



AGENDA ITEM EXECUTIVE SUMMARY

Agenda Item:	Recommendation for Contract Award for Professional Design Services – “Richards Street and Stevens Street Reconstruction”		
Presenter & Title:	Brian L. Schiber, P.E. City Engineer/Assistant Director of PW		
Date:	February 16, 2017		
Please Check Appropriate Box:			
<input checked="" type="checkbox"/>	Committee of the Whole Meeting	<input type="checkbox"/>	Special Committee of the Whole Meeting
<input checked="" type="checkbox"/>	City Council Meeting	<input type="checkbox"/>	Special City Council Meeting
<input type="checkbox"/>	Public Hearing	<input type="checkbox"/>	Other -
Associated Strategic Plan Goal/Objective: Plan Vison 5, Goal I			
Estimated Cost: \$67,100		Budgeted? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Other Funding? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<p><i>If “Other Funding,” please explain how the item will be funded: The City has budgeted ~\$150k that will not be used for the pedestrian overpass at Route 31; and another ~\$42k for the bike lane designation between State/7th Street and the commuter station. Of this budgeted \$192k, the Council approved staff to use \$83,500 in October 2016 for the Phase I & II Professional Design Services on the South Street/7th Street LAFO Project. There remains \$108,500 budgeted that staff is recommending to use a portion for this Richards/Stevens Reconstruction project.</i></p>			
Executive Summary:			
<p>The reconstruction of Richards Street and portions of Stevens Street are included within the 2017/18 Infrastructure Budget. Similar to the South River Lane reconstruction done last year, these streets will require new watermain/services, and sanitary manhole reconstructions in conjunction with the street reconstructions. Due to the complexity of the design plans/specs and IEPA permitting necessary, staff requested the assistance of an engineering consultant to add these streets to the 2017 Road Improvement Program. Therefore, staff conducted a RFP to prepare the engineering plans, specifications, and IEPA permits necessary for the reconstruction of portions of both Richards Street and Stevens Street. Seven (7) engineering design proposals were received in response to our RFP. Staff will conduct the construction observation and project management until project completion.</p> <p>The five (5) member staff evaluation committee reviewed the various proposals and scored them based upon the information provided in the RFP. Those 5 committee scores were then averaged to arrive at the recommended consultant.</p> <p>Staff is recommending the attached proposal from WBK Engineering to complete the</p>			

engineering design/specs and IEPA permits necessary for the Richards/Stevens Street Reconstruction project. WBK Engineering currently serves as the City's stormwater consultant, and they have done several design projects to the satisfaction of City staff. Staff is confident that WBK Engineering can satisfactorily complete this project.

Attachments: *(please list)*

- Pro Forma Resolution for Contract Award to WBK Engineering for the Richards Street and Stevens Street Reconstruction Project
- WBK Engineering proposal dated February 3, 2017

Recommendation / Suggested Action: *(how item should be listed on agenda)*

We respectfully recommend that the City of Geneva City Council award the contract for the Engineering Design/Specifications and IEPA permitting for the Richards Street and Stevens Street Reconstruction project to WBK Engineering in the not to exceed amount of \$67,100.00.

RESOLUTION NO. 2017-__

**RESOLUTION AUTHORIZING EXECUTION OF
Engineering Design Services Contract with WBK Engineering for the Preparation of
Engineering Plans/Specs and IEPA Permits for the Richards Street and Stevens Street
Reconstruction Project**

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GENEVA, KANE COUNTY, ILLINOIS, as follows:

SECTION 1: That the Mayor and City Clerk are hereby authorized to execute, on behalf of the City of Geneva, the Project Proposal with WBK Engineering dated February 3, 2017, in the form attached hereto as Exhibit "A", relating to the preparation of the engineering plans/specifications and IEPA permits necessary for the Richards Street and Stevens Street Reconstruction project.

SECTION 2: This Resolution shall become effective from and after its passage as in accordance with law.

PASSED by the City Council of the City of Geneva, Kane County, Illinois, this ____ day of _____, 2017.

AYES: __ NAYS: __ ABSENT: __ ABSTAINING: __ HOLDING OFFICE: __

Approved by me this ____ day of _____, 2017.

Mayor

ATTEST:

City Clerk



RICHARDS AND STEVENS STREET RECONSTRUCTION

REQUEST FOR PROPOSAL

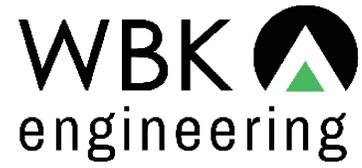
FOR THE CITY OF GENEVA, IL
February 3, 2017



SUBMITTED BY:



WBK ENGINEERING, LLC
116 W. MAIN STREET, SUITE 201
ST. CHARLES, IL 60174



February 3, 2017

Public Works Department
City of Geneva
Attn: Brian L. Schiber, PE
1800 South Street
Geneva, Illinois

RE: **Request for Proposal – Richards and Stevens Streets Reconstruction**

Dear Mr. Schiber:

WBK Engineering LLC (WBK) appreciates the opportunity to present our written qualifications to provide engineering design and the preparation of supporting documents necessary to bid for the Richard Street and Stevens Street Reconstruction project. As a team, we have the experience and abilities to successfully complete the project in accordance with the City's standards and requirements.

The personnel we have selected to participate on the project are all exceedingly capable and qualified, and immediately available. Those individuals presented in this submittal have recently completed local roadway or utility projects in Elgin, Schaumburg and Aurora. I will be serving as the Project Principal & Lead, and I intend to be available to you and our staff as a resource and to facilitate communication. Doug Breunlin will be WBK's Project Manager involved in day to day activities and will be supported by an experienced team of engineers.

We are familiar with challenges of local roadway and utility construction within a residential neighborhood and business district. We believe the challenges for this project can be met by conventional construction methods; please see our project approach detailed herein.

Our staff qualifications and all other documentation required by the City in the RFQ are included in this submittal. If you have any questions or require additional information, please contact either of us at 630.443.7755. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Chismark".

Greg Chismark, P.E.
Municipal Practice Leader

A handwritten signature in black ink, appearing to read "Doug P. Breunlin".

Doug Breunlin, P.E.
Senior Project Engineer



Project Understanding and Approach

RICHARDS AND STEVENS STREET RECONSTRUCTION

City of Geneva, Illinois
Request for Proposal (RFP)

Understanding of the Project

WBK Engineering LLC. (WBK) is pleased to submit a Statement of Qualifications to provide Final Engineering services for the rehabilitation of Richards and Stevens Streets. We have recent and relevant local roadway utility and roadway rehabilitation design engineering experience with water main replacement, sanitary sewer rehabilitation and roadway reconstruction. We have a unique understanding of Geneva due to the proximity of our offices to the City and prior work experience with the City. This advantage provides an opportunity to witness / experience traffic and pedestrian uses as well as understanding key business and development interests. For the Richards / Stevens project, we have pulled together an experienced and local team that brings the necessary expertise required for the challenges presented by a local roadway rehabilitation project.

PROJECT APPROACH

In order to prepare for the RFQ submittal, our team has visited the project site, reviewed the existing Geneva GIS information provided with the RFQ and researched available public records. We have identified several key items that will facilitate reconstruction of the City's infrastructure in the most cost effective manner, while minimizing disruption to the neighborhood and businesses.

General Project Understanding

The City of Geneva is interested in reconstructing seven blocks of Richards Street and two blocks of Stevens Street on the City's west side. The project includes pavement removal and replacement and rehabilitation and replacement of curb and gutter and City utilities as necessary. The City will be utilizing local funds for the entire project, which allows flexibility and the ability to expedite the design and construction processes. The southerly two blocks of Richards Street will be bid as an alternate pending development interest. Richards Street primarily serves single family homes at the north end of the project but serves a mix of single family and business uses south of Stevens Street. A recent redevelopment proposal may significantly change the look and feel of Richards Street from IL 38 to Peyton Street. Stevens Street is a Class II truck route serving directly adjacent businesses as well as some new single family residences. We understand that lighting and electric improvements are not part of the current project scope.

Access / Staging

We do not see residential or business access as a significant challenge. In general, traffic volumes appear to be light on both Richards and Stevens Streets. Burgess Norton currently operates an active truck dock from Stevens Street and access to the truck dock will need to be coordinated with construction activities to

remain open. **We do not see the need for special phasing or work limitations relative to the construction contract;** even with the adjacent residential uses. A majority of residences along Richards Street derive access from alleys with some driveways accessing Richards Street. We recommend curb rehabilitation / replacement be phased / limited to one side of the street at a time to allow for on street parking to accommodate driveway apron construction as necessary.

ADA PROWAG

The sidewalk system is continuous and a combination of parkway walks and carriage walks. There does not appear to be a need to significantly improve this system except to provide ADA compliant access and sidewalk replacement to correct poor drainage or surface conditions. The project will be designed to meet ADA PROWAG requirements. **We will provide detailed spot elevations at all crosswalks to minimize field conflicts and facilitate compliant construction.** Both Stevens and Richards Streets are relatively flat and we expect all work to occur within existing ROW. Based on our initial observation, we don't believe a boundary survey is necessary and are treating this project similar to an MFT maintenance project in this regard. The construction documents will be prepared with the intent of avoiding disturbance of trees, fences, service walks and landscaping to the extent practicable.





Sanitary Sewer

Sanitary sewer generally runs down the center of both Richards and Stevens Streets serving residents and businesses. The City will televise the sewer to identify the location and type of point repairs to be performed under the construction contract. We do not anticipate comprehensive removal or replacement of sanitary sewers will be necessary. Several sewer structures were inspected and identified as brick and block construction. We do not anticipate removal or replacement of these structures at this time; only adjustments to finished pavement grade. Observation of adjacent street construction noted brick structures remained after pavement and curb improvements. We also do not anticipate pipe rehabilitation (joint or pipe lining) at this stage of the project. Based on the limited extent of sanitary sewer work expected we do not anticipate an IEPA permit will be required.

Water Main

It appears a majority of the water main along both Richards and Stevens Streets is 4 inch diameter water main. **The water main along Stevens Street from Richards to Edson Streets is identified as needing replacement by the City.** There were several pavement patches on Stevens Street that appear to be a result of utility repairs and possibly water main breaks. It appears the potential exists to locate the new main on Stevens exists adjacent to the north curb line. Service interruptions will need to be coordinated with adjacent industrial users. The scope of water main repairs on Richards was not defined in the RFP, however, based on our observations, it is not apparent that comprehensive removal and replacement is necessary or warranted. There was no indication of pavement patching or curb repairs as a result of utility work. Accordingly, our scope will be limited to valve replacement, or possibly new valves, to limit service interruptions on Richards Street. An IEPA permit will be required for the new water main along Stevens Street.

Storm Sewer / Drainage

Even though there appears to be limited storm sewers within the project limits, no significant drainage problems are known to exist or were observed. Storm sewer inlets and drainage infrastructure were observed

primarily at street intersections. One mid block pair of inlets was observed along Richards Street between Ford and Stevens Streets. **Roadway underdrains are recommended at roadway sags to facilitate base course and subbase drainage.** We expect to replace segments of storm sewer in conflict with proposed utility work or as identified by the City. Improvement to the frame and grate type can be made at some intersections utilizing a curb style grate with an open back. Our experience is these grates are very effective alone and can be extremely effective when constructed in pairs.

Roadway / Pavement

We do not see the obvious need for geometric / profile changes or “improvements” to either Richards or Stevens Streets. However, our design process will include an evaluation of roadway geometric elements to determine if changes are warranted and necessary. Likewise, access driveways and sidewalks appear to serve the neighborhood adequately. It is clear that pavement conditions on Richards Street warrant significant rehabilitation of the existing pavement section. **Curb and gutter on Richards Street south of Stevens Street is in reasonable condition and can be “skip patched” to save on project costs.** Field survey will verify adequate gutter slope, but our initial evaluation indicates the gutter drains adequately. Conversely, curb and gutter on Richards Street north of Stevens Street has been overlaid with asphalt and is in poor condition. The curb and gutter for the northerly three blocks of Richards Street require removal and replacement.

Pavement rehabilitation strategies should consider City practices with geotechnical recommendations. Based on the Rubino Geotechnical Services engineering report, the subgrade conditions on both Richards and Stevens Streets appear susceptible to deterioration if exposed. Furthermore, the existing pavement sections on Richards Street indicate a reasonable depth of asphalt pavement, despite surface conditions. In regards to the Richards Street rehabilitation, it is recommended that full depth asphalt removal and limited (2”) stone base removal be considered. Stone base replacement can be with either stone base or HMA. This would protect the existing subgrade with a minimum of 4’ stone base and provide a working platform for construction activities. In regards to the Stevens Street rehabilitation, it is recommended that full depth asphalt removal and limited (4”) stone base removal be considered. The stone base could be replaced with HMA or concrete, creating a total pavement thickness of 10”. One alternative is consideration of a hybrid - roller compacted concrete base overlaid with asphalt. Any of these options would protect the subgrade for disturbance and degradation.

Private Utilities

Some private utilities were observed within the project limits including gas, phone and cable TV services. Much of the electric, phone and cable are overhead in the northern segments of the project. Some underground electric and phone was observed in the southerly segments but appear to be outside the limits of existing curbs. Gas main was also observed as a result of JULIE locates for soil borings. Based on limited information, it appears gas main is also outside the limits of existing curb. Relative to private utilities, **the location of gas main is most important to identify conflicts or existing facilities within the areas of proposed construction.** We recommend immediate early coordination with NICOR if that has not already happened.

One Team with the City

WBK will perform all technical tasks including survey and design engineering services and preparation of construction documents so that City staff can facilitate the bidding process and construction oversight. We will participate and support City staff at the City hosted open house for this project. We will work with your utility departments to ensure repairs are identified and incorporated into the project. We will coordinate with private interests as necessary to provide a bid alternate for Richards Street facilitating future redevelopment opportunities.



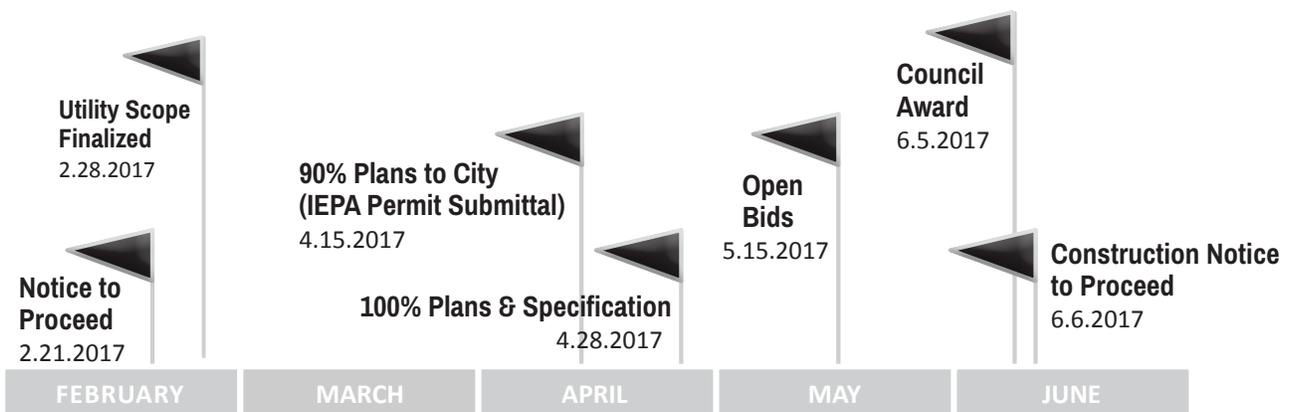
Schedule

We understand the schedule is condensed for this project and the data collection / design / document preparation has to occur quickly to capture the most favorable bid environment and to complete construction within the City's identified completion date. We have the staff available to start working immediately and to construct the project within the timeframe identified by the City.

SUMMARY

The WBK Team possesses the knowledge and skill to successfully complete this project for the City. If selected, the City will get our best engineers invested in understanding and achieving your goals, as WBK is truly dedicated to being a trusted advisor for our clients. The schedule is aggressive, however, we can provide the design and construction documents that produce a cost effective, timely and efficient project. We look forward to a continuing relationship and working with you on this project.

Project Schedule



▲ Indicates completion dates

Summary of Field Observations

Richards Street – Peyton to Union

Peyton to Ford:

- Asphalt surface 25 x 350 (8750sf) average condition – this block potential patch & resurface
- Curb B-6.12 average condition could be skip patched 30 %
- Sidewalk 3 corners ADA, sidewalk west side poor – skip patch (4' width)
- Could not verify water main size – no vaults
- Structure adj/recon or replace - 5 each

Ford to Stevens:

- Asphalt surface 25 x 360 (9000 sf) average to poor condition. Remove and Replace pavement
- Curb B-6.12 average condition – could be skip patched 35%
- Sidewalk 3 corners ADA sidewalk both sides average – skip patch (4' width)
- Could not verify water main size – probably 4"
- Structure adj/recon or replace - 9 each

Stevens to North:

- Asphalt surface 27 x 360 (9720 sf) poor condition (gutter overlaid). Remove and Replace pavement
- Curb poor condition 100% R & R
- Sidewalk 4 corners ADA sidewalk both sides average condition – skip patch (4' width)
- Water main 4"
- Structure adj/recon or replace - 8 each

North to Center:

- Asphalt surface 27 x 360 (9720 sf) poor condition (gutter overlaid). Remove and Replace pavement
- Curb poor condition 100% R & R
- Sidewalk 4 corners ADA sidewalk both sides average condition – skip patch (4' width)
- Water main 4"
- Structures - 6 each

Center to Union:

- Asphalt surface 27 x 460 (12,420 sf) poor condition (gutters overlaid). Remove and Replace pavement
- Curb poor condition 100% R & R
- Sidewalk 4 corners ADA sidewalk both sides average to poor condition – skip patch (4' width)
- Water main 4"
- Structures - 4 each

Richards Street - South to Peyton

Route 38 to Hamilton:

- Asphalt surface 28 x 325 (9100 sf) average to poor condition. Remove and Replace pavement
- Curb B-6.12 average condition could be skip patched (25%)
- Sidewalk 2 corners ADA, sidewalk both sides average condition – skip patch (4' width)
- Water main 4"
- Structures - 4 each

Hamilton to Peyton:

- Asphalt surface 25 x 360 (9000 sf) average to poor condition. Remove and Replace pavement
- Curb B-6.12 average condition could be skip patched (30%)
- Sidewalk 4 corners ADA, sidewalk both sides average condition – skip patch (4' – 5' width)
- Water main 4" assumed
- Structures 7 each

Stevens Street

Richards to Illinois Street:

- Asphalt surface 25 x 445 (11,125 sf) good condition – potential patch and resurface
- Curb B-6.12 average condition could be skip patched (30%)
- Sidewalk 1 corner ADA, sidewalk both sides average condition – skip patch (4' width)
- Water main 4" assumed
- Structures - 7 each

Illinois to Edison:

- Asphalt surface 25 x 350 (8750) good condition – potential patch and resurface
- Curb B-6.12 average condition could be skip patched (30%)
- Sidewalk 3 corners ADA, sidewalk both sides average condition – skip patch (4' – 5' width)
- Water main 4" assumed
- Structures - 7 each

Project Team

RICHARDS AND STEVENS STREET RECONSTRUCTION

City of Geneva, Illinois
Request for Proposal (RFP)

Project Team Organization

WBK Engineering, LLC is staffed with an experienced group of recognized experts in civil, water resources, transportation and structural engineering and natural resource management. Our focus is to provide the personal service of a small, local firm with a high degree of client focus, coupled with the depth and resources of large engineering organizations.

Quick Facts

Combined Years of Experience

115 combined years of experience

Certifications

Professional Engineer (PE) (5)
 Certified Professional in Erosion and Sediment Control (CPESC) (1)
 Professional Land Surveyor (PLS) (1)

Areas of Expertise

Municipal Engineering
 Water Mains
 Sanitary Sewer Mains
 Storm Sewers
 Roadway Repair/Reconstruction
 Survey
 Construction Services



PROJECT PRINCIPAL



PROJECT MANAGER



KEY STAFF





About Greg

Greg Chismark has over 32 years of infrastructure and civil engineering project management experience. He is intimately familiar with municipal engineering serving as City of St. Charles Engineer for 15 years. Design and project management skills include projects related to streambank stabilization, stormwater management, utilities, transportation, regulation development, and subdivision and site development plan review, and construction management oversight. Greg has a proven ability to communicate with citizens, elected officials, government staff, engineers, architects and construction contractors resolving concerns and finding solutions.



Part of the Mno-Bmadsen Family 

Greg Chismark, P.E.

MUNICIPAL SERVICES PRACTICE PRINCIPAL

Education

Bachelor of Science, Civil Engineering, University of Illinois

Professional Registrations & Certifications

Professional Engineer, Illinois 062-044133

Professional Engineer, Wisconsin 42678-6

Professional Engineer, Michigan 6201064156

Qualified Engineer Review Specialist, Kane County, IL

Professional Affiliations

American Public Works Association, Chicago Metropolitan Chapter,

Co-Chair Awards Committee, Government Affairs Committee

American Society of Civil Engineers

American Water Works Association

Related Project Experience

Oakwood Park Subdivision Water Main, City of Elgin, IL

Project Principal on this project for the replacement of all existing water main in the Oakwood Park Subdivision. The project was funded by the City of Elgin and included the replacement of approximately 2,500 lineal feet of existing 4" water mains with new 8" ductile iron water main including hydrants, valves, valve vaults, transfer of 40 existing water services to the new water main, 14 sanitary sewer point repairs, erosion control, traffic control, pavement replacement, and sod restoration. Responsible for oversight of engineering design phase and construction observation management aspects of the project.

2010 – 2016 Elgin Motor Fuel Tax Program (MFT), City of Elgin, IL

The City of Elgin MFT program consists of preparing contract documents and specifications for bid and observation and documentation during the construction process. The project also includes the evaluation of the existing conditions of various aspects to help with the selection of work for each contract. The MFT program includes numerous contracts for intermittent resurfacing, traffic signal painting, pavement markings and asphalt materials. The 2010 program completed the grind and overlay of Bluff City Boulevard. The 2011 and 2012 resurfacing programs were significantly larger and completed the grind and overlay of 17 and 28 streets respectively throughout the City of Elgin. The 2012 City-wide pavement marking program also included the creation of a test location along Villa Street to allow the City to determine the best product to utilize on resurfaced roadways. In addition, the 2012 program also included the reconfiguring of striping on Villa Street from a 4-lane roadway to a 3-lane roadway with a bi-directional turn lane in the middle. The 2013 program included the City-wide pavement marking program, the resurfacing of 16 streets throughout the City of Elgin, micro-surfacing of 4 streets with rural cross-sections and a sidewalk repair program. The 2013 resurfacing program included the second portion of resurfacing on Villa Street, and also incorporated the reconfiguration of the striping from a 4-lane roadway to a 3-lane roadway.

2014/2015 McLean Boulevard Resurfacing, City of Elgin, IL

Project Manager and lead Design Engineer for this resurfacing project of McLean Boulevard from Meyer Street to Big Timber. Due to weather and timing constraints this project was completed in multiple phases. Phase I (Meyer Street to Highland Avenue) was completed in the fall of 2014 and Phase II (Highland

Avenue to Big Timber Road) was completed in 2015. This program includes curb and sidewalk repairs, underground utility adjustments, ADA compliance, detector loop replacement, traffic signal coordination, pavement patching, basic resurfacing and landscape restoration.

2014 Neighborhood Resurfacing Program - Southwest, City of Elgin, IL

Served as Project Manager providing oversight and assistance to Design Engineer and Resident Engineer. Design engineering included providing field analysis of multiple residential subdivisions, preparing contract documents and specification for bid and overseeing the bidding process.

Schaumburg I-90 / Motorola Water Main Relocation, Schaumburg, IL

Project manager for the design and relocation of approximately 4,500 lf of water main including 3,500 lineal feet of 16 inch diameter pipe, crossing a wetland and MWRDGC regional reservoir overflow route and a jack and bore of Meacham Road at the the entrance to the Motorola corporate campus. The project was necessitated by the improvements to the I-90 tollway and relocation of the village water main. At the same time the Motorola campus was considering redevelopment opportunities and location of the 16 inch diameter main was critical to future planning of roadways, buildings and utilities. The project included significant coordination with multiple entities including the Village, Motorola Solutions, MWRDGC, USACE, NWJAWA, IEPA, North Cook Co. SWCD and the I-90 construction project. In addition, an endangered species was identified and construction facilitated through field monitoring during potential breeding period allowing the project to proceed and meet the I-90 project schedule. Total estimated project cost was \$1.3M.

Five-Year Pavement Management Program, Village of South Elgin, IL

Provided oversight on this project which involved assessing the existing pavement condition on all Village streets to help identify and prioritize necessary pavement preservation projects over a five year horizon. All roadway segments throughout the entire Village were rated using a visual Pavement Surface Evaluation and Rating system known as PASER. In addition the drainage conditions of all roadway segments were visually rated as well. These ratings and priorities were then tabulated in a custom excel spreadsheet to help establish each individual program year based on available funding levels. Once completed, each annual program was manually selected to create a logical construction program with a focus towards a neighborhood approach.

River Street Streetscape/Redevelopment, Batavia, IL

Served as owner's representative for City of Batavia in managing a \$3.0 million streetscape and infrastructure improvement project. Elements of work include full replacement of watermain throughout the project while keeping businesses fully operational. Work also included sanitary sewer lining and replacement, storm sewer replacement, irrigation system installation, electric distribution system replacement and coordination with private utilities.

Oversight of Annual MFT Program for Street Maintenance, City of St. Charles, IL

The annual \$1,000,000 program included contracts for grinding and overlay of asphalt streets and heat scarification and overlay of asphalt roadways and concrete patching and concrete white-topping of concrete roadways.

St. Charles Municipal Campus Parking Lot Improvements, City of St. Charles, IL

Project principal overseeing design and construction activities. Improvements consisted of a concept development of City "campus" parking lots that serve City Hall, Police and Fire facilities as well as serve local festivals and Fox River access. Work scope include complete reconstruction of the pavement and walkways serving the public parking areas and redesign of traffic circulation patterns. The concept also included new lighting, electric service for festivals, replacement of storm sewer and replacement of a raw water main from a City well, landscaping and irrigation. Also a new public plaza feature showcasing public art was developed and constructed. The project is located within the floodplain of the Fox River and provides compensatory storage for construction of the public plaza. The project also includes a rain garden as a memorial to a prominent local landscape architect and facilitated relocation of 3 historic monuments and a time capsule to preserve the heritage of the community.

Municipal Annex Parking Lot Improvements, Village of South Elgin, IL

Performed primary design services and well as oversight of construction activities for parking lot rehabilitation south of the Village of South Elgin Parks Department facility. Project challenges include poor drainage conditions, mitigating impacts to existing rain gardens south and east of the parking lot, Fox River floodplain, coordinating lighting improvements and facilitating an active day care facility within the Parks Department facility.



Douglas Breunlin, P.E.

SENIOR ENGINEER

Education

Bachelor of Science, Civil Engineering, University of Wisconsin, Platteville, 1971

Professional Registrations & Certifications

Professional Engineer, Illinois, #62-036608, 1978

Professional Engineer, Wisconsin, #16692, 1978

Certified Kane County Qualified Engineer Review Specialist

Professional Affiliations

American Public Works Association (APWA) – Fox Valley Branch
Audit & Scholarship Committees

Related Project Experience

Oakwood Park Subdivision Water Main, City of Elgin, IL

Project Manager and Design Engineer on this project for the replacement of all existing water main in the Oakwood Park Subdivision. The project was funded by the City of Elgin and included the replacement of approximately 2,500 lineal feet of existing 4" water mains with new 8" ductile iron water main including hydrants, valves, valve vaults, transfer of 40 existing water services to the new water main, 14 sanitary sewer point repairs, erosion control, traffic control, pavement replacement, and sod restoration. Responsible for all aspects of the project management and engineering design including City of Elgin Water Department coordination, utility coordination, design and preparation of preliminary and final engineering plans, preparation of bid documents and specifications, estimate of construction cost, acquisition of IEPA water main and NPDES NOI permits, facilitation of public open house meeting, public notifications and bidding coordination.

Motor Fuel Tax Street Maintenance Programs

Preparation of Motor Fuel Tax Street Maintenance Program contract documents that typically consisted of the resurfacing of public streets. The street maintenance programs also often included pavement surface removal, pavement patching, sidewalk replacement, curb and gutter replacement, drainage improvements, manhole adjustments, pavement striping and other associated work. Construction observation services were provided when requested by the municipality. Motor Fuel Tax Program services have been provided for the following municipalities:

Village of Capron	
City of St. Charles	Village of Gilberts
City of Marengo	Village of Hinckley
Village of Somonauk	Village of Wayne
Village of Malta	Village of Sugar Grove
Village of Maple Park	

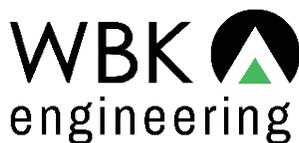
2014/2015 McLean Boulevard Resurfacing, City of Elgin, IL

Design Engineer for this resurfacing project of McLean Boulevard from Meyer Street to Big Timber. Due to weather and timing constraints this project will be completed in multiple phases. Phase I (Meyer Street to Highland Avenue) will be completed in the fall of 2014 and Phase II (Highland Avenue to Big Timber Road) completed in the spring of 2015. This program includes curb and sidewalk repairs, underground utility adjustments, ADA compliance, detector loop replacement, traffic signal coordination, pavement patching, basic resurfacing and landscape restoration.

About Doug

Mr. Breunlin joined WBK, formerly RHA, in 1972. He has significant experience in all phases of design and construction for a variety of project disciplines, including municipal, park district, stormwater, land development, and roadway.

In his present role, Doug actively manages multiple projects, as well as oversees project scheduling and production.



Subdivision Projects, Various Locations

Project Manager for the preliminary and final engineering services for various residential development projects. Work included streets, sanitary sewer, watermain, storm sewer, sidewalk, grading, erosion control, and stormwater management facilities.

Silver Glen Estates Subdivision, Kane County, IL
 Randall Square Subdivision, Geneva, IL
 Blackberry Subdivision, Geneva, IL
 Red Gate Subdivision, St. Charles, IL
 Timbers Subdivision, St. Charles, IL
 Stonefield Subdivision, Batavia, IL
 Fox Valley Villages, Unit 21, Aurora, IL
 Cambridge Subdivision, St. Charles, IL

Cambridge East Subdivision, St. Charles, IL
 Summit Enclave, DeKalb, IL
 Oak Openings, Kane County, IL
 Red Oak Woods, Kane County, IL
 Deer Run East Subdivision, Kane County, IL
 Middle Creek Subdivision, Kane County, IL
 Hawkins Glen Subdivision, Kane County, IL
 Splitrail Farm Subdivision, Kane County, IL

Village Engineer, Village of Malta, IL

Village Engineer for the Village of Malta since 1995. Assisted the Village with the design and construction of sanitary sewer, storm sewer, and watermain utility projects. Designed the 14-acre regional stormwater detention facility to alleviate existing flooding problems in the Village. Prepared plan documents for the annual motor fuel tax street improvement projects, and completed the televising program for 30,000 feet of village sanitary sewers. Assisted the Village with evaluating existing utility capacities, providing preliminary and final engineering plan review, and administrating construction inspection services for land development improvements.

Wilson Street Reconstruction, City of Batavia, IL

Project Manager and design engineer for the Phase I Project Development Report and Phase II Final Engineering for the Wilson Street Improvement project in Batavia, Illinois. The project was 8,400 feet long, extending from Randall Road on the east to Illinois Route 31 on the west and included the Illinois Route 31 (Batavia Avenue) Intersection. The project was federally funded and included the widening and reconstruction of the existing street, curb and gutter, new storm sewer system, stormwater detention facility, traffic signals, street lighting, concrete and brick paver sidewalks, pavement striping, parkway restoration, specifications, and cost estimates.

NIU Gilbert Drive Reconstruction, DeKalb, IL

Project Manager for design and construction engineering services for the reconstruction of 800' of Gilbert Drive, which contains permit and metered perpendicular parking on both sides of the roadway. The project involved the complete removal and replacement of all pavement and base course, storm sewer construction, water main construction, concrete and brick paver sidewalks, street lighting and restoration.

Bethany Road Improvements - City of DeKalb, IL

Project Manager for Phase I and Phase II design engineering for the widening of Bethany Road from North First Street on the west to Illinois Route 23 on the east, a distance of approximately 5600'. The project included the widening of the roadway from two lanes to four lanes, removal of the existing two lane bridge over the South Branch of the Kishwaukee River and replacement with a four lane bridge, 8' bike path, drainage system improvements, traffic signals, and environmental screening.

Deerpath Road Improvements, City of Batavia, IL

Provided project management for the Phase III construction engineering for the reconstruction of 2,820 lineal feet of Deerpath Road between Limestone Drive and south of Lusted Lane in Batavia. The project included tree removal, pavement removal, earth excavation, aggregate base, bituminous concrete binder and surface course, storm sewer, pavement striping, erosion control, traffic control, restoration, and other appurtenant work for a complete improvement. The project was funded with Motor Fuel Tax funds.

City of St. Charles Street Improvements, City of St. Charles, IL

Project Engineer for the Phase I Preliminary Engineering and Phase II Final Engineering for three separate federally funded street improvement projects in St. Charles, Illinois. The projects are the Tyler Road Extension, Dean Street Reconstruction and Seventh Avenue Rehabilitation. The projects included earth excavation, pavement construction, new storm sewer systems, curb and gutter, concrete sidewalks, utility adjustments, tree planting and landscape restoration in accordance with Federal Aid Urban requirements administered by the Illinois Department of Transportation.



About Donald

Donald Rericka has 28 years of experience in survey, construction layout and engineering design. Much of his early career was devoted to construction layout, surveying boundaries and roadway design topographic surveys. Donald oversees all field survey operations as well as all office analyses of boundary and right-of-way surveys. Donald has performed analysis of right of way surveys along with design surveys on major roads, intersections and private site development projects. His skill set includes hydraulic/bathymetric survey for watershed analysis.

Donald Rericka, PLS

SURVEY LEAD

Education

AM, Labor and Industrial Relations, University of Illinois, Urbana/Champaign, 1986
BS, Economics, Illinois State University, 1984

Professional Affiliations

Illinois Professional Land Surveyors Association
Surveyors Historical Society

Professional Registrations & Certifications

Professional Land Surveyor, Illinois, 035003465

Related Project Experience

Ward 1 Drainage Investigation, City of Batavia, IL

Survey Lead for project which included survey of storm sewer structures throughout Ward 1 in the City of Batavia. Coordinate with design engineer on pickups and preparation of base map for analysis.

Collins Road Extension - 2015/2016

Route and topographic survey for the extension of Collins Road from Grove Road to IL Route 71, including the reconstruction of Minkler Road and a new crossing over Morgan Creek, in Kendall County, Illinois. In addition to route and topographic surveys, tasks include preparation of Plats of Highway and legal descriptions for land acquisition from approximately 10 parcels, and connections to existing IDOT rights-of-way.

Fox River Water Reclamation District Topographic Survey - 2016

Survey subconsultant for Black & Veatch on its 2016 Facilities Improvement Project for the FRWRD Elgin North Waste Water Treatment Plant. Performed a detailed boundary and topographic survey on the 18 acre Plant site, and prepared a base map for design on the improvements.

Union Road over the Kishwaukee River – 2015/2016

Route, Hydraulic and Boundary Survey for the rehabilitation or replacement of the structure carrying N. Union Road over the Kishwaukee River in McHenry County, Illinois. Tasks also include preparation of an IDOT Plat of Highways for land acquisition and easements over four parcels.

Motorola Solutions Inc., Schaumburg Campus Survey – 2015/2016

Prepared a Plat of Subdivision for the division of the Motorola Schaumburg, Illinois Campus into five separate Lots. Preparing ALTA/NSPS Land Title Surveys for each individual Lot.

Entrance Road Bridge Replacement & Trail Improvements at McDowell Grove Forest Preserve – 2015/2016

Topographic, Hydraulic and Boundary Survey for the replacement of the Entrance Road Bridge over the West Branch of the DuPage River at McDowell Grove Forest Preserve, DuPage County, Illinois. Tasks also include preparation of easement plats for construction of the project.

PREVIOUS PROJECT EXPERIENCE

While at Fluid Clarity, Don was the Director of Surveying, and his responsibilities included Project Management, QA/QC, Business Development, research, field



work, and preparation of deliverables for boundary and topographic surveys, route surveys, stream & river surveys, land acquisition and easement plats, and construction staking for IDOT and other Municipal and Governmental clients for multi-million dollar projects. Some notable projects performed in this role are listed here.

Illinois Department of Transportation PTB 165 Item 12, 2012-2014, Various Locations

Services include field and office resources to prepare statutory plats of highway, legal descriptions, and field staking of the same for various projects in northeastern Illinois covering the counties of Cook, DuPage, Kane, Will, Lake and McHenry Counties on land acquisition projects for future highway construction. A significant part of the work also includes GIS and database tasks.

Central Road & First Avenue Preliminary Engineering Services, 2014-2015, Metropolitan Water Reclamation District of Greater Chicago

The projects include approximately 4 miles of route topographic surveying and preparation of a base map on Central Road and various adjoining streets, and approximately 1.5 miles of route topographic surveying along First Avenue to be used in identifying and constructing an alternative that will mitigate chronic flooding that occurs along the Central Road & First Avenue corridors.

Illinois Department of Transportation PTB 174 Item 4, 2015, Various Locations

Related surveying services include route, topographic and cross-section surveys for various projects in northeastern Illinois covering the counties of Cook, DuPage, Kane, Will, Lake and McHenry Counties. The project involved Various Phase I Engineering Drainage Studies and Hydraulic Reports per the Professional Transportation Bulletin (PTB) 174, Item 4.

2014/2015 Professional Surveying Services, Village of Downers Grove, IL

Survey services include route, boundary, and topographic surveys that will be used as based data for plan preparation on various Village projects, as well as construction layout on projects. To date, FluidClarity has been selected by the Village to provide surveying services for seven route surveying projects.

Glenbard Waste Water Authority Topographic Survey, 2014, DuPage County, IL

Survey Subconsultant for Black & Veatch on its 2014 Facilities Improvement Project for the Glenbard Waste Water Authority Waste Water Treatment Plant. Performed a detailed topographic survey on the 20 acre Waste Water Treatment Plant site, and prepared a base map for design on the Improvements.

Illinois Department of Transportation PTB 159 Item 30, 2011-2013, Various Locations

Services include Hydraulic Report preparation or review, hydraulic surveys, bathometric surveys, field investigations, hydraulic analysis using HEC-RAS and WSPRO, structural analysis of existing substructures subjected to scour, preparing contract plans for scour mitigation, assisting with the implementation of a statewide scour monitoring system and performing other tasks as required supporting the Bureau of Bridges and Structures Hydraulic Unit. Surveying services were provided for scour analysis on bridges in Districts 3, 4, & 8.

Surveying and CADD Work/or Various City Streets, 2013, City of Crystal Lake, IL

Performed survey for approximately 4.7 miles of various streets within the City and prepare CADD drawings for future rebuilding projects. The deliverables include plan and profile drawings as well as 50' cross-sections of existing conditions of the streets in MicroStation format. In addition, conducted and drew an as-constructed survey of the \$14 million improvements to the Three Oaks Recreation Area.



About Justin

Justin has 6 years of civil engineering experience. He is working with the Municipal Practice Group, supporting various municipal engineering activities, including utility design, site civil design, transportation, roadway design, streambank stabilization, stormwater drainage, and resident engineering on construction projects. Justin earned his Bachelor of Science Degree in Civil Engineering in 2011 from Purdue University, with an emphasis on hydraulics and hydrology.

Justin Benham, P.E.

DESIGN ENGINEER

Education

Bachelor of Science, Civil Engineering, Purdue University, 2011

Professional Registrations & Certifications

Professional Engineer, Illinois 062.068300 - 2015

Professional Affiliations

APWA Suburban Branch

Related Project Experience

City of Aurora Phase III Services, Charles/Harrison Sewer Separation, Aurora, IL

As Resident Engineer, Justin provided construction oversight and administration on this effort to separate the existing combined sewer system from the roadway drainage system. This project included the installation of over 3,800 linear feet of new RCP storm sewer ranging in size up to 30-inch diameter.

City of Aurora Phase III Services, CSO #10 Diversion Structure, Aurora, IL

As Resident Engineer, Justin provided construction oversight and administration on this effort to construct sanitary sewer and watermain improvements related to the CSO #10 diversion structure and outfall replacement.

City of Aurora, Downtown Parking Lots Maintenance Program, Aurora, IL

As Project Engineer, Justin prepared a preliminary assessment report analyzing the state of the city's 19 parking lots within the Downtown Business District. The report included an evaluation of the existing condition of each parking lot, as well as 5-year maintenance plan outlining methods and costs to rehabilitate all of the city's downtown parking lots. As part of on-going efforts with this project, Justin has overseen the design and preparation of engineering plans and specifications for 5 of these parking lots to date.

Aurora Transportation Center Sidewalk and Lighting Improvements, Aurora, IL

As Project Engineer, Justin designed and prepared engineering plans and specifications for construction. This project included the removal and replacement of PCC sidewalk as well as the removal and replacement of existing electric cabling in conduit and several light pole foundations.

Amber Court Residential Subdivision, Wheaton, IL

As Design Engineer, Justin was responsible for the design and preparation of engineering plans for this residential subdivision including site geometrics, utilities (storm, sanitary and watermain) and mass earth grading. Justin also assisted with stormwater and compensatory storage calculations and modeling related to the submittal of the DuPage County Stormwater Management Permit Application.

U.S. Route 30 Reconstruction & Widening (Phase II), Plainfield, IL - Illinois Department of Transportation

As Design Engineer, Justin was primarily responsible for design of the roadway drainage system and all other underground utilities, including stormwater detention. Other project tasks included the development of staged cross-sections and 3-dimensional roadway corridor modeling. The project limits were I-55 to IL Route 59 and the project is expected to cost in excess of \$30 million.



U.S. Route 45 Reconstruction & Widening (Phase I), Mundelein/Vernon Hills, IL - Illinois Department of Transportation

As Design Engineer, Justin was primarily responsible for the hydraulic modeling of three major stream crossings and structure replacements. This task also included the preparation of two separate hydraulic reports. Other project tasks included geometric design, roadway drainage design, and public involvement and coordination. The project limits were IL Route 60 to IL Route 21 and the project is expected to cost in excess of \$50 million.

U.S. Route 14 @ Hart Road Intersection Improvements (Phase I/Phase II), Barrington, IL

As Design Engineer, Justin's tasks included the design of the roadway drainage system and all other underground utilities, including stormwater detention and the hydraulic analysis of multiple roadway culverts. During Phase I of the project, Justin authored both the Project Development Report and Location Drainage Study for submittal to IDOT. The project is expected to cost in excess of \$5 million.

Skokie Boulevard @ Hibbard Road Intersection Improvements (Phase I), Wilmette, IL

As Design Engineer, Justin's tasks included the design of the roadway drainage system, roadway geometrics, and analyzing traffic data through the use of HCS software. Justin also authored both the Project Development Report and Location Drainage Study for submittal to IDOT.

West Aurora School District #129 Campus Improvements, Aurora, IL

As Design Engineer, Justin prepared engineering plans and specifications for over \$2 million in site improvements at six different schools within the City of Aurora. Project components included site geometrics, utility design (storm, sanitary and watermain) and stormwater detention. Justin also assisted in obtaining IEPA permits for the utility improvements as needed.

Nesler Road Bridge Replacement (Phase I), Elgin, IL

As Design Engineer, Justin utilized HEC-RAS software in order to hydraulically model and analyze Fitchie Creek for this Kane County DOT bridge replacement. Justin also assisted with the preparation of the Hydraulic Report for submittal to IDOT Bureau of Local Roads and Streets.

Pan American Bank Parking Lot Improvements, Melrose Park, IL

As Project Engineer, Justin designed and prepared engineering plans to improve the flow of traffic through this commercial site. Specific project tasks included MWRD coordination and the design of ADA detectable warning curb ramps.

Busse Woods Pedestrian Overpass (Phase I/Phase II), Elk Grove Village, IL

As Design Engineer, Justin assisted with obtaining all environmental clearances and permits associated with the construction of a new pedestrian overpass over IL Route 72 (Higgins Road). Other responsibilities included engineering plan preparation and cost estimating.

Gary Avenue Bike Path (Phase I), Carol Stream, IL

As Design Engineer, Justin was involved with geometric design, public involvement and outreach, and cost estimating. Other responsibilities included authoring the Project Development Report and coordinating with multiple involved entities such as the Village of Carol Stream, DuPage County Division of Transportation, and IDOT.

Fair Oaks Road Bike Path (Phase I), Carol Stream, IL

As Design Engineer, Justin was involved with geometric design, public involvement and outreach, and cost estimating. Other responsibilities included authoring the Project Development Report and coordinating with multiple involved entities such as the Village of Carol Stream, DuPage County Forest Preserve District, IDOT, and the Wayne Township Roadway District.

Other Projects

Rickert Drive LAFO (Phase II), Naperville, IL
Kuhn Road LAFO (Phase II), Carol Stream, IL
State Parkway LAFO (Phase II), Schaumburg, IL
St. Charles Road LAFO (Phase II), Elmhurst, IL



About Ryan

Ryan Sikes has 5 years of experience in civil engineering and is a Design Engineer at WBK. He has a strong background in transportation engineering with a focus on intersection geometry and modeling for local, county, Illinois Division of Transportation and Illinois Toll Highway Authority projects. Since joining WBK, Ryan has played a lead role on projects for KDOT, Kendall County, the Forest Preserves of DuPage and Kane Counties and the Cities of Geneva and Aurora.

Ryan Sikes, P.E.

DESIGN ENGINEER

Education

Bachelor of Science, Civil Engineering, University of Iowa, 2012

Professional Registrations & Certifications

Professional Engineer, Illinois, 062-068663, 2016

Illinois Department Of Transportation Training

Documentation of Contract Quantities

Professional Affiliations

ASCE Younger Members Group since 2013
ASCE Director of Social Media 2015-present

Previous Employment

GRAEF USA, Transportation Engineer
Strand Associates, Inc., Transportation Engineer

Related Project Experience

Bunker Road Extension - Keslinger Road to LaFox Road, Kane County Division of Transportation, IL

Ryan is Design Engineer on this project to provide preliminary and final design engineering services related to the extension of Bunker Road from its current limit at the LaFox Metra Station to LaFox Road, north of the LaFox Village District Center. Thus far, Ryan has developed a detour report and associated detour exhibits and, using HCS 2010, the roadway segment LOS's were calculated along detour route.

Rural Street over Indian Creek (Phase I), Aurora Township Road District

Design Engineer on this project to provide preliminary engineering (Phase I) to determine the rehabilitation or replacement of the structure carrying Rural Street over Indian Creek. Project scope includes: route & hydraulic survey, subsurface investigation, utility coordination, bridge condition report, hydrology/hydraulic analysis, environmental surveys, preliminary bridge design, and project development report. Ryan has developed a detour report and associated detour exhibits and, using HCS 2010, the roadway segment LOS's were developed along detour route.

Kautz Road/Route 38 Intersection Extension, Geneva, IL

Design Engineer for this Phase 1 study to evaluate the planning, design, and construction of the missing fourth leg on this IDOT newly constructed 3-legged intersection at Kautz Road and Route 38. The newly constructed 3-legged intersection includes a substantial grade separation with the Union Pacific railroad running under the intersection. Ryan is supporting the Project Engineer and has analyzed crash data and created crash diagrams for PDR, coordinated with JULIE to obtain existing utility information and developed Environmental Survey Limits.

McDowell Grove Forest Preserve Entrance Road Bridge Replacement and Trail Improvements, Forest Preserve District of DuPage County

Design Engineer on this project to design a new, 130ft span bridge over the West Branch of the DuPage River and 500' of multi-use path. Additionally, the existing entrance road will be realigned to allow for staged construction and profile adjustments. Ryan has performed the following: coordinated with J.U.L.I.E. to



obtain existing utility information, calculated and designed required compensatory storage, developed preliminary wetland impact exhibit, and developed preliminary plan set including: plan and profiles, proposed design, typical sections, grading plan, erosion and landscaping, and removal plans.

Aurora Transportation Center Regional Facility Enhancements, Aurora, IL

Ryan is providing design engineering support on this Phase I Engineering project for the construction of a new pedestrian bridge which will provide connectivity between the downtown parking facilities, entertainment complex and the Aurora Transportation Center (ATC). Additional improvements include expansion and renovation of parking, improvements to intersections on Broadway Street (IL Route 25), pedestrian safety enhancements, and expanded public transportation services. Thus far, Ryan has developed Illinois Transportation Enhancement Program (ITEP) application and associated exhibits for this project.

Orchard/Minkler/Collins Corridor Phase I Engineering, Kendall County, IL

Design Engineer for this project on this Phase I project to extended the existing Collins Road to the west terminating at the intersection of IL Rte 71. Ryan's responsibilities include analysis of crash data and creation of crash diagrams for PDR, use of CMAP projections to develop turning movement volumes at 3 proposed intersections, development of exhibits conveying existing traffic, interim traffic and design year traffic and coordination with J.U.L.I.E. to obtain existing utility information.

IL 38 Path Feasibility Study - St. Charles Park District, St. Charles, IL

Due to a privately owned proposed mixed-use development, the Park District requested a study to determine feasibility of the addition of a multi-use path that would connect the site to pedestrian facilities along nearby Peck Road, which would create a pedestrian corridor to the Park District owned James O. Breen Community Park. As Project Engineer, Ryan developed path alignment alternative exhibits and a memo with preferred path alignment for the client and identified primary challenges in both path alternatives.

Professional Engineering Services 2016 ITEP Applications, Forest Preserve District of Kane County

Forest Preserve District staff had prepared five Illinois Transportation Enhancement Program (ITEP) applications for various projects. As Project Engineer, Ryan reviewed the five applications and developed detailed cost estimates to be submitted as attachments to the applications.

Previous Project Experience

Tollway Intermittent Pavement Repairs, Bridge Assessment & Repairs, Parking Lot Rehabilitation, Ramp Rehabilitation, and Exit Numbering & Signage Assessment (I-90, I-88, I-294, I-94, I-355)

Ryan acted as Lead Roadway Engineer/Assistant Project Manager on this project. He designed rehabilitation, grading/erosion, pavement marking and staging plans for all toll plaza and maintenance yard parking lots within the contract based on ISTHA standards attended milestone submittal review meetings with tollway staff and project manager. He utilized ARCMAP 10 to create maps of all improvement locations, produced special provisions, estimates of cost and time, and plans for all submittals, developed suggested progress schedules utilizing microsoft project for all submittals, relied heavily upon by the project manager to produce plans in a timely manner.

CDOT Project B-2-704, ADA Ramp Improvements (North Area), Chicago, IL

As Project Engineer, Ryan evaluated 1500+ intersection corners for ada compliance, created a database of all corners including photo logs, categorized each ramp based on work required to be compliant, primary liaison with sub-consultants for all design aspects, worked closely with cdot pm to submit drawings and special provisions in a timely manner, produced quantities for entire project, utilized topographic survey to complete designs for category 3 ramps, and delegated specific tasks to younger staff.

IL 47 @ I-88 Interchange Study, Sugar Grove, IL Phase I Study

As Project Engineer, obtained J.U.L.I.E. design ticket and coordinated with utility companies for atlas maps created exhibits (project location map, strip maps, parcel data, existing row, etc) for public meetings, primary liaison with sub-consultants, coordinated with graef survey team to obtain pick-up survey, prepared purpose and need and logical termini documents for FHWA approval.

CTH E, Blue Mounds, WI

As Design Engineer, Ryan performed calculations all roadway quantities, layout and drafting of permanent signing and utilized Manual of Uniform Traffic Control Devices (MUTCD) manual to determine sign codes.



Vincent Di Prima, P.E., CPESC

CONSTRUCTION SERVICES MANAGER

Education

Bachelor of Science, Agricultural Engineering, University of Illinois

Professional Registrations & Certifications

Professional Engineer, Illinois 62-064196, 2012

Professional Erosion Control Specialist #4979

Designated Erosion Control Inspector, Lake County

Illinois Department Of Transportation Training

ICORS 2010 Training

IDOT Documentation, (Certificate # 14-0464) - 2014

IDOT Construction Material Inspection Documentation – 2010

About Vince

Vince has 10 years of experience in the field of civil engineering with a focus on construction oversight and municipal engineering. His responsibilities include construction observation and documentation, MFT program design and management, assisting with design and permitting of site development and municipal engineering plan reviews. Vince's experience includes hydraulic analysis of storm sewer, hydrologic analysis, and stormwater management permitting for Kane and DuPage Counties. Vince also has 7 years of experience in construction observation and soil erosion and sediment control inspections for the Village of West Dundee and the City of Elgin respectively.

Related Project Experience

Oakwood Park Subdivision Water Main, Elgin, IL

Served as the full-time Resident Engineer on this project to replace all of the water main throughout the Oakwood Park Subdivision. Construction consisted of installing approximately 2,500 LF of new 8 inch water main, transferring approximately 40 domestic water services to the new water main, abandonment of the existing 4 inch water main throughout the entire subdivision and 14 sanitary point repairs as well. Responsible for providing full-time construction oversight and inspection services including utility coordination, pay estimates, change orders, public notifications, and coordinating all scheduled work with the City of Elgin Water Department. Also provided oversight for all soil erosion and sediment control for the entire project.

Illini Bridge over Klein Creek, Carol Stream, IL

Acted as full-time Resident Engineer on this project to replace the two span Illini Road Bridge over Klein Creek. Construction consisted of replacing the two span bridge with two pre-cast box culverts with cast-in-place ends and new cast-in-place wing walls at end each of the new double box culvert. Responsible for providing full-time construction observation and inspection services including utility work coordination, pay estimates, change orders, soil erosion and sediment control inspections, resident coordination and project closeout. Also responsible for all soil erosion and sediment control inspections on a weekly basis and all communication with KDSWCD. WBK also provided Phase I and II services on this project.

2012 North East Sewer Separation, City of Aurora, IL

Served as the Project engineer for a combined sewer separation project within the downtown area in the City of Aurora. The sewer separation project consisted of expanding existing storm sewer networks within the combined sewer basin tributary to CSO No. 22 (Superior Street) and CSO No. 8 (East Benton) on behalf of the City of Aurora to reduce its CSO operation. Responsibilities included hydrology analysis of the drainage area, storm sewer design and hydraulic analysis of the new storm sewer system. Provided the City of Aurora with final engineering plans for the proposed improvements that included seven different storm sewer systems and over 10,000 feet of new pipe.

Charles-Harrison Sewer Separation, City of Aurora, IL

Served as the primary design engineer for a combined sewer separation project along New York, Charles and Harrison Streets within the City of Aurora. The sewer separation project consisted of expanding existing storm sewer networks within



the combined sewer basin tributary to CSO No. 1 (Rathbone Avenue) on behalf of the City of Aurora to reduce its CSO operation. Responsibilities included hydrology analysis of the drainage area, storm sewer design and hydraulic analysis of the new storm sewer system. Provided the City of Aurora with final engineering plans for the proposed improvements that included 4 new storm sewer systems, water main adjustments and all necessary improvements to allow the existing combined sewer to function solely as a sanitary sewer system. The project included the installation of approximately 3,500 linear feet of new RCP storm sewer ranging in size from 12 to 30 inch in diameter.

2014/2015 Neighborhood Resurfacing Program – Southwest, City of Elgin, IL

Served as Design and Resident Engineer on both annual programs. Design engineering included providing field analysis of multiple residential subdivisions, preparing contract documents and specification for bid and overseeing the bidding process. Served as the Resident Engineer, providing construction management oversight on streets in the Woodbridge South Subdivision, Mulberry Grove Subdivision, Heartland Subdivision and the restoration of a central business district parking lot that required completion in conjunction with the City of Elgin's Promenade project. These programs included the construction oversight and documentation of skip patch curb and sidewalk repairs, minor underground utility repairs and adjustments, ADA compliance for sidewalk corners, full depth pavement removal, basic resurfacing and landscape restoration. The Resident Engineer also managed all communications and outreach with the impacted residents throughout the course of the project.

2010 – 2015 Elgin Motor Fuel Tax Program (MFT), City of Elgin, IL

The City of Elgin MFT program consists of preparing contract documents and specifications for bid and observation and documentation during the construction process. The project also includes the evaluation of the existing conditions of various aspects to help with the selection of work for each contract. The MFT program includes numerous contracts for intermittent resurfacing, traffic signal painting, pavement markings and asphalt materials. The 2010 program completed the grind and overlay of Bluff City Boulevard. The 2011 and 2012 resurfacing programs were significantly larger and completed the grind and overlay of 17 and 28 streets respectively throughout the City of Elgin. The 2012 City-wide pavement marking program also included the creation of a test location along Villa Street to allow the City to determine the best product to utilize on resurfaced roadways. In addition, the 2012 program also included the reconfiguring of striping on Villa Street from a 4-lane roadway to a 3-lane roadway with a bi-directional turn lane in the middle. The 2013 program included the City-wide pavement marking program, the resurfacing of 16 streets throughout the City of Elgin, micro-surfacing of 4 streets with rural cross-sections and a sidewalk repair program. The 2013 resurfacing program included the second portion of resurfacing on Villa Street, and also incorporated the reconfiguration of the striping from a 4-lane roadway to a 3-lane roadway.

2014/2015 McLean Boulevard Resurfacing, City of Elgin, IL

Assisted with design engineering, including field evaluation and documentation of necessary repairs, updating and modifying specifications and completing an overall review of contract documents and quantities scheduled for bid. Served as Resident Engineer, providing construction management, oversight and documentation on this project for the resurfacing of McLean Boulevard. Due to weather and timing constraints this project was completed in multiple phases. Phase I (Meyer Street to Highland Avenue) was completed in the fall of 2014 and Phase II (Highland Avenue to Big Timber Road) completed in 2015. This program includes construction oversight of curb and sidewalk repairs, underground utility adjustments, ADA compliance, detector loop replacement, traffic signal coordination, pavement patching, basic resurfacing and landscape restoration. The Resident Engineer also managed all communications with impacted residents and coordination with the US Route 20 & McLean Boulevard construction project.

Five-Year Pavement Management Program, Village of South Elgin, IL

The project involved assessing the existing pavement condition on all Village streets to help identify and prioritize necessary pavement preservation projects over a five year horizon. All roadway segments throughout the entire Village were rated using a visual Pavement Surface Evaluation and Rating system known as PASER. In addition the drainage conditions of all roadway segments were visually rated as well. These ratings and priorities were then tabulated in a custom excel spreadsheet to help establish each individual program year based on available funding levels. Once completed, each annual program was manually selected to create a logical construction program with a focus towards a neighborhood approach.

Ash/McKinley Storm Sewer, City of St. Charles, IL

The project included the hydraulic analysis of an existing storm sewer that is undersized in downtown St. Charles. The entire storm sewer network was analyzed in PCSWMM to help indicate and identify the locations of flooding in neighborhood. The system was evaluated further to provide feasible alternatives that could be implemented to help alleviate the localized flooding.

Similar Project Experience

RICHARDS AND STEVENS STREET RECONSTRUCTION

City of Geneva, Illinois
Request for Proposal (RFP)

Projects Matrix

Summary of Recent Applicable WBK Projects	Local Road Rehabilitation	Sanitary Sewer Design	Water Main Design	Drainage Study / Evaluation	Public Outreach / Coordination	Survey	Permit Coordination
Oakwood Park Water Main Replacement ELGIN, IL							
Oakwood Park Roadway Rehabilitation ELGIN, IL							
I-90 Water Main Replaement SCHAUMBURG, IL							
Neighborhood Street Rehabilitation ELGIN, IL							
Aurora NE Sewer Separation AURORA, IL							
Indian Trail Reconstruction AURORA, IL							
Spartan Drive ELGIN, IL							
Sheffer Road over Indian Creek AURORA, IL							
Bethany Road & Bridge Improvements DEKALB, IL							
Illini Drive CAROL STREAM, IL							
Aurora Raingarden Program AURORA, IL							



Oakwood Park Subdivision Water Main Replacement

ELGIN, IL

The Oakwood Park Subdivision is a neighborhood originally platted in the late 1800's. The water main serving the neighborhood and adjacent subdivisions suffered from recurring main breaks and service interruptions. Additionally, parallel and abandoned mains caused concern with operations when breaks occurred. Replacement of water mains was the primary driver to consider significant pavement rehabilitation throughout the subdivision as well as sanitary sewer point repairs.

WBK provided Phase II design services for comprehensive replacement of the water main within the entire subdivision. Elements of work included residential water service replacement and replacement of fire hydrants. Keeping water service to the residents while the water main was being constructed was a key design constraint. Additionally, we coordinated the comprehensive replacement of gas main by NICOR as part of the project. Sanitary sewer point repair were included with the water main replacement contract to take advantage of a utility contractor working in the subdivision.

WBK also provided construction oversight on this project to replace all of the water main throughout the Oakwood Park Subdivision. Construction consisted of installing approximately 2,500 LF of new 8 inch water main, transferring approximately 40 domestic water services to the new water main, abandonment of the existing 4 inch water main throughout the entire subdivision and 14 sanitary point repairs as well. Full-time construction oversight and inspection services included utility coordination, pay estimates, change orders, public notifications, and coordinating all scheduled work with the City of Elgin Water Department. All water main work was completed in 2015.

WBK provided the following services:

- Topographic, Utility & ROW Establishment Survey
- Televising Sanitary Sewer
- Geotechnical Investigation
- Identify Sanitary Point Repairs
- Public Open House Coordination and Facilitation
- Development of Water Main Improvement Plans
- Development of Water Main Improvement Specifications
- Development of Water Main Improvement Estimate for 2015
- 2015 Water Main Improvements Construction Observation

Quick Facts

Time Period:
2015-2016

Client:
Joseph Evers, P.E.
City Engineer
1900 Holmes Road
Elgin, IL 60123
847.931.5958

Eric Weiss
Senior Engineer - Utilities
City of Elgin
Elgin, IL 60123
847.931.6159

WBK Team:
Greg Chismark, P.E.
Doug Breunlin, P.E.
Vince Di Prima, P.E., CPESC

WBK 
engineering

Part of the Mno-Bmadsen Family 



Oakwood Park Subdivision Street Rehabilitation

ELGIN, IL

The Oakwood Park Subdivision is a neighborhood originally platted in the late 1800's. The roadways consist of a rural section with no sidewalk except for a limited section along Bode Road, and generally poor drainage conditions. The roadways are in very poor condition and range from very steep to very flat in grade. Many mature trees exist within the subdivision, some near the roadway. The subdivision is served with City sanitary sewer and water main.

Water main improvements were complete in 2015 and the City looked to develop an Interim Roadway Improvement plan while an SSA was explored for future curb and gutter and comprehensive storm sewer / drainage improvements. The Interim Roadway Improvement plan was complicated by the limited existing pavement section and very poor soil conditions. WBK worked with City staff to develop a rehabilitation strategy that would serve the neighborhood for decades but remain within original budget constraints. Some limited profile changes were made to improve safety and residential driveway access and still preserve existing mature trees.

WBK completed Phase II services including plans specifications and estimate in 2015 and oversaw all construction in 2016. Full-time construction oversight and inspection services included storm sewer improvements, pay estimates, change orders, public notifications, and coordinating all scheduled work with the City of Elgin. WBK also provided oversight for all soil erosion and sediment control for the entire project.

WBK provided the following services:

- Topographic, Utility & ROW Establishment Survey
- Televising Sanitary Sewer
- Structural Inspection of Bode Road Culvert
- Geotechnical Investigation
- Develop Roadway Cross-section
- Design Storm Sewer/Drainage Improvement
- Development of Water Main Improvement Plans, Specifications & Estimate for 2015
- Identify Sanitary Point Repairs
- Public Open House Coordination and Facilitation
- Development of Interim Improvement Plans, Specifications & Estimate for 2016
- Development of Ultimate Improvement Plans, Specifications & Estimate for Future Construction
- 2015 Water Main Improvements Construction Observation
- 2016 Interim Improvements Construction Observation

Quick Facts

Time Period:
2015-2016

Client:
Joseph Evers, P.E.
City Engineer
1900 Holmes Road
Elgin, IL 60123
847.931.5958

Eric Weiss
Senior Engineer - Utilities
City of Elgin
Elgin, IL 60123
847.931.6159

WBK Team:
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Vince Di Prima, P.E., CPESC

WBK 
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I-90 Tollway Water Main Relocation - Motorola Campus

SCHAUMBURG, IL

In 2014, the Village of Schaumburg engaged WBK Engineering, LLC (WBK) to provide design and construction observation on a project to replace an existing public water main adjacent to I-90, eliminating two crossings of I-90. The replacement water main is approximately 4,000 lineal feet and is routed through the Motorola Campus. The goal of the project was to continue to replace and relocate the Village water main while providing reliable service to the Motorola campus as well as industrial land uses along Hammond Drive.

The project allows better access for future maintenance of the water main and creates a more logical system configuration. The project also includes a crossing of Meacham Road at Drummer Drive and coordination of a private (Motorola) force main and suppression system on the campus. WBK was responsible for services relating to Phase II design of water main and preparation of construction documents suitable for public bid.

One challenge of the project was the need to cross an MWRD overflow flood route that also included a wetland and endangered species habitat. WBK coordinated plans and work procedures with MWRD, USACE and IDNR to get the water main constructed on schedule to keep pace with the I-90 project and water main abandonment.

WBK Engineering, LLC (WBK) provided the following services:

- Coordination and Data Collection
- Topographic Survey
- Geotechnical Coordination
- Preliminary and Final Water Main Construction Plans
- Quantity Calculations, Specifications and Special Provisions & Cost Estimates
- Easement Plat
- Permit Coordination including USACE, MWRD and IEPA
- Bid Assistance

Quick Facts

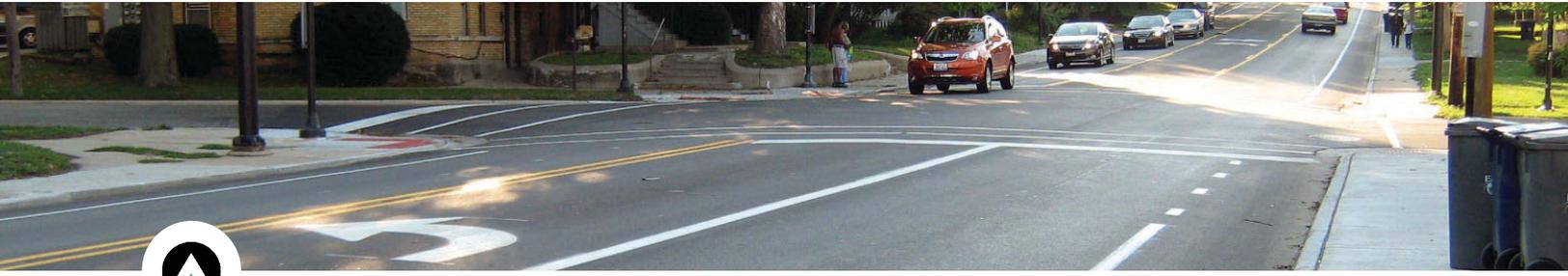
Time Period:
2014-2015

Client:
Scott Kasper
Village of Schaumburg
Engineering & Public Works
Department
714 South Plum Grove Road
Schaumburg, IL 60193
847.895.7100

Funding:
Local

WBK Team:
Greg Chismark, P.E.
John Witte, P.E., CFM
Natalie Paver, PWS
Tony Treadway
Emily Miller, GISP





Neighborhood Street Rehabilitation 2010-2015

ELGIN, IL

The City of Elgin has retained WBK to serve as the Design and Construction Engineer for its Neighborhood Resurfacing Program. Throughout the design and construction process WBK acted as the City's representative and was responsible for the implementation of City policies, program administration, coordination and monitoring of consultants and contractors.

This provided the City with an overall management approach to help control and direct the completion of the bidding and planning documents in accordance with the City's objectives of cost, time, and quality.

The WBK project team worked closely with the City staff to help develop a neighborhood resurfacing program. During design WBK was responsible for providing the City with an estimate of cost to construct, preparation of bid documents, and assisting with the bid process and coordinating the contract documents with the selected contractor. During construction WBK was responsible for the oversight of all work performed by the contractor, providing daily updates to City staff on the project status, making all field determinations, documenting all work completed, and reviewing and approving change orders and pay estimates. During the course of design and construction the WBK project team reported to the City Engineer and coordinated with other City entities such as the Legal Department, City Clerk, Purchasing Director, Water Department, Street Superintendent and Public Works and also represented the City on this project in regards to any Federal, State or County issues as well.

WBK provided the following services:

- Preliminary Design
- Preparation of Bid Package Documents & estimate of construction cost
- Field reconnaissance and measurements require for the proposed improvements
- Administering the bid opening & preconstruction meetings
- Construction observation & documentation services
- Reviewing & approving contractor pay requests & change orders and estimate of cost

Quick Facts

Time Period:
2014-2015

Client:

Joseph Evers, P.E.
City Engineer
City of Elgin
Elgin, IL
847.931.6098

James Beverly
Engineering Inspector
City of Elgin
Elgin, IL
847.931.6098

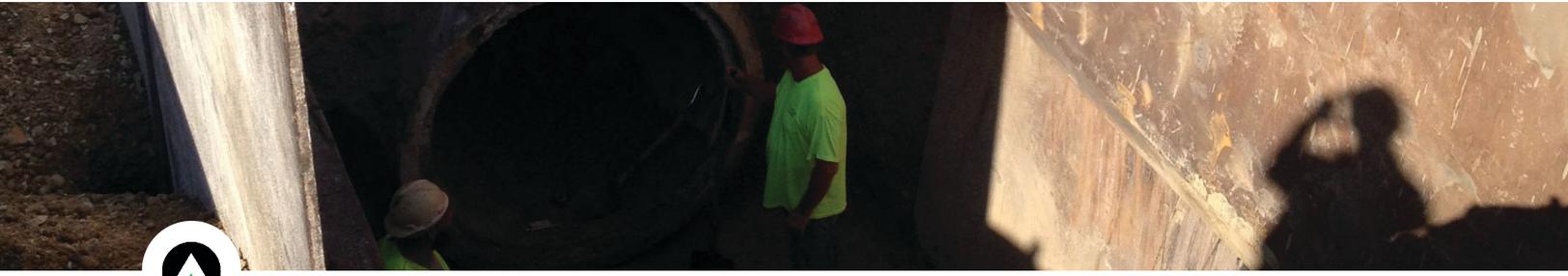
Funding:
Local

WBK Team:

Greg Chismark, P.E.
Vince Di Prima, P.E., CPESC
Brett Baseley

WBK 
engineering

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Aurora North East Sewer Separation

AURORA, IL

The City of Aurora completed preliminary engineering plans for installing separate storm sewers within the combined sewer system tributary to Aurora's Downtown area. In 2010, the City submitted a Combined Sewer Overflow (CSO) Long Term Control Plan (LTCP) to the IEPA and USEPA in accordance with the City's CSO NPDES Permit. Sewer separation is a component of the City's LTCP as green infrastructure for the removal of inflow into the combined sewer system.

The North East Sewer Separation Project, which consists of expanding existing storm sewer networks in the combined sewer basin tributary to CSO No. 22 (Superior St.) and CSO No. 8 (East Benton), was one such project that the City identified towards reducing its CSO operation. WBK Engineering, LLC (WBK) provided the City with final design/construction plans for the proposed improvements in May of 2012.

The City of Aurora bid this project in the spring of 2013 and began construction in July of 2013. Infrastructure improvements included the installation of seven different storm sewer systems, the adjustment of water main to accommodate the new storm sewer, sanitary point repairs and all necessary improvements to make the existing combined sewer function as a sanitary sewer system. This project included the installation of over 10,000 linear feet of new RCP storm sewer ranging in size from 12 to 48-inch in diameter.

WBK Engineering, LLC (WBK) provided the following services:

- Topographic field survey of existing conditions
- Hydrologic and Hydraulic design analyses
- Geotechnical investigation coordination
- Existing utility coordination
- CSO system separation final design, construction plans, quantities, and final hydrologic/hydraulic design report
- Construction survey layout
- Phase III construction services

Quick Facts

Time Period:
2012-2014

Clients:

Jason Bauer, Utility Construction
Coordination
City of Aurora
44 E. Downer Place
Aurora, IL 60507
630.264.4636

Funding:

Local Funding

WBK Team:

Greg Chismark, PE
Scott Randall, PE, CFM
Vince Di Prima, PE, CPESC
Brett Baseley

Design Cost:
\$94,000

Project Construction Cost:
\$2,855,935

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Indian Trail Road Reconstruction & Widening, Phases I, II & III

AURORA, IL

Indian Trail Road, FAU Route 1503, is located in the City of Aurora, with the limits of the project extending from Church Road on the west to Farnsworth Avenue on the east, a length of approximately one mile with an average daily traffic count (ADT) of 26,000. The existing facility was a 4-lane rural bituminous concrete surface pavement, with aggregate shoulders and ditches, without medians located in a predominantly residential area.

The roadway was widened to a 5-lane urban section with HMA surface and base courses, curb and gutter, raised median, traffic signals, street lighting, multi-use path, thermoplastic pavement markings, landscaping with an emphasis on the median landscaping. The project was funded with local funds and federal assistance using STP and HPP funding. This funding required compliance with IDOT standards and procedures. The total project cost is estimated at \$5,500,000.

Phase I Engineering Activities:

- Intersection Design Studies (four intersections)
- Alignment Studies
- Preliminary Water Main Design
- Location Drainage Study
- Environmental Studies with 4(f) Involvement
- Right-of-way Evaluation and Impacts (Involving 54 parcels)
- Public Involvement and Meetings

Phase II Engineering Activities:

- Right-of-Way Appraisals, Negotiations, & Acquisition (Civiltech & Santacruz)
- Water Main and Storm Sewer System Design
- Traffic Signal Design and Interconnect (permanent and temporary)
- Staged Construction to maintain through traffic
- Major Utility Coordination (AT&T Fiber Optics)
- Final Plans, Specifications, Construction Cost Estimates and Contact time

Phase III Construction Activities:

- Administering the pre-construction meetings
- Coordinating advanced utility work with City Departments
- Coordinating utility relocations
- Coordinating public notices
- Reviewing and approving pay estimates
- Reviewing and approving Change Orders in accordance with IDOT procedures
- Full time Construction Observation
- Assisting with interpretation of construction contract documents
- Project close out in accordance with IDOT procedures

Quick Facts

Time Period:

Phase I: 2008
Phase II: 2009
Phase III: 2010

Client:

Daryl Devick
Assistant Director
of Public Works
City of Aurora
44 East Downer Place
Aurora, IL 60507
630.844.3621

WBK Team:

P.J. Fitzpatrick, P.E.
S. Brent Pottorff
Greg Chismark, P.E.



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Spartan Drive Rehabilitation

ELGIN, IL

WBK completed the Phase II and Phase III Engineering services for the improvement of Spartan Drive between Renner Drive and McLean Blvd. Spartan Drive is the primary east-west access to Elgin Community College. The existing roadway is a curved and super elevated existing 3-lane concrete roadway in severe distress with inadequate drainage and poor subgrade conditions.

In the Phase II planning stage, the major challenges were to provide a new and economical roadway and provide realignment of 2nd Street to coincide with Elgin Community College parking lot improvement adjacent to this project. Due to the poor subgrade soils it was decided to rubblize the existing concrete pavement in place to provide an economical but solid foundation to accommodate a full depth Hot Mix Asphalt surface. A landscaped bio-swale median was added to replace the unused third lane. The landscaped bio-swale median will treat roadway drainage in an environmentally friendly manner as the waters drain to natural roadside wetlands while providing an esthetic parkway, which includes ornamental street lighting and bike path, that all blends with the college campus adjacent to the roadway. The project required realignment of 2nd Street to provide a new access to Elgin Community College and their new parking facilities. The Phase II included preparing final plans, specifications and assisting with the bid process. The project was bid in June of 2009.

In a cooperative effort between the City of Elgin, the contractor, Elgin Community College and WBK, the City issued notice to proceed in November 2009 with the commitment that the major roadway elements would be complete and the roadway reopened in December of 2009. This goal and budget was achieved. The remaining elements of the project which include final landscaping, striping and street lighting were completed in 2010.

Major elements of the construction included:

- Storm Sewer Installation & Repair
- Rubblized Concrete Pavement
- Full Depth Hot Mix Asphalt Pavement
- Landscaped Bio-Swale Median
- Irrigation System
- Bike Path
- Ornamental Street Lighting

Quick Facts

Time Period:

Phase II: 2008 - 2009

Phase III: 2009 - 2010

Clients:

Joseph Evers, P.E.
City Engineer
City of Elgin
1900 Holmes Road
Elgin, IL 60123
847.931.5958

Funding:

\$1.8 Million

WBK Team:

Brent Pottorff
Andrew Haglund



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Sheffer Road over Indian Creek Bridge Replacement

KANE COUNTY, IL

WBK was selected by the City of Aurora to provide Phase I and Phase II engineering services for the replacement of the Sheffer Road bridge over Indian Creek. The project was completed using federal Highway Bridge Program (HBP) funds and will be coordinated through the Illinois Department of Transportation (IDOT) and the Federal Highway Administration (FHWA).

The project consists of replacing and widening the existing structure (built in 1933), a reinforced concrete slab bridge, 32 feet in length. The new structure will be 17" PCC deck beams, 43'2" in length, and 37' wide, face to face of parapet.

WBK performed the following Phase I activities for this project:

- Route & Hydraulic Surveys
- Stream Hydraulic Analysis and Report
- Wetland and Environmental Surveys and Reporting
- Bridging Inspection and Condition Report
- Preliminary Bridge Design and Hydraulic Report
- Project Development Report
- Plats and Legal Descriptions

Phase II services included:

- Plans, Specifications & Estimates
- Water main Design & Coordination
- Right-of-Way Documents
- Permitting

Phase II was completed in 2015. The project was constructed in 2016.

Quick Facts

Time Period:

Phase I: 2014

Phase II: 2015

Client:

Chris Lirot
City of Aurora
44 E. Downer Place
Aurora, IL 60505
(630) 844-3620

Funding:

Federal Highway Bridge
Program (HBP)

WBK Team:

P.J. Fitzpatrick, P.E.
S. Brent Pottorff
John Witte, P.E.,CFM
Natalie Paver, PWS





Bethany Road and Bridge Improvements

DEKALB, IL

Bethany Road, an arterial street in the City of DeKalb, had become congested and was exhibiting deteriorating pavement and poor drainage conditions. In response, the City of DeKalb proceeded with the improvement of Bethany Road and the bridge crossing the Kishwaukee River using federal transportation and local funds.

WBK Engineering, LLC (WBK) completed the Phase I engineering services for improvements to 5600' of Bethany Road from North First Street on the west to IL Route 23 on the east and also completed Phase II engineering for the first stage of construction from the intersection of Meadow Trail West to the former Kishwaukee Community Hospital entrance, a distance of approximately 2660 feet.

WBK also completed Phase II design engineering services for the removal and replacement of the Bethany Road bridge over the South Branch of the Kishwaukee River and Phase III construction engineering services for the bridge replacement.

The project generally consisted of widening the existing two-lane pavement to four lanes with left turn lanes on two intersecting streets, resurfacing, adding curb and gutter, new storm sewers and new traffic signals at the Commerce Drive and Greenwood Acres Drive intersection. Also, because the DeKalb Sycamore Area Transportation Study identified Bethany Road as a bike corridor, an 8' wide bike path was constructed on the South side along the entire length of the project.

The removal and replacement of the Bethany Road bridge over the South Branch of the Kishwaukee River generally consists of bridge removal, new bridge construction, pier and abutment construction, approach slab, pavement removal and construction, embankment, shoulders, guardrail installation, stage construction, temporary signals, landscaping and other incidental work.

Quick Facts

Time Period:
2006-2012

Client:
Joel Maurer, P.E. (retired)
Assistant Director of
Public Works
City of DeKalb
223 South 4th Street, Ste. A
DeKalb, IL 60115-3391

Funding:
\$1.8 Million

WBK Team:
Doug Breunlin, P.E.
S. Brent Pottorff
David Smoot, S.E.

WBK 
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Illini Drive Road and Bridge Replacement

CAROL STREAM, IL

The existing Illini Drive Bridge is a two span 20.8 foot long pre-stressed concrete slab bridge over Klein Creek constructed in 1974. In 1993, the Village built a reinforced concrete slab over the old deck beams to help distribute the load on the existing structure. During a routine bridge inspection conducted in 2011 it was observed that some of the deck beams were cracked and deteriorated with exposed reinforcement.

The Village's objective was to correct deficiencies and replace the entire bridge with a structurally and hydraulically adequate bridge or culvert. The new structure was designed to accommodate the existing roadway cross section which includes a 25 foot wide road (28' - 2" back of curb to back of curb), sidewalk and handrail with an overall deck width of 66 feet.

WBK completed the Phase I, II and III engineering for the replacement of the bridge, including:

- Hydraulic Analysis and Report
- Bridge Inspection and Bridge Condition Report
- Project Development Report
- Environmental Survey
- Bridge Type, Size and Location Drawings
- Plans, Specifications, and Estimates
- Project Permitting
- Construction Oversight and Management

Quick Facts

Time Period:

Phase I: Complete 2013
Phase II: Complete 2014
Phase III: Complete 2014

Client:

William Cleveland, P.E.
Assistant Village Engineer
Village of Carol Stream
500 N. Gary Avenue
Carol Stream, IL 60188
(630) 868-2260

Funding:

Local - Capital Project Fund (CPF)

WBK Team:

P.J. Fitzpatrick, P.E.
John Mueller, E.I.
S. Brent Pottorff
Natalie Paver, PWS
Vince Di Prima, P.E., CPESC
Russell Harmon





Aurora Raingarden Program

AURORA, IL

The City of Aurora (City) planned to construct traffic calming bumpouts with bioinfiltration basins (rain gardens) related to the Green Infrastructure Improvements for the City's Combined Sewer Overflow Control project. The project included plantings, engineered soil, curb and gutter, asphalt and porous pavement placement, sidewalk, storm sewer and other appurtenances.

Seventeen intersections were improved encompassing an area generally bounded by Galena Boulevard to the north, South 5th Street to the east, Euclid Avenue to the south, and Lincoln Avenue to the west.

WBK staff worked as an extension of City staff to provide construction engineering services for the planned improvements. Services provided by WBK include:

- Field inspection including daily field observation and documentation of work and quantities
- Contractor coordination
- Review and submittal of contractor pay estimates and change orders
- Engineered topsoil evaluation
- Meetings including pre-construction meeting, weekly construction meetings, special utility meetings and preparation of meeting notes
- Final closeout and processing to assist the City

Quick Facts

Time Period:
2013-2014

Client:
Eric Schoeny
Drainage & Underground
Coordinator
44 E. Downer Place Aurora, IL
60507
630.256.3227

Funding:
Local

WBK Team:
Greg Chismark, P.E.
Scott Randall, P.E., CFM
Patrick Kelsey, CPSS/SC
Vince Di Prima, P.E., CPESC
Andy Haglund



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Scope of Services / Cost Proposal

RICHARDS AND STEVENS STREET RECONSTRUCTION

City of Geneva, Illinois
Request for Proposal (RFP)

**Phase II Engineering Roadway and Utility Improvements for
Richards Street and Stevens Street
City of Geneva
Kane County, Illinois**

EXHIBIT C - SCOPE OF SERVICES

The City of Geneva has initiated a project requiring professional engineering services by WBK Engineering LLC for the Phase II Engineering for roadway and utility rehabilitation and improvement on Richards Street from State Street to Union Street and on Stevens Street from Richards Street to 6th / Edison Streets in the City of Geneva, Kane County, Illinois.

UNDERSTANDING OF PROJECT

- A. WBK Engineering LLC (WBK) has prepared this Scope of Work for Phase II Engineering Services based on our knowledge of the project from limited field visits and the RFP from the City of Geneva entitled "Richards and Stevens Street Reconstructions".
- B. The Phase II design is anticipated to begin February 21, 2017 and be completed for City review by mid-April 2017 and to be available for bidding at the end of April with construction anticipated to begin by June 2017.
- D. Proposed Utilities and Roadway Improvements. Richards Street between IL 38 Street and Union Street, will have all existing pavement removed and replaced with full depth HMA pavement and curb and gutter removed and replaced as determined by the City / consultant. Sanitary sewers within the ROW will be inspected by the City and point repairs identified. Water main will be replaced on Stevens Street only to provide a minimum 8 inch diameter main. Storm sewer will generally be replaced with improvements to inlet location and grate type.

The roadway geometrics and cross section elements (horizontal and vertical) are not anticipated to be revised. Sidewalks will remain in the same general location as existing conditions. All walks and curb ramps will comply with ADA PROWAG requirements.
- E. Pre-final PS&E submittal will be half size prints of plans and will be submitted to the City and utility companies on 11x17 size plan sheets. Final PS&E submittal will also be made on 11x17-size paper except one full size (22x34) paper bond plan sheets. A more detailed breakdown of the document submittals can be found in Task 4 of this Scope of Services.
- F. This project anticipates coordination with the following stakeholders, agencies and utilities:
 - a. City of Geneva
 - b. Illinois Environmental Protection Agency
 - c. AT&T, Comcast, NICOR, Com Ed
 - d. Property Owners & Business Owners
- G. Review of documents will include the following:
 - a. Geotechnical Report
 - b. City GIS Data
 - c. Existing City Utility Atlases

SCOPE OF SERVICES

1. Early Coordination and Data Collection

- 1.1 Document review as identified in the “Understanding of Project”, Item G.
- 1.2 A site visit will be performed by the design team / design engineer to identify project constraints and opportunities. A photo record of existing conditions will be prepared of the project. Pictures will be taken with a digital camera. Pictures will be saved in electronic files. It is assumed that 50-75 pictures will be taken and stored in the project file for future reference. The pictures will also be used as a record of visible utilities and will also be utilized for resident coordination as necessary.
- 1.3 Contact JULIE prior to field survey to obtain field marked locations of utilities. Also send introductory letters to all utilities to request utility maps and to inform them of the project so they may upgrade or provide maintenance of their facilities prior to construction. WBK will also seek non-JULIE utilities such as traffic signal interconnect cable or fiber optic.

2. Survey

We will utilize a one or two man survey crew with GPS and Robotic survey equipment to collect all physical features and ground elevations within the determined project boundary area. The project area, as a minimum, is anticipated to be Richards Street from IL 38 to Union Street (approximately 2,600 lf) and Stevens Street from Richards Street to Edson Street (approx. 770 lf). The exact limits of the project area will be based on discussion with the City of Geneva at the kick-off meeting.

2.1.a Horizontal and Vertical Control.

- Horizontal control will be based on Kane County Geodetic Monuments referenced to NAD 83 or other benchmarks provided by the City.
- Vertical control will be based on Kane County Bench Marks and orthometric elevations derived from GPS observations, based on NAVD 88 datum or other benchmarks provided by the City.
- Tie-points for all benchmarks and control points will be established.

2.1.b. Roadway Topographic Survey. The topographic survey will consist of a survey of the roadway corridor and site within the public R.O.W. Prior to any survey activities WBK will coordinate with the City to provide notification to each property owner advising them of our specific survey activities. If Topographic surveys outside the right-of-way are required to approximate drainage patterns or other physical features, GIS maps, existing plans and aerial photography will be used to provide this information.

The survey includes, but not limited to:

- The topographic survey will include a survey of intersecting roadways and drainage features within the project limits. This survey will include benchmarks with references, visible utilities, landscaping elements including significant trees 6” in diameter or greater, fences, drainage pipes and structures, and all visible and JULIE marked utilities.
- A cross section grid will be taken at 50-foot intervals across the defined project limits within the ROW.
- The survey project limits are approximated to provide survey base information for the roadway improvements.
- A base drawing will be created using the field survey data collected. The drawing will include all physical features within the project limits.

- A contour model will be developed for the survey points that will also be included in the base file. The contour model will be used in the development of the roadway typical section(s), plan and profile and working cross sections.
- WBK will perform a plan-in-hand field check to determine if any additional field survey is required to accurately depict the physical features of the project.
- Geotechnical soil boring locations with elevations will be located and surveyed by WBK.
- B-box locations marked by the City prior to field data collection will be identified on the base plan.

3. Preliminary Design and Utility Evaluation

- 3.1 Sanitary Sewer Evaluation. All sanitary sewer pipe within the project limits will be inspected through a remote video camera by the City. All pipe and joint defects will be identified by the City including location, type and severity. Additionally, all sewer service locations will be identified. In addition to visual inspections we will consult with City staff on known sewer backups. The City will determine point repair scope for each pipe segment based on infiltration and structural defects identified. Replacement of sewer services will also be considered as a rehabilitation strategy for the project.
- 3.2 Water Main Evaluation: WBK will review water main break history and discuss operational concerns with City staff. We will also identify house service locations and sizes and replace services in accordance with City policy. Valve replacement and or the additional of valves on Richards Street will also be discussed. The water main on Stevens Street will be replaced and it is assumed the water main on Richards Street will remain.
- 3.3 Storm Sewer Evaluation: We will review two foot contours and City storm sewer atlases to understand general drainage patterns and tributary areas. We will also discuss known drainage concerns with staff. No significant drainage issues are known at this time.

WBK will recommend inlet type and grate type relative to clogging and to mitigate leaf and debris clogging. Limited storm sewer within the limits of the roadway is anticipated to be replaced as necessary to relocate inlets. The storm sewer will be designed to utilize the capacity of downstream segments or the 10 year design event as appropriate. Roadway sag underdrains will be considered as part of the drainage system design.

- 3.4 Preliminary Utility Layout: Based on utility evaluations as well as surveyed locations of other utilities within the ROW we will draft a preliminary horizontal layout of the proposed water main on Stevens Street. We will identify vertical conflicts between utilities and resolve through vertical or horizontal adjustments. We will also determine a logical phasing of the project to minimize access disruptions between Edson and Richards Streets as well as utility service interruptions for all adjacent users.
- 3.5 Roadway Design: WBK will evaluate the existing curb profile to determine if existing slopes are adequate for curb to remain. Minor profile changes may be able to improve drainage. We will perform pavement design calculations based on anticipated traffic and service life for the pavement, the geotechnical report and discussions with City staff. Rehabilitation strategies will also consider best practices to efficiently extend roadway service life based on our experience.

4. Roadway and Utility Improvements

The plans will be developed and submitted to the City as two (2) separate submittals. The first submittal will be the Pre-final submittal and for this project, scope will be considered ninety-five percent (95%) complete. The second submittal will be the final submittal and for this project scope will be considered one hundred

percent (100%) complete. This final submittal will include final quantity calculations, cost estimate, and special provisions.

- 4.1 The roadway limits of construction are from Richards Street from IL 38 to Union Street (approximately 2,600 lf) and Stevens Street from Richards Street to Edson Street (approx.. 770 lf).

The roadway plans are working drawings that show the location, configuration and dimensions of the prescribed work that includes: layouts, profiles, structures and other necessary details. These plans include final coordination with the City Electric Department to locate and size electric conduit to be constructed with the project. The civil plans will be prepared under the supervision of a Senior Project Manager. The civil plan set will consist of the following drawings:

○ Title Sheet	1 Sheet
○ Index of Sheets, IDOT Standards and General Notes	1 Sheet
○ Summary of Quantities	1 Sheets
○ Existing & Proposed Typical Sections	1 Sheets
○ Alignment, Ties and Benchmarks	1 Sheet
○ Existing Conditions and Removals	4 Sheets
○ Plan & Profile	4 Sheets
○ Erosion and Sediment Control Plan	2 Sheets
○ Construction Details including SWPPP	4 Sheets

- 4.2 The work under this task will include developing grading and sidewalk ramps for compliance with ADA PROWAG.
- 4.3 Drainage evaluation of intersection conditions and inlet location and spacing will be performed in compliance with the Kane County stormwater ordinance and generally accepted engineering practices. WBK will review drainage data from Task 3 inclusion into the design plans. Drainage calculation will be prepared as necessary for City review and the project record.
- 4.4 The work under this task includes time associated with preparing plot files, coordination of printing and distribution of plans to all stakeholders. The Scope of Services also includes direct cost for printing and distribution of the documents to the various agencies. The final number of copies will be as directed by the City. The Scope of Services estimates the following number of major documents for submittals:

Pre-Final (95% complete) Submittal:

Plans:	City of Geneva	5 copies 11"x17" Plan Sets
	Utilities	3 copies 11"x17" Plan Sets
	IEPA Water	2 copies 22"X34' Plan Sets
	Internal QA Review	1 copy 11"x17" Plan Sets
Special Provisions:	City of Geneva	5 copies
	Internal QA Review	1 copy

Final (100% complete) Submittal:

Plans:	City of Geneva	3 copies 11"x17" Plans Sets
		2 copies 22"X34' Plan Sets
	Internal QA Review	3 copies 11"x17" Plan Sets
	IEPA NOI	1 copy 11"x17" Plan Sets
Special Provisions:	City of Geneva	3 copies
	Internal QA Review	1 copy

5. Quantity Calculations

- 5.1 WBK will prepare quantity computations for the 100% submittal of the project. The computed quantities will serve as the basis for the Summary of Quantities plan sheet and the engineering opinions of probable construction costs.

The computations will be done in spreadsheet format utilizing Microsoft Excel.

The *Standard Specifications for Road and Bridge Construction*, *Supplemental Specifications* and the *Recurring Special Provisions* will be cross checked to ensure that the appropriate pay items, methods of measurement and basis of payment are used.

- 5.2 Prior to each submittal the quantity calculations will be reviewed for accuracy and completeness. The civil quantity calculations will be reviewed by a WBK Senior Project Engineer.

6. Specifications and Special Provisions

- 6.1 WBK will prepare contract specifications and special provisions for the final submittal of the project. The *IDOT Standard Specifications* and *Supplemental Specifications* are included by reference in the first paragraph of the project Special Provisions. Applicable *IDOT Recurring Special Provisions* and *Recurring Local Roads and Streets Special Provisions* will be included by reference by use of the Check Sheet for Supplemental Specifications and Recurring Special Provisions.

Where a project work item contains work, material, unique sequence of operations or any other requirements that are not included in the *Standard Specifications*, *Supplemental Specifications*, *Recurring Special Provisions*, *BDE Special Provisions*, a project specific Special Provision will be written by WBK. These Special Provisions will conform to the requirements of Section 11-3 of the *BLRS Manual* and the *BDE Manual, Chapter 66*.

- 6.2 The work under this task includes time associated with preparing specifications documents, coordination of printing and distribution of contract documents to all stake holders.

7. Cost Estimate

- 7.1 WBK will prepare an engineering opinion of probable construction cost for the final submittal of the project. Utilizing the pay items and quantities, opinions of costs will be produced. Itemized costs will be determined using available guides and bid tabulations from similar projects. In addition, the pay item reports with awarded prices from IDOT's website will be used to approximate current unit costs.

A format acceptable to the City will be used to prepare the cost estimate and will include pay item number, item, unit, quantity, unit cost and total cost.

Prior to the final submittal, the cost estimate will be reviewed by a WBK Senior Project Engineer.

8. Right-of-Way and Easement Plat

None anticipated

9. Permitting and Environmental Coordination

- 9.1 Prepare and Submit IEPA Water Main Construction Permit for Stevens Street - WBK will prepare and submit the necessary permit application to the IEPA Division of Public Water Supply based on the final construction documents prepared in Task 4.
- 9.2 Prepare and Submit NPDES NOI - WBK will prepare and submit the necessary permit application to the IEPA for compliance with NPDES construction activities based on the final construction documents prepared in Task 4.

10. Pre-Phase III and Phase III Activities

- 10.1 WBK will provide direction and clarification to bidder requests for information (RFI's) during the bidding process.
- 10.3 Attend and assist in facilitating the Pre-construction meeting at the City of Geneva. This includes reviewing the agenda and assisting with meeting minutes as requested.
- 10.5 Record drawings of utilities will be provided on original base sheets of final engineering plans. Design elevations and slopes will be crossed out and record information depicted. Location of utilities will be drawn as constructed in the field. City staff will collect utility locations during construction. We will deliver one 22" by 34" hard copy, one 11" by 17" hard copy as well as a pdf file on disc or flash drive as directed by the City. Pavement grades, profile slopes and cross section checks are not included in the scope of record plans.

11. Meetings and Coordination

- 11.1 Project kick-off meeting with the City of Geneva (assume 1 meeting).
- 11.2 The work-hour estimate includes time associated with WBK design coordination meetings of the WBK project team (assume 2 meetings).
- 11.3 Public Open House: WBK will attend one public open house to support the City staff presentation of the project to the public. The exhibits for the open house will be construction documents developed under Task 4. We will supplement City staff at the open house and assist with resolution of resident follow-up actions.

12. Project Administration and Management

- 12.1 The work-hour estimate includes time associated with work plan development, man-power planning, scheduling, contract administration, budget control, internal team meetings, and project post mortem / close out.
- 12.3 The work-hour estimate includes time associated with the Project Manager reviewing all elements of the plans, specifications, quantities, and cost estimates to assure completeness and correctness.
- 12.4 The work-hour estimate includes time associated with general administration task and budget control and invoicing.

EXCLUSIONS TO THE SCOPE OF SERVICES

The foregoing outlines WBK's understanding of the Scope of Services required for the successful completion of this project. The following tasks or items were deemed unnecessary for this project and were excluded from this Scope and would be considered as additional services if required by the City, or any other agency for the successful completion of the project.

- **Geotechnical Investigations / CCDD Testing**

The City has performed initial geotechnical testing for the project and no further testing is anticipated or included in the scope. Additionally, CCDD testing is not included in the project scope.

- **Tree Condition Survey / Wetland Determination**

A tree survey to determine species or condition of trees is not included in the scope at this time. The RFP identified the City as the responsible party relative to tree trimming, removal, etc. There are assumed to be no wetlands impacts within the project limits. The cost of any wetland determination, permit application or mitigation strategy or costs are not included in this scope.

- **Boundary Survey**

No boundary survey work is included in the project as it is anticipated all work will occur within public ROW. Property pins recovered during the topographic survey will be incorporated into the plan set and compared to GIS data for property boundaries.

- **Roadway Lighting / Electric Design**

No roadway lighting is included in the scope of this work. Additionally, no electric cable sizing or electric cable quantity is anticipated to be included in the scope of this project. No ancillary electric equipment is anticipated in the scope of this project.

- **Utility Scope Limitations**

Sanitary sewer work scope is limited to point repairs only. Complete pipe segment removal and replacement, private service removal and replacement or pipe lining is not included in the scope of the project. Water main removal and replacement scope is limited to Stevens Street. Water main scope on Richards Street is limited to point repairs / valve repairs. These scope elements can be added as a supplemental service if the City determines they are necessary and should be included in the roadway reconstruction project.

- **Permits**

Permit applications included in the scope are limited to IEPA water main and NPDES – NOI. An IDOT permit is not anticipated or included. A City stormwater permit is not anticipated or included. An IEPA sanitary sewer permit is not included or anticipated.

- **Public Open House Exhibits**

We do not anticipate nor have included any special exhibits for the public open house. Construction drawings developed under the scope of services will be utilized to describe and depict the project to the public.

Route
 Local Agency City of Geneva
 Section
 Project Project # 17-0111
 Job No.
 Existing Structure Project # 17-0111



Description						Engineer VI	Engineer IV	Engineer III	Engineer I	Engineering Technician II	Professional Land Surveyor	Env. Res Spec III	Urban Planner III	Urban Planner II	Sub-Consultant Costs	In House Direct Costs	
1 Early Coordination and Data Collection																	
1.1 Review Existing Data (geotechnical report, GIS data, utility data)							2	2									
1.2 Site Visit / Photo Record								4									
1.3 Utility Investigation (J.U.L.I.E. Design Locate Request & Utility Coordination)							1	4									
Contact JULIE							1										
Introduction Letters and Location Exhibits							2										
Verify non-JULIE facilities							1	2									
SUB-TOTAL							7.0	12.0									
PERCENT							37%	63%								\$ -	\$ 30.00
2 Surveys																	
2.1 Route Survey																	
a Horizontal & Vertical Control							1			2							
b Roadway Topographic Survey										40	8						
Utility Structure Inventory										6							
Download Field Data										1							
Field Check								4									
c Additional Pickup Field Survey										3							
SUB-TOTAL							1.0	4.0		52.0	8.0					\$ -	\$ -
PERCENT							2%	6%		80%	12%						
3 Preliminary Design and Utility Evaluation																	
3.1 Sanitary Sewer Evaluation																	
Obtain point repair location, type and scope from City								1									
3.2 Water Main Evaluation																	
Obtain valve replacement, repair from City								1									
3.3 Storm Sewer Evaluation																	
Identify Drainage Concerns from Staff							1	4									
3.4 Preliminary Utility Layout																	
Stevens Street Water main							2	4									
3.5 Prepare Base Plan & Profile Sheets							2	32									
3.6 Roadway Design																	
Profile Evaluation (minimum curb slope)							1	6									
Pavement Section Design							3	1									
SUB-TOTAL							9.0	49.0								\$ -	\$ -
PERCENT							16%	84%									
4 Roadway and Utility Plans																	
4.1 Roadway / Utility Improvements																	
Title Sheet						Sht.	Hrs/Sht.	Total	Chk.								
Index of Sheets, State Standards & General Notes						1	5	5	4	1							
Summary of Quantities						1	10	10	7	3							
Existing & Proposed Typical Sections						1	10	10	11	1							
Alignment, Ties & Benchmarks						1	10	10	9	3							
Existing Conditions and Removals						4	6	24	32	1							
Plan & Profile (includes water, sanitary and storm)						4	16	64	60	8							
Erosion and Sediment Control Plan						2	12	24	15	8							
Construction Details incl SWPPP						4	6	24	19	3							
Cross Sections (limited to blocks with all new curb)						3	6	18	21	3							
Traffic Control and Protection						1	8	8	8	2							
Total Civil Sheets						23		207	195								
4.2 ADA PROWG										9							
4.3 Drainage Evaluation (underdrain / inlet location / type)										2							
4.4 Coordinate, Assemble & Submit Pre-Final and Final Plan Sets (Two Submittals)										2							

Route
 Local Agency City of Geneva
 Section
 Project Project # 17-0111
 Job No.
 Existing Struct Project # 17-0111



Description		Engineer VI	Engineer IV	Engineer III	Engineer I	Engineering Technician II	Professional Land Surveyor	Env. Res Spec III	Urban Planner III	Urban Planner II	Sub-Consultant Costs	In House Direct Costs
SUB-TOTAL		256.0	49.0	207.0							\$ -	\$ 281.60
PERCENT			19%	81%								
5	Quantity Calculations	Chk.										
	5.1 Quantities Computations	14	2	12								
	5.2 QA Review	3	3									
SUB-TOTAL		17.0	5.0	12.0							\$ -	\$ -
PERCENT			29%	71%								
6	Specifications and Special Provisions	Chk.										
	6.1 Contract Documents (Pre-Final and Final - Two Submittals)	40	3	11	26							
	6.2 Submit Pre-final and Final Specifications and Contract Documents	5		1	4							
SUB-TOTAL		45.0	3.0	12.0	30.0						\$ -	\$ -
PERCENT			7%	27%	67%							
7	Cost Estimates	Chk.										
	7.1 Prepare Construction Cost Estimates	11	1	2	8							
SUB-TOTAL		11.0	1.0	2.0	8.0						\$ -	\$ -
PERCENT			9%	18%	73%							
8	Right-of-Way and Easement Plat											
	None Anticipated											
9	Permitting and Environmental Coordination											
	9.1 Prepare and Submit IEPA Water Main Permit (incl. limited comment response)			2	7							
	9.2 Prepare and Submit NPDES NOI				2							
SUB-TOTAL		11.0	2.0	9.0							\$ -	\$ 45.00
PERCENT			18%	82%								
10	Pre-Phase III & Phase III Activities											
	10.1 Document and Respond to Contractor RFI's		1	2	2							
	10.2 Preconstruction Meeting				4							
	10.3 Record Drawings			1	16							
SUB-TOTAL		26.0	1.0	3.0	22.0						\$ -	\$ 289.00
PERCENT			4%	12%	85%							
11	Meetings And Coordination											
	11.1 Design Project Initiation (kickoff) Meetings (1 meeting @ 2 pers @ 4 hrs)			4	4							
	11.2 Design Coordination Meeting (2 meetings @ 2 pers @ 2 hrs each)			4	4							
	11.3 Public Open House			4	4							
SUB-TOTAL		24.0		12.0	12.0						\$ -	\$ 89.60
PERCENT				50%	50%							
12	Project Administration and Management											
	12.1 Project Administrative Set-up			2								
	12.2 Review all Elements of Design (plans, specs, quantities, cost estimate, etc.)			8								
	12.3 General Administrative Tasks Associated with Budgeting and Invoicing			4								
SUB-TOTAL		14.0		14.0							\$ -	\$ 50.00
PERCENT				100%								
TOTALS		546.0	5.0	116.0	365.0	52.0	8.0				\$ -	\$ 785.20
PERCENT			1%	21%	67%	10%	1%					



Exhibit A - PHASE I ENGINEERING
Richards and Stevens Street Reconstruction
South Street to IL 38

Local Agency City of Geneva
 Project Project # 17-0111
 Method of Compensation:
 Standard Hourly Rate

Date: 2/1/2017

Cost Estimate of Consultant's Services in Dollars

Element of Work	Employee Classification	Man-Hours	Hourly Rate	(MH) x Hourly Rate	Services by Others	In-House Direct Costs (IHDC)	Total
1	Early Coordination and Data Collection				\$ -	\$ 30.00	\$30.00
	Engineer VI	0.0	\$189.00	\$0.00			\$0.00
	Engineer IV	7.0	\$142.00	\$994.00			\$994.00
	Engineer III	12.0	\$117.00	\$1,404.00			\$1,404.00
2	Surveys				\$ -	\$0.00	\$0.00
	Engineer IV	1.0	\$142.00	\$142.00			\$142.00
	Engineer III	4.0	\$117.00	\$468.00			\$468.00
	Engineering Technician II	52.0	\$97.00	\$5,044.00			\$5,044.00
	Professional Land Surveyor	8.0	\$133.00	\$1,064.00			\$1,064.00
3	Preliminary Design and Utility Evaluation				\$ -	\$0.00	\$0.00
	Engineer VI	0.0	\$189.00	\$0.00			\$0.00
	Engineer IV	9.0	\$142.00	\$1,278.00			\$1,278.00
	Engineer III	49.0	\$117.00	\$5,733.00			\$5,733.00
4	Roadway and Utility Plans				\$ -	\$ 281.60	\$281.60
	Engineer VI	0.0	\$189.00	\$0.00			\$0.00
	Engineer IV	49.0	\$142.00	\$6,958.00			\$6,958.00
	Engineer III	207.0	\$117.00	\$24,219.00			\$24,219.00
5	Quantity Calculations				\$ -	\$0.00	\$0.00
	Engineer VI	0.0	\$189.00	\$0.00			\$0.00
	Engineer IV	5.0	\$142.00	\$710.00			\$710.00
	Engineer III	12.0	\$117.00	\$1,404.00			\$1,404.00
6	Specifications and Special Provisions				\$ -	\$0.00	\$0.00
	Engineer VI	3.0	\$189.00	\$567.00			\$567.00
	Engineer IV	12.0	\$142.00	\$1,704.00			\$1,704.00
	Engineer III	30.0	\$117.00	\$3,510.00			\$3,510.00



**Exhibit A - PHASE I ENGINEERING
Richards and Stevens Street Reconstruction
South Street to IL 38**

Local Agency City of Geneva
 Project Project # 17-0111
 Method of Compensation:
 Standard Hourly Rate

Date: 2/1/2017

Cost Estimate of Consultant's Services in Dollars

Element of Work	Employee Classification	Man-Hours	Hourly Rate	(MH) x Hourly Rate	Services by Others	In-House Direct Costs (IHDC)	Total
7 Cost Estimates					\$ -	\$ -	\$0.00
	Engineer VI	1.0	\$189.00	\$189.00			\$189.00
	Engineer IV	2.0	\$142.00	\$284.00			\$284.00
	Engineer III	8.0	\$117.00	\$936.00			\$936.00
8 Right-of-Way and Easement Plat					\$ -	\$ -	\$0.00
9 Permitting and Environmental Coordination					\$ -	\$ 45.00	\$45.00
	Engineer VI	0.0	\$189.00	\$0.00			\$0.00
	Engineer IV	2.0	\$142.00	\$284.00			\$284.00
	Engineer III	9.0	\$117.00	\$1,053.00			\$1,053.00
10 Pre-Phase III & Phase III Activities					\$ -	\$ 289.00	\$289.00
	Engineer VI	1.0	\$189.00	\$189.00			\$189.00
	Engineer IV	3.0	\$142.00	\$426.00			\$426.00
	Engineer III	22.0	\$117.00	\$2,574.00			\$2,574.00
11 Meetings And Coordination					\$ -	\$ 89.60	\$89.60
	Engineer VI	0.0	\$189.00	\$0.00			\$0.00
	Engineer IV	12.0	\$142.00	\$1,704.00			\$1,704.00
	Engineer III	12.0	\$117.00	\$1,404.00			\$1,404.00
12 Project Administration and Management					\$ -	\$ 50.00	\$50.00
	Engineer VI	0.0	\$189.00	\$0.00			\$0.00
	Engineer IV	14.0	\$142.00	\$1,988.00			\$1,988.00
Totals		546.0		\$ 66,230.00	\$ -	\$ 785.20	\$ 67,015.20