



**Request for Proposals (RFP)
for
Professional Engineering Services for
Construction Engineering (Phase III) for the
Lake Street Improvement Projects**

October 23, 2018





TranSystems

1475 E. Woodfield Road
Suite 600
Schaumburg, IL 60173
Tel 847-605-9600
Fax 847-463-0565

www.transystems.com

October 23, 2018

Mr. William McKenna
Village Engineer
Village of Oak Park
201 South Blvd
Oak Park, IL 60302

Reference: RFP for Professional Engineering Services for Construction Engineering (Phase III) for the Lake Street Improvement Projects

Dear Mr. McKenna,

TranSystems is pleased to submit our Proposal to provide Engineering Services to the Village for the Lake Street improvements. We are prequalified by IDOT in all aspects of the project and our Team has completed over a dozen similar roadway and streetscaping projects over the past ten years. Our Team offers the City a strong combination of pertinent skills, relevant expertise, and in-house capacity to complete this project in a very timely, efficient, and cost effective manner. Our commitment to you is to deliver an aesthetically pleasing, sustainably built and functional streetscape project for this important commercial corridor within the Village of Oak Park.

Streetscape projects require more than good engineering skills. They require proactive communication skills, proven problem-solving ability, strong relationships with the involved public and private entities, innovative implementation strategies, and the creativity to deal with challenging and sensitive issues.

In addition to TranSystems' extensive urban streetscape construction experience, we have partnered with local firms with Oak Park roots including Terra Engineering for Construction Inspection, the Prescott Group for Public Involvement assistance, and CMS Design for Website design. Their history with the Village and understanding of the key stakeholders for the three projects will guide us through construction.

Together, the Team provides all of the skills needed for the project. Our Team is uniquely qualified for this assignment since we provide:

- Local team members invested in Oak Park. Our Resident Engineer, Brian Racine, our Public Involvement Lead, Jim Prescott, and our Website Designer, Carolyn Schiffner, are all Oak Park residents;
- A Team who has provided design and construction engineering on numerous streetscape projects over the last 10 years including contract plans, contract specifications, quantities, cost estimates, roadway design, drainage design, lighting design, traffic signal design, maintenance of traffic implementation, streetscape concepts, sidewalk vault maintenance, utility design, environmental and drainage permitting, public coordination, funding analysis, and IDOT processing;



- A Team with a history of successful implementation of architectural and streetscape enhancements for roadway corridors within a downtown setting. Our submittal includes some representative examples of the award-winning projects that have been constructed;
- Construction management professionals who have extensive experience with public coordination. Our Project Manager, Lou Beugnet, and Resident Engineer, Brian Racine, are both experienced in dealing with the public and local businesses, including on mega-projects for the City of Chicago, such as the 606 Trail, Wacker Drive, and 41st Street Pedestrian Bridge;
- A Team that understands the importance of quality materials and proper construction methods for streetscape improvements which will limit future maintenance while extending the design life of the project; and
- A Team that understands how to accomplish a project of this magnitude with minimal disruptions to residents and businesses. We have reconstructed major roadways involving full sewer and water main replacement within Central Business Districts and residential neighborhoods. These communities include: The City of Chicago, City of Crystal Lake, City of Elgin, City of Elmhurst, City of Geneva, Village of Skokie, and Village of Wilmette.

The TranSystems Team is best suited to perform this assignment because of our proven qualifications with downtown corridor streetscape improvements, depth of multi-disciplinary expertise, public coordination experience, and commitment to project budgets and schedules. These qualities, along with our team's energy, creativity, and enthusiasm, will enable us to best assist the Village in implementing the multiple construction contracts for the Lake Street Corridor.

Thank you for giving TranSystems the opportunity to serve the Village on this important project. TranSystems has no objections to any terms of the request for proposal and we are in receipt of Addendum I, dated October 18, 2018. If you have any questions, please contact me at (847) 407-5280 (office), (847) 650-6145 (mobile) or blfairwood@transystems.com.

Very truly yours,

A handwritten signature in black ink, appearing to read "Brian L. Fairwood", written over a horizontal line.

Brian L. Fairwood
Principal | Senior Vice President



I | INTRODUCTION TO TRANSYSTEMS

NATIONAL EXPERTS WITH A LOCAL UNDERSTANDING

TranSystems is pleased to present our qualifications to provide professional engineering services for the Village of Oak Park's Lake Street Improvement Projects.

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

TranSystems has 30 offices located nationwide with nearly 900 employees. We have two local offices within the Chicagoland region with a combined staff of over 100 individuals. Our staff includes licensed professional engineers, licensed structural engineers, design engineers, and planners.

TranSystems has completed similar projects for other communities in the Chicagoland area, including the Downtown Infrastructure and Streetscape Improvements for the City of Elgin. This project required extensive coordination with business and residents, as well as complex water main and sewer work.

CONSTRUCTION SERVICES CAPABILITIES

TranSystems is highly qualified and possesses the necessary construction engineering experience to perform inspection and construction management duties. Our construction services encompass the complete spectrum of testing, inspection and documentation methods.

We have extensive experience with resident inspection and construction engineering services including field layout, material inspection, shop drawing review, quantity documentation, evaluation of various construction methods and work sequence for staged construction, progress reports, construction management, shop drawings, monitoring and documentation of work activities, cost control, contract change orders, punch list, and as-built drawings.

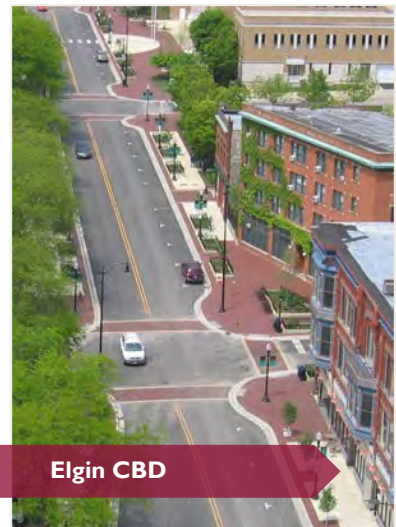
Our construction management background also includes working with all project stakeholders to provide the Client with the best quality project possible. Local and national awards have been bestowed on numerous projects that were managed by members of our team. We believe that our knowledge of what it takes to construct a quality project will be integral to the success of the project.

TRANSYSTEMS

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

CONTACT PERSON

Brian L Fairwood
Principal
Direct: (847) 407-5280
Mobile: (847) 650-6145
blfairwood@transystems.com



Elgin CBD



2 | ORGANIZATION CHART & STAFF CAPABILITIES

PROJECT TEAM

Our Team is comprised of professionals experienced in every aspect of this project. We believe that the proper coordination of the project by our staff with the Village of Oak Park, driving public, area businesses, residents, and other stakeholders will ascertain the timely and successful completion of the proposed improvements. We will ensure the necessary project coordination. Our team will also conduct and assist the Village with all coordination meetings, outreach campaigns, news media contacts, newsletters, project website, and other methods of a fully comprehensive public involvement plan.

The success of the project is dependent on the individuals performing the work. The TranSystems team has very strong professionals assigned to this project. Our current staffing ensures experienced personnel will be assigned to the project in order to meet the completion schedule. We have included introductions to our sub-consultants and an organizational chart and resumes at the end of this section.

SUBCONSULTANTS

TranSystems has assembled our Project Team with who we consider “partner” firms based on our extensive past experience with each of these firms on local roadway projects utilizing federal funding. The following identifies the role of each firm:

- | | |
|---------------------------|--|
| ▶ Terra Engineering, Inc. | Utilities, Constructability Reviews, Construction Inspection |
| ▶ Interra, Inc. | Material Testing |
| ▶ Prescott Group | Public Involvement |
| ▶ CMS Design | Website Design |

Terra Engineering, Ltd.

TERRA Engineering, Ltd. is a multi-disciplinary professional service firm that utilizes their experience, intellect, passion, and diversity to serve their clients. Since 1992, their portfolio has evolved to include local, national, and global projects ranging in both type and scale. They approach their work from a foundation of comprehensive expertise and resources, allowing their disciplines to collaborate and create intelligently designed, thoughtful, site-specific solutions that skillfully balance aesthetic with function. Terra is dedicated to making their clients successful, and to enable their clients and staff to make innovative and socially responsible decisions that result in a sustainable and effective design.

Interra, Inc.

Interra is a certified MBE and an industry leading provider in engineering, inspection and testing services. They specialize in HMA, PCC, AGG and soil field and laboratory testing, QC/QA inspection and testing, and geotechnical subsurface investigation. Their facility is a state-of-the-art laboratory with both IDOT and AASHTO accreditations.

Prescott Group

Prescott Group LLC is an Oak Park-based public affairs firm that offers experienced counsel and solutions, strategic program development and efficient project execution to help clients reach their objectives. They work as a partner with clients to create and implement goal-oriented programs at the local, state, national and international levels. To do that, they assess and respond to the unique needs of each client in a focused approach that avoids unnecessary expense and delivers results.

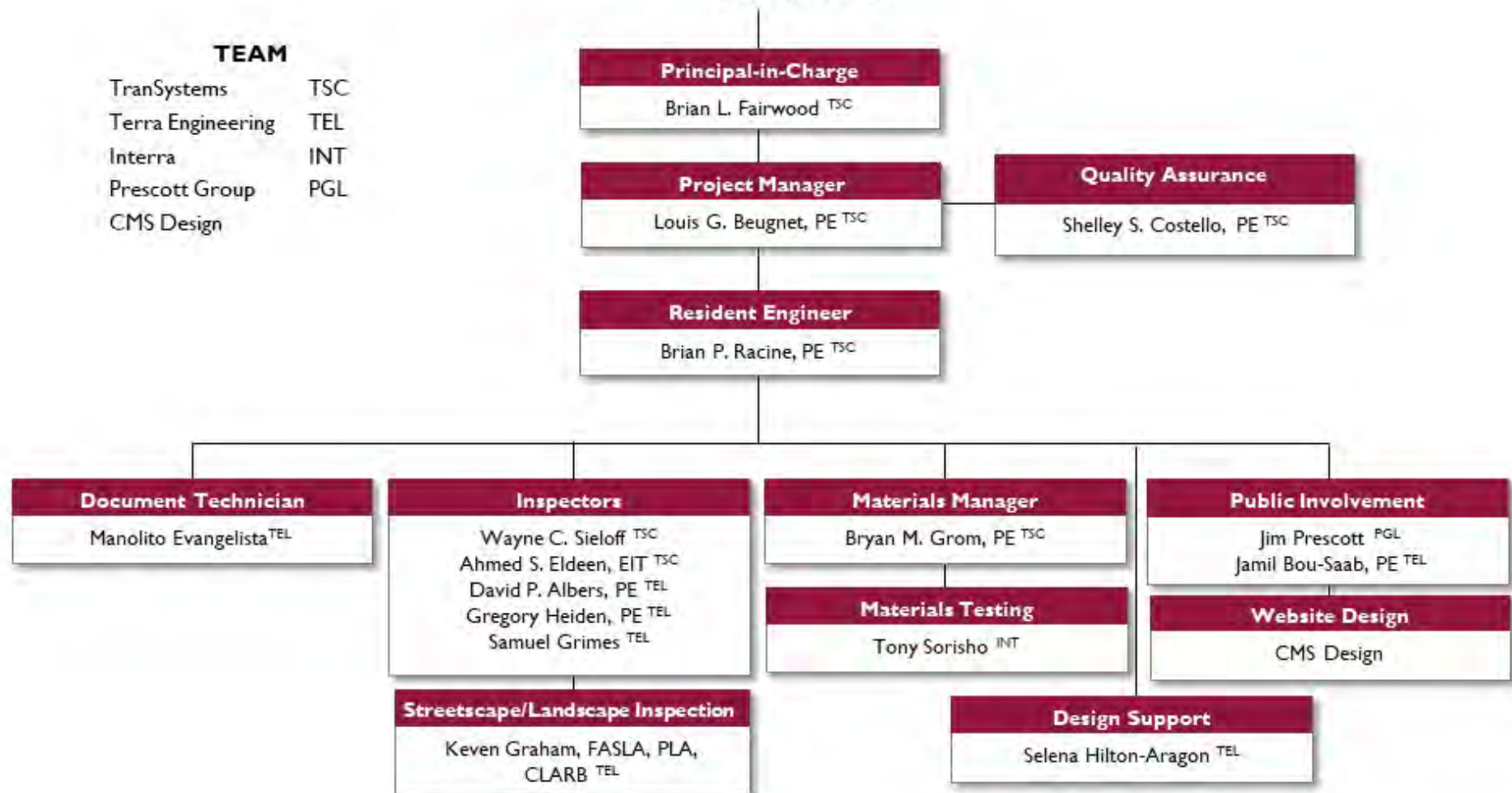
CMS Design

CMS Design is a woman-owned business specializing in digital and print communications located in Oak Park, Illinois. For more than 25 years, they have partnered with local organizations to create and execute impactful and strategic design solutions.



TEAM

TranSystems	TSC
Terra Engineering	TEL
Interra	INT
Prescott Group	PGL
CMS Design	



Brian L. Fairwood Principal-in-Charge

Brian has 25 years of experience with coordination, planning reports, and contract plan preparation for municipal projects including roadway and intersection geometrics, bikeway and pedestrian facilities, streetscape design, capacity analysis, traffic and accident studies, signal warrants, right-of-way requirements, funding analysis, and public coordination and involvement. Brian has also worked with our clients within the Chicago region in utilizing more than 40 distinct funding sources for transportation improvements. He specializes in securing and processing “outside dollars” for our clients. His expertise in the area of funding has laid the foundation for accelerating projects through to the construction phase.

Elgin Central Business District (CBD) Street Revitalization Program, Elgin, IL

Project director for design and construction engineering services for the Central Business District (CBD) Street Streetscape Program. The improvements included the replacement of sidewalks and curb and gutter, paver streetscape accents, planters with irrigation, decorative street lights, street furniture, additional street trees and repaving of the streets to accommodate parking and bike lanes. A substantial public relations/information effort was performed during the course of the project.

Historic Third Street Improvements, Geneva, IL

Project engineer for seven blocks Third Street rehabilitation in Geneva’s downtown historic business district. The project involved roadway and streetscape improvements. Roadway items include street paving, curb and gutter reconstruction, drainage design, roadway striping and lighting, and sanitary sewer and watermain reconstruction. The streetscape items include landscaping, decorative brick paver carriage walls and sidewalks, historic and informational kiosks, signage, site furnishings, and pedestrian walk lighting. Extensive public coordination was involved to reach a consensus with the stakeholders for the streetscape elements of the project. Public meetings, design charrettes, newsletters, and a project website were all components of the public involvement plan.

Old Orchard Road and Skokie Boulevard Intersection Improvements, Skokie, IL

Project director for project development report, contract plans and documents, and construction engineering for the rehabilitation and resurfacing of the intersection of Old Orchard Road and Skokie Boulevard in the Village of Skokie. The project included additional channelization improvements, sidewalks, roadway lighting, traffic signals, drainage, and pavement markings. These improvements were necessary to improve operations, capacity and safety of this intersection.

Meacham and Algonquin Road Intersection, Schaumburg, IL

Project director for the current Phase I and II project to update the original Meacham Road Phase I project, including additional intersection turn lanes, additional third eastbound lane on IL 62, updated crash reports, noise analysis study, location drainage study, intersection design studies, and preferred improvement plan.



EDUCATION

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

B.S., Civil Engineering
Marquette University, 1993

AFFILIATIONS & MEMBERSHIPS

American Public Works Association
Chicago Metro Chapter – Fox Valley Branch

YEARS OF EXPERIENCE

25 (25 with firm)

Woodfield Road, Schaumburg, IL

Project director for the Phase I work for the reconstruction of Woodfield Road between Meacham Road and IL Route 53. The project includes additional channelization improvements, sidewalk/bike path, traffic signals, lighting, drainage, landscaping and pavement markings. These requirements are needed to improve operations, capacity and safety of the corridor.

Martingale Road Improvement, Village of Schaumburg, IL

Project engineer for preparation of a Project Development Report, Contract Plans, and Contract Documents for reconstruction of 0.85 miles of roadway. The project included roadway reprofiling, curb and gutter, landscaped median with irrigation system, new street lighting, signal modernization, intersection improvements, and public coordination. Extensive coordination was performed with the adjacent property owners to provide compatibility of pedestrian spaces with the landscaping and streetscaping themes.

Randall Road Corridor, McHenry County, IL

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

Northbrook Streetscape Design Study, Northbrook, IL

Project manager for development of a streetscape design study for improvements to the Central Business District. The objectives were to give a more detailed form to the improvements recommended by the Streetscape Subcommittee; provide design tools to assist in the implementation of future improvement; provide a detailed cost analysis including funding opportunities; and develop a plan for implementation. The study took place over a six-month period. Numerous meetings were held throughout the process with the Village Planning Staff, committees, and agencies.

Elgin Riverfront/Center City Master Plan, Elgin, IL

Project manager for developing the transportation assessment for the comprehensive Elgin Riverfront/Center City Master Plan for the City of Elgin. This plan was used as the basis to redevelop the City along the Fox River. The plan identified planning opportunities for land use organization, redevelopment, linkages, transportation, parking and urban design. The plan also defined the desired relationships between the Center City, surrounding neighborhoods, community and the region.

18th Street Streetscape, Chicago, IL

Project engineer for preliminary engineering for streetscaping improvements within the Pilsen neighborhood of Chicago. The project included brick paver sidewalks, tree wells, receptacles, and landscaping. The existing lighting system was replaced with decorative fixtures. Coordination was performed with the adjacent property owners and the City to provide compatibility of pedestrian spaces with the landscaping and streetscaping themes.

Funding Assistance, Various Communities, IL

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

Louis G. Beugnet, PE **Project Manager**

Lou has 27 years of project experience in construction management, project coordination, permitting, and design experience. Lou has been involved with a wide variety of construction project types such as ADA sidewalks, arterial resurfacing, pedestrian bridges, and expressway bridges. Lou has worked on multiple municipal, Tollway, IDOT, and CDOT projects either as project manager or as the construction manager.

Elgin Central Business District (CBD) Street Revitalization Program, Elgin, IL

Project Manager for the construction engineering services for the Central Business District (CBD) Street Streetscape Program. The improvements included the replacement of sidewalks and curb and gutter, paver streetscape accents, planters with irrigation, decorative street lights, street furniture, additional street trees and repaving of the streets to accommodate parking and bike lanes. A substantial public relations/information effort was performed during the course of the project.

Elmhurst CBD Streetscape, Elmhurst, IL

Project Manager for streetscape improvements within the City's central downtown business district. The project used federal ITEP funds for construction and construction engineering and the scope included installation of brick sidewalk, decorative street lighting, removal and replacement of curb and gutter, pavement patching, drainage adjustments and improvements.

First Street LAFO, Elmhurst, IL

Project Manager for this project which consisted of 1.31 miles of resurfacing including milling, HMA surface course, patches, curb and gutter, median replacement, sidewalk and marking and restoration on First Street from West Avenue to Willow Road. First Street runs through the CBD of Elmhurst and adjacent to the railroad tracks.

41st Street Pedestrian Bridge, Chicago, IL

Project manager for the installation of a double curved arch mono-truss tube structure with reinforced concrete deck, arch foundation and lateral supporting columns on deep foundation, architectural elements, roadway resurfacing and reconstruction, new lighting, and relocation of Metra Electric overhead power and communication utilities.

The 606 (Bloomingdale Trail), Chicago, IL

Project manager, coordination and traffic control manager for a multi-use linear park that will be the first of its kind in Chicago. Stretching 2.7 miles through four vibrant Chicago northwest side neighborhoods, the conversion of the elevated Bloomingdale Line into a trail and park provides unprecedented connections to and among these communities. The trail and park will run along an unused, elevated rail line along



REGISTRATIONS

Professional Engineer: IL, 1996

EDUCATION

B.S., Electrical Engineering
Marquette University, 1992

CERTIFICATIONS

IDOT Bridge Construction Inspection
IDOT Documentation of Contract Quantities
IDOT Material Management of Jobsites
IDOT Portland Cement Concrete Level I
IDOT S-33 Geotechnical Field Testing and Inspection

TRAINING

IDOT ICORS Training Seminar
OSHA 30-Hour Construction Safety

YEARS OF EXPERIENCE

27 (13 with firm)

Bloomington Avenue. The Bloomington Trail and Park runs through several vibrant communities along Bloomington Avenue, adjacent to numerous private properties, and crosses over major arterials, an historic boulevard, bus and bicycle routes, and the CTA Blue Line.

Program Management Services for Wacker Drive and Congress Parkway Interchange, Chicago, IL

Project coordinator, including traffic control and permit manager, for the Program Manager Services for the reconstruction of the north-south section of the multi-level Wacker Drive and the Congress Parkway Interchange. The Program Manager assignment involves the oversight and administration of four distinct construction contracts valued at \$303 million, as well as coordinating private utility relocation agreements and various City of Chicago force account work orders.

Butterfield Road at Commonwealth Lane Intersection, Elmhurst, IL

Project manager for this project which includes intersection improvements to accommodate future traffic from the construction of Elmhurst Memorial Hospital. Improvements include the addition of a northbound left turn lane on Commonwealth Lane, providing dual left turn lanes onto westbound Butterfield Road. In addition, a southbound left turn lane and shared through/right turn lane will be provided on the north approach of Commonwealth Lane. A new eastbound right turn lane will be constructed along Butterfield Road. The project will include other minor widening and resurfacing within the improvement limits in addition to modernization of the traffic signal equipment. The project tasks include geometric studies, traffic analysis, drainage, and pedestrian/bicyclist accommodations.

Skokie Boulevard at Old Orchard Road, Skokie, IL

Construction manager responsible for project oversight and management of project staff. The project included resurfacing, rehabilitation, and reconstruction of the intersection of Old Orchard Road and Skokie Boulevard in the Village of Skokie. The project included additional auxiliary lanes, channelization improvements, sidewalks, roadway lighting, traffic signals, drainage detention, and pavement markings. These improvements were necessary to improve operations, capacity and safety of this intersection.

Golf Road and Skokie Boulevard Intersection Improvements, Skokie, IL

Construction manager for the preparation of contract plans and documents for the rehabilitation and reconstruction of the intersection of Golf Road and Skokie Boulevard in the Village of Skokie. The project included additional auxiliary lanes, channelization improvements, sidewalks, roadway lighting, traffic signals, drainage detention, and pavement markings. These improvements were necessary to improve operating capacity and safety of this intersection.

ADA Ramp Program, Chicago, IL

Program manager and resident engineer for the construction of over 4,000 ADA compliant ramps in the Chicago Loop, as well as Chicago's far north, near south, and far south areas. This program was assigned to TranSystems as a series of task orders for City- funded or federally-funded projects, and required pedestrian traffic control, roadway traffic control, sidewalk removal, new concrete ADA sidewalks, ADA tile installations, curb and gutter removal and replacement, HMA resurfacing and pavement markings.

Brian P. Racine, PE Resident Engineer

Brian is a Resident of Oak Park and has 18 years of experience in the construction of expressway, bridges, and urban highway improvements including IDOT, CDOT and municipalities. Brian has most recently worked as the Resident Engineer for the 41st Street Pedestrian Bridge, Assistant Resident Engineer for Bloomingdale Trail, Resident Engineer for CDOT Fullerton Drive Bridge over Lincoln Park Lagoon, the Outreach Engineer for Wacker Drive and the Assistant Resident Engineer for the 26th Street and Road B over the Franklin Connector in Chicago. Brian is well versed in project documentation, materials inspection, and construction inspection procedures. His responsibilities include overseeing daily inspection activities and contractor coordination.

41st Street Pedestrian Bridge, Chicago, IL

Resident engineer for the installation of a double curved arch mono-truss tube structure with reinforced concrete deck, arch foundation and lateral supporting columns on deep foundation, architectural elements, roadway resurfacing and reconstruction, new lighting, and relocation of Metra Electric overhead power and communication utilities.

The 606 (Bloomingdale Trail), Chicago, IL

Assistant resident engineer for a multi-use linear park that is the first of its kind in Chicago. Stretching 2.7 miles through four vibrant Chicago northwest side neighborhoods, the conversion of the elevated Bloomingdale Line into a trail and park provides unprecedented connections to and among these communities. The trail and park run along an unused, elevated rail line along Bloomingdale Avenue. The Bloomingdale Trail and Park runs adjacent to numerous private properties, and crosses over major arterials, an historic boulevard, bus and bicycle routes, and the CTA Blue Line.

Wacker Drive Program Manager, Chicago, IL

Outreach engineer for the Program Manager Services for the reconstruction of the north-south section of the multi-level Wacker Drive and the Congress Parkway Interchange. The Program Manager assignment involved oversight and administration of four distinct construction contracts valued at \$303 million, as well as coordinating private utility relocation agreements and various city force account work orders. This project won the national ACEC 2014 Grand Conceptor award.

First Street LAFO, Elmhurst, IL

Resident Engineer for this project which consisted of 1.31 miles of resurfacing including milling, HMA surface course, patches, curb and gutter, median replacement, sidewalk and marking and restoration on First Street from West Avenue to Willow Road. First Street runs through the CBD of Elmhurst and adjacent to the railroad tracks.



REGISTRATIONS

Professional Engineer: IL, 1996

EDUCATION

B.S., Civil Engineering
University of Illinois, Urbana-Champaign, 1999

CERTIFICATIONS

ICORS Certified
IDOT Documentation of Contract Quantities
OSHA 10-Hour Construction Safety

YEARS OF EXPERIENCE

18 (4 with firm)

CDOT Fullerton Drive Bridge over the Lincoln Park Lagoon, Chicago, IL

Resident engineer for the removal and replacement of a 72 year old bridge over the Lincoln Park Lagoon and adjacent pedestrian underpass across Fullerton Drive. Key bridge and underpass construction elements include detailed architectural precast cladding for all cast-in-place structures and reconfiguration of both pedestrian and vehicular access to increase capacity and safety across the bridge. Responsible for the direct oversight of the project. Liaison between the City of Chicago, Chicago Park District, IDOT, and the Alderman's Office for coordination of staged construction efforts and resolution of any construction issues related to the project. Managed a team of inspectors and engineers that oversaw the daily construction activities and the documentation of quantities and materials.

I-90/94 (Kennedy Expressway) from Hubbard's Cave to the Circle Interchange, Chicago, IL

Resident engineer for the improvement of I-90/94 from Hubbard's Cave to I-290, the work included realignment and reconstruction of the ingress and egress ramps on I-90/94 from Hubbard's Cave to I-290. The ramp modifications incorporated the removal and replacement of the retaining walls to accommodate the realignments. New PCC and bituminous pavement was installed in addition to single and/or double-faced concrete barrier wall at each new ramp section. Responsible for documenting and implementing design changes. Performed daily on-site inspections, maintained documentation, measured quantities, and reviewed pay estimates and change orders. Coordinated Quality Assurance efforts and oversight of Contractor's Quality Control.

IDOT Phase III Improvements Franklin Avenue Connector at 26th Street and at I-55 Frontage Road B

Assistant resident engineer. The project consisted of (but not limited to) the Reconstruction of the 26th Street and Frontage Road B bridges over the Franklin Connector. The work included the removal and replacement of abutment stems and backwalls in addition to pier repairs. The roadway lighting work consisted of the removal and replacement of existing overhead bridge deck lighting, removal and replacement of existing under deck lighting, and installation of conduits, conductor, and junction boxes. Responsible for documenting and implementing design changes. Performed daily on-site inspections, maintained documentation, measured quantities, and reviewed pay estimates and change orders. Coordinated Quality Assurance efforts and oversight of Contractor's Quality Control.

IDOT District I Highway/Safety Improvement Project: Traffic Signal Modernization – F.A.P. Route 348 IL Route 43 (Harlem Avenue) from Joliet Road/41st Street to U.S. Route 34 (Ogden Avenue), Chicago, IL

Project engineer for the creation of traffic signal plans for the above referenced project. Responsibilities included the design and creation of the existing traffic signal removal plans, temporary signal plans, existing cable plans, proposed traffic signal plans, proposed cable plans, proposed interconnect plans, specifications, and a total project cost estimate.

CDB, North Riverside Armory Military Vehicle Parking Area, Security Fencing and Access Road, Chicago, IL

Design engineer for the creation of site civil plans for the above referenced project. Responsibilities included the design and creation of the existing conditions and removal plan, soil erosion and sediment control plan, proposed improvements plan, proposed grading plan, details, specifications, and a total project cost estimate.

Shelley S. Costello, PE

Quality Assurance

Shelley has over 40 years of project management and resident engineering experience on federally funded municipal projects. She has extensive knowledge in plan preparation, construction administration, construction documentation, construction observation, and coordination for IDOT and municipal projects, including roadway and bridge geometrics, structural design, and right-of-way requirements.

Elgin Central Business District Street Resurfacing and Streetscape Program, Elgin, IL

Resident engineer for design and construction engineering services for the Central Business District (CBD) Street Resurfacing and Streetscape Program. The improvements included the replacement of sidewalks and curb and gutter, paver streetscape accents, planters with irrigation, decorative street lights, street furniture, additional street trees and repaving of the streets. A substantial public relations/information effort was performed during the course of the project. This included frequent public meetings, newsletters, updates and project status reports via mailings/handouts, and a project website.

Sheridan Road, Wilmette, IL

Quality assurance manager for the reconstructed 2.1 miles of Sheridan Road from Isabella Street to 10th Street to provide one through lane in each direction separated by a continuous two-way left turn lane. A 4.5 foot bicycle lane were placed along either side of Sheridan Road. Construction included: new curb and gutter, pavement, sidewalk, retaining wall, water main, sanitary sewer and storm sewer. Three traffic signals were modernized. Streetscape enhancements included: ornamental traffic signals, rewiring decorative/historic lighting, Baha'i Temple retaining wall, Gillson Park entrance signs, brick crosswalks, Village identifier monuments and landscape plantings.

Virginia Street Corridor, Crystal Lake, IL

Quality assurance manager for the Virginia Street Corridor project. The scope of work included patching and resurfacing of existing pavement, removal and replacement of existing sidewalk, curb and gutter replacement, driveway replacement, and the installation of streetscape elements including specialty paving, street furnishings, signage, landscaping and decorative lighting. Public coordination, maintenance of traffic, and timely execution of work were key components of this project.

Wacker Drive Program Manager, Chicago, IL

QC/QA for the Program Manager Services for the reconstruction of the north-south section of the multi-level Wacker Drive and the Congress Parkway Interchange. The Program Manager assignment involves the oversight and administration of four distinct construction contracts valued at \$300M, as well as coordinating private utility relocation agreements and various City force account work orders.



REGISTRATIONS

Professional Engineer: IL, 1989

EDUCATION

B.S., Civil Engineering
Illinois Institute of Technology, 1983

CERTIFICATIONS

IDOT Documentation of Contract Quantities
IDOT Material Management of Jobsites
OSHA 10-Hour Construction Safety

YEARS OF EXPERIENCE

42 (14 with firm)

Skokie Blvd Reconstruction Phase III, Foster Street to Golf Road, Skokie, IL

Documentation engineer for reconstruction of roadway, storm sewer and drainage structure adjustments and installation, water main, roadway lighting, traffic signal installation, landscaping, striping, and various other incidental work.

North York Street Improvements, Elmhurst, IL

Documentation engineer for the oversight and management of the reconstruction of 0.53 miles of North York Road from IL Route 64 to US Route 20. A center bi-directional turn lane was added to provide safer travel along York Road and improve accessibility to the adjacent businesses. The project also included new storm and sanitary sewer, water main, sidewalks, roadway and pedestrian ornamental lighting, traffic signals, and pavement markings. Prepared daily and weekly quantity documentation, material inspection reporting and acceptance by IDOT, and project finalization and close-out with IDOT.

Church Road Improvement, Elmhurst, IL

Project documentation engineer for the reconstruction of approximately 1.5 miles of the existing urban roadway along Church Road. The project extends from the north approach of the U.S. Route 20 (Lake Street) intersection to Grand Avenue. Roadways will be reconstructed in kind with full depth concrete pavement to withstand the high volume of truck traffic within this industrial area. Prepared daily and weekly quantity documentation, material inspection reporting and acceptance by IDOT, and project finalization and closeout with IDOT.

Illinois Route 72 (Higgins Road) at Barrington Road, Hoffman Estates, IL

Quality Assurance Manager for widening and reconstruction of the at-grade intersections of Barrington Road with Illinois Route 72 and Hassell Road. The project included concrete pavement, utility relocation, enclosed storm sewer system, retaining wall construction, traffic signals, and roadway lighting. Responsible for final project documentation, material inspection acceptance, and project close-out with IDOT.

IL Route 176 at Briarwood Road Phase III, Crystal Lake, IL

Construction project manager for the proposed improvements consisting of the widening and resurfacing of Illinois Route 176, Briarwood Road and Ohnstad Road to include left turn lanes on all four approaches and a right lane on the south approach. Additional work includes a new traffic signal installation and new roadway lighting. This project is a cooperative effort between the City and IDOT. Served as agent for the City who is the lead agency for the phase 3 construction engineering and construction.

**Illinois DOT, Office of Quality Compliance and Review –
Statewide Quality Compliance Manager**

Statewide Quality Compliance Manager to conduct special investigations as directed by the Secretary. Reviewed internal control systems to determine compliance with laws, policies, and procedures. Performed independent reviews on statewide construction projects, including documentation, material testing, contractor performance and construction procedures, and IDOT inspection procedures. Reviewed construction plans and documents for errors, omissions, inappropriate or misuse of current coded pay items, constructability, and overall plan quality. Conducted reviews of current systems with a view to improve, enhance, and streamline current policies. Worked closely with Directors, Bureau Chiefs, and District Engineers.

Manolito Evangelista Document Technician

With more than 28 years of experience, Manolito has a vast knowledge in various types of construction covering civil works, transportation, geotechnical, environmental & structural concentrations involving inspection, field activity management, materials testing and quality control. His work deals with scheduling, surveying, structural review, quantity calculations and preparations of pertinent documentations such as estimates, and materials management. Responsibility includes recording daily construction progress reports that require a high-level understanding of blue prints, analyze budgets, perform ATP, executes change orders and extra work orders, value engineering and evaluate the efficiency of production. Manolito uses Web-based project management tools such as the CDOT Construction Management Website, ICORS, Ebuilder, Proliance, Site-Manager, IMIRS for construction materials. He has extensive knowledge of specifications and codes for Illinois Department of Transportation (IDOT), Chicago Department of Transportation (CDOT), Illinois State Toll Highway Authority (ISTHA), Federal Highway Administration (FHA), the American Concrete Institute (ACI), the American Society for Testing and Materials (ASTM) and the American Association of State Highway and Transportation Officials (AASHTO).

SOUTH BOULEVARD – PHASE III / Oak Park, Illinois / Project Engineer / Construction management services for the reconstruction of South Boulevard from Harlem Avenue to Marion Street. The project included upgrades of ADA pedestrian crossings and traffic signals at Harlem. Roadway design includes the reworking of the Harlem / South intersection, adding a westbound to southbound left turn lane on South Boulevard.

US ROUTE 30, FROM WILLIAMS STREET TO US ROUTE 45, PHASE II / Illinois / Designer / Design and assists on the proposed 5.5 miles roadway reconstruction with bituminous pavement. The project includes curb and gutter, ditches, storm sewer and in-line detention, erosion control, traffic signals, temporary signals, traffic signal interconnect, construction staging, road right of ways and structural design coordination. Engineering services included estimates, field inspection, sounding, survey elevation, vibration, foundation review and physical evaluation.



REGISTRATIONS

Professional Engineer, Philippines, 1985,
#42237-96

EDUCATION

B.S. Civil Engineering, University of San Jose
Recoletos, Philippines 1983

CERTIFICATIONS

Doc of Contract Quantities, Cert. # 15-0540
Illinois Tollway: E-Builder Construction
Processes, Diversity Program, Illinois Materials
Inspections & Reporting Systems (I-MIRS)
2015 CDOT CCE RE, Resident Engineer
Training Class
Illinois Construction Records System (ICORS),
HMA Level I
Nuclear Density Test Course
PCC Level I
Americans with Disabilities Act (ADA)
Bridge Construction Inspection, Erosion &
Sediment Control
OSHA 40hr HAZWOPER
Refinery Safety Overview (RSO) Training &
Testing
Nuclear Gauge Operator
ACI Certified Field Concrete Technician Grade
I, Certification #00149097
Materials Testing Technician
Asphalt and Portland Cement Concrete
Technician

YEARS OF EXPERIENCE

28 (2 with firm)

CDOT – ARTERIAL STREET RESURFACING PROJECT 74 – FAR SOUTH AREA* / Chicago, Illinois / Construction Manager / Perform construction management and inspection for mainline roadway, sidewalk, curb and gutter including ADA approaches to crossings, pavement markings and establish traffic lane configuration such as temporary lane closures. Monitor the application of PCC pavement and HMA mill and overlay, joint repair, patching, strip reflective crack control, bump outs, shoulder restoration, QA/QC documentation. Prepare reports and record keeping including creation of pay estimates, as-built, punch lists, RFIMS, MPN, IDR, BOQ and Material Evidence.

I 03RD STREET FROM SOUTH MICHIGAN AVENUE TO DOTY AVENUE; 99TH STREET FROM WESTERN AVENUE TO GENOA AVENUE; 99TH STREET FROM AVENUE L TO AVENUE H / Chicago, Illinois / Construction Manager / Construction management and inspection for all roadway, curb and gutter, sidewalk. ADA approaches to crossings, installation of permanent pavement markings and establishment of traffic lane configurations such as temporary lane closures. Application of hot mix asphalt mill and overlay, joint repair, patching, shoulder restoration, QA/QC documentation. Measured and calculated work progress. Prepare reports and record keeping including creation of pay estimates, as-built, punch lists, RFIMS, MPN, IDR, BOQ and Material Evidence.

CAL-SAG GREENWAY TRAIL / Blue Island / Documentation Engineer / Construction engineering services for the construction of a bike and pedestrian trail that involved earthworks, bridge construction, concrete curb and gutter, concrete pavement, HMA pavement, driveways, sidewalks, storm sewer structures, water main, traffic signal, cable lightings in an existing bridge underpass, and perimeter fence. The project included Preliminary Engineering, Contract Plans and Construction Inspection.

Wayne C. Sieloff

Inspector

Wayne has 39 years of experience in performing construction inspection and surveys for various local agency projects. He has worked as Resident and Assistant Resident Inspector on numerous construction projects, including bridge and roadway reconstruction and rehabilitation, retaining wall construction and box culvert construction. His responsibilities have included overall construction oversight, layout, material testing, inspection and documentation, coordination with Army Corps of Engineers and various environmental agencies, utility relocation coordination, and community relations.

Virginia Street Corridor, Crystal Lake, IL

Resident Inspector for the Virginia Street Corridor project. The scope of work included patching and resurfacing of existing pavement, removal and replacement of existing sidewalk, curb and gutter replacement, driveway replacement, and the installation of streetscape elements including specialty paving, street furnishings, signage, landscaping and decorative lighting. Public coordination, maintenance of traffic, and timely execution of work were key components of this project.

Sheridan Road Improvements, Wilmette, IL

Resident Inspector for reconstruction of 2.1 miles of Sheridan Road from Isabella Street to 10th Street to provide one through lane in each direction separated by a continuous two-way left turn lane. A 4.5 foot bicycle lane was placed along either side of Sheridan Road. Construction included: new curb and gutter, pavement, sidewalk, retaining wall, water main, sanitary sewer and storm sewer. Three traffic signals were also modernized. Streetscape enhancements included: ornamental traffic signals, rewiring decorative/historic lighting, Baha'i Temple retaining wall, Gillson Park entrance signs, brick crosswalks, Village identifier monuments and landscape plantings.

York Road at Brush Hill Reconstruction, Elmhurst, IL

Senior inspector for the construction engineering services for the resurfacing and widening of York Street at Brush Hill Rd including storm sewer, drainage structures, roadway lighting, traffic signal modernization, pavement marking and landscape restoration.

Bailey Road Bridge Project, Naperville, IL

Senior inspector for the bridge replacement project of



EDUCATION

A.S., Criminal Justice Palmer College

CERTIFICATIONS

Asphalt Paving Technician - Level I
 Asphalt Paving Technician - Level 2
 Basic Inspection
 Bituminous Concrete Density Tester
 Concrete Pavement Inspection
 Hot Mix Asphalt Level II
 IDOT Aggregate Mixture Technician
 IDOT Design Survey
 IDOT Documentation of Contract Quantities
 IDOT Material Management of Jobsites
 IDOT Portland Cement Concrete Level I
 IDOT Portland Cement Concrete Level II
 IDOT Superpave Field Control
 Nuclear Density Testing
 Standard Earth Density

YEARS OF EXPERIENCE

39 (14 with firm)

Bailey Road Bridge over the West Branch of the DuPage River The scope of the project includes the rehabilitation (deck replacement) and widening to the south of the Bailey Road Bridge over the West Branch of the DuPage River, approximately 250 feet east of Washington Street. Also included is any approach work necessary to implement the rehabilitation/widened bridge and connection to segment III of the DuPage River Trail. The total roadway project length is approximately 419 feet (0.08 miles). City utility line relocation and duct bank installation work for the Department of Public Utilities will also be constructed.

Barrington Road at Higgins Road (Illinois Route 72), Hoffman Estates, IL

Resident Inspector for widening and reconstruction of the at-grade intersection of Barrington Road with Illinois Route 72 (Higgins Road). The intersection was widened to provide three through lanes and dual left turn lanes on each approach. The project also included the reconstruction of the Barrington Road and Hassell Road intersection and connection to the interchange at I-90. Retaining walls were constructed along most of the east side of Barrington Road. The improvement included a new storm sewer system, traffic signals, and roadway lighting.

Church Road Improvement, Village of Elmhurst, IL

Resident Inspector for the preparation of a Project Development Report, Contract Plans, and Contract Documents for reconstruction of approximately 1.5 miles of the existing urban roadway along Church Road. The project extends from the north approach of the U.S. Route 20 (Lake Street) intersection to Grand Avenue. Roadways will be reconstructed in kind with full depth concrete pavement to withstand the high volume of truck traffic within this industrial area.

North York Street Improvement, Elmhurst, IL

Resident Inspector for planning, design, and construction services for the reconstruction of 0.53 miles of North York Road from IL Route 64 (North Avenue) to U.S. Route 20 (Lake Street). A center bi-directional turn lane was added to provide safer travel along York Road and improve accessibility to the adjacent businesses. The project also included new storm and sanitary sewer, watermain, sidewalks, roadway and pedestrian ornamental lighting, traffic signals, and pavement markings.

York LAPP Vallette St to Robert Palmer Dr, Elmhurst, IL

Resident Inspector for the resurfacing of York Street from Vallette Street to Robert Palmer Drive (0.85 miles). The project also includes pavement patching, removing and replacing deteriorated portions of curb and gutter and sidewalks.

IL Route 176 at Briarwood Road Phase III, Crystal Lake, IL

Resident Inspector for the intersection improvement of IL Route 176 and Briarwood Road. The scope of work includes the installation of a new traffic signal, widening and resurfacing to include channelization for left turn lanes along IL Route 176 and Briarwood Road as well as a right turn lane on the south leg of Briarwood Road, and the south leg of Briarwood Road will be realigned.

I-90 at I-290/Congress Parkway Bridge and Retaining Wall Construction, Chicago, IL

Senior Inspector for the rehabilitation and reconstruction of WB I-290, including the rehabilitation of a portion of the Congress Viaduct, the reconstruction of WB I-290 over I-90/94 and the reconstruction of the WB Canal Street Entrance Ramp. The work includes bridge rehabilitation, bridge demolition, bridge construction, retaining wall construction, erosion control and protection, utility relocation of existing storm sewers and existing water main, special waste excavation, earth excavation and embankment, removal of existing improvement, miscellaneous storm sewers, pavements, pavement marking and signage, roadway lighting, ITS traffic control and protection and urban enhancements.

Ahmed S, Eldeen, EIT Inspector

Ahmed has over 26 years of experience in construction, field inspection and site engineering for various local agency projects.

Elgin Central Business District Street Resurfacing and Streetscape Program, Elgin, IL

Construction inspector for design and construction engineering services for the Central Business District (CBD) Street Resurfacing and Streetscape Program. The improvements included the replacement of sidewalks and curb and gutter, paver streetscape accents, planters with irrigation, decorative street lights, street furniture, additional street trees and repaving of the streets. A substantial public relations/information effort was performed during the course of the project. This included frequent public meetings, newsletters, updates and project status reports via mailings/handouts, and a project website.

Sheridan Road Improvements, Wilmette, IL

Construction inspector for the reconstruction of 2.16 miles of Sheridan Road. The project was a Jurisdictional Transfer utilizing Surface Transportation Program (STP) federal funds. 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 involved pavement reconstruction, decorative retaining wall construction, replacement of all underground utilities including storm sewers, water main, and sanitary sewer. The scope also included reconstruction of three signalized intersections, installation of roadway lighting, and streetscape improvements.

Route 176 at Briarwood Road, Crystal Lake, IL

Construction engineering services for the intersection improvement of IL 176 and Briarwood Road. The scope of work included the installation of a new traffic signal, widening and resurfacing to include channelization for left turn lanes along IL 176 and Briarwood Road as well as a right turn lane on the south leg of Briarwood Road, and the south leg of Briarwood Road will be realigned. This project was a cooperative effort between the City and IDOT.



REGISTRATIONS

Engineer-in-Training (Civil): WI, 1999

EDUCATION

M.S., Civil Engineering, IIT, 2005

CERTIFICATIONS

ACI Concrete Field Test Technician
Bituminous Concrete Density Tester
IDOT Aggregate Tech Course 3 Day
IDOT Bituminous Concrete Technician Level I
IDOT Bituminous Concrete Technician Level II
IDOT Documentation of Contract Quantities
IDOT Portland Cement Concrete Level I
IDOT Portland Cement Concrete Level II
IDOT Portland Cement Concrete Level III

TRAINING

IDOT ICORS Training Seminar
OSHA 10-Hour Construction Safety

YEARS OF EXPERIENCE

26 (13 with firm)

Skokie Boulevard at Old Orchard Road, Skokie, IL

Assistant Resident Engineer. The project includes resurfacing, rehabilitation, and reconstruction of the intersection of Old Orchard Road and Skokie Boulevard in the Village of Skokie. The project includes additional auxiliary lanes, channelization improvements, sidewalks, roadway lighting, traffic signals, drainage detention, and pavement markings. These improvements are necessary to improve operations, capacity and safety of this intersection.

McCormick Boulevard, Evanston, IL

Construction inspector for the reconstruction of McCormick Boulevard from Emerson Street to Green Bay Road, a distance of approximately 0.9 miles. The project consists of supplemental topographic survey and subsurface investigations including borings and soil profiles, contract documents and detailed plans, special provisions, cost estimates, right-of-way acquisition for four parcels, and traffic signal modernization. The roadway profile will be studied in detail in order to limit impacts to adjacent trees within LADD Arboretum. Project coordination includes the Metropolitan Water Reclamation District of Greater Chicago for permit processing.

Sheridan Road Improvements, Evanston, IL

Construction inspector for the ARRA, HHP and Section 115 and 117 funded Sheridan Road/Forest Avenue Roadway Improvements in Evanston, IL. The project consisted of reconstructing portions of roadway, patching and resurfacing, curb and gutter removal and replacement, storm sewer and drainage structure installation, traffic signal improvements, landscaping and striping.

Skokie Blvd Reconstruction Phase III, Foster Street to Golf Road, Skokie, IL

Construction inspector for reconstruction of roadway, storm sewer and drainage structure adjustments and installation, water main, roadway lighting, traffic signal installation, landscaping, striping, and various other incidental work.

Quality Control/Quality Assurance Program, Chicago, IL

Assistant materials engineer for the Quality Control/Quality Assurance of concrete, asphalt, aggregate, and steel as well as miscellaneous materials as required by all City construction projects for the Departments of Transportation, Water Management, and Streets and Sanitation. TranSystems is responsible for managing and coordinating the entire QC/QA Program to ensure that all materials placed on City projects meet the requirements as specified by the individual project specifications.

ADA Ramp Program, Chicago, IL

Construction inspector for the construction of over 4,000 ADA compliant ramps in the Chicago Loop, as well as Chicago's far north, near south, and far south areas. This program was assigned to TranSystems as a series of task orders for City-funded or federally-funded projects, and required pedestrian traffic control, roadway traffic control, sidewalk removal, new concrete ADA sidewalks, ADA tile installations, curb and gutter removal and replacement, HMA resurfacing and pavement markings.

Charles J. Miller Road, McHenry, IL

Assistant Resident Engineer for the Phase III engineering services including construction inspection, project documentation and coordination. Construction management services included constructability review, utility coordination, a public information program and construction observation. The project also included pavement removal, earthwork, drainage improvements, watermain, bikepath, retaining walls, PCC pavement, curb and gutter, erosion control, landscaping, traffic signals, and lighting.

David P. Albers, PE Inspector

Mr. Albers has more than 40 years of civil transportation engineering experience with demonstrated innovative accomplishments in the areas of municipal and project management, transportation planning and design, storm water management, utility systems engineering, value planning and engineering, land development, and facilities planning and design. He possesses astute perceptive insight and discernment crucial to effective quality assurance / quality control and strategic or project planning.

SOUTH BOULEVARD TCSP PHASE II & III / Oak Park, Illinois / Project Engineer / Provided Phase II and III Engineering for a streetscape design on South Boulevard. Responsibilities included developing detailed roadway and lighting improvement plans. The project included upgrades of ADA pedestrian crossings and traffic signals at Harlem. Roadway design includes the reworking of the Harlem / South intersection adding a westbound to southbound left turn lane on South Boulevard. Lighting, utility work, and bicycle parking facilities are also included.

ROOSEVELT ROAD STREETSCAPE IMPROVEMENTS / Oak Park, Berwyn, Cicero, Illinois / QA/QC Reviewer / As the engineering member of the streetscape planning team, TERRA Engineering, Ltd. assisted in shaping the concept and focus of the project along the state highway bordering the communities. Prepared the Project Development Report while simultaneously preparing the design documents for the work. The project involved the replacement of 1.5 miles of curb; sidewalk and driveway reconstruction; storm sewer; variable HMA pavement milling and resurfacing; streetlight removal and replacement; temporary traffic signals; and construction of streetscape amenities such as ornamental lighting, planters and trees.

STREETSCAPE AND SUSTAINABLE DESIGN PROGRAM MANAGEMENT / Various Locations, Illinois / Project Engineer / Providing Phase I and II engineering services for the streetscape design and sustainability plan for multiple streets throughout Chicago and various neighborhoods. Involves heavy coordination with the Chicago Department of Transportation.



REGISTRATIONS

IL Professional Engineer, 1978 – 062.036148

EDUCATION

Master of Business Administration, DePaul University, 1981

Bachelor of Science in Civil Engineering, Valparaiso University, 1973

PROFESSIONAL AFFILIATIONS

ASCE Basic and Advances HECRAS, 2003

Traffic Incident Management Workshop, 2001

Value Engineering 40-Hour Workshop, Modules I and II, 1993

ASCE Wetlands, 1993

AVE InSternational (Value Engineering)

PUBLICATIONS

Authored the first municipal detention ordinance in Illinois premised upon 0.15cfs/ac release rate concept.

Authored and enforced local floodplain ordinances.

Pavement Selection for DuPage County Highways, 1995

YEARS OF EXPERIENCE

44 (10 with firm)

BERWYN DEPOT DISTRICT STREETScape / Berwyn, Illinois / Project Engineer / Improved streetscape design through the historic Depot District area of Berwyn. Work includes upgrades to their water and sewer system, full topographic survey, geotechnical investigations, traffic studies, site investigations of vaulted sidewalks, and a drainage study. The design includes sustainability measures such as permeable pavers and bioswales.

CDOT ADA RAMPS / Chicago, Illinois / Project Engineer / TERRA's scope of services includes the evaluation of 1,500 corners in the City of Chicago to evaluate ADA compliance. The project includes full geometry and grading design for various locations as well as supplemental grading calculations and check sheets to verify full compliance of each design with the latest CDOT requirements for ADA improvements.

ILLINOIS ROUTE 2 / Rockford, Illinois / Project Manager / This project included the reconstruction and rehabilitation from Main Street to Clifton Avenue and included the US 20 Interchange. As part of this project, traffic management plans and maintenance of traffic plans and specifications were prepared for this 2.5-mile improvement.

ILLINOIS ROUTE 4 / Springfield, Illinois / Drainage and Hydraulics Engineer for Phase I Location Design, Drainage and ECAD Environmental studies to widen the highway and improve intersections.

EOLA ROAD / Aurora, Illinois / Drainage Engineer to reconstruct and widen from 87th Street to 83rd Street for DuPage County IDOT.

Gregory Heiden, PE Inspector

Gregory brings more than 30 years of experience in the construction industry, including work on projects with complete roadway and structure reconstruction as well as rehabilitation and preservation. He has served as a Village Engineer, County Engineer, and Resident Engineer for various construction projects throughout the state. He also has extensive knowledge of projects related to multiple lane closures and maintenance of traffic. His extensive experience and knowledge aid in the successful completion of all construction services that may be needed.

ILLINOIS DEPARTMENT OF TRANSPORTATION* / Schaumburg, Illinois / Resident Engineer / Approved local agency proposals for expenditure of Motor Fuel Tax (MFT), Township Bridge and other state funds. Approved plans, surveys, and engineering (PS&E) and made final inspections of these projects to ensure compliance with State guidelines and statutes. Approved proposals, reports, agreements, and other submittals for projects involving all types of Federal funds allotted to local agencies for transportation purposes.

Evaluated roadway permit applications in regard to rural and urban design standards, traffic signal operations, pavement markings, signing and drainage principles. Required roadway improvements by property developers in order to provide for the safety, efficiency and capacity of the roadway system. Issued permits and inspected permit construction work to ensure compliance with department policies including the use of proper traffic control devices. Reviewed and recommended access and geometric changes to plans for state improvements. Inspected and provided layout for road construction improvements. As resident engineer since 5/90, directed work on patching and resurfacing projects, drainage and safety improvements, and an interstate interchange reconstruction project with bridge replacement.

SPAAN-TECH* / Chicago, Illinois / Resident Engineer / Supervised all construction engineering activities such as layout, inspection, and documentation for all construction projects, so as to ensure timely completion in accordance with plans, specifications, and sound engineering practices. Supervised a various/various project for ISTHA, which included two cross road bridges, a noise



REGISTRATIONS

Professional Engineer, IL
#062-046866

Professional Engineer, IN
#PEI 1500575

EDUCATION

Bachelor of Science in Civil Engineering,
University of Illinois at Urbana-Champaign,
Urbana, IL, 1982

CERTIFICATIONS

Soils Field Testing and Inspection Certified
IDOT Document of Contract Quantities #15-0373

National Highway Institute Certified in Safety
Inspection of In-Service Bridges

YEARS OF EXPERIENCE

35 (1 with firm)

abatement wall, power distribution duct bank, and Intermediate Power Distribution and Communication (IPDC) facility installations along the Jane Addams Memorial Tollway (I-90) from Elgin to Rockford. Supervised a various/various IDOT project utilizing three additional inspectors for roadway reconstruction/resurfacing as well as a bridge replacement.

VILLAGE OF PLAINFIELD* / Plainfield, Illinois / Transportation Engineer / Planned, coordinated and supervised traffic and transportation related improvements within the Village. Acted as Village Liaison with respect to transportation related issues with IDOT and other governmental entities as required. Participated in the development and administration of the five-year transportation capital improvement program.

BAXTER & WOODMAN, INC* / Crystal Lake, Illinois / Staff Civil Engineer / Performed residential and commercial site plan reviews for municipal clients from the Mokena office. Designed roadway and bikeway improvements. Also provided construction contract administration for MFT and federal highway projects, coordinating the execution of construction contracts from bid opening to project close-out.

P.T. FERRO CONSTRUCTION COMPANY* / Joliet, Illinois / Project Engineer / Estimated and bid road construction projects, obtained quotes from and awarded contracts to subcontractors and material suppliers, approved payment of material orders and subcontractor invoices, ensured proper documentation of contract quantities and coordinated progress scheduling with the project resident engineer.

WAYNE COUNTY* / Fairfield, Illinois / County Engineer / Planned, organized, directed, coordinated and managed the varied activities of the County Highway Department

*Experience prior to joining TERRA Engineering, Ltd.

Samuel Grimes

Inspector

Sam Grimes is a project engineer with an emphasis in Phase III Construction. His major responsibilities include construction inspection and management for ISTHA, IDOT, and Local Agency contracts. Additional responsibilities include investigating existing site conditions, quantity estimating, and constructability reviews for Phase I & II Engineering designs.

SOUTH BOULEVARD (TCSP) PAVEMENT & SIDEWALK RECONSTRUCTION, WITH STREETSCAPE IMPROVEMENTS / Cook County, Illinois / Project Engineer / Construction management services for The Village of Oak Park, and The Illinois Department of Transportation, for water, sewer, and streetscape upgrades between Harlem Ave. (IL-43) and Marion St. in the Village of Oak Park's Historic Pleasant District. Project includes connection and maintenance to existing Metropolitan Water Reclamation District sewer system. Final streetscape will feature artistic bluestone, granite, and brick features, consistent with the existing Historic Pleasant District streetscape, along Marion St. This project is partially funded by the Federal Highway Administration's Transportation, Community, and System Preservation program.

VILLAGE OF OAK PARK GREEN ALLEYS / Cook County, Illinois / Project Engineer / Construction inspection services for the Village of Oak Park, to reconstruct residential and commercial access alleyways. Project involved replacing existing asphalt alleys with high early strength concrete. Project included ADA compliance at alley returns, and vertical profiling, with an inverted crown design, to promote positive surface drainage. Additional responsibilities included community outreach, coordination, and communication, to minimize construction impact to local businesses and residents.

VILLAGE OF OAK PARK HARRISON STREET ARTS DISTRICT LIGHTING IMPROVEMENTS / Cook County, Illinois / Project Engineer / Construction inspection services for replacing existing street and pedestrian lighting and associated infrastructure with combined street and pedestrian ornamental lighting units from Austin Blvd. to Ridgeland Ave, in the Village of Oak Park's Harrison St. Arts' District. Additional responsibilities included community outreach,



EDUCATION

Bachelor of Science in Civil Engineering, The University of Iowa, 2011

CERTIFICATIONS

Certificate of Proficiency, IDOT
Documentation of Contract Quantities;
Certificate of Completion of IDOT Erosion & Sediment Control Workshop Modules I & III
E-builder Enterprise & FieldSys for the ISTHA;
IDOT ICORS & MISTIC; MicroStation;
GEOPAK Civil Engineering Suite; Microsoft Office Suite; ProjectWise; Ruby on Rails; Autodesk Robot; AutoCAD; Mathematica; MATLAB; HEC-RAS; GIS; ANSYS for structures

YEARS OF EXPERIENCE

3 (3 with firm)

coordination, and communication to minimize construction impact to local businesses and residents.

BERWYN DEPOT DISTRICT STREETScape / Cook County, Illinois / Project Engineer / Investigates existing site for utility and roadway conditions; provides constructability insight for utility and streetscape improvements along Oak Park Ave., Windsor Ave., and Stanley Ave., including adjacent cross streets in downtown Berwyn's Historic Depot District. The project includes ADA compliance, storm water drainage study, and utility modernization. The final design will incorporate sustainable measures including permeable pavers, bioswales and other best management practices (BMPs).

CAL-SAG GREENWAY TRAIL, BLUE ISLAND EAST SEGMENT / Cook County, Illinois / Project Engineer / Construction management services for the City of Blue Island, Forest Preserves of Cook County, and the Illinois Department of Transportation, to construct a combined pedestrian and bike asphalt trail through the Whistler Woods Forest Preserve. Project includes a 310-ft., three-span pedestrian bridge over the Little Calumet River, with clearance for major water traffic. This project is a 1.3-mile segment of the 26-mile Friends of the Cal-Sag Trail project. Project includes weekly, and half-inch-rain-event inspections for the IEPA's NPDES ILR10 erosion and sediment control permit.

CITY OF EVANSTON, LADD ARBORETUM BIKE PATH CONSTRUCTION / Cook County, Illinois / Project Engineer / Inspection services for the City of Evanston and the Illinois Department of Transportation, to reconstruct a one-mile bicycle and pedestrian path. Project included replacing the existing crushed limestone path with a ten-foot-wide asphalt path. The new path provides year-round use and ADA accessibility. The project was funded through the Illinois Transportation Enhancement Program.

Keven Graham, FASLA, PLA, CLARB Senior Landscape Architect

Keven has more than 25 years of experience in the enhancement and revitalization of parks and public spaces, including the preparation of final design and construction documents. He is a past president of the Illinois Chapter of the American Society of Landscape Architects and actively involved in the creation of environmentally sustainable design solutions for site development.

ROOSEVELT ROAD* / Glen Ellyn, Illinois / Landscape Architect / Prepared preliminary and final plans of streetscape improvements along a two-mile stretch of State Route 38, through Glen Ellyn. Design enhancements included lighting, landscaping, signs, banners and the provision of a continuous sidewalk. Accent pavers were installed at key intersections and at locations where the right-of-way was too narrow to accommodate plantings. Provided construction observation for the project.

STREETSCAPE DESIGN LAKE STREET* / Bloomingdale, Illinois / Landscape Architect / Design consultant on the landscape and lighting enhancements of this state route widening project and provided construction observation. Specific design features included decorative pavers, landscape plantings in the right-of-way and medians, passive park site development, fencing, selection of lighting style and coordination with IDOT staff.

COMMUNITY ENHANCEMENT PLAN* / Elk Grove Village, Illinois / Landscape Architect / Design development of Village wide enhancement plan for the industrial park and residential neighborhoods; design features included streetscape plantings, crosswalk enhancements, gateway fountain, memorial park and municipal clocktower; assisted in construction observation services.

DOWNTOWN MASTER PLAN, VILLAGE OF GLENVIEW* / Glenview, Illinois / Landscape Architect / Master plan for downtown redevelopment and streetscape design; prepared and coordinated construction documents; conducted construction observation services.

DOWNTOWN MASTER PLAN* / Oswego, Illinois / Landscape Architect / Preliminary design master plan



REGISTRATIONS

Registered Landscape Architect:
State of Illinois, #157-000150
State of Wisconsin, #742-14
State of Missouri, #2017022295
State of Kansas, #897

Council of Landscape Architectural
Registration Boards, #40403

EDUCATION

Bachelor of Landscape Architecture, 1989
Iowa State University
A.S. Architectural Construction Technology,
1985 Illinois Central College

PROFESSIONAL AFFILIATIONS

American Society of Landscape Architects

Illinois Chapter American Society of Landscape
Architects Past President

YEARS OF EXPERIENCE

26 (1 with firm)

and visioning of downtown redevelopment; directed final design for streetscape improvements including lighting, decorative paver sidewalk design, landscape plantings including planters, signage, veteran's memorial, and streetscape furniture selection; prepared and coordinated construction documents and provided construction observation services. Design solutions included a new Village Hall complex, riverwalk, Veteran's memorial plaza and streetscape design.

MINOOKA STREETScape* / Minooka, Illinois / Landscape Architect / Prepared design and construction documents for two corridors in the downtown and Ridge Road (County Road). Provided construction observation for the project implementation.

OSWEGO MEMORIAL & PROMENADE* / Oswego, Illinois / Landscape Architect / Preliminary and final design of a Veteran's memorial and river front promenade and streetscape design. Assisted with construction observation for phase I development of the streetscape and memorial. The project was an outgrowth of the Oswego Downtown Revitalization Master Plan prepared by Planning Resources.

STREETSCAPE DESIGN, VILLAGE OF EARLVILLE* / Earlville, Illinois / Landscape Architect / Proposed a preliminary design for streetscape and facade improvements for three blocks within the downtown; prepared design alternatives and accompanying illustrations for recommended improvements; and provided construction observation and field review services.

*Experience while employed at Planning Resources Inc.

Bryan M. Grom, PE **Materials Manager**

Bryan has over 23 years' experience in construction, field inspection, material testing and site engineering. His focus has been material management and testing as it relates to Hot Mix Asphalt (HMA), Portland Cement Concrete (PCC), Aggregate/Soil, and Structural Steel for projects with Federal, State, and Local funds. This includes HMA and PCC design review and approvals; plant and laboratory inspections; inspection documentation; and QC/QA oversight according to State and Local Agency specifications and policies.

Quality Control/Quality Assurance Program, Cook County, IL

Program Manager responsible for the design, development, maintenance, and staff training of a web based Construction Project Management website. TranSystems is also responsible for managing Quality Assurance testing for concrete materials.

Quality Control/Quality Assurance Program Chicago, IL

Program Manager responsible for the Quality Control/Quality Assurance of concrete, asphalt, aggregate, and steel as well as miscellaneous materials as required by all City construction projects for the Departments of Transportation, Water Management, and Streets and Sanitation. TranSystems is responsible for managing and coordinating the entire QC/QA Program to ensure that all materials placed on City projects meet the requirements as specified by the individual project specifications.

Quality Assurance Services, O'Hare Modernization, Chicago, IL

Engineer responsible for testing and inspections by materials testing representatives accredited as required by the FAA, IDOT, ASTM, and AASHTO. The services included, but were not limited to, all labor, materials, tools and equipment to perform field testing, lab testing, field sampling, data management, report writing, and testing required at locations either on or offsite.

Skokie Boulevard at Old Orchard Road, Skokie, IL

Materials manager. The project includes resurfacing, rehabilitation, and reconstruction of the intersection of Old Orchard Road and Skokie Boulevard in the Village of Skokie. The project includes additional auxiliary lanes,



REGISTRATIONS

Professional Engineer: IL, 1999

Professional Engineer: GA, 2017

EDUCATION

B.S., Civil Engineering

Arizona State University, 1993

CERTIFICATIONS

IDOT Aggregate Tech Course 3 Day

IDOT Documentation of Contract Quantities

IDOT Hot Mix Asphalt Level I

IDOT Hot Mix Asphalt Level II

IDOT Hot Mix Asphalt Level III

IDOT Portland Cement Concrete Level I

IDOT Portland Cement Concrete Level II

IDOT Portland Cement Concrete Level III

IDOT Superpave Field Control

IDOT Superpave for Local Agencies

IDOT Superpave Mix Design

TRAINING

OSHA 10-Hour Construction Safety

YEARS OF EXPERIENCE

25 (13 with firm)

channelization improvements, sidewalks, roadway lighting, traffic signals, drainage detention, and pavement markings. These improvements are necessary to improve operations, capacity and safety of this intersection.

BNSF LPC - 2005, BNSF Railway, Joliet, IL

Engineer for engineering design services and construction oversight to provide concrete paving for container unloading around two existing tracks and add two train storage tracks, doubling lift capacity. The 600-plus acre yard is part of a \$200 million intermodal complex in Elwood, IL developed by Centerpoint and BNSF with TranSystems as Master Planner. The yard expansion project started at the end of 2004 and will be completed by mid-2006.

191st Street Improvements Wolf Road to US Route 45, Will County, IL

Engineer for improvements to 191st Street for a length of 1.5 miles. The project included reconstruction of the existing two-lane roadway to a five-lane section, bridge over Marley Creek Tributary, Metra rail crossing, utility relocations, retaining walls, traffic signals and roadway lighting.

Area Mixture Control Local Assistance Supervisor, Bureau of Materials, Illinois Department of Transportation, April 1999-October 2005

This position was accountable for all mixture control issues on Local Agency projects involving State, Federal, and MFT funds within District One's six county region. Through the direction of 3-4 full time engineers or technicians and one temporarily assigned D.A.T.E. engineer; the management of mixture control issues were handled for approximately 120 FAUS and 300 MFT projects annually. Projects consisted of simple repair projects to complex reconstruction projects like the Wacker Drive Reconstruction Project in Chicago. Responsibilities consisted of performing and coordinating concrete and asphalt plant calibrations; addressing quality and supply issues for PCC and bituminous component ingredients; verification of compliance with all applicable specification for bituminous and concrete materials on QC/QA and Standard Specification projects; oversight of the various municipalities and consultants involved with inspection on these projects; and coordination of material consultants working with the Department. Administrative responsibilities involved working on the Department's Bituminous Committee; development of new specifications; maintenance of manuals; creation and development of new computer programs; implementation of QC/QA; contract deficiency review and resolution; and liaison between the Department and Local Agency Officials on issues concerning mixture control items.

Local Assistance Engineer, Bureau of Materials, Illinois Department of Transportation, July 1995-March 1999

Performed material inspection and oversight on State and Local Agency projects utilizing State, Federal, and Local Agency funds for the rehabilitation and reconstruction of roadways and bridges in DuPage and Kane County. Daily activities involved the inspection, control, and oversight of concrete and bituminous materials prior to incorporation into these projects. Bituminous inspection and control included verification of plant calibrations; mixture gradations, volumetrics and density testing; and mixture verification and proportioning. Concrete inspection and control included verification of plant calibrations; aggregate moisture and gradation testing; air, slump, temperature and strength testing; and mixture verification and proportioning. In addition to these responsibilities, PCC mix design updates, completion of the aggregate specific gravity and absorption lists, and development of various spreadsheet forms and applications were performed on an annual basis.

Tony Sorisho**Materials QA Technician**

Mr. Sorisho has over 20 years of experience in construction engineering field. He has worked as a Quality Control (QC) / Quality Assurance (QA) Inspector on several IDOT, CDOT, and ISTHA projects. Responsibilities include Hot-Mix-Asphalt (HMA) and aggregate proportioning, start-up, test strip, trouble-shooting and reporting to IDOT Materials and Resident Engineer.

**City of Evanston, Water Main Improvements
Quality Assurance Technician**

For these projects INTERRA provided a variety of Quality Assurance services. Testing and inspection was performed on soils, asphalt, and on concrete which included curbs and sidewalk. Soil compaction and Proctor testing was also performed. Other services included monitoring the pour and collecting samples.

**Various CDOT Projects Quality Assurance
Technician**

Provided quality assurance, testing, and inspection on various CDOT projects as part of the system wide improvements. Field services included Concrete Plant and Field testing. Quality Assurance services for various projects. Field testing of the PCC and HMA. Worked on various streets within City of Chicago for Department of Water Management, Alley Crew and Contractor crew. QA work involved testing of high-early strength concrete, verification and witness QC testing and recommendations to Resident Engineer. Performed field density testing during asphalt placement. Included in the testing crew on various deck pours most significant of them all was the North Avenue Bridge Deck over the Chicago River.

**IDOT, 159th St. Gougar (60L71) Quality Assurance
Technician**

Provided Quality Assurance testing and inspection for concrete. Performed field daily inspections of PCC. Reported issues to the materials coordinator and resident engineer. Completed daily field reports on IDOT forms and reported any failing results to the materials coordinator.

**Illinois Tollway, I-294 Balmoral to Lake Cook (RR-
17-4314) Quality Assurance Technician**

Responsibilities for this project included testing and inspection of concrete. Work involved testing the strength, slump, air, cylinders, and temperature.

**CERTIFICATIONS**

ACI Level I Portland Cement
Concrete (PCC): Level I, II, III
Hot-Mix-Asphalt (HMA): Level I, II
Geotechnical Field S-33 3 Day Aggregate
QC/QA Nuclear Density

YEARS OF EXPERIENCE

20+

Star Business Park (Former Texaco Lockport Refinery) Materials Technician

Available redevelopment includes a total of 170 acres of M-2 industrially zoned property. Performed concrete field testing for up and down stream pours, footing, steps and wall.

IDOT, US 45 LaGrange Road (60M62) Materials Technician

Performed soil inspection, bearing and compaction. Performed concrete tests including slump, air, cylinders and temperature. Witnessed, verified and performed split sampling with contractor's QC personnel. Daily inspection and testing of materials included compaction of backfill materials, trouble-shooting any field issues and reporting the issues to the materials coordinator.

IDOT, US-20 over McLean Blvd, (60H45) Materials Technician

Performed on-site material testing and material QA for the project. Scope of work included plant and field-testing and QA on HMA, plant testing on PCC, lab testing on all HMA and PCC. Project also involved testing of embankment and proofrolls on sub-grade.

Illinois Tollway, EOWA, (I-13-4606) Materials Technician

Quality Assurance services on the various bridge deck pours for the flyovers. Testing consists of both plant and field inspections.

Various CDOT & IDOT D-I Areawide Projects Quality Assurance Inspector

Responsibilities included concrete and asphalt plant inspection and field testing. Supervised the Level I technician on job site, made mix design adjustments when necessary, prepared and submitted all plant, field, aggregate gradation and cylinder/beam break reports to CDOT Materials and the Resident Engineer.

Village of Skokie Materials Technician

Responsibilities included QA PCC plant and field testing and inspection and HMA field testing. Concrete plant and field duties included field-testing and completion of QA documentation on IDOT forms.

City of Evanston, Various Projects Materials Technician

Quality Assurance services were provided on these three Evanston projects which included Resurfacing, Parking Lot, and the Central Street Streetscape. Duties included concrete plant and field inspection and testing. Performed mix design adjustments when necessary and prepared all plant and field reports.

Illinois Tollway, I-94 Tri-State Reconstruction and Widening from RT 22 Half Day Rd to Route 137 Buckley (Contracts I-07-5222, 5223, 5227, and 5229)**Quality Assurance Inspector**

QA plant and field inspection for PCC mainline pavement and ramps, various bridge decks and approaches, parapet walls, slope walls, barrier walls and guardrail stabilization. QA plant and field inspection for HMA stabilized base course, binder course and surface course. Tested cast-in-place concrete for air, slump, temperature, and unit weight, casting concrete cylinders for laboratory compressive strength and concrete plant inspections. Collected samples of coarse and fine aggregates for lab testing. Composed daily reports and entered the test results into IMIRS System. Verified QC procedures and testing for concrete and asphalt, ensured compliance with all ISTHA, IDOT, and ASTM testing standards. Tested asphalt with nuclear density gauge to ensure the compaction meets the required density specification for the various mixes, checked temperature at the time of delivery and placement.

Jim Prescott
Public Involvement Lead

PRESCOTT GROUP LLC

Jim Prescott has developed and managed public affairs programs for large-scale projects throughout his career, which began in the press office of the longest-serving governor in Illinois history and has continued with a focus on energy, transportation, infrastructure and other industries that require strategic communication, stakeholder outreach and government advocacy.

His approach consistently helps business, non-profit and government clients earn support for their initiatives, protect and strengthen reputations, and elevate awareness of accomplishments to help them reach objectives.

Highlights from Jim's career include:

- Strategic communication and stakeholder outreach in connection with commercial development projects valued at \$400 million in Oak Park and Evanston.
- Development and management of "Operation Kennedy," an award-winning, three-year integrated communication program for the Illinois Department of Transportation to support the reconstruction of the Kennedy Expressway in Chicago.
- Development and management of a \$1.5 million public relations and strategic communication program for the Illinois Toll Highway Authority for the I-Pass electronic toll collection system.
- Public affairs for the successful approval and construction of the first three phases of a \$13 billion, 2,600-mile energy project that required stakeholder outreach, media communication and government advocacy in Illinois, Missouri, Kansas, Oklahoma and Texas.
- Public affairs in connection with legislative efforts to gain approval from the Illinois General Assembly to build a \$3.5 billion clean coal power generation plant.
- Strategic communication for the construction and grand opening of New Comiskey Park, the first major sports facility built in Illinois in 50 years.

On an international platform, Jim developed a global communication program for the leading research conference on Alzheimer's disease, which was held in Stockholm and where he provided on-site program management. He also has delivered on-the-ground crisis communication for clients in Europe and Australia.

Prior to opening his firm in 2003, Jim was with public affairs and advertising firms in Chicago. He began his career in public affairs as Assistant Press Secretary and Chicago Press Secretary to former Gov. James R. Thompson. He is a graduate of Illinois State University, where he earned a Bachelor of Arts in Journalism.

He was born and raised in Oak Park, where he lives with his wife, Sally, and raised their five children.

Jamil Bou-Saab, PE Public Involvement

Mr. Bou-Saab offers more than 30 years of professional experience as project engineer, project manager, and as business owner. He has provided leadership in the design and management of infrastructure for municipal capital improvements, highway and traffic improvements and site development projects. As Principal-in-Charge, Mr. Bou-Saab has overseen the development of massive infrastructure projects, streetscape improvements, bicycle and pedestrian paths, riverfront sites, and parks.

LAKE STREET / Oak Park, Illinois / Principal-in-Charge / This resurfacing project comprised the preparation of documents for Phase I, II and III and included streetscape, sewer and water main installation, curb and gutter/sidewalk replacement, street lighting/traffic signal installation and street signage and striping.

ROOSEVELT ROAD STREETScape IMPROVEMENTS / Oak Park, Berwyn, Cicero, Illinois / Principal-in-Charge / Prepared the Project Development Report while simultaneously preparing the design documents for the work. The project involved the replacement of 1.5 miles of curb; sidewalk and driveway reconstruction; storm sewer; variable HMA pavement milling and resurfacing; streetlight removal and replacement; temporary traffic signals; and construction of streetscape amenities such as ornamental lighting, planters and trees.

MARION STREET STREETScape / Oak Park, Illinois / Principal-in-Charge / The complete streetscape overhaul of several blocks of Marion Street required extensive coordination with all utilities, Chicago Transit Authority, Pace Bus, Union Pacific Railway, Metra, and the Village of Oak Park. This project was completed on time with an aggressive schedule with preliminary design beginning in January in 2011, groundbreaking in early June 2011, and ribbon cutting in December 2011.

INSTALLATION OF BICYCLE PARKING FACILITIES / Oak Park, Illinois / Principal-in-Charge / TERRA is providing phase I and phase II engineering services for the installation of bicycle parking facilities at four separate locations throughout the Village of Oak Park. Streetscape improvements, pedestrian facilities, and resurfacing of two parking lots are included as well.



REGISTRATIONS

IL Professional Engineer,
1992 – 062.047537
WI Professional Engineer,
1992 - 28425-6

EDUCATION

Master of Science in Construction
Management, Marquette University,
Milwaukee, WI, 1986

Bachelor of Science in Civil Engineering,
Marquette University,
Milwaukee, WI, 1984

PROFESSIONAL AFFILIATIONS

Facilities Committee of the Board of Education,
District 97, Village of Oak Park, Chairman
Technology Subcommittee of IDOT/American
Council of Engineering Companies, Region I,
Chairman
The Science Advisory Committee, Carthage
College, Wisconsin, Member
Peoria Sustainability Commission, Member
American Public Works Association, Member
American Society of Civil Engineers, Member
Innovative Conference on Asphalt and
Transportation, Committee Member
Citizen Council of Oak Park River
Forest High School, Member
Children's Hospital of University of Illinois –
Chicago, Board Member

YEARS OF EXPERIENCE

31 (6 with firm)

HARRISON BOULEVARD LIGHTING IMPROVEMENTS (ELMWOOD TO AUSTIN) / Oak Park, Illinois / Principal-in-Charge / TERRA is providing Phase I, II and III engineering services for the replacement of street and pedestrian level lighting through the Oak Park Arts District along Harrison Street from Elmwood Avenue to Austin Boulevard.

CHICAGO AVENUE LIGHTING / Oak Park, Illinois / Principal-in-Charge / TERRA is providing lighting / electrical engineering and landscape architectural services as a part of a streetscape project being designed by the Village of Oak Park. The lighting aspect will consist of ornamental street and pedestrian lighting. The landscape architecture aspect will consist of fixture / street furniture selection, inlaid sidewalk and recommendations for tree removal and infill.

HARRISON BOULEVARD LIGHTING IMPROVEMENTS (RIDGELAND TO AUSTIN) / Oak Park, Illinois / Principal-in-Charge / TERRA initially performed photometric studies for spacing for and ornamental enhancement along Harrison Street to achieve the desired illumination and uniformity. TERRA then completed the preparation of contract plans and specifications for the ornamental lighting improvements.

VILLAGE OF OAK PARK / Oak Park, Illinois / Village engineer from 1994 to present; design and construction administration for all capital improvements for the village, including resurfacing of streets, new water and sewer lines, new sidewalks, parking lots, intersection design, cul-de-sac development, street lighting, traffic signals and renovation/remodeling of existing pump station.

Selena Hilton-Aragon

Design Support – GIS Analyst

Selena is a GIS Specialist with over 6 years of experience in location management and analysis. Selena has specialized skills in data analysis, project management, internal and external partner communication, establishing and maintaining timelines, scheduling, and attention to detail. At TERRA, she performs extensive data entry into Geographic Information System which she analyses for anomalies and accuracy. She has a degree in the utilization of ArcGIS and has almost a decade of experience working within the software's platforms.

DOWNERS GROVE TRAFFIC STUDY / Downers Grove, Illinois / GIS Analyst / TERRA collected data for 24-hour directional traffic volume by vehicle classification and speed and intersection turning movements by vehicle classification. Directional traffic was collected using HiStar 300 Portable Traffic Analyzers that collect classification and speed data. Miovision cameras were placed at assigned intersections to collect the turning movements and classification of vehicles. All data was submitted to the Village of Downers Grove. Created GIS maps of traffic accident history in the Study Area, showing concentration of accident type and severity. Generated GIS maps displaying existing conditions to compare against suggested improvements.

WESTERN AVENUE STREETSCAPE / Downers Grove, Illinois / GIS Analyst / Reconstruction of Western Avenue including a road-diet from existing 4-lanes to a 3-lane cross section. Improvements included bike accommodations, green infrastructure and improved pedestrian accommodations all within the existing 66-foot wide right-of-way. Created GIS maps of traffic accident history in the Study Area, showing concentration of accident type and severity.

IDOT TRAFFIC DATA COLLECTION / IDOT - Districts 3, 5, 7 & 9 / GIS Analyst / Selena performs analysis on and assists with the collection of traffic data for the Illinois Department of Transportation. She manages four two-man crews whose primary duty is to collect the traffic data. She is responsible for coordinating with the IDOT districts for each season's collection points, as well as communicating road closures or issues with a specific point to IDOT or the field crew members. Selena then performs a quality assessment to verify the data was



EDUCATION

Master of Urban & Environmental Planning,
University of Virginia – Charlottesville, VA,
2012

Bachelor of Science in Geographic Information
Systems, James Madison University,
Harrisonburg, VA, 2009

YEARS OF EXPERIENCE

7 (1 with firm)

properly entered by the field crews from the traffic collection software. From there, she analyzes the traffic data and determines if any collection points appear to have anomalies as they relate to surrounding collection points. Once the analysis is complete Selena prepares the collection data and analysis for submittal to the IDOT districts. Any collection points that were deemed unusable are reset in the field and flushed through the pipeline once again.

RIYADH TRAFFIC MONITORING & ANALYSIS / Riyadh, Saudi Arabia / GIS Analyst / Selena regularly contributes to the development and maintenance of a web application for client access to traffic data in Riyadh, Saudi Arabia. This project uses ArcGIS Online to host the web application site where users have secure access to traffic data and turning movements for various locations in Riyadh. Each location is carefully curated to meet a set of standards that are constantly evolving.

CASCADE BICYCLE CLUB BIKE & PEDESTRIAN COUNT* / Seattle, Washington / Traffic Counts / Selena observed and tallied directional bicycle and pedestrian traffic at designated intersection during two hours of the rush-hour period in order to assist the Department of Transportation in making design and implementation decisions for future infrastructure projects.

RENEWABLE ENERGY CONSULTING SERVICES* / Charlottesville, Virginia / Assistant to Department Head / Selena researched impact of projected population growth on existing city infrastructure and held meetings with local government officials in order to collect data and generate reports of plans for infrastructure expansion.

*Experience prior to joining TERRA Engineering, Ltd.



3 | SIMILAR EXPERIENCE

ELGIN CBD INFRASTRUCTURE IMPROVEMENTS AND STREETScape

Elgin, IL



Elgin was experiencing considerable redevelopment of its older downtown Central Business District (CBD). The anticipated increase in traffic demanded that the streets and sidewalks be repaired and enhanced. This included replacement of sidewalks and curb and gutter with new paver streetscape accents, planters with irrigation, decorative street lights, street furniture, parkway trees and

repaving of the roadways. TranSystems directed a substantial public relations/information effort, including public meetings, newsletters, and project updates via a Website, handouts and mailings.

In addition to the above work, the underground utilities also needed to be reconditioned. The water main and water services in the CBD were old, buried deeper than necessary due to street grade changes over the years, and not easily repairable. Sidewalk vaults were repaired or filled. The storm and sanitary sewers were inspected and necessary repairs were addressed.

To oversee the CBD Improvement Project, the City of Elgin engaged the services of TranSystems to provide design and construction services for water main and water service replacement, streetscape amenities, and street reconstruction and resurfacing. The design team engaged the public in a year-long planning process to develop a master plan document for the six-year program. This effort included numerous public meetings, design charrettes, newsletters, and a project website. As a result of the project's success, three more phases were added.

Both the surface and underground work had a high impact on the residents and businesses in the area. For this reason, construction needed to be well planned and executed in order to maintain reasonable access during construction. The general plan for the program was for the utility work to occur the year before the surface improvements. The project was laid out such that surface improvements began in 2007 and were concluded in 2016.



CLIENT

City of Elgin
150 Dexter Ct.
Elgin, IL 60120

CLIENT CONTACT

Jay Beverly
Engineering Inspector
(847) 931-6001

CONTRACT VALUE

\$5,782,231 (Multiple Contracts – 2007-2015)

CONSTRUCTION COST

\$35,000,000

COMPLETION DATE

2016

"We were kept informed, our needs were considered, our need to continue to conduct business was addressed and – most important – we survived!

The city employees, consultant, and contractors all did a magnificent job of getting the job done in the most expedient and professional way possible. Who could ask for more?"

- Jerry Crawford
President, Crawford's Automotive, Elgin

Similar Experience



2010 APWA CHICAGO METRO CHAPTER PUBLIC WORKS
PROJECT OF THE YEAR, TRANSPORTATION: \$5-\$25 MILLION

SHERIDAN ROAD IMPROVEMENTS

Wilmette, IL

The Sheridan Road project is located in a largely residential area between 10th Street in the Village of Wilmette and Isabella Street in the City of Evanston, IL, a total distance of 2.16 miles. Over 17,000 motorists annually travel this scenic corridor that offers views of Lake Michigan and access to the Baha'i House of Worship, Gillson Park and Wilmette Harbor.

Roadway reconstruction served as an opportunity to visit every aspect of corridor improvement. The project was processed as a Jurisdiction Transfer, utilizing Surface Transportation Program federal funds. At the outset, stakeholders and residents identified the following eight goals for the project:

- ▶ Reduce accidents and improve safety
- ▶ Improve roadway quality
- ▶ Replace utilities
- ▶ Separate drainage system
- ▶ Improve pedestrian friendliness
- ▶ Add bicycle facilities
- ▶ Build streetscape enhancements
- ▶ Save trees and preserve the beauty of Sheridan

The existing roadway consisted of four 10-foot lanes and lacked channelization at the signalized intersections. The reconstruction provides two through lanes, a bi-directional center turn lane, and two bike lanes. The addition of dedicated left turn lanes at the intersections has effectively reduced accidents. The center turn lane improves safety for users accessing the 135 driveways and 22 side streets.

Most of the existing utilities were original and more than 100 years old. The combined sewer system had a history of surcharging and backups. A separate storm sewer with new outfalls to the North Shore Channel was built to accommodate surface drainage and the existing combined sewer was replaced. These upgrades



CLIENT

Village of Wilmette, IL
1200 Wilmette Ave
Wilmette, IL 60091

CLIENT CONTACT

Brigitte Berger-Raish
Engineering and Public Works
Director
(847) 853-7627

CONTRACT VALUE

\$1,986,741

CONSTRUCTION COST

\$20,000,000

COMPLETION DATE

2010

Similar Experience

have dramatically improved drainage and sewer conditions on Sheridan Road and for the upstream system. Similarly, the existing water main was a century old and plagued with breaks. Replacing the entire water main infrastructure ensured the integrity of the new pavement by minimizing future utility cuts and damage from breaks.

Bike lanes were added to accommodate the many commuter, recreational and competitive bicyclists who routinely travel on Sheridan Road. Protecting trees was paramount for the area's residents. The new roadway is one foot narrower than the existing 4-lane section, accommodating hundreds of mature parkway trees. Horizontal and profile changes were carefully designed to minimize disruption to the parkways.

Sheridan Road is also a popular destination for local and visiting pedestrians. A beautification grant (ITEP) was used to improve pedestrian friendliness and streetscape. An existing timber retaining wall was removed and replaced with a precast exposed aggregate finish soldier pile retaining wall along the Baha'i House Worship frontage. The wall was relocated to allow a safe pedestrian path. The project also incorporated roadway enhancements including brick paver crosswalks, new entrance signs for Gillson Park, and ornamental traffic signals and street lighting.

The project provides a safe, efficient, smooth-riding facility which complements the adjacent residences, businesses, and parks. As a result of the cost saving efforts of all parties involved, the as-built project was approximately \$1.5 million under the awarded contract value.





VIRGINIA STREET CORRIDOR

Crystal Lake, IL

The Virginia Street Corridor from Crystal Lake Avenue to Teckler Boulevard is an important portion of roadway along US 14 within the City of Crystal Lake. The Streetscape portion of the Corridor accommodates 33,000 vehicles per day and is home to over 50 businesses, including 10 restaurants, four gas stations, two motels, and a grocery store. Not only does this section of US 14 serve as a vital commercial corridor for the City of Crystal Lake, but it also serves commuters as a major arterial roadway linking numerous communities within the region. Virginia Street provides access to the two nearby Metra Stations within the City. Visitors also use the roadway when traveling to Crystal Lake Main Beach and the newly constructed Three Oaks Recreational Area.

The improvements to Virginia Street were much needed and warranted as detailed below:

- ▶ Poor, deteriorated, and rutted roadway surface conditions
- ▶ Inadequate drainage
- ▶ Numerous settled manhole frames and lids
- ▶ Substandard curb and gutters, sidewalks, parking, and lighting
- ▶ Pedestrian ways that were not clearly designated or inviting
- ▶ Overall condition of corridor was outdated, non-inviting, and in need of replacement

TranSystems was selected by the City to perform construction engineering services. The completed project provides a safe, efficient, smooth riding, properly drained road surface, improved roadway and pedestrian lighting, and protected parking adjacent to businesses. The eye catching attractive streetscaping elements consist of brick pavers, decorative crosswalks, ornamental lighting, stone gateway monuments, benches, bike racks, and planters with decorative railing to enhance the adjacent commercial properties and McCormick Park.



CLIENT

City of Crystal Lake, IL
100 W. Woodstock Street
Crystal Lake, IL 60014

CLIENT CONTACT

Abigail Wilgreen
City Engineer
(815) 356-3605

CONTRACT VALUE

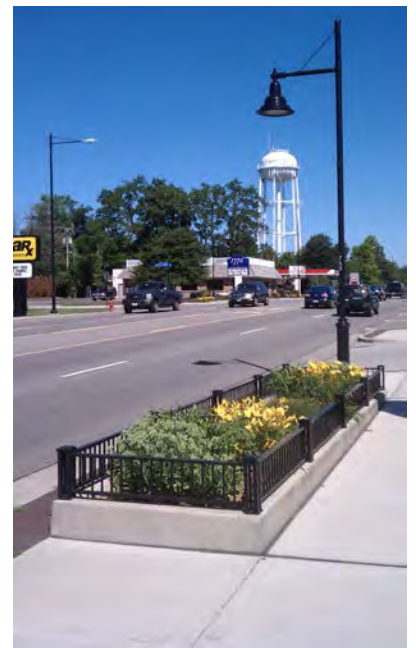
\$362,906.01

CONSTRUCTION COST

\$4,071,605

COMPLETION DATE

2013



Similar Experience**ELMHURST CBD STREETScape**

Elmhurst, IL

TranSystems provided construction engineering services for streetscape improvements within the City's central downtown business district. This project was funded by the Illinois Transportation Enhancement Program (ITEP) and consisted of streetscape improvements at various locations in the City of Elmhurst's downtown area.

Segments included the east side of Addison Avenue from Second Street to Third Street, the east side of York Street from Palmer Drive to the south side of Crescent Court, the west side of York Street from Palmer Drive to Virginia Street, the southeast corner of York Street at North Avenue, Third Street from York Street east to the alley, the northwest corner of York Street and Third Street (103 W. Third Street), and the west half of the alley off Addison Street between First Street and Second Street.

Enhancements include the installation of brick paver sidewalk, decorative street lighting, ADA compliant curb ramps, trees in tree grates, removal and replacement of curb and gutter, pavement patching, drainage adjustments and improvements. The total length of the project was approximately 2,000 lineal feet.

**CLIENT**

City of Elmhurst
209 N York Rd
Elmhurst, IL 60126

CLIENT CONTACT

Cori Tiberi
Assistant Public Works Director
(630) 530-3777

CONTRACT VALUE

\$89,750

CONSTRUCTION COST

\$761,036

COMPLETION DATE

2013



FIRST STREET LAFO: WEST AVENUE TO WILLOW ROAD

Elmhurst, IL

LAFO improvements along First Street from West Avenue to Willow Road. These improvements included mill and overlay of the roadway section. It also involved removing and replacing deteriorated portions of the curb and gutter and sidewalks. Areas of extensive deteriorated pavement were patched after the milling and before the overlay was constructed. Structure adjustments or reconstruction as well as parkway restoration was performed.

Due to the proximity of the Union Pacific Railroad, coordination with them was required in order to resurface up to the crossing on the side streets. There were also abandoned railroad tracks under the existing First Street pavement near Highland Avenue that the City wanted removed as part of this project. This required concurrence from the railroad and property owner that they once served in order to be eligible for removal as part of this project.

Phase III services consisted of 1.31 miles of resurfacing including milling, HMA surface course, patches, curb and gutter, median replacement, sidewalk and marking and restoration on First Street from West Avenue to Willow Road.



CLIENT

City of Elmhurst, IL
209 N York Rd
Elmhurst, IL 60126

CLIENT CONTACT

Kent Johnson
City Engineer
(630) 530-3024

CONTRACT VALUE

\$135,814.24

CONSTRUCTION COST

\$1,021,468

COMPLETION DATE

2017



PROGRAM MANAGEMENT SERVICES FOR WACKER DRIVE AND CONGRESS PARKWAY INTERCHANGE

Chicago, IL

TranSystems was selected by the Chicago Department of Transportation to perform Program Manager Services to lead the reconstruction of the north-south section of the multi-level Wacker Drive and the Congress Parkway Interchange. The Program Manager assignment involved the oversight and administration of four distinct construction contracts valued at \$303M, as well as coordinating private utility relocation agreements and various City force account work orders. These services, which were provided over a three year period, included the following elements:

- ▶ Coordination and implementation of all City, IDOT, FHWA and agency agreements;
- ▶ Constructability reviews of final contract plans and documents;
- ▶ Oversight of all consultants providing resident engineering on the specific contracts;
- ▶ Approvals of all construction payouts and addendums;
- ▶ Management of all coordination meetings and electronic & paper documentation;
- ▶ Oversight of all traffic control and emergency response;
- ▶ Monitoring of all construction schedules;
- ▶ Full quality control/quality assurance of all construction materials;
- ▶ Coordination with all private and public utility companies.



CLIENT

City of Chicago, IL

CLIENT CONTACT

Dan Burke, PE, SE
Deputy Commissioner/Chief Bridge Engineer
(312) 744-3520

CONTRACT VALUE

\$14,812,479.34

CONSTRUCTION COST

\$303,000,000

COMPLETION DATE

2013



Similar Experience

This roadway and bridge project was one of the most complicated ever completed by the City since it involved complex staging to keep 60,000 vehicles and a staggering 150,000 pedestrians moving through the construction zone. Since Wacker Drive also abuts major offices and skyscrapers including the Willis Tower, daily access for workers and deliveries had to be accommodated. Wacker Drive's proximity to the Chicago River and the two primary downtown commuter stations created additional challenges.

In simple terms, this project involved the following components:

- ▶ Replacement of a half-mile section of an eight-lane double decker arterial;
- ▶ Innovative pre-stressed bridge construction;
- ▶ Replacement of the full interchange with Congress Parkway;
- ▶ Construction of various tunnel sections including full ventilation systems;
- ▶ Replacement of a 12-foot diameter sewer outfall and ten other utilities;
- ▶ Aesthetic upgrades to roadway lighting, green spaces, parkways and decorative railing/finishes.



Similar Experience

BLOOMINGDALE TRAIL (606)

Chicago, IL



The City of Chicago Department of Transportation (CDOT), along with the Chicago Park District, The Trust for Public Land and numerous community partners, constructed the Bloomingdale Trail and Park (The 606) – a multi-use linear park

that is the first of its kind in Chicago. Stretching 2.7 miles through four vibrant Chicago northwest side neighborhoods, the conversion of the elevated Bloomingdale Line into a trail and park provides unprecedented connections to and among these communities. The trail and park runs along a previously unused, elevated rail line along Bloomingdale Avenue. The trail and parks run through several vibrant communities along Bloomingdale Avenue, adjacent to numerous private properties, and crosses over major arterials, an historic boulevard, bus and bicycle routes, and the CTA Blue Line.

The multi-use path is constructed of concrete with a rubberized running surface on the outsides, along with stone nature trails in several locations along the path. The project included the rehabilitation of 39 bridges, the conversion of one bridge to a tied-arched bridge, the relocation of a bridge, and the construction a new post-tensioned structure. Landscaping was one of the unique aspect to this project which included over 1,400 trees, 4,800 shrubs, 53,000 perianal, 123,000 grasses, 12,000 vines, and 56,000 bulbs.

TranSystems was selected by the Chicago Department of Transportation (CDOT) to provide Phase III construction management services for the Bloomingdale Trail and Park (The 606). The TranSystems construction management team was responsible for the overall construction inspection, project documentation, layout verification, and project coordination. Construction project coordination was a significant and unique aspect of the project since the project had two owners, the Chicago Park District and CDOT, and two funding sources The Trust for Public Land and FHWA. Coordination with multiple City departments and all of the property owners along the trail was also required.

One example of this coordination was the relocation of the existing 100-year-old steel bridge over Ashland Avenue. This structure was reused to replace of the existing concrete bridge at Western Avenue that had low vertical clearance. The relocation required the use of specialty equipment to lift and transport the 100-ton bridge 1.2 miles to the crossing over Western Avenue. In order to implement this move, there was coordination with Walsh Construction, CDOT, the Chicago Police Department, OEMC, and Streets and Sanitation. This coordination was critical to the move since the path for the move (Ashland Avenue to North Avenue to Western Avenue) had to be cleared of parked and traveling vehicles. The move was successful because of the roles that each of the coordinating agencies played to assure the path was clear and safe for the move.

**CLIENT**

City of Chicago DOT
121 N. LaSalle Street, Rm
1003
Chicago, IL 60602

CLIENT CONTACT

Johnny Morcos
Ast. Bridge Engineer
(312) 744-2012

CONTRACT VALUE

\$5,260,438

CONSTRUCTION COST

\$50,000,000

COMPLETION DATE

2015

41st Street Pedestrian Bridge

Chicago, IL

The 41st Street Pedestrian Bridge is comprised of two main span inclined arch structures on a reverse curve alignment crossing over Lake Shore Drive and the railroad tracks. There are also steel tube ramp approach structures which measure approximately 1,472 feet. The proposed structure width is 20 feet and the ramp width is 16 feet.

TranSystems has been chosen by CDOT to perform Phase III services which include the installation of the double curved arch monotruss tube structures with reinforced concrete deck, arch foundation and lateral supporting columns on deep foundation, architectural elements, roadway resurfacing and reconstruction, and new lighting within the project limits. Also included in the project is the installation of new and adjustment of existing drainage structures, the temporary relocation and reconnection of Metra Electric overhead wires, restoration of existing landscaping and protection of existing trees, and landscaping. There is extensive coordination with the Chicago Park District, property owners and community groups as well as with various City, State and Federal departments.

When complete, the 41st Street Bridge will increase lakefront access on the South Side of Chicago and be fully ADA accessible, with ramps to accommodate bicycles, wheel chairs, and emergency vehicles.



CLIENT

City of Chicago DOT
121 N. LaSalle Street, Rm
1003
Chicago, IL 60602

CLIENT CONTACT

Tanera Adams
Project Manager
(312) 742-2590

CONTRACT VALUE

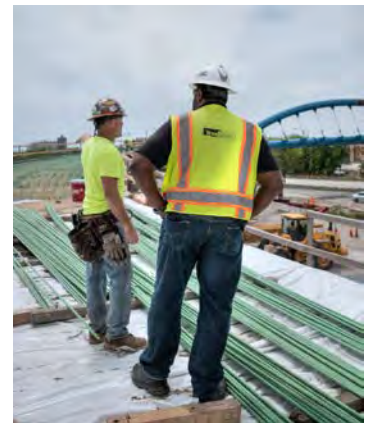
\$1,691,571.70

CONSTRUCTION COST

\$28,704,245.00

COMPLETION DATE

On-going





MARION STREET STREETScape

Oak Park, Illinois



TERRA performed preliminary and final design as well as construction administration services for the complete streetscape overhaul of several blocks of South Marion Street in Oak Park. Preliminary and final design work consisted of plan preparation including survey, utility coordination, sewer / water main improvement plans, pavement / sub-base designs, electrical plans, and summaries of quantities. These tasks required extensive coordination with all utilities, CTA, Pace Bus, Union Pacific Railway, Metra and the Village of Oak Park. Special coordination was conducted with material suppliers to create project specific details for the installation of granite curb and gutters, granite crosswalks, clay-baked pavers in the streets and bluestone sidewalks. Work also required permitting and coordination with regulatory agencies including the Illinois Environmental Protection Agency (IEPA), Illinois Historic Preservation Agency (IHPA), and the Metropolitan Water Reclamation District of Greater Chicago (MWRDGC).

Construction administration consisted of plan review, coordination with residents and businesses, construction observation, construction documentation, design and implementation of all field design changes and completing the project close-out punch list. TERRA supplied a full-time resident engineer for the project.

The project was completed on time with an aggressive schedule, with preliminary design beginning in January 2011, groundbreaking in early June 2011 and the project ribbon cutting was held in early December 2011.

CLIENTS / CONTACTS

Village of Oak Park
Bill McKenna, Village Engineer
201 South Boulevard
Oak Park, IL 60302
708.358.5700
mckenna@oak-park.us

Pleasant District
Mary Jo Schuler, President
105 S. Marion Street
Oak Park, IL 60302
708.725.7022 / mj@mishu.com

The George Sollitt Construction Co.
Mike Thomassen, Project Manager
790 N. Central Avenue
Wood Dale, IL 60191
630.860.7333 / mthomassen@sollitt.com

BUDGET
\$5.5M

DATES
January 2011 - December 2011

SERVICES
Transportation Engineering
Traffic Engineering/Studies
Construction Engineering
Surveying
Public Involvement



ROOSEVELT ROAD STREETSCAPE IMPROVEMENT

Oak Park, Berwyn and Cicero, Illinois

**AWARD
WINNING
PROJECT**



TERRA was selected by the communities of Oak Park, Berwyn and Cicero. These communities formed the quasi-government, the Roosevelt Road Advisory Committee. TERRA was the engineering member of the streetscape planning team that shaped the concept and focus of the project along the state highway bordering the communities.

TERRA prepared the Project Development Report while simultaneously preparing the design documents for the project. The project involved the replacement of 1.5 miles of curb; sidewalk and driveway reconstruction; 4,700 feet of storm sewer; variable HMA pavement milling and resurfacing; streetlight removal and replacement; temporary traffic signals; and construction of streetscape amenities such as ornamental lighting, and electrical outlets for the new planters and trees. A multi-phased, Construction Staging Maintenance of Traffic plan was also developed.

The project incorporated unique pedestrian crossing features and extensive intersection and mid-block bump-outs to enhance pedestrian safety and accommodate larger landscape areas. This helped create an aesthetic appeal for the corridor where no other space was available.

TERRA performed resident engineering construction services for the project on behalf of the Roosevelt Road Advisory Committee. Construction was done in a manner so that to limit the impact on local businesses and involved close communication with all of the businesses along the corridor as well as with each community. A project website was created to keep local residents and businesses abreast of the project schedule and progress.

CLIENTS / CONTACTS

Village of Oak Park
Bill McKenna, Village Engineer
201 South Boulevard
Oak Park, IL 60302
708.358.5700
mckenna@oak-park.us

City of Berwyn
Robert Schiller, Public Works Director
1 Public Works Drive
Berwyn, IL 60402
708.749.4700
rschiller@ci.berwyn.il.us

BUDGET
\$8.4M

DATES
2010 - 2012

SERVICES
Transportation Engineering
Traffic Engineering / Studies
Construction Engineering
Public Involvement

AWARDS
ACEC IL Engineering Excellence



TERRA
ENGINEERING LTD.

DOWNTOWN STREETScape

Elmwood, Illinois

**AWARD
WINNING
PROJECT**



TERRA Engineering Ltd. (TERRA) worked with the City of Elmwood to design improvements to the downtown area streetscape as part of the city's continued redevelopment following a devastating tornado in 2010. The project consists of an entirely new streetscape, extending from the face of curb to the property line, for six primary streets within the downtown business district.

The improvements provide more efficient, comfortable and attractive transportation routes for pedestrians, as well as beautifying the downtown area with unit paver sidewalks and ramps designed to meet current PROWAG accessibility standards, new decorative street lights and raised landscape planters. Challenged with an existing two-level sidewalk system, TERRA's design proposed raised landscape planters to resolve some of the existing accessibility issues by making up grade differences between the street level and finish floor elevations of the existing buildings. Stairs and ADA ramps were provided within the raised landscape planter module to provide convenient access to downtown businesses from the existing street parking.

Ornamental guardrail fencing and handrails were used between the raised landscape planters in areas where grade differences would create safety hazards. The project will improve pedestrian safety and mobility for visitors and shoppers in the business district while increasing the attractiveness of both local streets and state routes running through downtown Elmwood.

CLIENT
City of Elmwood

CONTACTS
Richard Taylor
City of Elmwood
201 Main Street
Elmwood, IL 61529
309.742.2351
rtaylor455@gmail.com

BUDGET
\$2.5M (ITEP grant funded)

DATES
2011 - 2015

SERVICES
Landscape Architecture
Transportation Engineering
Traffic Engineering / Studies
Surveying
Construction Engineering
Public Involvement



4 | PROJECT UNDERSTANDING & APPROACH

Project Understanding & Approach

PROJECT UNDERSTANDING

The Village is looking for a qualified consultant to provide Construction Engineering Services for the Lake Street Corridor Improvements. This is a much needed, high profile, project in the heart of the Village's commercial corridor which includes the Downtown Oak Park (DTOP) and Hemingway Business Districts.

The project is broken into 3 sections as defined below:

1. Lake Street Water and Sewer Improvements (Locally Funded)
2. Lake Street Resurfacing and Corner Sidewalk Ramp Improvements (Locally Funded)
3. Lake Street Streetscaping Improvements (Federally Funded)



Water and Sewer Improvements Section –
Lake Street at Cuyler Avenue looking west



Resurfacing Improvements Section –
Lake Street at Oak Park Avenue looking south



Streetscape Improvements Section –
Lake Street at Forest Avenue looking west

The Lake Street Corridor accommodates 6,750-9,200 vehicles per day and is home to residential developments and dozens of businesses, including retail stores, restaurants, a movie theater, a gas station, and a major grocery store within the streetscaping section alone. Additionally the Lake Street Corridor is adjacent to a number of public facilities including the Library, Oak Park and River Forest High School, the post office, several churches, and a number of parks. The roadway and streetscaping improvements will help to revitalize this important corridor for the Village, local merchants, and its residents.

The TranSystems Team has a full understanding of the project scope and is very familiar with the project site.

PROJECT APPROACH

Construction engineering services include more than just observing work and measuring quantities. Our Team takes pride in staffing projects with great communicators who not only understand construction and contractors, but more importantly, understand resident concerns and the importance of keeping stakeholders informed of project activities and schedules.

Our approach to ensuring a high quality project, completed on time, within budget, and with minimal disruption to businesses will focus on the following areas:

1. Public Outreach
2. Schedule and Quality
3. Construction Staging and Maintenance of Traffic
4. Documentation

Project Understanding & Approach

1. Public Outreach

The success of this project will be measured by how it is received and perceived by the stakeholders. As previously discussed this project is located in a high profile setting along a highly traveled multi-modal corridor. The stakeholders each have their own perspective and needs and each will be impacted by the project in a different way. Our goal is to accommodate the identified stakeholders listed below:

Stakeholders

- | | | |
|-----------------------|-----------------------------|---|
| ▶ Adjacent Businesses | ▶ Pedestrians | ▶ Oak Park and River Forest High School |
| ▶ Customers | ▶ Park District of Oak Park | ▶ Developers |
| ▶ Residents | ▶ Oak Park Library | ▶ Churches |
| ▶ Vehicular Users | ▶ Post Office | ▶ Pace |

Public outreach is about keeping the stakeholders informed, understanding their operational needs and ensuring that all concerns are addressed in a timely fashion. For example, with our City of Elgin CBD project, we worked with adjacent businesses to schedule construction around their critical business needs. Whether it was working overnight to avoid water shut offs for restaurants or working with businesses to maintain access to customers and for deliveries. We successfully accommodated the needs of these stakeholders without impacting the construction schedule. More importantly, by addressing their needs, we greatly reduced the number of phone calls coming into City Hall. At the APWA Awards ceremony, Mayor Schock praised our public outreach efforts related to the City of Elgin's downtown revitalization program. The TranSystems Team is committed to providing this same level of effort for this project.

The public outreach methods we propose are as follows:

- ▶ **Preconstruction Meeting** open to the public, including property managers, business owners, and other stakeholders to establish the point of contact with TranSystems' Resident Engineer as the face of the project. The Engineer will distribute 24/7 contact information. A call to the Engineer with concerns will provide immediate results.
- ▶ **A Project Website** will be developed and managed by our Team Member, Prescott Group. They have managed the development, content production and design of numerous websites and worked closely with the Village of Oak Park Communications Director to provide content for the VOP site. For the Lake Street Improvement Project, we have obtained the following domain names:
 - lakestreetimprovement.com (also .info, .org. net)
 - lakestreetimprovementproject.com (also .info, .org. net)
 - lakestreetproject.com (also .info, .org. net)
 - abetterlakestreet.com (also .info, .org. net)
- ▶ **Project Newsletters/Flyers** where we can provide updated information on a regular basis to the stakeholders. These newsletters will be mailed, hand delivered, and posted to the Village and Project websites to ensure that the latest project information is getting out on the street. Recent construction newsletter examples are provided to the right.
- ▶ **Weekly Contractor Progress Meetings** to discuss upcoming coordination and scheduling issues, completed work, the look ahead schedule, traffic control, access to businesses, material deficiencies, pay estimates, and stakeholder concerns. We will invite the stakeholders to the weekly meetings. Based on past experience, some will attend the initial meetings. Subsequent meetings will be attended when they have questions.



Project Understanding & Approach

STAKEHOLDER COORDINATION

Our Resident Engineer, Brian Racine, will be the face of the project to all public and government agency interests. Brian has experience with sensitive projects in urban centers having led the outreach campaign for the reconstruction of Wacker Drive in the heart of Chicago's Loop. **On a personal level, Brian is a resident of Oak Park and is keenly aware of the local stakeholders that will be most impacted by the project.** Beyond the direct interface with the Village of Oak Park and IDOT engineering staffs and the contractors for each construction contract, Brian will be committed to coordinating the construction activities with each of the individual businesses associated with each contract. His focus will be to assure that they are aware of the project, kept informed of the construction progress, and are afforded the opportunity to express individual concerns. Similar coordination will be conducted with any adjacent new developments such as, the Albion Development, to ensure access for their deliveries and to integrate the streetscape improvements with those being performed by the developer.

Additionally we have added Prescott Group to our team to lead the Public Outreach effort. Prescott Group was the point of contact during extensive deliberation of several significant mixed-use commercial developments in Oak Park's central business district: Albion Residential, Vantage and Whiteco. That capacity required Prescott Group to have significant contact with business associations (OPRF Chamber of Commerce, Downtown Oak Park, Oak Park Economic Development Corporation, Pleasant District Association, Hemingway District Business Association), the Park District, D200 and D97 board of directors and administrators, churches located on Lake Street (including Grace Episcopal Church, where the firm's principal was baptized and married to the director of client services), and tourism attractions (Unity Temple and Unity Temple Restoration Foundation, FLW Foundation, and is a board member on Visit Oak Park).

Other key stakeholders include the Oak Park and River Forest High School and Oak Park Elementary School District 97, the Park District of Oak Park, post office, library, adjacent and proximate churches, as well as the police and fire departments. Prescott Group has extensive personal and professional experience working with school districts in Oak Park and other communities. Not only is the firm's principal a graduate of D97 and OPRFHS, but its director of client services was President of the PTO Council, Mann School PTO Council and President of the BRAVO Board at Brooks Middle School. In addition, the firm was and still is the conduit to D97 and D200 school boards and administrators during the review process for high-profile mixed-used commercial development in Oak Park and their subsequent construction.



Coordination with the Village Environmental Services Division will be necessary to assure accessibility to trash receptacles while timely advance coordination with PACE will be required to address bus routes that will have to be relocated during construction.

MUNICIPAL AND PUBLIC UTILITY COORDINATION

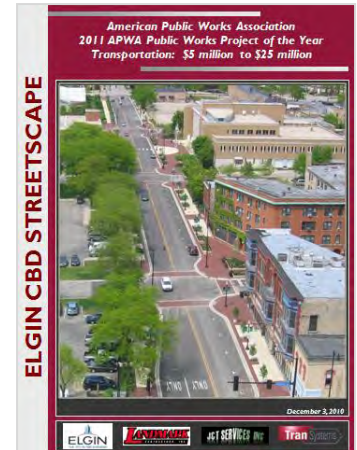
Utility coordination is essential to not only locate existing utilities that may have potential conflicts with proposed underground work within the contract, but also to ensure that any utility conflicts that may be encountered during construction are identified early. This allows remedies that can be addressed in ways that avoid or minimize construction delay and avoid disruption of the constrained traffic flow. Every utility operation within the project limits must be coordinated to address traffic flow impact. Timely coordination with the Village Sewer/Water Division will also be necessary to facilitate the contractor's watermain and service reconnections which will typically be performed at night to minimize the impact of service disruption as well as the traffic lanes that must be crossed.

Project Understanding & Approach

The proof to the success of our public outreach approach is evident by the fact that we have won APWA Project of the Year Awards for streetscaping construction projects.

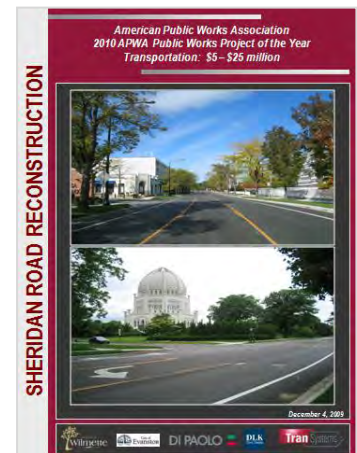
Award 1: Elgin CBD Streetscape Improvements

The Elgin CBD Streetscape project was a multi-year reconstruction project that took place in the City's recovering downtown with dozens of active storefronts. The TranSystems construction team recognized early on, through initial stakeholder meetings, that establishing responsive connections with the business owners would be of utmost importance. Preconstruction meetings, newsletters, weekly updates, a project website, and forging a working relationship with the Downtown Neighborhood Association were all methods we employed. The Downtown Neighborhood Association recognized our construction staff with an Outstanding Service Award at their Annual Awards Gala. The very businesses that were impacted the most recognized our efforts and commitment to their issues and concerns.



Award 2: Sheridan Road Reconstruction and Enhancements

The Sheridan Road project involved the full reconstruction of a lakefront boulevard within the North Shore suburbs of Wilmette and Evanston. ITEP funds were used for decorative pavers, gateway monuments, ornamental lighting, and plantings. This project was located adjacent to pristine residential neighborhoods, Gilson Park, Wilmette Harbor, Baha'i Temple, several high-rise condominiums, office buildings, and the Plaza Del Lago shopping center. Preconstruction meetings, newsletters, a project website, face-to-face meetings with property owners, and knocking on doors were some of the communication tools used to get the message out to stakeholders. Following completion of the project, a post construction resident survey was taken for final impressions from the public. All of the comments received were positive. A sampling of comments is shown below:



Sheridan Road Project

- ✓ ...could not be any smoother. Bravo!
- ✓ ...appreciated your communications which kept us informed.
- ✓ ...employees were very courteous and helpful.
- ✓ ...every effort was made to limit our inconvenience

Elgin CBD Project

- ✓ Downtown Neighborhood Association "Outstanding Services Award" for Shelley Costello

"I have found their team to be consistently professional and responsive. However, they have a rare quality that I have not seen in other project teams I have worked with – they are empathetic. They understand how difficult construction can be for downtown businesses and how much it can impact them personally. They care about the communities in which they work, and it really shows."

– Tonya Hudson, Executive Director
Downtown Neighborhood Association of Elgin

These projects, along with our other Award Winning Construction Projects are further detailed in Section I – Similar Experience.

Project Understanding & Approach

2. Schedule and Quality

We understand the importance of completing the Lake Street Corridor Improvements by the end of 2019 preferably before Thanksgiving. The hardscape elements (sidewalk, pavers, planters, etc.) and underground lighting work, within the streetscape area, would take place over the four month period between April and August. Milling, patching, curb repair and resurfacing operations would take place in August and September. The final street furnishings (benches, trash & recycling receptacles, bike racks, planter railings, etc.), plantings, and light poles would likely be installed in October and November. These are often long lead items that require timely submittals and approvals of shop drawings such that fabrication is not delayed.

Anticipated Schedule

Water and Sewer Project	March – June 2019
Streetscape Project	April – December 2019
Street Resurfacing	June – October 2019
End Construction	November, 2019 (Duration 6.5 months)
Complete Punch list	December, 2019
Documentation Closeout	January, 2020 (6 weeks after Construction)

We will take the following actions to ensure the project schedule is met:

- ▶ Utilities have a great propensity to cause delays and increase costs. TranSystems will work hand-in-hand with utility companies while they relocate facilities, to ensure that utilities requiring relocation are placed in the proper location the first time. We will also require the utility companies to attend our progress meetings. This will enable us to understand their schedules, track their progress, and anticipate potential future conflicts.
- ▶ Field and office design staff will work diligently to resolve utility conflicts. The proposed lighting system has the potential to be in conflict with existing utilities. In the past we have used offset lighting foundations to resolve conflicts. Our construction staff has experience in resolving most of these situations as field changes. Occasionally more complex conflicts are encountered. If this does occur, our field personnel would call upon the expertise of our office design staff for support to develop a solution.
- ▶ ADA requirements will need to be adhered to for the dozens of sidewalk ramps throughout the project limits. Some of these ramp locations are likely not covered in the plans and will need to be addressed in the field. Our Team's PM and RE have previous experience in the field designing and constructing ADA ramps in urban settings including the City of Chicago and the City of Elmhurst.
- ▶ Request a Site Contamination Operation Plan from the contractor prior to ground breaking. This will avoid potential delays at any identified special waste locations.
- ▶ Timely shop drawing reviews of the gateway monuments, lighting materials, wayfinding signage, and site furnishings. We understand that these are long lead items that must be ordered at the start of the project to ensure the integrity of the schedule.
- ▶ Constant monitoring of the contractors schedule by the Resident Engineer. If there is a lapse in the progression of work, the contractor will be required to submit a recovery plan.
- ▶ Our Landscape Architect will maintain open communications with the landscape contractor to monitor their construction installation and maintenance schedules.

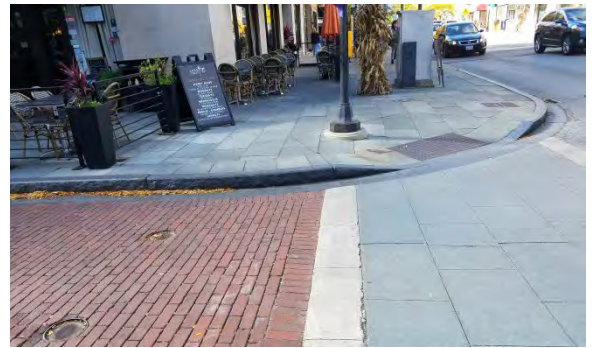
Project Understanding & Approach

STREETSCAPE DETAILS/MATERIALS

The small attention to details, especially for streetscaping elements, can make or break a project. Our Landscape Architect, Keven Graham, will visit the nurseries and the landscape contractor to tag specimen trees for the streetscape. He will also inspect all plant material once it arrives on site, once it is installed, and monitor the plant material throughout the establishment and warranty periods. Near the end of construction he will create punch lists for any plant material that needs to be replaced.

Another key role of the Landscape Architect is to assist the Resident Engineer with anything above ground that requires an aesthetic decision. For example, anything to do with bluestone pavers, paver crosswalks, granite curbs, raised curb planters, ornamental metal fence, wayfinding signage, site furniture, and decorative lighting. Typically these specialty items are handled by multiple subcontractors and not the general contractor. Therefore our Landscape Architect will be diligent in his reviews, ensuring these items are installed per the contract specifications.

The architect will also assist with any required layout changes or alterations that may come up during construction. For instance, moving a set of three trees and a light pole foundation together five feet in any direction, as a module, instead of deleting the proposed streetscape elements due to a utility conflict could be one such change. Small but important field changes can be as mundane as extending or contracting a paver field by a foot or so to line up with a building column line. This attention to detail will ensure that the Village receives a quality project with a great look and feel.



Project Understanding & Approach

3. Construction Staging and Maintenance of Traffic

Maintenance of Traffic considers all of the requirements to assure the safe and efficient movement of people, goods and services through and around the project while minimizing the negative impacts to residents, commuters, shoppers and businesses. This requires careful management of allowable roadway lane and pedestrian way closures pursuant to the Transportation Management Plans developed for each project contract. We understand the importance of meeting contract deadlines and ensuring the Contractor is performing work in accordance with the approved progress schedule. Of utmost importance is establishing and following the proper construction staging and sequencing that will achieve completion within the time allowed in the contract with minimal disruption to the public.

We will review the sequencing with the Village's engineering personnel and the Contractor prior to commencing any work. This will ensure items such as lighting, pavement patching, curb & gutter and driveway removal and replacement, resurfacing, irrigation, landscaping, and gateway monuments are being performed in the correct order and within an adequate time frame to achieve the completion date of each project. Our Resident Engineer will constantly review the contractor's progress and sequencing throughout the projects, looking for opportunities to compress the schedule.

Constant monitoring of the contractor's traffic control will result in a safer project site. The Resident Engineer will inspect the traffic control before, during and after the contractor's daily activities to ensure it is compliant with the plans and specifications. Additionally, he will assess if the traffic control in place is properly and safely guiding vehicles, customers, and pedestrians through the work zone. Any deficiencies will be brought to the contractor's attention for immediate corrective action.

Another element of maintaining a safe project is a clean worksite, free of debris. An improperly kept work site is unsightly, unsafe and is not representative of the Village. Our Resident Engineer will demand this and point out any shortcomings that require immediate attention by the contractor during execution of the project.

Improperly staged equipment and materials within the work zone are dangerous to the motoring public. Our Resident Engineer will work with the contractor to identify an equipment and material staging area prior to work beginning that does not obstruct ingress and egress to the roadway, nor block sightlines and the visibility of businesses.

Scheduling the construction to ensure minimal impact to the adjacent businesses, customers, school, churches, and motoring public will be a priority for the Resident Engineer. Our review of the prefinal plans, site visits and local knowledge has enabled us to observe the following areas that need particular attention during construction.

- ▶ Maintaining sidewalks, driveways and access for the businesses adjacent to the Lake Street Corridor.
- ▶ Accommodating the daily vehicular users of this heavily traveled corridor.
- ▶ Ensuring that temporary informational signs are adequate and visible during construction. The signs will be used to direct customers to storefront entrances and driveways. Open for business signs will also be used at restaurants, gas stations and other high turnover locations. This will be especially critical within the streetscape construction limits between Harlem Avenue to Forest Avenue and Oak Park Avenue to Euclid Avenue.
- ▶ Coordinating construction activities with Unity Temple, First Congressional, Grace Episcopal, and Calvary Memorial churches.
- ▶ Being available 24/7 to expeditiously respond to stakeholder access concerns.

Project Understanding & Approach

MOT & DETOUR IMPLEMENTATION

Both the Sewer and Water Utility Contract and the Streetscape Contract have well-developed traffic management plans that promote the detour of the project corridor through traffic north to Chicago Avenue while preserving local traffic flow through and across the project to the extent feasible as needed to accommodate essential emergency, delivery, and customer access to fronting properties. Where necessary, local detours are provided when portions of Lake Street must be closed to through traffic or limited to a single lane. Each scheme includes a specific lane alignment as well as applicable signing, barricades, striping and pavement markings. Traffic control and protection for every construction substage of the project must be correctly installed and/or adjusted to meet actual field conditions. Component conditions must be monitored by daily traffic control inspections at the beginning and end of each day. Needed repairs must be promptly addressed by the contractor. Considerable night work with temporary flagger-controlled lane closures is essential to minimize traffic disruption and to meet the expedited project schedule. These measures must be properly monitored. Unforeseen pavement patching needs that are identified after the HMA materials have been milled away will have to be coordinated. Similarly, traffic management for work elements of the Resurfacing contract between Euclid Avenue and Austin Avenue must be properly coordinated. The Construction Engineering team will work closely with the contractor to facilitate and integrate the traffic maintenance activities.

MOT OPTIMIZATION

The Phase III lane closures and detours will have a significant effect on an already congested arterial as drivers try to find their way around the area, either using the posted detour to Chicago Avenue, or as they try to determine how best to reach their destination within the Lake Street corridor. The goal for maintaining the access and detours is to keep from pushing traffic into residential neighborhoods in the area which would be undesirable. Our team would look to evaluate each of the six proposed closure stages suggested for construction and evaluate the installation and ongoing effectiveness of the MOT stage and closures. If traffic is unable to self-adjust within the parameters of the closure stages, our team can work with the Village of Oak Park and contractors to provide improvements or adjustments to signing, detour routes, or suggest other changes to help manage traffic. For example, these changes may include suggestions of additional signage during intersection-only closures (Stage 2) to ensure no large vehicles continue past a certain point of the detour where it would be difficult/impossible for them to turn around on Lake Street or navigate out of the area of the closure. Our team has significant MOT design and implementation experience and will be the Village's partner in helping to manage traffic as just another portion of our services.

CONTRACT MOT COORDINATION

Even though the Sewer and Water Utility contract will initiate construction ahead of the work start for the Streetscape contract, it will be essential to implement the corridor detour to Chicago Avenue before the utility construction begins on Lake Street between Euclid and Oak Park Avenue. Similarly, the temporary traffic signals at the Oak Park Avenue/Lake Street intersection which are a pre-stage component of the Streetscape contract should be installed before the utility construction approaches the intersection. Pavement patching of service trenches across lanes that must be kept open to traffic during the day for orderly corridor-wide traffic flow must be coordinated between contractors.

PEDESTRIAN ACCESSIBILITY AND SAFETY

Lake Street has an exceptionally high level of pedestrian movements both along and across the roadway for pedestrians destined to businesses, schools, parks, the library and post office. Commuters also cross en route to the METRA and CTA Green Line stations. Extraordinary attention to maintaining safe ADA-accessible corridors through the construction zone must be a priority of the construction inspection team. We will work closely with the Village to monitor pedestrian behaviors for each construction sub-stage. If determined

Project Understanding & Approach

necessary for public safety, we will recommend locations where supplemental temporary fencing should be installed by the contractor to better control pedestrian movements.

CONSTRUCTION EQUIPMENT AND MATERIAL STAGING

Construction zone monitoring is also important to monitoring orderly vehicular and pedestrian traffic flow. We will work with the contractor to facilitate construction efficiency in the planning of equipment and material placement, delivery of construction materials to the work site, as well as removal of waste products from the construction zone.

MOT DOCUMENTATION

In addition to the inspection documentation of MOT-related elements during their installation, their condition must be monitored and documented throughout the duration of the project. Beyond the traffic control devices, the documentation will also address traffic flow as well as pedestrian and business accommodations. Procedures for routine traffic management activities will also be prepared. The contracts include restricted hours for certain night work activities that necessitate lane closures which include penalties for violation. Certain work activities are also restricted during the morning and evening rush hours. These, too, must be monitored for compliance. We will provide both verbal and written status reports and special reports as needed.

PARKING LOSS COORDINATION

On street parking will be displaced during various construction stages of the project, including permitted parking spaces. We will coordinate the loss of parking impact with the Village of Oak Park Parking and Mobility Services Department to provide advance construction notification to parking space users and help to prepare village supplied parking passes for distribution.

INCIDENT MANAGEMENT

During construction equipment malfunctions, crashes, inclement weather, special events, and other incidents can significantly affect traffic within the project limits. We will work with the Village police and fire departments as well as other Village of Oak Park staff to prepare and implement an Incident Management Plan (IMP) for all types of potential incidents that may occur within the construction corridor or along the various detour routes. The IMP will identify methods for incident detection and verification and establish a protocol for response, site management, clearance and collection of motorist information. The entire Construction Engineering team will be responsible to promptly address incidents when they occur. Following appropriate notification, the traffic control inspector will review the location of all traffic incidents within the project limits in person to determine whether modification to the maintaining traffic scheme is necessary. We will coordinate with the Contractor to address needed repairs to the work zone traffic control or to provide alternate traffic arrangements. We will provide a report detailing each incident, including the traffic control setup at the time of the incident, time of occurrence, weather, pavement conditions, and recommendations for modifications to the setup, if necessary, within 48 hours of occurrence.

Project Understanding & Approach

4. Documentation

Documentation of the construction process is very important as it provides the record of events, quantifies completed work, provides justification for payouts to the contractor, records any contract modifications, records compliance or non-compliance of work with the contract documents, and provides a record of important decisions made concerning the work of the contract.

Our Team fully understands Local and IDOT documentation policies and procedures. We will assist the Village in processing all required paperwork. The Resident Engineer will perform documentation in accordance with the items indicated in the IDOT Construction Manual. He will also monitor the site for any deficiencies and will work with the Contractor to rectify deficiencies immediately. Our experience has shown that when the above described items are done in a timely manner, successful completion and closeout of the project is achieved.

QUALITY CONTROL/QUALITY ASSURANCE

The observation/ inspection of this work will be done in accordance with the Contract Documents and the practices established by IDOT in their Construction Manuals. TranSystems will also follow our own construction manual to further enhance the observation and documentation quality.

The TranSystems' construction manual is divided in multiple sections covering the following topics:

- ▶ Construction Practices and Guidelines
- ▶ Documentation Manual
- ▶ Quality Control/Quality Assurance Plan

The TranSystems' construction manual is based upon IDOT's construction and documentation manual, except we have standardized the process. By standardizing the process we have taken away the "learning curve time" for the setup and execution of the documentation portion of the contract. Moreover, this allows us to complete the documentation closeout of the project in a timely manner. To assure the quality of the project, TranSystems and our subconsultants will follow our Quality Control/Quality Assurance Plan.

The Quality Control/Quality Assurance (QC/QA) Plan for this project establishes requirements and guidelines which are intended to ensure that the work performed by the TranSystems' team members is of the highest quality, and that this work produces the desired outcome of a quality streetscaping and resurfacing improvement. The plan is composed of the following:

- ▶ Construction Documentation
- ▶ Construction Inspection
- ▶ Materials Testing
- ▶ Surveying
- ▶ Traffic Control

The Plan is based on the premise that TranSystems is an official representative of the Village on the construction site. TranSystems is responsible for the enforcement of project specifications, verification of the quality and quantity of materials used, construction layout verification, and documentation.

Project Understanding & Approach

CONSTRUCTION SOFTWARE

TranSystems takes great pride in our construction documentation skills and knowledge of ICORS. In addition, we use state-of-the-art technology with the software HeadLight™ by Pavia Systems. Our resident engineer, staff, and subconsultants are trained in using the documentation software. To better communicate the status of the construction to the Village and elected officials, our team will be equipped (at no additional cost to the Village, since we own this software) with iPads and the HeadLight™ software.



This allows our inspectors to document the contractors daily activities in the field with the ability to upload photos, certifications, and tickets from the construction site which will allow the Village to stay informed on the daily progress along the corridor. The use of this technology gives TranSystems' inspection team the availability to be on-site with the Contractor during all operations and complete the required IDOT documentation in an efficient manner. In summary, TranSystems is well versed in IDOT documentation requirements and ICORS software allowing us to close-out a project in the shortest time possible.

Project Understanding & Approach

Scope of Construction Services

The Scope of Construction Services is listed below. We will observe, monitor, and document the contractor's progress on the project from the start of field operations to final completion. Work will be performed according to the general industry engineering standards established by the Illinois Department of Transportation (IDOT).

1. Review Plans and Specifications with assigned field-staff.
2. Follow IDOT documentation procedures.
3. Schedule, lead, and prepare minutes for pre-construction meeting at Oak Park Public Works.
 - a. Notify utility agencies of time and place of meeting.
 - b. Notify Affected Village Departments/Divisions, including Police and Fire.
 - c. A separate meeting will be scheduled and conducted by IDOT and the consultant is required to attend the meeting as the representative for the Village of Oak Park, and prepare minutes as necessary. Attend any other required IDOT meetings.
4. Coordinate and attend a meeting with all affected schools for OPRF and D97. Follow up and coordinate with the School administration throughout the duration of the project as necessary.
5. Coordinate projects with the business districts, churches, park district, schools, etc. Coordinate sidewalk outage and access with all business, and residents.
6. Notify and coordinate work with the utility companies, Village Water Sewer Division, Streets Division, Environmental Services and Street Lighting Division.
7. Coordinate loss of parking impact with Village of Oak Park Parking and Mobility Services Department and prepare parking passes for distribution.
8. Coordinate any loss of trash collection services with the Oak Park Environmental Services Department
9. Distribute water shutoff notifications (typically a 14 day advanced notice and a notice prior to shutdown, typical 2-3 days prior)
10. Coordinate with all permit agencies as necessary (e.g. MWRD & IEPA)
11. Draft and prepare construction notification letters with Village supplied parking passes in pdf form when necessary and stuff envelopes supplied by the Village for mailing by the Village of Oak Park.
12. Provide contact person and phone number to respond to resident inquiries and complaints.
13. Provide 24 hour emergency contact information.
14. Develop and manage a website that the Village will link to for the project. Website shall be capable of receiving questions from residents. Questions should be responded to within 24 hours.
15. Review proposed traffic signal foundation locations for potential conflicts for underground utilities and pedestrian conflicts to verify proper placement

Project Understanding & Approach

16. Review and confirm horizontal and vertical control points.

- a. Check, refresh and adjust if necessary
 - i. Base line
 - ii. Station marks
 - iii. Bench Marks

17. Verify the layout of proposed work

- a. The contract includes construction layout as a pay item. The consultant shall confirm that the layout meets with the plans.
- b. The consultant shall verify all ADA ramp grades and layout with the Contractor. The consultant shall work with the Contractor to remediate all failed ADA ramps to meet IDOT standards.

18. Construction Observation

- a. Provide project oversight by a full time resident engineer (RE), a full time construction inspector, and a full time inspector familiar with electrical and signal work during major signal and lighting operations. The resident engineer shall have relevant experience for overseeing major projects in commercial corridors. Field staff assigned to project shall be capable of effectively communicating with the residents and other stakeholders affected by the project.
- b. Provide Quality Assurance/Quality Control of Materials in Accordance with latest IDOT policies.
- c. Inspect all construction warning signs and devices.
- d. Provide weekly construction updates to the Village of Oak Park.
 - i. Provide all IDOT reports necessary such as the Weekly Report of Resident and all traffic control inspection reports to IDOT.
- e. Organize and lead any project meetings required, as well as organize a monthly meeting with Village Staff.
- f. Maintain a project diary and daily inspection log per IDOT requirements.
- g. Submit monthly pay estimates.

19. Construction Documentation

- a. Keep track of all quantities related to each pay item.
- b. Perform yield checks on all materials.
- c. Establish and maintain schedule for progress payments.
- d. Develop and verify payment requests.
- e. Assure all documentation follows IDOT standards.
- f. Complete all records in ICORS per IDOT requirements.
- g. Inspect the construction for, compile prior approval authorization of contract change, and submit any change-orders to IDOT for extra work.

20. Construction project closeout

- a. Verify final measurements/quantities with Contractor.

Project Understanding & Approach

- b. Develop a final punch list and verify satisfactory completion.
- c. Provide final project accounting/documentation.
- d. Provide as built drawings in Electronic format (converted to microstation file).
- e. Conduct Final Inspection with Village Representatives, and IDOT as required.
- f. Process final payment.
- g. Close all permits.
- h. Close out project with IDOT and submit all paperwork as required. Submit job box to the Village of Oak Park and IDOT as required.

Public Involvement (Led by Prescott Group)

- I. Communication Plan Development
 - a. Identify all stakeholders
 - b. Develop message(s) (i.e., “Oak Park is Open for Business”)
 - c. Develop Tactics/Tools
 - d. Identify Delivery channels
 - e. Establish Timing Strategy
2. Communication & Outreach: Key Priorities & Deliverables
 - a. Develop Project Web Site and maintain/update weekly
 - b. Provide Weekly Email Updates
 - c. Social Media
 - i. Twitter
 - ii. Facebook
 - d. Organize and hold Preconstruction/Open House Meeting
 - e. Develop Project Materials
 - i. Posters/flyers/cards for local businesses and major stakeholders (DTOP & Hemingway Districts, Chamber of Commerce, PDOP, Library, FLW Association, Farmers Market, CTA, Metra, Pace)
 - ii. Outdoor signage (“Project Progress Gauge”)
 - f. Conduct Stakeholder Outreach
 - i. Door to door visits
 - ii. Project office visiting hours
 - iii. Project briefings/updates
 - o “Merchant Meetings”
 - o “Lake Street Lunch & Learns”
 - g. Media Relations
 - i. Project kickoff briefing
 - ii. Groundbreaking
 - iii. News releases/Media advisories (preconstruction/open house, milestones, features)
 - iv. Fact sheets
 - h. Attend Targeted Outreach Opportunities

<ol style="list-style-type: none"> i. Green Line/Metra Stations ii. Farmers Market iii. Day In Our Village iv. Thursday Night Out” 	<ol style="list-style-type: none"> v. Uncork Illinois Wine Festival vi. Art Dans la Rue vii. MicroBrew Review viii. Oktoberfest
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5 | FORMS



RESPONDENT CERTIFICATION

PROPOSAL SIGNATURE: Brian L. Fairwood

State of Illinois

County of Cook

Brian L. Fairwood

TYPE NAME OF SIGNEE

being first duly sworn on oath deposes and says that the Respondent on the above proposal is organized as indicated below and that all statements herein made on behalf of such Respondent and that this deponent is authorized to make them, and also deposes and says that he has examined and carefully prepared their bid proposal from the Contract Exhibits and Specifications and has checked the same in detail before submitting this proposal or bid; that the statements contained herein are true and correct.

Signature of Respondent authorizes the Village of Oak Park to verify references of business and credit at its option.

Signature of Respondent shall also be acknowledged before a Notary Public or other person authorized by law to execute such acknowledgments.

Dated 10-22-18

TranSystems Corporation

Organization Name

(Seal - If Corporation)

By Brian L. Fairwood

Authorized Signature

1475 East Woodfield Rd, Suite 600, Schaumburg, IL 60173

Address

847-605-9600

Telephone

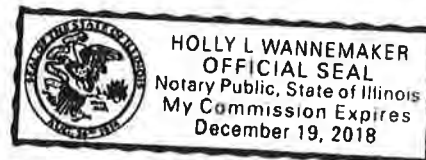
Subscribed and sworn to before me this 22 day of October, 2018.

In the state of Illinois

Holly L. Wannemaker
Notary Public

My Commission Expires: December 19, 2018

(Fill Out Applicable Paragraph Below)



(a) Corporation

The Respondent is a corporation, which operates under the legal name of
TranSystems Corporation

and is organized and existing under the laws of the State of
Missouri

The full names of its Officers are:

President Paul Malir

Secretary Julie Frigon

Treasurer Julie Frigon

The corporation does have a corporate seal. (In the event that this bid is executed by a person other than the President, attach hereto a certified copy of that section of Corporate By-Laws or other authorization by the Corporation which permits the person to execute the offer for the corporation.)

(b) Partnership

Name, signature, and addresses of all Partner

The partnership does business under the legal name of _____ which name is registered with the office of _____ in the county of _____ in the state of _____.

(c) Sole Proprietor

The Respondent is a Sole Proprietor whose full name is _____.
If the Respondent is operating under a trade name said trade name is _____ which name is registered with the office of _____ in the county of _____ in the state of _____.

Signed _____
Sole Proprietor



Attachment I.

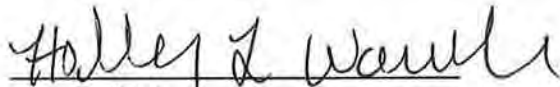
RESPONDENT CERTIFICATION

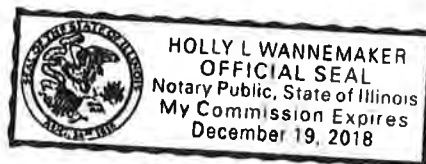
TranSystems Corporation, as part of its bid on a contract for
(name of Respondent)

Professional Engineering Services for Construction Engineering (Phase III) for the Lake Street Improvement Projects to the Village of Oak Park, hereby certifies that said Respondent is not barred from bidding on the aforementioned contract as a result of a violation to either Section 33E-3 or 33E-4 of Article 33E of Chapter 38 of the Illinois Revised Statutes or Section 2-6-12 of the Oak Park Village Code relating to "Bidding Requirements".

By: 
(Authorized Agent of Respondent)

Subscribed and sworn to
before me this 22 day
of October, 2018.


(Notary Public)





Attachment II.

TAX COMPLIANCE AFFIDAVIT

Brian L. Fairwood _____, being first duly sworn, deposes and says:

that he/she is Principal _____ of
(partner, officer, owner, etc.)

TranSystems Corporation

(bidder selected)

The individual or entity making the foregoing proposal or proposal certifies that he/she is not barred from entering into an agreement with the Village of Oak Park because of any delinquency in the payment of any tax administered by the Department of Revenue unless the individual or entity is contesting, in accordance with the procedures established by the appropriate revenue act, liability for the tax or the amount of the tax. The individual or entity making the proposal or proposal understands that making a false statement regarding delinquency in taxes is a Class A Misdemeanor and, in addition, voids the agreement and allows the municipality to recover all amounts paid to the individual or entity under the agreement in civil action.



By:

Its:

Brian L. Fairwood

Principal

(name of bidder if the bidder is an individual)

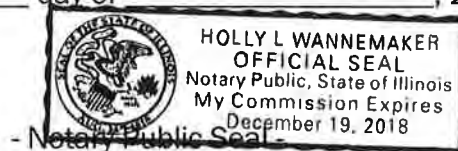
(name of partner if the bidder is a partnership)

(name of officer if the bidder is a corporation)

The above statement must be subscribed and sworn to before a notary public.

Subscribed and sworn to before me this 22 day of October, 2018.


Notary Public's Signature



Minority Business and Women Business Enterprises Requirements

The Village of Oak Park in an effort to reaffirm its policy of non-discrimination, encourages and applauds the efforts of bidders and subConsultants in taking affirmative action and providing Equal Employment Opportunity without regard to race, religion, creed, color, sex, national origin, age, handicap unrelated to ability to perform the job or protected veteran's status.

Reporting Requirements

The following forms must be completed in their entirety, notarized and included as part of the proposal document. Failure to respond truthfully to any question on the list or failure to cooperate fully with further inquiry by the Village of Oak Park will result in disqualification of your proposal.



Attachment III.

ORGANIZATION OF BIDDING FIRM

Please fill out the applicable section:

A. Corporation:

The Consultant is a corporation, legally named TranSystems Corporation and is organized and existing in good standing under the laws of the State of Missouri. The full names of its Officers are:

President Paul Malir

Secretary Julie Frigon

Treasurer Julie Frigon

Registered Agent Name and Address: Brian L. Fairwood, 1475 E. Woodfield Rd., Ste 600, Schaumburg, IL 60173

The corporation has a corporate seal. (In the event that this Bid is executed by a person other than the President, attach hereto a certified copy of that section of Corporate By-Laws or other authorization by the Corporation that permits the person to execute the offer for the corporation.)

B. Sole Proprietor:

The Consultant is a Sole Proprietor. If the Consultant does business under an Assumed Name, the

Assumed Name is _____, which is registered with the Cook County Clerk. The Consultant is otherwise in compliance with the Assumed Business Name Act, 805 ILCS 405/0.01, et. seq.

C. Partnership:

The Consultant is a Partnership which operates under the name _____

The following are the names, addresses and signatures of all partners:

Signature

Signature

(Attach additional sheets if necessary.) If so, check here _____.

If the partnership does business under an assumed name, the assumed name must be registered with the Cook County Clerk and the partnership is otherwise in compliance with the Assumed Business Name Act, 805 ILCS 405/0.01, et. seq.

D. Affiliates: The name and address of any affiliated entity of the business, including a description of the affiliation: _____

Signature of Owner

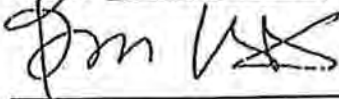
TRANSYSTEMS CORPORATION

BOARD APPROVAL OF CONTRACTING AUTHORITY

The Board of Directors of TranSystems Corporation, a Missouri corporation (the "Corporation"), the undersigned, being all of the Directors of Corporation, do hereby consent to the adoption of, and do hereby adopt, the following resolution:

RESOLVED, that after a thorough review by the Directors of the contracting authority, mechanisms, and restrictions applicable to the officers of Corporation, the Directors hereby authorize Brian Larson, the Chief Executive Officer or Paul Malir, as the President, or Julie Frigon as the Acting Chief Financial Officer of Corporation, as well as any other officers of Corporation to whom authority is expressly delegated by one of these individuals, to enter into any and all contracts or agreements whatsoever with customers or clients of Corporation, its subsidiaries or affiliates for the provision of services or the sale of products.

Dated: December 9, 2011



Brian G. Larson

W. Mike Lackey

Harold W. Gehman



Richard J. Morsches



Paul J. Malir

Robert J. Spane

James E. Martin

TRANSYSTEMS CORPORATION**BOARD APPROVAL OF CONTRACTING AUTHORITY**

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Dated: December 9, 2011

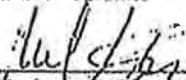
Brian G. Larson

W. Mike Lackey

Harold W. Gehman

Richard J. Morsches

Paul J. Malir



Robert J. Spane

James E. Martin

TRANSYSTEMS CORPORATION

BOARD APPROVAL OF CONTRACTING AUTHORITY

The Board of Directors of TransSystems Corporation, a Missouri corporation (the "Corporation"), the undersigned, being all of the Directors of Corporation, do hereby consent to the adoption of, and do hereby adopt, the following resolution:

RESOLVED, that after a thorough review by the Directors of the contracting authority, mechanisms, and restrictions applicable to the officers of Corporation, the Directors hereby authorize Brian Larson, the Chief Executive Officer or Paul Malir, as the President, or Julie Trigon as the Acting Chief Financial Officer of Corporation, as well as any other officers of Corporation to whom authority is expressly delegated by one of these individuals, to enter into any and all contracts or agreements whatsoever with customers or clients of Corporation, its subsidiaries or affiliates for the provision of services or the sale of products.

Dated: December 9, 2011

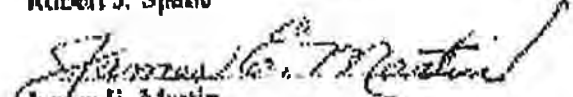
Brian G. Larson

Paul J. Malir

W. Mike Lackey

Robert J. Spano

Harold W. Gehman


James E. Martin

Richard F. Moursches



Attachment IV. Compliance Affidavit

I, Brian L. Fairwood being first duly sworn on oath depose and state as follows:
(Print Name)

1. I am the (title) Principal of the Proposing Firm ("Firm") and am authorized to make the statements contained in this affidavit on behalf of the Firm.
2. The Firm is organized as indicated on Exhibit A to this Affidavit, entitled "Organization of Proposing Firm," which Exhibit is incorporated into this Affidavit as if fully set forth herein.
3. I have examined and carefully prepared this proposal based on the Request for Proposals and verified the facts contained in the proposal in detail before submitting it.
4. I authorize the Village of Oak Park to verify the Firm's business references and credit at its option.
5. Neither the Firm nor its affiliates¹ are barred from proposing on this project as a result of a violation of 720 ILCS 5/33E-3 or 33E-4 relating to bid rigging and bid rotating, or Section 2-6-12 of the Oak Park Village Code related to "Proposing Requirements".
6. The Proposing Firm has the M/W/DBE status indicated below on the form entitled "EEO Report."
7. Neither the Firm nor its affiliates is barred from agreement with the Village of Oak Park because of any delinquency in the payment of any debt or tax owed to the Village except for those taxes which the Firm is contesting, in accordance with the procedures established by the appropriate revenue act, liability for the tax or the amount of the tax. I understand that making a false statement regarding delinquency in taxes is a Class A Misdemeanor and, in addition, voids the agreement and allows the Village of Oak Park to recover all amounts paid to the Firm under the agreement in a civil action.
8. I am familiar with Section 13-3-2 through 13-3-4 of the Oak Park Village Code relating to Fair Employment Practices and understand the contents thereof; and state that the Proposing Firm is an "Equal Opportunity Employer" as defined by Section 2000(E) of Chapter 21, Title 42 of the United States Code Annotated and Federal Executive Orders #11246 and #11375 which are incorporated herein by reference. **Also complete the attached EEO Report or Submit an EEO-1.**
9. I certify that the Consultant is in compliance with the Drug Free Workplace Act, 41 U.S.C.A, 702.

¹ Affiliates means: (i) any subsidiary or parent of the bidding or contracting business entity, (ii) any member of the same unitary business group; (iii) any person with any ownership interest or distributive share of the bidding or contracting business entity in excess of 7.5%; (iv) any entity owned or controlled by an executive employee, his or her spouse or minor children of the bidding or contracting business entity.

Signature: Brian L. Fairwood

Printed Name Brian L. Fairwood

Name of Business: TranSystems Corporation

Your Title: {Principal

Business Address: 1475 East Woodfield Road, Suite 600, Schaumburg, IL 60173

(Number, Street, Suite #)

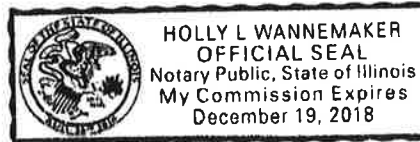
(City, State & Zip)

Telephone: 847-605-9600 Fax: 847-463-0565

Web Address: www.transystems.com

Subscribed to and sworn before me this 7² day of October, 2018.

Holly L. Wannemaker
Notary Public



EEO REPORT

Please fill out this form completely. Failure to respond truthfully to any questions on this form, or failure to cooperate fully with further inquiry by the Village of Oak Park will result in disqualification of this proposal. An incomplete form will disqualify your proposal. For assistance in completing this form, contact the Purchasing Department at 708-358-5473.

An EEO-1 Report may be submitted in lieu of this report

Consultant Name Transystems Corporation
Total Employees 747

Job Categories	Total Employees	Total Males	Total Females	Males				Females				Total Minorities
				Black	Hispanic	American Indian & Alaskan Native	Asian & Pacific Islander	Black	Hispanic	American Indian & Alaskan Native	Asian & Pacific Islander	
Officials & Managers	178	164	14	4	4	0	10	0	1	0	3	22
Professionals	346	257	89	11	11	2	35	2	11	0	10	82
Technicians	175	154	21	13	20	0	11	1	3	0	1	49
Sales Workers												
Office & Clerical	48	2	46	1	0	0	0	2	5	0	3	11
Semi-Skilled												
Laborers												
Service Workers												
TOTAL	747	577	170	29	35	2	56	5	20	0	17	164
Management Trainees												
Apprentices												

This completed and notarized report must accompany your Proposal. It should be attached to your Affidavit of Compliance. Failure to include it with your Proposal will be disqualify you from consideration.

Brian L. Fairwood being first duly sworn, deposes and says that he/she is the Principal (Title or Officer) of Transystems Corporation and that the above EEO Report information is true and accurate and is submitted with the intent that it be relied upon. Subscribed and sworn to before me this 22 day of October, 2018.

Brian L. Fairwood 10-22-18 (Signature) (Date)




M/W/DBE STATUS AND EEO REPORT

Failure to respond truthfully to any questions on this form, failure to complete the form or failure to cooperate fully with further inquiry by the Village of Oak Park will result in disqualification of this Bid. For assistance in completing this form, contact the Department of Public Works at 708-358-5700.

1. Consultant Name: Transsystems Corporation
2. Check here if your firm is:
 - ☐ Minority Business Enterprise (MBE) (A firm that is at least 51% owned, managed and controlled by a Minority.)
 - ☐ Women's Business Enterprise (WBE) (A firm that is at least 51% owned, managed and controlled by a Woman.)
 - ☐ Owned by a person with a disability (DBE) (A firm that is at least 51% owned by a person with a disability)
 - ☒ None of the above

[Submit copies of any W/W/DBE certifications]

3. What is the size of the firm's current stable work force?
713 Number of full-time employees
98 Number of part-time employees
4. Similar information will be requested of all subConsultants working on this agreement. Forms will be furnished to the lowest responsible Consultant with the notice of agreement award, and these forms must be completed and submitted to the Village before the execution of the agreement by the Village.

Signature: 

Date: 10/22/18



PAYROLL ESCALATION TABLE FIXED RAISES

FIRM NAME	TranSystems
PRIME/SUPPLEMENT	Prime
Prepared By	L Beugnet

DATE	10/29/18
PTB-ITEM#	1

CONTRACT TERM	12	MONTHS
START DATE	1/1/2019	
RAISE DATE	1/1/2020	
END DATE	12/31/2019	

OVERHEAD RATE	126.88%
COMPLEXITY FACTOR	0
% OF RAISE	3%

ESCALATION PER YEAR

year	First date	Last date	Months	% of Contract
0	1/1/2019	12/31/2019	12	100.00%

The total escalation = 0.00%

PAYROLL RATES

FIRM NAME TranSystems DATE 10/29/18
PRIME/SUPPLEMENT Prime
PTB-ITEM # 1

ESCALATION FACTOR 0.00%

Note: Rates should be capped on the AVG 1 tab as necessary

CLASSIFICATION	IDOT PAYROLL RATES ON FILE	CALCULATED RATE
Engineer 5 (E5)	\$75.00	\$75.00
Engineer 4 (E4)	\$75.00	\$75.00
Engineer 3 (E3)	\$65.00	\$65.00
Engineer 2 (E2)	\$45.00	\$45.00
Engineer 1 (E1)	\$35.00	\$35.00
Planner 5 (P5)	\$75.00	\$75.00
Planner 4 (P4)	\$67.05	\$67.05
Planner 3 (P3)	\$48.04	\$48.04
Architect 4 (AR4)	\$70.76	\$70.76
Architect 3 (AR3)	\$57.26	\$57.26
Architect 2 (AR2)	\$33.95	\$33.95
Architect 1 (AR1)	\$27.42	\$27.42
Environmental Scientist 4 (ES4)	\$75.00	\$75.00
Industry Specialist 3 (IS3)	\$52.00	\$52.00
Industry Specialist 2 (IS2)	\$38.18	\$38.18
Construction Services 4 (CS4)	\$50.82	\$50.82
Technician 3 (T3)	\$30.94	\$30.94
Technician 1 (T1)	\$20.64	\$20.64
Administrative 3 (A3)	\$47.52	\$47.52
Administrative 2 (A2)	\$43.50	\$43.50
Administrative 1 (A1)	\$23.90	\$23.90

Bureau of Design and Environment
Prepared By: Consultant
DATE 10/29/18

TranSystems

1

Prime

126.88%

0

718,126

DBE 0.00%

AVERAGE HOURLY PROJECT RATES

FIRM TranSystems
PTB-ITEM# 1
PRIME/SUPPLEMENT Prime

DATE 10/29/18

SHEET 1 OF 5

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJ. RATES			Project Administration			Construction Inspection			Project Closeout			Material Inspection			Public Involvement		
		Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg
Engineer 5 (E5)	75.00	40.0	0.77%	0.58													40	100.00%	75.00
Engineer 4 (E4)	75.00	872.0	16.86%	12.64	24	60.00%	45.00	832	16.92%	12.69				16	100.00%	75.00			
Engineer 3 (E3)	65.00	2,660.0	51.42%	33.42				2500	50.84%	33.05	160	100.00%	65.00						
Engineer 2 (E2)	45.00	1,035.0	20.01%	9.00				1035	21.05%	9.47									
Engineer 1 (E1)	35.00	0.0																	
Planner 5 (P5)	75.00	0.0																	
Planner 4 (P4)	67.05	0.0																	
Planner 3 (P3)	48.04	0.0																	
Architect 4 (AR4)	70.76	0.0																	
Architect 3 (AR3)	57.26	0.0																	
Architect 2 (AR2)	33.95	0.0																	
Architect 1 (AR1)	27.42	0.0																	
Environmental Scientist 4 (S)	75.00	0.0																	
Industry Specialist 3 (IS3)	52.00	0.0																	
Industry Specialist 2 (IS2)	38.18	0.0																	
Construction Services 4 (CS)	50.82	550.0	10.63%	5.40				550	11.19%	5.68									
Technician 3 (T3)	30.94	0.0																	
Technician 1 (T1)	20.64	0.0																	
Administrative 3 (A3)	47.52	0.0																	
Administrative 2 (A2)	43.50	16.0	0.31%	0.13	16	40.00%	17.40												
Administrative 1 (A1)	23.90	0.0																	
		0.0																	
		0.0																	
		0.0																	
		0.0																	
		0.0																	
		0.0																	
		0.0																	
TOTALS		5173.0	100%	\$61.19	40.0	100.00%	\$62.40	4917.0	100%	\$60.90	160.0	100%	\$65.00	16.0	100%	\$75.00	40.0	100%	\$75.00

COMPANY NAME: TranSystems

PTB NUMBER: **Village Of Oak Park - Lake Street Streetscape**

TODAY'S DATE: **10/22/2018**

ITEM	ALLOWABLE	UTILIZE W.O. ONLY	QUANTITY J.S. ONLY	CONTRACT RATE	TOTAL
Per Diem (per GOVERNOR'S TRAVEL CONTROL BOARD)	Up to state rate maximum			\$0.00	\$0.00
Lodging (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual cost (Up to state rate maximum)			\$0.00	\$0.00
Air Fare	Coach rate, actual cost, requires minimum two weeks' notice, with prior IDOT approval			\$0.00	\$0.00
Vehicle Mileage (per GOVERNOR'S TRAVEL CONTROL BOARD)	Up to state rate maximum			\$0.00	\$0.00
Vehicle Owned or Leased	\$32.50/half day (4 hours or less) or \$65/full day		571	\$65.00	\$37,115.00
Vehicle Rental	Actual cost (Up to \$55/day)			\$0.00	\$0.00
Tolls	Actual cost			\$0.00	\$0.00
Parking	Actual cost			\$0.00	\$0.00
Overtime	Premium portion (Submit supporting documentation)			\$19.54	\$0.00
Shift Differential	Actual cost (Based on firm's policy)			\$3.91	\$0.00
Overnight Delivery/Postage/Courier Service	Actual cost (Submit supporting documentation)			\$15.18	\$0.00
Copies of Deliverables/Mylars (In-house)	Actual cost (Submit supporting documentation)			\$0.00	\$0.00
Copies of Deliverables/Mylars (Outside)	Actual cost (Submit supporting documentation)			\$0.00	\$0.00
Project Specific Insurance	Actual cost			\$0.00	\$0.00
Monuments (Permanent)	Actual cost			\$0.00	\$0.00
Photo Processing	Actual cost			\$0.00	\$0.00
2-Way Radio (Survey or Phase III Only)	Actual cost			\$0.00	\$0.00
Telephone Usage (Traffic System Monitoring Only)	Actual cost			\$0.00	\$0.00
CADD	Actual cost (Max \$15/hour)			\$0.00	\$0.00
Web Site	Actual cost (Submit supporting documentation)			\$0.00	\$0.00
Advertisements	Actual cost (Submit supporting documentation)			\$0.00	\$0.00
Public Meeting Facility Rental	Actual cost (Submit supporting documentation)			\$0.00	\$0.00
Public Meeting Exhibits/Renderings & Equipment	Actual cost (Submit supporting documentation)			\$0.00	\$0.00
Recording Fees	Actual cost			\$0.00	\$0.00
Transcriptions (specific to project)	Actual cost			\$0.00	\$0.00
Courthouse Fees	Actual cost			\$0.00	\$0.00
Storm Sewer Cleaning and Televising	Actual cost (Requires 2-3 quotes with IDOT approval)			\$0.00	\$0.00
Traffic Control and Protection	Actual cost (Requires 2-3 quotes with IDOT approval)			\$0.00	\$0.00
Aerial Photography and Mapping	Actual cost (Requires 2-3 quotes with IDOT approval)			\$0.00	\$0.00
Utility Exploratory Trenching	Actual cost (Requires 2-3 quotes with IDOT approval)			\$0.00	\$0.00
Testing of Soil Samples*	Actual cost			\$0.00	\$0.00
Lab Services*	Actual cost (Provide breakdown of each cost) see Items			\$0.00	\$0.00
Lab - Standard Proctor (Soils)				\$185.00	\$0.00
Lab - Atterberg Limits				\$135.00	\$0.00
Lab - Grain Size with Hydrometer (Soils)				\$185.00	\$0.00
Lab - Organic Content (Wet Method) (Soils)				\$145.00	\$0.00
Lab - Wash Gradation (Aggregates)				\$160.00	\$0.00
Lab -Cylinders 6x12-Compressive Strength (PCC)				\$30.00	\$0.00
Lab -Cylinders 4x8-Compressive Strength (PCC)				\$20.00	\$0.00
Lab - Air Voids (Gmm & Gmb) (HMA)				\$470.00	\$0.00
Equipment and/or Specialized Equipment Rental*	Actual cost (Requires 2-3 quotes with IDOT approval)			\$0.00	\$0.00
*Per Attached Cost Breakdown Sheet				\$0.00	\$0.00
TOTAL DIRECT COST					\$37,115.00

*If other allowable costs are needed and not listed, please add in the above spaces provided.

LEGEND

W.O. = Work Order

J.S. = Job Specific

PAYROLL ESCALATION TABLE FIXED RAISES

FIRM NAME
PRIME/SUPPLEMENT
Prepared By

TERRA Engineering, Ltd

DATE 10/29/18
PTB-ITEM# 1

CONTRACT TERM 12 MONTHS
START DATE 1/1/2019
RAISE DATE 1/1/2020

END DATE 12/31/2019

OVERHEAD RATE 177.93%
COMPLEXITY FACTOR 0
% OF RAISE 3%

ESCALATION PER YEAR

year	First date	Last date	Months	% of Contract
0	1/1/2019	12/31/2019	12	100.00%

The total escalation = 0.00%

PAYROLL RATES

FIRM NAME

TERRA Engineering, Ltd DATE

10/29/18

PRIME/SUPPLEMENT

0

PTB-ITEM #

1

ESCALATION FACTOR

0.00%

Note: Rates should be capped on the AVG 1 tab as necessary

CLASSIFICATION	IDOT PAYROLL RATES ON FILE	CALCULATED RATE
Principal	\$75.00	\$75.00
Resident Engineer	\$52.93	\$52.93
Documentation Engineer	\$45.67	\$45.67
Construction Inspector	\$26.22	\$26.22
Sr. Landscape Architect	\$51.44	\$51.44
Sr. Landscape Planner	\$33.97	\$33.97
Administrative Assistant	\$19.68	\$19.68

Bureau of Design and Environment
Prepared By: Consultant
DATE 10/29/18

TERRA Engineering, Ltd

1

177.93%

0

COMPLEXITY FACTOR 0

371,431

BDE 3608 Template (Rev. 10/19/17)

AVERAGE HOURLY PROJECT RATES

FIRM TERRA Engineering, Ltd
PTB-ITEM# 1
PRIME/SUPPLEMENT 0

DATE 10/29/18

SHEET 1 OF 5

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJ. RATES			Project Administration			Construction Inspection			Documentation			Streetscape Inspection			Public Involvement		
		Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg
Principal	75.00	40.0	1.24%	0.93													40	51.28%	38.46
Resident Engineer	52.93	772.0	24.00%	12.71	24	50.00%	26.47	700	45.16%	23.90				40	5.41%	2.86	8	10.26%	5.43
Documentation Engineer	45.67	800.0	24.88%	11.36							800	100.00%	45.67						
Construction Inspector	26.22	850.0	26.43%	6.93				850	54.84%	14.38									
Sr. Landscape Architect	51.44	350.0	10.88%	5.60										350	47.30%	24.33			
Sr. Landscape Planner	33.97	350.0	10.88%	3.70										350	47.30%	16.07			
Administrative Assistant	19.68	54.0	1.68%	0.33	24	50.00%	9.84										30	38.46%	7.57
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TOTALS		3216.0	100%	\$41.56	48.0	100.00%	\$36.31	1550.0	100%	\$38.28	800.0	100%	\$45.67	740.0	100%	\$43.26	78.0	100%	\$51.46

COMPANY NAME: TERRA Engineering, Ltd.
PTB NUMBER: Village Of Oak Park - Lake Street Streetscape
TODAY'S DATE: 10/22/2018

ITEM	ALLOWABLE	UTILIZE W.O. ONLY	QUANTITY J.S. ONLY	CONTRACT RATE	TOTAL
Per Diem (per GOVERNOR'S TRAVEL CONTROL BOARD)	Up to state rate maximum			\$0.00	\$0.00
Lodging (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual cost (Up to state rate maximum)			\$0.00	\$0.00
Air Fare	Coach rate, actual cost, requires minimum two weeks' notice, with prior IDOT approval			\$0.00	\$0.00
Vehicle Mileage (per GOVERNOR'S TRAVEL CONTROL BOARD)	Up to state rate maximum		12,150	\$0.545	\$6,621.75
Vehicle Owned or Leased	\$32.50/half day (4 hours or less) or \$65/full day			\$65.00	\$0.00
Vehicle Rental	Actual cost (Up to \$55/day)			\$0.00	\$0.00
Tolls	Actual cost			\$0.00	\$0.00
Parking	Actual cost			\$0.00	\$0.00
Overtime	Premium portion (Submit supporting documentation)			\$19.54	\$0.00
Shift Differential	Actual cost (Based on firm's policy)			\$3.91	\$0.00
Overnight Delivery/Postage/Courier Service	Actual cost (Submit supporting documentation)			\$15.18	\$0.00
Copies of Deliverables/Mylars (In-house)	Actual cost (Submit supporting documentation)			\$0.00	\$0.00
Copies of Deliverables/Mylars (Outside)	Actual cost (Submit supporting documentation)			\$0.00	\$0.00
Project Specific Insurance	Actual cost			\$0.00	\$0.00
Monuments (Permanent)	Actual cost			\$0.00	\$0.00
Photo Processing	Actual cost			\$0.00	\$0.00
2-Way Radio (Survey or Phase III Only)	Actual cost			\$0.00	\$0.00
Telephone Usage (Traffic System Monitoring Only)	Actual cost			\$0.00	\$0.00
CADD	Actual cost (Max \$15/hour)			\$0.00	\$0.00
Web Site	Actual cost (Submit supporting documentation)			\$0.00	\$0.00
Advertisements	Actual cost (Submit supporting documentation)			\$0.00	\$0.00
Public Meeting Facility Rental	Actual cost (Submit supporting documentation)			\$0.00	\$0.00
Public Meeting Exhibits/Renderings & Equipment	Actual cost (Submit supporting documentation)			\$0.00	\$0.00
Recording Fees	Actual cost			\$0.00	\$0.00
Transcriptions (specific to project)	Actual cost			\$0.00	\$0.00
Courthouse Fees	Actual cost			\$0.00	\$0.00
Storm Sewer Cleaning and Televising	Actual cost (Requires 2-3 quotes with IDOT approval)			\$0.00	\$0.00
Traffic Control and Protection	Actual cost (Requires 2-3 quotes with IDOT approval)			\$0.00	\$0.00
Aerial Photography and Mapping	Actual cost (Requires 2-3 quotes with IDOT approval)			\$0.00	\$0.00
Utility Exploratory Trenching	Actual cost (Requires 2-3 quotes with IDOT approval)			\$0.00	\$0.00
Testing of Soil Samples*	Actual cost			\$0.00	\$0.00
Lab Services*	Actual cost (Provide breakdown of each cost) see Items			\$0.00	\$0.00
Lab - Standard Proctor (Soils)				\$185.00	\$0.00
Lab - Atterberg Limits				\$135.00	\$0.00
Lab - Grain Size with Hydrometer (Soils)				\$185.00	\$0.00
Lab - Organic Content (Wet Method) (Soils)				\$145.00	\$0.00
Lab - Wash Gradation (Aggregates)				\$160.00	\$0.00
Lab -Cylinders 6x12-Compressive Strength (PCC)				\$30.00	\$0.00
Lab -Cylinders 4x8-Compressive Strength (PCC)				\$20.00	\$0.00
Lab - Air Voids (Gmm & Gmb) (HMA)				\$470.00	\$0.00
Equipment and/or Specialized Equipment Rental*	Actual cost (Requires 2-3 quotes with IDOT approval)			\$0.00	\$0.00
*Per Attached Cost Breakdown Sheet				\$0.00	\$0.00
TOTAL DIRECT COST					\$6,621.75

**If other allowable costs are needed and not listed, please add in the above spaces provided.*
LEGEND

W.O. = Work Order

J.S. = Job Specific

PAYROLL ESCALATION TABLE FIXED RAISES

FIRM NAME Interra, Inc.
PRIME/SUPPLEMENT Village of Oak Park
Prepared By AB

DATE 10/29/18
PTB-ITEM# 1

CONTRACT TERM 12 MONTHS
START DATE 1/1/2019
RAISE DATE 1/1/2020

END DATE 12/31/2019

OVERHEAD RATE 159.13%
COMPLEXITY FACTOR 0.035
% OF RAISE 3%

ESCALATION PER YEAR

year	First date	Last date	Months	% of Contract
0	1/1/2019	12/31/2019	12	100.00%

The total escalation = 0.00%

PAYROLL RATES

FIRM NAME Interra, Inc. DATE 10/29/18
PRIME/SUPPLEMENT Village of Oak Park
PTB-ITEM # 1

ESCALATION FACTOR 0.00%

Note: Rates should be capped on the AVG 1 tab as necessary

CLASSIFICATION	IDOT PAYROLL RATES ON FILE	CALCULATED RATE
Project Manager	\$70.00	\$70.00
QA Manager	\$65.00	\$65.00
QC/QA Level II Technician	\$47.00	\$47.00
Administrative Assistant	\$20.00	\$20.00

Bureau of Design and Environment
Prepared By: Consultant
DATE 10/29/18

OVERHEAD RATE	159.13%
COMPLEXITY FACTOR	<u>0.035</u>

20,368

BDE 3608 Template (Rev. 10/19/17)

AVERAGE HOURLY PROJECT RATES

FIRM Interra, Inc.
PTB-ITEM# 1
PRIME/SUPPLEMENT Village of Oak Park

DATE 10/29/18

SHEET 1 OF 5

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJ. RATES			Project Manager			QA Manager			QC/QA Level II Technician			Adminstrative Assistant			Hours	% Part.	Wgtd Avg
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg			
Project Manager	70.00	4.0	2.27%	1.59	4	100.00%	70.00												
QA Manager	65.00	8.0	4.55%	2.95				8	100.00%	65.00									
QC/QA Level II Technician	47.00	140.0	79.55%	37.39							140	100.00%	47.00						
Adminstrative Assistant	20.00	24.0	13.64%	2.73										24	100.00%	20.00			
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TOTALS		176.0	100%	\$44.66	4.0	100.00%	\$70.00	8.0	100%	\$65.00	140.0	100%	\$47.00	24.0	100%	\$20.00	0.0	0%	\$0.00

COMPANY NAME: Interra, Inc.
PTB NUMBER: Village Of Oak Park
TODAY'S DATE: 10/18/2018

ITEM	ALLOWABLE	UTILIZE W.O. ONLY	QUANTITY J.S. ONLY	CONTRACT RATE	TOTAL
Per Diem (per GOVERNOR'S TRAVEL CONTROL BOARD)	Up to state rate maximum			\$0.00	\$0.00
Lodging (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual cost (Up to state rate maximum)			\$0.00	\$0.00
Air Fare	Coach rate, actual cost, requires minimum two weeks' notice, with prior IDOT approval			\$0.00	\$0.00
Vehicle Mileage (per GOVERNOR'S TRAVEL CONTROL BOARD)	Up to state rate maximum			\$0.00	\$0.00
Vehicle Owned or Leased	\$32.50/half day (4 hours or less) or \$65/full day		20	\$65.00	\$1,300.00
Vehicle Rental	Actual cost (Up to \$55/day)			\$0.00	\$0.00
Tolls	Actual cost			\$0.00	\$0.00
Parking	Actual cost			\$0.00	\$0.00
Overtime	Premium portion (Submit supporting documentation)		0	\$19.54	\$0.00
Shift Differential	Actual cost (Based on firm's policy)			\$3.91	\$0.00
Overnight Delivery/Postage/Courier Service	Actual cost (Submit supporting documentation)			\$15.18	\$0.00
Copies of Deliverables/Mylars (In-house)	Actual cost (Submit supporting documentation)			\$0.00	\$0.00
Copies of Deliverables/Mylars (Outside)	Actual cost (Submit supporting documentation)			\$0.00	\$0.00
Project Specific Insurance	Actual cost			\$0.00	\$0.00
Monuments (Permanent)	Actual cost			\$0.00	\$0.00
Photo Processing	Actual cost			\$0.00	\$0.00
2-Way Radio (Survey or Phase III Only)	Actual cost			\$0.00	\$0.00
Telephone Usage (Traffic System Monitoring Only)	Actual cost			\$0.00	\$0.00
CADD	Actual cost (Max \$15/hour)			\$0.00	\$0.00
Web Site	Actual cost (Submit supporting documentation)			\$0.00	\$0.00
Advertisements	Actual cost (Submit supporting documentation)			\$0.00	\$0.00
Courthouse Fees	Actual cost			\$0.00	\$0.00
Storm Sewer Cleaning and Televising	Actual cost (Requires 2-3 quotes with IDOT approval)			\$0.00	\$0.00
Traffic Control and Protection	Actual cost (Requires 2-3 quotes with IDOT approval)			\$0.00	\$0.00
Aerial Photography and Mapping	Actual cost (Requires 2-3 quotes with IDOT approval)			\$0.00	\$0.00
Utility Exploratory Trenching	Actual cost (Requires 2-3 quotes with IDOT approval)			\$0.00	\$0.00
Testing of Soil Samples*	Actual cost			\$0.00	\$0.00
Lab Services*	Actual cost (Provide breakdown of each cost) see Items			\$0.00	\$0.00
Lab - Standard Proctor (Soils)			1	\$185.00	\$185.00
Lab - Atterberg Limits			1	\$135.00	\$135.00
Lab - Grain Size with Hydrometer (Soils)			1	\$185.00	\$185.00
Lab - Organic Content (Wet Method) (Soils)			1	\$145.00	\$145.00
Lab - Wash Gradation (Aggregates)			4	\$160.00	\$640.00
Lab -Cylinders 6x12-Compressive Strength (PCC)			0	\$30.00	\$0.00
Lab -Cylinders 4x8-Compressive Strength (PCC)			60	\$20.00	\$1,200.00
Lab - Air Voids (Gmm & Gmb) (HMA)			5	\$470.00	\$2,350.00
Lab - AC Content & Gradation (Extraction) (HMA)			5	\$285.00	\$1,425.00
Lab - AC Content & Gradation (Ignition) (HMA)			0	\$260.00	\$0.00
Lab - Core Density (HMA)			20	\$70.00	\$1,400.00
Lab - Hamburg Wheel (Premade Samples) (HMA)			0	\$520.00	\$0.00
Equipment and/or Specialized Equipment Rental*	Actual cost (Requires 2-3 quotes with IDOT approval)			\$0.00	\$0.00
*Per Attached Cost Breakdown Sheet				\$0.00	\$0.00
TOTAL DIRECT COST					\$8,965.00

**If other allowable costs are needed and not listed, please add in the above spaces provided.*
LEGEND

W.O. = Work Order

J.S. = Job Specific

PAYROLL ESCALATION TABLE FIXED RAISES

FIRM NAME
PRIME/SUPPLEMENT
Prepared By

Prescott Group

DATE 10/29/18
PTB-ITEM# 1

CONTRACT TERM 12 MONTHS
START DATE 1/1/2019
RAISE DATE 1/1/2020

END DATE 12/31/2019

OVERHEAD RATE 104.00%
COMPLEXITY FACTOR 0
% OF RAISE 3%

ESCALATION PER YEAR

year	First date	Last date	Months	% of Contract
0	1/1/2019	12/31/2019	12	100.00%

The total escalation = 0.00%

PAYROLL RATES

FIRM NAME
PRIME/SUPPLEMENT
PTB-ITEM #

Prescott Group

0

1

DATE _____

10/29/18

ESCALATION FACTOR

0.00%

Note: Rates should be capped on the AVG 1 tab as necessary

CLASSIFICATION	IDOT PAYROLL RATES ON FILE	CALCULATED RATE
Principal	\$51.95	\$51.95
Director	\$31.10	\$31.10

Bureau of Design and Environment
Prepared By: Consultant
DATE 10/29/18

Prescott Group

1

0

OVERHEAD RATE

104.00%

COMPLEXITY FACTOR

0

95,278

BDE 3608 Template (Rev. 10/19/17)

AVERAGE HOURLY PROJECT RATES

FIRM Prescott Group
PTB-ITEM# 1
PRIME/SUPPLEMENT 0

DATE 10/29/18

SHEET 1 OF 5

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJ. RATES			Public Involvement														
		Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg
Principal	51.95	468.0	39.39%	20.47	468	39.39%	20.47												
Director	31.10	720.0	60.61%	18.85	720	60.61%	18.85												
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TOTALS		1188.0	100%	\$39.31	1188.0	100.00%	\$39.31	0.0	0%	\$0.00	0.0	0%	\$0.00	0.0	0%	\$0.00	0.0	0%	\$0.00

COMPANY NAME: Prescott Group

PTB NUMBER: **Village Of Oak Park - Lake Street Streetscape**

TODAY'S DATE: **10/29/2018**

ITEM	ALLOWABLE	UTILIZE W.O. ONLY	QUANTITY J.S. ONLY	CONTRACT RATE	TOTAL
Per Diem (per GOVERNOR'S TRAVEL CONTROL BOARD)	Up to state rate maximum			\$0.00	\$0.00
Lodging (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual cost (Up to state rate maximum)			\$0.00	\$0.00
Air Fare	Coach rate, actual cost, requires minimum two weeks' notice, with prior IDOT approval			\$0.00	\$0.00
Vehicle Mileage (per GOVERNOR'S TRAVEL CONTROL BOARD)	Up to state rate maximum			\$0.545	\$0.00
Vehicle Owned or Leased	\$32.50/half day (4 hours or less) or \$65/full day			\$65.00	\$0.00
Vehicle Rental	Actual cost (Up to \$55/day)			\$0.00	\$0.00
Tolls	Actual cost			\$0.00	\$0.00
Parking	Actual cost			\$4.00	\$0.00
Overtime	Premium portion (Submit supporting documentation)			\$19.54	\$0.00
Shift Differential	Actual cost (Based on firm's policy)			\$3.91	\$0.00
Overnight Delivery/Postage/Courier Service	Actual cost (Submit supporting documentation)			\$15.18	\$0.00
Copies of Deliverables/Mylars (In-house)	Actual cost (Submit supporting documentation)			\$0.00	\$0.00
Copies of Deliverables/Mylars (Outside)	Actual cost (Submit supporting documentation)			\$0.00	\$0.00
Printing of Project Related Materials	Actual cost		1	\$6,000.00	\$6,000.00
Monuments (Permanent)	Actual cost			\$0.00	\$0.00
Photo Processing	Actual cost			\$0.00	\$0.00
2-Way Radio (Survey or Phase III Only)	Actual cost			\$0.00	\$0.00
Telephone Usage (Traffic System Monitoring Only)	Actual cost			\$0.00	\$0.00
CADD	Actual cost (Max \$15/hour)			\$0.00	\$0.00
Web Site	Actual cost (Submit supporting documentation)			\$0.00	\$0.00
Advertisements	Actual cost (Submit supporting documentation)			\$0.00	\$0.00
Public Meeting Facility Rental	Actual cost (Submit supporting documentation)			\$0.00	\$0.00
Public Meeting Exhibits/Renderings & Equipment	Actual cost (Submit supporting documentation)			\$0.00	\$0.00
Recording Fees	Actual cost			\$0.00	\$0.00
Transcriptions (specific to project)	Actual cost			\$0.00	\$0.00
Courthouse Fees	Actual cost			\$0.00	\$0.00
Storm Sewer Cleaning and Televising	Actual cost (Requires 2-3 quotes with IDOT approval)			\$0.00	\$0.00
Traffic Control and Protection	Actual cost (Requires 2-3 quotes with IDOT approval)			\$0.00	\$0.00
Aerial Photography and Mapping	Actual cost (Requires 2-3 quotes with IDOT approval)			\$0.00	\$0.00
Utility Exploratory Trenching	Actual cost (Requires 2-3 quotes with IDOT approval)			\$0.00	\$0.00
Testing of Soil Samples*	Actual cost			\$0.00	\$0.00
Lab Services*	Actual cost (Provide breakdown of each cost) see Items			\$0.00	\$0.00
Lab - Standard Proctor (Soils)				\$185.00	\$0.00
Lab - Atterberg Limits				\$135.00	\$0.00
Lab - Grain Size with Hydrometer (Soils)				\$185.00	\$0.00
Lab - Organic Content (Wet Method) (Soils)				\$145.00	\$0.00
Lab - Wash Gradation (Aggregates)				\$160.00	\$0.00
Lab -Cylinders 6x12-Compressive Strength (PCC)				\$30.00	\$0.00
Lab -Cylinders 4x8-Compressive Strength (PCC)				\$20.00	\$0.00
Lab - Air Voids (Gmm & Gmb) (HMA)				\$470.00	\$0.00
Equipment and/or Specialized Equipment Rental*	Actual cost (Requires 2-3 quotes with IDOT approval)			\$0.00	\$0.00
*Per Attached Cost Breakdown Sheet				\$0.00	\$0.00
TOTAL DIRECT COST					\$6,000.00

*If other allowable costs are needed and not listed, please add in the above spaces provided.

LEGEND

W.O. = Work Order

J.S. = Job Specific

Bureau of Design and Environment
Prepared By: Consultant
DATE 10/29/18

0

DBE 0.00%

COMPANY NAME: CMS Design

PTB NUMBER: **Village Of Oak Park - Lake Street Streetscape**

TODAY'S DATE: **10/29/2018**

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Air Fare	Coach rate, actual cost, requires minimum two weeks' notice, with prior IDOT approval			\$0.00	\$0.00
Vehicle Mileage (per GOVERNOR'S TRAVEL CONTROL BOARD)	Up to state rate maximum			\$0.00	\$0.00
Vehicle Owned or Leased	\$32.50/half day (4 hours or less) or \$65/full day			\$65.00	\$0.00
Vehicle Rental	Actual cost (Up to \$55/day)			\$0.00	\$0.00
Tolls	Actual cost			\$0.00	\$0.00
Parking	Actual cost			\$0.00	\$0.00
Overtime	Premium portion (Submit supporting documentation)			\$19.54	\$0.00
Shift Differential	Actual cost (Based on firm's policy)			\$3.91	\$0.00
Overnight Delivery/Postage/Courier Service	Actual cost (Submit supporting documentation)			\$15.18	\$0.00
Copies of Deliverables/Mylars (In-house)	Actual cost (Submit supporting documentation)			\$0.00	\$0.00
Copies of Deliverables/Mylars (Outside)	Actual cost (Submit supporting documentation)			\$0.00	\$0.00
Project Specific Insurance	Actual cost			\$0.00	\$0.00
Monuments (Permanent)	Actual cost			\$0.00	\$0.00
Photo Processing	Actual cost			\$0.00	\$0.00
2-Way Radio (Survey or Phase III Only)	Actual cost			\$0.00	\$0.00
Telephone Usage (Traffic System Monitoring Only)	Actual cost			\$0.00	\$0.00
CADD	Actual cost (Max \$15/hour)			\$0.00	\$0.00
Web Site - Development and Deployment	Lump Sum		1	\$11,600.00	\$11,600.00
Web Site - Updates and Monthly Maintenance	Per Month		12	\$200.00	\$2,400.00
Public Meeting Facility Rental	Actual cost (Submit supporting documentation)			\$0.00	\$0.00
Public Meeting Exhibits/Renderings & Equipment	Actual cost (Submit supporting documentation)			\$0.00	\$0.00
Recording Fees	Actual cost			\$0.00	\$0.00
Transcriptions (specific to project)	Actual cost			\$0.00	\$0.00
Courthouse Fees	Actual cost			\$0.00	\$0.00
Storm Sewer Cleaning and Televising	Actual cost (Requires 2-3 quotes with IDOT approval)			\$0.00	\$0.00
Traffic Control and Protection	Actual cost (Requires 2-3 quotes with IDOT approval)			\$0.00	\$0.00
Aerial Photography and Mapping	Actual cost (Requires 2-3 quotes with IDOT approval)			\$0.00	\$0.00
Utility Exploratory Trenching	Actual cost (Requires 2-3 quotes with IDOT approval)			\$0.00	\$0.00
Testing of Soil Samples*	Actual cost			\$0.00	\$0.00
Lab Services*	Actual cost (Provide breakdown of each cost) see Items			\$0.00	\$0.00
Lab - Standard Proctor (Soils)				\$185.00	\$0.00
Lab - Atterberg Limits				\$135.00	\$0.00
Lab - Grain Size with Hydrometer (Soils)				\$185.00	\$0.00
Lab - Organic Content (Wet Method) (Soils)				\$145.00	\$0.00
Lab - Wash Gradation (Aggregates)				\$160.00	\$0.00
Lab -Cylinders 6x12-Compressive Strength (PCC)				\$30.00	\$0.00
Lab -Cylinders 4x8-Compressive Strength (PCC)				\$20.00	\$0.00
Lab - Air Voids (Gmm & Gmb) (HMA)				\$470.00	\$0.00
Equipment and/or Specialized Equipment Rental*	Actual cost (Requires 2-3 quotes with IDOT approval)			\$0.00	\$0.00
*Per Attached Cost Breakdown Sheet				\$0.00	\$0.00
TOTAL DIRECT COST					\$14,000.00

**If other allowable costs are needed and not listed, please add in the above spaces provided.*
LEGEND

W.O. = Work Order

J.S. = Job Specific