Village Forms

Separate Sealed Compensation Schedule



Lake Street Streetscape, Resurfacing and Utility Projects (RFP# 16-100)



June 23, 2016

238 South Kenilworth Avenue
Suite 100
Oak Park, Illinois 60302
www.thomas-engineering.com

Bill McKenna
Village Engineer
Village of Oak Park
Engineering Division of the Public Works Department
201 South Boulevard
Oak Park, Illinois 60302

Attn: RFP Solicitation Number 16-100 Professional Engineering Services for Design Engineering (Phase I & II) for the Lake Street Streetscape, Resurfacing, and Utility Projects

Dear Mr. McKenna and Members of the Selection Committee,

Thomas Engineering Group, LLC (TEG) respectfully submits this proposal to the Village of Oak Park for your consideration in providing the requested Phase I&II design engineering services for the Lake Street Streetscape, Resurfacing, and Utility Projects. We are very excited about the opportunity to partner with the Village and make this project a continuation of the recent successes within the Oak Park Downtown. Contained within this proposal is information about our team, qualifications, and our understanding and approach to the project. I urge you to choose our team for the following reasons:

- » Prepared to Start Immediately – we are ready to run!
 - › Our team performed the topo survey and know the challenges with the corridor utilities
 - › Major sub WSP/PB and Jessie Slaton have unmatched traffic knowledge and expertise
- » Team is highly expert, well suited and available for duration of project
 - › Project Manager (Steve Pasinski) has managed concurrent Phase I/II studies with compressed schedules
 - › TEG designers and CM staff are expert at partnering to design for constructability, staging, and MOT while incorporating pedestrian safety and contractor access into plan development.
 - › Roadway Lead (Kevin VanDeWoestyne), is a proven leader who brings a wealth of Oak Park Streetscape Project experience insuring that our team manages risk while achieving optimum lettings and schedules.
 - › Sewer and Water lead (Tom Tretowicz), former Oak Park employee who managed the sewer and water improvement from 2010 through 2013 intimately understands Oak Park water and sewer projects
- » The TEG team understand the challenges and context of the Lake Street Projects
 - › Focus is on easing congestion and roadway in addition to economic development and pedestrian mobility.
 - › We are not proposing to reinvent the Streetscape “wheel”. TEG looks forward to partnering with Lakota and the Village to quickly converge on the remaining design decisions and proceed to plan preparation and permitting and insuring a Lake Street grand opening before Thanksgiving week 2018.

Lastly, what separates us from the other firms is our service—our trademark is service at the highest grade®. Having grown-up in Oak Park, our firm has an explicit understanding of this project as well as an ownership point of view. Our firm is now ready to partner with the Village on a project of this size and make it a fantastic success.

We are truly excited about this opportunity and look forward to answering any question you may have about our firm, staff or experience. If you have any questions or require additional information, please contact us at (708) 533-1700 or by e-mail at tomg@thomas-engineering.com.

Sincerely,

thomas engineering group, llc



Thomas E. Gill, III, P.E.
President



Steve S. Pasinski, P.E.
Planning and Design Department Head



Lake Street Streetscape, Resurfacing and Utility Projects (RFP# 16-100)





Team Description

Team Capabilities, Strengths and Experience (CSE)

The TEG Team, led by Thomas Engineering Group, LLC, is especially well-suited to partner with the Village of Oak Park and make this important project a tremendous success. Our firm, which is headquartered and literally grew up in Oak Park, less than a mile from the project site, features key proposed staff with excellent major projects with accelerated schedules, streetscape, reconstruction, public involvement and utilities experience in each of the planning, design, and construction phases. Thomas Gill, TEG's President who is committed as Project Principal, is an Oak Park resident whose children walk to school daily (OPRF) and whose family regularly uses the local pool and visits the Lake Theater, has a vested interest in making this project TEG's highest priority. Combined with our sub-consultants, our team has an owner's perspective and a focus on overall project success. We are proposing our very best staff whose skillsets align extremely well with the project challenges.

The following is a summary/highlights of TEG and TEG staff experience relative to the disciplines needed for the Lake Street improvement project. The matrix table included in section 4 (Project Experience) provides additional detail for TEG and WSP|PB and depicts our staff and firms project experience relative to those desired discipline areas listed in the RFP. The text summary below highlights the team experience relative to the area of sought expertise for the Lake Street improvement team.

Thomas Engineering Group, LLC

- » Concurrent Phase I/II Projects, Accelerated Schedules – Proposed Project Manager, Steve Pasinski, P.E. was the Project Manager for the Stearns Road Fox River Bridge project (while with another firm). An expedited 11-month design schedule to design a major river bridge and aesthetics for the river bridge, a separate pedestrian bridge, bike path, specialty streetscape and bridgescape features, renderings, public hearing, value engineering, permitting (USACOE and IDNR-OWR), presentations to the County Board, Phase I reports and exhibits. This project was the centerpiece of the Stearns Road corridor improvement which won the Eminent Conceptor Award in Illinois (Project of the Year) as well as a nationwide merit finalist for the same award.
- » Streetscape Planning and Design (Firm) – TEG completed the Galena Street Streetscape project downtown West Chicago's central business district. TEG performed Phase I, II and III, for this streetscape project which included working with landscape architects, complete replacement of water and sewer mains and services, lighting, branding, and specialized surfaces and materials. TEG worked with a steering committee and internal and external stakeholders and also made several presentations to City Board through the life of the project.
- » Streetscape Planning and Design (staff) – Proposed and committed to this team are two key staff which have outstanding experience in this project type with the Village of Oak Park. Kevin VanDeWoestyne has performed Phase I Engineering, Final Design and Construction Management for two streetscape projects (Madison Street Streetscape and Chicago Avenue Streetscape) while with another firm.
- » Utility Projects (water, sewer) – TEG is highly familiar with this project type and has recently completed Phase I/II water main and service projects for Lombard, Hoffman Estates, Carol Stream, West Chicago, and Oak Brook. TEG also has completed several Phase III water and sewer projects in Aurora and Lombard. TEG performed Phase I/II for Pomeroy Street in West Chicago which included identification of critical project areas and conflicts related to routing the City's infrastructure and sequencing and bypass requirements to minimize water and sewer system shutdowns. TEG designed a new sanitary sewer system to serve twelve (12) single family homes, previously served by individual well and septic systems, with domestic water service connections and sanitary sewer service stubs by extending City water main and sanitary sewer main.
- » Title Searches/Easements – TEG is the surveyor of record for this project (Lake Street) having already performed topographical survey. TEG is now currently finishing plat/legal preparation and right-of-way dedications for the Gary Avenue Trail. TEG worked with the County to pull title for over 25 properties and performed all related right-of-way surveys. TEG has prepared the necessary documents for acquiring approximately 20 parcels along Gary Avenue.
- » Street Reconstruction – TEG has performed Phase II design services for numerous highly traveled or congested arterials and collectors with a scope of reconstruction or major rehabilitation. Several of these projects included accelerated construction techniques which limited or eliminated closures and/or stage construction. A few references include:
 - › Weber Road Add-Lanes Reconstruction; \$21M, 1 mile of 6-lane arterial road
 - › Clayton Street Reconstruction; \$600k



Lake Street Streetscape, Resurfacing and Utility Projects (RFP# 16-100)

- › Washington PCC Restoration; \$1.1M (downtown arterial in Central Business District)
- › Tri-State Ramps Reconstruction; \$25M; included use of pre-cast pavement panels for mainline pavement. (ACEC Merit Award Winner and 1st project in Illinois to use precast pavement)
- » Street Resurfacing – TEG has performed the planning, design and construction inspection for the City of West Chicago's robust Annual Street Resurfacing program since 2008. In addition, TEG has prepared plans, specifications and estimates (Phase II) and also observed construction (Phase III) for 3 to 6 additional resurfacing projects per year in West Chicago, Woodridge and Wheaton using combinations of federal, state and local funds. Fund types included STP, CDBG, ARRA, HUD, and MFT.

WSB|PB

In addition to our qualifications, experience and commitment, we have teamed with an internationally renowned engineering firm, WSP – Parsons Brinckerhoff (WSP|PB), to lead the Lake Street traffic study and Public Involvement efforts. Exclusive to the TEG team, WSP|PB possess IDOT prequalifications for "special studies – traffic" and "signal coordination and timing (SCAT)". WSP|PB provides an outstanding team to study the Lake Street traffic as well as its adjacent network. Through their extensive traffic modeling on the IDOT I-290 project, WSP-PB have considerable operational knowledge about the background traffic and key patterns in and around Oak Park. Their proposed staff are local but they can tap into a breadth of expertise with their national presence and scale to any capacity necessary for the Lake Street project. The following are several other highlights in terms of CSE:

- » Traffic Studies – WSB|PB and specifically, traffic lead Jessie Slaton, PE, PTOE are familiar and highly trusted resources for Oak Park. Their traffic study for the I-290 Reconstruction Project currently in Phase I is an excellent example of their traffic engineering capabilities.
- » Public Involvement – WSB|PB and specifically, Public Involvement Leads Jamy Lyne and Shane Peck bring experience from the Woodward Avenue Complete Streets Master Plan in Detroit, MI. which included traditional outreach as well as outreach via multiple forms of social media.
- » Signal Timing / Adaptive Traffic Signal Systems – project experience includes:
 - › Grand Rapids Signal Optimization Phase VII; 42 signalized intersection optimization
 - › Kane County Traffic System Operation Management Services – Various services

EJM Engineering, Inc.

Also exclusive to the TEG team, EJM Engineering, Inc. is a sub-consultant that TEG has partnered with in the past on many occasions and who offers excellent streetscape and reconstruction experience in the areas of lighting and signal design. Expected areas of expertise for EJM on the Lake Street Project:

- » Signal Design – Grand Avenue from Chicago Avenue to Long Avenue (20 traffic signals)
- » Streetscape Lighting and Signals (Pedestrian and Roadway) – EJM recently completed 3 CDOT streetscape projects in notably urban sections within the City of Chicago including:
 - › Grand Avenue from Chicago Avenue to Long Avenue (lighting and signals)
 - › Devon Avenue Streetscape Kedzie Avenue to Leavitt Street
 - › Fullerton Avenue Streetscape, Ashland Avenue to Racine Avenue

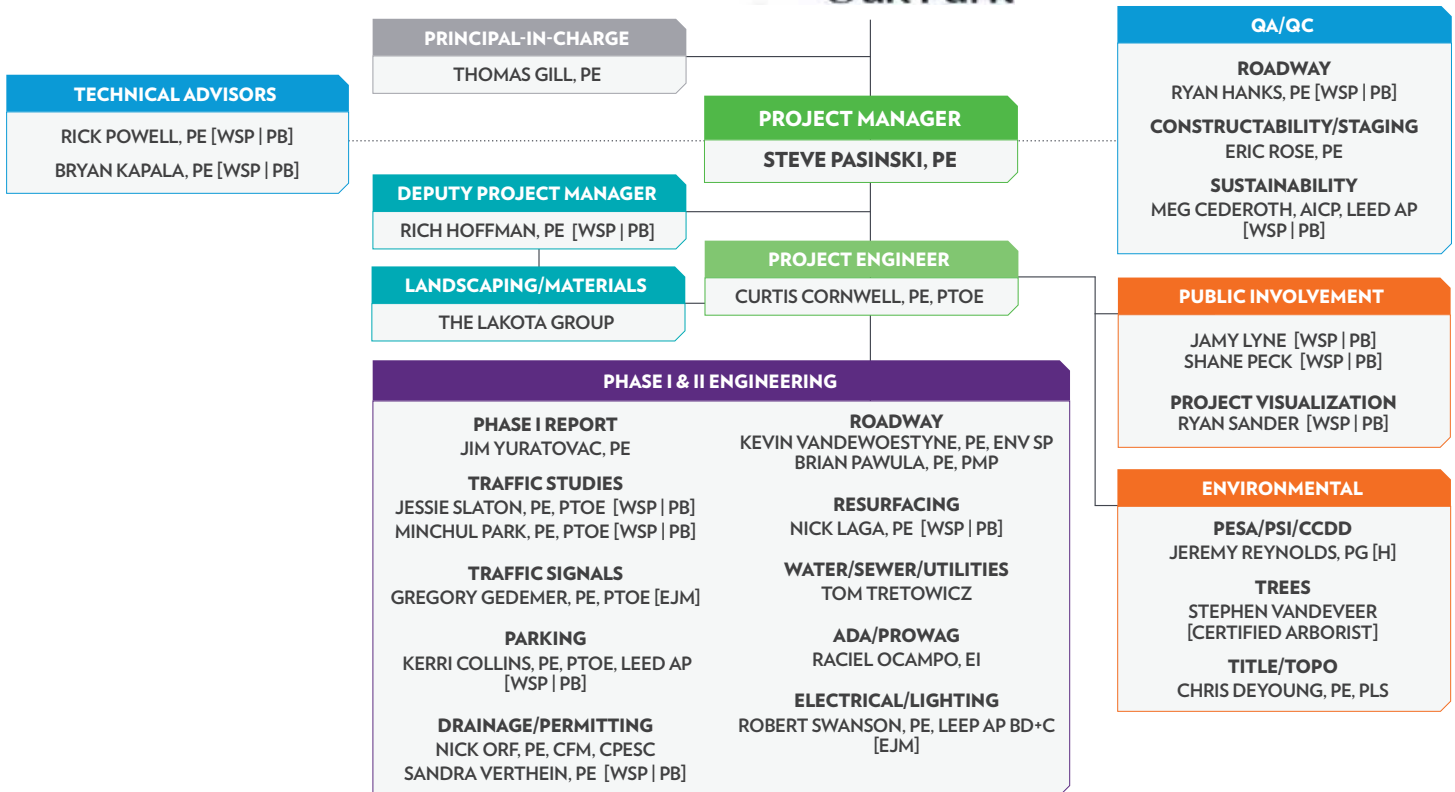
Huff and Huff, Inc.

Huff and Huff (H&H) is also on the TEG team and will serve as our environmental support staff. Huff and Huff, Inc., is arguably the most capable environmental engineering firm in the Illinois transportation engineering industry. They will be responsible for the Historic Properties Survey and Preliminary Environmental Site Assessment (PESA) as well as any Preliminary Site Investigations (PSI) and specification writing for Clean Construction Debris and Demolition issues (CCDD) that may arise. H&H recently completed PESA/PSI for Streetscape projects in highly urbanized areas of Berwyn and Forest Park.

- » PESA/PSI for urban projects:
 - › Harvard Street and Jackson Boulevard, Forest Park, Illinois; Preliminary Environmental Site Assessment
 - › Cermak Road Streetscape, Chicago, Illinois; South Halsted Street to South Ashland Avenue, Preliminary Environmental Site Assessment



Project Team



LEGEND	
TEG	THOMAS ENGINEERING GROUP
WSP PB	WSP PARSONS BRINCKERHOFF
EJM	EJM ENGINEERING
H	HUFF & HUFF
L	THE LAKOTA GROUP



The TEG team is comprised of experienced key staff of which most the Village of Oak Park has come to know and trust to provide excellent content and responsive service.

Steve Pasinski, PE – Project Manager

Steve Pasinski is proposed as the Project Manager for the Lake Street Improvement Project. Mr. Pasinski has over 24 years' experience in Phase I, II and III. Having served as an Assistant County Engineer earlier in his career, Mr. Pasinski takes an ownership approach to project management and great importance on effective coordination between the client, stakeholder and the discipline leads. Mr. Pasinski is a Phase I studies and roadway geometrics expert who understands that a PM's role is to facilitate, share and manage. Steve has managed multiple projects in which Phase I and Phase II were concurrent, schedules accelerated and required intense stakeholder outreach. Mr. Pasinski managed the award winning design of the Stearns Road Bridge over the Fox River which require weekly coordination meetings with a team of five sub-consultants, corridor manager, client and elected officials to concurrently develop branding, renderings, bridge plans, permits, advance contracts (2) and complex staging including the daily closure of an operating railroad track. This project was the centerpiece of the Stearns Road Corridor project which had 4 adjacent design sections and won the Eminent Conceptor Award. Please reference the letter of recommendation in Section 10 of this proposal.

Rich Hoffman, PE – Deputy Project Manager

Rich Hoffman will serve the project as the Deputy Project Manager. He is experienced in providing preliminary and final engineering projects for local, state, and tollway transportation agencies. He has held a key Phase I role on the I-290 Eisenhower Expressway Reconstruction project as the overall engineering discipline lead and geometric expert. His experience in the design and construction of local roads and streets will serve the project well in providing a high level of attention to project details to identify and resolve issues before they occur.

Curtis Cornwell, PE, PTOE – Project Engineer

Mr. Cornwell will be responsible for the day-to-day engineering, environmental and public involvement processes for the Lake Street project. Mr. Cornwell is a registered professional engineer and professional traffic operations engineer with nearly 15 years of experience. Curtis is experienced in roadway planning, public involvement, design, traffic analysis, and construction. He is familiar with many transportation software packages including MicroStation, GEOPAK Road, AutoCAD, HCS 2000, Synchro, SimTraffic, and AutoTURN. He is well versed in the geometric development and analysis of complicated intersections including roundabouts. Curtis has recently served as Project Engineer for several large Phase I and Phase II jobs for various clients including the \$24M Weber Road reconstruction project. Mr. Cornwell will communicate all risk issues with the Steve and Rich and keep them abreast on all coordination items. Mr. Cornwell will be working closely with disciplines leads throughout Phase I/II.

Jessie Slaton, PE, PTOE – Traffic Studies Lead

Jessie Slaton is a lead transportation engineer with WSP | Parsons Brinckerhoff experienced in transportation engineering and transportation planning. Jessie brings a deep understanding of Village issues through her interaction with Village staff during her work on the I-290 Eisenhower Expressway Reconstruction project. Jessie will be supported by the same team that worked with the Village on the I-290 project, bringing the level of detail required for Village understanding and approval of any proposed improvements. Jessie's experience with the Village and her knowledge of traffic engineering best practices and principles will deliver to the Village a project that accommodates the existing and future needs of all travel modes in the corridor, as part of a balanced approach that provides improved efficiency and safety along the Lake Street Corridor.



James Yuratovac, PE– Phase I Report Lead

Mr. Yuratovac is civil engineer with over 16 years of experience leading and managing Phase 1 and 2 Engineering projects with a focus on Traffic and Transportation Engineering. Expertise is in traffic signals, traffic studies, highway/ roadway design engineering and site development. Comprehensive knowledge of transportation policy and procedures for state, county and local municipalities.

Jamy Lyne – Public Involvement Lead

Our Public Involvement Lead, Jamy Lyne, has extensive local government experience and will be the main point of contact for the Village when stakeholder matters are concerned. Before joining WSP | PB, Jamy was the Transportation Director for the Will County Council of Mayors and the Planning and Policy Director for Will County government. Since joining WSP | PB, she has lead the public involvement program on the Illiana Corridor project, working closely with local officials and other stakeholders.

Kevin VanDeWoestyne, P.E., ENV SP – Roadway Design Lead

Mr. VanDeWoestyne has over 13 years of experience involving municipal and highway / roadway design and construction and will serve as the Phase II Design lead. Mr. VanDeWoestyne has extensive experience and knowledge in roadway and streetscape planning, design and construction as well as bituminous and concrete paving, drainage, landscaping, lighting, and traffic signalization. Kevin's experience includes similar streetscape projects (Phases I, II and III) built in Oak Park where is served as project engineer or manager.

Nicholas J. Orf, PE, CFM, CPESC – Drainage Studies/Design Lead

Mr. Orf is a registered professional engineer, certified floodplain manager, and certified professional in erosion and sediment control with over 12 years of experience. He has an extensive background in storm water management, conveyance, storage design, sustainability, and BMP's (drainage). Nick's recent experience water main design and construction in Oak Brook will assist our sewer and water lead with permitting and any stage construction issues.

Tomasz Tretowicz – Sewer and Water Design Lead

Mr. Tretowicz has over 6 years of experience and previously worked for the Village of Oak Park designing the Villages water and sewer main improvement program from 2010 through 2013. There may be nobody better suited to lead this work as he has a clear understanding of the Village system, maintenance capabilities, materials and connection preferences.



PROJECT MANAGER



Firm:
Thomas Engineering Group, LLC



Experience: 23 years



Education: M.S., Public Administration, University of Illinois at Chicago
B.S., Civil Engineering, Bradley University



Professional Registrations:
Professional Engineer: Illinois, 1996 (#062-050829)



Professional Affiliations:
Transportation Research Board Panel Member



Project Availability: 75%

Steve Pasinski, PE

Mr. Pasinski has over 23 years of planning and design experience. Steve leads the preliminary engineering and design staff as well as oversees all public involvement and planning activities for the group. Mr. Pasinski is responsible for supervision of project staff and budget, subconsultant management, project schedules and delivery. Prior to joining Thomas, Steve led the planning, design and structural groups for an international consulting firm and also worked for both the Illinois Department of Transportation (IDOT) and the Kane County Division of Transportation (KDOT). During his 12 years at IDOT, Steve managed various Phase I and Phase II projects ranging in difficulty from Categorical Exclusions to Environmental Assessments. In his last four years at IDOT, Steve was the Head of the District 1 Geometrics Unit and was one of only two certified Geometric Engineers in the State of Illinois. During his two years at KDOT, Steve was the Deputy Director of Transportation and was responsible for management of the Kane County Highway Capital Improvement Program as well as supervising 12 professional staff.

Relevant Experience

- » **Phase I Various/Various Studies, District 1, Illinois Department of Transportation:** Steve served as the Project Manager responsible for project management, administration and oversight for engineering and environmental studies and public involvement for various Highway Safety Improvement Program projects within the 6-county area in northeastern Illinois. Projects have included intersection and route improvements, culvert replacement and reconstruction projects and specialty route, topographical and tree surveys.
- » **Stearns Road - Fox River Bridge (Contract 4) New Corridor and Bridge Construction, Elgin, Illinois, Kane County Division of Transportation:** As Project Manager, Steve managed the preparation of plans, specifications and estimates for the largest County-led project ever in Illinois (outside of Cook County) in an expedited 11-month schedule which included public involvement, IDNR and USACOE permits, property acquisition, and bridge aesthetics on a major river bridge project. The project included design of a 5-span 1200' bridge, 2 miles of new alignment (concrete pavement), a new signalized intersection on State system, and two separately-let adaptive management plans (advance environmental mitigation sites). Additional Type, Size and Location studies were required that saved client approximately \$1.5M. Steve also led this team to complete all remaining Phase I deliverables within the same accelerated schedule which included establishing new bike path logical termini, bridge type selection and renderings, value engineering studies, intersection design study and a public hearing.
- » **Weber Road Reconstruction, Romeoville, Illinois, Illinois Department of Transportation:** Steve currently serves as the Project Manager for this project that involves Phase II design services for a 1 mile section of Weber Road from just south of Normantown Road to 135th Street/Romeo Road. This project requires close coordination with Will County (who will be funding construction) and the Village of Romeoville, along with the adjacent designer responsible for the I-55 Weber interchange (Diverging Diamond) reconstruction. In addition to the widening and reconstruction of Weber Road, the project includes the design of a multi-use path, a retaining wall, and noise walls. Additional coordination with the US Army Corp of Engineers is needed to secure a 404 permit for future work being conducted within the



Lake Street Streetscape, Resurfacing and Utility Projects (RFP# 16-100)

PROJECT MANAGER



Firm:
Thomas Engineering Group, LLC



Experience: 23 years



Education: M.S., Public Administration, University of Illinois at Chicago
B.S., Civil Engineering, Bradley University



Professional Registrations:
Professional Engineer: Illinois, 1996 (#062-050829)



Professional Affiliations:
Transportation Research Board Panel Member



Project Availability: 75%

Lily Cache Slough. Individual responsibilities include all elements of project budget and schedule management.

- » **Longmeadow Parkway Corridor, Kane County Division of Transportation:** As Project Manager, Steve oversees this project that involves the completion of Phase I studies for the entire Longmeadow Corridor including the new bridge over the Fox River. Phase II work includes the preparation of plans, specifications and estimates for the easternmost 1-mile section of the proposed new alignment Longmeadow Parkway (total 6.5 miles). Design section includes plan preparation for new roadway alignment and two high-volume intersections at Randall and Huntley Roads.
- » **Kirk Road and Fabyan Parkway Intersection Improvement, Batavia, Illinois, Kane County Division of Transportation:** Steve served as the Project Manager for this project that involved Phase I engineering studies, environmental survey and public involvement to identify capacity and safety improvement for the major arterial intersection. Work included preparation of an intersection design studies, alternative analysis, access, crash and capacity analyses, oversight of preparation of a location drainage study and preparation of a project development report.
- » **I-74 at I-155 Interchange Reconstruction, Morton, Illinois, Illinois Department of Transportation:** As Project Manager, Steve was responsible for preliminary engineering services and overseeing the Context Sensitive Solutions (CSS) public involvement process for the reconstruction of a system interchange (I-74 @ I-155) and an adjacent service interchange (I-74 at Morton Avenue). The estimated construction cost is \$90M.
- » **IL 56 (Butterfield Road) from IL 59 to Naperville Road, Dupage County, Illinois, Illinois Department of Transportation:** Steve served as Project Manager. Thomas provided preliminary engineering services (Phase I) for a 6.2 mile section of add-lanes reconstruction which included accident, capacity and geometric studies as well as full environmental studies (ECAD) including mitigation efforts in hazardous waste, 4(f) properties, and wetlands. Project deliverables included eight (8) Intersection design Studies, programmatic 4(f) impact resulting in a de minimis finding, a location drainage study and a combined design report. The estimated construction cost for this project is \$56M.
- » **Division of Rail - Chicago Region Environmental and Transportation and Efficiency Program (Create) P-3 Project; 75th Street Flyover Bridge, Chicago, Illinois, Illinois Department of Transportation:** As Project Manager, Steve was responsible for preliminary engineering services, including preparation of a design report, determination of ROW needs, environmental assessment (EA), track alignment, signal layout, bridge closure studies, staging plans, bridge condition reports, structure reports and type, size and location drawings and cost estimates. The estimated construction cost is \$120M. The estimated construction cost is \$120M.
- » **87th Street and Woodward Avenue Intersection Improvement, Woodridge, Illinois, Dupage County Division of Transportation:** Steve served as Project Principal. Project included Phase I engineering studies, environmental survey and limited public involvement to identify capacity and safety improvement for the major arterial intersection. Project construction cost estimated at \$3.2M.



PROJECT ENGINEER



Firm:
Thomas Engineering Group, LLC



Experience: 12 years



Education: B.S., Agricultural Engineering, University of Illinois at Urbana-Champaign
Civil Engineering Program, University of Wales, UK



Professional Registrations:
Professional Engineer: Illinois, 2006 (#062-059098)
Professional Traffic Operations Engineer: Institute of Transportation Engineers (#3307)



Professional Affiliations:
Engineers Without Borders
Institute of Traffic Engineers



Project Availability: 90%

Curtis Cornwell, PE, PTOE

Mr. Cornwell is experienced in roadway planning, public involvement, design, traffic analysis, and construction. He is familiar with many transportation software packages including MicroStation, GEOPAK Road, AutoCAD, HCS 2000, Synchro, SimTraffic, and AutoTURN as well as MS Office & Microsoft Project. He is well versed in the geometric development and analysis of complicated intersections including roundabouts. Curtis has been acted as the Project Engineer for several large Phase I and Phase II jobs for various clients.

Relevant Experience

- » **Weber Road Reconstruction, Romeoville, Illinois, Illinois Department of Transportation:** Currently serving as Project Engineer and Client Liaison. This project involves complete Phase II design services for a one-mile section of Weber Road from just south of 135th Street/Romeo Road to Normantown Road. This project requires close coordination with Will County (who will be funding construction) and the Village of Romeoville, along with the adjacent designer responsible for the I-55 Weber interchange (Diverging Diamond) reconstruction. In addition to the widening and reconstruction of Weber Road, the project includes the design of a multi-use path, a retaining wall, and noise walls. Additional coordination with the US Army Corp of Engineers is needed to secure a 404 permit for future work being conducted within the Lily Cache Slough.
- » **Phase I Various Locations, Region 1, Illinois Department of Transportation:** As Project Engineer and Client Liaison, Curtis is working directly with IDOT Programming In-House staff. Responsibilities include engineering, environmental studies and public involvement for various Phase I projects. Task Orders initiated through this project have included: intersection and route improvements, culvert replacements, Highway Safety Improvements (HSIP), topographical & tree surveys and ADA inspection. Multiple projects under this contract have been processed as Categorical Exclusions.
- » **87th Street and Woodward Avenue, Woodridge, Illinois, DuPage County Division of Transportation:** Served as Project Manager. This project included Phase I engineering studies, environmental survey and public involvement to identify capacity and safety improvements for a major arterial intersection. Work included preparation of an intersection design study, alternatives analysis, access improvements, crash and capacity analyses, location drainage studies and preparation of a project development report. Project construction cost is estimated at \$3.4M.
- » **I-94 and I-294 Ramp Reconstruction, Illinois State Toll Highway Authority:** Served as Civil Engineer. This project included Phase II and Phase III engineering services required for the preparation of contract plans, specifications, and estimates, project-related permits, construction inspection, and project management services for selected ramp reconstruction projects along the Tri-State Tollway in Cook and Lake Counties, IL.
- » **I-94 and I-294 Ramp Reconstruction, Illinois State Toll Highway Authority:** Served as Civil Engineer. This project included Phase II and Phase III engineering services required for the preparation of contract plans, specifications, and estimates, project-related permits, construction inspection, and project management services for selected ramp reconstruction projects along the Tri-State Tollway in Cook and Lake Counties, IL.
- » **Longmeadow Parkway Corridor, Kane County Division of Transportation:** As Civil Engineer, Curtis provided recommendations based on the value engineering study for Phase I addendum and Phase II contract plans. Phase II work includes the preparation of plans, specifications and estimates for the westernmost 1-mile section of the proposed



Lake Street Streetscape, Resurfacing and Utility Projects (RFP# 16-100)

PROJECT ENGINEER



Firm:
Thomas Engineering Group, LLC



Experience: 12 years



Education: B.S., Agricultural Engineering, University of Illinois at Urbana-Champaign
Civil Engineering Program, University of Wales, UK



Professional Registrations:
Professional Engineer: Illinois, 2006 (#062-059098)
Professional Traffic Operations Engineer: Institute of Transportation Engineers (#3307)



Professional Affiliations:
Engineers Without Borders
Institute of Traffic Engineers



Project Availability: 90%

new alignment of Longmeadow Parkway (total 6.5 miles). Design section includes plan preparation for new roadway alignment and two high-volume intersections at Randall and Huntley Roads. Overall cost anticipated to be approximately \$100M.

- » **Kirk Road and Fabyan Parkway Intersection Improvement, Batavia, Illinois, Kane County Division of Transportation:** Curtis served as the Civil Engineer. Project included Phase I engineering studies, environmental survey and public involvement to identify capacity and safety improvement for the major arterial intersection. Work included preparation of an intersection design studies, alternative analysis, access, crash and capacity analyses, oversight of preparation of a location drainage study and preparation of a project development report. Project construction cost estimated at \$9M.
- » **Riverwoods Road and Everett Road Roundabout, Lake County Division Of Transportation:** Curtis served as Project Engineer. The alternatives analysis of this CMAQ-funded project focused on the evaluation and comparison of a traffic signal and a roundabout. Specific tasks included traffic analyses, evaluation of impacts to environmental resources, preliminary design, and cost estimates. The public involvement utilized Context Sensitive Solutions (CSS). The key component of the project was to maintain traffic during the construction of the roundabout.
- » **I-80 Lane Additions And Bridge Widening, Illinois Department of Transportation:** As Project Engineer, Curtis completed design plans for improvements along I-80 from US 30 to US 45 in Will County. The purpose of the project was to improve safety and capacity along I-80 by adding a third lane in each direction and replacing the existing grass median and ditch with new shoulders, a variable height Jersey barrier with pavement warping, and a closed drainage system. Because of the high traffic volumes, two lanes of traffic were maintained at all times on I-80 during construction.
- » **Randall Road Improvements, Mchenry County Highway Department:** Curtis served Project Engineer. Phase I services for the widening/upgrading of 3.5 miles of Randall Road from County Line Rd to Ackman Rd were provided for this project. The study identified a comprehensive solution that addresses the community needs complying with Federal Aid guidelines, utilizing a CSS approach, and integrating project goals and NEPA guidelines. Tasks included traffic analysis, environmental, drainage, funding, alternative analyses, preliminary design, documentation, public involvement, and access/incident management plans. As the project engineer, developed preliminary geometry for multiple innovative intersection designs that included Continuous Flow Intersections, Paraflow Intersections, and Green-T Intersections.
- » **Chicago Avenue Rehabilitation, City of Chicago, Illinois:** Curtis served as Project Engineer for this project where Phase II widening and intersection improvements for the reconstruction of Chicago Avenue completed. Phase II responsibilities included the development of PS&E's for 5 miles of widening, utility coordination, resurfacing, signalization, lighting, landscaping, A.D.A. upgrades, and MOT for 19 intersections along the 4-lane urban roadway.
- » **Madison Street Roundabouts, Village of Burr Ridge, Illinois:** Curtis served as Project Engineer. The project consisted of Phase I engineering and preliminary design for roadway and bicycle improvements at three consecutive intersections at Joliet Road, 79th Street, and 83rd Street. Alternatives included roundabout, traffic signal, and no-action. This study complied with the Federal Aid guidelines and was processed through IDOT BLRS. Significant stakeholders included IDOT, DuPage County, and the Village of Willowbrook. The project was also presented to the DuPage Mayors & Managers Conference and was selected as a demonstration project and subsequently awarded funding through STP.



ROADWAY



Firm:
Thomas Engineering Group, LLC



Experience: 13 years



Education: B.S., Civil
Engineering, Bradley University



Professional Registrations:
Professional Engineer: Illinois,
2008 (#062-061311)
ISI Envision™ Sustainability
Professional (ENV SP)



Professional Affiliations:
American Society of Civil
Engineers
American Council of
Engineering Companies (ACEC)
IL – Public Transportation
Committee



Project Availability: 80%

Kevin VanDeWoestyne, PE, ENV SP

Mr. VanDeWoestyne is a Principal/Project Manager with over 13 years of experience involving municipal and highway/roadway design and construction. Mr. VanDeWoestyne has extensive supervisory experience and knowledge in roadway and bridge construction and rehabilitation, bituminous and concrete paving, earth excavation, drainage, structural construction, landscaping, lighting, and traffic signalization. His responsibilities include planning, design, construction observation and documentation of urban roadway and bridge resurfacing and reconstruction projects.

Relevant Experience

- » **2010-2011 CDBG Galena Street Reconstruction and Streetscape, City of West Chicago, Illinois:** Served as Project Manager and Design Engineer for this \$0.5M urban streetscape, roadway improvement, and alley pavement reconstruction project that consisted of area wide improvements to Galena Street located in the heart of downtown West Chicago. The project involved the following elements: roadway and pedestrian lighting, decorative brick pavers, pavement reconstruction, new curb, water and sewer infrastructure, residential services, pavement markings, parking facilities, and the full range of streetscape amenities to enhance the Business District appearance and pedestrian impression.
- » **2015-2016 St. John Street Reconstruction Project, City of Elgin, Illinois:** Served as Project Manager for an 11 block residential street and utility rehabilitation/reconstruction project for a neighborhood constructed in the 1800s that Thomas provided preliminary and final design engineering services for. The project scope included subgrade and underdrain improvements, full roadway reconstruction, drainage and storm sewer improvements, sidewalk and curb ramp replacement in accordance with PROWAG requirements, sanitary sewer lining and service repairs, localized sanitary sewer point repairs, and replacement of approximately mile of water main.
- » **CDBG Clayton Street Reconstruction Project, City of West Chicago, Illinois:** Served as Office Manager and Designer for this project that involved urban reconstruction and beautification improvements such as pavement removal, storm sewers, drainage structures, sanitary sewer, sanitary service connections, water main, water main quality storm sewers, water service connections, curb and gutter, full-depth bituminous pavement, resurfacing with binder and surface courses, construction of PCC sidewalks and driveways, curb ramps, street lighting, and parkway landscaping.
- » **Washington Street PCC Restoration Project, City of West Chicago, Illinois:** Served as Project Manager and Resident Engineer for this \$1.1M STP funded PCC pavement reconstruction project located on a major thoroughfare in the City of West Chicago. Planning efforts included preparing a Life Cycle Cost Analysis of several different pavement maintenance and rehabilitation strategies which subsequently led to TEG initiating an Experimental Feature Work Plan. Thomas procured FHWA and IDOT Bureau of Materials and Physical Research (BMPR) approval of the Work Plan, resulting in Federal funding of experimental features. The project spanned nearly 2 miles between IL Route 59 and IL Route 38 and consisted of over 600 Class B patches and a variety of experimental features such as; profile diamond grinding, partial depth patching, load transfer device retrofitting and concrete joint sealing.
- » **2011 South Aurora Street Relocation Project, Canadian National Railway, City of West Chicago, Illinois:** Served as Project Manager for this \$330K urban roadway relocation and reconstruction project that improved safety and eliminated an at-grade



Lake Street Streetscape, Resurfacing and Utility Projects (RFP# 16-100)

ROADWAY



Firm:
Thomas Engineering Group, LLC



Experience: 13 years



Education: B.S., Civil
Engineering, Bradley University



Professional Registrations:
Professional Engineer: Illinois,
2008 (#062-061311)
ISI Envision™ Sustainability
Professional (ENV SP)



Professional Affiliations:
American Society of Civil
Engineers
American Council of
Engineering Companies (ACEC)
IL – Public Transportation
Committee



Project Availability: 80%

Canadian National Railway (CN) crossing on South Aurora Street. Project included new concrete pavement, curb and gutter, storm sewer, Best Management Practice mechanical stormwater structures, new watermain installation, and alley reconstruction.

- » **Schmale Road Water Main, Village of Carol Stream, Illinois:** Kevin served as Project Manager. This project involved Phase I design study of the \$1.7M Schmale Road Water Main Replacement Project. TEG's scope of services consisted of alternatives analysis and determination of the preferred alignment for removal and replacement of approximately 3,360 feet of old 10" and 12" deteriorated water main with poly-wrapped ductile iron water main along with new valves and hydrants on Schmale Road (DuPage CH 36) between St. Charles Road (DuPage CH 7) and Geneva Road. In addition, there were two alternates with the Schmale Road Water Main Replacement Project. Alternate A consisted of removal and replacement of approximately 1,350 additional feet of 10" and 12" cast iron pipe with poly-wrapped ductile iron water main and new valves and hydrants on Schmale Road between St. Charles Road to North Avenue (IL Route 64). Alternate B consisted of removal and replacement of approximately 2,730 feet of 8", 10" and 12" cast iron pipe with poly-wrapped
- » **Chicago Avenue Streetscape, Village of Oak Park, Illinois:** Served as Project Manager, Designer, and Resident Engineer for this \$2.8M locally funded project that included 0.5 miles of urban streetscape, roadway improvement, and alley reconstruction. The project involved roadway and pedestrian lighting, brick pavers, street pavement, parking facilities, irrigation, water and sewer infrastructure, pavement markings, street furniture and the full range of streetscape amenities to enhance the Business District appearance and pedestrian impression. Decorative elements include curb bump-outs, herringbone clay paver parkway schemes and pedestrian crosswalks, ornamental fencing, raised curb planter wells, ground cover, banner posts, and decorative pedestrian lighting posts.
- » **Madison Street Resurfacing, Village of Oak Park, Illinois:** Served a Project Design Engineer and Resident Engineer for this \$1.5M improvement that included 1.5 miles of urban roadway resurfacing and median streetscaping along the Madison Street corridor. Responsibilities included design and inspection of intermittent replacement of curb and gutter and sidewalk, pavement rehabilitation, drainage structure adjustments, irrigation system replacement, median landscaping, electrical service installation, and temporary and pavement markings.
- » **Division Street and Augusta Street LAPP Resurfacing, Village of Oak Park, Illinois:** Kevin served as the Design Project Manager for this pavement preservation project that consisted of intermittent replacement of curb, sidewalk, driveways, pavement resurfacing, drainage structure adjustments, and pavement markings. Planning efforts included expediting allocation of federal funding with NIPC and IDOT. The estimated construction cost was \$1.7M.
- » **Oak Park Avenue Resurfacing, Village of Oak Park, Illinois:** Served a Resident Engineer for this project that included inspection/documentation, signal modernization, and fiber optic interconnection of 12 signalized intersections along the corridor. Thomas provided contract administration for intermittent replacement of curb and gutter, sidewalk, driveways, drainage structure adjustments, reconstruction, traffic signals, and pavement markings. A unique component of this project included comprehensive sewer inspection and rehabilitation of existing brick sewer infrastructure.



ROADWAY



Firm:
Thomas Engineering Group, LLC



Experience: 13 years



Education: B.S., General Engineering, University of Illinois at Urbana-Champaign



Professional Registrations:
Professional Engineer: Illinois, 2008 (#062-061268)
Project Management Professional: 2016 (#1891176)

Professional Affiliations:
American Council of Engineering Companies (ACEC) IL – ISTHA Committee, Advertising Director, Transportation & Development Institute



Illinois Road and Transportation Builders Association (IRTBA) – Will County Cooperative Committee

Will County Governmental League – General Member

Gamma Epsilon General Engineering Honor Society



Project Availability: 80%

Brian Pawula, PE, PMP

Mr. Pawula serves as a Project Manager and a QA/QC representative for Phase I and II transportation projects on TEG's Planning and Design team. He has an extensive background in urban and rural highway planning and design including evaluation and development of intersection and interchange design studies, Phase I project reports, public involvement, capacity analyses, signal timing, Phase II preparation of plans, specifications, and estimates, right of way plans and plats, stage construction, and complex maintenance of traffic plans. During his time in the industry, he has also worked on Phase III projects and, consequently, understands the importance of consulting with TEG's Phase III staff on a regular basis for their constructability knowledge and experience.

Relevant Experience

- » **Kirk Road and Fabyan Parkway Intersection Improvement, Batavia, Illinois, Kane County Division of Transportation:** Following the successful completion of the Phase I portion of this project, the client selected TEG again to perform the Phase II portion. Brian served as Project Manager for this intersection of two KDOT-owned and maintained Strategic Regional Arterials that was widened and reconstructed. Improvements included channelization with the addition of dual left turn lanes and through / right turn lanes or right turn lanes on both Fabyan Parkway and Kirk Road. Traffic signal modernization and a curb and gutter closed drainage system were additional highlights of the improvement. The existing shared use path was reconstructed and extended.
- » **Longmeadow Parkway Corridor, Kane County Division of Transportation:** Brian served as Project Engineer (Phase I), Project Manager (Phase II), and Client Liaison. This project included (1) completion of the Phase I study for this new 6.2-mile east-west corridor which included a new bridge over the Fox River and (2) the Phase II design for the westernmost 1.1-mile design section along this corridor. The three-legged intersections at Huntley/Boyer Road and Randall Road were reconstructed into four-legged intersections with the addition of Longmeadow Parkway on new alignment through a farm field. The design combined an "interim" 2-lane cross section at Huntley/Boyer Road and in the farm field (for future expansion by developers) and the "ultimate" 4-lane section at Randall Road.
- » **Weber Road Reconstruction, Romeoville, Illinois, Illinois Department of Transportation:** Brian served as Project Engineer for this project that involved complete Phase II design services for a one-mile section of Weber Road from just south of 135th Street / Romeo Road to Normantown Road. This project required close coordination with Will County (who funded construction), the Village of Romeoville, and the adjacent designer responsible for the I-55 / Weber Road interchange (diverging diamond) reconstruction. In addition to the widening and reconstruction of Weber Road, the project included the design of a multi-use path, a retaining wall, and noise walls. Additional coordination with the U.S. Army Corps of Engineers was needed to secure a 404 permit for work being conducted in the Lily Cache Slough.
- » **Main Street and Turner Court Rehabilitation Project, City of West Chicago, Illinois:** Brian served as Project Manager and Resident Engineer. This \$300K urban streetscape and resurfacing project along two arterials in West Chicago's downtown included an innovative variable-depth milling and paving process to raise the curb line and reduce the excessive pavement cross slope on one side of the street. This project also included concrete pavement, combination concrete curb and gutter, storm sewer and pipe underdrain, utility adjustments for storm sewer, water main, and various private



Lake Street Streetscape, Resurfacing and Utility Projects (RFP# 16-100)

ROADWAY



Firm:
Thomas Engineering Group, LLC



Experience: 13 years



Education: B.S., General Engineering, University of Illinois at Urbana-Champaign



Professional Registrations:
Professional Engineer: Illinois, 2008 (#062-061268)
Project Management Professional: 2016 (#1891176)



Professional Affiliations:
American Council of Engineering Companies (ACEC) IL – ISTHA Committee, Advertising Director, Transportation & Development Institute

Illinois Road and Transportation Builders Association (IRTBA) – Will County Cooperative Committee

Will County Governmental League – General Member

Gamma Epsilon General Engineering Honor Society



Project Availability: 80%

utilities, detector loop replacement, decorative lighting, and a carefully coordinated maintenance of traffic plan to temporarily allow two-way traffic through City Hall's normally one-way driveways.

- » **CDBG Galena Street Reconstruction and Streetscape, City of West Chicago, Illinois:** Brian served as Project Engineer for this \$500K project that involved urban streetscape, roadway improvement, and alley pavement reconstruction. This project consisted of area wide improvements to Galena Street located in the heart of downtown West Chicago. This project included roadway and pedestrian lighting, decorative brick pavers, removal and replacement of full-depth pavement and curb, water and sewer infrastructure, residential services, utility conflict identification and resolution, improved pavement markings, parking facilities, and a full range of streetscape amenities to enhance the Business District appearance and pedestrian impression. Thomas served as the City's engineering liaison on utility coordination issues providing early notifications and orchestrating set-up meetings with utility companies.
- » **Washington Street PCC Restoration, City of West Chicago, Illinois:** Brian served as Project Engineer for this \$1.1M STP-funded PCC pavement restoration project located on a major thoroughfare in West Chicago. Planning efforts included preparing a Life Cycle Cost Analysis of several different pavement maintenance and rehabilitation strategies which subsequently led to TEG initiating an Experimental Feature Work Plan. TEG procured FHWA and IDOT Bureau of Materials and Physical Research (BMPR) approval of the Work Plan resulting in Federal funding of experimental features. The project spanned nearly 2 miles between IL Route 38 and IL Route 59 and consisted of over 600 Class B patches and a variety of experimental features such as profile diamond grinding, partial depth patching, load transfer device retrofitting, and concrete joint sealing. The project also included the reconstruction of intermittent sidewalk, ADA compliant ramps, curb and gutter, pavement markings, and landscape restoration. Thomas continues to monitor the performance of the experimental features in accordance with the BMPR annual reporting procedures.
- » **Joliet Street LAPP Resurfacing, City of West Chicago, Illinois:** Brian served as Project Engineer for this project that involved preparing and reviewing plans, specifications, and cost estimates in accordance with IDOT District 1 Bureau of Local Roads and Streets policy and the DuPage Mayors and Managers Conference (DMMC) ARRA Project Milestones and Monitoring Schedule. This 2-mile project, which was half-urban and half-rural, included pavement milling, patching, and resurfacing, aggregate shoulder improvements, intermittent replacement of curb and gutter and sidewalk, drainage structure adjustments, detector loops, and temporary and permanent pavement markings. The construction cost was \$580K.
- » **Powis Road LAPP Resurfacing, City of West Chicago, Illinois:** Brian served as Project Engineer for this project where he prepared and reviewed plans, specifications, and cost estimates in accordance with IDOT District 1 Bureau of Local Roads and Streets policy and the DuPage Mayors and Managers Conference (DMMC) ARRA Project Milestones and Monitoring Schedule. Powis Road was a rural 1-mile resurfacing project that included pavement milling, patching, and resurfacing, aggregate shoulder improvements, guardrail improvements, detector loop replacement, and temporary and permanent pavement markings. The construction cost was \$230K.
- » **Arbor Avenue LAPP Resurfacing, City of West Chicago, Illinois:** Brian served as Project Engineer for this project where he prepared and reviewed plans, specifications, and cost estimates in accordance with IDOT District 1 Bureau of Local Roads and Streets policy and the DuPage Mayors and Managers Conference (DMMC) ARRA Project Milestones and Monitoring Schedule. Arbor Avenue consisted of intermittent replacement of curb and gutter, sidewalk, driveways, pavement resurfacing, drainage structure adjustments, reconstruction and rehabilitations, and temporary and permanent pavement markings. The construction cost was \$362K.



WATER/SEWER/UTILITIES



Firm:
Thomas Engineering Group, LLC



Experience: 6 years



Education: B.S., General Engineering, University of Illinois at Urbana-Champaign



Professional Registrations:
Professional Engineer Intern: Illinois, 2008 (#061033947)



Professional Affiliations:
American Public Works Association



Project Availability: 80%

Tomasz Tretowicz

Mr. Tretowicz brings with him over 6 years of municipal experience. He has been mainly involved with capital improvement projects while working for the Village of Oak Park. Tom performed a wide scope of tasks associated with street resurfacing projects, sidewalk replacement program, and water and sewer main improvements. He took on many responsibilities during his time in Oak Park, incorporating roles of a technician, drafter, resident engineer, design engineer, and an inspector. Some of his duties included site surveying, CAD drafting, plan design, construction oversight and inspection as well as utilities coordination, residential coordination and overall project management. In addition to capital improvement projects, Mr. Tretowicz acted as a liaison with private utility companies. He administered permitting and conducted right-of-way restoration inspections.

Relevant Experience

- » **Phase II Street Improvement Project, City of West Chicago, Illinois:** Currently serving as Assistant Design Engineer. Thomas Engineering Group, while currently in charge of the phases I, II, III, of the project has created an overall plan for an extensive roadway rehabilitation plan that includes partial roadway reconstruction, roadway widening, water main replacement, storm sewer improvements, and street lighting design. Still in the design phase, Thomas Engineering Group, in close coordination with City officials developed an overall design scheme to a demanding task of complicated water main relocation along with partial roadway expansion all while trying to minimize the costs. Partial design duties, as an assistant design engineer, included partial storm sewer redesign, structural assessment of manholes and valve vaults. Additionally, new sidewalks were introduced to improve the pedestrian traffic in a high population density area with multiple schools.
- » **Wood Street Reconstruction Project, City of West Chicago, Illinois:** Served as Project Design Engineer. As the primary engineering consultant for the City of West Chicago, Thomas Engineering Group was involved in all the project phases of the Wood Street Reconstruction that included: full-depth roadway rehabilitation and widening, storm sewer relocation and redesign, new street lighting and water main replacement. Phase I was carefully planned to optimize the current roadway conditions that incorporated intensive private utility coordination for power pole relocations and a new gas main expansion. Also, a vital communication with the local community was established to address any issues and concerns related to the construction.
- » **Pomeroy and Brown Street Improvement Project, City of West Chicago, Illinois:** Served as Project Design Engineer. As the primary engineering consultant for the City of West Chicago, Thomas Engineering Group was involved in all the project phases of the Wood Street Reconstruction that included: full-depth roadway rehabilitation and widening, storm sewer relocation and redesign, new street lighting and water main replacement. Phase I was carefully planned to optimize the current roadway conditions that incorporated intensive private utility coordination for power pole relocations and a new gas main expansion. Also, a vital communication with the local community was established to address any issues and concerns related to the construction. Phase II included a thorough examination of existing roadway conditions and the neighborhood impacts. Due to the close proximity to the local Middle School and High School, Wood Street design implemented improvements to the street lighting system. Traffic safety issues were on the top of the priority list. Construction traffic patterns were carefully created to minimize the impacts during schools' drop off/pickup hours.



Lake Street Streetscape, Resurfacing and Utility Projects (RFP# 16-100)

WATER/SEWER/UTILITIES



Firm:
Thomas Engineering Group, LLC



Experience: 6 years



Education: B.S., General Engineering, University of Illinois at Urbana-Champaign



Professional Registrations:
Professional Engineer Intern:
Illinois, 2008 (#061033947)



Professional Affiliations:
American Public Works Association



Project Availability: 80%

- » **Streets Resurfacing Project, Village of Oak Park, Illinois:** The scope of work comprised of HMA resurfacing, full roadway reconstruction, local storm sewer rehabilitation, grinding and resurfacing operations, pavement overlays, eliminating sidewalk tripping hazards and restoration of parkways. Design work included: curb and gutter grading, catch basin/inlet drainage scheduling and allocating, re-profiling roadway cross-sections, designating remove and replacement items in parkway areas.
- » **Design Work, CIP 13-1, Village of Oak Park, Illinois:** Design work included: partial planning, full scope design and construction oversight. Planning consisted of allocating proposed water and combined sewer main, inspecting sewer televising videos and designating proper course of action. Construction implemented proposed water and combined sewer main layouts, utility infrastructure conflicts elimination and roadway reconstruction planning. Construction oversight included material inspection, enforcement of municipal standards and procedures, documentation and records keeping.
- » **Water Main and Sewer Main Improvements, Village of Oak Park, Illinois:** Work included partial phase I determination and full scope phases II and III of the annual water and sewer main improvements. Combined sewer main replacement included removal of existing VCP piping with PVC mains, with pipe sizes spanning from 6 to 24-inch diameters. Design work revolved around optimal cost savings approach, integrating MWRD and IEPA governing guidelines. The scope of work also involved installation of manhole, catch basin, inlet and cleanout structures. Furthermore, combined sewer rehabilitation consisted of existing pipe debris removal followed by cured-in-place pipe lining processes thus eliminating excavation and implementing cost savings. Final portion included roadway reconstruction: combined curb and gutter installation, full depth pavement removal and replacement with HMA, jointed PCC and permeable brick pavers. Work detailed around re-profiling street cross sections in a geometrically constrained environment while fixing former drainage issues.



TITLE/TOPO



Firm:
Thomas Engineering Group, LLC



Experience: 9 years



Education: B.S., Civil Engineering, Purdue University
B.S., Land Surveying and Geomatics Engineering



Professional Registrations:
Professional Engineer: Illinois, 2011 (#062-065116)
Professional Land Surveyor: Illinois, 2012 (#035-003817)



Professional Affiliations:
Illinois Professional Land Surveyors Association



Project Availability: 20%

Christopher DeYoung, PE, PLS

Leading the surveying staff as well as overseeing all surveying activities for the group, Mr. DeYoung is responsible for supervision of surveying staff and budget, subconsultant management, project schedules, and delivery. Along with construction management services, Chris also performs drafting and other design services.

Relevant Experience

- » **Lake Street Streetscape Project and Local Street Capital Improvement Project, Oak Park, Illinois:** Chief Surveyor for this project that included a detailed streetscape topographic survey of Lake Street from Harlem Ave to Euclid Ave. Streetscape survey included buildings (windows, doorways, thresholds, cantilevered signs and overhangs), street lights, all trees and landscaping, all site furniture, utilities in addition to cross-sectional survey. The capital improvement project included surveys of Culyer (Pleasant to Randolph), Highland (Jackson to Madison), Harvey (Jackson to Madison) and Lake Street (Euclid to Austin). Both the Streetscape survey and the Capital Improvement survey included utility inspections of all utilities onsite including water, storm sewer and sanitary sewer. Inspections included creating a photo library of each structure and its condition.
- » **Canadian National Railway Survey, Wcert, City of West Chicago, Illinois:** Chief Surveyor. Project included a complete boundary survey and legal description for over 4,000 feet of railroad property. Project also included research of original Elgin, Joliet and Eastern Railway property and subdivision research of surrounding properties to the Railroad.
- » **St. John Street Reconstruction Project, City of Elgin, Illinois:** Project Surveyor for this 11 block residential street and utility rehabilitation/reconstruction project for a neighborhood constructed in the 1800s.
- » **Gary Avenue, Dupage County, Illinois, K-Plus:** Chief Surveyor. Project included topographical survey for a proposed 3 mile bike path along Gary Avenue beginning at Great Western Trail heading north to Army Trail Road and west along Army Trail Road to Brighton Drive. This topographic survey included the verification and establishment of horizontal and vertical control points, utility inspections of all sanitary and storm sewers, field verification of existing right-of-way, and base mapping of the corridor. Along with the field survey, TEG is responsible for the preparation of a Plat of Highways for the purposes permanent and temporary easements along with the dedication of right-of-way. These include the appropriate legal descriptions for any property conveyed.
- » **Longmeadow Parkway Corridor Construction, Kane County Department of Transportation:** Chief Surveyor. Project includes the completion of Phase I studies for the entire Longmeadow Corridor, including the new bridge over the Fox River. Phase II work includes the preparation of plans, specifications, and estimates for the westernmost 1-mile section of the proposed new alignment Longmeadow Parkway (total 6.5 miles). Design section includes plan preparation for new roadway alignment and two high-volume intersections at Randall and Huntley Roads. Overall cost anticipated to be approximately \$100M. Individual responsibilities include topographical surveying along IL 62 at the new intersection with Longmeadow Parkway.
- » **Various/Various Studies, District I, Illinois Department of Transportation:** Chief Surveyor. Projects to date include: IL 43 (Harlem Avenue) at Cermak Road, IL 43



Lake Street Streetscape, Resurfacing and Utility Projects (RFP# 16-100)

TITLE/TOPO



Firm:
Thomas Engineering Group, LLC



Experience: 9 years



Education: B.S., Civil Engineering, Purdue University
B.S., Land Surveying and Geomatics Engineering



Professional Registrations:
Professional Engineer: Illinois, 2011 (#062-065116)
Professional Land Surveyor: Illinois, 2012 (#035-003817)



Professional Affiliations:
Illinois Professional Land Surveyors Association



Project Availability: 20%

(Harlem Avenue) at Archer Avenue, IL 171 Culvert Improvement in River Grove, US 20 Culvert Improvement in Kane County.

- » **Weber Road, District I, Illinois Department of Transportation:** Chief Surveyor. Chris performed a pick-up survey of missing items from original survey due to change in original project scope.
- » **Oak Brook 2014 & 2015 Water Main Design, Village of Oak Brook, Illinois:** Chief Surveyor for the 2014 \$1.2M improvement that consisted of the design and installation of 6,300' of 6", 8" & 10" PVC C-900 water main, twelve connections to existing water mains, 60 residential water service reconnections, 700' of 8" – 24" storm sewer removal and replacement with water main quality pipe, pavement and landscape restoration, and other incidental work. Individual responsibilities included performing a topographic survey for the project. Also, Chief Surveyor in 2015 where topographic survey was performed.
- » **Lombard Transmission Main, Village of Lombard, Illinois:** Chief Surveyor. Preliminary and design engineering services were offered for this \$1.5M project consisting of approximately 8,000 linear feet of 16" poly-wrapped ductile iron water transmission main to provide a direct connection from the Village's Civic Center Reservoir to the South Booster Station. Performed a topographic survey for the proposed transmission main.
- » **Schmale Road Water Main, Village of Carol Stream, Illinois:** Chief Surveyor. This project involved Phase I design study of the \$1.7M Schmale Road Water Main Replacement Project. Responsibilities includes topographic survey of corridor and preparation of 30 easement plats for planned water main location.
- » **Great Western Trail Bridges and Bike Path, Lombard, Illinois, Illinois Department of Transportation and Village of Lombard:** Chief Surveyor and Project Engineer. Project included the construction of three new pedestrian bridges and a bike path along the Great Western Trail in the Village of Lombard. The three bridges were rated for an H-20 loading. The bridges' superstructure consisted of 100' spans of 48" PPC I-Beams and 72" PPC Bulb T-Beams with an 8" reinforced concrete deck. Horizontal layout verification was performed frequently with GPS survey equipment, and earthwork measurements were taken with a total station. Overall cost was approximately \$4.5M.
- » **2013 Resurfacing of Various Streets, Village of Oak Park, Illinois:** Resident Engineer. Project consisted of 10 street locations throughout the Village with a total length of 1.75 miles. Each street repair ranged from a standard mill and overlay to a roadway profile change with all new curb and gutter and driveways. The project included HMA resurfacing, full roadway reconstruction, storm sewer repair/replacement, PCC sidewalk, new drainage structures and adjustments, HMA patching, sanitary spot repair, parkway restoration, and soil stabilization by the use of soil slurry grouting.
- » **Control Point Network Evaluation, City Of West Chicago, Illinois:** Chief Surveyor. Project included the data collection and evaluation of West Chicago's current horizontal and vertical control network. The current network was established in 1998 and since then about half of the monuments have been destroyed.
- » **Route 1 Construction, Will County, Illinois, Illinois Department of Transportation:** Land Surveyor. Project included the new construction and widening of Route 1 and was designed in meters. Individual responsibilities included head of construction layout for the new Route 1 interchange with IL 394.



CONSTRUCTABILITY/STAGING



Firm:
Thomas Engineering Group, LLC



Experience: 24 years



Education: B.S., Civil Engineering, University of Missouri-Rolla



Professional Registrations:
Professional Engineer: Illinois, 1999 (#062-053192)



Professional Affiliations:
American Public Works Association



Project Availability: 25%

Eric Rose, PE

Mr. Rose is a registered professional engineer with over 24 years of experience involving project management and resident engineering for IDOT local agency road and bridge projects, and municipal road, bridge, bike path, streetscape and underground utility improvement projects. He has extensive knowledge in plan preparation, plan reviews, construction administration, construction documentation, construction observation, bridge inspections, multiple agency coordination, and public relations for IDOT and municipal projects, including roadway and bridge reconstruction and rehabilitation, retaining wall construction, box culvert construction, sewer and water main improvements, intersection reconstruction, traffic signal installation, roadway lighting installation and streetscape improvements.

Relevant Experience

- » **East New York Street Reconstruction, Aurora, Illinois, Illinois Department of Transportation and City of Aurora:** Project Manager and Resident Engineer for this \$7M reconstruction that involves a mile long section of New York Street from Welsh Drive to Asbury Drive. The federally funded IDOT local agency project involves the reconstruction of a four lane roadway, with a new four lane PCC pavement and 18' wide landscaped median.
- » **Galena Boulevard & New York Street Sewer Separation, and Lake Street & River Street Two Way Conversions, Aurora, Illinois, City of Aurora:** Project Manager for the \$4M sewer separation and roadway rehabilitation from Root Street to Smith Street. The project consisted of installation of 10,563 feet of storm sewer with sizes ranging from 12" to 48" diameter, drainage structures, spot repair of sanitary sewer, water main adjustments, roadway rehabilitation, pavement striping and parkway restoration. Responsibilities included inspection, documentation, managing a bi-lingual project website, public relations, coordination of utility relocations, and coordination with multiple Public Works departments. Also, the Project Manager for the Two Way Conversions project that included a \$3M signal modification. The conversion projects consisted of converting these four streets from one way to two way streets. The project included signal installation and modifications, interconnect system improvements, roadway widening, roadway rehabilitation, bike lane construction, concrete barrier median installation to separate traffic from bicyclists, streetscape improvements, sidewalk removal and replacement, pavement marking, signage, and landscaping.
- » **Kirk Road and Fabyan Parkway Intersection Reconstruction, Batavia, Illinois, Kane County Division Of Transportation:** Served as Lead Constructability Reviewer. This intersection of two KDOT-owned and maintained Strategic Regional Arterials was widened and reconstructed. Improvements included channelization with the addition of dual left turn lanes and through / right turn lanes or right turn lanes on both Fabyan Parkway and Kirk Road. Traffic signal modernization and a curb and gutter closed drainage system were additional highlights of the improvement. The existing shared use path was reconstructed and extended. Responsibilities included development of MOT and staging, and constructability review of plans and special provisions.
- » **Longmeadow Parkway Corridor, Kane County Division of Transportation:** Served as Lead Constructability Reviewer. This project included Phase II design for the westernmost 1.1-mile design section. Responsibilities included development of MOT and staging, and constructability review of plans and special provisions.



Lake Street Streetscape, Resurfacing and Utility Projects (RFP# 16-100)

CONSTRUCTABILITY/STAGING



Firm:
Thomas Engineering Group, LLC



Experience: 24 years



Education: B.S., Civil Engineering, University of Missouri-Rolla



Professional Registrations:
Professional Engineer: Illinois, 1999 (#062-053192)



Professional Affiliations:
American Public Works Association



Project Availability: 25%

- » **Weber Road Reconstruction, Romeoville, Illinois, Illinois Department of Transportation:** Served as Lead Constructability Reviewer. This project involved complete Phase II design services for a one-mile section of Weber Road from just south of 135th Street / Romeo Road to Normantown Road. In addition to the widening and reconstruction of Weber Road, the project included the design of a multi-use path, a retaining wall, and noise walls. Responsibilities included development of MOT and staging, and constructability review of plans and specifications.
- » **Virginia Streetscape Improvements, City Of Crystal Lake, Illinois:** Served as Project Manager for this project that involved roadway and streetscape improvements to 2 miles of US 14 (Virginia Street). The project included sidewalk and curb & gutter removal and replacement, parking lane construction, specialty pavement, decorative crosswalks at all intersections, filling sidewalk vaults, irrigation system, trees and planters, decorative lighting system, street furnishings, upgrading ramps to current ADA standards.
- » **Sheridan Road Improvements, City of Evanston, Illinois:** Served as Project Manager and Resident Engineer. This project involved the reconstruction of 1.5 miles of Sheridan Road through Northwestern University. Sheridan Road was reconstructed from Emerson Street to Burnham Place.
- » **Sheridan Road Improvements, Wilmette, Illinois, Illinois Department of Transportation:** Served as Project Manager and Resident Engineer. Sheridan Road was reconstructed to provide two 11-foot wide through lanes, a 10-foot wide bi-directional center turn lane, and two 4.5-foot bike lanes including the gutter section. Scope of work for the reconstruction of these 2.6 miles involved pavement reconstruction; decorative retaining wall construction; replacement of all underground utilities including storm sewers, water main, and sanitary sewer; boring and jacking 36" & 42" RCCP storm sewer under roadways; three signalized intersections; installation of roadway lighting; and streetscape improvements.
- » **ADA Ramp Program, City of Chicago, Illinois:** Served as Project Manager for the construction of over 2,000 ADA compliant ramps in the Chicago Loop, as well as, the Far North, Near North, Near South, and Far South Areas within the City. The project required pedestrian traffic control, roadway traffic control, sidewalk removal, new concrete ADA sidewalks and tiles, curb and gutter replacement, HMA resurfacing and pavement markings. The project involved survey, ramp design, oversight, coordination, and management of 17 inspectors, including 3 sub consultants.
- » **North Avenue Streetscape - Leavitt Street to Wolcott Avenue, City of Chicago, Illinois :** Served as Project Manager. The project included sidewalk and curb & gutter removal and replacement, partial pavement reconstruction, bituminous resurfacing, specialty pavement, stamped asphalt at crosswalks and intersections, filling sidewalk vaults, irrigation system, trees and grates, lighting system, street furnishings, upgrading ramps to current ADA standards.
- » **Lawrence Avenue Streetscape - Keating Avenue to Elston Avenue, City of Chicago, Illinois:** Served as Project Manager. The project included sidewalk and curb & gutter replacement, resurfacing, side street bump-outs, filling sidewalk vaults, irrigation system, trees and grates, street furnishings, upgrading ramps to current ADA standards. Construction management included construction observation, verification of plan grades for sidewalks and ramps for ADA compliancy, verification of field layout and staking by contractor, documentation, administration of contract modifications and pay estimates, utility coordination, and coordination with multiple City departments.
- » **Irving Park Streetscape - Tripp Avenue to Pulaski Road, City of Chicago, Illinois:** Project Manager for this project that included sidewalk and curb & gutter removal and replacement, retaining wall construction, bituminous resurfacing, installation of side street bump-outs, filling sidewalk vaults, installation of trees and grates, installation of street furnishings, upgrading ramps to current ADA standards.



TREES



Firm:
Thomas Engineering Group, LLC



Experience: 10 years



Education: B.S., Fine Arts,
Eastern Illinois University



Professional Registrations:
ISA Certified Arborist: (IL-9190A)
ISA Traq Certified, Tree Risk Assessment Qualified



Professional Affiliations:
International Society of Arboriculture



Project Availability: 40%

Stephen VanDeveer

Mr. VanDeveer is an ISA certified arborist with phase I and phase III experience in the arboriculture field. He has over 10 years of experience involving vegetation management, tree surveys, roadway, bridge, and utility construction. Steve has specialized experience and training in root protection and tree health maintenance during construction. As a construction inspector, he also has experience with utility construction and maintenance, HMA and WMA pavement, PCC pavement, pavement patching, PCC and latex concrete bridge deck construction, steel and concrete bridge beam repairs, bridge substructure construction and repairs, precast pedestrian tunnel installation, concrete box culvert installation and repairs, earth excavation, trench backfill, furnished excavation, PCC sidewalk, stamped / dyed concrete sidewalk, curb and gutter, guardrail, striping, and traffic control and protection.

Relevant Experience

- » **Various Maintenance Construction Engineering/Erosion And Sediment Control Landscape Architecture for Various Projects, District 1, Illinois Department of Transportation:** Currently serving as Project Manager and Arborist. Responsibilities included assisting IDOT landscape architects, technicians, and erosion and sediment control specialists on various roadside construction and maintenance projects throughout District 1. Under negotiated work orders, individual responsibilities included providing review and input on erosion and sediment control and landscape restoration on various contracts during contract development, attending preconstruction meetings and progress meetings for various maintenance and construction projects, field inspecting and preparing work orders, creating erosion and sediment control reports, inspecting plant materials, and producing construction documentation.
- » **Longmeadow Parkway Corridor Tree Survey, Kane County Division of Transportation:** Served as Field Technician and Arborist. This project included identifying, tagging, and assessing the health of all trees through the proposed 6 mile corridor, including areas of Kane County Forest Preserve and along the Fox River. This corridor contained approximately 5,000 trees to be surveyed. Additional duties included a follow up GPS survey to pick up the station and offset of landscaped trees.
- » **Phase I, Various/Various Studies, District 1, Illinois Department of Transportation:** Serving as Arborist. Performed Tree Surveys on the following projects to date: IL 171 at 95th Street - surveyed 1,195 trees on site in terms of size, health, and species for HSIP intersection improvement project in unincorporated Cook County near Lemont. IL 171 at Culvert just north of North Avenue (IL 64) - surveyed approximately 40 trees in terms of size, health, species for HSIP culvert replacement and safety project River Grove.
- » **Great Western Bridges and Bike Path, Lombard, Illinois, Illinois Department of Transportation:** Served as Field Technician for this \$4.5M project that included the construction of three new pedestrian bridges and a bike path along the Great Western Trail in the Village of Lombard. The three bridges were rated for an H-20 loading. The bridges' superstructure consisted of 100' spans of 48" PPC I-Beams and 72" PPC Bulb T-Beams with an 8" reinforced concrete deck. Substructures varied from MSE wall, H-Piling, aggregate column ground stabilization, reinforced concrete abutments and wing walls, sheet piling with tieback, and geosynthetic reinforced soil abutments. The project also included architectural features such as concrete form liners, 3-part staining, colored concrete, and architectural trail lighting. Approximately 2,000' of asphalt and



Lake Street Streetscape, Resurfacing and Utility Projects (RFP# 16-100)

TREES



Firm:
Thomas Engineering Group, LLC



Experience: 10 years



Education: B.S., Fine Arts,
Eastern Illinois University



Professional Registrations:
ISA Certified Arborist: (IL-9190A)
ISA Traq Certified, Tree Risk Assessment Qualified



Professional Affiliations:
International Society of
Arboriculture



Project Availability: 40%

aggregate trail was constructed for the bridges, which was placed upon embankments built with furnished excavation and borrow excavation. Borrow excavation was obtained from locations within the Village to help expand storm water detention volumes. Horizontal layout verification was performed frequently with GPS survey equipment, and earthwork measurements were taken with a total station.

- » **Thornton's Phase I Development and West Frontage Road Improvement, Bluestone Development, Village of Channahon, Illinois:** Served as Resident Technician. The Bluestone Development is a 13 acre commercial site located at the northwest corner of the US Route 6/Interstate 55 interchange and consists of the planned unit development of a Thornton's gas station, convenience store, business outlots, and realignment of the NW Frontage Road. Our role was to provide overall monitoring of construction activities and to serve as the Owners Representative to the Village of Channahon for the Thornton's Phase I Development and West Frontage Road Improvement. TEG performed construction inspection of all site utilities including water main, sanitary sewer, storm sewer, and street lighting, and all US Route 6 and West Frontage Road roadway improvements including 0.4 miles of new combination concrete curb and gutter and 10" PCC Jointed Pavement. A key element included the installation of a cast-in-place retention vault for underground stormwater detention.
- » **2015 Joliet Eastside and Westside Wastewater Treatment Plant Final Clarifiers Repainting Project, City of Joliet, Illinois:** Served as Resident Technician. Responsibilities for this project included construction inspection for the repainting of Tanks 4,5,and 6 at the Eastside Wastewater Treatment Plant, and blasting and coating of three 100 ft. diameter steel clarifiers known as Tanks 1,3, and 4 at the Westside Wastewater Treatment Plant. This included all of the submerged and non-submerged steel on tanks 4, 5, and 6 at the East Plant and Tank 1 at the West Plant. Submerged steel was sandblasted to Society for Protective Coatings (SSPC) – SP10 finish and coated with a two coat Temaec coal tar system. Non-submerged steel was spot blasted to a SSPC – SP6 finish, primed, and coated with an Acrylic Polyurethane final coat.
- » **75th Street & Washington Avenue, City of Naperville, Illinois:** Served as Lead Technician. This project was performed as a sub to AECOM. Individual responsibilities included inspection, documentation, and field layout. This \$25M federally funded improvement consisted of the widening and reconstruction of both Washington Street and 75th Street, and the complete replacement of the existing 75th Street bridge over the DuPage River with a 3-span W 24 x 104 steel girder structure, 155'-7 1/2" long. Pedestrian traffic was addressed during this project with the construction of a precast pedestrian tunnel crossing under Washington Street, an extension of the bituminous DuPage River Trail, and installation of new traffic and push-button pedestrian signals, and ADA compliant PCC sidewalks at the intersection of 75th and Washington. Roadway, bridge, and structural items were included.
- » **Sidewalk Upgrade Program, Dupage County Division of Transportation:** Served as Field Technician for this project that included cement sidewalk installation in five different project locations.



DRAINAGE/PERMITTING



Firm:
Thomas Engineering Group, LLC



Experience: 12 years



Education: B.S., Civil Engineering, University of Wisconsin-Madison



Professional Registrations:
Professional Engineer: Illinois, 2007 (#062-059998), Wisconsin (#40180-6), Minnesota (#47011)

Certified Floodplain Manager: (IL-06-00270)

Certified Professional in Erosion and Sediment Control: Illinois, (#7134)



Professional Affiliations:
American Society of Civil Engineers (ASCE)

Engineers Without Borders Illinois Association for

Floodplain and Stormwater Management



Project Availability: 60%

Nicholas Orf, PE, CFM, CPESC

Mr. Orf is a registered professional engineer, certified floodplain manager, and certified professional in erosion and sediment control with over 12 years of experience. He has an extensive background in stormwater management, conveyance, storage design, hydrologic and hydraulic modeling, floodplain and floodway studies, watershed planning, roadway drainage design, municipal and general engineering, environmental engineering, conservation site design, and wastewater conveyance.

Relevant Experience

- » **Shorewood Crossroads Plaza, Shorewood, Illinois, Crossroads Management, LLC:**
Served as Drainage Engineer. Thomas provided Phase II engineering services for a private developer for this site improvement located in western Will County. It is situated in the northwest quadrant of US 52 and IL 59 which is the gateway intersection to the Village of Shorewood. The scope included significant earth excavation, retaining wall removal, drainage improvements including storm sewer and underground detention, new utility connections, and parking lot and pedestrian facility improvements. The new site layout accommodated additions to two existing buildings (one of which had a drive-thru) and one new building. Following the successful completion of the Phase II portion of this project, the client selected Thomas again to perform the Phase III portion.
- » **2015, 2014, 2013 Water Main Projects, Oak Brook, Illinois, Village of Oak Brook:**
Served as Project Manager for this project that involved design and construction engineering services associated with water main improvements in Oak Brook. The purpose of these water main projects was to develop plans for replacement of over 13,100 feet of existing water main which was experiencing frequent breaks and disruptions. TEG assisted the Village with utilizing an innovative and cost effective solution by specifying PVC C-900 water main, as well as addressing a number of localized drainage problems. TEG also assisted the Village with utility notifications, IEPA Water Construction Permit, and DuPage County Division of Transportation Permit.
- » **Weber Road Reconstruction, Romeoville, Illinois, Illinois Department of Transportation:** Serving as Drainage Engineer for this project that involves complete Phase II design services for a one-mile section of Weber Road from just south of 135th Street/Romeo Road to Normantown Road. This project requires close coordination with Will County (who will be funding construction) and the Village of Romeoville, along with the adjacent designer responsible for the I-55 Weber interchange (Diverging Diamond) reconstruction. In addition to the widening and reconstruction of Weber Road, the project includes the design of a multi-use path, a retaining wall, and noise walls. Additional coordination with the US Army Corp of Engineers is needed to secure a 404 permit for future work being conducted within the Lily Cache Slough.
- » **Phase I, Various Locations, Region 1, Illinois Department of Transportation:** Serving as Drainage Engineer and working directly with IDOT Programming In-House staff for this project. Responsibilities include engineering, environmental studies and public involvement for various Phase I projects. Task Orders initiated through this project have included: intersection and route improvements, culvert replacements, Highway Safety Improvements (HSIP), topographical & tree surveys and ADA inspection. Multiple projects under this contract have been processed as Categorical Exclusions.
- » **Longmeadow Parkway Corridor, Kane County Division of Transportation:** Serving as Drainage Engineer for this project that includes the completion of Phase I studies for the entire Longmeadow Corridor, including the new bridge over the Fox River.



Lake Street Streetscape, Resurfacing and Utility Projects (RFP# 16-100)

DRAINAGE/PERMITTING



Firm:
Thomas Engineering Group, LLC



Experience: 12 years



Education: B.S., Civil Engineering, University of Wisconsin-Madison



Professional Registrations:
Professional Engineer: Illinois, 2007 (#062-059998), Wisconsin (#40180-6), Minnesota (#47011)

Certified Floodplain Manager: (IL-06-00270)

Certified Professional in Erosion and Sediment Control: Illinois, (#7134)



Professional Affiliations:
American Society of Civil Engineers (ASCE)

Engineers Without Borders Illinois Association for

Floodplain and Stormwater Management



Project Availability: 60%

Phase II work includes the preparation of plans, specifications, and estimates for the westernmost 1-mile section of the proposed new alignment Longmeadow Parkway (total 6.5 miles). Design section includes plan preparation for new roadway alignment and two high-volume intersections at Randall and Huntley Roads. Overall cost anticipated to be approximately \$100M.

- » **87th Street at Woodward Avenue Intersection Improvement, Woodridge, Illinois, Dupage County Division of Transportation:** Served as Drainage Engineer. This project included Phase I engineering studies, environmental survey and public involvement to identify capacity and safety improvements for a major arterial intersection. Work included an intersection design study, alternatives analysis, access improvements, crash and capacity analyses, location drainage studies and preparation of a project development report. Project construction cost is estimated at \$3.4M.
- » **Kirk Road and Fabyan Parkway Intersection Improvement, Batavia, Illinois:** Served as Drainage Lead. Following the successful completion of the Phase I portion of this project, the client selected Thomas again to perform the Phase II portion. This intersection of two KDOT-owned and maintained Strategic Regional Arterials was widened and reconstructed. Improvements included channelization with the addition of dual left turn lanes and through / right turn lanes or right turn lanes on both Fabyan Parkway and Kirk Road. Traffic signal modernization and a curb and gutter closed drainage system were additional highlights of the improvement. The existing shared use path was reconstructed and extended.
- » **US 34 Corridor Construction, Carman Road to TR 111, Henderson County, Illinois, Illinois Department of Transportation:** Served as Drainage Engineer. This project expanded US 34 from a two-lane rural roadway to a four-lane divided roadway with a portion of the proposed roadway on new alignment. The project included two single-span twin structures that were new waterway crossings. Duties included roadway profile and alignment design; design of the entire highway drainage system; and preparation of plans, specifications, quantities, and estimates. In addition to the two new structures, the drainage system included approximately 100 culverts and more than 24 miles of ditches.
- » **US 30 Reconstruction and Widening, Montgomery and Oswego, Illinois, Illinois Department Of Transportation:** Served as Project Engineer for this project that included drainage design for the widening and reconstruction for 2.8 miles of US 30 from a two-lane rural highway to five- and six-lane suburban highway through Montgomery and Oswego, Illinois. Individual responsibilities included being the lead drainage design engineer of the storm sewer, roadside ditches, in-line detention, bridge hydraulics, and drainage report addendum.
- » **Hampshire Creek Streambank Stabilization, Hampshire, Illinois, Kane County Division of Transportation:** Served as Project Manager and Lead Design Engineer for this project that included the development of a stabilization alternatives analysis and the preparation of construction documents for the streambank stabilization of Hampshire Creek, which was eroding and beginning to undermine and jeopardize Allen Road. The project included stabilization of approximately 1,800 linear feet on each side of the creek and focused on utilizing "green technologies" including vegetated boulder revetment and turf reinforcement mat to protect the roadway while maintaining the natural appearance of the stream corridor. Included detailed hydraulic modeling of the stream system to recommend and design appropriate stabilization techniques for the anticipated flows, velocities, and shear forces.



PHASE I REPORT



Firm:
Thomas Engineering Group, LLC



Experience: 16 years



Education: B.S., Material Science and Engineering, University of Illinois at Urbana-Champaign



Professional Registrations:
Professional Engineer: Illinois, 2007 (#062-060059), Indiana (PE11600096)



Professional Affiliations:
Institute of Transportation Engineers

Illinois Road and Transportation Builders Association (IRTBA)



Project Availability: 50%

James Yuratovac, PE

Mr. Yuratovac has over 16 years of experience leading and managing Phase 1 and 2 Engineering projects with a focus on Traffic and Transportation Engineering. Expertise is in traffic signals, traffic studies, highway/ roadway design engineering and site development. Additionally, Jim has comprehensive knowledge of transportation policy and procedures for state, county and local municipalities. Excellent computer skills including MicroStation/GeoPak, ArcGIS, HCS, Synchro, Microsoft Office and Microsoft Visual Basic.

Relevant Experience

- » **Howard Street Traffic Signal, Evanston, Illinois:** Served as Project Manager. Phase I and II engineering services were provided for the installation of new traffic signal and traffic signal modernization. Design included the replacement of outdated controllers, new mast arms to provide a signal head per lane, traffic signal equipment, installation of video detection and detector loops, LED heads, etc. per CDOT and Evanston standards. Pedestrian countdown signals and ADA compliant crossings were also provided at each intersection to improve the safety of pedestrians and bicyclists.
- » **North Ave /Lake St at I-294/County Line Road, Elmhurst/Northlake, Illinois:** Served as Project Engineer. The project involved planning and design engineering services including the preparation of a regional traffic evaluation and corridor study which investigated the feasibility of adding access from southbound I-294 to eastbound North Ave. The initial effort included traffic counts, an origin-destination study, crash analysis, geometric studies, and operational analysis of the viable design alternatives. In addition to traffic safety and operational impacts, the study evaluated the environmental and socio-economic impacts to the adjacent neighborhoods and to each community as a whole. Community outreach and funding assistance was also provided. Design engineering services included the preparation of intersection design studies, drainage studies, utility coordination, structural design, and the preparation of contract plans and special provisions. Specific design elements included roadways, storm sewers, storm water detention, bridges, retaining walls, traffic signals, and street lighting.
- » **South Arsenal Road at IL Route 53, Wilmington, Illinois:** Served as Project Manager/Engineer. The project involved the preparation of a Traffic Impact Analysis for Joliet Arsenal Development Authority (JADA) who had proposed to develop a 1,076 acre site located just north of South Arsenal Road and east of IL Route 53. Site access was significantly restricted due to the surrounding Midewin National Tallgrass Prairie and the federal legislation that restricts construction of new roads through this National Prairie. Phase I and II engineering services were provided for the City of Wilmington for the widening and installation of traffic signals at the intersection of South Arsenal Road at IL Route 53. The scope of the improvement included widening of the existing 3 lane cross section along South Arsenal Road to provide a 5 lane cross section at the intersection of IL Route 53 (1 right turn lane, 2 left turn lanes and 2 receiving lanes). Auxiliary lanes were also proposed along IL Route 53 including left and right turn lanes to South Arsenal Road and an acceleration lane for northbound IL Route 53. The project required coordination with the Federal Highway Administration (FHWA), Illinois Department of Transportation (IDOT), and the City of Wilmington for permitting related to roadway improvements.
- » **Van Buren Pedestrian Walkway, Naperville, Illinois:** Served as Project Engineer. Preliminary and design engineering services to design a pedestrian walkway on the south side of the Jefferson Street Alley between Washington and Main Street. Although the City anticipated locating a temporary walkway within the easements on



Lake Street Streetscape, Resurfacing and Utility Projects (RFP# 16-100)

PHASE I REPORT



Firm:
Thomas Engineering Group, LLC



Experience: 16 years



Education: B.S., Material Science and Engineering, University of Illinois at Urbana-Champaign



Professional Registrations:
Professional Engineer: Illinois, 2007 (#062-060059), Indiana (PE11600096)



Professional Affiliations:
Institute of Transportation Engineers
Illinois Road and Transportation Builders Association (IRTBA)



Project Availability: 50%

the private property to the south of the alley, ESI proposed an alternative solution which was ultimately accepted by the City. This solution involved an alignment to the north of the alley within existing curbed islands to provide refuge for pedestrians.

- » **Emerson Street/ Ridge Avenue/Green Bay Road Intersection Improvements, Evanston, Illinois:** Served as Project Manager. Multi-phase project providing Phase I and II engineering services for a complex interconnection of roadways serving as the gateway to downtown Evanston and the commercial areas. The intersection of Emerson, Ridge and Green Bay roads occurs under the UPRR Northshore Rail Line and created a bottleneck for pedestrians, bicyclists, transit users and motorists. For the Phase I project, key components of the work included an extensive public outreach program (one on one interviews, advisory committee meetings, 3 public meetings, project website and newsletters, etc.) as well as extensive coordination with local businesses, the UPRR, IDOT, Metra, Pace and Northwestern University. The project required extensive data collection, traffic modeling, development of various alternatives, and preparation of a Project Development Report. The Phase II design services (Plans, Specification and Cost Estimates) for this Federally Funded project addressed a complete reconstruction of this complex intersection including new traffic signals, energy efficient lighting, enhanced pedestrian and bicyclist access, enhanced streetscape, bus drop off zones, water main and sewer reconstruction, drainage improvements and a broad range of infrastructure improvements.
- » **Village Wide Traffic Study, Village of Long Grove, Illinois:** Served as Project Engineer. The purpose of the Village Wide Traffic Study was to look at several traffic concerns all over the Village. These concerns include, but are not limited to, cut through vehicles, congestion, and intersection safety. The traffic study included data collection analysis, community involvement, and report preparation. This study required coordination with Lake County and the IDOT to devise solutions that would promote safety, increase capacity and the flow of traffic throughout the Village. Key project issues included traffic calming studies, modern roundabout evaluations for Robert Parker Coffin Road and Old McHenry Road in historic downtown, signal warrant analysis, capacity analysis, regional traffic studies, and community traffic studies
- » **New Path/Sidewalk Construction, DuPage County Division of Transportation, Illinois:** Served as Project Engineer. Planning and design engineering services were provided for the installation of paths and sidewalk at various locations throughout DuPage County. Existing steep slopes, fire hydrants, floodplains, and right-of-way restrictions are just a few of the features that required great care in evaluating alignment alternatives. Several areas with right-of-way limitations required the introduction of a closed drainage system and retaining walls.
- » **Warrenville Road Roadway Improvements & Bicycle Accommodations, DuPage County Division of Transportation, Illinois:** Served as Project Engineer. Planning and design engineering services were provided for the installation of paths and sidewalk at various locations throughout DuPage County. Existing steep slopes, fire hydrants, floodplains, and right-of-way restrictions are just a few of the features that required great care in evaluating alignment alternatives. Several areas with right-of-way limitations required the introduction of a closed drainage system and retaining walls.
- » **West Lake Avenue and Greenwood Road Intersection Improvements, Village of Glenview, Illinois:** Served as Project Engineer. Project involved Phase I activities including traffic signal warrant analysis, intersection design studies, drainage studies and the preparation of a Project Development Report. The project includes the widening of West Lake Avenue to a three-lane cross-section, modification of pavement geometry, installation of a new ADA compliant sidewalk and bike path, traffic signal installation, pedestrian signal installation, new storm sewer installation. The Project required coordination with FHWA, IDOT and the Village of Glenview as construction will utilize STP and ITEP funding.



ADA/PROWAG



Firm:
Thomas Engineering Group, LLC



Experience: 3 years



Education: B.S., Civil Engineering, Bradley Engineering



Professional Registrations:
Professional Engineer Intern:
Illinois, 2013 (#061-037731)



Professional Affiliations:
American Society of Civil Engineers



Project Availability: 90%

Raciel Ocampo

Mr. Ocampo is a registered Engineer Intern with experience in Phase I and II services. His Phase I experience includes Intersection Design Studies (IDS), Project Reports, Crash Analysis, Alignment Studies and Value Engineering. His Phase II design experience includes plan development of Maintenance of Traffic, Proposed Plan and Profile design, Removals, Pavement Marking, and Signage design. In addition, Raciel is expert in the survey, assessment and design of Americans with Disabilities Act (ADA) compliant features as well as Public Right of Way Accessibility Guidelines (PROWAG) and Complete Streets criteria and implementation.

Relevant Experience

- » **Weber Road Reconstruction, Romeoville, Illinois, Illinois Department of Transportation:** Raciel currently serves as Roadway Engineer for this project that involves complete Phase II design services for a 1 mile section of Weber Road from just south of Normantown Road to 135th Street/Romeo Road. This project requires close coordination with Will County (who will be funding construction) and the Village of Romeoville, along with the adjacent designer responsible for the I-55 Weber interchange (Diverging Diamond) reconstruction. In addition to the widening and reconstruction of Weber Road, the project includes the design of a multi-use path, a retaining wall, and noise walls. Additional coordination with the US Army Corp of Engineers is needed to secure a 404 permit for future work being conducted within the Lily Cache Slough. Individual responsibilities include all day to day tasks related to the development of plans, such as designing the maintenance of traffic, the finalization of the proposed geometry, mainline and side street profiles, pavement marking/signage & removal plans, roadway schedules and earthwork. Other duties include responsibility for the Value Engineering recommendation responses and potential design changes.
- » **Longmeadow Parkway Corridor, Kane County Division of Transportation:** Serves as Traffic Engineer. This project includes completion of Phase I studies for entire Longmeadow Corridor including new bridge over the Fox River. Phase II consists of the design of the maintenance of traffic for a new roadway alignment and two high-volume intersections at Randall and Huntley Roads. Design includes various sub-stages, constructability coordination, temporary drainage, construction typical sections, temporary traffic signal design coordination, etc. Overall corridor construction cost anticipated to be approximately \$105M.
- » **Kirk Road and Fabyan Parkway Intersection Improvement, Batavia, Illinois, Kane County Division of Transportation:** This highly congested intersection involved the need for five years of crash data and Intersection Design Study (IDS). Mr. Ocampo was lead for both components in which a thorough analysis of the crashes was conducted in search for any reoccurring crashes. With the knowledge of his Road Safety Audit, the site was analyzed further to ensure no extra measures were needed. In addition, the IDS was set up and structured with the future traffic and proposed geometric conditions.
- » **87th Street and Woodward Avenue, Woodridge, Illinois, DuPage County Division of Transportation:** Served as Roadway Engineer. Project included Phase I engineering studies, environmental survey and limited public involvement to identify capacity and safety improvement for the major arterial intersection. Individual responsibilities included the preparation of an intersection design studies, alternative analysis, access, crash and capacity analyses, and preparation of a project development report. Project construction cost estimated at \$3.2M.



PRINCIPAL-IN-CHARGE



Firm:
Thomas Engineering Group, LLC



Experience: 25 years



Education: B.S., General Engineering, University of Illinois at Urbana-Champaign



Professional Registrations:
Professional Engineer: Illinois, 1997 (#062-051644), Michigan, 2002 (#6201049027)

Professional Affiliations:
American Society of Civil Engineers (ASCE)

American Council of Engineering Companies (ACEC-IL)

Illinois Road and Transportation Builders Association (IRTBA)



Illinois Society of Professional Engineers (ISPE)

National Society of Professional Engineers (NSPE)

American Public Works Association

The American Road and Transportation Builders Association (ARTBA)



Project Availability: 25%

Thomas Gill

Mr. Gill has over 25 years of experience involving municipal and highway/roadway design and construction. He has extensive knowledge in bridge construction and rehabilitation, bituminous and concrete paving, earth excavation, drainage, structural construction, lighting and signalization. As President of Thomas Engineering Group, LLC, he is responsible for overseeing design & construction projects as the project principal.

Relevant Experience

- » **2010 PTB 155/009, Various Locations, Illinois Department of Transportation:** Project Principal. This contract provided Phase III services to IDOT's field crews. Over 30 projects were assisted in the field by TEG's team. TEG's team also safely collected GPS data for efficient calculations of large removal items (i.e. pavement removal, butt joints, and bituminous material yields) while minimizing disturbance to the public.
- » **PTB 151/025, Various Locations, Illinois Department of Transportation:** Project Principal. This successful contract provided Phase III services to IDOT's field crews. Over 30 projects were assisted in the field by TEG's team. TEG's team also safely collected GPS data for efficient calculations of large removal items (i.e. pavement removal, butt joints, and bituminous material yields) while minimizing disturbance to the public. TEG was the first consultant ever to provide this data for resurfacing and maintenance projects to IDOT. TEG received an EXCELLENT evaluation for this service.
- » **I-90 (Kennedy) Expressway/Ainslie Street Bridge, Chicago, Illinois, Illinois Department of Transportation and Chicago Department of Transportation:** Served as the Resident Engineer for this project that included a \$2.1M IDOT/CDOT bridge reconstruction. Resident Engineering services were provided to the Chicago Department of Transportation (CDOT) for the superstructure replacement and substructure repair of Ainslie Street over I-90 and the Chicago Transit Authority (CTA) tracks. The project consisted of the demolition of the existing deck and beams using nighttime closures on I-90 due to avoid closure during the day. This project was unique in that it involved a cooperative effort between IDOT and CDOT (the design was performed under IDOT supervision, while the construction management was performed under CDOT). Careful attention and adherence to the standards of both agencies were performed.
- » **Diehl Road Resurfacing, Naperville, Illinois, Dupage County Division of Transportation:** Project Principal. This federally funded \$550K project consisted of removing and replacing concrete curb and gutter, pavement patching, reflective crack control, milling, resurfacing, adjusting utility structures, pavement striping and all other incidental items to complete the work on FAU Route 1485 (Diehl Road) from Raymond Drive to west of Winfield Road. This project included median rumble strips and wider edge line pavement striping for safety concerns.
- » **Lee Road & Walters Avenue Jurisdictional Transfer, Village of Northbrook, Illinois:** Project Principal. This \$4.2 million jurisdictional transfer project extended from Cook County to the Village of Northbrook. The project included approximately 1 mile of Lee Road and Walters Avenue from Shermer Road to Waukegan Road. Utility relocations were performed including approximately 3000 feet of 6" gas main. The improvements included temporary pavement, bituminous binder and surface course, sidewalk, curb and gutter, landscaped parkway, water main and storm sewer.



TRAFFIC STUDIES



Firm:
WSP | Parsons Brinckerhoff



Experience: 17 years



Education: Master of Energy Engineering, University of Illinois at Chicago, 2011; B.S., Civil & Environmental Engineering, University of Michigan—Ann Arbor, 1998



Professional Registrations:
Professional Engineer:
Colorado, 2004 (#38536);
Illinois, 2008 (#062.061062);
Indiana, 2012 (PE11200499);
Minnesota, 2012 (50160)
Professional Traffic Operations
Engineer: Institute of
Transportation Engineers, 2006
(#1735)



Professional Affiliations:
Women's Transportation
Seminar (WTS); Institute of
Transportation Engineers



Project Availability: 60%

Jessica Slaton, PE, PTOE

Jessica Slaton is a lead civil engineer with WSP | Parsons Brinckerhoff experienced in transportation engineering, intelligent transportation system (ITS) design and transportation planning. Her transportation engineering experience includes conceptual design, traffic signal warrant analysis, traffic forecasting, and preparation of final construction documents, cost analysis and highway capacity analysis. Jessica's ITS experience includes reviewing and recommending current ITS technologies, ITS infrastructure placement and design, site planning and developing plans, specifications and estimates (PS&E) packages. Her transportation planning experience includes preparing environmental assessments and impact studies, traffic noise impact analysis, alternatives evaluation and public involvement. Jessica recently completed a Master's program in energy engineering from the University of Illinois at Chicago focusing on the dual considerations of energy efficiency and environmental responsibility, thus addressing widespread public concerns over energy prices, energy security, independence from foreign oil, air pollution and global warming. Her main focus is municipal, commercial and industrial energy management and conservation.

Relevant Experience

- » **I-290 Eisenhower Expressway Reconstruction, Mannheim Road to Cicero, Cook County, Illinois Department of Transportation (District One):** served as project engineer for an ongoing Phase I preliminary engineering and environmental study. Responsibilities include verification of interchange operations, deficiencies documentation, and public involvement. This project is also following IDOT's Context Sensitive Solutions process that incorporates public and stakeholder involvement throughout the study process. The process includes the formation a Corridor Advisory Group and Task Force, consisting of the local municipalities, MPO, local transit agencies, and the Federal Transit Agency (FTA) who meet regularly to work through project issues towards the development of a census plan. Transit rail (and transfer stations) bus routes, freight rail, highway, local roads, and multi-use paths all occupy this narrow footprint, each with different needs and requirements. The study involves extensive public outreach, regional transportation demand modeling, traffic microsimulations, intersection design studies, and alternatives development and evaluations in support of the EIS. Operations of vehicular traffic, including heavy vehicles and buses, and pedestrians are being evaluated and accommodations are made to balance the priority for all modes of travel.
- » **Advanced Parking Guidance System, Phase 2, City of Milwaukee Department of Public Works – Milwaukee, Wisconsin:** served as project engineer for the Phase 2 design. Project purpose was to expand the advanced parking guidance system for downtown Milwaukee. The system collects parking availability information from several different parking facilities in the central business district, processes the data, and distributes data to the traveling public using electronic guidance signs and partner agencies via an Internet based interface. System design included fiber routing, sign layout, field inspections, software analysis, and public outreach.
- » **California/Blake Two-way Conversion, City and County of Denver, Denver, Colorado:** project manager and project engineer for the two-way street conversion plans. Tasks included collecting existing data, designing two-way conversion plans, preliminary engineering documents, final engineering documents, and public participation. Working directly with the residents and the local bicycle community helped to make this project a success.



Lake Street Streetscape, Resurfacing and Utility Projects (RFP# 16-100)

TRAFFIC STUDIES



Firm:
WSP | Parsons Brinckerhoff



Experience: 17 years



Education: Master of Energy Engineering, University of Illinois at Chicago, 2011; B.S., Civil & Environmental Engineering, University of Michigan—Ann Arbor, 1998



Professional Registrations:

Professional Engineer:
Colorado, 2004 (#38536);
Illinois, 2008 (#062.061062);
Indiana, 2012 (PE11200499);
Minnesota, 2012 (50160)

Professional Traffic Operations Engineer: Institute of Transportation Engineers, 2006 (#1735)



Professional Affiliations:

Women's Transportation Seminar (WTS); Institute of Transportation Engineers



Project Availability: 60%

» **Larimer Street Pedestrian Improvements, City and County of Denver – Denver, Colorado:** project engineer responsible for creating the removals, design, and signing and striping plans for three signals in the Denver Central Business District. Tasks included managing the existing sign inventory and CAD layout of the intersections and construction traffic control plans (paying particular attention to continuous pedestrian and business access). Also responsible for submitting final design documents including plans, specifications, and cost estimates for the signing, striping, signal design, and construction traffic control elements.

» **Strategic Transportation Plan, City and County of Denver, Denver, Colorado:** transportation engineer for reviewing and incorporating previous studies into the River North Travel shed analysis report. Identified trends of growth, redevelopment, and transportation needs and determined recommendations for transportation improvements throughout the travel shed including pedestrian/bike, safety, access, and intersection improvements. Attended several consultant meetings to keep the client informed of progress and proposed improvements within the travel shed.

Also prepared for and attended STP public meetings to help the community understand the findings and recommendations of the study. A formal report documenting all findings and recommendations was included as a final submittal.

» **Peoples Energy—Accelerated Main Replacement Project:** as resident engineer, Jessica was responsible for daily reporting of construction activities, materials installed and construction safety oversight. She was active in working with Peoples Gas to streamline reporting processes and to determine proper procedures for capturing necessary data from the field.

» **I-290 Eisenhower Expressway Reconstruction, Mannheim Road to Cicero, Cook County, Illinois Department of Transportation (District One):** lead traffic engineer for an ongoing Phase I preliminary engineering and environmental study related to the proposed reconstruction of 9 miles of a multi-modal urban transportation corridor. Responsibilities include interchange operations evaluation, design alternatives evaluation, analysis of and mitigation for construction impacts to surrounding arterial roadway network, and public outreach.

» **87th Avenue Signal Interconnection Project, City of Chicago, Illinois:** as project engineer for the project, she was responsible for plan and specification package preparation and delivery.

» **Central Avenue Connector, Illinois Department of Transportation (IDOT), Chicago, Illinois:** responsible for portions of the traffic analysis, technical writing and impacts to Midway Airport approach surfaces for the Phase I project report. This project involved planning to create a new crossing of the Belt Railway of Chicago's clearing yard and the CSX intermodal yard. The preferred alternative included a long grade-depressed roadway between 63rd Street in Chicago and 79th Street in Burbank.

» **ITS Design Services Upon Request, Illinois State Toll Highway Authority (ISTHA), Northern Illinois:** traffic engineer involved with several of the tasks, which included working to complete PS&E documents for the Jane Addams Memorial Tollway (I-90) remote traffic microwave sensor (RTMS) expansion; construction oversight for installation of RTMS devices as part of the Jane Addams reconstruction near Rockford; strategic planning for proposed Tollway ITS projects; drafting sections of the tollway's ITS Deployment Guide; and development of PS&E documents for weigh-in-motion station installations along the Tri-State Tollway (I-294).

» **U.S. 41 ITS Design, Wisconsin Department of Transportation, Green Bay, Wisconsin:** project engineer providing support on communications design, temporary work zone ITS design, closed circuit television (CCTV) design, vehicle detection design, cost estimating and QA/QC. The project provided preliminary and final design



Lake Street Streetscape, Resurfacing and Utility Projects (RFP# 16-100)

TRAFFIC STUDIES



Firm:
WSP | Parsons Brinckerhoff



Experience: 17 years



Education: Master of Energy Engineering, University of Illinois at Chicago, 2011; B.S., Civil & Environmental Engineering, University of Michigan—Ann Arbor, 1998



Professional Registrations:

Professional Engineer:
Colorado, 2004 (#38536);
Illinois, 2008 (#062.061062);
Indiana, 2012 (PE11200499);
Minnesota, 2012 (50160)

Professional Traffic Operations
Engineer: Institute of
Transportation Engineers, 2006
(#1735)



Professional Affiliations:

Women's Transportation
Seminar (WTS); Institute of
Transportation Engineers



Project Availability: 60%

on U.S. 41 in Winnebago County from State Highway (SH) 26 to Breezewood Lane; and in Brown County from Orange Lane to County Highway (CH) M.

- » **Illiana Corridor Phase I Study, Illinois:** lead traffic engineer on the Phase I study for 45 miles of highway located between Interstate 55 and Interstate 65 through central Illinois. Phase I consisted of evaluation of the environmental impact statement (EIS), environmental studies, geometric studies, interchange design studies at three new system to system interchanges and several service interchanges; drainage design; field surveys, right-of-way plat preparation; and other related Phase I services.
- » **Borman Expressway Fiber Optic Backhaul Replacement, Indiana Department of Transportation (INDOT), Northeastern Indiana:** project engineer responsible for coordinating and finalizing as-built drawings for the ITS equipment installed as part of this design-build contract. Also responsible for managing the survey crew in the GPS inventory of ITS devices and working with the design-build contractor for verification of the construction plans. Collaboration with INDOT on the device annotation and GPS database format were important components to the success of the final submittal.



SUSTAINABILITY



Firm:
WSP | Parsons Brinckerhoff



Experience: 18 years



Education: M.U.P., Urban and Regional Planning, University of Illinois, Urbana-Champaign, 1998

B.A., Middle Eastern History, University of Illinois, Urbana-Champaign, 1995



Professional Registrations:
American Institute of Certified Planners, 2001

Leadership in Energy and Environmental Design (LEED) Accredited Professional, 2004



Professional Affiliations:
American Planning Association (APA); U.S. Green Building Council (USGBC)



Project Availability: 25%

Meg Cederoth, AICP, LEED AP

Meg Cederoth is a supervising urban planner with more than a decade of experience working in the areas of transportation and sustainability planning, land use and international planning. Her expertise includes sustainability strategies for transportation infrastructure projects, new starts transit planning and funding submittals, master planning infrastructure programs, LEED evaluation of infrastructure projects, environmental planning and National Environmental Policy Act (NEPA) documentation, as well as international urban development throughout North Africa and the Middle East. Ms. Cederoth has provided sustainability and LEED training and charrettes to WSP | Parsons Brinckerhoff project and client staff in the U.S., U.K. and United Arab Emirates (UAE). Ms. Cederoth's project management experience includes managing a diverse team of experts, as well as managing tasks for major projects, such as the Masdar Institute of Science and Technology, Anacostia Waterfront Transportation Infrastructure Master Plan, the Lower Georgia Avenue Streetscape Project, and a regional study for the Washington Metropolitan Area Transit Authority (WMATA). Ms. Cederoth is currently developing a sustainable design toolkit for Parsons Brinckerhoff's sustainability practice.

Relevant Experience

- » **Sustainable Urban Infrastructure Guidelines, Chicago Department of Transportation (CDOT), Chicago, Illinois:** project manager coordinating the consultant team and supporting the CDOT streetscape and urban design staff in the development of comprehensive sustainability requirements for all CDOT infrastructure. In addition to project management, she is responsible for development of technical materials, including identifying appropriate sustainability categories, objectives and strategies relevant to the City of Chicago context and writing and editing the guidelines.
- » **California High Speed Rail:** sustainability manager responsible for overseeing and implementation policy development on sustainability issues including materials choices, construction practices, and renewable energy. Oversee and carry out compliance with California greenhouse gas regulation, including developing contractor reporting and writing state GHG reports. Create appropriate implementation mechanisms including design criteria and manuals and procurement language. Applied various sustainable infrastructure assessment metrics, including Envision and GRESB Infrastructure, to assess performance against third-party measures. Managed and drafted an implementation plan for obtaining renewably generated energy for train operations.
- » **I-95 Sustainability Framework and Greenhouse Gas (GHG) Emissions Reduction Planning Workshop, Pennsylvania Department of Transportation (PennDOT), Pennsylvania:** as part of a 3-day innovative strategy workshop, led the Sustainability Framework and GHG Emissions Reduction Planning breakout session. This session developed a range of sustainability strategies for each phase of project delivery, and prioritized the innovative technologies that could be applied, including biophilic design and thermal loops for snow and ice control.
- » **Caltrain Stations and Facilities Sustainable Design Criteria, California:** developed and refined a set of sustainable design criteria and guidance for Caltrain facilities. These incorporated industrial and government standards on a full range of sustainability criteria for project design, construction, operations and maintenance.



QA/QC ROADWAY



Firm:
WSP | Parsons Brinckerhoff



Experience: 16 years



Education: B.S., Civil
Engineering, University of Illinois
at Chicago, 1999



Professional Registrations:
Professional Engineer: Illinois,
2004 (062-057514)



Project Availability: 25%

Ryan Hanks, PE

Throughout his time with WSP | Parsons Brinckerhoff, Ryan Hanks has gained valuable engineering experience. As a lead engineer, he has worked closely with project managers on all phases of project development, and gained working knowledge of engineering design software packages including Geopak, InRoads and Microstation.

Relevant Experience

- » **I-90 Jane Addams Memorial Tollway, Chicago, Illinois:** project engineer for a 6.5 mile section of the Jane Addams Memorial Tollway. Responsibilities include leading design efforts, plan development and ensuring that plans and design follow Illinois Tollway criteria and projectwide direction. Responsibilities also included leading the plan and specification development of 5 contracts released over 3 years with a total estimated construction value of \$240 million.
- » **I-69, Oakland City to Crane, Indiana:** segment lead for two of 13 segments of this new 55-mile interstate facility in southern Indiana. Responsibilities include leading design efforts, plan development and ensuring that plans and design follow Indiana Department of Transportation (INDOT) and projectwide direction.
- » **I-55, Will County, Illinois:** lead design engineer for a Phase II project that includes resurfacing and widening I-55 between U.S. Route 30 and Weber Road. Duties include geometric design, cross-section development using GeoPak and all aspects of plan preparation.
- » **U.S. Route 20 Freeport Bypass, Freeport, Illinois:** lead design engineer for a Phase I project that includes proposed improvements to an existing two-lane highway into a four-lane divided access controlled freeway and a proposed frontage road. Duties include geometric design, cross section development using GeoPak, drainage design and plan preparation.
- » **I-70, Indianapolis, Indiana:** design engineer on the “fast-track” design of a 4-mile segment of rural interstate realignment. Duties included geometric design review and concept alternate study design preparation, Phase II plan preparation for two sets of roadway contract plans, and using InRoads to produce cross sections.
- » **I-290 (IL 53), Cook County, Illinois:** assistant design engineer for a Phase II project including pavement resurfacing and reconstruction, providing a widened pavement section within the contract limits between Devon Avenue and IL 72 (Higgins Road). Mr. Hanks was involved with plan preparation, safety analysis and bridge drainage design. He also served as lead for the quantity calculation report.
- » **State Route (SR) 405 and 8th Street Interchange, Seattle, Washington:** assistant engineer on a 100 percent submittal to the Washington State Department of Transportation (WSDOT) for a Phase II interchange design. He led the quality assurance/quality control (QA/QC) inspection of plans for final submittal to WSDOT according to state standards, was involved in the safety analysis for the length of the project, and led the cost analysis for the final submittal.
- » **I-290 Hillside Interchange, Cook County, Illinois:** assistant engineer for a two-phase study and design of I-290 through the Hillside bottleneck, including the I-290, I-88 and I-294 interchanges, frontage roads and local area roads. He was involved in plan development, plan review and general civil design, including striping plans, intersection details and quantity calculations.



DEPUTY PROJECT MANAGER



Firm:
WSP | Parsons Brinckerhoff



Experience: 19 years



Education: M.S., Civil Engineering in Transportation, University of Illinois at Urbana-Champaign, 1997

B.S., Civil Engineering in Transportation, University of Illinois at Urbana-Champaign, 1996



Professional Registrations:
Professional Engineer: Illinois
#062055736



Project Availability: 50%

Rich Hoffman, PE

Rich Hoffman is experienced in providing preliminary and final engineering projects for local, state, and tollway transportation agencies. He has held key Phase I roles in the Illiana Corridor Phase I and I-290 Eisenhower Expressway Reconstruction as the overall engineering discipline lead and geometric expert. His technical background consists of highway and roadway design, maintenance of traffic design, intersection improvements, contract plan preparation, specifications, project controls, utility coordination, barrier warrants, cost controls, risk based project assessments, and quality assurance/quality control (QA/QC). He has also been involved in the design and construction of local roads and streets, airports, commuter rail facilities and parking lot improvements as well. Prior to joining WSP/Parsons Brinckerhoff, Mr. Hoffman led Phase II roadway teams on a number of complex and fast paced highway and local roadway design projects involving the Illinois Tollway and multiple local villages.

Relevant Experience

- » **I-290 Eisenhower Expressway Reconstruction, Mannheim Road to Cicero Avenue, Cook County, Illinois:** project engineer responsible for geometric coordination, maintenance of traffic, and quality control for an ongoing Phase I preliminary engineering and environmental study related to the proposed reconstruction of 9 miles of a multimodal urban transportation corridor. Duties include preliminary geometric and maintenance of traffic oversight of the mainline multimodal corridor, interchanges, cross roads, intersections, frontage roads, and railways.
- » **Illiana Corridor Phase I Study, Illinois:** project discipline lead responsible for all engineering tasks on the Phase I study for 46 miles of a proposed green field highway located between Interstate 55 and Interstate 65 through central Illinois. Phase I included evaluation of the environmental impact statement (EIS), geometric studies, interchange design studies at three new system to system interchanges and several service interchanges; drainage design; field surveys, right-of-way plat preparation; and other related Phase I services.
- » **Baseline Road from Arsenal Road to Millsdale Road, CenterPoint Properties:** project engineer responsible for construction plans and specifications of 3.5 mile 4-lane roadway including two intersection design studies and phased intersection construction.
- » **Lily Cache Rehabilitation and Resurfacing and Briarcliff Road LAPP, Village of Bolingbrook, Illinois:** project engineer responsible for construction plans and specifications of over 4 miles of rehabilitation work including pavement repair, median removal, curb and gutter repair, and sidewalk repair. Completed plans and construction of the project within single year.
- » **Warren Avenue LAPP Project, Village of Hillside, Illinois:** project engineer responsible for preparation of construction plans using federal funding for local agency preservation project.
- » **Illinois Tollway Systemwide Design Upon Request, Phase II Engineering, Illinois:** project manager responsible for completion of multiple designs upon request tasks for roadway rehabilitation projects including pavement patching, safety improvements, barrier warrant analysis, signing improvements, and drainage repairs throughout the toll highway system.



TECHNICAL ADVISOR



Firm:
WSP | Parsons Brinckerhoff



Experience: 22 years



Education: B.S., Civil
Engineering, Pennsylvania State
University, 1993



Professional Registrations:
Professional Engineer: Illinois,
2002 (062056169)



Project Availability: 30%

Bryan Kapala, PE

Bryan Kapala is a project manager in WSP | Parsons Brinckerhoff's Chicago office. His management experience includes preliminary and final engineering projects for various size projects and different levels of involvement. His background includes scope and contract negotiations, project controls and scheduling, financial analysis and reporting, quality management, cost estimating, subconsultant coordination, and other project management related tasks. Other pertinent experience includes public and stakeholder strategy and involvement, Illinois Department of Transportation (IDOT) context sensitive solutions (CSS) process, agency coordination, report writing, data analysis, highway and arterial safety evaluations (HSM and iSATe) and familiarity with the National Environmental Policy Act (NEPA) environmental impact statement (EIS) processes and compliance. Bryan has extensive hands-on experience in the planning and design of highway and roadway related projects.

Relevant Experience

- » **I-290 Eisenhower Expressway Reconstruction, Mannheim Road to Cicero, Cook County, Illinois (District One):** project manager for an ongoing Phase I preliminary engineering and environmental study related to the proposed improvement of 13 miles of a multimodal urban transportation corridor originally constructed in the 1950s. This study is following the federal process to complete an EIS and is jointly led by IDOT and the Federal Highway Administration (FHWA). The highly sensitive study area directly involves eight communities, two counties, cemeteries, parks, 26 bridges and several different modes of transportation. This project is also following IDOT's CSS process that incorporates public and stakeholder involvement throughout the study process. The process includes the formation of a corridor advisory group and task force, consisting of the local municipalities, metropolitan planning organization (MPO), local transit agencies, and the Federal Transit Administration (FTA) who meet regularly to work through project issues towards the development of a census plan.
- » **IDOT Various Phase I Studies, IDOT-District 1, Illinois:** project manager for the development of Phase I Design Reports for various interchange and intersection improvements identified on an as-needed basis. Project is on-going and currently consists of 12 individual projects authorized under 20 separate work orders.
- » **Lake Shore Drive Trail over the Chicago River: Phase I and II Study, Chicago Department of Transportation, Chicago, Illinois:** lead civil engineer who was in charge of planning and design for the expansion of the lower deck sidewalk across the east side of the Lake Shore Drive Bascule Bridge over the Chicago River. This sidewalk is the only lake shore trail connection over the river and carries considerable bike and pedestrian traffic. This project is the southern segment of a larger lake front trail improvement that will remove at-grade crossings, improve safety, and enhance the lake front trail environment. Bryan's involvement included design coordination with adjacent design section, environmental clearances, permitting, maintenance of traffic, public involvement, and preparation of the Project Design Report.
- » **I-290 Eisenhower Expressway-Hillside Interchange, Phase I & II, Cook County, Illinois:** lead engineer responsible for final design and plan production for a fast track redesign of the most congested interchange in the greater Chicago area. The intention was to relieve congestion at the Hillside Interchange (I-290 Eisenhower Expressway/I-88 East-West Tollway/I-294 Tri-State Tollway) plus provide for future construction of the ultimate HOV lanes.



RESURFACING



Firm:
WSP | Parsons Brinckerhoff



Experience: 7 years



Education: M.S., Civil Engineering, The University of Kansas, 2012

B.S., Civil Engineering, The University of Iowa, 2009



Professional Registrations:
Professional Engineer: Illinois, 2014 (062.067075)

Envision Sustainability Professional, 2014



Professional Affiliations:
American Society Civil Engineer



Project Availability: 50%

Nick Laga, PE

Nick Laga is a civil engineer who has an all-around design knowledge, bringing experience both in roadway and drainage. He has understanding in completing complex projects like I-90 Jane Addams Memorial Tollway Phase II and local projects like Bell Road Phase II design. He has successfully designed and managed projects at every level meeting schedule with quality and efficiency. This is attributed to his skills in overall civil design, plan preparation, communication, as well as extensive civil software programs and the ability to quickly learn and adapt to engineering challenges. Mr. Laga is an engineer who will bring his experience and problem solving skills to influence a project and exceed expectations for a final deliverable design.

Relevant Experience

- » **I-90 Tollway, Chicago, Illinois:** civil engineer responsible for the Phase II civil design and production of deliverables for a 6.5-mile section. Designed and 3D modeled the geometrics for mainline, bridges, ramp reconstruction, oasis demolition, installation of retaining and noise walls, and other roadway and bridge improvements. Managed the erosion control, Best Management Practices, and landscaping plans. Completed barrier warrant analysis. Coordinated the FAA permits around O'Hare Airport. Continued with Phase III in construction.
- » **Bell Road, Will County, Illinois:** led the design for civil and drainage phase II and modified existing phase I plans. Organized production between multiple disciplines and sub-consultants for a 1-mile section of county road being expanded to a four lane urban corridor with retaining walls, detention, and an offset alignment. Designed roadway civil items such as, 3D modeling the geometrics, MOT, storm drainage and detention. Coordinated utilities and deliverables for Will County and IDOT.
- » **I-66, Fairfax County, Virginia:** drainage design engineer for a design build to convert 25-miles into an express lane facility that includes multiple interchanges, HOV widening and reconstruction. Led Chicago team to design storm drainage, ditches and produced the required plans and documents.
- » **US-183, Austin, Texas:** drainage design engineer for a multiple bridge, widening and reconstruction design build. Modeled the hydrology and hydraulics for Boggy Creek and Colorado River using HEC-HMS and HEC-RAS. Provided a scour analysis, stabilization plan, drainage sheets and corresponding sections in drainage report.
- » **Kansas Department of Transportation Road Design, Topeka, Kansas:** project manager and primary designer for multiple state highway projects. Coordinated projects between bureaus to develop plans, and managed public and internal meetings. Trained and cultivated engineering skills in technicians and junior engineers. Assisted in design, development, and review of consultant plans. Analyzed hydrology and hydraulics for bridges, culverts, and storm sewer projects. Assisted KDOT exploring pipe lining options for the state by implementing its use in plans and giving technical presentations at senior manager meetings. Completed first year rotation training program doing construction inspection, surveying, traffic engineering, planning, and bridge design.
 - » **US-24 and Topeka Boulevard, Kansas:** civil primary designer for a grading, surfacing, drainage and bridge replacement project. Phase II replacement of cloverleaf interchange.
 - » **K-68 Franklin County, Kansas:** civil primary designer for a grading, drainage, surfacing, and bridge replacement project. Phase I and II design of 1-mile offset alignment with acceleration and deceleration lanes.



PUBLIC INVOLVEMENT



Firm:
WSP | Parsons Brinckerhoff



Experience: 18 years



Education: B.S., Geography
with a specialization in
Environmental Planning,
Southern Illinois University at
Carbondale, 1998



Professional Affiliations:
American Planning Association



Project Availability: 45%

Jamy Lyne

Jamy Lyne is a supervising planner in WSP | Parsons Brinckerhoff's transportation group. She specializes in transportation and land use planning, local government policy, regional planning issues, and liaison and coordination work between multiple agencies and interests. Ms. Lyne has significant experience working with local, state, and federal legislators on policy issues. She is a skilled and efficient project manager capable of effectively managing and implementing multi-faceted, complex tasks. Her most recent work involves management of the agency and public outreach components for the Eisenhower Expressway, I-290 EIS.

Relevant Experience

- » **Eisenhower Expressway, I-290 Environmental Impact Statement, Chicago, Illinois:** supervising planner and EIS manager for public involvement-related tasks related to the Phase I environmental study being performed to reconstruct 9 miles of a highly urbanized multimodal corridor adjacent to eight communities and two counties. Responsible for overseeing internal and external public involvement tasks and sub consultants related to environmental documentation and budgeting.
- » **Illiana Corridor, Northeastern Illinois, Northwest Indiana:** supervising planner and lead public involvement program manager for joint Illinois Department of Transportation (IDOT) and Indiana Department of Transportation Phase I preliminary engineering and environmental studies for a proposed new highway located between I-55 and I-65. As part of this study, tier one and tier two environmental impact statements were prepared involving extensive agency, public, and landowner outreach and coordination. The effort followed federal and state regulations and guidelines including the National Environmental Policy Act (NEPA) and Context Sensitive Solutions (CSS), and was the first project in the U.S. to utilize MAP-21's environmental streamlining process by concurrently issuing both the Tier One FEIS and ROD.
- » **Planning and Policy Director for Will County, Illinois:** policy advisor to the Will County Executive and policy liaison to Will County Board; working with County Board and Committee Chairpersons, Board leadership, staff of the County Board and State's Attorney in the development of policies related to regionally significant transportation and land use projects. Aviation planning lead for the development of land use, transportation plans and local and state policies pertaining to the development of the South Suburban Airport. Research, management and input into the drafting of legislation, legislative bill monitoring, commenting and organization of legislative agendas pertaining to issues affecting counties in northeastern Illinois. Legislative.
- » **Transportation Program Manager for the Will County Governmental League, Illinois:** responsible for evaluating projects and programming up to \$7 million annually in federal Surface Transportation (STP) funds for local road projects. Federally- designated liaison to the Chicago Metropolitan Agency for Planning (MPO) and 10 local Councils of Government (COG), representing 29 municipalities and Will County on national and regional transportation planning issues. Assisted local communities in the application and management of various state and federal grant funds for transportation and land use, and groundwater protection projects. Ms. Lyne provided management and technical guidance of local corridor planning councils, and planning and project coordination between not-for-profit and private companies, including IDOT, the Illinois State Toll Highway Authority, METRA, PACE, RTA, municipalities, counties and federally recognized local councils of government.



TRAFFIC STUDIES



Firm:
WSP | Parsons Brinckerhoff



Experience: 9 years



Education: M.S., Civil Engineering, Texas A&M University, 2005

B.S., Civil Engineering, Kyunghee University, South Korea, 2003



Professional Registrations:
Professional Engineer: Arizona, 2010, (51582)

Professional Traffic Operations Engineer: 2012, (3247)



Professional Affiliations:
Institute of Transportation Engineers (ITE); American Society of Civil Engineers (ASCE)



Project Availability: 60%

Minchul Park, PE, PTOE

Minchul Park has experience in transportation engineering, planning, and design. His areas of technical expertise include traffic operation analysis, traffic signal timing optimization, traffic impact analysis and traffic simulation modeling. He has background and experience with using micro-simulation tools such as VISSIM and CORSIM and in using traffic operations analysis tools including Synchro, Highway Capacity Software (HCS).

Relevant Experience

- » **I-290 Preliminary Engineering and Environmental (Phase I) Freeway Study, Chicago, Illinois:** project engineer for the traffic simulation sub-task of this comprehensive alternative analysis study for a major urban freeway enhancement project. Minchul has been mainly involved with the following tasks:
 - » **I-290 Mainline Study:** coding and analysis of no-build and build conditions using VISSIM. The recommended alternatives including general purpose add lane, high occupancy vehicle (HOV) lanes, and high occupancy toll (HOT) lanes.
 - » **I-290 Interchange Analysis:** evaluating a variety of interchange concepts, including diamond interchanges, diverging diamond interchanges (DDI), and single-point urban interchanges (SPUI).
 - » **I-290 Local Access Alternatives Evaluation:** leading a multi-resolution modeling approach to evaluate how the local traffic network responds to ramp and interchange configuration changes by performing mesoscopic simulation methods by using Visum and Vissim.
- » **Lee Street Exit Ramp at I-90 Jane Addams Memorial Tollway, Chicago, Illinois:** traffic engineer responsible for performing the traffic analysis for the addition of a new I-90 eastbound exit ramp at Lee Street and its associated operational effects on adjacent intersections. Synchro was used for the analysis.
- » **Traffic System Operation Management, Kane County, Illinois:** project engineer responsible for operating and managing traffic signals and traffic signal systems through the Kane County's transportation management software application, TransSuite of TransCore. Providing analysis and recommendations as related to issues with traffic signal timing, coordination and overall traffic operations.
- » **Grand Rapids Signal Optimization Phase VII, Grand Rapids, Michigan:** project engineer of a signal retiming and optimization project involving 41 signals in Grand Rapids CBD. Responsible for performing a crash evaluation of all 41 study intersections and providing comments and recommendations that could potentially reduce the number of crashes at some of the more critical locations.
- » **95th Street Terminal Improvement Project, Chicago, Illinois:** traffic engineer responsible for quantifying the impacts of the new Terminal on general traffic or pedestrian circulation patterns. The purpose of this project was to improve circulation and safety for riders by relieving congestion, adding new bus bays, widening customer waiting areas, and adding a terminal entrance.
- » **CDOT BNSF Line – Little Village Paseo, Phase 1 Feasibility Study:** project engineer responsible for evaluating a proposed pedestrian/bicycle crossing facility along the abandoned BNSF railroad. WSP | Parsons Brinckerhoff looked into potential intersection improvements including enhanced crosswalk markings, bump outs, raised crosswalks, rectangular rapid flash beacons (RRFBs), high-intensity activated crosswalk (HAWK) signals, and full signalization to provide safer pedestrian/bicycle crossings.



PUBLIC INVOLVEMENT



Firm:
WSP | Parsons Brinckerhoff



Experience: 21 years



Education: M.S., Public Administration, University of Missouri, 2006
B.S., Public Relations, University of Central Missouri, 1993



Professional Registrations:
None



Professional Affiliations:
Public Relations Society of America; American Association of State Highway and Transportation Officials (AASHTO), Transportation Communications Committee: Vice-Chair (2011); New Orleans Super Bowl Host Committee Social Media Command Center Volunteer Manager (2013)



Project Availability: 35%

Shane Peck

Shane Peck has over 20 years of experience in communications, public relations and public involvement/community relations. He spent two years serving as senior communications coordinator for the \$1.2 billion combined highway and rail Huey P. Long Bridge Widening project. In this role, he directed a comprehensive outreach program, including various social media sites, a project website and as a spokesperson with the news media. Prior to joining WSP | Parsons Brinckerhoff, he worked in a number of agencies in the state of Missouri, including his most recent assignment as community relations director for the Missouri Department of Transportation (MoDOT), where he led all department public relations and communications efforts and served as MoDOT spokesperson. As head of MoDOT communications, he initiated the use of Facebook, Twitter, YouTube, Flickr, podcasts and blogs at the statewide and district levels for the first time. MoDOT is recognized as one of the first state DOTs to use social media and Shane is recognized as a leader in effective social media implementation within the transportation industry. He also served as communications lead on numerous transportation construction projects throughout the state. He has produced news releases, newsletters, correspondence and special publications, coordinated governmental affairs activities such as assisting with constituent inquiries and meeting with elected officials, organized open houses, public meetings and stakeholder briefings, and coordinated other public events.

Relevant Experience

- » **Illiana Expressway, Environmental Impact Statement, Tier 2, Chicago, Illinois:** senior communications manager for public involvement efforts on the Tier 2 EIS for the proposed 49-mile Illiana Expressway Project, which spans two states – Illinois and Indiana. The new expressway will be built through a Public Private Partnership using the design-build process. Waterbury Works Transportation Projects, Waterbury, Vermont: Administering Facebook and Twitter sites for a program of 14 transportation projects in the area. New York Metropolitan Transportation Authority Reinvention Commission, New York City, New York: strategic communications advisor formulating appropriate communications messaging and strategy for social media engagement regarding governor-appointed ad hoc commission. Huey P. Long Bridge Widening, New Orleans, Louisiana: led all communications efforts on the Huey P. Long Bridge Widening project. He provided information to the public through a comprehensive outreach approach. He managed social media sites and the project website. He served as project spokesperson with the news media and through public presentations. Shane was responsible for crafting communications strategies, news releases, newsletters, broadcast emails and other communications products.
- » **NCHRP 20-24(93)C: Messaging for State Transportation Funding Efforts, National Study:** principal investigator for ongoing study to determine the most effective messages to use with the public to educate them about the importance of transportation and the need to invest more in it.
- » **Missouri Department of Transportation, Jefferson City, Missouri:** as community relations director, he led all department public relations and communications efforts. He served as MoDOT spokesperson. He was responsible for developing and implementing department's communications strategy and advised the MoDOT director and commissioners regarding high-level issues. He earned a strong reputation for innovative thinking and producing results.



TECHNICAL ADVISOR



Firm:
WSP | Parsons Brinckerhoff



Experience: 41 years



Education: M.S., Civil Engineering/Urban Planning, University of Illinois at Urbana-Champaign, 1992; B.S., Civil Engineering, University of Illinois at Urbana-Champaign, 1991



Professional Registrations:
Professional Engineer: Illinois, 1992 (062-047570); Indiana, 2011 (PE11100172)



Project Availability: 60%

Rick Powell, PE

Rick Powell is experienced in all aspects of transportation projects including highway, rail and public transit from planning to design and construction, including construction layout and inspection, highway planning and design, public transit system evaluation and planning, structural planning, geotechnical investigation, pavement preservation and rehabilitation, hydraulic design of roadways and structures, right-of-way engineering and negotiation, utility relocation, adjustment and avoidance including subsurface utility engineering (SUE), the context-sensitive solutions (CSS) process, application of the Americans with Disabilities Act (ADA) standards to pedestrian and bicycle facilities, safety engineering, and public communication and outreach efforts. Prior to joining WSP | Parsons Brinckerhoff, Rick served in many roles at the Illinois Department of Transportation (IDOT) District 3 office in Ottawa, attaining the position of district studies and plans engineer. From his extensive experience with projects in Kendall County, Illinois – the fastest-growing county in the U.S. from 2000 to 2010 – he is well-versed in adapting transportation projects to changing conditions in high-growth areas.

Relevant Experience

- » **Illiana Corridor Tier 1 & 2 Environmental Impact Statements (EISs), Indiana and Illinois:** as deputy project manager, Rick coordinated a wide variety of tasks, including environmental studies, public involvement activities, resource agency coordination, internal project coordination with over a dozen subconsultants, and engineering activities and cost estimates. This project is a signature project in many aspects—it's a cooperative effort between the states of Illinois and Indiana to provide transportation linkage between I-55 in northeast Illinois and I-65 in northwest Indiana; it offers the potential of multimodal transportation and utility connectivity; it's the first major project in either state to pursue public-private partnership development potential; and it's the fastest schedule for a tiered EIS ever attempted in either state at 21 months for Tier 1 and 23 months for Tier Two.
- » **I-290 Reconstruction from Mannheim Road to Cicero Avenue, Chicago, Illinois:** as project engineer, Mr. Powell was a key leader in the environmental studies and public involvement efforts for this major project in Chicago and the near western suburbs. The study addressing this 50-year-old highway facility presents several multimodal alternatives to relieve congestion. Mr. Powell developed many of the study and presentation materials used by the Corridor Advisory Group and in public information meetings. He also prepared and reviewed several technical reports depicting existing conditions within the I-290 corridor and performed extensive research in multimodal transportation issues that will be further developed as the study progresses. These issues include highway safety, public transit facility conditions, highway facility conditions, and corridor location and impacts of highway, rail transit and bus rapid transit (BRT) alternatives.
- » **IL 178 Bridge, Utica, Illinois:** project manager for the Phase I and II engineering and environmental studies for the replacement of a truss bridge over the Illinois River. Several alternatives were studied, including complete bridge replacement or rehabilitation of the existing structure with an added pedestrian walkway. The proposed bridge is a 3-span composite steel beam girder bridge designed to meet all navigation requirements for the Illinois River, an important commercial waterway. The bridge will be staged to be constructed to the east of the existing bridge, allowing a vital link to remain in place between the village of Utica and Starved Rock State Park, the "crown jewel" of the state park system that hosts 2 million annual visitors.



PROJECT VISUALIZATION



Firm:
WSP | Parsons Brinckerhoff



Experience: 15 years



Education: B.A., Industrial
Design Technology, Colorado
Institute of Art, 1999



Project Availability: 100%

Ryan Sander

Ryan Sander is an accomplished computer graphic artist, who uses many of today's most advanced computer graphic tools and techniques. He has produced numerous photo-realistic visual simulations, 2D graphic illustrations, 3D renderings and 3D animations using a combination of 3D computer modeling and raster-based painting techniques. This skill set has been applied to several transportation- and engineering-related projects and presentations around the world.

Relevant Experience

- » **North Carolina Department of Transportation (NCDOT) Video, North Carolina:** created animations depicting a variety of transportation and development issues for the state of North Carolina. The final animation sequences were used in a public outreach video produced by NCDOT.
- » **Fort McMurray, Alberta, Canada:** task lead for a three-minute video visualizing the proposed 30-year master plan for urbanization. Visualization services provided include 3D renderings and animation of proposed buildings and urban planning. The video will be used for stakeholder communication, design and construction planning support, and public outreach efforts.
- » **IDIQ Central Federal Lands, Glacier National Park, Montana:** task lead who created 3D models and then converted them into a real-time interactive simulation using Anark Studio 3. This simulation was used to view future enhancement options for the Going-To-The-Sun Road in Glacier National Park.
- » **San Francisco/Oakland Bay Bridge East Span Replacement Project, San Francisco, California:** produced progressive renderings and animations of various components and alternatives for the bridge that were used throughout design development by the project team and the Metropolitan Transportation Commission (MTC) to make final design decisions. The 3D model included both touchdowns — the Oakland mole and Yerba Buena Island — as well as the entire existing west span of the Bay Bridge.
- » **Moynihan Station Real-Time Presentation, New York, New York:** produced a real-time presentation of the proposed Moynihan Station. The real-time model included mapping, lighting, and some of the context surrounding the station.
- » **Dubai Metro Plot Concessions, Dubai, United Arab Emirates:** created stylized and inspiring animations that illustrated the concept of transit-oriented development (TOD). He also produced several high-resolution still renderings of futuristic development on the Arabian Gulf.
- » **American Public Transportation Association (APTA), Dallas, Texas:** produced four animations to be used in 2D and stereo presentation of WSP | Parsons Brinckerhoff's Heading for the Future video. To engage the viewer, the video was developed using stereo animation effects to give a sense of depth to scenes. The final video was presented for three days at the APTA conference with great success.
- » **Caldecott Tunnel Fourth Bore Project, Oakland, California:** produced eight photo simulations of four alternative alignments for a new fourth tunnel between Contra Costa and Alameda counties in California. The 3D model and photo simulations illustrated approach ramp reconfigurations, traffic routing, and design details for the new tunnel portal, which needed to blend in with existing historically significant portals. Due to the multiple complex alternatives proposed, a detailed topographical model was created to ensure the accuracy of the design.



DRAINAGE/PERMITTING



Firm:
WSP | Parsons Brinckerhoff



Experience: 15 years



Education: B.S., Civil Engineering, University of Illinois at Chicago, 2002



Professional Registrations:
Professional Engineer: Illinois, 2007 (#062.060049)



Professional Affiliations:
American Society of Civil Engineers
Tau Beta Pi Engineering Honor Society



Project Availability: 50%

Sandra Verthein, PE

Sandra Verthein has experience as drainage lead for Phase II (Final) design and experience with Phase I (Preliminary) drainage design and highway design and plan preparation. She has been responsible for preparing contract drawings and documents for drainage, stormwater management, erosion and sediment control, and culvert design. She has experience in hydraulic analysis including design of storm sewer systems, culverts, ditches/open channels, stormwater detention facilities, erosion and sediment control, hydraulic/drainage report preparation and scour analysis. She also has experience in roadway design and construction plan preparation, including typical sections, cross sections, profiles, quantities and details. She has experience with engineering design software, including HEC-RAS, Geopak, Inroads Storm and Sanitary, Hydraflow, HydroCAD, Hydraulic Toolbox (HY-22), HY-8, TR-55, TR-20, and Microstation V8i.

Relevant Experience

- » **I-90 Jane Addams Memorial Tollway (Kennedy Expressway to Oakton Street), Illinois:** drainage lead for reconstruction and widening of the I-90 corridor from the Kennedy Expressway to Oakton Street. The project will widen the existing pavement typical section from three lanes in each direction to four lanes in each direction within the existing ROW while maintaining existing traffic flows through the use of retaining walls and staged construction. Project includes design of an interim drainage system for use during the three-year project duration, design of special details for drainage along retaining walls, major waterway crossings, pipe jacking, compensatory storage, and storm water detention in roadside ditches. This was done in coordination with numerous other design teams doing work concurrent with this project and in accommodation of the future Elgin O'Hare West Access project.
- » **I-294 Tri-State Tollway Roadway and Bridge Rehabilitation, Cook County, Illinois:** drainage lead for Phase II plans. Included field evaluation of existing drainage system, making recommendations for repair, replacement and lining of existing structures, development of Storm Water Pollution Prevention Plan and determining permit requirements.
- » **Pump Station #4, Cook County, Illinois:** drainage lead for site design of new pumping station. Included preparing preliminary drainage study for proposed work in floodplain.
- » **FAI Route 290 (Interstate 290; Eisenhower Expressway), Cook County, Illinois:** drainage lead for preparation of existing conditions hydraulic report for Des Plaines River waterway crossing. Included conversion of HEC-2 regulatory model to HEC-RAS model.
- » **US 31 Improvement Project, Hamilton County, Indiana:** assisted lead engineer with storm sewer modeling for Phase II of project using Inroads Storm and Sanitary. Prepared drainage calculations for open channel flow.
- » **US Route 20 Freeport Bypass, Freeport, Illinois:** drainage lead for Phase 2 plans and drainage support for Phase 1 design of the expansion of US 20 from a two lane roadway to a four-lane limited access roadway. Responsibilities included preparation of two Hydraulic Reports for proposed culverts, which included HEC RAS modeling; design of open and closed pavement drainage system, culvert design, stormwater management design, preparation of erosion and sediment control plans and Phase 2 plan preparation.



PARKING LEAD



Firm:
WSP | Parsons Brinckerhoff



Experience: 31 years



Education: B.S., Civil Engineering, Lawrence Technological University, 1984; B.S. Architecture; Lawrence Technological University, 1982



Professional Registrations:

Professional Engineer:
Texas, 2007 (99835)

Professional Traffic Operations Engineer: Transportation Professional Certification Board, 2006 (2034)

Leadership in Energy and Environmental Design (U.S. Green Building Council): LEED Accredited Professional, 2009



Professional Affiliations:

Institute of Transportation Engineers (ITE): Past Section Representative South Texas Section, Past Newsletter Editor South Texas Section, TexITE District Newsletter Committee and Programs Committee; Women's Transportation Seminar (WTS): President-2010-2011 and Founder - San Antonio Chapter, Past Vice President/Programs Committee Chair, Membership Chair, Professional Development Chair - Greater New York Chapter



Project Availability: 25%

Kerri Collins, PE, PTOE, LEED AP

Kerri Collins has over 29 years of transportation engineering, planning and operations experience. Ms. Collins has managed and completed detailed studies identifying traffic impacts, safety deficiencies and capacity needs for a wide array of projects serving both public agency and private sector clients. Her areas of expertise include transportation planning studies, corridor studies, traffic operations analysis, development of complete streets concepts, alternatives analysis, intersection analyses, traffic impact studies, traffic calming studies, pedestrian circulation studies, school safety studies, parking demand studies and accident analyses. Ms. Collins' experience in planning and engineering enables her not develop creative concepts that successfully combine function and design.

Relevant Experience

- » **Houston METRO Transit Centers/Park-and-Ride Lot Operations, Houston, Texas:** developed conceptual layouts of park-and-ride lots and transit centers, including placement of shelter area, entrance and exits, parking areas, bus circulation, pedestrian walkways and crossings, and overall traffic circulation patterns. Determined necessary directional and regulatory signing and sign placement within park-and-ride lots and transit centers. Performed studies of existing facilities to identify problems with circulation, pedestrian safety, parking, etc. and identified appropriate modifications needed. Improvements included changes to signing and pavement markings, channelization, and parking layout. Proposed intersection improvements for access to park-and-ride lots and transit centers.
- » **Syosset Downtown Redevelopment and Revitalization Plan, Village of Syosset, New York:** provided traffic engineering services for planning study developing a long term vision for the downtown business area incorporating traffic calming features and encouraging a walkable community. Participated in community visioning sessions, leading breakout group focused on traffic and parking issues. Assisted with the preparation of three conceptual redevelopment plans for improving pedestrian and traffic circulation, parking and streetscape features.
- » **CR 99/Woodside Avenue Highway Context-Sensitive Solution (CSS) Corridor Study, Medford, New York:** project manager for 3.5-mile arterial corridor study for Suffolk County Department of Public Works to develop alternative improvements to reduce speeds, improve safety, create a sense of place and encourage walkability. Performed speed studies, travel time and delay studies, arterial and intersection operations analysis, accident analysis, and conceptual design plans of short- and long-term alternative improvements.
- » **Glen Cove Avenue Traffic Calming and Pedestrian Safety Study, City of Glen Cove, New York:** as project manager, performed traffic data collection, review and analysis to identify deficiencies in section of Glen Cove Avenue bounded by two signalized offset intersections. Proposed alternatives were developed to address traffic and pedestrian safety while considering the parking and access needs of local business owners and residents of both communities.



TRAFFIC SIGNALS



Firm:
EJM Engineering, Inc.



Experience: 11 years



Education: B.S., Civil Engineering, University of Illinois at Urbana-Champaign



Professional Registrations:
Professional Engineer: Illinois, 2009 (#062-062156)
Professional Traffic Operations Engineer 2010 (# 2829)



Professional Affiliations:
None



Project Availability: 50%

Gregory Gedemer, PE, PTOE

Mr. Gedemer has 11 years of experience in transportation engineering, transportation planning, and traffic signal design. He has performed traffic studies and intersection design studies in the Chicago region for public and privately-funded projects and has experience with traffic planning and pedestrian safety.

Relevant Experience

- » **Traffic Signal Modernization Program, Chicago Department of Transportation, Chicago, Illinois:** For the traffic signal modernization program, Greg, as Design Engineer, supervised, prepared, and assisted in the preparation of traffic signal plan sheets and cost estimates for new traffic signals or the modernization of existing traffic signals at multiple intersections within the City of Chicago limits.
- » **Broadway/Sheridan – Hollywood Avenue to Devon Avenue, Traffic Signal Interconnect Project, Chicago Department of Transportation, Chicago, Illinois:** EJM was responsible for the preparation of Phase II final design documents for the modernization and interconnection of traffic signals along Broadway/Sheridan and from Hollywood Avenue to Devon Avenue. Greg managed the development of the Phase II design documents for the traffic signal modernizations and traffic signal interconnect.
- » **Western Avenue Viaduct over Belmont Avenue – Viaduct Demolition and Corridor Improvements, Chicago Department of Transportation, Chicago, Illinois:** EJM prepared plans, specifications, and estimates for traffic signal modernizations along Western Avenue from Schubert Avenue to Addison Street. Traffic signal modernizations included signal replacement at the intersections of Western Avenue and Schubert Avenue, Diversey Avenue/Elston Avenue, Roscoe Street, and Addison Street; a new signal at Western Avenue and Belmont Avenue/Clybourn Avenue; and traffic signal interconnect system improvements along the project corridor. Greg prepared the plans, specifications, and estimates for the traffic signal modernizations and traffic signal interconnect.
- » **US 6/IL 7, Illinois Department of Transportation, Will County, Illinois:** EJM prepared plans, specifications, and estimates for traffic signal modernizations and roadway lighting along 159th Street from Will Cook Road to west of US 45. Traffic signal modernizations included signal replacement at the intersections of 159th Street and Will-Cook Road, Wolf Road, and 108th Avenue; a new signal at 159th Street and 104th Avenue; and a traffic signal interconnect system from Parker Road to 108th Avenue. Greg, as Design Engineer, developed the plans, specifications, and estimates for these traffic signal modernizations.
- » **Loop Link, Chicago Department of Transportation, Chicago, Illinois:** EJM The City of Chicago constructed a Bus Rapid Transit (BRT) system that connects the Oglvie and Union Station commuter rail stations with the central Loop and the eastern portion of the central business district. EJM was responsible for the traffic analysis for three design alternatives and performed a calibration exercise to fine-tune the analysis parameters due to the unique context of traffic operations in downtown. EJM assisted with refining the alternatives for bus rapid transit in downtown. Greg modified the Synchro network to include updated geometrics for Phase I design. He also performed turn analysis at intersections due to updated signal phasing and turn restrictions. For Phase II, EJM created a network model in Synchro to determine the final signal timings. EJM provided the preliminary design and coordination and prepared plans, specifications, and estimates for the nine in-street bus platforms. EJM assisted in the concept design for new signal treatments that were added to the existing installations. EJM also prepared signal requirement drawings, signal plans, specifications, and estimates, and signal timing schedules.



ELECTRICAL/LIGHTING



Firm:
EJM Engineering, Inc.



Experience: 14 years



Education: M.S., Electrical and Computer Engineering, University of Illinois at Chicago
B.S., Electrical Engineering, University of Illinois at Urbana-Champaign



Professional Registrations:
Professional Engineer: Illinois, 2006 (#062-058800)

LEED Accredited Professional with a Building Design + Construction Specialty

Registered Energy Professional, City of Chicago



Professional Affiliations:
Illuminating Engineering Society



Project Availability: 50%

Robert Swanson, PE, LEED AP BD+C

Mr. Swanson has 14 years of experience as a design engineer. He has experience with development of electrical plans, specifications, and estimates for roadway lighting, intelligent transportation systems, airfield lighting, building electrical systems, and traffic signals. He is familiar with the design standards and requirements for the City of Chicago, the Illinois Department of Transportation, the Illinois Tollway, and other municipalities.

Relevant Experience

- » **Various Lighting Projects - Statewide, Illinois Department of Transportation:** EJM is providing engineering design for roadway lighting, electrical installations, and other electrical and lighting facilities throughout the state. These projects involve engineering design, electrical layout, and the development of detail drawings and contract documents. Services also involve the review of plans, special provisions, and contract documents which relate to electrical, lighting, and pump stations work as well as the analysis of field problems, site visits, and nighttime inspections.
- » **US 6/IL 7, Illinois Department of Transportation, Will County, Illinois:** EJM prepared PS&Es for traffic signal modernization and roadway lighting along 159th Street from Will Cook Road to west of US 45. The lighting scope included installation of new intersection lighting at the intersection of 159th Street and Wolf Road and relocation of existing lighting units throughout the project limits.
- » **Cumberland Avenue Reconstruction over I-90, Illinois Department of Transportation, Chicago, Illinois:** EJM The project involved the reconstruction and widening of Cumberland Avenue (IL 171) over the I-90 expressway. Robert was responsible for overhead and underpass lighting which included new intersection and bridge lighting, as well as the relocation of 29 poles within the project limit. The overhead and underpass lighting ensure that interchange and roadway lighting requirements are maintained within the project limits. The project required the design of lighting systems meeting both City of Chicago and IDOT standards due to the mix of jurisdictions within the project area.
- » **US Route 14 Reconstruction, Lucas Avenue to Crystal Lake Avenue, Illinois Department of Transportation, Crystal Lake, Illinois:** EJM The project consisted of the widening of US Route 14, northwest of Lucas Road to Crystal Lake Avenue. Robert completed plans, quantities, and cost estimates for intersection lighting at the intersection of US Route 14 and Illinois Route 176. He also completed plans, quantities, and cost estimates for temporary traffic signals and traffic signal modernizations at five locations and a new traffic signal at one location along US Route 14. The design also included traffic signal interconnect for all locations.
- » **I-57 at I-294 Tri-State Tollway Interchange, Illinois Department of Transportation, Cook County, Illinois:** EJM EJM is responsible for the complete permanent and temporary lighting design for the new interchange at I-57 and I-294, as well as traffic surveillance design for Phase 2 of the interchange. This is a complex multi-phase, multi-contract project being designed, bid, and constructed in phases over a period of several years. Robert prepared plans and specifications for high mast and conventional lighting along I-57 as well as multiple intersections and underpass lighting layouts, both varying in size and complexity, within the concept report. Lighting design also included collector/distributor lanes and complex ramp designs. Robert was also responsible for the redesign of lighting along 147th Street from Kedzie Avenue to Western Avenue and new ramps from 147th Street to I-294. This project required coordination with multiple agencies, including IDOT, ISTHA, and several villages.



PESA/PSI/CCDD



Firm:
Huff & Huff, Inc.



Experience: 21 years



Education: B.S., Geology,
Winona State University



Professional Registrations:
Professional Geologist: Illinois,
2006 (#196.001170)

Professional Affiliations:
Northbrook Environmental
Quality Commission – Chair
American Public Works
Association



Association of Environmental &
Engineering Geologists (AEG)
National Ground Water
Association (NGWA)
American Council of
Engineering Companies
(ACEC-IL)



Project Availability: 50%

Jeremy Reynolds, PG

Mr. Reynolds joined the Huff & Huff team in October 2004 and currently has 21 years of experience as an environmental consultant. Experience includes risk assessment, Phase I and II environmental site assessments, subsurface investigation and remediation including voluntary and consent order remediation sites involving chlorinated solvents, petro and agri-chemicals, RCRA, and CERCLA hazardous waste sites, solid and hazardous waste management. In addition, Jeremy has transportation project experience related to municipal, local highway, interstate, and railroad projects including special and hazardous waste screening and extensive experience related to direction of soils to clean construction and demolition debris (CCDD) facilities for numerous municipalities/cities; Preliminary Environmental Site Assessments (PESA) and Preliminary Site Investigations (PSI).

Relevant Experience

- » **Elgin O'Hare Bypass Project, Illinois State Toll Highway Authority (ISTHA):** Conducted Special Waste and CCDD Assessment for stormwater infrastructure portion of O'Hare Bypass project within Franklin Park industrial park in preliminary phase.
- » **I-90 interchange with Elmhurst Road and Barrington Road, Des Plaines, Hoffman Estates, Illinois, Illinois State Toll Highway Authority:** Conducted Special Waste and CCDD Assessment.
- » **Longmeadow Parkway Bridge Project, Carpentersville, Illinois, Kane County Division of Transportation:** Currently conducting PESA, PSI, CCDD assessment for the Longmeadow Parkway Bridge Project over the Fox River. Additionally, conducting assessment of significant remediation challenges related to land acquisition of a portion of quarry formerly operated as the Fox Valley Rifle Range to develop remedial strategies related to handling and disposal of 35,000 cubic yards of previously hazardous lead impacted spoils treated/stabilized and placed within a soil management zone.
- » **Various Transportation Projects, City of Aurora, Village of Northbrook, Village of Glenview, Village of Wilmette and others, Illinois:** Ongoing direction of soils for final disposition at Clean Construction and Demolition Debris (CCDD) determination for multiple municipalities, contractors, and various transportation related projects via LPC-662 and LPC-663 Forms and painted CCDD via LPC-667 Form.
- » **Bloomington Trail Project, City of Chicago, Illinois:** Subsurface investigation, special waste screening, human health risk assessment, and environmental oversight during construction for Bloomingdale Trail Project and associated Walsh Park (Site Remediation Project-seeking NFR status).
- » **Stearns Road Construction, Elgin, Illinois, Kane County Division of Transportation:** Conducted subsurface investigation related to CCDD landfill Clean Closure Assessment on parcel acquired by Kane County for construction of Stearns Road. Completed potable water well survey and sampling related to CCDD landfill Clean Closure Assessment surrounding parcel acquired for construction.



Project Experience

In the following pages you will find a collection of our team's (including sub-consultants) project experience to date. These projects have all been chosen based on their relevancy to the scope of services identified in the RFP.

The matrix on the following page demonstrates our team's experience and capabilities with the elements essential to the successful completion of the Lake Street Streetscape project. More information about the projects noted in the matrix can be found in either this project experience section or our project team's resumes in Section 3.

[illegible]



PROJECT TYPE



Project Management/
Coordination



Cost Estimating



Roadway Improvement



Environmental



Right-of-Way



Geotechnical



Utility Projects

REQUIRED INFORMATION

Client Reference:

Paul LaFluer, PE
Project Manager
Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 406-7355

Firm: Thomas Engineering Group, LLC

Key Staff Involved:

- Steve Pasinski
- Curtis Cornwell
- Brian Pawula
- Chris DeYoung
- Nick Orf
- Eric Rose
- Stephen VanDeveer
- Raciell Ocampo

Longmeadow Parkway Corridor

Kane County Division of Transportation

This project included (1) completion of the Phase I study for this new 6.2-mile east-west corridor which included a new bridge over the Fox River and (2) the Phase II design for the westernmost 1.1-mile design section along this corridor. The three-legged intersections at Huntley/Boyer Road and Randall Road were reconstructed into four-legged intersections with the addition of Longmeadow Parkway on new alignment through a farm field. The design combined an “interim” 2-lane cross section at Huntley/Boyer Road and in the farm field (for future expansion by developers) and the “ultimate” 4-lane section at Randall Road and to the east.

The land acquisition process in this design section was farther along than any other design section, so the design schedule was expedited so that construction could start earlier, thus meeting expectations of the Kane County Board.



PROJECT TYPE



Consulting Engineering Services



Project Management/
Coordination



Cost Estimating



Roadway Improvement



Utility Projects

REQUIRED INFORMATION

Client Reference:

Robert Flatter, P.E.
Public Works Director
City of West Chicago
1400 W. Hawthorne Lane
West Chicago, IL 60185
Phone: (630) 293-2255
Email: rflatter@westchicago.org

Firm: Thomas Engineering Group, LLC

Key Staff Involved:

- Kevin VanDeWoestyne

Street Resurfacing, Rehabilitation, and Reconstruction Projects

City of West Chicago, Illinois

In the last 8 years, Thomas has prepared annual street resurfacing and Capital Improvement maintenance programs from initial condition ratings through all phases of design, permitting, bid assistance, and construction. The Thomas team managed projects, assigning project locations, setting-up job files, preparing contractual agreements, and chairing the pre-bid and pre-construction meetings on behalf of municipalities. Thomas also provided QC/QA of all design plans, contract documents, specifications, and engineer's estimate of probable cost. Thomas administered annual maintenance programs utilizing MFT funds, FAU STP funds, and DuPage CDBG grant money by providing construction engineering services, processing contractor payment requests, and performing project closeout procedures.

PROJECT TYPE



Survey

REQUIRED INFORMATION

Client Reference:

Bill McKenna
Village Engineer
Village of Oak Park
201 South Blvd
Oak Park, IL 60302
Phone: (708) 358-5722
Email: mckenna@oak-park.us

Firm: Thomas Engineering Group, LLC

Key Staff Involved:

- Chris DeYoung

Lake Street Streetscape Project and Local Street Capital Improvement Project

Village of Oak Park, Illinois

Thomas provided survey collection services for this project, which included a detailed streetscape topographic survey of Lake Street from Harlem Ave to Euclid Ave. Streetscape survey included buildings (windows, doorways, thresholds, cantilevered signs and overhangs), street lights, all trees and landscaping, all site furniture, utilities in addition to cross-sectional survey. The capital improvement project included surveys of Culyer (Pleasant to Randolph), Highland (Jackson to Madison), Harvey (Jackson to Madison) and Lake Street (Euclid to Austin). Both the Streetscape survey and the Capital Improvement survey included utility inspections of all utilities onsite including water, storm sewer and sanitary sewer. Inspections included creating a photo library of each structure and its condition.



PROJECT TYPE



Project Management/
Coordination



Cost Estimating



Roadway Improvement



Environmental



Right-of-Way



Geotechnical

REQUIRED INFORMATION

Client Reference:

Daniel Nowak, PE
Project Manager
DuPage County Division of
Transportation
Jack T. Knuepfer Bldg
421 N. County Farm Road #2-300
Wheaton, IL 60187
Phone: (630) 407-6900

Firm: Thomas Engineering Group, LLC

Key Staff Involved:

- Steve Pasinski
- Curtis Cornwell
- Nick Orf
- Raciell Ocampo

87th Street and Woodward Avenue DuPage County Division of Transportation

Thomas Engineering Group is performing Phase I Engineering Services for the 87th Street & Woodward Avenue Intersection for the DuPage Division of Transportation. This project is a locally led Phase I study using local funds for engineering with a combination of local and federal funds for construction. This project is being processed through IDOT Bureau of local Roads and Streets. Services have included all preliminary engineering and environmental studies as well as public outreach to local stakeholders. Engineering studies have included safety, capacity and feasibility studies, an intersection design study, location drainage technical memorandum, multi-use path connection design and right-of-way impact evaluations.

Environmental studies included Environmental Survey Request Form (ESRF) submittals, a Preliminary Environmental Site Assessment (PESA) and a screening for wetlands. Public outreach to date has included letter writing and field meetings. Ultimately, TEG will author a Project Development Report that documents data gathering, analysis, concepts evaluation and a recommendation of a preferred alternative for Phase II design.



PROJECT TYPE



Project Management/
Coordination



Cost Estimating



Roadway Improvement



Environmental



Right-of-Way



Geotechnical



Utility Projects

REQUIRED INFORMATION

Client Reference:

Mike Zakosek, P.E.
Bureau Chief of Design
Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Email: zakosekmike@co.kane.il.us

Firm: Thomas Engineering Group, LLC

Key Staff Involved:

- Steve Pasinski
- Curtis Cornwell
- Brian Pawula
- Chris DeYoung
- Nick Orf
- Eric Rose
- Stephen VanDeveer
- Raciell Ocampo

Kirk Road and Fabyan Parkway

Kane County Division of Transportation

Thomas Engineering Group is performing Phase I Engineering Services for the intersection of Kirk Road and Fabyan Parkway for the Kane County Division of Transportation. This project is a county-led Phase I study using county funds for engineering with a combination of county, state and federal funds for construction. This project is being processed through IDOT Bureau of local Roads and Streets. Services have included all preliminary engineering and environmental studies as well as complete public outreach to local stakeholders. Engineering studies have included safety, capacity and feasibility studies, an intersection design study, alternative analyses, concept staging and maintenance of traffic, right-of-way evaluations, utility impact assessment, a location drainage technical memorandum, multi-use path mainline and connection design. Environmental studies included Environmental Survey Request Form (ESRF) submittals, Preliminary Environmental Site Assessment (PESA) wetland delineations. Public outreach to date has a public information meeting and a public hearing as well as several property owner meetings to discuss access. Ultimately, TEG will author a Project Development Report that documents data gathering, analysis, concepts evaluation and a recommendation of a preferred alternative for Phase II design and land acquisition.

This project is located close to the I-88/Farnsworth Interchange, the Kane County Cougars Stadium and is in close proximity to major development plans for the Fabyan Property which proposes a regional entertainment facility, hotels and major renovations to the Setter's Hill Gold Course. The area is expected to continue to develop in terms of being an employment and population center local projection substantial growth in regional and local vehicular traffic as well as bike and pedestrian use. The proposed improvements will alleviate future congestion and provide a safer and more efficient operation for vehicles, pedestrians and bicyclists through the intersection while managing access to will not inhibit future economic growth opportunities.

The proposed improvement will include complete reconstruction of the intersection to provide dual left turn lanes on all approaches and exclusive right turn lanes on the north and south approaches. The east and west approaches will have shared through/right-turn configurations to address additional capacity needs. In addition, the existing traffic signals will be modernized and the adjacent multi-use path will be reconstructed as-needed. The overall construction cost is estimated to be approximately \$9M.



PROJECT TYPE



Consulting Engineering Services



Project Management/
Coordination



Cost Estimating



Roadway Improvement



Environmental



Right-of-Way



Geotechnical



Utility Projects

REQUIRED INFORMATION

Client Reference:

Robert Flatter, P.E.
Public Works Director
City of West Chicago
1400 W. Hawthorne Lane
West Chicago, IL 60185
Phone: (630) 293-2255
Email: rflatter@westchicago.org

Firm: Thomas Engineering Group, LLC

Key Staff Involved:

- Kevin VanDeWoestyne
- Brian Pawula

Galena Street Reconstruction and Streetscape

City of West Chicago, Illinois

This project consists of area wide improvements to Galena Street located in the heart of downtown West Chicago. In 2009, Thomas prepared a successful grant application for complete reconstruction of the roadway pavement and infrastructure, acquiring nearly \$250K for improving low to moderate income areas of West Chicago. This \$500K project is being funded in part by DuPage County Community Development Block Grant (CDBG) Funds, whereby 50% of the total programmed construction cost estimate will be paid with CDBG Housing and Urban Development (HUD) funding. The project includes urban reconstruction and beautification improvements such as pavement removal, earth excavation, construction of storm sewers, drainage structures, sanitary sewers, sanitary service connections, water main, water service connections, combination curb and gutter, full-depth bituminous pavement, resurfacing with binder and surface courses, stamped asphalt crosswalks, alley reconstruction, construction of PCC sidewalks and driveways, concrete paver sidewalks, pedestrian seating walls, ornamental street lighting, tree grates, and parkway landscaping.

The Thomas design team generated 5 different concept alternatives and presented them to the City's Infrastructure Committee. The concepts were developed based on meetings with stakeholders and primary goals of both the DuPage Community Development Commission's and the City's objectives. The elected alternative closely met the City's prioritization of design elements which, eliminates substandard conditions, maximizes parking and overall mobility, creates a pedestrian safe and inviting atmosphere, enhances beautification of streets and parkways, and replaces infrastructure elements with sustainable options.

The contract, being a locally let/local agency managed project funded under the 2010-2014 DuPage County Consolidated Plan, required weekly progress reporting and preparation of contract documents in compliance with the DuPage Community Development Commission (CDC) CDBG specific requirements. Thomas successfully administered Phase II design engineering to secure all available federal funding. Thomas served as the Consulting Engineer/Project Manager for municipal design of this public improvement from initial field evaluations through all phases of design, permitting, bid assistance, and construction. During preliminary engineering, evaluations of existing conditions were used to determine the scope and budget for improvements to the City's storm sewer, sanitary sewer, watermain, and street lighting systems. Thomas completed the design efforts in short manner to meet the deadlines for a 2011 bid opening and construction completion.



PROJECT TYPE



Consulting Engineering Services



Project Management/
Coordination



Cost Estimating



Roadway Improvement



Environmental



Geotechnical



Utility Projects

REQUIRED INFORMATION

Client Reference:

Mike Hulihan, P.E.
Village Engineer
Village of Oak Brook
1200 Oak Brook Road
Oak Brook, IL 60523
Phone: (630) 368-5130

Firm: Thomas Engineering Group, LLC

Key Staff Involved:

- Chris DeYoung
- Nick Orf

Oak Brook Watermain Program

Village of Oak Brook, Illinois

Thomas performed Design and Construction Engineering Services associated with this \$200K improvement along 22nd Street (IDOT) in Oak Brook. The purpose of this water main project was to identify a qualitative plan for replacement of 800 feet of existing 12 inch water main near a flood plain which was experiencing frequent breaks and disruptions. Thomas assisted the Village with identifying an innovative and cost effective solution by specifying PVC C-900 water main and corrosion resistant fluorocarbon coated Cor-Ten steel hardware. External locking restraint harnesses were used in lieu of locking pipe for cost effective mechanical joint restraints given the curved alignment. Thomas prepared and assisted the Village with utility notifications, bidding assistance, DuPage County stormwater permitting requirements, IEPA Water Construction Permit, and the IDOT Region One Utility Permit.



PROJECT TYPE



Project Management/
Coordination



Cost Estimating



Roadway Improvement



Environmental



Right-of-Way



Geotechnical



Utility Projects

REQUIRED INFORMATION

Client Reference:

Bill Cleveland, PE
Assistant Village Engineer
500 N. Gary Ave.
Carol Stream, IL 60188
Phone: (630) 871-6220

Firm: Thomas Engineering Group, LLC

Key Staff Involved:

- Kevin VanDeWoestyne
- Chris DeYoung

Schmale Road Water Main Project

Village of Carol Stream, Illinois

Thomas was responsible for the Phase I study of the \$2.15 million Schmale Road Water Main Replacement Project located along Schmale Road and St. Charles Road (DuPage County routes) in the Village of Carol Stream. Together with the Village's Engineering Services staff, our team generated the Project Development Report and studied three alternative routes for the purpose of identifying the probable components, cost, environmental concerns, and impacts to the public. These factors were considered when determining the logical termini and alignment for approximately 7800' of proposed water main. Based on the results of the Phase I Study, the Village adopted a route located mostly outside of DuPage County ROW and outside of the roadway pavement, resulting in the need to acquire 30 temporary and permanent easements. Along with the Village attorney, TEG represented the Village in obtaining the required easements from private property owners at no cost to the Village.



PROJECT TYPE



Consulting Engineering Services



Project Management/
Coordination



Cost Estimating



Roadway Improvement



Environmental



Right-of-Way



Geotechnical



Utility Projects

REQUIRED INFORMATION

Client Reference:

Robert Flatter, P.E.
Public Works Director
City of West Chicago
1400 W. Hawthorne Lane
West Chicago, IL 60185
Phone: (630) 293-2255
Email: rflatter@westchicago.org

Firm: Thomas Engineering Group, LLC

Key Staff Involved:

- Kevin VanDeWoestyne

CDBG Clayton Street Reconstruction Project

City of West Chicago, Illinois

Thomas Engineering Group was the Grant Application Manager, Designer, and Resident Engineer for this \$600K neighborhood investment project located on Clayton Street near downtown West Chicago. Thomas prepared a successful grant application for complete reconstruction of the roadway pavement and infrastructure, acquiring \$300K in DuPage County Community Development Block Grant (CDBG) Funds, whereby 50% of the total programmed construction cost was paid with CDBG Housing and Urban Development (HUD) funding. The scope included urban reconstruction and beautification improvements such as pavement removal, earth excavation, construction of storm sewers, drainage structures, sanitary service connections, water main, water main quality storm sewers, water service connections, combination curb and gutter, full-depth bituminous pavement, resurfacing with binder and surface courses, construction of PCC sidewalks and driveways, curb ramps, street lighting, and parkway landscaping. Other unique features of the project included a new street lighting system with energy efficient technology. Existing street lighting was alternately bid for Induction or LED retrofitting.

The Thomas design team generated 3 different concept alternatives and presented them to the City. The concepts were developed with primary goals of meeting the both the DuPage Community Development Commission's and the City's objectives. The elected alternative, which maximized on-street parking capacity, was considered for overall safety and mobility, cost, aesthetics, drainage, schedule, right-of-way impacts, local acceptance, and meeting the purpose and need for the project.

Thomas incorporated water main distribution improvements into the project by complying with recommendations found within the City's hydraulic model update report, installing a 12-inch water main loop, thereby increasing fire flow to the area.

The contract was a locally let and locally managed project. Thomas completed the municipal design of this public improvement from initial field evaluations through all phases of design, permitting, bid assistance, and construction oversight services.



PROJECT TYPE



Consulting Engineering Services



Project Management/
Coordination



Cost Estimating



Roadway Improvement



Environmental



Right-of-Way



Geotechnical



Utility Projects

REQUIRED INFORMATION

Client Reference:

Robert Flatter, P.E.
Public Works Director
City of West Chicago
1400 W. Hawthorne Lane
West Chicago, IL 60185
Phone: (630) 293-2255
Email: rflatter@westchicago.org

Firm: Thomas Engineering Group, LLC

Key Staff Involved:

- Kevin VanDeWoestyne

South Aurora Street Relocation Project

City of West Chicago, Illinois

This Project is located in the center of the City of West Chicago near the intersection of the Canadian National Railway (CN), and the Union Pacific Railroad (UP). The Project's purpose was to improve safety and implement a 24-hour Quiet Zone by closing the existing South Aurora Street at-grade crossing with the CN tracks. Permanent closure of the crossing required removal of the existing street and relocation of a new South Aurora Street.

Thomas Engineering Group (TEG) prepared plans for the Project in accordance with the Train Horn Rule and the Quiet Zones Regulations established by the Federal Railroad Administration. TEG coordinated with the Illinois Commerce Commission and CN requesting permission for permanent closure of the public highway-rail crossing and funding assistance through the Voluntary Crossing Closure Incentive Program. TEG also obtained cross access easements and plats of permanent drainage utility easements, vacations, and dedications prior to construction. TEG also obtained a DuPage County Stormwater Permit and IEPA Water Construction Permit. Advance utility coordination included permit review and inspection of AT&T, Comcast, ComEd, and Nicor utility relocation plans.

TEG also served as the City's Project Manager/Resident Engineer during construction providing construction oversight and contract administration for all Project improvements. This \$330K Project included removal of the existing South Aurora Street roadway and the construction of a new concrete street in an alternate location. Project improvements included new Portland cement concrete (PCC) pavement, alleys, combination curb & gutter, sidewalk, and installation of watermain quality storm sewer, a Best Management Practices (BMP) stormwater sewer structure, and new ductile iron water main for added fire protection to the new area being served. Other improvements included an access control swing gate, earthwork and grading, chain link fencing, final restoration, and decorative landscape barriers.



PROJECT TYPE



Consulting Engineering Services



Project Management/
Coordination



Cost Estimating



Roadway Improvement



Environmental



Right-of-Way



Geotechnical



Utility Projects

REQUIRED INFORMATION

Client Reference:

Joe Evers, P.E.
City Engineer
City of Elgin
1900 Holmes Rd
Elgin, IL 60123
Phone: (847) 931-5958
Email: evers_j@cityofelgin.org

Firm: Thomas Engineering Group, LLC

Key Staff Involved:

- Kevin VanDeWoestyne

St. John Street Reconstruction Project

City of Elgin, Illinois

Thomas Engineering Group was the Grant Application Manager, Designer, and Resident Engineer for this \$600K neighborhood investment project located on Clayton Street near downtown West Chicago. Thomas prepared a successful grant application for complete reconstruction of the roadway pavement and infrastructure, acquiring \$300K in DuPage County Community Development Block Grant (CDBG) Funds, whereby 50% of the total programmed construction cost was paid with CDBG Housing and Urban Development (HUD) funding. The scope included urban reconstruction and beautification improvements such as pavement removal, earth excavation, construction of storm sewers, drainage structures, sanitary service connections, water main, water main quality storm sewers, water service connections, combination curb and gutter, full-depth bituminous pavement, resurfacing with binder and surface courses, construction of PCC sidewalks and driveways, curb ramps, street lighting, and parkway landscaping. Other unique features of the project included a new street lighting system with energy efficient technology. Existing street lighting was alternately bid for Induction or LED retrofitting.

The Thomas design team generated 3 different concept alternatives and presented them to the City. The concepts were developed with primary goals of meeting the both the DuPage Community Development Commission's and the City's objectives. The elected alternative, which maximized on-street parking capacity, was considered for overall safety and mobility, cost, aesthetics, drainage, schedule, right-of-way impacts, local acceptance, and meeting the purpose and need for the project.

Thomas incorporated water main distribution improvements into the project by complying with recommendations found within the City's hydraulic model update report, installing a 12-inch water main loop, thereby increasing fire flow to the area.

The contract was a locally let and locally managed project. Thomas completed the municipal design of this public improvement from initial field evaluations through all phases of design, permitting, bid assistance, and construction oversight services.



PROJECT TYPE



Project Management/
Coordination



Traffic Improvement

REQUIRED INFORMATION

Client Reference:

Stephen Zulkowski, PE
Traffic/Permit Engineer
Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 208-3139
Email: zulkowskistephen@co.kane.il.us

Firm: WSP | Parsons Brinckerhoff;
prime

Key Staff Involved:

- Jessie Slaton
- Minchul Park

Dates: December 2015-2017

Cost: \$722,000

Kane County Traffic System Operation Management Services St. Charles, Illinois

Kane County Division of Transportation (KDOT) is opening a brand new arterial operations center in mid-2016. As part of the centralized operations, KDOT is migrating from their current Siemens TACTICS transportation management software application to TransCore's TransSuite traffic control software. Parsons Brinckerhoff has been selected to assist the county in launching the new facility and creating the standard operating procedures in order to monitor and report on all KDOT maintained traffic signal systems and ATMS communications infrastructure. The contract also includes operational trouble shooting and responding to public complaints regarding traffic signal operation; electrical maintenance contractor (EMC) supervision; field inspection; engineering "peer" review of signal timing and optimization plans, traffic signal/ traffic signal/roadway lighting/ITS plans, catalog cuts, and the county's Traffic Signal Specifications Traffic Network Architecture, specifications, and other related standards and guidelines; project management and administration; and quality assurance and quality control.

PROJECT TYPE



Project Management/
Coordination



Traffic Improvement

REQUIRED INFORMATION

Client Reference:

Jon Re
Signal Systems Manager
508 Wealthy Street SW
Grand Rapids, Michigan 49503
Phone: (616) 456-3492

Firm: WSP | Parsons Brinckerhoff;
prime

Key Staff Involved:

- Matt Hill

Dates: October 2013 - April 2015

Cost: \$190,000

Grand Rapids Signal Optimization Phase VII Kent County, Michigan

This project had two key purposes. The first was to evaluate current operational conditions, identify operational or safety deficiencies, and provide an updated signal timing and progression plan for 42 signalized intersections within five study areas in Kent county. These areas included sections of 68th Street, 29th and 32nd Streets, Burton Street, Jupiter Avenue and Post Drive, and the Village of Sparta.

The second purpose of this project was to develop emergency route timing plans for use when freeway incidents cause I-96 and US-131 freeway traffic in the Grand Rapids area to divert onto the surface road network.

The following are the tasks performed by WSP | Parsons Brinckerhoff for this signal optimization and emergency route timing effort:

- » Project coordination
- » Data collection/field review
- » Calculated vehicle and pedestrian clearance intervals per current agency standard
- » Prepared intersection deficiency evaluation
- » Conducted intersection crash analysis
- » Prepared Existing Conditions and Optimized Conditions Synchro/SimTraffic models for AM, Off-Peak, and PM peak time periods
- » Time of day and flash schedules



PROJECT TYPE



Public Involvement/Coordination

REQUIRED INFORMATION

Client Reference:

Bambi Hall
Louisiana Department of Transportation
and Development
1201 Capitol Access Road
Baton Rouge, Louisiana 70802
Phone: (504) 484-0210
Email: bambi.hall@la.gov

Firm: WSP | Parsons Brinckerhoff;
prime

Key Staff Involved:

- Shane Peck
- Jamy Lyne

Dates: October 2006 - August 2013

Cost: \$1.2 billion

Huey P. Long Bridge Widening

New Orleans, Louisiana

WSP | Parsons Brinckerhoff team conducted internal and external communications for the \$1.2 billion Huey P. Long Bridge Widening Project. The bridge is one of only three Mississippi River crossings in New Orleans and had to be widened rather than replaced. The client for the widening of the bridge was the Louisiana Department of Transportation and Development (LaDOTD), but the owner of the bridge is the New Orleans Public Belt Railroad because it was originally built in 1935 as a railroad bridge that included lanes for automobiles in each direction. Our multi-jurisdictional coordination also included the Causeway Commission, which had law enforcement authority on the bridge as well as the State Highway Patrol and the Jefferson Parish Sheriff's Office who had jurisdiction of roadways and recreational trails adjacent to and under the bridge. Agencies related to the river such as the Coast Guard, Port of New Orleans, and the Army Corps of Engineers also required periodic coordination. Efforts to communicate across organizations included weekly, monthly and quarterly meetings as well as correspondence as needed through email, phone calls and in-person. Communications activities produced millions of dollars in positive news media coverage; thousands of engaged followers on Facebook and Twitter as well as views of YouTube videos and the project website; proactive email outreach to more than 5,000 subscribers; and numerous national and regional public relations awards

PROJECT TYPE



Public Involvement/Coordination

REQUIRED INFORMATION

Client Reference:

Jason Fowler
Woodward Avenue Action Association
30947 Woodward Avenue, #200
Royal Oak, Michigan 48073
Phone: (248) 288-2004
Email: Jason@woodwardavenue.org

Firm: WSP | Parsons Brinckerhoff;
prime

Key Staff Involved:

- Shane Peck
- Jamy Lyne

Dates: January 2013 - October 2015

Cost: \$750,000

Woodward Avenue Complete Streets Master Plan

Detroit, Michigan

On the Woodward Avenue Complete Streets Master Plan in Detroit, Michigan, the WSP | Parsons Brinckerhoff team put in place traditional outreach services with emerging technologies. It is the largest Complete Streets project in North America, and highlights the ability of Parsons Brinckerhoff to deliver multiple outreach tools all in-house.

- » Managed social media for the project in its early stages to establish a solid foundation
- » Utilized Twitter and Facebook; the project's WEEKLY audience reach approached 30,000 social media accounts

WSP | Parsons Brinckerhoff staff also:

- » Developed an interactive mobile application (download it on Apple or Android by searching "Transform Woodward")
- » Developed an interactive crowdsourcing tool, which is a map that allows the public to pinpoint a location, make comments and take photos
- » Organized bicycle and walking "audits" open to the public, which were informational and conducted by experts to discuss what could be done to improve Woodward Avenue for cyclists and pedestrians



PROJECT TYPE



Traffic Improvement



Roadway Improvement



Environmental



HOV/Toll roads

REQUIRED INFORMATION

Client Reference:

Pete Harmet
Bureau Chief of Programming
Illinois Department of Transportation,
District 1
201 West Center Court
Schaumburg, Illinois 60196
Phone: (847) 705-4393
Email: Pete.Harmet@illinois.gov

Firm: WSP | Parsons Brinckerhoff;
prime

Key Staff Involved:

- Jessie Slaton
- Ryan Hanks
- Matt Hill
- Rich Hoffman
- Bryan Kapala
- Jamy Lyne
- Minchul Park
- Rick Powell

Dates: March 2001 - June 2013

Cost: \$11.4 million

I-290 Eisenhower Expressway

Phase 1/EIS

Cook County, Illinois

The I-290 Eisenhower Expressway ties the city of Chicago to population and job centers found in the western and northwestern suburbs. The segment of the expressway under study, from west of Mannheim Road to Halsted Street, includes a bottleneck section that is three lanes in each direction, as compared to the four plus lanes found at either end of the study area. This lane imbalance, combined with left side ramps, creates congestion, challenging merge conditions, and safety implications.

The I-290 corridor was the first multimodal transportation corridor in the U.S. Besides the Eisenhower Expressway, which is carrying close to 200,000 vehicles per day, the CTA Blue Line provides rail rapid transit service to Forest Park; and the CSX Railway owns a two-track right-of-way.

The section of I-290 west of Cicero Avenue will require reconstruction. The pavement base is well past its design service life of 40 years. Most of the bridges over I-290 in this same section have substandard vertical clearances. Geometric deficiencies and constrained mobility contribute to a higher crash rate experience in certain segments of the corridor.

Given the level of existing demand as well as future travel needs, IDOT is exploring a wide range of multimodal alternatives. These alternatives include the addition of general purpose lanes, managed lanes (high occupancy vehicle [HOV] lanes, high occupancy toll [HOT] lanes, tolled lanes), express bus, bus rapid transit, and CTA Blue Line extension alternatives. The regional travel forecasting model has been updated to forecast auto occupancy, CTA Blue Line, and toll scenarios for use in this study. A VISSIM model has also been developed to evaluate traffic operations on the mainline and interchanges.

Project elements include:

- » Crash analysis (including HSM and TTI)
- » Preparation of 2040 travel projections using an updated CMAP travel forecasting model
- » VISSIM and HCS traffic modeling
- » Transit and managed lane analyses
- » Geometric studies for the mainline, all exit/entrance ramps and all interchanges
- » Interchange and intersection design studies
- » Bridge studies and Bridge Condition Reports
- » Maintenance of traffic analysis
- » Extensive visualizations of before and after conditions and drive through videos
- » Location Drainage Report and Combined Design Report
- » Draft and Final Environmental Impact Statements



PROJECT TYPE



Traffic Study



Roadway/Drainage Design

REQUIRED INFORMATION

Client Reference:

Henry Guerriero
Illinois State Highway Authority
2700 Ogden Avenue
Downers Grove, Illinois 60515
Phone: (630) 241-6800 ext. 3844

Firm: WSP | Parsons Brinckerhoff;
prime

Key Staff Involved:

- Jessie Slaton
- Minchul Park
- Ryan Hanks
- Nick Laga

Dates: December 2014 - December 2016

Cost: \$1,500,000

Lee Street Interchange

Cook County, Illinois

Under a Planning Services Upon Request contract with the Illinois State Toll Highway Authority (Illinois Tollway). WSP | Parsons Brinckerhoff is developing a traffic study and concept level design plans for the proposed I-90 eastbound exit ramp at Lee Street. Lee Street carries the IL 72 designation over I-90. The existing interchange is a partial diamond with eastbound entrance and westbound exit ramps. O'Hare International Airport property abuts the south right-of-way line of I-90 within the project limits, and the addition of the exit ramp will require relocation of Upper Express Drive on the landside of the airport property.

Currently the Tollway is constructing a major widening and reconstruction of I-90 which includes the addition of a fourth through lane in each direction, and includes improvements to the Lee Street bridge and reconstruction of the ramp intersections to accommodate projected 2040 traffic. At this time the improvements do not include the addition of the eastbound exit ramp. The City of Chicago, DesPlaines and Rosemont have expressed interest in the addition of the eastbound exit ramp due to the growth in the area, including the Allstate Arena, major office developments, and the expansion of O'Hare Airport.

The Illinois Tollway initiated the feasibility study for the eastbound exit ramp at Lee Street in the beginning of 2015. The major tasks will include the following:

- » Traffic Study including the analysis of future traffic impacts on the existing arterial streets which connect to Lee Street in the study area. Under existing volumes the major intersections of Lee Street with Touhy Avenue (IL 72) and Mannheim Road (US 12) are both operating beyond capacity at peak hours. The major focus of the traffic study is to identify impacts and possible mitigation measures for impacts related to the addition of the eastbound exit ramp traffic to these local systems.
- » Interchange and intersection design studies will be prepared for the ramp terminals at Lee Street and the intersection of Lee Street with Touhy Avenue.
- » The study will also involve coordination with the local agencies, including IDOT, the City of Chicago, DesPlaines and Rosemont, to identify sources of funding for improvements to the local system if required.

WSP | Parsons Brinckerhoff will also be developing concept level roadway and drainage plans for the proposed ramp.



PROJECT TYPE



Cost Estimating



Roadway Improvement



Utility Projects

REQUIRED INFORMATION

Client Reference:

Michael Folkening, PE
Civiltech Engineering, Inc.
450 E. Devon Avenue
Itasca, Illinois 60143
Phone: (630) 773-3900

Firm: EJM Engineering, Inc.

Cost: \$3.2 million

Fullerton Avenue Streetscape

CDOT, City of Chicago, Illinois

EJM was a subconsultant on this project for improvements to Fullerton Avenue from Ashland Avenue to Racine Avenue. Improvements to the streetscape included pavement resurfacing, sidewalk widening, curb and gutter upgrades, landscaping, decorative lighting, community identifiers, and stamped crosswalks.

EJM's scope of work for this project included the preparation of plans, specifications and estimates for the installation of decorative street and pedestrian lighting with integrated special-event electrical outlets.

EJM design included lighting calculations, removal plans, conduit plans, cable plans, and standard drawings.

PROJECT TYPE



Cost Estimating



Roadway Improvement



Utility Projects

REQUIRED INFORMATION

Client Reference:

Michael Zorn, PE, PMP
Project Manager
H.W. Lochner, Inc.
225 W. Washington Street
12th Floor
Chicago, Illinois 60606
Phone: (312) 994-9762

Firm: EJM Engineering, Inc.

Grand Avenue Streetscaping

CDOT, City of Chicago, Illinois

EJM Engineering provided traffic signal and street lighting design for the reconstruction of Grand Avenue from Chicago Avenue to Long Avenue in Chicago. This multi-phase project was carried out in segments over a span of several years. EJM designed 20 traffic signals with construction plans and timing plans. EJM was responsible for the lighting design, performing the work in-house for some segments and overseeing a subconsultant's work for other segments. EJM assisted in the development of ADA ramps for the sections between Lamon and Pulaski. EJM was also responsible for the development of signing, pavement markings, ADA design, and maintenance-of-traffic plans for more than a half-mile section of roadway between Homan Avenue and Chicago Avenue.



PROJECT TYPE



Cost Estimating



Roadway Improvement



Utility Projects

REQUIRED INFORMATION

Client Reference:

Bryan L. Luke, PE
Christopher B. Burke Engineering, Ltd.
9575 W. Higgins Road, Suite 600
Rosemont, Illinois 60018
Phone: (847) 823-0500

Firm: EJM Engineering, Inc.

Devon Avenue Streetscape

CDOT, City of Chicago, Illinois

This project involved streetscape improvements along Devon Avenue from Kedzie Avenue to Leavitt Street. Improvements included widening sidewalks on each side of the street, intersection bump-outs, new curb/gutter and drainage structures, new street and pedestrian lighting, trees in grates, landscaped inground and above-ground planters, site furniture, pavers, light pole community identifiers, and several gateway community identifiers. EJM supervised the development of signing and pavement marking plans and the development of utility plans, driveway permit inventory, and vaulted sidewalk inspection for a 1.1 mile section of Devon Avenue..



PROJECT TYPE



Environmental

REQUIRED INFORMATION

Client Reference:

Mohammed Saleem, P.E.
Soodan & Associates, Inc.
100 N. La Salle Street
Suite 1800
Chicago, IL 60602
(312) 553-0003

Firm: Huff & Huff, Inc.

Cermak Road Streetscape

City of Chicago, Illinois

Huff & Huff, Inc. conducted an investigation of over 60 properties adjacent to Cermak Road where a Streetscape project was proposed. This project included new storm water drainage structures, lighting, and other aesthetic improvements in a heavily industrial, commercial, and residential area. H&H completed a PESA that involved review of Department of Environment records, historical research of Sanborn Maps, database searches, and site visits. Based on site review a variety of sites of potential concern were assessed including numerous LUST sites, SRP sites, and a Manufactured Gas Plant site. H&H recommended soil sampling for potential areas of concern based upon risk of encountering soil contamination and an understanding of the proposed improvements.

Huff & Huff, Inc. coordinated with Soodan and Associates, Inc. (engineer) and Wight & Company (landscape architect) to evaluate potential issues in areas where excavation for utilities and lighting was planned. All information was documented in the PESA following IDOT special waste procedures.

PROJECT TYPE



Environmental

REQUIRED INFORMATION

Client Reference:

Mike Matkovic
Christopher B. Burke Engineering
9575 West Higgins Road
Rosemont, Illinois 60018

Firm: Huff & Huff, Inc.

Harvard Street and Jackson Boulevard

Village of Forest Park, Illinois

As part of the Village of Forest Park's plan to improve Harvard Street and Jackson Boulevard, H&H screened both study areas to identify areas of potential environmental contamination. The screening process followed general protocols associated with ASTM E1527-00, which is a standard environmental site assessment methodology, and the Illinois Department of Transportation (IDOT).

Historical aerial photographs and historical maps, such as Sanborn Fire Insurance Maps, were used to review and identify land use over time and potential areas of environmental concern, such as areas of surface disturbance and outside storage. In addition, information was collected through a governmental records search.

Environmental features and conditions of areas adjacent to the right of way were evaluated during a site inspection and data collection. Using the above information, H&H identified areas of potential risk of contamination for the project area. Subsurface soil sampling was then conducted at nine areas identified as medium or high risk. These areas included current and historic gas station sites, a metal plating facility and several residential properties with underground heating oil tanks. Constituents of concern (COCs) included volatile organic compounds (VOCs), heavy metals, and polynuclear aromatic hydrocarbons (PAHs). Soil sampling results identified two of the nine sites with COC concentrations above cleanup objectives, thereby requiring any soil removed to be handled as special waste.



Statement of Commitment

The TEG team as presented in this proposal (see organizational chart in Section 2) is available for the duration of this project. Most of the personnel shown for our project team will have varying percentages of time commitment for this project based on when the specific disciplines are needed. Their percentage availability is noted in Section 3 of this proposal. These variances have been estimated throughout the engagement and are the basis for our submitted sealed cost proposal.

The TEG team understands the context of this assignment and is excited about working with the Village Staff again. We are devoting our best team for this project and will make this our most critical assignment. The personnel identified for this project are our A-team personnel and each is committed to completing the project on-time, within budget and with long-term value for Oak Park and its residents.



Salary Schedule (Per Job Classification)

Based on the requirements as stated in the RFP, cost information is provided to demonstrate our current average hourly rates for each billable position (classification) within the firm. As described below, costs for engineering services are typically calculated using the rate paid to the actual employee multiplied by a factor to account for overhead and profit. TEG will invoice for actual hours worked in accordance with the following Hourly Rate of Pay.

The compensation schedule found in the separate sealed envelope illustrates what TEG has developed in terms of our proposed engineering work effort and fee. We have utilized an IDOT standard Cost Estimate of Consultant Services Form and Cost Plus Fixed Fee (CPFF) method of compensation using our firm's current payroll burden and fringe expense rate and general and administrative.

Our firm's Statement of Experience and Financial Condition (SEFC) and current Payroll Rates are provided here in this section. Additionally, the SEFC's and Payroll Rates of our sub-consultants have also been included.

PAYROLL RATES

FIRM NAME
PRIME/SUPPLEMENT
PSB NO.

Thomas Engineering Gr DATE
Prime

06/23/16

ESCALATION FACTOR 3.49%

CLASSIFICATION	CURRENT RATE	CALCULATED RATE
Principal	\$88.00	\$70.00
Project Manager/Senior Resident Engineer	\$77.33	\$70.00
Project/Resident Engineer V	\$64.18	\$66.42
Project/Resident Engineer IV	\$57.13	\$59.13
Project/Resident Engineer III	\$49.75	\$51.49
Project/Resident Engineer II	\$37.58	\$38.89
Design/Construction Engineer I	\$26.41	\$27.33
Chief Surveyor	\$46.20	\$47.81
Senior Technician	\$42.50	\$43.98
Technician III	\$34.90	\$36.12
Design/Construction Intern	\$15.00	\$15.52
Business Administration Head	\$51.75	\$53.56
		\$0.00
		\$0.00
		\$0.00
		\$0.00
		\$0.00
		\$0.00
		\$0.00
		\$0.00
		\$0.00
		\$0.00

PAYROLL RATES

FIRM NAME
PRIME/SUPPLEMENT
PSB NO.

WSP | Parsons Brincker DATE
Thomas Engineering Group

ESCALATION FACTOR 0.00%

CLASSIFICATION	CURRENT RATE	CALCULATED RATE
Senior Area Manager	\$108.92	\$108.92
Senior Engineering Manager	\$98.85	\$98.85
Senior Supervising Engineer	\$72.49	\$72.49
Supervising Engineer	\$58.64	\$58.64
Lead Engineer	\$48.44	\$48.44
Lead Planner	\$46.12	\$46.12
Sr.Engineer	\$38.68	\$38.68
Assistant Engineer	\$30.30	\$30.30
Sr. Admin Assistant	\$29.22	\$29.22

PAYROLL RATES

FIRM NAME EJM Engineering, Inc. DATE 06/22/16
PRIME/SUPPLEMENT Prime
PROJECT Lake Street Streetscape Project
ESCALATION FACTOR 3.49%

CLASSIFICATION	CURRENT RATE	CALCULATED RATE
Principal	\$70.00	\$70.00
Chief Engineer/Project Manager	\$69.67	\$70.00
Senior Engineer	\$54.95	\$56.87
Lead Engineer	\$42.95	\$44.45
Engineer III	\$34.27	\$35.47
Engineer II	\$30.80	\$31.88
Engineer I	\$26.49	\$27.42
CADD Operator	\$30.40	\$31.46
Project Administrator	\$29.42	\$30.45



Payroll Rates

FIRM NAME	Huff & Huff, Inc.
PRIME/SUPPLEMENT	<u>Thomas Engineering Group, LLC</u>
PTB NO.	

DATE **6/20/2016**

ESCALATION FACTOR **1.00%**

[illegible]



Statement of Agreement

The TEG team has no objections to any of the terms of the request for proposal.



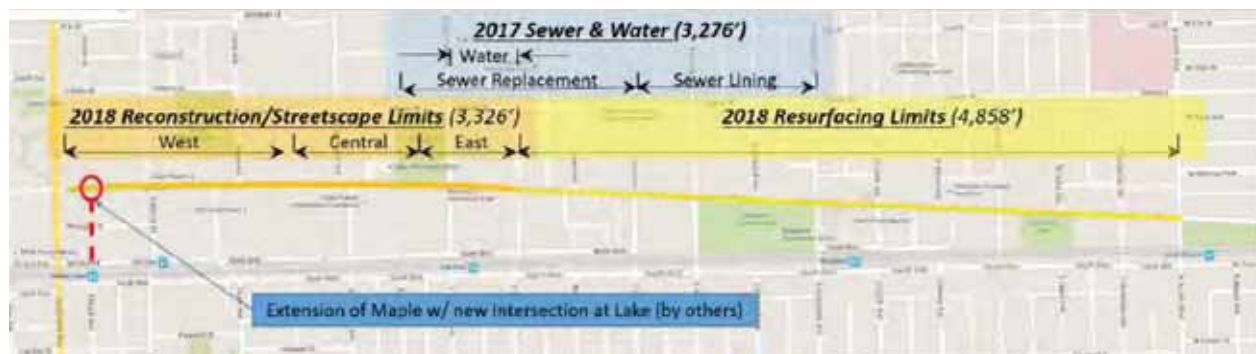
Project Understanding

Background and Introduction

Lake Street between Harlem Avenue and Austin Boulevard is an east-west 2-lane minor arterial located north of UP West Metra rail line that spans both the Downtown Oak Park (DTOP) and Hemingway Business Districts. The corridor is an intensely developed urban center serving both a local and regional highway function amongst a mixture of retail, restaurants, churches, parks, government, and medical/business office land uses. On-going and proposed developments in and around these two business Districts are bringing additional employment and visitors ultimately increasing demand for parking, mobility, roadway capacity and the need to maintain and/or improve the public infrastructure. The roadway, utilities and streetscape are showing clear signs of congestion, age, and vacancy.

Early identification of these challenges in 2007 by the Village staff and various business groups led to staff scoping projects to improve streetscape, access and mobility in and around the downtown. A master plan was created in 2012 that formalized criteria and policy goals so that the Village could plan, budget, design, build, and maintain a functional and flourishing downtown. In 2015, a unified streetscape design was adopted laying the groundwork for streetscape and other infrastructure improvements.

The Village of Oak Park seeks a multi-disciplined planning/engineering team to provide Phase I services and partner with the Village and their on-call Streetscape Planners (Lakota) to finalize the scoping for a reconstruction of Lake Street from Harlem Avenue to Euclid Avenue. This work is also to include full streetscape elements for roadway, parkway, lighting, planters, cross-walks and specialty design features where appropriate. While similar in scope to previous streetscape work done on N. Marion, this project is also intended to address vehicular congestion and pedestrian mobility issues. Immediately to the east of Euclid Avenue along Lake Street where land use and pedestrian activities are less intense, the Lake Street roadway pavement is in decline requiring surface improvements through Austin Avenue. Both projects are to be built in 2018.



Site Context and Project Drivers

The Lake Street Streetscape reconstruction has been divided into three sections denoted as Lake Street West, Central, and East. It is fully expected that the basic number of lanes will remain constant at 2 (1 through lane in each direction). Each section varies slightly in its land use, access, parking and development.

The site context of the resurfacing portion of the 2018 project from Euclid Avenue east to Austin Avenue takes on a much more local, relaxed character with the majority of land uses being apartment buildings, Oak Park River Forest (OPRF) High School and athletic fields (more open green space), surface lots, cafes with street-side al fresco dining and businesses with lower parking turnover rates. There is only one off-set intersection which has a very low volume and traffic operation along this section typically flow in a significantly less constrained manner. Each section of the streetscape and resurfacing projects limits have varying levels of the following attributes that will play roles in development of the preferred alternative:



Lake Street Streetscape, Resurfacing and Utility Projects (RFP# 16-100)

- » Churches and Church Group Activities
- » On-Street Parking / Turnover
- » Development (4 known in various stages)
- » Encroachments onto private property
- » Vaulted sidewalks
- » Mid-Block Crossings
- » Turn-Lane Channelization
- » Planters, Micro-Parks and Green Space
- » Sustainability / BMP's
- » Access Maintenance / Management
- » Pedestrian Safety / Bike Parking
- » Off-set Sidestreet Approaches
- » Congestion Pockets
- » Wayfinding / Kiosks
- » Valet / Off-Street Parking
- » Utilities / Water & Sewer

Keys to the Project / Project Complexities

So how do we make all of this work? How do we eliminate vehicular congestion while making it safer for pedestrians and promoting economic development? How do we identify the most cost-effective design and publicly supported methods of implementation?

The TEG team understands the importance of project context when it comes to project development, public outreach and the environment. By considering the context elements discussed in the following sub-sections and the purpose and need as mentioned on the previous page, the TEG/ PB team has identified several keys to the success of this project which will be the focus of our major work tasks described in the project approach:

1. **EARLY OUTREACH & PROACTIVE COORDINATION** – The ambitious project schedule requires immediate, effective engagement of the stakeholders and continuous coordination amongst all disciplines and units of government.
2. **STAGING & ACCESS** – Effective construction staging is essential for business sustainability and downtown livelihood. Striking the optimum balance between construction duration and maintenance of traffic will affect access to businesses and overall project cost.
3. **EFFECTIVE TRAFFIC MANAGEMENT** – The balance of arterial throughput, network optimization, parking capacity and access represents a major challenge during construction and in the ultimate built condition.
4. **SCHEDULE/COST MANAGEMENT** – Identification and management of risks to cost, schedule and stakeholder trust. Risk management over the life of Phase I/II will guide letting strategies and construction schedules as much as the design process does.
5. **MEET THE SCHEDULE / IMMEDIATE PROJECT START** – Immediate mobilization of the Phase I/II team is critical for meeting the ultimate deadline and maximizing opportunities throughout. TEG / WSP|PB is well prepared to progress immediately into the critical path items for the project. Having performed the survey, TEG already has base files set up on a central server accessible by all sub consultants. WSP|PB easily has the best understanding of the network traffic challenges and how they specifically relate to the Lake Street Corridor and alternate routes during construction.





Project Approach



Our team approach is based on the five “Keys to the project” identified in the previous section. Many of the tasks described in the approach for Phase I and Phase II are fairly typical and therefore the descriptions are basic in order to allow appropriate space to expand on those tasks or sub-tasks we feel are critical for the success of this project.

Preliminary Engineering (Phase I)

While the basic steps for this project are largely similar to that of many Phase I studies, the difference in our approach can be found in the details which ultimately are responsible for “Shared Success” of the Phase I process. Shared success is different than a successful Phase I in that all parties are thoroughly involved in the general 3-step project process of (1) data gathering and analysis, (2) alternatives analysis and selection of preferred alternative, and (3) detailed engineering on preferred alternate or 30% plans and project report. We anticipate that Phase II will begin for the 2017 advance water and sewer contract and the roadway resurfacing contract after Phase I, Step 1. Phase II plan development for the streetscape/reconstruction project can begin to in a limited manner after Phase I, Step 2 but wait to begin in earnest until middle of Phase I, Step 3.

A shared Phase I process often results in all parties; client, stakeholders, elected officials and consultants feeling involved. Later in this process these parties typically develop trust as well as a feeling of ownership of the project outcome. We believe this is critical to the success of this project where so many users and stakeholders could be involved. However, TEG will actively manage the risk log developed in the project Workshop (Step 1.2) in order to limit risks in advancing Phase II plans without completion of the preliminary engineering.



It is critical that none of the three Phase I processes (engineering / environment / public outreach) advance too far without the others so that the decision-making process considers the entire context as it becomes available. The project workshop (internal kick-off meeting) is also critical to success as that will help define the “difficult to measure” project challenges and goals. For purposes of brevity, these sections have been greatly truncated with the focus being placed on approaches to the identified complexities of the project.

1. Data Collection & Analysis

1.1 Village Data Review – Our team will work with Village staff to obtain all available record drawings, plan sets, construction documentation, utility atlases, Village planning documents, and specifications. Due diligence during this time is critical to eliminating unpleasant surprises later that can impact cost, schedule and public trust.

1.2 Project Workshop – TEG realizes that much planning has occurred to date and are not looking to “reinvent the wheel”. However, we know that effective, timely decision-making is critical to maintaining the schedule, and TEG proposes a 1-1/2 (1.5) day workshop with Village staff to gain consensus on the development and interpretation of all design and implementation elements of the Lake Street corridor. This process has proved highly successful on other projects resulting in saving time, energy, and costs, in identifying issues on similar projects (combined Phase I/II and accelerated schedule with multiple construction and advance work contracts) such as on the Stearns Road Bridge project (see write-ups in section 4 for details). The one-day work shop will be conducted based on the following:

- › TEG / WSP|PB will plan and coordinate a meeting with a selection of internal stakeholders from the Village such as maintenance, public works, parking, planning, water, engineering, etc. The purpose of this meeting is to find common ground or understanding that will be the basis for our project



approach. Together we will walk through all known elements of the project in terms of risk **cost**, **schedule**, **environment**, and **stakeholder trust**. A risk log will be developed and each element will be assigned a Low/Med/High) level of risk. The log used to track each risk through completion of Phase II or until that element reaches a point of surety where the risk is considered negligible. Our team will use this workshop to quantify the goals and priorities of the project and better understand Village preferences. This will give our team a clear understanding of how much flexibility we have with the design of the project, construction staging, and neighborhood impacts, etc. By understanding the risks, priorities and goals, this enables our team to effectively engage the external stakeholders knowing fully what the Village's comfort level is with various topics.

- › As part of the workshop and one of the initial workshop exercises, TEG / WSP|PB and Village staff will walk the entire length of the project as a working with a purpose to update the physical context of the site and get a shared understanding of the site issue in terms of access, congestions, right-of-way and constructability.
- › **Workshop Follow-up** – Soon after Workshop, we will engage the external stakeholders who may include residents, school district representatives, school bus drivers, business owners, locally elected officials, church representatives, library administrators, development teams as necessary to thoroughly discuss and review all qualitative goals for the project. The goal for this workshop is to develop a **shared or operational understanding** of project context. This will enable our team to make better decisions thus allowing a rapid and effective move towards selecting a consensus-built preferred alternative.

Having an effective plan to save as many trees along the lake Street corridor is important. TEG's arborist will partner with Village Forester and the TEG design team to ensure staging and construction methods promote root protection, and shock avoidance.

1.3 Coordination – Effective partnering with the Village of Oak park and coordination with the various units of government (internal and external) are of paramount importance for the success of this project. The exhibit E-1 details many of the potential issue areas that should be recognized and measured during Phase I. This downtown has an activity and involvement level that remains dynamic at nearly all times of day and thus requires both agency coordination and thorough public outreach during Phase I. One of the primary outreach goals will be to best assess elements of importance and preferences while developing and maintaining a thorough measure of trust with the stakeholders.

There are other key disciplines or issues that will require significant coordination and/or partnering with the Village to ensure complete success. The elements include the following:

- › **Forestry** – currently there are a variety of trees, bushes and other living landscape elements throughout the corridor. Coordination will be required in Phase I and II with the Village Forester and Lakota to determine which trees can be saved and which construction methods allow us the best chance of preserving those trees. TEG has a certified arborist on staff who works in both our Planning and design Group and also serves as a construction inspector who specializes in root protection.
- › **Parking** – Often time a secondary consideration, parking capacity, location and access will be critical during construction and certainly in the ultimate built condition. Parking, like roadway throughput for this project, is a clear measure of business viability and economic development.
- › **Bus** – Pace operates daily busses for two bi-directional routes (309 and 313) along the entire length of Lake Street. Combined, the 309 and 313 run over 50 trips a day. Effective coordination is critical during the project to ensure limited service impacts to Pace Bus users who are also resident and customers.
- › **Meetings and Workshops** – This project will not be without unexpected impacts or opportunities. Obtaining meaningful input at times when flexibility exists in decision-making is key to every project, especially the Lake Street Reconstruction. Early and continuous coordination is expected with agencies mentioned previous bullets plus a great many more including Village Staff, businesses, Fire Department, Park District Oak park River Forest (OPRF) High School, Village Board, Streetscape Steering Committee and key OP personnel or departments.

1.4 Public Involvement – **The key for public involvement is early and often.** The team will execute a thorough stakeholder coordination program where village officials, businesses, residents, developers, school officials, emergency responders, transit agencies, and other interested parties are kept informed and given opportunities for meaningful input throughout the duration of the project. The team will work with the existing Steering Committee to guide the stakeholder coordination



Lake Street Streetscape, Resurfacing and Utility Projects (RFP# 16-100)



process and to advance stakeholder recommendations forward. Our team has extensive experience working with and being responsive to various types of community members who may have different interests that need to be balanced. Our team also recognizes the Village of Oak Park's commitment to addressing stakeholder concerns based on our experience with the I-290 Eisenhower Expressway project, and we are prepared to meet your needs on this project.

Our Public Involvement Lead, Jamy Lyne, has extensive local government experience and will be the main point of contact for the Village when stakeholder matters are concerned. Before joining WSP | PB, Jamy was the Transportation Director for the Will County Council of Mayors and the Planning and Policy Director for Will County government. Since joining WSP | PB, she has lead the public involvement program on the Illiana Corridor project, working closely with local officials and other stakeholders. Working with others on the team, Jamy will ensure that stakeholder outreach program that meets the needs of the Village is achieved. In addition to the 3 Steering Committee meetings and 2 Village Board meetings that are anticipated, our team suggests a balanced array of other outreach methods be employed including:

- › Development and maintenance of a stakeholder contact list
- › Establish web pages on the Oak Park website
- › Create fact sheets that can be mailed electronically or printed
- › Share links to social media sites
- › Prepare presentations, maps, and visualizations for stakeholder outreach
- › Monitor, review, and respond to stakeholder comments as appropriate



1.5 Traffic Study – Data Collection/Analysis. Understanding that the recent traffic impact studies related to the proposed development projects coming to DTOP included recent traffic data collection efforts, our team proposes to perform a data collection effort that includes the collection of the current traffic conditions including traffic turning movement counts; pedestrian and bicycle counts; geometric data (e.g., lane configuration, link distances between intersections, and storage lengths); and a traffic signal equipment inventory. The new data collection effort will allow for the collection of data that will include the Lake & Forest Development scheduled to be completed this summer. Data collection will also include the collection of traffic characteristics of the new parking structure and associated vehicular access points and modified pedestrian patterns.

We understand that the signals along Lake Street in the proposed study area are currently coordinated with adjacent intersections from 6:45 to 21:00 during the weekdays and 10:00 to 21:00 during the weekend. Our scope will assume that these coordination patterns will not need to be extended as part of this study. Our data collection efforts will include video of turning movements to include an hour before and an hour after these coordinated time periods so that if interested, the data is available for the Village to determine if signal plans need to be extended or not.

1.5.1 Traffic Study – Consolidation traffic impact analyses into single Synchro Version 8 model.

The team will hit the ground running by consolidating the Synchro models from the new developments planned along Lake Street. Upon notice to proceed, we will establish the Synchro network using the previous studies network. While building the network, we will perform our site visits to verify that no changes to the original models have occurred. We will also launch our data collection effort immediately following NTP. While each of the previous traffic impact studies includes consideration and accommodation of the other developments in the background growth, a verification of all assumptions used in those studies will be included as part of the scope. In addition to reviewing and consolidating these studies into one comprehensive Synchro model, where applicable, future traffic demand for the short term and long term analysis periods will draw on our team's experience with regional travel demand model used on other projects in the vicinity of Lake Street.



1.5.2 Traffic Study - Evaluation of Existing Conditions and Recommendations:

Once the Synchro network is coded and the traffic data collection complete, our team will analyze the existing daily traffic patterns for AM & PM peak, weekend mid-day, and off-peak periods. We will review and incorporate the traffic signal timing plans provided by the Village and evaluate the existing “baseline” conditions. Once baseline conditions are documented, we will begin to optimize the Synchro model assuming only very minor enhancements to the existing system while eking out any improvements to operations considering all modes within the corridor. These recommendations will be based on short term implementation prior to the streetscaping project.

The SimTraffic module of Synchro will be used to demonstrate the proposed short term improvements and serve as a tool to present findings to all interested stakeholders. It is assumed that one meeting will be held to layout the recommendations and discuss the benefits of those recommendations.

1.5.3 Traffic Study - Recommendations of Optimal Signal Operations Plans for Long Term (after the streetscaping project).

The baseline Synchro model will be adapted to include the proposed improvements from The Lakota Group’s proposed streetscape plans. Results from this analysis will be presented to Village staff and any proposed improvements represented in the streetscape plan that prove detrimental to the operations in the corridor will be vetted to provide for the best accommodation for all modes. As part of this evaluation, recommendation for equipment or software upgrades will also be suggested.

Parallel routes, or off-Lake Street network links, in the study area will also be evaluated for scenarios that revise the directionality along those routes, namely North Blvd and South Blvd.

Again, SimTraffic will be used to demonstrate the recommended improvements and serve as a tool to present findings to all interested stakeholders. It is assumed that one meeting will be held to layout the recommendations and discuss the benefits of those recommendations.

Metrics including travel time savings, LOS, fuel savings, and CO emissions will be included in the evaluation of both short term and long term and off-Lake Street operational changes. Additional investigation will include:

- » Effects of implementing the all-pedestrian phase (Barnes Dance) at Lake/Marion, Lake/Forest/, and Lake/Oak Park intersection in the PM peak and weekend mid-day time period
- » Review of other potential pedestrian treatments at signalized intersections such as a leading pedestrian interval (LPI)
- » Evaluation of benefits of adaptive traffic signals along the Lake Street Corridor
 - › Review and summarize the state of practice in deploying adaptive traffic signals to identify operational advantages and disadvantages.
 - › Investigate implementation costs and benefits
 - › Compile a summary of system Measures of Effectiveness and outline benefits derived from the recommendations in a cost/benefit comparison

1.6 Tract Search and Easements – Our team will perform any pick-up survey necessary for the project. However, in preparation for Phase II, our lead surveyor will perform a tract search to obtain all record pertinent to the project. TEG will also draft exhibit and language to obtain any construction easements.

1.7 Geotechnical Survey – TEG will utilize the Village geotech consultant for purposes of obtaining cores and borings of Lake Street for purposes of pavement design and staging.

1.8 Crash Data/Analysis – TEG will work with Village to obtain crash reports and data for the last 5 years. Our process will tabulate data within various segments and intersections (links and nodes) and identify predominant crash types for each node and link. Crashes will be plotted to help





identify causal relationships. TEG will tabulate the data, review the crash lots and perform a crash analysis. Recommended countermeasures will be identified and used to help weight criteria used in the alternative analysis and 30% intersection designs.

1.9 Environmental Process (PESA/PSI/CCDD) – Huff & Huff, Inc. (H&H) will perform a Preliminary Environmental Site Assessment (PESA) in Phase I and once results are obtained, H&H will engage TEG regarding Phase II plan development for the resurfacing and reconstruction contracts (note: since the sewer and water project is locally funded for engineering and construction, a PESA is not required for this work) a Preliminary Site Investigation (PSI), and LPC-Form documentation for CCDD facility disposal for the project area. The full detail for this work is under separate cover, only the major PESA tasks are listed below:

- › Historical Research
- › Site Evaluation
- › Database Search
- › Report Preparation

The TEG / WSP|PB team will follow the coordination requirements specified by the BLR&S Manual and complete those steps necessary to comply with the concurrent National Environmental Policy Act (NEPA) and Section 404 processes. Based on our preliminary screening and field findings (after selection), we expect coordination with the following agencies:

- › US Army Corps of Engineers (USACE)
- › Illinois Environmental Protection Agency (IEPA)

1.10 BLR&S/FHWA Presentation #1 – TEG / WSP|PB will gather all of the necessary information for an initial presentation to IDOT BLR&S and the Federal Highway Administration as listed in the BLR&S Manual. Design criteria will be confirmed at this meeting as well as environmental processing (expected to be an Categorical Exclusion Group I / with report).

1.11 Existing Geometrics and Design Criteria – TEG / WSP|PB will use the topographic survey of the existing roadway alignment and identify the existing deficiencies using the IDOT BDE and BLR&S manuals and the AASHTO Greenbook as the design benchmarks. TEG's geometric engineers are highly familiar with urban designs and traffic operations knowing fully that many design exceptions while not "standard" are context appropriate, highly effective and safe.

1.12 Drainage Technical Memorandum – Following the requirements of MWRD, TEG / WSP|PB will complete all drainage designs and summarize them in the format of an IDOT Location Drainage Technical Memorandum. In addition to standard stormwater management practices, we will utilize Best Management Practices (BMPs) and green infrastructure to the extent feasible. This will include coordination with the Village's landscape architect to efficiently utilize the both the green spaces and sewer systems to supplement each other. This can include minimizing maintenance and watering needs by diverting some stormwater runoff to landscaped areas, which may reduce pipe sizes and impacts to the combined sewer system.

Providing the drainage design in the standard IDOT format will allow for ease of review by all parties, including IDOT, MWRD, and IEPA. The report will generally include a narrative, drainage plans, design calculations, and relevant correspondence and meeting minutes.

2. Alternatives Analysis and Selection of a Preferred Alternative

The TEG / WSP|PB team will evaluate the concepts based on the qualitative feedback received from the Village. TEG / WSP|PB will perform a weighted matrix analysis to help expedite the decision making process using the following suggested criteria as means for quantitative and qualitative comparisons:





- » Cost
- » Right-of-way
- » Sustainability
- » Safety
- » Capacity
- » Function
- » Access
- » Stage Construction
- » Parking/Valet
- » Detours
- » Intersection Designs
- » Construction duration
- » Business viability
- » Fairs / Markets
- » Mobility

TEG / WSP|PB will prepare a formal report culminating with a ranking of the concepts and a final recommendation of a preferred alternative. Based on Village comments, TEG / WSP|PB will revise the recommended concept as necessary and proceed to detailed engineering of the preferred alternative and continued environmental coordination and studies.

3. Detailed Engineering, Deliverables, Coordination and Reports

3.1 Roadway Geometry and Intersection Design Studies - Our team will prepare preliminary Phase I roadway geometry including proposed horizontal and vertical alignments, existing/proposed cross sections, and an assessment of additional right-of-way/easement needs for the project. Each intersection and segment will be evaluated based on physical constraints, current operation and safety, traffic analysis (during but more so post construction) and designs will be proposed that address vehicular congestion AND promote pedestrian safety and mobility.

3.2 Preliminary Plans at 30% - Our team will prepare preliminary plan and profile sheets showing existing and proposed horizontal and vertical geometry at a scale of 1"=20'. The proposed geometry will be set to meet design criteria and to avoid additional right-of-way and permanent easement requirements. TEG is aware that temporary easements will be required for sidewalk improvements with permanent easement negotiations occurring at some time after the construction of Lake Street but independent of the project.

3.3 Drainage Services - TEG's Drainage Lead, Nicholas Orf, P.E., CFM, CPESC, will prepare detailed drainage sheets meeting the design requirements of MWRD. These will include inlet spacing, sewer sizing, overland drainage, and all other underground work necessary to be completed in the advance contract. A holistic understanding of the drainage system and how it will need to function with the final project design is important so that all advance work appropriately ties into the future work. The drainage plans will include all necessary information for the completion of all underground work, including sewer replacement, sewer lining, water main replacement, and services replacement to the inside of buildings.

3.4 Traffic Maintenance Analysis - Our team will identify a recommended strategy for roadway construction that will be used for coordination with project stakeholders during Phase I Engineering, and included in the Project Report. This is especially critical for construction staging, maintenance of traffic, business viability and public safety. We anticipate some of the more major issues and being as follows:

- › One-way operations along Lake Street
- › Combined sewer, and number of utilities will require substantial coordination in all contracts
- › Extended construction duration with a 3-stage (no detour) strategy may prove
- › Temporary/Long-term loss of on-street parking

TEG already contacted the construction contractor who last worked on the Lake Street corridor to get a first person understanding of the traffic challenges associated with stage construction along Lake Street. Similar to the work done in the early 2000's, a one-way detour of west-bound traffic will likely be one of the options evaluated.



The key challenges and opportunities that we have identified for Phase II are as follows:

1. The 2017 Sewer and Water plan set is largely independent of the subsequent 2018 project(s) but must be let strategically to get best unit prices and be able to mobilize contractor in time to start work soon after school is out. Plans and notes can also specify a completion date and dates for temporary construction shutdowns or open cuts to eliminate conflicts with local fairs and special events. Phase II design for this project can begin as early as possible to ensure permitting does not affect letting. Our team has an entirely separate set of designers proposed for this work to ensure no capacity issues and that the most desirable lettings dates can be met.



Lake Street Streetscape, Resurfacing and Utility Projects (RFP# 16-100)

2. The Phase II 2018 Resurfacing and Streetscape projects will likely be let separately for several reasons.

- › Advantage - Larger contractor pools (and lower unit costs)
- › Advantage - More qualified and discipline specific pool of contractors will be available (many paving contractor not qualified to perform streetscape)
- › Advantage - Early initiation/completion of resurfacing project (expect duration 4 to 8 weeks) will limit potential for vehicles tracking primer coats onto premium surfaces
- › Advantage - Early completion will simplify coordination of construction staging
- › Disadvantage - Higher degree of coordination required by Phase III engineer working with two contractors with potentially different staging and MOT strategies

3. The 2018 Streetscape Reconstruction plan set development is on the critical path for the project. TEG will advance the plan set early to the extent possible with limited risk of re-work as the Phase I preferred alternative study progresses. Once buy-in by the Village and its board for the preferred alternative is established TEG will mobilize its design team to proceed at discussed below (see 2018 Contract for Streetscape Design Process).

The following are descriptions of the anticipated work steps, technical processes and coordination required for developing and permitting the project.





2017 Contract for Sewer and Water

Development of Base Mapping. TEG will use our own topographical survey data and develop drawings at a scale of 1" = 20'. All electronic files will be compatible with MicroStation V8i CADD software and Geopak.

Utility Atlas Tracking/Incorporate Municipal & Private Utility Atlases. TEG will maintain a utility atlas tracking log and acquire all available private utility atlases. TEG will compile both municipal and private utilities atlases and input the existing utility information into the CADD drawings.

Generate Surface Model of Each Corridor. TEG will generate the TIN models/existing surface models, create alignments, and cut cross-sections for each block. Cross-sections will be cut from right-of-way to right-of-way or store-front to store front (whichever is further) along Lake Street and each cross-street every 25' throughout the project limits for design purposes only. Additional cross-sections will be cut from the centerline to ROW/Store front for driveways and other minor access points.

Plan Development, Specifications, and Cost Estimates. TEG will develop preliminary (75%) design plans, specifications, and construction cost estimates. Considerations will include items such as cost, local impacts, schedule, constructability, maintenance, MWRD permitting, right-of-way, and utility conflicts.

After the Village has had the opportunity to review the 75% submittal, TEG will meet with Village staff to discuss all comments and questions. TEG will address all comments and provide a disposition to those comments to the Village.

TEG will advance 75% design plans to substantially complete (90%) review plans, specifications, and estimates to the Village. TEG will prepare for and attend a review meeting with the Village to discuss any comments to the 90% plans, specifications, and estimates. Our project team will also coordinate with MWRD to obtain the final permitting for the proposed stormwater improvements. It shall be noted that the sewer on Kenilworth is undersized and the Village's sewer model will provide minimum sewer capacity and recommended sewer size for design. The sewers on Harvey and Taylor shall be designed to accommodate a 10 year 2 hour event. TEG has two Certified Floodplain Managers that can assist the Village with determining the sewer design size.

TEG will provide a hard copy submittal of the design plans prior to final submission. Once all review comments have been received, TEG will prepare plans and files for the final submittal.

IEPA and MWRD Permitting. Upon substantially complete (90%) plans, TEG will send plans and coordinate with the IEPA and MWRD for water, sewer, and stormwater permits. TEG will prepare applications on behalf of the Village for submittal to the IEPA and MWRD.

Final Deliverables and QC/QA. The team will provide senior level staff to ensure that the design of the project meets the highest quality. This effort includes checking the design and quantities at various points in plan development to limit or eliminate internal errors and plan inconsistencies. TEG will record any Village and TEG generated review comments, incorporate changes into the final plans, and provide a complete disposition to all comments thoroughly citing actions taken and revisions made. TEG will compile all data to develop an electronic and hard copy submittal to the Village.

Bid Opening/Tabulation. Prior to the bid opening, TEG will prepare to answer bidder's questions/RFIs during the bidding phase. TEG will attend the bid opening, prepare the bid tabulation, evaluate bid proposals, and provide a recommendation for the Village's consideration.

TEG will lead the production of plans, specifications, and estimates for the roadway, lighting, and watermain/sewer portions of the project. Weekly meetings and/or conference calls will be held as necessary throughout the design process with Lakota to keep the roadway plans and specifications on course with the concept plan.



2018 Streetscape Reconstruction and Resurfacing

Pre-Design Meeting / Site Visit. As part of Phase I, weekly planning meetings are being held to identify the consensus-preferred corridor footprints for each section. Other goals of these meetings include refining direction on more detailed design aspects such as the type of decorative hardscape elements. TEG understands the importance of these weekly planning meetings. Therefore, at the start of design, TEG designers will regularly attend the joint engineer/Lakota meetings to get up to keep pace and fully integrate all design goals into the plan sets. Information gathered during this pre-design meeting will help TEG prepare for a site design visit with Village staff and Lakota. The goal of the site visit will be to gain a shared understanding of how to convert the concept plans into detailed construction documents and to identify those specialty items (gateway, other major features) in terms of location and design. Other aspects to be defined during this step are exact project limits, lighting scope, traffic calming/access management issues and key stakeholder commitments.

Coordination Meetings / Preliminary Plan Development / Joint Utility Meeting. The TEG Phase II design leads and other key civil team members will meet with Village staff and Lakota on a bi-weekly basis to discuss plan development and Phase I concept adherence as well as revisit any specialty design items identified during the pre-design meeting. These meetings will also serve as an opportunity to familiarize our design and construction teams with various project stakeholders involved in and/or affected by the project. TEG will provide advance agendas and meeting minutes (issued promptly after) for all meetings.

This task also marks the beginning of contract document creation. Detailed plans, at the Village's desired scales, and specifications will be generated and will adhere to schematic designs developed by Lakota. Separate sewer and watermain plans will be generated. Street lighting plans are expected to include all pertinent details and specifications and any required photometrics and voltage drop calculations. TEG also anticipates submitting Service and Meter applications for required electrical service drop locations. TEG will generate minimal landscaping plans and details as it is anticipated that the majority of these items will be detailed by Lakota. In general, TEG anticipates the following plan sheet sections:

- › Summary of Quantities
 - › Typical Sections
 - › Removal Plans
 - › Plan and/or Profile Sheets
 - › Sewer and Watermain Sheets
 - › Intersection Details
 - › Landscaping Plans and Details
 - › Electrical Plans and Details (for lighting, and other site amenities)
 - › Construction Details
- TEG will develop pavement and subbase designs for the required roadways. Assuming brick surface will remain in the Lake Street plan at strategic locations, TEG will analyze the traffic and design HMA, brick and joint sections for the project.

Early and continued communication with the private utility companies is critical for this project. We know the Village struggled through AT&T and ComEd utility issues on the North Marion Street project. That is likely one of the reasons why the private utility companies have already been contacted. Based on the pre-proposal meeting, The Village has placed serious emphasis on this coordination and TEG will coordinate with Village staff to make sure utilities do not delay the Lake Street project. In the past, TEG has utilized joint utility meetings in an attempt to keep everyone in the loop and to minimize delays during construction. As such, TEG will host an advance joint utility meeting with all private utility companies with facilities within each project section's limits of construction. It has been our experience that advance joint utility meetings improve rapport, establish early conflict relocation protocols, and improve lead times.

TEG will assist the Village in obtaining any permits from the Chicago Metropolitan Water Reclamation District (MWRD) and the Illinois Environmental Protection Agency (IEPA). It is anticipated that TEG will support Bill McKenna with support services by timely provision of information, plans, calculations or exhibits necessary for the submittals.

Pre-Final Plan Development. Based on preliminary review comments by stakeholders, TEG will advance the preliminary plans, specifications, and estimates to a pre-final level.

Final Plan Development. Based on pre-final review comments by stakeholders, TEG will advance the pre-final plans, specifications, and estimates to a final level.