AGENDA
COMMITTEE OF THE WHOLE
July 25, 2017
2200 Harnish Drive
Village Board Room
- AGENDA -
7:30 P.M.

Trustee Sosine – Chairperson
Trustee Spella
Trustee Jasper
Trustee Brehmer
Trustee Glogowski
Trustee Steigert
President Schmitt

1. **Roll Call – Establish Quorum**
2. **Public Comment – Audience Participation** (*Persons wishing to address the Committee on an item on this agenda must register with the Chair prior to roll call.*)
3. **Administer Oath of Office to Officer Anthony Hart-Davi and Officer Haley Bucheleres**
4. **The Village of Algonquin Proclaims August 1, 2017 as National Night Out**
5. **Community Development**
   - A. Consider an Agreement with Lake in the Hills for the Village to Provide Plan Review Services
   - B. Consider the Final PUD for 1720 E. Algonquin Road, O'Reilly Auto Parts
   - C. Consider the McDonalds Remodel, 500 East Algonquin Road, Major PUD Amendment and Special Use Permit
   - D. Consider a Revision to Appendix G of Chapter 22, Subdivision Ordinance to Use a Drone to Review and Capture Images of Development Projects
6. **General Administration**
   - A. Consider a Resolution Supporting the McHenry County Starfire Initiative
   - B. Consider a Resolution in Support of the Village of Johnsburg's Efforts to Secure Grant Funding to Clean Up the Fox River
   - C. Consider Ordinances Abating a Portion of Taxes Heretofore Levied to Pay Principal of and Interest on Certain General Obligation Refunding Bonds
   - D. Consider a Variance of the Village of Algonquin's Noise Ordinance for Longmeadow Parkway Construction
   - E. Consider a Variance of the Village of Algonquin's Noise Ordinance for Randall Road Maintenance
7. **Public Works & Safety**
   - A. Consider a Reciprocal Reporting Agreement with School District 300
   - B. Consider an Agreement with School District 300 for Police Liaison Services
   - C. Consider a Property Transfer from McHenry County Conservation District for Algonquin Easement @ Prairie Trail - Downtown Streetscape Project
   - D. Consider an Agreement with Christopher Burke Engineering for Phase 2 Design Engineering Services for the Downtown Streetscape Stage 1A Roadway Project
   - E. Consider a Contract Amendment with HR Green Inc. for the Scott, Schuett, and Souwanas Phase 1 Design Project
   - F. Consider an Agreement with Trotter & Associates for Phase 1 Design Engineering Services for the Downtown Streetscape Stage 3 Utility Project
   - G. Consider an Agreement with Trotter & Associates for Phase 2 Design Engineering Services for the Downtown Streetscape Stage 2 Utility Project
8. **Executive Session**
   - A. Collective Bargaining
9. **Other Business**
8. **Adjournment**

VILLAGE OF ALGONQUIN

OATH OF OFFICE

I, Anthony Hart-Davi, do solemnly swear that I will support the Constitution of the United States, the Constitution of the State of Illinois, the Rules of the Algonquin Police Department, the Algonquin Police Commission Rules and Regulations, the Municipal Code of the Village of Algonquin, and that I will faithfully discharge the duties of the office of *Police Officer* according to the best of my ability.

Anthony Hart-Davi

July 25, 2017
Subscribed and Sworn on this date

STATE OF ILLINOIS	)
	) **SS**
COUNTY OF MCHENRY	)

Oath administered by: Gerald S. Kautz
Village Clerk

VILLAGE OF ALGONQUIN

OATH OF OFFICE

I, Haley Bucheleres, do solemnly swear that I will support the Constitution of the United States, the Constitution of the State of Illinois, the Rules of the Algonquin Police Department, the Algonquin Police Commission Rules and Regulations, the Municipal Code of the Village of Algonquin, and that I will faithfully discharge the duties of the office of *Police Officer* according to the best of my ability.

Haley Bucheleres

July 25, 2017

Subscribed and Sworn on this date

STATE OF ILLINOIS	)
	) **SS**
COUNTY OF MCHENRY	)

Oath administered by: Gerald S. Kautz
Village Clerk

PROCLAMATION
NATIONAL NIGHT OUT 2017

WHEREAS, the National Association of Town Watch (NATW) is sponsoring a unique, nationwide crime, drug and violence prevention program on August 1st, 2017 entitled "National Night Out"; and

WHEREAS, the "34th Annual National Night Out" provides a unique opportunity for the Village of Algonquin to join forces with thousands of other communities across the country in promoting cooperative, police-community crime prevention efforts; and

WHEREAS, the Village of Algonquin plays a vital role in assisting the Algonquin Police Department through joint crime, drug and violence prevention efforts in Algonquin and is supporting "National Night Out 2017" locally; and

WHEREAS, it is essential that all citizens of Algonquin be aware of the importance of crime prevention programs and impact that their participation can have on reducing crime, drugs and violence in the Village of Algonquin; and

WHEREAS, police-community partnerships, neighborhood safety, awareness and cooperation are important themes of the "National Night Out" program;

NOW, THEREFORE I, John Schmitt, Village President, do hereby call upon all citizens of the Village of Algonquin to join the Algonquin Police Department and the National Association of Town Watch in supporting "34th Annual National Night Out" on August 1st, 2017.

FURTHER, LET IT BE RESOLVED THAT, I, John Schmitt, Village President, do hereby proclaim Tuesday, August 1st, 2017 as "NATIONAL NIGHT OUT" in the Village of Algonquin.

IN WITNESS THEREOF, I have set my hand and seal this 25th day of July, Two Thousand and Seventeen, A.D.

_____
John C. Schmitt, Village President

(SEAL)

Attest: _____
Gerald S. Kautz, Village Clerk

Village of Algonquin

Village Manager's Office
Tel: 847-658-2752 ▪ Fax: 847-658-4564

MEMO

To: Village Board

From: Tim Schloneger, Village Manager

Re: Intergovernmental Agreement w/ LITH for Plan Review & Building Inspection Services

Date: July 17, 2017

Lake in the Hills has requested that Algonquin provide inspection and plan review services to them from time to time. This agreement is similar to the agreements already in place with Huntley and other neighboring communities.

This agreement is a win for both communities as it allows for the sharing of staff and pooling of resources to create more effective and efficient operations.

INTERGOVERNMENTAL AGREEMENT BETWEEN
THE VILLAGE OF ALGONQUIN AND THE VILLAGE OF LAKE IN THE HILLS
FOR PLAN REVIEW AND BUILDING INSPECTION SERVICES

THIS AGREEMENT is entered into this 13 day of July, 2017, by and between the Village of Lake in the Hills, an Illinois Municipal Corporation, (hereinafter referred to as "LITH") and the Village of Algonquin, an Illinois Municipal Corporation, (hereinafter referred to as "Algonquin").

WHEREAS, LITH desires to obtain from Algonquin inspection and plan review services from Algonquin; and

WHEREAS, Algonquin desires to provide Building Inspector(s), with structural, mechanical, electrical, and energy conservation expertise and certification from the International Code Council (ICC); Plumbing Inspector(s) licensed by the State of Illinois; and Electrical Inspector(s) licensed by a qualified Illinois municipality to perform a variety of inspections within the corporate limits of LITH; and

WHEREAS, Algonquin desires to provide ICC-certified plan examiner(s) to perform a variety of plan reviews involving application of LITH's adopted model codes and local amendments, rules, and regulations (Exhibit A).

WHEREAS, LITH and Algonquin have authorized the execution of this Agreement as an exercise of their respective home rule authority, as well as pursuant to the intergovernmental cooperation provisions of Article VII, Section 10 of the Illinois Constitution of 1970, the Illinois Intergovernmental Cooperation Act, 5 ILCS 220/1 et seq., and other applicable authority.

NOW, THEREFORE, in consideration of the foregoing and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, and in the exercise of their powers and authority under the intergovernmental cooperation provisions of Article VII, Section 10 of the Illinois Constitution of 1970, the Illinois Intergovernmental Cooperation Act, 5 ILCS 220/1 et seq., and other applicable authority, the Parties do hereby agree as follows:

Section 1: Incorporation of Recitals

The foregoing recitals are hereby incorporated herein and made a part of this Agreement.

Section 2: Inspection Services Provided by Algonquin

A. Upon request, Algonquin shall provide the Inspection Services as provided herein.

B. The inspections performed by Algonquin shall include, but are not limited to, footings and foundations; pre-placement of concrete or asphalt; rough and final framing, plumbing, electrical and mechanical; energy conservation related; accessory structures; insulation; re-inspections; and certificate of occupancy inspections.

C. Each Inspector shall have proper and appropriate inspection equipment to conduct appropriate inspections as required. The inspection equipment shall include clipboards, flashlights, shoe covers, tape measures, and other equipment needed to conduct a quality visual inspection. Algonquin will not provide any type of ladder or lifting equipment.

D. Each Inspector shall utilize LITH 's two-part Inspection Report form or LITH's computer inspection program and shall identify and document areas of noncompliance with LITH's

adopted model ordinances and local amendments (hereinafter referred to as the Codes), attached hereto as Exhibit A. One copy of the Inspection Report shall be left at the project site, preferably with the contractor or owner, and the second copy shall be provided to and retained by LITH.

E. Inspections may be scheduled during any business day, between the hours of 8:30 a.m. and 4:00 p.m. Inspection requests by LITH shall be made to Algonquin via email no later than 4:00 p.m. one business day prior to the requested inspection date. Algonquin will use its best efforts to conduct inspections within one business day after the date of the request.

F. Each Inspector shall utilize an Algonquin vehicle to access the site of the inspection. All Algonquin vehicles shall comply with State-mandated insurance and licensing requirements. Each operator of an Algonquin vehicle shall have in their possession a valid Illinois Driver's License.

G. As requested, inspectors shall attend court hearings and/or administrative adjudications to enforce Code violations at their hourly rate.

H. Each Inspector shall provide, at no cost to LITH, phone consultations, email communications or meetings with LITH located at Algonquin Village Hall, related to the inspection reports and areas of noncompliance with the Codes. In the event an Inspector is required to attend a meeting in LITH, Algonquin will be paid the regular hourly rate as provided in Section 4 of this Agreement.

Section 3: Plan Review Services Provided by Algonquin

A. Upon request, Algonquin shall provide the Plan Review Services as provided herein.

B. Plans shall be reviewed by Algonquin based on LITH 's most recent adopted model ordinances and local amendments (Exhibit A).

C. Depending upon the scope of the project, plans reviewed by Algonquin may involve Building, Plumbing, Mechanical, Electrical, and Energy Conservation, and related disciplines.

C. The Plan Reviewer shall identify and document areas of noncompliance (arranged numerically), include the code and section number, and inform LITH of plan compliance/approval or noncompliance.

D. The Plan Reviewer shall provide, at no cost to LITH or the applicant, phone consultations and meetings located at Algonquin Village Hall, related to plan review comments for the owner, design professional, and other involved parties and review of the first set of plan revisions. In the event the Plan Reviewer is required to attend meetings in LITH, Algonquin will be paid the regular hourly rate as provided in Section 4 of this Agreement.

E. Plan reviews shall be completed and all construction documents and specifications returned to LITH within 10 business days of receiving the plans. Review of plan revisions shall be returned to LITH within five (5) business days.

Section 4: Cost of Services

A. Inspections, court attendance, including attendance at administrative adjudication proceedings, and offsite meetings shall be billed at a rate of $64.00 per hour and shall include travel time. On days when at least one inspection has occurred, the minimum number of hours billed per day shall be one and one (1) hour regardless of the number of inspections.

B. Plan Reviews shall be billed at a rate of $64.00 per hour unless a fee structure is provided below:

a. One and Two-family Dwellings Review:

≤3000 square feet	$320.00 per Dwelling Unit
≥3000 square feet	$ 0.11 per square foot
Residential Additions / alterations	0.15% of construction cost, $32.00 minimum

b. Non-Residential Buildings/Additions/Alterations:

Building & MEP Reviews	0.15% of construction cost, $96.00 minimum
Energy Conservation Review	20% of Building Review, $96.00 minimum
Accessibility Review	20% of Building Review, $96.00 minimum
Core & Shell Only Review	75% of Building Review, $96.00 minimum
Foundation Only Review	30% of Building Review, $97.00 minimum
Miscellaneous Plan Review	$64.00 per hour, $96.00 minimum

Construction cost shall be determined by either the cost provided by the applicant or calculated pursuant to the multipliers provided in Table 23.1 (Exhibit B) of Algonquin's Code of Ordinances. Whereas Construction Cost = Building Area x Multiplier. The higher amount shall be used to calculate the plan review fee. In the event that the submitted construction cost appears to be inaccurate, supporting documentation such as, copies of executed contracts may be required.

C. Technical assistance primarily to LITH residents shall be billed at a rate of $64.00 per hour. Assistance may be provided over the phone, via email, or in person.

D. Hourly fees will be billed in six- (6-) minute increments - six minutes equals one- tenth (.1) of an hour. Invoices for hourly fees shall include the date the services were provided, the address or project for which the services were rendered, a description of the services rendered and the amount of time spent providing the service.

Section 5: Insurance

Each Village shall continue to procure and maintain, at its sole and exclusive expense, insurance coverage including Commercial General Liability with a minimum $1,000,000 combined single limit per occurrence for bodily injury, personal injury, property damage and contractual liability. Each owning Village shall continue to procure and maintain, on any vehicle owned by such respective Village, Business Automobile Liability with a minimum $1,000,000 combined single limit per accident for bodily injury and property damage and auto physical damage coverage for property damage to any owned vehicle, respectively. Each Village is solely responsible for its own Workers' Compensation and Employers' Liability coverage in amounts not less than $1,000,000 combined single limit per occurrence. The parties agree that any Inspector who performs services pursuant to this Agreement remains an exclusive employee of Algonquin for purposes of Workers Compensation and Employers' Liability responsibility and coverage. Each Village shall provide to all other parties on an annual basis a Certificate of Insurance reflecting the coverage and amounts contained herein.

Section 6: Hold Harmless

Each Village agrees to accept complete responsibility for all of the acts and omissions of its personnel regardless of such acts and omissions. The Villages agree to hold each other harmless for any and all claims, losses, damages or costs, including reasonable attorney's fees, whatsoever, claimed, resulting from or arising out of the acts or omissions of its personnel, or vehicles under the provisions of or which emanate from the execution or performance of this Agreement, or which results from the claims of third parties.

Each Village agrees to hold harmless the elected and appointed officials and all other agents, representatives and employees of the other Party, against any claim, suit or cause of action arising out of the negligent or willful actions of their employee(s). Each Village agrees to raise as defenses before any court all civil immunities provided by law.

Section 7: Term

The term of this Agreement shall be for a period of two (2) years from the date of execution and may be renewed by either party for consecutive additional one- (1-) year terms upon written notice by either party received sixty (60) days prior to the expiration of the then current term. However, either party shall have the right to terminate this Agreement upon 30 days' written notice delivered by certified mail or in person to the other party.

LITH shall be responsible for payment to Algonquin for actual costs incurred through the termination date. Said costs shall be based upon the contractual amounts cited above in Section 4 of this Agreement.

Section 8: No Assignment.

Algonquin shall not assign this Agreement without the prior written consent of LITH.

Section 9: Amendments; Waivers

This Agreement and the rights created by this Agreement may not be amended, modified, or waived in any respect except by written agreement expressly referring to this Agreement and duly and validly authorized, executed, and delivered by the Parties.

Section 10: Relationship of the Parties

Algonquin shall act as an independent contractor with respect to the provision of the Services pursuant to this Agreement. Nothing in this Agreement is intended, or shall be construed or applied, to create the relationship of principal and agent, partners, or joint ventures between Algonquin and LITH.

Section 11: Governing Law.

The parties agree that because this Agreement is to be performed in Illinois, the State of Illinois shall govern their relation in the interpretation of this Agreement, the State in which the Agreement has deemed to have been executed and delivered.

Section 12: No Discrimination.

No person shall legally be excluded from employment rights, participation and/or be denied the benefits of the program which is subject of this Agreement on the basis of race, religion, color, sex, age, disability, or national origin.

Section 13: Severability.

The purposes of this Agreement are severable if any paragraph, section, subdivision, sentence, clause, or phrase of this Agreement is for any reason held to be contrary to law or contrary to any rule or regulation having the force and effect of law, such decision shall not affect the remaining portions of this Agreement. However, upon the occurrence of such event, either party may terminate this Agreement forthwith, upon the delivery of written notice of termination of the other party.

Section 14: Notices.

All notices permitted regarding this Agreement shall be transmitted by personal delivery or by First Class, Certified, or Registered United States mail to the following persons at the addresses stated:

To Algonquin:

Tim Schloneger, Village Manager
Ganek Municipal Center
2200 Harnish Drive
Algonquin, Illinois 60102

To LITH

Jen Clough, Village Administrator
600 Harvest Gate
Lake in the Hills, IL 60156

Section 15: No Third Party Beneficiaries

This Agreement is not intended to create any rights or benefits in or to any third parties.

Section 16: Entire Agreement

It is understood and agreed that the entire agreement of the parties is contained herein and that this Agreement supersedes all oral agreements in negotiations between the parties relating to the subject matter hereof.

IN WITNESS WHEREOF, the parties have executed this Agreement on the day and year first above written.

VILLAGE OF ALGONQUIN

Tim Schloneger,
Village Manager

VILLAGE OF LITH

Jen Clough
Village Administrator

EXHIBIT A - LITH CODES AND AMENDMENTS

LITH Municipal Code
LITH Municipal Code Chapter 24 Building Code
LITH Zoning Code

EXHIBIT B

Table 23.I

MULTIPLIER

GROUP[1]	GROUP DESCRIPTION	TYPE OF CONSTRUCTION[2]				
		I	II	III	IV	V
A-1	Assembly, theaters w/ stage	185	173	159	167	143
A-1	Assembly, w/out stage	170	158	145	152	128
A-2	Assembly, nightclubs	143	139	124	129	110
A-2	Assembly, restaurants, bars, banquet halls	142	133	123	128	109
A-3	Assembly, churches	171	158	145	153	128
A-3	Assembly, general, community halls, libraries, etc	144	132	119	127	102
A-4	Assembly, arenas	169	157	144	151	127
B	Business	147	136	121	131	104
E	Educational	156	147	132	142	116
F-1-2	Factory & Industrial, moderate & low hazard	86	79	69	76	55
H-1-2-3-4	High Hazard	81	74	64	70	N.P
H-5	HPM	147	136	121	131	104
I-1	Institutional, supervised environment	144	135	124	136	109
I-2	Institutional, incapacitated	248	237	N.P	232	N.P
I-3	Institutional, restrained	168	156	142	151	124
I-4	Institutional, day care facilities	144	135	124	136	109
M	Mercantile	105	96	87	91	73
R-1	Residential, hotels	146	136	125	137	111
R-2	Residential, multiple family	121	112	101	113	87
R-3	Residential, one-family attached & detached	118	111	106	110	95
R-4	Residential, assisted living facilities	144	135	124	136	109
S-1-2	Storage, moderate & low hazard	80	72	63	69	48
U	Utility, Miscellaneous, private garages	61	54	47	51	37
	Unfinished basements & crawl spaces	17	17	17	17	17

VILLAGE OF ALGONQUIN

COMMUNITY DEVELOPMENT DEPARTMENT

– M E M O R A N D U M –

DATE: July 25, 2017

TO: Committee of the Whole

FROM: Benjamin A. Mason, AICP, Senior Planner

SUBJECT: **Case No. 2017-05. O'Reilly Auto Parts – Final PUD**

Introduction

Mr. Mike Young, on behalf of the petitioner O'Reilly Auto Enterprises, has submitted a petition to redevelop the former Wendy's site at 1720 E. Algonquin Road (pictured at right). The property is zoned B-2 PUD, General Retail and the building was originally constructed in 2002. The site is located at the northeast corner of the intersection with Chase Street.

Existing:
1720 E. Algonquin
(old Wendy's restaurant)

The existing building has been vacant for several years, and the developer is proposing to demolish the old restaurant, and redevelop the property with a new 7,630 square foot O'Reilly Auto Parts store (elevation at right). This petition involves a request for Final PUD for the redevelopment plan.

Proposed:
New O'Reilly Auto Parts store

Staff Comments

Attached are comments on the proposed plans from Public Works and Christopher Burke Engineering. Following are some highlights of the proposal:

Site Plan/Engineering – The subject property was originally platted as part of Weck Industrial Park, then re-subdivided when Wendy's was constructed in 2002 as Lot 1 in Wenchase Subdivision. The property is 1.2 acres in size and is located in front of ABRA Auto Body and west of the Gourmet House restaurant.

The old Wendy's restaurant will be demolished and the O'Reilly Auto Parts store will be located in a similar location on the property, though will extend further east on the site due to the new building's larger overall size. The entrance to the store will face south toward Algonquin Road and parking will be provided on two sides of the building. There are a total of 36 parking spaces proposed on the site, which satisfies the village's minimum requirement of 31 spaces for a building of this size (7,630 square feet = 31 spaces @ 4 spaces per 1,000sf).

Access to the site will be from the existing right-in/right-out along IL Route 62 (Algonquin Road), as well as a full access on Chase Street. In an effort to provide better connections between individual commercial parcels – which was a recommendation of the 2015 East Algonquin Corridor Study by Gruen Gruen & Associates – the developer will be required to install a two-way cross-access to the adjacent property where Gourmet House is located. The engineering plans show the new cross-access at the rear of the property, stubbed to O'Reilly's east lot line. The developer shall be required to obtain a construction easement from the neighboring property owner, and install the driveway connection to the Gourmet House parking lot.

A site development permit shall not be issued until a cross-access easement agreement is signed by the appropriate owners of O'Reilly Auto Parts and Gourmet House properties and recorded, all subject to prior review and approval by the Village. If Gourmet House refuses to sign the agreement; O'Reilly Auto Parts may proceed with the development and may stop the cross-access driveway at the property line.

The developer is proposing sidewalks in front of the storefront entrance, as well as on the rear and west side of the building. There is an existing pedestrian sidewalk along both Algonquin Road and Chase Street. The developer is proposing to link the building's front walkway to the Algonquin Road sidewalk directly west of the right-in/right-out; to reduce vehicle conflict, Village Staff has recommended shifting the connection east of the entrance along Algonquin Road.

Photometric Plan – The photometric plan shall be revised to include additional information requested by the Village Engineer. In general, the light fixtures shall comply with village standards, and consist of metal halide or LED, flat black painted posts, downcast lights, and have bulbs flush with housing on 25-foot poles. Light fixtures shall not have a tilt. All wall-mounted lights on the building shall be shielded and downcast with the housing covering the lumens.

Landscape Plan – The site will have a mix of trees and shrubs around the entire perimeter, and foundation landscaping is proposed around all four sides of the building. A minimum

10-foot landscape buffer is provided between the adjacent commercial lots, however the existing 30-foot setback from Algonquin Road will be reduced slightly to 25-feet in order to gain an additional few feet on the north side (rear) of the building to accommodate the need for foundation plantings and the new cross-access driveway.

The developer shall address comments from Public Works to address the need for a more diverse selection of tree species, as well as pay the village's reforestation fee of $100 per caliper inch of any net negative tree loss. Perennial plants shall also be incorporated into the foundation plantings and landscaped areas adjacent to the parking lot.

Signage – A new monument sign is proposed along Algonquin Road, in the same general location as the previous ground sign. The developer has not submitted detail drawings for either the ground sign or wall sign proposed over the storefront entrance. All signage shall be required to comply with the village's Sign Code regulations, and be submitted for review by village staff prior to construction.

Architecture – The proposed architecture is quite attractive, and features brick on all four sides of the building. A horizontal banding of soldier course brick and vertical column bump-outs break up the massing of the building. The window framing will be dark bronze and the brick and mortar may not be painted at any point in the future. The elevations for the trash enclosure that were included with the engineering plans shall be updated to replace the proposed split face block exterior with full-dimensional face brick to match the design of the building.

Planning and Zoning Recommendation

On July 10, 2017 the Planning and Zoning Commission considered the petition and unanimously recommended approval (4-0) of the request for the Final PUD, subject to the conditions listed by staff and to restrict delivery truck traffic to use East Algonquin Road and Chase Street only.

Recommendation

Staff concurs with the Planning and Zoning Commission and recommends approval of the Final Planned Unit Development with the following conditions:

1. That site construction shall not commence until a site development permit has been issued by the Village.

2. A site development permit shall not be issued until a cross-access easement agreement is signed by the appropriate owners of O'Reilly Auto Parts and Gourmet House properties and recorded, all subject to prior review and approval by the Village. If Gourmet House refuses to sign the agreement, O'Reilly Auto Parts may proceed with the development and may stop the cross-access driveway at the property line.

3. The Site Plan as prepared by HR Green with a latest revision date of May 11, 2017 shall be revised to incorporate comments from the June 27, 2017 Christopher Burke

memo and the June 21, 2017 Public Works memo. The sidewalk connection between the building and Algonquin Road shall be shifted east of the right-in/right-out entrance.

4. The Engineering Plans as prepared by HR Green with a latest revision date of May 11, 2017 shall be revised to incorporate comments from the June 27, 2017 Christopher Burke memo and the June 21, 2017 Public Works memo. The revised plans shall show the off-site improvements necessary on the Gourmet House property to connect the new cross-access driveway; a yield or stop sign shall be considered for placement at the shared lot line. The developer shall be required to obtain a construction easement from the neighboring property owner, and install the driveway connection to the Gourmet House parking lot. The elevations for the trash enclosure shall be updated to replace the proposed split face block exterior with full-dimensional face brick to match the design of the building; space shall be included in the enclosure for recycling containers.

5. The Photometric Plan as prepared by CASCO with a latest revision date of May 11, 2017 shall be revised to incorporate comments from the June 27, 2017 Christopher Burke memo and the June 21, 2017 Public Works memo. The parking lot light fixtures shall meet village standards of metal halide or LED lights, the lens flush with the housing, flat black poles and fixtures, and no exposed bulbs. All wall-mounted lights on the building shall be shielded and downcast with the housing covering the lumens.

6. The Landscape Plan as prepared by CASCO with a latest revision date of May 11, 2017 shall be revised to incorporate comments from the June 27, 2017 Christopher Burke memo and the June 21, 2017 Public Works memo. The developer shall address comments from Public Works to address the need for a more diverse selection of tree species, as well as pay the village's reforestation fee of $100 per caliper inch of any net negative tree loss. Perennial plants shall also be incorporated into the foundation plantings and landscaped areas adjacent to the parking lot.

7. The building shall be constructed consistent with the architectural elevations prepared by CASCO date stamped received June 2, 2017. The brick and mortar may not be painted at any point in the future. All roof mounted or ground located mechanical/electrical equipment shall be fully screened with an appropriate architectural element or landscaping.

8. The proposed monument sign shall comply with the Village's Sign Code requirements, including a brick or stone frame around all four sides and a decorative stone cap. Wall signs shall also comply with the Village's Sign Code requirements. The petitioner shall be required to obtain all appropriate sign permits from the Community Development Department prior to construction.

9. Delivery vehicles shall comply with the Village's local roads weight limit restrictions and use East Algonquin Road and Chase Street only for entering and exiting the property.

Enclosures: Property Map; P&Z minutes; Staff & Consultant memos; Plan Submittal

Property in Question Map

AGENDA ITEM 6: Request for a Final PUD
Case No. 2017-05 O'Reilly Auto Parts
Petitioner: Ken Huhn, HR Green

OPEN PUBLIC HEARING AND ESTABLISH QUORUM
Mrs. Parkhurst called roll to verify a quorum. Present: Acting Chairperson Hoferle; Commissioners Laipert, Neuhalfen, and Sturznickel. Absent: Chairperson Patrician; Commissioners Postelnick, and Szpekowski. Mrs. Parkhurst announced a quorum was present.

PETITIONER COMMENTS
Ms. Cahill verified that proper notice of the meeting had been posted, and swore in the petitioner. Representing the petitioner was Ken Huhn, an engineer with HR Green. Mr. Huhn provided an overview of the project including the site location (the former Wendy's), demolition of the building, the architecture of the new building, stormwater improvements, and the new cross-access to the property to the east.

STAFF COMMENTS
Mr. Mason provided a brief overview of the history of the property (Wendy's and Chubby's) and the changes (demolition of the building and construction of a new building) that will take place and the items that will remain (the access points into the site). The cross-access to the property to the east will improve traffic flows, as highlighted in the Gruen Study of East Algonquin Road Corridor. The architecture of the building has been upgraded from the O'Reilly prototype building to included two brick colors, false windows on the right elevation, and pilasters on all elevations.

COMISSION QUESTIONS/COMMENTS
Acting Chairperson Hoferle inquired if there were any Commissioner questions or comments.

Commissioner Laipert inquired if there are any delivery trucks associated with this business, such as delivering parts to local mechanic shops. Mr. Kuhn stated no, they do not do local deliveries. There will be deliveries to the store to stock the shelves on a regular basis.

Commissioner Neuhalfen inquired if the cross-access is two-way traffic. Mr. Kuhn stated yes. Commissioner Neuhalfen stated that if the Gourmet House does not agree with the cross-access that O'Reilly's is constructing the drive to the property line, that would look unfinished. Mr. Mason stated the access would be stubbed at the property line if Gourmet House does not agree to the connection, so that the cross-access is ready in the future.

Acting Chairperson Hoferle inquired if the wall sign complies with the Sign Code. Mr. Mason stated that the sign details still need to be submitted to verify if the sign complies as shown or not. Staff will review the sign and ensure it conforms to the Sign Code. Acting Chairperson Hoferle stated the red is really not pleasing with the remainder of the building. Mr. Kuhn stated that is part of O'Reilly branding.

PUBLIC COMMENT
Acting Chairperson Hoferle called for public comments.

Bob Smith inquired about regular deliveries into the site. Mr. Kuhn explained that truck deliveries will be done after hours and use the rear door, it is not a dock. Mr. Smith inquired about the hours of operation

and the hours of delivery and suggested that hours for deliveries be limited due to the proximity to residential uses. He expressed concern that no delivery trucks go through the neighborhood.

There was no one else from the public wishing to make any comments, so Acting Chairperson Hoferle closed public comments.

CLOSE PUBLIC COMMENT

COMMISSION MOTION ON PETITION
Acting Chairperson Hoferle entertained a motion to approve the request for Final PUD for O'Reilly Auto Parts. Commissioner Laipert made a motion and Commissioner Sturznickel seconded a motion to recommend approval of the request for Final PUD, consistent with the plans submitted by the petitioner, the findings of fact listed in the staff report and the conditions recommend by staff and to restrict delivery truck traffic to use East Algonquin Road and Chase Street only.

The Roll Call noted the following: Ayes: Acting Chairperson Hoferle; Commissioners Laipert, Neuhalfen and Sturznickel. Nays: None. Absent: Chairperson Patrician; Commissioners Postelnick and Szpekowski. Motion carried 4-0.

CLOSE PUBLIC HEARING

AGENDA ITEM 7: New/Old Business
Mrs. Parkhurst showed the Commissioners a drone video of traffic on East Algonquin Road at the McDonalds. She explained that the Village has a drone and will be using it for a variety of uses, including taking videos or pictures of developments before, during and after construction.

Staff informed the Commissioners that there will be an August meeting.

AGENDA ITEM 8: Adjournment
A motion to adjourn the meeting was made by Commissioner Neuhalfen and seconded by Commissioner Laipert, a voice vote noted all ayes. The motion carried and the meeting was adjourned at 8:33p.m.

Respectfully Submitted,

Katherine T. Parkhurst, AICP
Senior Planner

VILLAGE OF ALGONQUIN

PUBLIC WORKS DEPARTMENT

– M E M O R A N D U M –

DATE: *Wednesday, June 21, 2017*
TO: *Ben Mason*
FROM: *Shawn M. Hurtig*
SUBJECT: *Public Works Review # 1 – Final PUD*
O'Reilly Auto Parts (CD2017-05)

Please find below Public Works staff comments, concerns, and issues, on the subject project. This project was reviewed per your direction. Should you have any questions, comments, or concerns, with the content of this review memo, please do not hesitate to contact me.

MISC. PROJECT INFO COMMENTS

1. Environmental
    a. Provide copy of Ph. 1 Environmental Report
2. Submit any geotechnical reports
3. Fill out and return Algonquin Water Customer Data Sheet for sizing of meter

PLAN SET COMMENTS

PAGE	*ISSUE*
D1	Item 19, please indicate that wye is to be removed from main and straight pipe installed with non-shear couplings
L1	A grand total dbh of removal shall be calculated and listed on plan sheet. ,
C1	It is requested that the sidewalk connection from Rt 62 be moved East of the RIRO and skirt the outside of the parking lot and tie into new store front walkway
C1	Cross access connection to lot East of site shall be included in this project. Secure easements for work and provide plans for this installation. Considering the addition of the cross access, that will then mean that the sidewalk crossing of the entrance on Chase will need to be brought up to ADA standard. This may require additional removal and replacement of apron to ensure proper cross slope
C1	Structure # 4, modify Restrictor Detail to follow standard Village iron call outs. Also include a note that all flat-top structures are to have a 2" precast ring set into the tops (for installing external chimney seals).
C1	Structure #'s 10, 12, 14, 16, & 18 all appear to be curb line installations and as such it is recommended these have curb frames installed.
C2	Indicate a minimum 18" wide HMA patch in front of all Village curb removal and replacement locations
C2-C3	The Village requests standard B6:12 curb, unless there is a given purpose to the provided ramped curb.

SU1	Provide a sanitary sewer inspection manhole within 10 feet of building in a full accessible location
Details	Use VoA details (available online)
SP	Indicate curb cuts for driveway (call out saw cut or R&R, if R&R then call out for a minimum 18” HMA patch across full width of removal
SP	Call out class D patching for all open cuts within Village roadway
SP	Call out for 8” PCC commerical aprons (per village spec)
SP	Call out the species and size of proposed parkway trees
SP	Indicate proposed dry utility connection and access points (gas, power, comm) for each lot
Landscape	Project shall meet the 20% Genus -10% Species Rule for tree diversity. Evergreens do not count towards diversity rule
Landscape	It is estimated the total replacement dbh is 113.6 (from removal), with only 24” total going back in the reforestation fee is currently $8,960.00
Landscape	Add perennial plants to the foundation plantings and at least 1 bed each on the south and west sides of the parking lot.

END

Cc: Project File (listed in footer)

Attachments: None

O'Riley Auto Parts
CD2017-05

Survey Conduct on 4/7/2017
Condition and form ratings are based on general observations and on a scale of 1 (poor) to 5 (excellant).
Highlighted cells indicate highly regarded trees

TOTAL	Refor Fee
113.6	$11,360.00

TREE #	SPECIES	SIZE (IN)	CONDITION	FORM	COMMENTS	Replacement %	Total Rep (IN)
1	Honey Locust	10.8	5			100	10.8
2	Fringe Tree	10	5			100	10
3	Serviceberry	10	5			100	10
4	Box Elder	10	5			50	5
5	Red Maple	12.5	5			100	12.5
7	Linden	12	5			100	12
8	Honey Locust	9.3	5			100	9.3
9	Honey Locust	8.8	5			100	8.8
10	Honey Locust	11.7	5			100	11.7
11	Honey Locust	11.7	5			100	11.7
13	Honey Locust	11.8	5			100	11.8

Description	Size	Qty	Total Caliper	Species 10%	Genus 20%
TREE, ACER X FREEMANII (AUTUMN BLAZE MAPLE)	3	5	15	62.50%	62.50%
TREE CERCIS CANADENSIS (EASTERN RED BUD)	3	2	6	25.00%	25.00%
TREE, KOELREUTHERIA PANICULATA (GOLDEN RAIN TREE)	3	1	3	12.50%	12.50%
		8	**24**	**100.00%**	**100.00%**

EVERGREEN, PICEA GLAUCA (WHITE SPRUCE)	7' HT	1
EVERGREEN, PINUS STROBUS (WHITE PINE)	8' HT	2
		3

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX (847) 823-0520

June 27, 2017

Village of Algonquin
2200 Harnish Drive
Algonquin, IL 60102

Attention: Ben Mason, Senior Planner

Subject: O'Reilly Auto Parts – FIRST REVIEW
Algonquin Case No. 2017-05
(CBBEL Project No. 07-0272.000102)

Dear Ben:

We have reviewed the following documents related to this project:

- Civil Engineering Plans prepared by H.R. Green bearing a revision date of May 11, 2017
- ALTA/NSPS Land Title Survey and Topographic Survey prepared by H.R. Green bearing a revision date of November 30, 2016
- Tree Survey and Protection Plan prepared by H.R. Green bearing a revision date of May 11, 2017
- Landscape Plan prepared by H.R. Green bearing a revision date of May 11, 2017
- Site Photometric Plan prepared by CASCO bearing a revision date of May 11, 2017
- Various LSI lighting catalog cuts
- Colored Elevations prepared by CASCO bearing no revision date

It is our understanding that this project will be presented to the Planning and Zoning Commission in July of 2017. The following comments will need to be addressed before Christopher B. Burke Engineering, Ltd. can recommend acceptance to the Village:

CIVIL ENGINEERING PLANS

Sheet D1

1. The sidewalk ramp on the north side of the Chase Street entrance should be removed (see comments for sheet C2).

Sheet C1

2. The site's overflow path is not indicated on the plan sheet.

3. The engineer should verify the proposed spot grade of 864.25 along the proposed ridge line at the lower left corner of the plan sheet. Given the adjacent pavement grade with the same elevation, the back of curb would be 6 inches higher than that and the ground slope proposed would be in the opposite direction with no discernible ridge at that location.

4. The callout for the use of inlet filter baskets (KEY NOTE 1) is missing from Storm Item 12.

5. Approximate calendar dates should be added to the entries in the PHASING NOTES table.

6. Additional specifications and information is needed on the plan sheet to comply with the ILR10 requirements, unless there is to be a separate SWPPP document.

Sheet C2

7. The existing sidewalk ramp on the north side of the Chase Street entrance should be replaced to match the proposed ramp on the opposite side of the driveway.

8. The callout for parking lot lighting (KEY NOTE 14) is missing for the proposed light pole by the Chase Street entrance.

9. The sheet and detail references in the KEY NOTE table will need to be revised to reflect the responses to comments made on sheet C3.

Sheet C3

10. The HMA standard details on this plans sheer are not consistent with the Village of Algonquin standard detail on sheet C5 and should be deleted. We note that the standard duty pavement detail on this plan sheet is less stout than the Village standard while the heavy-duty pavements are nearly equivalent.

11. The CONCRETE CURB SECTION detail needs to be revised by the deletion of the tie rods into the adjacent pavement and the deletion of the keyway as the adjacent pavement is not PCC, but hot mix bituminous pavement.

12. The CONCRETE SIDEWALK SECTION detail shall be deleted as it is not consistent with the Village of Algonquin standard detail on sheet C5.

13. The DETECTABLE WARNING DETAIL shall be revised to show the use of red tactile warning panels.

14. The word EROSION is misspelled in the sheet title block.

Sheet SU1

15. The callout for KEY NOTE ITEM 2 is missing from the two proposed light poles on the left side of the plan sheet.

16. The text for CONFLICT TAG 1 in the table should revised to note that the section of concrete storm sewer should be centered on the crossing of the sanitary sewer so it won't be subject to a point load from the storm sewer bell.

PHOTOMETRIC PLANS

17. The submittal did not include an electrical site plan noting conduit material & diameter, wiring size, conduit/wire routing, and connection to proposed control panel. All wiring under pavement must be in galvanized metal conduit.

18. A structural light pole foundation detail is missing from the submittal. The detail shall include callouts for foundation reinforcement and all applicable dimensions.

19. There is no Luminaire Schedule or Calculation Summary for the photometric study. Please revise the plan accordingly to include these tables.

20. The plan does not specify which type of light is proposed at each location. Please revise the plan accordingly to include these project specific model numbers in the plan.

21. The plan does not specify the height of each luminaire proposed at each location. Please revise the plan accordingly to include these elevations.

22. The height of proposed building mounted lighting is not included. Please provide final elevations of all lighting for the project, including elevation of lights attached to the building.

23. The plan does not clearly explain all symbols included in this plan including an unidentified circle with an "x" inside. Please revise the plan to include legend that identifies all items incorporated in plans.

24. Lighting levels appear to be non-uniform near dumpster on Southeast side of building. Please provide additional lighting to encompass this area.

STORMWATER COMMENTS

We concur with the Stormwater management provisions within the project design and do not observe any deficiencies within the submitted Stormwater Management Report. ***NO RESPONSE REQUIRED***

OUTSIDE PERMITTING AGENCIES

25. A permit will be required from the IEPA for the site disturbance associated with this project. ***NO RESPONSE REQUIRED***

Sincerely,

Paul R. Bourke, PE CFM
Assistant Head, Municipal Department

Michael E. Kerr, PE
Executive Vice President

Algonquin-Lake in the Hills Fire Protection District

1020 West Algonquin Road • Lake in the Hills, IL 60156 • (847) 658-8233 • Fax: (847) 854-2609

To: Ben Mason

From: Michael D. Murphy

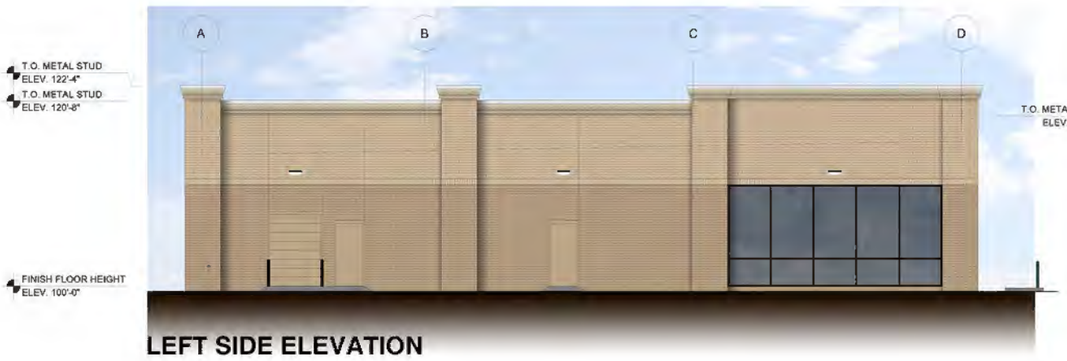
Subject: Case No. 2017-05
O'Reilly Auto Parts

Date: June 9, 2017

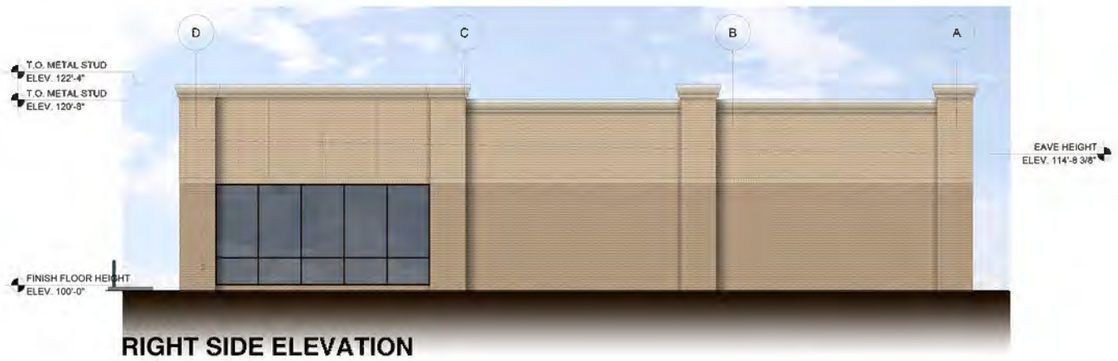
Ben the fire district does not have any issues with this proposal.

Received June 2, 2017

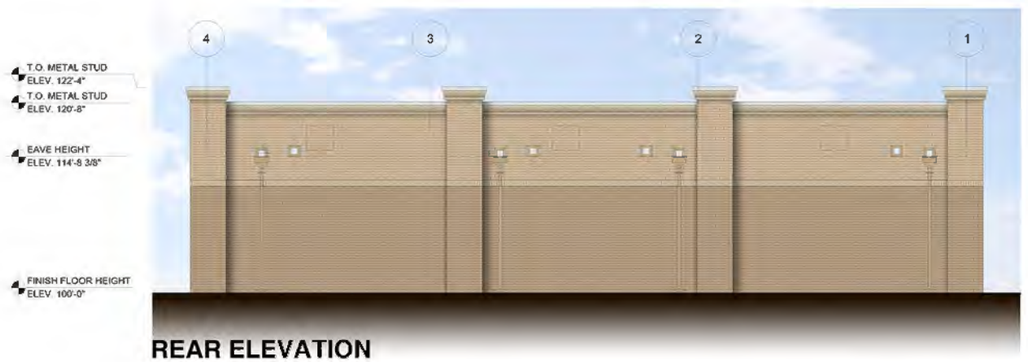
FRONT ELEVATION



LEFT SIDE ELEVATION



RIGHT SIDE ELEVATION



REAR ELEVATION

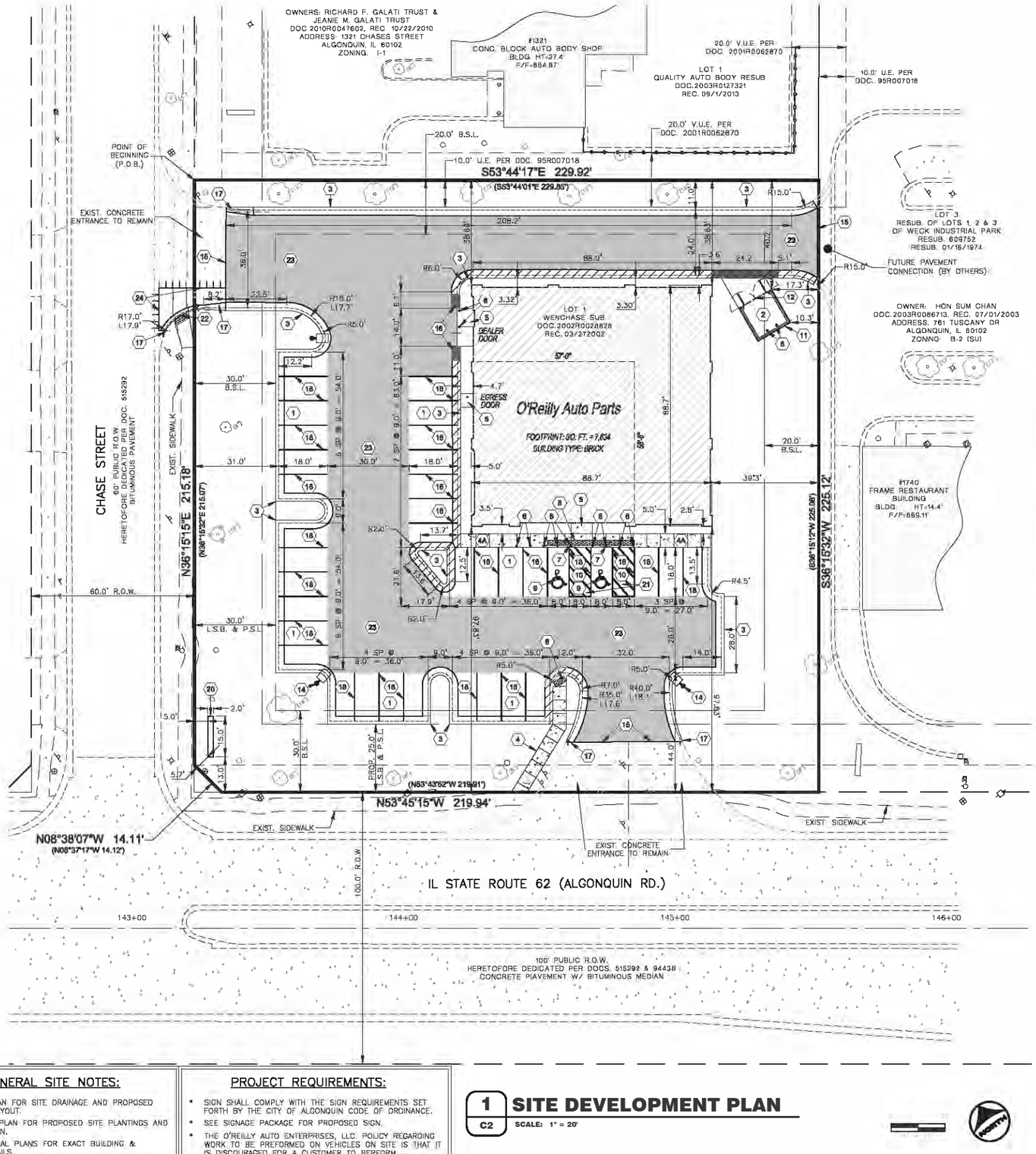
EXTERIOR FINISH TABLE

	NEW CLAY MASONRY UNIT OXFORD BROWN VELOUR
	NEW CLAY MASONRY UNIT CASTLE GRAY VELOUR
	NEW CLAY MASONRY UNIT DOVE GRAY VELOUR
	NEW DRYVIT SHERWIN WILLIAMS "POSITIVE RED" SW6871
	NEW DRYVIT SHERWIN WILLIAMS "SOFTER TAN" SW6141
	NEW STOREFRONT KAWNEER "DARK BRONZE"
	NEW SCUPPERS, DOWNSPOUTS, MAN DOORS AND OVERHEAD DOOR, SHERWIN WILLIAMS "LATTE" SW6108
	NEW METAL CAP FLASHING "COOL BIRCH WHITE"
	NEW BOLLARDS SHERWIN WILLIAMS "HUNT CLUB" SW6468

CASCO

ALGONQUIN, IL (AGQ)

O'Reilly AUTO PARTS



SYMBOL LEGEND

REFER TO SURVEY FOR EXISTING CONDITION SYMBOLS LEGEND

- NEW BUILDING CONSTRUCTION
- (24) AREA OF HEAVY DUTY HMA PAVEMENT
- (1) AREA OF STANDARD DUTY HMA PAVEMENT
- NEW MONUMENT SIGN LOCATION
- NEW LIGHT POLE LOCATION
- NEW REVERSE CURB & GUTTER
- NEW DEPRESSED CURB & GUTTER
- (8) NEW DETECTABLE WARNING

SITE DATA:
- ZONING: B2, SU, PUD BUSINESS GENERAL DISTRICT
- SIZE OF LOT: 51,715± S.F. (1.187± AC.)
- BUILDING FOOTPRINT: 7,634 S.F. (0.18 AC.) 14.8%
- TOTAL OPEN SPACE (PERVIDUS AREA): 19,330 S.F. (0.44 AC.) 37.4%
- TOTAL IMPERVIOUS AREA: 32,385 S.F. (0.74 AC.) 62.6%
- FLOOR AREA RATIO: 0.15
- LOT COVERAGE 14.8%

PARKING DATA:
- NUMBER OF REGULAR PARKING STALLS: 34
- NUMBER OF HANDICAP STALLS: 2
- TOTAL NUMBER OF PROVIDED STALLS: 36
- TOTAL NUMBER OF STALLS REQUIRED: 31
- TYPICAL PARKING WIDTH: 9.0'
- TYPICAL PARKING LENGTH: 18.0'(MIN)
- TYPICAL ISLE WIDTH: 24' (MIN)–VARIES
- PARKING RATIO REQUIRED= 4/1,000 SQ.FT.

KEY NOTES:

1. HMA PAVING: REFER TO DETAIL 1/C3. REFER TO PROJECT MANUAL.
2. CONCRETE TRASH PAD: REFER TO DETAIL 2/C3.
3. CONCRETE CURB: REFER TO DETAIL 3/C3.
4. CONCRETE SIDEWALK: REFER TO DETAIL 4/C3.
4A. CONCRETE SIDEWALK WITH INTEGRAL CURB: REFER TO STRUCTURAL DRAWINGS.
5. CONCRETE DOOR LANDING: REFER TO STRUCTURAL DETAILS. RAMP PAVING AS INDICATED. LANDING CAN BE POURED MONOLITHIC IF CONCRETE PAVING IS USED.
6. STEEL BOLLARD: REFER TO DETAIL 5/C3. PROVIDE (2) AT TRASH PAD AND OVERHEAD DOOR; PROVIDE (8) AT SIDEWALK (2) AT DEALER DOOR. REFER TO STRUCTURAL PLAN FOR LOCATION.
7. HANDICAP PARKING SIGN: REFER TO DETAIL 1/C5.
8. DETECTABLE WARNING: REFER TO DETAIL 7/C3.
9. HANDICAP PARKING SYMBOL: REFER TO DETAIL 2/C5.
10. HANDICAP ACCESS UNLOADING ZONE: SLOPE 2% MAX. EACH WAY (ADA COMPLIANT) AND STRIPE AS SHOWN. REFER TO DETAIL 3/C5.
11. MASONRY SCREEN FENCE REFUSE ENCLOSURE PLAN REFER TO DETAILS 1/C4 AND 2/C4.
12. SCREEN FENCE GATE DETAIL: REFER TO DETAIL 3/C4.
13. CONCRETE BUMPER BLOCK: (NOT USED) REFER TO DETAIL 5/C5.
14. PARKING LOT LIGHTING: REFER TO SITE LIGHTING PLAN FOR LOCATION AND TYPE.
15. LIMITS OF NEW PAVING. MATCH EXISTING PER CITY AND OR STATE STANDARDS.
16. BULL NOSE CURB: PROVIDE 2' LIN. FT. OF BULL NOSE CURB AS SHOWN ON DETAIL 6/C3.
17. CONCRETE CURB: NEW CONCRETE CURB TO TRANSITION TO MATCH EXISTING ADJACENT CURB.
18. STRIPING: PROVIDE 4" WIDE PARKING LOT STRIPING AS SHOWN. USE HIGHWAY MARKING PAINT – YELLOW (2 COATS)
19. CURB CUT: (NOT USED)
20. MONUMENT SIGN LOCATION: NEW 2'X15' MONUMENT SIGN. SIGN FURNISHED AND INSTALLED BY OWNER. REFER TO SHEETS SU1 & US1 FOR DETAILS AND ELECTRICAL RUN.
21. PROVIDE 4" WIDE 45° DIAGONALS @ 3' ON CENTER. PARKING LOT STRIPING AS SHOWN. USE HIGHWAY MARKING PAINT – YELLOW (2 COATS)
22. PUBLIC SIDEWALK RAMP REFER TO DETAIL 7/C5
23. HEAVY DUTY HMA PAVING: REFER TO DETAIL 1A/C3. REFER TO PROJECT MANUAL.
24. COMMERCIAL APRON, 8" PCC CONCRETE REFER TO DETAIL 8/C5

GENERAL NOTES:

A. REFER TO PROJECT MANUAL FOR ADDITIONAL REQUIREMENTS.

B. ALL SITE DIMENSIONS TO THE FACE OF CURB, CONCRETE OR PROPERTY LINE UNLESS OTHERWISE NOTED. CONTRACTOR TO FIELD VERIFY EXISTING CONDITIONS BY DETAILED INSPECTION PRIOR TO SUBMITTING BID AND STARTING CONSTRUCTION.

C. COORDINATE WORK WITH OTHER SITE RELATED DEVELOPMENT DRAWINGS.

D. REFER TO STRUCTURAL PLANS FOR DEVELOPMENT OF SIDEWALKS ADJACENT TO FOUNDATIONS.

E. PRIOR TO INSTALLATION, GENERAL CONTRACTOR TO CONFIRM THAT LIGHT POLES, LANDSCAPING AND UTILITIES DO NOT CONFLICT WITH SIGN LOCATION SHOWN. IF ANY POTENTIAL CONFLICT IS DISCOVERED, GENERAL CONTRACTOR TO CONTACT THE O'REILLY PROJECT ADMINISTRATION BEFORE PROCEEDING.

GENERAL SITE NOTES:

- SEE GRADING PLAN FOR SITE DRAINAGE AND PROPOSED STORM SEWER LAYOUT.
- SEE LANDSCAPE PLAN FOR PROPOSED SITE PLANTINGS AND RESTORATION PLAN.
- SEE ARCHITECTURAL PLANS FOR EXACT BUILDING & FOUNDATION DETAILS.
- ALL EXISTING UTILITIES TO BE FIELD VERIFIED PRIOR TO CONSTRUCTION.
- SEE UTILITY PLAN FOR SERVICE LOCATIONS AND GENERAL UTILITY LAYOUT.
- ALL BUILDING UTILITY SERVICE LOCATIONS TO BE VERIFIED W/ ARCHITECTURAL PLANS PRIOR TO CONSTRUCTION.

PROJECT REQUIREMENTS:

- SIGN SHALL COMPLY WITH THE SIGN REQUIREMENTS SET FORTH BY THE CITY OF ALGONQUIN CODE OF ORDINANCE.
- SEE SIGNAGE PACKAGE FOR PROPOSED SIGN.
- THE O'REILLY AUTO ENTERPRISES, LLC POLICY REGARDING WORK TO BE PREFORMED ON VEHICLES ON SITE IS THAT IT IS DISCOURAGED FOR A CUSTOMER TO PERFORM MAINTENANCE ON THEIR VEHICLE AT THE STORE THAT WOULD CONSIST OF DISASSEMBLY OF THE VEHICLE ON THE PREMISES.

1 C2 SITE DEVELOPMENT PLAN

SCALE: 1" = 20'

NORTH

Know what's below. Call before you dig.

HRGreen
ILLINOIS DESIGN FIRM # 184.001322
651 PRAIRE POINTE, SUITE 201
YORKVILLE, IL 60560
PHONE: 630.553.7560
FAX: 630.553.7646

CASCO
PROJECT MANAGERS
10877 Watson Road
St. Louis, MO 63127
Phone: (314) 821-1100

REVISIONS:

O'Reilly AUTO PARTS

CORPORATE OFFICES
233 SOUTH PATTERSON
SPRINGFIELD, MISSOURI 65802
417-862-2674 PHONE

PROJECT:
NEW O'REILLY AUTO PARTS STORE
1720 EAST ALGONQUIN ROAD
ALGONQUIN, IL 60102

SITE PLAN

KENNETH M. HUHN
062-054940
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS

DRAWN:	MRJ
CHECKED:	KMH
DATE:	05-11-2017
JOB NO.:	317310 (AGQ)
SHEET:	C2

SHEET 2 OF 6

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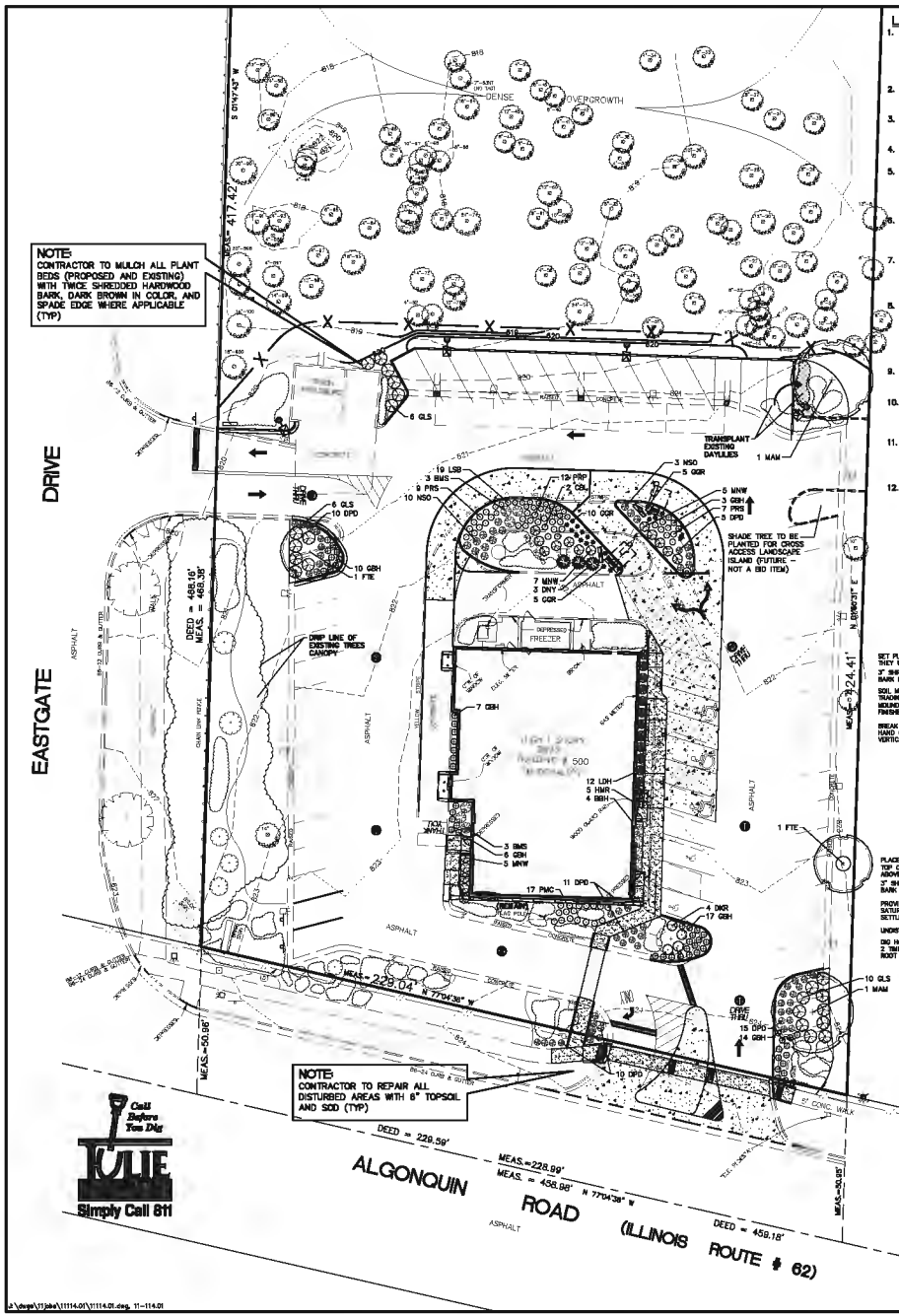


LANDSCAPE NOTES

1. ALL PLANT MATERIAL SHALL BE HARDY TO THE ZONE IT IS BEING PLANTED IN. ALL TREES AND SHRUBS ARE TO BE BALLED AND BURLAPED UNLESS OTHERWISE NOTED AND SHALL BE GROWN IN ACCORDANCE WITH THE STANDARDS SET FORTH BY THE LATEST EDITION OF AMERICAN STANDARD FOR NURSERY STOCK PUBLISHED BY AMERICANHORT.
2. PLANT SIZES CALLED OUT ON THIS PLAN ARE THE MINIMUM SIZE REQUIRED. PLANTS WHICH FAIL TO MEET THE SIZES LISTED, SHALL BE REJECTED AT THE EXPENSE OF THE CONTRACTOR.
3. CONTRACTOR MUST VERIFY ALL MATERIAL QUANTITIES AS DEPICTED ON THE DRAWING. THE PLANT LIST PROVIDED ON THIS PLAN IS FOR CONVENIENCE ONLY.
4. SUBSTITUTIONS MAY NOT BE MADE WITHOUT THE APPROVAL OF THE LANDSCAPE ARCHITECT/DESIGNER.
5. THE CONTRACTOR SHALL NOTIFY ALL APPROPRIATE AGENCIES AND UTILITY LOCATORS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOT BEGIN ANY WORK ON-SITE UNTIL ALL UTILITIES HAVE BEEN LOCATED. CONTRACTOR SHALL OBTAIN "AS-BUILT" PLANS FOR ALL IRRIGATION AND LIGHTING PRIOR TO CONSTRUCTION.
6. CONTRACTOR IS RESPONSIBLE FOR PROTECTING ALL UTILITIES INCLUDING IRRIGATION AND LIGHTING. ALL DAMAGE SHALL BE REPAIRED TO A NEW CONDITION IN ACCORDANCE WITH ALL CODES AT NO COST TO THE OWNER - SEE NOTE 5.
7. ALL UNSUITABLE MATERIAL (CONCRETE, AGGREGATE STONE, CRUSHED ASPHALT, BRICK ETC.) SHALL BE REMOVED, INCLUDING HAUL OFF, PRIOR TO PLANTING AND SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR.
8. SOIL MIX PM35 BY MIDWEST TRADING COMPANY OR EQUAL SHALL BE ROTOTILLED INTO ALL PERENNIAL AND ANNUAL PLANTING BEDS PRIOR TO THE INSTALLATION OF THE PLANT MATERIAL. A SLOW RELEASE, GRANULAR FERTILIZER SHALL BE APPLIED TO ALL ANNUAL AND PERENNIAL PLANTING BEDS AT THE RECOMMENDED RATE, AND SHALL BE ROTOTILLED IN WITH THE ABOVE SOIL MIXTURE BEFORE THE PLANT MATERIAL IS INSTALLED.
9. CONTRACTOR TO PROVIDE THOROUGH INITIAL WATERING OF ALL PLANTINGS WITHIN 12 HOURS OF INSTALLATION TO ENSURE ALL AIR POCKETS HAVE BEEN REMOVED AROUND ROOT BALL.
10. ALL PLANT BED AREAS ARE TO BE MULCHED WITH 3" OF DOUBLE SHREDDED HARDWOOD MULCH AND SHALL BE SEPARATED WITH A SPADE EDGE ALONG PERIMETERS ADJACENT TO TURF AREAS. FINAL GRADE (AFTER SETTLING) SHALL BE 1" BELOW ADJACENT CURBS.
11. ALL TURF AREAS ARE TO BE A MINIMUM OF A FIVE WAY BLUEGRASS BLEND, UNLESS OTHERWISE NOTED. CONTRACTOR IS RESPONSIBLE FOR WATERING ALL INSTALLED TURF AREAS UNTIL TIME OF KNITTING. IF TURF SEED AND SOD OCCUR ON THE SAME PROJECT, CONTRACTOR SHALL VERIFY AND USE SEED MIXTURES TO MATCH SOD.
12. AREAS TO BE SODDED SHALL BE WITH AN "APPROVED TURFGRASS SOD" OF PREMIUM GRADE. SOD SHALL BE A 5 WAY BLEND OF IMPROVED KENTUCKY BLUEGRASS VARIETIES THAT HAS BEEN GROWN LOCALLY TO THE PROJECT SITE. SOD MUST BE MATURED FOR 2 FULL GROWING SEASONS PRIOR TO HARVEST CUTTING AND BE HEALTHY WITH WELL ESTABLISHED ROOTS. SOD SHALL BE FREE OF DISEASE, INSECTS AND DEBRIS. SOD SHALL BE UNIFORM IN LEAF COLOR, TEXTURE, AND DENSITY. SOD SHALL BE DELIVERED, INSTALLED, AND WATERED WITHIN 24 HOURS OF HARVEST IN WHICH TEMPERATURES DO NOT EXCEED 90 DEGREES (F) NOR LESS THAN 55 DEGREES (F). SOD SHALL BE MACHINE-CUT AT A MINIMUM UNIFORM SOIL THICKNESS (1.5" OF SOD IS DESIRED) BUT SOD THICKNESS SHALL BE A THICKNESS NECESSARY FOR PLANT VIABILITY. SOD SHALL BE LAID IN STAGGERED STRAIGHT LINES, TIGHTLY AGAINST EACH OTHER WITHOUT STRETCHING OR OVERLAPPING. SOD STAKES SHALL USED ON ALL SLOPES 4:1 OR GREATER.
13. CONTRACTOR SHALL REPAIR ALL DISTURBED AREAS (INTENDED OR UNINTENDED) AT A MINIMUM, TO THE ORIGINAL CONDITION UNLESS OTHERWISE NOTED.
14. THE EXISTING PLANT MATERIAL SHOWN ON THIS PLAN IS INTENDED SOLELY TO IDENTIFY THEM AS OBSERVED IN THE FIELD. THIS PLAN DOES NOT MAKE ANY CLAIMS ABOUT THE CONDITION OR SAFETY OF ANY OF THE PLANT MATERIAL DESCRIBED HEREIN OR OBSERVED IN THE FIELD.
15. ALL TRANSPLANTED PLANT MATERIAL MUST BE INSTALLED IMMEDIATELY UPON EXTRACTION FROM IT'S ORIGINAL LOCATION, UNLESS SPECIFIC ARRANGEMENTS HAVE BEEN MADE WITH THE LANDSCAPE ARCHITECT/DESIGNER. SHOULD IT BECOME UNREASONABLE TO TRANSPLANT ANY OF THE PLANT MATERIAL AS DESCRIBED IN THIS PLAN, DUE TO SITE CONSTRAINTS OR OTHERWISE, CONTRACTOR IS RESPONSIBLE FOR CONTACTING LANDSCAPE ARCHITECT/DESIGNER TO MAKE ALTERNATIVE ARRANGEMENTS.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE HEALTH AND VIABILITY OF THE PROPOSED PLANT MATERIAL INCLUDING WATERING, PROTECTION FROM PHYSICAL DAMAGE FROM THE TIME PLANT IS SELECTED THROUGH IT'S INSTALLATION.
17. CONTRACTOR IS RESPONSIBLE FOR ALL PLANT MATERIAL REMAINING PLUMB UNTIL THE END OF THE GUARANTEE PERIOD. PLANTS MAY NOT BE STAKED UNLESS APPROVED BY THE LANDSCAPE ARCHITECT/DESIGNER.
18. CONTRACTOR TO GUARANTEE PLANT MATERIAL AND LABOR FOR A MINIMUM OF ONE YEAR FROM THE TIME OF INSTALLATION.
19. THE CONTRACTOR IS RESPONSIBLE FOR BECOMING FAMILIAR WITH AND ABIDING BY THE LANDSCAPE ORDINANCES FOR THE SPECIFIC JURISDICTION IN WHICH THE WORK IS TAKING PLACE.
20. BIDDERS SHALL BE RESPONSIBLE FOR EXAMINING THE SITE, PRIOR TO PREPARING BID, TO BECOME FAMILIAR WITH THE SPECIFIC SITE CONSTRAINTS.
21. ALL EXISTING ON-SITE PLANT MATERIAL NOT EFFECTED BY CONSTRUCTION OR THE PROPOSED LANDSCAPE, SHALL BE BE PROTECTED AS PART OF THIS PLAN. EXISTING LANDSCAPE IN AREAS OF CONSTRUCTION AND PROPOSED LANDSCAPE SHALL BE REMOVED AS PART OF THIS PLAN.
22. THE CONTRACTOR SHALL FURNISH ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY FOR THE COMPLETION OF ALL THE ITEMS SHOWN ON THE PLANS.
23. IF IRRIGATION IS DEEMED NECESSARY, THE DESIGN AND INSTALLATION OF THE IRRIGATION SYSTEM SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR. AN IRRIGATION PLAN ALONG WITH AN AS BUILT OF THE IRRIGATION SYSTEM SHALL BE PREPARED FOR OWNER REVIEW AND APPROVAL. CONTRACTOR SHALL GUARANTEE PERFORMANCE, PARTS, AND LABOR FOR A PERIOD OF 1 YEAR FROM THE DATE OF FINAL APPROVAL.
24. IF EXISTING IRRIGATION IS PRESENT ON SITE, CONTRACTOR SHALL ADJUST, ADD TO, OR SUBTRACT FROM, THE EXISTING IRRIGATION SYSTEM TO ACCOMMODATE ANY PROPOSED ALTERATIONS/ADDITIONS TO THE EXISTING LANDSCAPE. CONTRACTOR SHALL PROVIDE THE OWNER AN AS BUILT OF THE IRRIGATION SYSTEM AND ALL CHANGES TO THE SYSTEM AFFECTED BY THIS PROJECT.
25. PROVIDE TOPSOIL RE-SPREAD PER THE FOLLOWING UNLESS OTHERWISE NOTED:
   A. 6" MINIMUM IN GRASS OR SOD AREAS
   B. 8" MINIMUM IN PLANTING AREAS
   C. 12" MINIMUM IN LANDSCAPE ISLANDS

GENERAL NOTES:

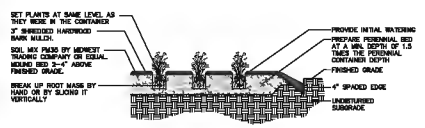
1. THESE PLANS ARE BASED ON THE BOUNDARY AND TOPOGRAPHIC SURVEY (SURVEY PROJECT #11-20133-REV 1 DATED 03/20/2017) PREPARED BY: GENTILE AND ASSOCIATES, INC. 550 E. ST. CHARLES PLACE, LOMBARD, ILLINOIS 60148 (630) 916-6282
2. PRIOR TO CONSTRUCTION, CONTRACTOR TO CONTACT THE DESIGN ENGINEER AND ARCHITECT TO VERIFY THAT THEY ARE WORKING FROM THE MOST CURRENT SET OF PLANS AND SPECIFICATIONS.

ON SITE PARKING DATA

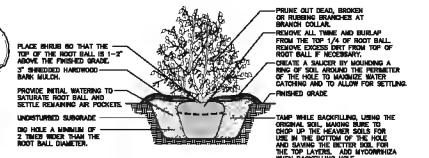
PROPOSED REGULAR PARKING SPACES	50
PROPOSED ADA ACCESSIBLE SPACES	3
PROPOSED TOTAL SPACES	53
EXISTING PARKING SPACES	50

SITE DATA

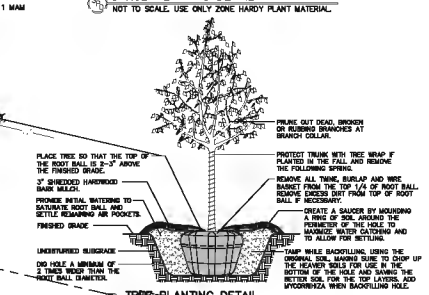
LOT AREA = 94,872 S.F. (2.17)



PERENNIAL PLANTING DETAIL
NOT TO SCALE. USE ONLY ZONE HARDY PLANT MATERIAL.



SHRUB PLANTING DETAIL
NOT TO SCALE. USE ONLY ZONE HARDY PLANT MATERIAL.



TREE PLANTING DETAIL
NOT TO SCALE. USE ONLY ZONE HARDY PLANT MATERIAL.

PLANT LIST

SHADE, ORNAMENTAL AND CONIFEROUS TREES

QTY.	ABRV.	BOTANICAL NAME	COMMON NAME	SIZE
2	MAM	Acer x fremanii 'Marmo'	Marmo Maple	3" Cal.
1	FTE	Ulmus x frontier	Frontier Elm	3" Cal.

FLOWERING AND EVERGREEN SHRUBS

QTY.	ABRV.	BOTANICAL NAME	COMMON NAME	SIZE
6	BMS	Caryopteris incana 'Jason'	Blue Mist Shrub	5 Gal.
12	LDH	Hydrangea macrophylla 'Robert'	Let's Dance Moonlight Hydrangea	5 Gal.
4	BBH	Hydrangea paniculata 'Bobo'	Bobo Hydrangea	5 Gal.
22	GLS	Rhus aromatica 'Grow-Low'	Grow-Low Sumac	5 Gal.
4	DKR	Rosa 'Radtko'	Double Knock Out Rosa	3 Gal.
17	MNW	Weigela florida 'Minuet'	Minuet Weigela	3 Gal.
3	DNY	Taxus x media 'Densiformis'	Densiformis Yew	5 Gal.

PERENNIALS, ORNAMENTAL GRASS AND GROUNDCOVERS

QTY.	ABRV.	BOTANICAL NAME	COMMON NAME	SIZE
13	NSO	Chasmanthium latifolium	Northern Sea Oats	1 Gal.
17	PMC	Echinacea 'CBG Cone 2'	Pixie Meadowbrite Coneflower	1 Gal.
20	GGR	Geranium 'Gerwat' Rozanne	Rozanne Geranium	1 Gal.
57	GBH	Hemerocallis 'Going Bananas'	Going Bananas Daylily	1 Gal.
5	HMR	Heuchera 'Midnight Rose'	Midnight Rose Coralbells	1 Gal.
3	CBI	Iris sibirica 'Caesar's Brother'	Caesar's Brother Siberian Iris	1 Gal.
12	PRP	Penstemon digitalis 'Red Ridling Hood'	Red Ridling Hood Beardtongue	1 Gal.
19	LSB	Rudbeckia fulgida 'Viette's Little Suzy'	Little Suzy Black Eyed Susan	1 Gal.
16	PRS	Salvia nemorosa 'Caradonna'	Caradonna Salvia	1 Gal.
51	DPD	Sporobolus heterolepis 'Tara'	Dwarf Prairie Dropseed	1 Gal.

LANDSCAPE PLAN DESIGNED BY KENNETH M. PRICE, RLA

LANDSCAPE PLAN

NO.	REVISIONS	DATE
1.	NO ALTERATIONS	6/6/17

Prepared For:

McDonald's
711 Jorie Blvd., 3rd Floor
Oak Brook, IL 60523
McDONALD'S - ALGONQUIN
505 E. Algonquin Road
Algonquin, Illinois

Prepared By:

Watermark Engineering Resources, Ltd.
2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60502
phone 630-375-1800 fax 630-236-9600 www.watermark-engineering.com

CHECKED BY: J. MILLER
DESIGN BY: R. ERSFELDT
DRAWN BY: K. SACK
DATE: MAY 22, 2017
SCALE: 1" = 20'
PROJECT NO.: 11-114.01

L-1

LC #12-1022

LANDSCAPE PLAN

VILLAGE OF ALGONQUIN

COMMUNITY DEVELOPMENT DEPARTMENT

– M E M O R A N D U M –

DATE: July 25, 2017

TO: Committee of the Whole

FROM: Katie Parkhurst, AICP, Senior Planner

SUBJECT: *Case No. 2017-07 McDonald's Remodel 500 E. Algonquin Rd—Major PUD Amendment and Special Use Permit*

Introduction

Mr. Jeffrey Angres, McDonald's, has submitted a petition to amend the development plans for the existing McDonald's located at 500 East Algonquin Road. This petition involves a Major PUD Amendment to extensively remodel the interior and exterior of the building and add a second ordering station for the drive-through.

Background

The McDonald's received Final PUD approval and a Special Use Permit for the restaurant and drive-through in 1985 and an amendment to add the play place in 1995. McDonald's would like to completely remodel the interior and exterior of the building. The restaurant will remain open during the renovations and may have limited hours or only drive-through service for a portion of the construction. The complete remodel is expected to take eight weeks.

Staff Comments

Staff has worked with the petitioner to revise the architectural elevations to fulfill McDonald's new design and meet Algonquin standards. Outlined below are highlights of the development.

Architecture—McDonald's has been rolling out rebranding for all their stores that involves a complete remodel of the interior and exterior of the building. The existing 5,206 square foot building will be used as the starting point for the remodel and facelift with the majority of the exterior to be redone. The overall color package will be soft tans, browns and greys. The exterior walls will be constructed with tan face brick on all elevations. The front, south elevation, will be modernized with large windows, charcoal grey window framing system, a white metal canopy that wraps around the side of the building to cover the entry doors and grey metal trellis that continues around the building; there is a dark brown tile vertical element on the south elevation and also

repeated at the main entrance on the east elevation. All rooftop mechanical equipment is screened with grey metal panels around the roof or by the parapet walls. The back side of the parapet walls shall be painted grey to match the screening panels. The drive-through window areas are highlighted with a dark grey corrugated metal, this material should be changed to the tile material. For lighting on the exterior of the building, there are downcast wall sconces around the entire building that match the color of the canopy. Accent lighting, a tube light, is shown only on the top of the wall features that are constructed with tile. These two lights shall be downcast and the light fixture shall cover the bulb on all sides except the bottom. Flood lights are shown to highlight the wall above the canopy. These lights shall be removed. There are also lights on the white canopy. More detail shall be provided as it is unclear how these lights are affixed to the canopy; no bulbs shall be visible.

Landscaping—The landscape plan includes plantings in the redone and new landscape islands and new plantings around the foundation of the building. The new landscaping includes a nice mix of flowering and evergreen shrubs, perennials, ornamental grass and groundcovers, plus 3 new trees. There are 7 trees that will be removed as part of the parking lot extension, these trees are all low quality trees. A tree mitigation fee shall be charged if the new landscaping does not make up for the loss of trees, as determined by Public Works.

Site Plan/Engineering—The majority of the site will remain as is existing today. There are four major changes to the lot: 1) Extension of the parking lot, 2) addition of double ordering stations for the drive-through, 3) addition of the cross-access to the vacant lot, and 4) the change to a right-in/right-out driveway. The parking lot at the rear of the property will be extended by 20 feet to create a new row of diagonal parking. Currently, this area has five parallel parking spaces. The new row will have 13 spaces, which helps make up the loss of other parking spaces on the site. There are 48 spaces plus 2 accessible spaces existing; with the change there will be 47 spaces plus 3 accessible spaces, no net change in the number of spaces. The amount of parking provided continues to be less than the parking standard in the code; however, the amount of parking has been working and a significant amount of the business is done through the drive-through. The traffic flow through the site will continue to be one-way. A second ordering station for the drive-through will be added next to the existing station. The curb and pavement area will be modified to accommodate the new ordering station. Cross-access is shown to the lot to the east and shall be constructed to the property line as part of this project. The cross-access location is at the rear of the parking lot and will allow for two-way traffic once the vacant lot develops. The biggest change is the conversion of the entrance on East Algonquin Road to a right-in/right-out only. This will eliminate the dangerous left-in movement that was causing traffic blocks on East Algonquin Road. Customers are able to use Eastgate Court, to enter/exit the site safely with the traffic signal at Eastgate Court and East Algonquin Road. The Village standard for accessible parking spaces shall be used (the parking fine is $500). A bike rack shall be installed on site.

Photometric Plan—The photometric plan indicates there are 13 existing shoebox style metal halide parking lot lights. The plan indicates that these lights will remain in place with the ones at the rear parking lot be moved back to accommodate the new parking lot area. However, the plan only shows 12 lights. Detailed plans shall be submitted for review on the light fixtures that are being relocated. The Village encourages the conversion to LED fixtures.

Signage—The existing monument sign will remain with no changes. There are five wall signs proposed consisting of "M" logos, "playplace," "welcome," and "McDonald's." Only two wall signs shall be permitted and shall conform to the Sign Code. The existing enter/exit signs shall be replaced with new signs that meet the Sign Code and there shall only be one sign at each driveway. The menu boards, pre-browse menu boards, and ordering stations are acceptable.

Planning and Zoning Commission Consideration

On July 10, 2017 the Planning and Zoning Commission considered the petition and unanimously recommended approval of the request for a Major PUD Amendment and Special Use Permit for McDonald's with the conditions listed by staff and the finding of facts presented.

Recommendation

Staff concurs with the Planning and Zoning Commission and recommends approval of the Major PUD Amendment and Special Use Permit for McDonald's remodel with the conditions listed below:

1. The Architectural Elevations, as prepared by Lingle Design Group, Inc. with the latest revision date of March 22, 2107, shall be revised to address comments in the June 27, 2017 Christopher Burke Engineering memo. The existing building shall be used as the starting point for the remodel and facelift with the majority of the exterior to be redone. The overall color package shall be soft tans, browns and greys. The exterior walls shall be constructed with tan face brick on all elevations. The front, south elevation, shall be modernized with large windows, charcoal grey window framing system, a white metal canopy that wraps around the side of the building to cover the entry doors and grey metal trellis that continues around the building; there is a dark brown tile vertical element on the south elevation and also repeated at the main entrance on the east elevation. All rooftop mechanical equipment shall be screened with metal panels around the roof or by parapet walls. The back side of the parapet walls shall be painted grey to match the metal panels. The drive-through window areas are highlighted with a dark grey corrugated metal, this material shall be changed to the tile material. For lighting on the exterior of the building, the downcast wall sconces around the entire building that match the color of the canopy on which they are installed shall be acceptable. The accent lighting on the top of the wall features that are constructed with tile shall be downcast and the light fixture shall cover the bulb on all sides except the bottom. The flood lights, shown to highlight the wall above the canopy, shall be removed. More detail shall be provided for the lights on the white canopy to indicate how they are affixed to the canopy; no bulbs shall be visible. The brick shall not be painted now or in the future.

2. The Final Engineering Plans prepared by Watermark Engineering Resources, Ltd., with a latest revision date of June 6, 2017 shall be revised to address comments from the June 20, 2017 Public Works memorandum, the June 27, 2017 memorandum from Christopher Burke Engineering, and the June 14, 2017 Police Department memorandum. The parking lot at the rear of the property shall be extended by 20 feet to create a new row of diagonal parking. The traffic flow shall continue to be one-way around the site. A second ordering station for the drive-through shall be added next to the existing station with curb and pavement modifications.

Cross-access, at the rear of the parking, shall be granted and constructed to the property line as part of this project and provide for two-way traffic once the vacant lot develops. The existing entrance on East Algonquin Road shall be converted to a right-in/right-out only. A barrier shall be installed to prohibit eastbound traffic from entering, as approved by IDOT. The Village standard for accessible parking spaces shall be used (the parking fine is $500). A bike rack shall be installed on site. IDOT permits shall be obtained for work in the right-of-way. A new sanitary sewer main shall be constructed and an easement granted to the Village for the sewer main. A catch basin and pipe shall be utilized for the stormwater conveyance.

3. The Landscape Plan prepared by Watermark Engineering Resources, Ltd with a latest revision date of June 6, 2017 shall be revised to address those comments contained in the June 20, 2017 Public Works memorandum, and the June 27, 2017 Christopher Burke Engineering memorandum. The landscape plan shall include plantings in the redone and new landscape islands and new plantings around the foundation of the building. The new landscaping shall include a mix of flowering and evergreen shrubs, perennials, ornamental grass and groundcovers, plus 3 new trees. A tree mitigation fee shall be charged if the new landscaping does not make up for the loss of trees, as determined by Public Works.

4. The Sign Plan, as prepared by Watermark Engineering Resources, Ltd., with the latest revision date of May 12, 2017, shall be revised to address the comments in the July 5, 2017 memorandum from the Building Inspector. The existing monument sign shall remain with no changes. A maximum of two wall signs shall be permitted and shall conform to the Sign Code. A revised plan shall be submitted to show the actual signs with dimensions and locations. The existing enter/exit signs shall be replaced with new signs that meet the Sign Code and there shall only be one sign at each driveway. The menu boards, pre-browse menu boards, and ordering stations are acceptable as shown on the plans. Sign permits shall be submitted to the Community Development Department prior to any new signage or modifications to existing signage is done.

5. The Photometric Plan, as prepared by Security Lighting, with the latest revision date of June 5, 2017, shall be revised to address comments from the June 20, 2017 Public Works memorandum and the June 27, 2017 Christopher Burke Engineering memorandum. The plan indicates that the existing 13 lights shall remain in place with the ones at the rear parking lot be moved back to accommodate the new parking lot area. Detailed plans shall be submitted for review for the light fixtures that are being relocated. The Village encourages the conversion to LED fixtures.

6. A cross-access easement shall be granted by McDonald's to the adjacent property to the east to allow for access through the property. The two-way drive aisle shall be constructed from McDonald's parking lot to the property line as part of this project. The cross-access easement shall be reviewed by the Village and recorded prior to a site development permit being issued.

7. McDonald's shall connect their sanitary sewer line to the new sanitary sewer main (to be installed as part of the development for the property to the east) at the time the new main is installed. McDonald's shall bear the cost of the installation of the new sewer line and proper abandonment of the existing sewer line.

AGENDA ITEM 5: Request for a Major PUD Amendment and Special Use Permit
Case No. 2017-07 McDonald's Remodel, 500 East Algonquin Road
Petitioner: James Olguin, Attorney for McDonald's

OPEN PUBLIC HEARING AND ESTABLISH QUORUM
Ms. Parkhurst called roll to verify a quorum. Present: Commissioners Hoferle, Laipert, Neuhalfen, and Sturznickel. Absent: Chairperson Patrician; Commissioners Postelnick and Szpekowski. Ms. Parkhurst announced a quorum was present.

PETITIONER COMMENTS
Ms. Cahill verified that proper notice of the meeting had been posted. Ms. Cahill swore in the petitioner. Representing the petitioner was James Olguin, attorney for McDonald's and Kenneth Sack, Watermark Engineering. Mr. Olguin explained the request is to remodel the existing 5,200 square foot McDonald's restaurant at 500 East Algonquin Road. The work will include exterior façade enhancements, interior dining improvements and the addition of a second drive through lane. The access along Algonquin Road will be converted to a right-in/right-out as part of the project.

Mr. Sack noted that the existing drive through has a stacking capacity of 6 vehicles and the second lane will double the capacity of the drive through to 12 vehicles. Two parking spaces will also be designated for drive through orders that have a longer wait time. A drive aisle connection will be stubbed at the rear of the building along the property's east lot line, to provide for a future cross-access connection to the adjacent vacant commercial lot.

STAFF COMMENTS
Ms. Parkhurst reviewed her staff report for the Commission. McDonald's opened at this location in 1985 and added their children's play space in 1995. The current request for a comprehensive remodel and second drive through lane requires a Major PUD Amendment and Special Use Permit. The exterior will be freshened up and consist of a majority brick with some wood tile accent panels, including at the main entrance. Traffic flow will remain one-way around the site. The cross-access at the rear of the property will allow for a future connection from Eastgate Court to Longwood Drive when the adjacent commercial lot develops. The parking lot will be extended approximately 20 feet further north to accommodate a new diagonal row of spaces; this new row of parking will replace the spaces taken out to provide for the second drive through lane as well as the cross-access connection to the adjacent lot. The village is requiring the conversion of the access on Algonquin Road to a right-in/right-out only, and is very pleased McDonald's is cooperating to make that change. Staff has also indicated to the petitioner that the number of wall signs shown on the elevation drawings will need to be reduced down to two, to meet the village's sign code regulations.

COMMISSION QUESTIONS/COMMENTS
Acting Chairperson Hoferle inquired if there were any Commissioner questions or comments.

Commissioner Neuhalfen asked which of the proposed wall signs McDonald's will keep, to which Mr. Olguin stated the restaurant typically prefers to retain its corporate arch-logo and will likely remove the signs with the full restaurant name. Commissioner Neuhalfen asked how a vehicle would get from Eastgate Court to Longwood Drive, to which Mr. Olguin stated vehicles entering the McDonald's site would simply loop around the front of the building following the one-way flow of traffic.

Commissioner Sturznickel asked about the timing of the project, to which Mr. Olguin stated McDonald's would like to do the remodel this fall and anticipates it will take about eight weeks.

Commissioner Laipert asked if there is a fence on the property, to which Ms. Parkhurst stated yes there is a fence at the very rear of the property adjacent to the residential homes to the north.

Acting Chairperson Hoferle asked about plans for landscaping the site, to which Mr. Sack stated the existing landscaping along Algonquin Road will not be impacted by the project, and that McDonald's will be adding plantings in front of the building as well as some new trees along the east lot line.

PUBLIC COMMENT
Acting Chairperson Hoferle called for public comments.

Michael Bacik, Zurich Partners, stated he owns the shopping center across the street at 501 E. Algonquin Road, as well as the vacant commercial lot directly to the east. He asked if the future cross-access connection at the east lot line would be for two-way traffic, to which Mr. Olguin stated yes it will be. Mr. Bacik also asked whether it would be possible to smooth out a small curve in the drive-aisle at the rear of the McDonald's site, to which Mr. Olguin stated the existing curb cut out toward Eastgate Court as well as the location of the restaurant's trash enclosure constrain the ability to do so.

Thomas Blake, 341 Cornell, stated he lives directly behind the property and expressed concern about noise from the drive through ordering windows, as well as vehicle headlights shining through his bedroom window. Mr. Olguin stated that new speaker technology will be installed as part of the remodel project, which adjusts sound levels according to ambient noise; this system should significantly reduce any excess noise levels at quieter times later in the evening and early morning. Mr. Olguin also stated McDonald's would look into options for installing additional screening at the rear of the property to shield light from vehicle headlights.

CLOSE PUBLIC COMMENT

COMMISSION MOTION ON PETITION
Acting Chairperson Hoferle entertained a motion to approve the request for a Major PUD Amendment and Special Use Permit for the McDonald's Restaurant at 500 East Algonquin Road. Commissioner Laipert moved and Commissioner Sturznickel seconded a motion to recommend approval of the request, consistent with the findings of fact listed in the July 10, 2017 Community Development memorandum, the conditions recommended by staff, and the plans submitted by the developer.

The Roll Call noted the following: Ayes: Acting Chairperson Hoferle; Commissioners Laipert, Neuhalfen, and Sturznickel. Nays: None. Absent: Chairperson Patrician; Commissioners Postelnick and Szpekowski. Motion carried 4-0.

CLOSE PUBLIC HEARING

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX (847) 823-0520

June 27, 2017

Village of Algonquin
2200 Harnish Drive
Algonquin, IL 60102

Attention: Katie Parkhurst, Senior Planner

Subject: McDonald's Remodel, 505 E. Algonquin Road – FIRST REVIEW
Algonquin Case No. 2017-07
(CBBEL Project No. 07-0272.00103)

Dear Katie:

We have reviewed the following documents related to this project:

- Final Engineering Plans prepared by Watermark Engineering Resources, Ltd. bearing a revision date of June 6, 2017
- Boundary and Topographic Survey prepared by Gentile and Associates, Inc. bearing a revision date of March 20, 2017
- Photometric Plan prepared by Security Lighting bearing a revision date of June 5, 2017
- Landscape Plans prepared by Watermark Engineering Resources, Ltd. bearing a revision date of June 6, 2017

The following need to be addressed before Christopher B. Burke Engineering, Ltd. can recommend acceptance to the Village:

FINAL ENGINEERING PLANS

Sheet C-1

1. The next engineering submittal will need to be signed and sealed by the engineer of design.

Sheet C-2

2. A table like below with the same information should be added to the plan sheet:

	IMPERVIOUS AREA (SF)	PERVIOUS AREA (SF)
EXISTING CONDITIONS		
PROPOSED CONDITIONS		
NET CHANGED VALUES		

We note that the values of the impervious surface area differ from sheet C-2 and C-3.

Sheet C-3

3. The proposed elevation contours behind the north curb line should be revised from elevation 6XX to 8XX.

4. There is a shaded rectangle depicted along the east curb line of the site which is not identified on the plan sheet.

5. The proposed gravel berm behind the north curb line can be deleted if the designer chooses, too (see Stormwater comments). If removal is chosen, then some type of slope protection is needed at the proposed outfalls in the site curb line.

Sheet C-5

6. The location of the required stabilized construction access shall be added to the plan sheet along with the applicable standard detail on sheet C-6. If the existing pavement is to be used as an entrance, then a note stating that fact can simply be added to the plan sheet.

7. The detail for the Concrete Washout Area shows it being cut into the ground, while the area is shown to be located on the existing pavement. If that is the design intent, then the pavement removal and replacement should be shown on the plans. If not, then the detail of the washout should be revised.

8. Approximate dates should be added to the entries found in the CONSTRUCTION SEQUENCE table.

Sheet C-6

9. The CURB RAMPS FOR SIDEWALK detail shall be revised to include the most current version available on the IDOT website.

PHOTMETRIC PLAN

10. The submittal did not include an electrical site plan detailing the scope of work for the relocation of the four light poles. The plan shall include the wire size and conduit information.

11. If the poles are to be constructed upon concrete foundation, then a dimensioned detail for the foundation, including reinforcement detailing, shall be added to the submitted information. The height of the foundation should be included in the Z range calculated for the photometric plan.

12. Please provide project specific catalog cuts of all proposed luminaires.

13. Per the summary table on the Photometric Plan DWG 1PCP35795, photometric values along the property lines are calculated to be 0.6 Fc which exceed the maximum 0.5 Fc requirement of the Village of Algonquin Lighting Ordinance.

STORMWATER COMMENTS

14. The site is over one (1) acre in area, has a non-residential use, and has not been improved since its initial construction prior to the adoption of the Kane County Stormwater Ordinance. The SITE DATA box notes that there will be an increase in impervious surface of only 2291 SF. The area of disturbance appears to be less than 25,00 SF, by inspection. As such, the project does not require the issuance of a Stormwater permit and neither detention nor retention needs to be provided.

15. We acknowledge that the engineer has provided a retention storage volume in the aggregate berm located immediately north of the north parking lot curb line. As noted above, the provision of neither detention nor retention is required. The engineer may remove the berm from the project scope or leave his design as is to provide erosion control at the curb cuts and provide some water quality benefit.

OUTSIDE PERMITTING AGENCIES

16. A permit will be required from IDOT for all work performed within the Algonquin Road right-of-way.

Sincerely,

Paul R. Bourke, PE CFM
Assistant Head, Municipal Department

Michael E. Kerr, PE
Executive Vice President

VILLAGE OF ALGONQUIN

PUBLIC WORKS DEPARTMENT

– M E M O R A N D U M –

DATE: *Tuesday, June 20, 2017*
TO: *Katie Parkhurst*
FROM: *Shawn M. Hurtig*
SUBJECT: *Public Works Review # 1 – 60% Submittal*
McDonalds East Side Remodel 2017 (CD2017-07)

Please find below Public Works staff comments, concerns, and issues, on the subject project. This project was reviewed per your direction. Should you have any questions, comments, or concerns, with the content of this review memo, please do not hesitate to contact me.

GENERAL COMMENTS

1. The planned storm water detention installation is not acceptable.
2. Should we get the sanitary line extended and cleaned up as was the comment on the Burger King proposal?
3. Review Rt 62 sidewalk for removal and replacements

PLAN SET COMMENTS

PAGE	*ISSUE*
C-2	Cross access is shown to be constructed at a later date, however this work shall be included on this project
C-2	The Algonquin Road entrance shall be a true right in right out (geometery)
C-2	All parking lot perimeter curb shall be B6:12, standard 6" barrier curb can be used for interior reverser pitch areas
C-2	Minimum PCC pavement for commercial properties is 8"
C-2	Please note that it is extremely difficult for contractors to saw cut a smooth arch as depicted for the new PCC drive through. In addition the excavation for the new PCC pavement will likely undermine the existing HMA. As such it is highly recommended that the removal is squared off and HMA patching be indicted adjacent to all new PCC pavements
C-2	It is recommended that the loading dock truck zone be installed as PCC pavement
C-2	It is requested a pedestrian connection from the Eastgate sidewalk be made to the west entrance
C-2	Remove and replace all cracked, heaved, or significantly spalled sidewalk squares along IL Route 62 frontage
C-3	Curb Cuts for drainage are not approved. Drainage must enter a catch basin prior to daylighting

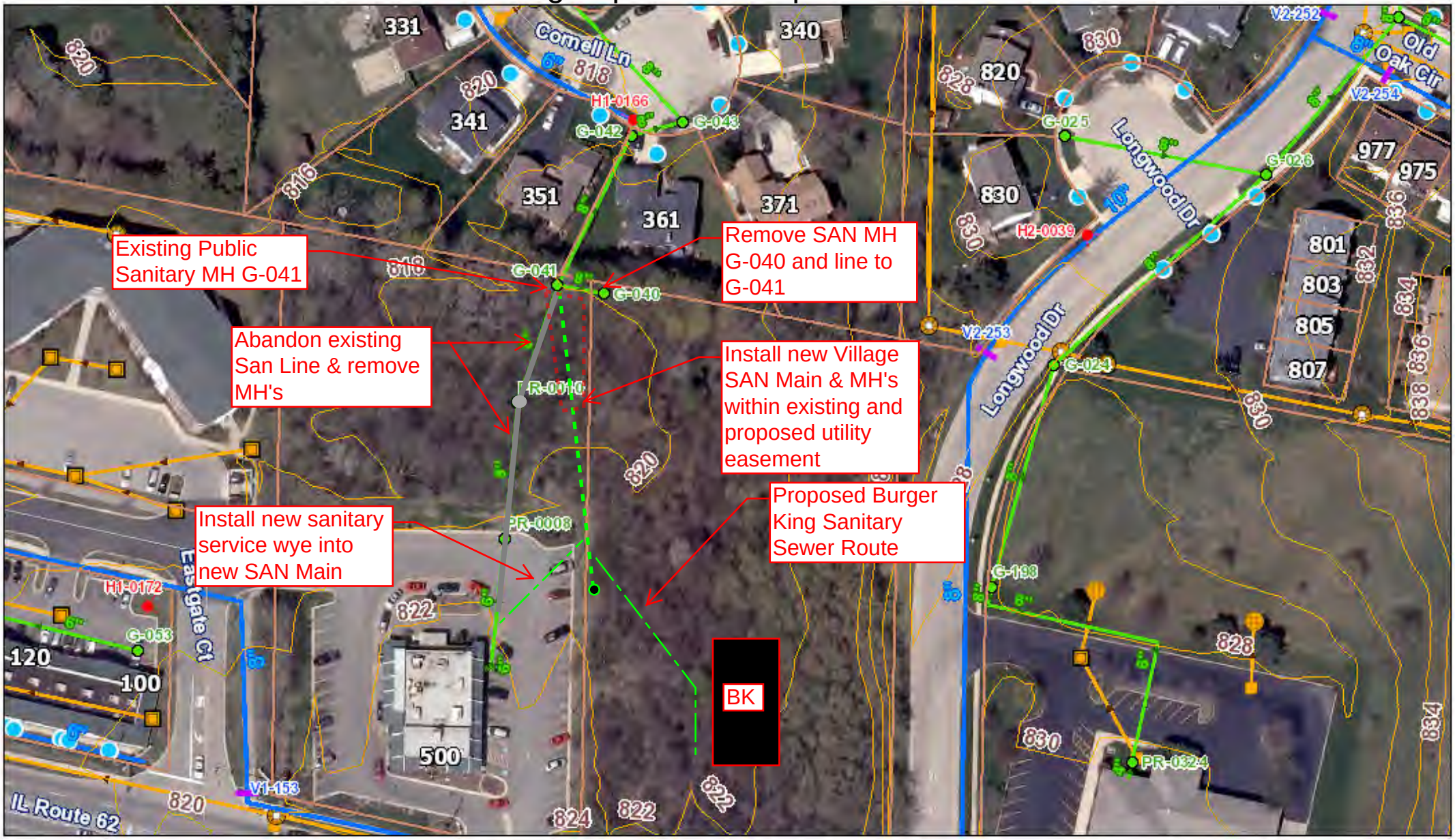
L-1	Large drive thru island shall have a large shade tree installed
L-1	Planting plan qtys do not match plant list qty (Ex. FTE)
L-1	Indicate plantings for cross access island as this will be installed now
L-2	Total dbh indicated for removal is 56", divide by 2 (invasive) brings the total to 28". The site will likely have 5 shade trees of 3" dbh, thus subtract 15". Total reforestation fee therefore is $1,300.00

END

Cc: Project File (listed in footer)

Attachments: None

Algonquin Basemap Viewer



December 27, 2016

1:1,161

0 0.0075 0.015 0.03 mi

0 0.01 0.02 0.04 km

- Address
- Boundaries - Village Limit
- Road Centerlines
- Waterlines
- Not in Village
- Tax Parcels
- Contours - 2'

Village Of Algonquin
Police Department

~MEMORANDUM~

DATE	June 14, 2017
TO	Katie Parkhurst, AICP, Senior Planner
FROM	Sergeant Robert Salazar
SUBJECT	Case No. 2017-07 McDonald's Remodel

On behalf of the Algonquin Police Department, I have reviewed the plans regarding the remodel of the McDonald's at 505 E. Algonquin Rd. specifically the ingress/egress for the parking lot access from Rt. 62. The right turn (entry only) from W/B Rt. 62 and right turn only (exit) onto W/B Rt. 62 along with the prohibition of left turns into the parking lot from E/B Rt. 62 is an acceptable change to the parking lot. This plan appears to alleviate the majority of traffic crash issues previously reported by Deputy Chief Sutrick.

One suggested change would be increasing the handicapped parking sign fine from $250.00 to $500.00, pursuant to the village ordinance 41.01 §11-1301.3, Unauthorized use of parking places reserved for persons with disabilities.

VILLAGE OF ALGONQUIN

COMMUNITY DEVELOPMENT DEPARTMENT

– M E M O R A N D U M –

DATE: July 5, 2017

TO: Katie Parkhurst, Senior Planner

FROM: Diane LaCalamita, Building Inspector

SUBJECT: Proposed signage for McDonalds – 500 E. Algonquin Road.

Per your request, I have reviewed the exterior signs proposed for the future modifications to the McDonald's at 500 E. Algonquin Road and have noted the following:

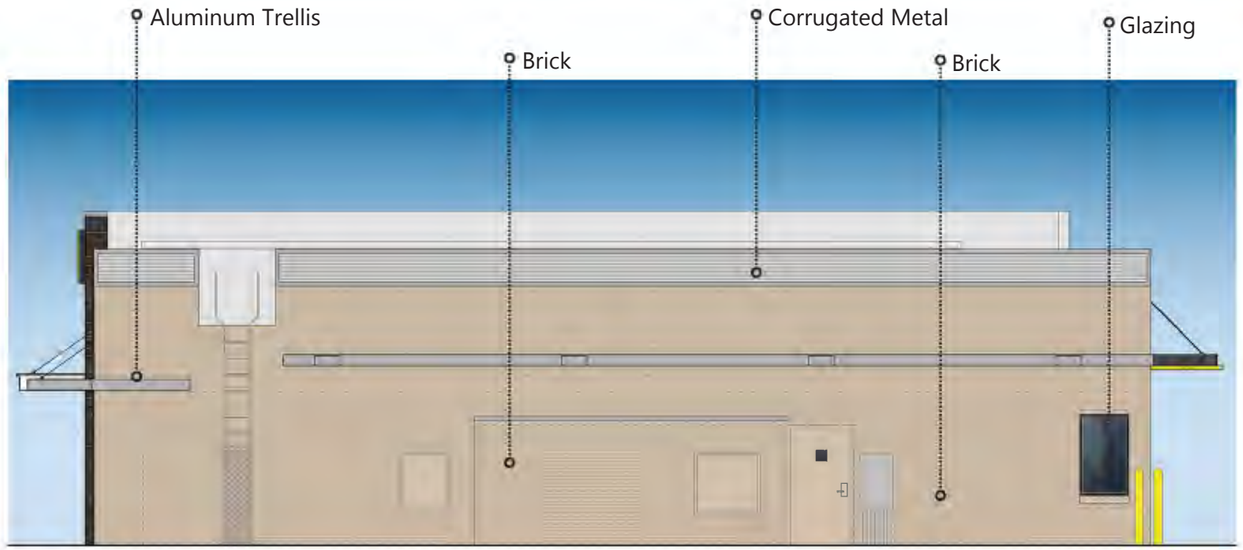
1. They are proposing five (5) exterior wall signs; our Sign Code only permits two (2) wall signs which must be matching signs noting the business name only. The two "M" signs are 42" which is much larger than our 24" limit in our Sign Code. The "McDonalds" channel letter sign is acceptable at 24". I do not recommend the use of the "playplace" and "Welcome" signs as they do not meet current code allowances. My recommendation would be for them to use two (2) of the "McDonalds" channel letter signs.
2. The proposed signage for the drive-thru area is acceptable. I am wondering why the inner lane does not have a pre-browse board (sign #4); was this left off by mistake?
3. In regards to the parking lot directional signs, they are proposing three (3) of such signs. Our Sign Code allows for one for each entrance/exit. I am not sure if the entrance/exit on Algonquin Road would be considered one or two entrances. If two, then both of the signs could remain at that location. Such signs are limited to 3' square feet and should not exceed 3' in height. The proposed signs are too large.

South Elevation

East Elevation

MATERIALS LEGEND
Craftsman Color Scheme

- **Brick (Main Building)**
  Belden Brick Company - Face Brick - 8531A
- **Tile (Arcades)**
  Eurowest Ewood - R9 Black
- **Canopy (Metal)**
  Pantone 109C
- **Glazing (Windows & Storefront)**
  1" Insulated Clear Glass
- **Corrugated Metal**
  Cityscape by Metal-Era
- **Corrugated Metal**
  Charcoal Gray by Metal-Era
- **Alluminum Trells (Prefinished)**
  Cityscape
- **Metal (Coping)**
  Cityscape
- **Paint (Playplace)**
  Benjamin Moore - Fairview Taupe BM-HC-85
- **Paint**
  Benjamin Moore - Indian River BM-985



North Elevation

West Elevation

MATERIALS LEGEND
Craftsman Color Scheme

- **Brick (Main Building)**
  Belden Brick Company - Face Brick - 8531A
- **Tile (Arcades)**
  Eurowest Ewood - R9 Black
- **Canopy (Metal)**
  Pantone 109C
- **Glazing (Windows & Storefront)**
  1" Insulated Clear Glass
- **Corrugated Metal**
  Cityscape by Metal-Era
- **Corrugated Metal**
  Charcoal Gray by Metal-Era
- **Alluminum Trells (Prefinished)**
  Cityscape
- **Metal (Coping)**
  Cityscape
- **Paint (Playplace)**
  Benjamin Moore - Fairview Taupe BM-HC-85
- **Paint**
  Benjamin Moore - Indian River BM-985

LINGLE DESIGN GROUP, INC.

17-0136

Imagine Create Excite

McDonald's
505 E. Algonquin Rd. Algonquin, IL
Date: 4/21/2017

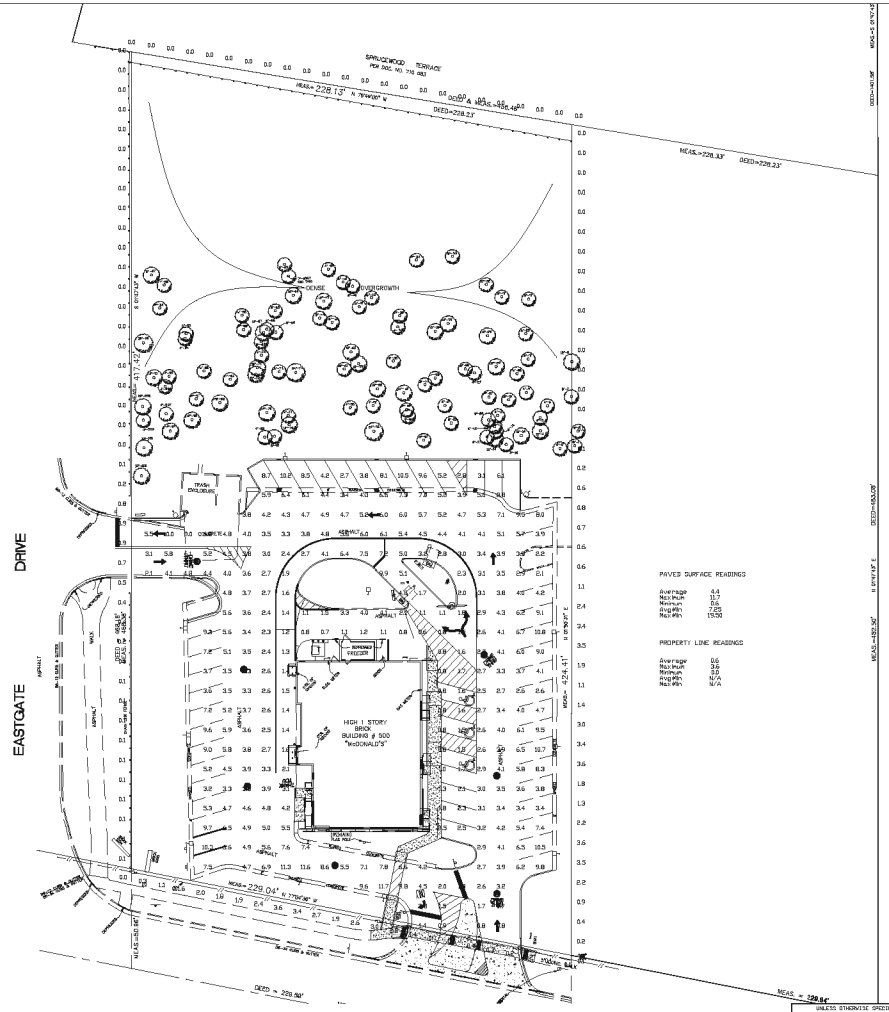
USRD CORE16 LIGHTING+ OPTIONS

Web: www.securitylighting.com
2100 Golf Road, Suite 460, Rolling Meadows, IL 60008-4704
Phone: 1-800-LIGHT IT, 1-800-544-4848, Fax: 847-279-0642

DRWG. NO. 1PCP35795

NOTES:

1. THE FOOTCANDLE LEVELS AS SHOWN ARE BASED ON THE FOLLOWING CRITERIA. ANY SUBSTITUTIONS IN SPECIFIED FIXTURES OR CHANGES TO LAYOUT WILL AFFECT LIGHTING LEVELS SHOWN AND WILL NOT BE THE RESPONSIBILITY OF SECURITY LIGHTING.
2. THE CONTRIBUTION OF THE SOFFIT / BUILDING LIGHTING IS NOT REFLECTED ON THE DRAWING UNLESS SOFFIT / BUILDING LIGHTING IS SPECIFIED IN THE FIXTURE SCHEDULE BELOW.
3. DISTANCE BETWEEN READINGS 10'
4. FINAL ADJUSTMENTS TO AIMING ANGLE/DIRECTION OF FIXTURES MAY BE REQUIRED TO ELIMINATE LIGHT TRESPASS OR GLARE ONTO ADJOINING PROPERTIES OR ROADWAYS.



** - SPECIFY COLOR

FIXTURE TYPE:	SYMBOL	FIXTURE QUANTITY	CONFIG	QUANTITY	EPA	MOUNTING HEIGHT	LLF
EXISTING 400w METAL HALIDE SHOEBOX	⊣□	13	SGL	13		24'	0.87

POLE TYPE:	QUANTITY	WIND LOAD	ALLOWED EPA
EXISTING	13		

THIS LAYOUT MAY NOT MEET TITLE 24 OR LOCAL ENERGY REQUIREMENTS. IF THIS LAYOUT NEEDS TO BE TITLE 24 COMPLIANT OR MEET OTHER ENERGY REQUIREMENTS, PLEASE CONSULT FACTORY WITH SPECIFIC DETAILED MEASURING PROJECT MEASUREMENTS SO THAT REVISIONS MAY BE MADE TO THE DRAWING.

THIS LIGHTING PATTERN REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA TAKEN UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY APPROVED METHODS. ACTUAL PERFORMANCE OF ANY MANUFACTURER'S LUMINAIRES MAY VARY DUE TO VARIATION IN ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS, AND OTHER UNKNOWN FIELD CONDITIONS.

UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE IN INCHES

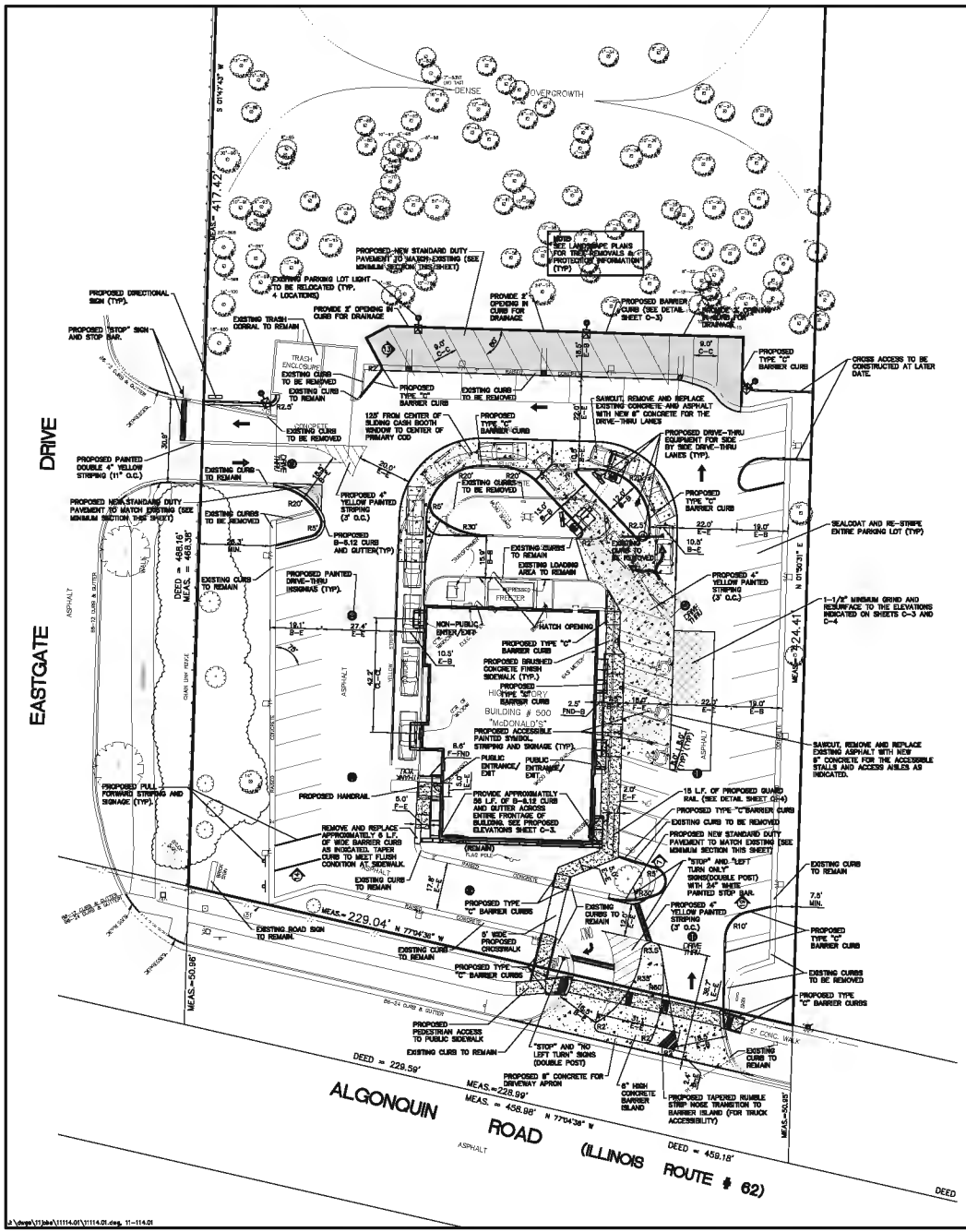
NOTES:

SCALE 1" = 30' 0"	DATE	NEXT ASSEMBLY	REF. DRWGS.
DRAWN BY MW	5/5/17		
CHECKED BY			
APPROVED BY			
APPROVED BY		FINISH	
APPROVED BY			
SHOP ORDER		MATERIAL	
PROJECT NO.			

SECURITY LIGHTING™

POINT-BY-POINT FOOTCANDLE PLOT FOR
– McDONALD'S –
505 E ALGONQUIN RD
ALGONQUIN, IL

DRAWING NUMBER
1PCP35795



DIMENSION LEGEND

F	= FACE	FNC	= FENCE
FND	= FOUNDATION	R	= RADIUS
B	= BACK	C	= CENTER
E	= EDGE	PL	= PROPERTY LINE

SITE PLAN NOTES:
1. ALL RADIUS DIMENSIONS ARE TO BACK OF CURB.
2. SEE ARCH. PLANS FOR EXACT BUILDING DIMENSIONS.
3. ALL STRIPING TO BE DOUBLE COATED 4" YELLOW PAINT UNLESS OTHERWISE NOTED.
4. WHERE PEDESTRIANS HAVE TO CROSS A TAPERING RAMP OR CURB RAMP THE FACE AND TOP OF CURB ARE TO BE PAINTED USING YELLOW, SLIP RESISTANT PAINT.

GENERAL NOTES:
1. THESE PLANS ARE BASED ON THE BOUNDARY AND TOPOGRAPHIC SURVEY (SURVEY PROJECT #11-20133-REV 1 DATED 03/20/2017) PREPARED BY: GENTILE AND ASSOCIATES, INC. 550 E. ST. CHARLES PLACE, LOMBARD, ILLINOIS 60148 (630) 916-6282
2. PRIOR TO CONSTRUCTION, CONTRACTOR TO CONTACT THE DESIGN ENGINEER AND ARCHITECT TO VERIFY THAT THEY ARE WORKING FROM THE MOST CURRENT SET OF PLANS AND SPECIFICATIONS.

ON SITE PARKING DATA

EXISTING PARKING SPACES	50
PROPOSED REGULAR PARKING SPACES	50
PROPOSED ADA ACCESSIBLE SPACES	3
PROPOSED TOTAL SPACES	53

REQUIRED PARKING SPACES FOR RESTAURANTS = 15 SPACES PER 1,000 S.F.
PROPOSED BUILDING AREA 5,206 S.F./1,000 S.F X 15 = 78 REQUIRED SPACES
53 PROPOSED PARKING SPACES < 78 REQUIRED PARKING SPACES

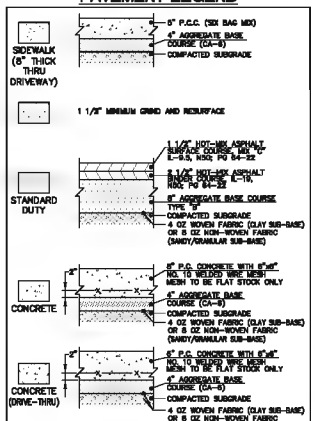
SITE DATA

TOTAL LOT AREA = 94,672 S.F. (2.17)

EXISTING PERVIOUS AREA	= 56,227 S.F.(1.29 AC.)(59.41%)
EXISTING IMPERVIOUS AREA	= 38,445 S.F.(0.88 AC.)(40.59%)
PROPOSED PERVIOUS AREA	= 53,936 S.F.(1.24 AC.)(56.9%)
PROPOSED IMPERVIOUS AREA	= 40,736 S.F.(0.93 AC.)(43.1%)

PROPOSED BUILDING AREA = 5,206 S.F.
FAR = 0.05

PAVEMENT LEGEND



NOTES:
1. REFERENCE I.D.O.T. STANDARD SPECIFICATIONS (LATEST EDITION) SECTION 406 FOR BINDER & SURFACE COURSES AND SECTION 351 FOR AGGREGATE BASE COURSE.
2. THE APPLICATION RATES FOR THE PRIME COAT AND TACK COAT SHALL TO BE 0.30 AND 0.10 GALLONS PER SQUARE YARD, RESPECTIVELY.
3. SEE PROJECT SPECIFICATIONS FOR SUBGRADE COMPACTION.
4. ALL CONCRETE FLATWORK TO INCLUDE A JOINTING PATTERN SUBMITTAL TO THE CONSTRUCTION MANAGER. CONTRACTOR TO STAY AS CLOSE TO 9'x9' SQUARE PANELS IN LARGE CONCRETE FLATWORK AREAS AS POSSIBLE.
5. FOR SIDEWALKS, PROVIDE TOOLED JOINTS AT 5' O.C., CONTRACTION JOINTS AT 15' O.C., EXPANSION JOINTS AT 45' O.C.
6. PROVIDE AN EXPANSION JOINT ADJACENT TO ALL STRUCTURES. THESE JOINTS SHOULD BE SEALED WITH A TOOL-FINISHED SILICONE SEALANT PER I.D.O.T. STANDARD.

GEOMETRIC PLAN

NO.	REVISIONS	DATE
1	NO REVISIONS	6/9/17

Prepared For:

McDonald's
711 Jorie Blvd., 3rd Floor
Oak Brook, IL. 60523

McDONALD'S - ALGONQUIN
505 E. Algonquin Road
Algonquin, Illinois

Prepared By:

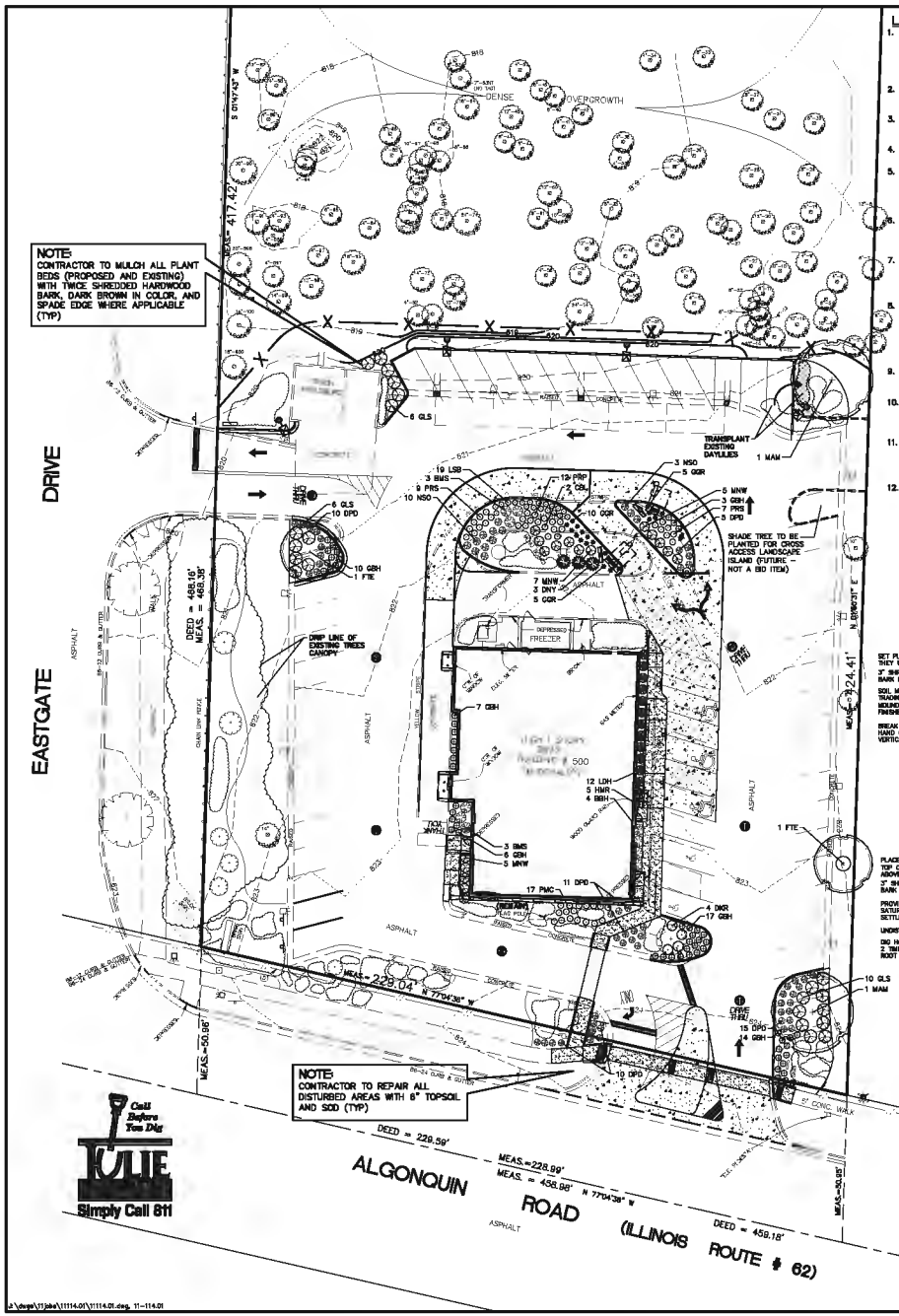
Watermark Engineering Resources, Ltd.
2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60502
phone 630-375-1800 fax 630-236-9650 www.watermark-engineering.com

CHECKED BY: J. MILLER
DESIGN BY: R. ERSFELDT
DRAWN BY: K. SACK
DATE: MAY 22, 2017
SCALE: 1" = 20'
PROJECT NO.: 11-114.01

C-2

LC #12-1022

GEOMETRIC PLAN



LANDSCAPE NOTES

1. ALL PLANT MATERIAL SHALL BE HARDY TO THE ZONE IT IS BEING PLANTED IN. ALL TREES AND SHRUBS ARE TO BE BALLED AND BURLAPED UNLESS OTHERWISE NOTED AND SHALL BE GROWN IN ACCORDANCE WITH THE STANDARDS SET FORTH BY THE LATEST EDITION OF AMERICAN STANDARD FOR NURSERY STOCK PUBLISHED BY AMERICANHORT.
2. PLANT SIZES CALLED OUT ON THIS PLAN ARE THE MINIMUM SIZE REQUIRED. PLANTS WHICH FAIL TO MEET THE SIZES LISTED, SHALL BE REJECTED AT THE EXPENSE OF THE CONTRACTOR.
3. CONTRACTOR MUST VERIFY ALL MATERIAL QUANTITIES AS DEPICTED ON THE DRAWING. THE PLANT LIST PROVIDED ON THIS PLAN IS FOR CONVENIENCE ONLY.
4. SUBSTITUTIONS MAY NOT BE MADE WITHOUT THE APPROVAL OF THE LANDSCAPE ARCHITECT/DESIGNER.
5. THE CONTRACTOR SHALL NOTIFY ALL APPROPRIATE AGENCIES AND UTILITY LOCATORS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOT BEGIN ANY WORK ON-SITE UNTIL ALL UTILITIES HAVE BEEN LOCATED. CONTRACTOR SHALL OBTAIN "AS-BUILT" PLANS FOR ALL IRRIGATION AND LIGHTING PRIOR TO CONSTRUCTION.
6. CONTRACTOR IS RESPONSIBLE FOR PROTECTING ALL UTILITIES INCLUDING IRRIGATION AND LIGHTING. ALL DAMAGE SHALL BE REPAIRED TO A NEW CONDITION IN ACCORDANCE WITH ALL CODES AT NO COST TO THE OWNER - SEE NOTE 5.
7. ALL UNSUITABLE MATERIAL (CONCRETE, AGGREGATE STONE, CRUSHED ASPHALT, BRICK ETC.) SHALL BE REMOVED, INCLUDING HAUL OFF, PRIOR TO PLANTING AND SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR.
8. SOIL MIX PM35 BY MIDWEST TRADING COMPANY OR EQUAL SHALL BE ROTOTILLED INTO ALL PERENNIAL AND ANNUAL PLANTING BEDS PRIOR TO THE INSTALLATION OF THE PLANT MATERIAL. A SLOW RELEASE, GRANULAR FERTILIZER SHALL BE APPLIED TO ALL ANNUAL AND PERENNIAL PLANTING BEDS AT THE RECOMMENDED RATE, AND SHALL BE ROTOTILLED IN WITH THE ABOVE SOIL MIXTURE BEFORE THE PLANT MATERIAL IS INSTALLED.
9. CONTRACTOR TO PROVIDE THOROUGH INITIAL WATERING OF ALL PLANTINGS WITHIN 12 HOURS OF INSTALLATION TO ENSURE ALL AIR POCKETS HAVE BEEN REMOVED AROUND ROOT BALL.
10. ALL PLANT BED AREAS ARE TO BE MULCHED WITH 3" OF DOUBLE SHREDDED HARDWOOD MULCH AND SHALL BE SEPARATED WITH A SPADE EDGE ALONG PERIMETERS ADJACENT TO TURF AREAS. FINAL GRADE (AFTER SETTLING) SHALL BE 1" BELOW ADJACENT CURBS.
11. ALL TURF AREAS ARE TO BE A MINIMUM OF A FIVE WAY BLUEGRASS BLEND, UNLESS OTHERWISE NOTED. CONTRACTOR IS RESPONSIBLE FOR WATERING ALL INSTALLED TURF AREAS UNTIL TIME OF KNITTING. IF TURF SEED AND SOD OCCUR ON THE SAME PROJECT, CONTRACTOR SHALL VERIFY AND USE SEED MIXTURES TO MATCH SOD.
12. AREAS TO BE SODDED SHALL BE WITH AN "APPROVED TURFGRASS SOD" OF PREMIUM GRADE. SOD SHALL BE A 5 WAY BLEND OF IMPROVED KENTUCKY BLUEGRASS VARIETIES THAT HAS BEEN GROWN LOCALLY TO THE PROJECT SITE. SOD MUST BE MATURED FOR 2 FULL GROWING SEASONS PRIOR TO HARVEST CUTTING AND BE HEALTHY WITH WELL ESTABLISHED ROOTS. SOD SHALL BE FREE OF DISEASE, INSECTS AND DEBRIS. SOD SHALL BE UNIFORM IN LEAF COLOR, TEXTURE, AND DENSITY. SOD SHALL BE DELIVERED, INSTALLED, AND WATERED WITHIN 24 HOURS OF HARVEST IN WHICH TEMPERATURES DO NOT EXCEED 90 DEGREES (F) NOR LESS THAN 55 DEGREES (F). SOD SHALL BE MACHINE-CUT AT A MINIMUM UNIFORM SOIL THICKNESS (1.5" OF SOD IS DESIRED) BUT SOD THICKNESS SHALL BE A THICKNESS NECESSARY FOR PLANT VIABILITY. SOD SHALL BE LAID IN STAGGERED STRAIGHT LINES, TIGHTLY AGAINST EACH OTHER WITHOUT STRETCHING OR OVERLAPPING. SOD STAKES SHALL USED ON ALL SLOPES 4:1 OR GREATER.
13. CONTRACTOR SHALL REPAIR ALL DISTURBED AREAS (INTENDED OR UNINTENDED) AT A MINIMUM, TO THE ORIGINAL CONDITION UNLESS OTHERWISE NOTED.
14. THE EXISTING PLANT MATERIAL SHOWN ON THIS PLAN IS INTENDED SOLELY TO IDENTIFY THEM AS OBSERVED IN THE FIELD. THIS PLAN DOES NOT MAKE ANY CLAIMS ABOUT THE CONDITION OR SAFETY OF ANY OF THE PLANT MATERIAL DESCRIBED HEREIN OR OBSERVED IN THE FIELD.
15. ALL TRANSPLANTED PLANT MATERIAL MUST BE INSTALLED IMMEDIATELY UPON EXTRACTION FROM IT'S ORIGINAL LOCATION, UNLESS SPECIFIC ARRANGEMENTS HAVE BEEN MADE WITH THE LANDSCAPE ARCHITECT/DESIGNER. SHOULD IT BECOME UNREASONABLE TO TRANSPLANT ANY OF THE PLANT MATERIAL AS DESCRIBED IN THIS PLAN, DUE TO SITE CONSTRAINTS OR OTHERWISE, CONTRACTOR IS RESPONSIBLE FOR CONTACTING LANDSCAPE ARCHITECT/DESIGNER TO MAKE ALTERNATIVE ARRANGEMENTS.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE HEALTH AND VIABILITY OF THE PROPOSED PLANT MATERIAL INCLUDING WATERING, PROTECTION FROM PHYSICAL DAMAGE FROM THE TIME PLANT IS SELECTED THROUGH IT'S INSTALLATION.
17. CONTRACTOR IS RESPONSIBLE FOR ALL PLANT MATERIAL REMAINING PLUMB UNTIL THE END OF THE GUARANTEE PERIOD. PLANTS MAY NOT BE STAKED UNLESS APPROVED BY THE LANDSCAPE ARCHITECT/DESIGNER.
18. CONTRACTOR TO GUARANTEE PLANT MATERIAL AND LABOR FOR A MINIMUM OF ONE YEAR FROM THE TIME OF INSTALLATION.
19. THE CONTRACTOR IS RESPONSIBLE FOR BECOMING FAMILIAR WITH AND ABIDING BY THE LANDSCAPE ORDINANCES FOR THE SPECIFIC JURISDICTION IN WHICH THE WORK IS TAKING PLACE.
20. BIDDERS SHALL BE RESPONSIBLE FOR EXAMINING THE SITE, PRIOR TO PREPARING BID, TO BECOME FAMILIAR WITH THE SPECIFIC SITE CONSTRAINTS.
21. ALL EXISTING ON-SITE PLANT MATERIAL NOT EFFECTED BY CONSTRUCTION OR THE PROPOSED LANDSCAPE, SHALL BE BE PROTECTED AS PART OF THIS PLAN. EXISTING LANDSCAPE IN AREAS OF CONSTRUCTION AND PROPOSED LANDSCAPE SHALL BE REMOVED AS PART OF THIS PLAN.
22. THE CONTRACTOR SHALL FURNISH ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY FOR THE COMPLETION OF ALL THE ITEMS SHOWN ON THE PLANS.
23. IF IRRIGATION IS DEEMED NECESSARY, THE DESIGN AND INSTALLATION OF THE IRRIGATION SYSTEM SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR. AN IRRIGATION PLAN ALONG WITH AN AS BUILT OF THE IRRIGATION SYSTEM SHALL BE PREPARED FOR OWNER REVIEW AND APPROVAL. CONTRACTOR SHALL GUARANTEE PERFORMANCE, PARTS, AND LABOR FOR A PERIOD OF 1 YEAR FROM THE DATE OF FINAL APPROVAL.
24. IF EXISTING IRRIGATION IS PRESENT ON SITE, CONTRACTOR SHALL ADJUST, ADD TO, OR SUBTRACT FROM, THE EXISTING IRRIGATION SYSTEM TO ACCOMMODATE ANY PROPOSED ALTERATIONS/ADDITIONS TO THE EXISTING LANDSCAPE. CONTRACTOR SHALL PROVIDE THE OWNER AN AS BUILT OF THE IRRIGATION SYSTEM AND ALL CHANGES TO THE SYSTEM AFFECTED BY THIS PROJECT.
25. PROVIDE TOPSOIL RE-SPREAD PER THE FOLLOWING UNLESS OTHERWISE NOTED:
   A. 6" MINIMUM IN GRASS OR SOD AREAS
   B. 8" MINIMUM IN PLANTING AREAS
   C. 12" MINIMUM IN LANDSCAPE ISLANDS

GENERAL NOTES:

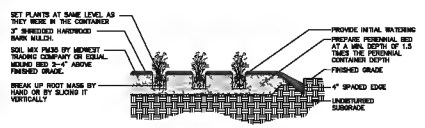
1. THESE PLANS ARE BASED ON THE BOUNDARY AND TOPOGRAPHIC SURVEY (SURVEY PROJECT #11-20133-REV 1 DATED 03/20/2017) PREPARED BY: GENTILE AND ASSOCIATES, INC. 550 E. ST. CHARLES PLACE, LOMBARD, ILLINOIS 60148 (630) 916-6282
2. PRIOR TO CONSTRUCTION, CONTRACTOR TO CONTACT THE DESIGN ENGINEER AND ARCHITECT TO VERIFY THAT THEY ARE WORKING FROM THE MOST CURRENT SET OF PLANS AND SPECIFICATIONS.

ON SITE PARKING DATA

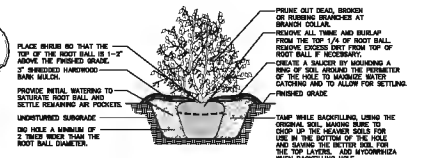
PROPOSED REGULAR PARKING SPACES	50
PROPOSED ADA ACCESSIBLE SPACES	3
PROPOSED TOTAL SPACES	53
EXISTING PARKING SPACES	50

SITE DATA

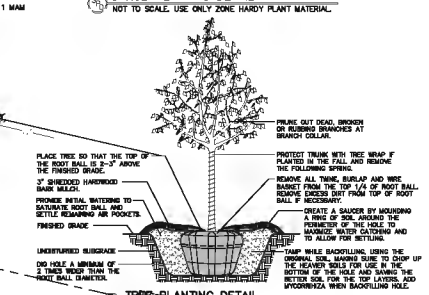
LOT AREA = 94,872 S.F. (2.17)



PERENNIAL PLANTING DETAIL
NOT TO SCALE. USE ONLY ZONE HARDY PLANT MATERIAL.



SHRUB PLANTING DETAIL
NOT TO SCALE. USE ONLY ZONE HARDY PLANT MATERIAL.



TREE PLANTING DETAIL
NOT TO SCALE. USE ONLY ZONE HARDY PLANT MATERIAL.

PLANT LIST

SHADE, ORNAMENTAL AND CONIFEROUS TREES

QTY.	ABRV.	BOTANICAL NAME	COMMON NAME	SIZE
2	MAM	Acer x fremanii 'Marmo'	Marmo Maple	3" Cal.
1	FTE	Ulmus x frontier	Frontier Elm	3" Cal.

FLOWERING AND EVERGREEN SHRUBS

QTY.	ABRV.	BOTANICAL NAME	COMMON NAME	SIZE
6	BMS	Caryopteris incana 'Jason'	Blue Mist Shrub	5 Gal.
12	LDH	Hydrangea macrophylla 'Robert'	Let's Dance Moonlight Hydrangea	5 Gal.
4	BBH	Hydrangea paniculata 'Bobo'	Bobo Hydrangea	5 Gal.
22	GLS	Rhus aromatica 'Grow-Low'	Grow-Low Sumac	5 Gal.
4	DKR	Rosa 'Radtko'	Double Knock Out Rosa	3 Gal.
17	MNW	Weigela florida 'Minuet'	Minuet Weigela	3 Gal.
3	DNY	Taxus x media 'Densiformis'	Densiformis Yew	5 Gal.

PERENNIALS, ORNAMENTAL GRASS AND GROUNDCOVERS

QTY.	ABRV.	BOTANICAL NAME	COMMON NAME	SIZE
13	NSO	Chasmanthium latifolium	Northern Sea Oats	1 Gal.
17	PMC	Echinacea 'CBG Cone 2'	Pixie Meadowbrite Coneflower	1 Gal.
20	GGR	Geranium 'Gerwat' Rozanne	Rozanne Geranium	1 Gal.
57	GBH	Hemerocallis 'Going Bananas'	Going Bananas Daylily	1 Gal.
5	HMR	Heuchera 'Midnight Rose'	Midnight Rose Coralbells	1 Gal.
3	CBI	Iris sibirica 'Caesar's Brother'	Caesar's Brother Siberian Iris	1 Gal.
12	PRP	Penstemon digitalis 'Red Ridling Hood'	Red Ridling Hood Beardtongue	1 Gal.
19	LSB	Rudbeckia fulgida 'Viette's Little Suzy'	Little Suzy Black Eyed Susan	1 Gal.
16	PRS	Salvia nemorosa 'Caradonna'	Caradonna Salvia	1 Gal.
51	DPD	Sporobolus heterolepis 'Tara'	Dwarf Prairie Dropseed	1 Gal.

LANDSCAPE PLAN DESIGNED BY KENNETH M. PRICE, RLA

LANDSCAPE PLAN

NO.	REVISIONS	DATE
1.	NO ALTERATIONS	6/6/17

Prepared For:

McDonald's
711 Jorie Blvd., 3rd Floor
Oak Brook, IL 60523
McDONALD'S - ALGONQUIN
505 E. Algonquin Road
Algonquin, Illinois

Prepared By:

Watermark Engineering Resources, Ltd.
2631 Ginger Woods Parkway, Suite 100, Aurora, IL 60502
phone 630-375-1800 fax 630-236-9600 www.watermark-engineering.com

CHECKED BY: J. MILLER
DESIGN BY: R. ERSFELDT
DRAWN BY: K. SACK
DATE: MAY 22, 2017
SCALE: 1" = 20'
PROJECT NO.: 11-114.01

L-1

LC #12-1022

LANDSCAPE PLAN

VILLAGE OF ALGONQUIN

COMMUNITY DEVELOPMENT DEPARTMENT

– M E M O R A N D U M –

DATE: July 25, 2017

TO: Committee of the Whole

FROM: Katie Parkhurst, AICP, Senior Planner

SUBJECT: *Permission to use drone for reviewing and capturing images of development projects.*

As you are aware, the Village of Algonquin has a drone and staff have been using it to enhance our resources to better perform our jobs. Village staff would like to use the small unmanned aerial vehicle (drone) to take pictures and video of development projects prior to, during and after construction. In order to go on private property, the Village needs property owner permission.

Staff would like to add the following language to the Development Application and the Public Improvements Completion Agreement documents. These are both documents that the property owner and petitioner sign as part of the development review process. The Public Improvements Completion Agreement is Appendix G in Chapter 22, Subdivision Ordinance and needs Village Board approval to update.

The following language as proposed by staff and approved by the Village Attorney:
"The Owner agrees to and does hereby grant to the Village permission to go upon or over any part of the Property for the purpose of taking video and pictures of the site and construction activities. This grant of permission includes authority for the Village to use a small unmanned aerial vehicle to capture images of the Property."

Staff recommends approval of the proposed language to be added to the Public Improvements Completion Agreement and the Development Application. Staff would be happy to answer any questions.

VILLAGE OF ALGONQUIN

GENERAL SERVICES ADMINISTRATION

– M E M O R A N D U M –

DATE: July 12, 2017

TO: Village Board

FROM: Tim Schloneger

SUBJECT: McHenry County STARFIRE Initiative

The Village of Algonquin has taken a leadership role in expanding intergovernmental cooperation and shared services opportunities in the region. Recently, McHenry County approved a Resolution directing its staff to further pursue such initiatives. It is appropriate for the Village to acknowledge and reciprocate the County's Resolution with our own matching Resolution.

2017 – R –

RESOLUTION RECOMMENDING THE MCHENRY COUNTY STARFIRE INITIATIVE (STREAMLINING/TRANSPARENCY/ACCOUNTABILITY/RELIABILITY/ FISCALITY/INTEGRITY/RESPECT/ETHICAL)

WHEREAS, McHenry County agencies have the desire to work collectively across political boundaries in order to optimize the delivery of vital services in high-quality, cost-effective ways.

WHEREAS, McHenry County agencies have the desire to improve efficiency, reduce duplication of services and encourage resource sharing.

WHEREAS, McHenry County agencies have the desire to pursue reforms to improve service delivery and solve problems with innovative and locally-appropriate solutions.

WHEREAS, McHenry County agencies have the desire to increase the accountability, transparency and efficiency of government services.

NOW, THEREFORE, BE IT RESOLVED, by this Village Board of Algonquin, Illinois, that Staff are hereby directed to:

Identify ways to be more efficient with the resources at hand, including sharing staff and pooling resources with neighboring jurisdictions to create more effective operations.

Analyze and review areas where joint purchasing, shared services and consolidation make sense.

Explore ways in which working together as opposed to working independently can eliminate inefficient or duplicative services.

Analyze how to organize services in the most logical way, rather than have them constrained by jurisdictional or area limits.

Explore ways to make use of existing qualified personnel and facilities to achieve economies of scale.

BE IT FURTHER RESOLVED, that the Village Clerk is hereby authorized to distribute a certified copy of this Resolution to the McHenry County Board Chairman, the County Administrator, and all municipalities and townships in McHenry County.

Dated:

Village of Algonquin

Village Manager's Office
Tel: 847-658-2752 ▪ Fax: 847-658-4564

MEMO

To: Village Board

From: Tim Schloneger, Village Manager

Re: Resolution In Support of the Village of Johnsburg's Efforts to clean up the Fox River

Date: July 17, 2017

The Village of Johnsburg has requested that the Village of Algonquin pass a Resolution of support for their efforts to secure grant funding to construct the necessary collection system to improve the environmental condition of the Fox River.

Resolution In Support of the Village of Johnsburg's Efforts to clean up the Fox River

Whereas, the Chain O' Lakes and Fox River is known as the busiest inland water way in the nation; and

Whereas, the Fox River was ranked by the American Rivers Association as #7 in the "Nations Most Endangered Rivers of 1999"; and

Whereas, several communities in McHenry County are situated along the Fox River and are directly impacted by its environmental condition; and

Whereas, many citizens along the Fox River utilize the River as a source of drinking water, for fishing and recreation purposes; and,

Whereas, without the proper care of the Fox River, its condition will further deteriorate; and

Whereas, the deterioration of the Fox River would adversely impact the quality of life of the residents of McHenry County;

Whereas, the Village of Johnsburg has been working for more than twenty years to develop a wastewater treatment and conveyance system to help clean up the Fox River by reducing the discharge of raw and partially treated wastewater into the Fox River; and

Whereas, the Village of Johnsburg is situated along more than two miles of water frontage along the Chain O' Lakes and Fox River; and

Whereas, the Village of Johnsburg built a wastewater treatment system in an effort to eliminate the discharge of more than 1,000,000 gallons of raw and partially treated wastewater from the Fox River daily; and

Whereas, the Village of Johnsburg has been working to extend the collection system in an effort to reduce the discharge of raw and partially treated waste water into the Fox River; and

Whereas, the construction of the collection system is cost prohibitive without funding assistance; and

Whereas, the Village of Johnsburg's efforts to reduce the discharge of raw and partially treated wastewater into the Fox River will improve the environmental condition of the Fox River; and

Whereas, the residents of McHenry County will benefit from the improved condition of the Fox River;

NOW, THEREFORE, ***BE IT RESOLVED*** that the President and Trustees of the Village of Algonquin, McHenry and Kane Counties, Illinois support the Village of Johnsburg's efforts to construct the necessary collection system to improve the environmental condition of the Fox River; and

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Village President and Trustees of the Village of Algonquin, McHenry and Kane Counties, Illinois support the Village of Johnsburg's efforts to obtain funding assistance to help fund the construction of the collection system within the Village of Johnsburg.

DATED this _____day of _____, 2017.

APPROVED:

(SEAL)

_____
President John C. Schmitt

ATTEST:

_____
Village Clerk, Gerald S. Kautz

VILLAGE OF ALGONQUIN

GENERAL SERVICES ADMINISTRATION

– M E M O R A N D U M –

DATE: July 19, 2017

TO: Tim Schloneger, Village Manager

FROM: Michael Kumbera, Assistant Village Manager

SUBJECT: *Abatement of 2017 Pledged Taxes: Bond Series 2013 & 2014A*

The Village ordinances that were approved in relation to Bond Series 2013 (Wastewater Treatment Facility expansion) and 2014A (Public Works Facility construction) require that Kane and McHenry County Clerks to annually levy taxes to provide funds for payment of the principal and interest coming due for each referenced bond series. The 2017 tax levy for these bond series are $824,425.00 and $630,375.00 respectively, or a total of $1,454,800.00.

The Village has historically abated property taxes for our General Obligation Bond Series. As a condition to abate the debt service in the tax levy, the Village is required to have funds on deposit sufficient to pay the principal and interest on the bonds when due.

Attached to this memorandum is a statement from the Treasurer certifying that sufficient funds are on deposit to pay the required principal and interest amounts.

Recommendation: Staff recommends approval of the tax abatement ordinances for Bond Series 2013 and 2014A. Staff will be available in advance of and at the Committee of the Whole meeting to answer any questions.

C: Susan Skillman, Comptroller

ORDINANCE NUMBER 2017 -O-

ORDINANCE abating a portion of taxes heretofore levied to pay principal of and interest on certain General Obligation Refunding Bonds, Series 2013, of the Village of Algonquin, McHenry and Kane Counties, Illinois.

* * *

WHEREAS, Division 6 of Article VII of the 1970 Constitution of the State of Illinois (the "**Constitution**") provides that the Village of Algonquin, McHenry and Kane Counties, Illinois (the "**Village**"), is a home rule unit, and, as such, the Village is authorized to issue its full faith and credit obligations without first submitting the question of issuing such obligations to referendum approval; and

WHEREAS, pursuant to the provisions of the Constitution, the Village is a home rule unit and may exercise any power and perform any function pertaining to its government and affairs including, but not limited to, the power to tax and to incur debt; and

WHEREAS, the President and Board of Trustees (the "**Village Board**") of the Village of Algonquin, McHenry and Kane Counties, Illinois (the "**Village**"), by an ordinance adopted on the 3rd day of December 2013 (the "**Ordinance**"), did provide for the issue of $7,645,000 General Obligation Refunding Bonds, Series 2013 (the **"Bonds"**), of the Village and the levy of a direct annual tax sufficient to pay principal and interest on the Bonds; and

WHEREAS, on the 18th day of December 2013, a duly certified copy of the Ordinance, executed by the Village officials in accordance therewith, for the Bonds, was filed in the offices of the County Clerks of The Counties of McHenry and Kane, Illinois (the "**County Clerks**"); and

NOW, THEREFORE, Be It Ordained by the President and Board of Trustees of the Village of Algonquin, McHenry and Kane Counties, Illinois, as follows:

The Taxes heretofore levied in the Ordinance for the Bonds for 2017 shall be abated as follows:

Year	Amount Levied	Amount to be Abated	Remainder of Tax to be Extended
2017	$824,425.00	$824,425.00	$0.00

Forthwith upon the adoption of this ordinance, the Village Clerk shall file a certified copy hereof with each of the County Clerks, and it shall be the duty of the County Clerks for the year 2017, to abate the taxes heretofore levied in and for the year 2017 for the Bonds and as shown hereinabove in Section 1 hereof.

This ordinance shall be in full force and effect forthwith upon its adoption.

Voting Aye:
Voting Nay:
Abstain:
Absent:

_____
John C. Schmitt, Village President

(Seal)

ATTEST: _____
Gerald S. Kautz, Village Clerk

PASSED:
APPROVED:
PUBLISHED:

ORDINANCE NUMBER 2017-0-

ORDINANCE abating a portion of taxes heretofore levied to pay principal of and interest on certain General Obligation Refunding Bonds, Series 2014A, of the Village of Algonquin, McHenry and Kane Counties, Illinois.

* * *

WHEREAS, Division 6 of Article VII of the 1970 Constitution of the State of Illinois (the "**Constitution**") provides that the Village of Algonquin, McHenry and Kane Counties, Illinois (the "**Village**"), is a home rule unit, and, as such, the Village is authorized to issue its full faith and credit obligations without first submitting the question of issuing such obligations to referendum approval; and

WHEREAS, pursuant to the provisions of the Constitution, the Village is a home rule unit and may exercise any power and perform any function pertaining to its government and affairs including, but not limited to, the power to tax and to incur debt; and

WHEREAS, the President and Board of Trustees (the "**Village Board**") of the Village of Algonquin, McHenry and Kane Counties, Illinois (the "**Village**"), by an ordinance adopted on the 21st day of January 2014 (the "**Ordinance**"), did provide for the issue of $2,885,000 General Obligation Refunding Bonds, Series 2014A (the **"Bonds"**), of the Village and the levy of a direct annual tax sufficient to pay principal and interest on the Bonds; and

WHEREAS, on the 30th day of January 2014, a duly certified copy of the Ordinance, executed by the Village officials in accordance therewith, for the Bonds, was filed in the offices of the County Clerks of The Counties of McHenry and Kane, Illinois (the "**County Clerks**"); and

NOW, THEREFORE, Be It Ordained by the President and Board of Trustees of the Village of Algonquin, McHenry and Kane Counties, Illinois, as follows:

Section 1. The Taxes heretofore levied in the Ordinance for the Bonds for 2017 shall be abated as follows:

Year	Amount Levied	Amount to be Abated	Remainder of Tax to be Extended
2017	$630,375.00	$630,375.00	$0.00

Section 2. Forthwith upon the adoption of this ordinance, the Village Clerk shall file a certified copy hereof with each of the County Clerks, and it shall be the duty of the County Clerks for the year 2017, to abate the taxes heretofore levied in and for the year 2017 for the Bonds and as shown hereinabove in Section 1 hereof.

Section 3. This ordinance shall be in full force and effect forthwith upon its adoption.

Voting Aye:
Voting Nay:
Abstain:
Absent:

_____
John C. Schmitt, Village President

(Seal)

ATTEST: _____
Gerald S. Kautz, Village Clerk

PASSED:
APPROVED:
PUBLISHED:

STATE OF ILLINOIS)
) **SS**
COUNTY OF KANE)
COUNTY OF McHENRY)

RECEIPT OF VILLAGE TREASURER

I, the undersigned, do hereby certify that I am the duly qualified and acting Assistant Village Manager and Village Treasurer of the Village of Algonquin, McHenry and Kane Counties, Illinois (the "**Village**"), and as such Assistant Village Manager and Village Treasurer, I do further certify as follows:

As of the date hereof, the Village has at my direction irrevocably deposited funds to secure required debt service in connection with the abated 2017 tax levy with Illinois Metropolitan Investment Fund to be used exclusively on behalf of the Village for the payment of principal and interest of the General Obligation Refunding Bonds, Series 2013 and 2014A.

The Village has all powers necessary under the applicable statutes, regulations and rulings and the governing body of the Village has taken all action necessary to authorize such action.

IN WITNESS WHEREOF, I hereunto affix my signature and the seal of the Village, this 21st day of July, 2017.

(VILLAGE SEAL)

VILLAGE OF ALGONQUIN
McHenry and Kane Counties, Illinois

By _____
Assistant Village Manager/Village Treasurer

VILLAGE OF ALGONQUIN

PUBLIC WORKS DEPARTMENT
PROJECT MANAGER
– M E M O R A N D U M –

DATE: *Friday, July 21, 2017*
TO: *Robert Mitchard*
FROM: *Shawn M. Hurtig*
SUBJECT: *Construction Hours for Longmeadow Parkway*

This memo is to supplement the letter Plote Construction (General Contractor of the Longmeadow Pkwy - Section A2-B1) submitted to President Schmitt. As you may be aware, Longmeadow Pkwy is to be installed as a concrete pavement. Concrete pavements of this magnitude require specialized processes and equipment. Under the current working hours of the contract, these process are greatly impacted and will have a negative impact to the quality and durability of the roadway. These impacts range from excessive jointing and higher potential for cracking, to long term issues such as road noise and increased maintenance.

I am well integrated with the project team and am very familiar with operations such as large scale concrete pavement installation (Western Bypass & Rt. 31 widening from Linden to Virginia). It is my opinion that the request is appropriate and all but necessary in order for the Village to receive a high quality pavement that in the long run has the least amount of disruption to the adjacent neighbors. Therefore I highly recommend that the Board approve the time extensions requested for mainline paving operations.

Plote Request

During Mainline Paving Operations = Max 14 days (currently 24 days)

a) **Start Time = 6:00 AM (currently 7:00 AM)**
b) **End Time = Max 11:30 PM (currently 9:00 PM)**

PLOTE CONSTRUCTION INC.

ROAD BUILDING
SITE DEVELOPMENT

1100 BRANDT DRIVE • HOFFMAN ESTATES, ILLINOIS 60192

PHONE: (847) 695-9300
Estimating FAX: (847) 695-9317
Administration FAX: (847) 695-7251

July 11th, 2017

The Village of Algonquin Illinois
2200 Harnish Drive
Algonquin, Il 60102
Attn. John Schmitt Village President

RE: PCI Project # 170040
IDOT Contract 61C41
Variance request for section 43.10 of the municipal code

Mr. Schmitt,

Plote Construction respectfully requests a variance to article 43.10 of the Village of Algonquin Municipal Code while performing mainline paving operations on the Longmeadow Parkway Project. Please review the following information regarding our request:

I) Schedule Modification

Plote is requesting a 12 hour paving shift with equipment only startup at 6:00 am. Paving would commence at 7:00 am and cease at 5:30 pm. Green saw-cutting would commence as soon as the concrete will support the cutting operation. The green-saw operation typically is completed 4-6 hours after the last concrete has been placed through the paver. Plote will employ multiple saws in an attempt reduce the overall time required to complete the green concrete cutting operation.

II) Schedule Considerations

With the current 7:00 AM to 9:00 PM working restriction it will require 12 shifts to complete the mainline paving. If our request for extended hours is granted it would reduce our total number of paving shifts by 50%. In exchange for extended shifts Plote Construction is willing to absorb all overtime premiums associated with these extended hours. The net gain if our request is granted would result in a reduction in the total number of paving shifts. It would also result in the overall impact to the residences along Longmeadow Parkway.

III) Schedule Recovery

Due to a project suspension, above average rainfall, and the recent state budget impasse the Longmeadow Parkway project is currently running behind schedule. The extended shifts would allow for a savings in time and assist in expediting the overall project completion.

IV) Startup Requirements and Quality Considerations

In addition to time savings there are several considerations with respect to quality. Each concrete paving startups requires machine adjustments for line, grade and slope. In addition to machine adjustments, the concrete mixture requires daily corrections for aggregate moistures, air and slump control to achieve the optimal mix for paving. A typical paving day consists of a one hour equipment start up, ten hours of production paving and one hour of equipment clean up. On average it takes approximately 500' of pavement placement to make the necessary corrections. An extended work shift would reduce the number of startups by 50% and positively impact the end result.

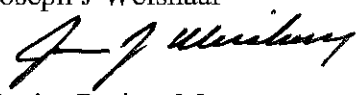
V) Mitigation of Negative effects

If a longer paving shift is granted it will reduce the number of paving startups and construction joints thus improving ride quality. Smoother pavements result in an extended life cycle and enhance the long term durability of the final product. Removing the 9:00 pm restriction would guarantee the completion of all green cutting for that day's concrete placement and eliminate any chances of uncontrolled cracking. Proper timing of the green saw-cutting relieves all early pavement stresses. When these early stresses are eliminated it drastically reduces the chances of uncontrolled cracking developing in the future.

VI) Summary

Most of this subject matter is highly technical in nature. We ask that you carefully review the information provided and consider our request for modification to the working hour restrictions for the concrete paving operations. If you have any questions regarding this matte let me know.

Respectfully,
Joseph J Weishaar



Senior Project Manager
Plote Construction, Inc.

McHenry County
Division of Transportation

Joseph R. Korpalski, Jr., P.E.
Director of Transportation/County Engineer

Waiver of Village Ordinance 43.1(B) Noise

July 19, 2017

Mr. Tim Schloneger
Village Manager
Village of Algonquin
2200 Harnish Drive
Algonquin, IL 60102

Dear Mr. Schloneger:

McHenry County Division of Transportation is preparing to perform pavement maintenance (patching) on a portion of Algonquin Road, between Randall Road and Illinois Route 31. In an effort to minimize the impact to traffic and businesses, a large portion of this work is being planned to be performed at night, generally between peak travel times.

The work is expected to take approximately four (4) weeks to complete and begin late September and end late October of this year.

The McHenry County Division of Transportation respectfully requests a waiver of Village Ordinance 43.1(B), allowing "Construction Activity" to occur outside the identified hours of work.

The same request is being made to the Village of Lake in the Hills.

Thank you in advance for you assistance and should you have any questions regarding this matter, do not hesitate to contact me by telephone at (815) 338-4968 or via email at jcwerner@co.mchenry.il.us.

Very truly yours,

James C. Werner, Jr., P.E.
Construction Manager

16111 Nelson Road • Woodstock • IL • 60098
Phone (815) 334-4960 • Fax (815) 334-4989

Reciprocal Reporting Agreement
Between
Law Enforcement and Community School District 300

This Agreement is by and between the Algonquin Police Department ("Police Department") and, Community Unit School District #300 ("School District"), together the "Parties."

WHEREAS, Section 10-20.14 of the Illinois School Code (105 ILCS 5/10-20.14(b)), authorizes a reciprocal reporting system between the school district and local law enforcement agencies regarding criminal offenses committed by students; and

WHEREAS, sections 1-7(A)(8) and 5-905(h) of the Juvenile Court Act (705 ILCS 405/1-7(A)(8) and 405/5-905(1)(h)) of the Juvenile Court Act govern juvenile law enforcement records and Section 6(a) of the Illinois School Student Records Act (105 ILCS 10/6(a)) governs the release of student records; and

WHEREAS, the Parties have determined they must foster cooperation and improve the flow of information between the Police Department and the School District in order to provide a safe, healthy, and violence-free school environment; and

WHEREAS, the Police Department and School District recognize the need for educators and law enforcement to share information if there is an imminent threat of physical harm to students, school personnel, or others who are present in the school or on school grounds; and

NOW THEREFORE, in consideration of the foregoing, as well as the mutual covenants and agreements herein set forth, the Parties, by their execution of this Agreement, hereby agree as follows:

A. Information Shared by the Police Department with the School District:

1. The Police Department will provide, maintain, and update as needed, a list of Police Officers responsible for the receipt, dissemination, and coordination of law enforcement records and student information, including the Police Officers' contact information.

2. Pursuant to 705 ILCS 405/1-7(A)(8) and 705 ILCS 405/5-905(1)(h), the Police Department will copy and/or allow for the inspection of law enforcement records by School Officials concerning a minor enrolled in a school within the School District who has been arrested or taken into custody before his or her eighteenth (18) birthday for one of the following offenses, only if the Police Department or officer believes that there is an imminent threat of physical harm to students, school personnel, or others who are present in the school or on school grounds.
    a. Any violation of Article 24 of the Criminal Code (720 ILCS 5/24 *et seq.*) (weapons);
    b. A violation of the Illinois Controlled Substances Act (720 ILCS 570/100 *et seq.*);
    c. A violation of the Cannabis Control Act (720 ILCS 550/1 *et seq.*);
    d. A forcible felony as defined in Section 2-8 of the Criminal Code (720 ILCS 5/2-8);
    e. A violation of the Methamphetamine Control and Community Protection Act (720 ILCS 646/1 *et seq.*);
    f. A violation of Section 1-2 of the Harassing and Obscene Communications Act (720 ILCS 5/26.5);
    g. A violation of the Hazing Act (720 ILCS 5/12C-50); or
    h. A violation of Section 12-1, 12-2, 12-3, 12-3.05, 12-3.1, 12-3.2, 12-3.4, 12.3-5, 12-5, 12-7.3, 12-7.4, 12-7.5, 25-1, or 25-5 of the Criminal Code (720 ILCS 5/1-1 *et seq.*) (bodily harm and mob action).

    Any subsequent amendments to 705 ILCS 405/1-7(A)(8) and 705 ILCS 405/5-905(1)(h) that changes the information itemized above in parts a – h or that adds to that list shall also be subject to the requirements of this Section A.2.

3. Information will be provided to School Officials by the Police Department about a minor who is the subject of a current police investigation that is directly related to school safety. This shall consist of oral information only and not written law enforcement records. For purposes of this paragraph, "investigation" means an official systematic inquiry by a law enforcement agency into actual or suspected criminal activity.

4. Pursuant to 105 ILCS 5/22-20, the Police Department will report to the principal of a minor's school if the minor is detained for proceedings under the Juvenile Court Act of 1987 or for any criminal offense or a violation of a municipal or county ordinance by providing information as to the basis of the detention, the circumstances surrounding the

events which led to the child's detention, and status of the proceedings, and updates as appropriate to notify the principal of developments and the disposition of the matter.

5. While the provisions of the Juvenile Court Act do not apply to students aged 18 or older, upon request by the School District, to the extent permitted by law, Police Officers will provide School Officials information about all criminal offenses (felonies and misdemeanors), and ordinance violations involving criminal conduct, when committed by or against a student age 18 or over enrolled in the School District or when committed by any School District Personnel; provided, however, that the Police Department will report to the School District representative any investigation of or criminal offense by a student aged 18 years or over or by any School District Personnel when the Police Department believes there is an imminent threat of physical harm to students, school personnel, or others who are present in the school or on school grounds, even in the absence of a request for such report from the School District.

6. The information derived from the law enforcement records and/or provided orally from Police Officers' shall be kept separate from and shall not become a part of the official school records of that child and shall not be a public record. The information shall be used solely by the appropriate School Officials whom the school has determined to have a legitimate educational or safety interest to aid in the proper rehabilitation of the child and to protect the safety of students and employees in the school. If the designated Police Officers and School Officials deem it to be in the best interest of the minor, the student may be referred to in-school or community based social services if those services are available. "Rehabilitation services" may include interventions by school support personnel, evaluation for eligibility for special education, referrals to community-based agencies such as youth services, behavioral healthcare service providers, drug and alcohol prevention or treatment programs, and other interventions as deemed appropriate for the student.

B. Information Shared by the School District with the Police Department:

1. The School District will provide, maintain, and update as needed, a list of School Officials responsible for the receipt, dissemination, and coordination of law enforcement records and student information, including contact information.

2. School Officials will provide Police Officers with student information when an imminent threat exists and such information is deemed necessary to protect the health or safety of students, school personnel or others present in the school or on school grounds. 105 ILCS 10/6(a)(7).

3. The Principal or designated School Official will report any verified incident involving drugs in schools, on school property, within 1000 feet of school property, or on school transportation. 105 ILCS 5/10-27.1B; 105 ILCS 127/2.

4. The Superintendent or designated School Official will immediately report to Police Officers all written complaints of incidents of battery committed against teachers, administrative personnel, or educational support personnel. 105 ILCS 5/10-21.7.

5. The Principal or designated School Official will immediately report to Police Officers any report that a person in possession of a firearm has been observed on school grounds. 105 ILCS 5/10-27.1A.

6. In accordance with Section 10/6(a)(6.5) of the Illinois School Student Records Act, School Officials will release school student records or information to juvenile authorities when necessary for the discharge of their official duties upon a request for information prior to adjudication of the student. This Agreement constitutes written certification that the information will not be disclosed to any other party except as provided under law or order of court. “Juvenile authorities” includes probation officers, law enforcement officers, prosecutors, and others as defined in 105 ILCS 10/6(a)(6.5).

C. General Terms:

1. Any Party receiving records or other information pursuant to this Agreement from any other Party shall indemnify and hold harmless the sending Party, its employees, agents, officers, and officials from any and all liability or claims, including reasonable attorneys' fees arising from the improper release of such records or information by the receiving Party.

2. Nothing contained in this Agreement constitutes a waiver of the defenses available to the School District or the Police Department under the Illinois Local Governmental and Governmental Employees Tort Immunity Act, with respect to claims by third parties.

3. No other person or party shall be or be deemed to be a third party beneficiary to this Agreement.

4. Any and all information received by any Party as a result of this Agreement shall be kept confidential by the Parties in accordance with any and all applicable laws, and shall not be disclosed to another party except as provided by law.

5. The term of this agreement shall begin August 1, 2017, and continue until terminated as provided for in Section C.7.

6. Any modifications to this Agreement may be made only through written mutual consent of the Parties.

7. A Party may terminate their involvement in this Agreement by providing thirty (30) days prior written notice to the other Party.

8. This Agreement shall be governed by the laws of the State of Illinois.

9. Any notices pursuant to this Agreement shall be sent from the School District to the Algonquin Police Department, Attention: Chief John Bucci, 2200 Harnish Drive, Algonquin IL 60102.

10. Any notices pursuant to this Agreement shall be sent to the School District from the Algonquin Police Department to the School District, Attention Todd Rohlwing, 2550 Harnish Drive Algonquin, IL 60102.

IN WITNESS THEREOF, the undersigned has entered into this Agreement.

John Schmitt Village President	Mr. Fred Heid, Superintendent Community Unit School District #300
Date	Date

Z:\A\AlgonquinVillageof\Police\2017 Reciprocal Reporting Agreement Algonquin Dist 300.execution copy.docx

INTERGOVERNMENTAL AGREEMENT BETWEEN COMMUNITY UNIT SCHOOL DISTRICT NO. 300 AND THE VILLAGE OF ALGONQUIN EXTENDING THE POLICE SCHOOL LIAISON OFFICER PROGRAM

THIS INTERGOVERNMENTAL AGREEMENT (the "Agreement") is entered into by and between the Board of Education of Community Unit School District No. 300 (hereinafter called "School District 300"), Kane, McHenry, Cook, and DeKalb Counties, and the Village of Algonquin, (hereinafter called the "Village").

WHEREAS, both the Village of Algonquin and School District 300 desire to have a Village of Algonquin Police Officer assigned to serve as a School Liaison Officer at Jacobs High School in order to maintain a more personal relationship between law enforcement agents and students in the school, assist in educational programs, protect the students and the school from theft, vandalism, trespassing, and deal more effectively with juvenile offenses; and

WHEREAS, the other schools in School District 300 have engaged in similar agreements with their host municipalities for a School Liaison Officer; and

WHEREAS, both School District 300 and the Village of Algonquin want to continue the productive relationship established through the School Liaison Officer program.

NOW, THEREFORE, in consideration of the mutual promises, covenants, terms and conditions set forth in this Agreement, the parties hereto agree as follows:

SECTION 1: INCORPORATION OF RECITALS

The foregoing recitals are incorporated into and made a part of this Agreement as though fully set forth herein.

SECTION 2: THE POLICE SCHOOL LIAISON OFFICER PROGRAM

2.0 Provide Village Police Officers to School District 300 for Interview

This program involves the selection of a Village police officer for assignment to Jacobs High School as a Police School Liaison Officer ("Police Liaison Officer") for the period of the school year as defined herein.

The Village will provide to School District 300 qualified Police Officers who are in good standing with the Village to interview for the position of Police Liaison Officer at Jacobs High School. A joint Committee comprised of personnel designated by School District 300 and the Village of Algonquin Police Department shall decide which Police Officer(s) would best meet the requirements and criteria of School District 300 for its Police Liaison Officer. The Village shall provide Police Officers with the following desired qualifications for interview:

- Illinois Certified Police Officer
- Attended a 40 hour Basic School Resource Officer training class (to be obtained within 6 months of start of assignment).
- Trained in gang resistance and alcohol/drug resistance curricula;
- Verbal, written and interpersonal skills including public speaking;
- Knowledge of, and experience in, matters involving cultural diversity;

2.1 Assignment of Village Police Officers to School District 300

The Village shall assign to School District 300 the Police Officers chosen by the Committee to act as the Police Liaison Officer on issues of security and community education. However, the Village Police Officer will remain an employee of the Village and all personnel rules applicable to said Village Police Officer shall continue to apply to the Police Officer and the Police Officer will at all times abide by all personnel rules of the Village of Algonquin and the applicable

Collective Bargaining Agreement even when serving as School District 300's Police Liaison Officer. As an employee of the Village and not the School District, the Village Police Officer shall not be entitled to any benefits that the School District provides to its employees. The scope of the Police Liaison Officer's duties and responsibilities may be changed or redefined at any time when agreed upon by both the Village Police Department and School District 300.

2.2 Duties and Responsibilities of Police Liaison Officer

The Village Police Officer assigned to School District 300 as its Police Liaison Officer shall have the following duties and responsibilities:

Educational Responsibilities

1. Work cooperatively with the building administration and staff to plan and schedule appropriate lessons in topics including, but not limited to gang/violence and drug and alcohol resistance education.
2. Provide training for faculty and staff on the role of the Police Liaison Officer as well as on topics of interest and importance to the staff related to her/his expertise.

Police Liaison Officer Responsibilities

1. Promote a positive relationship and enhance communications between police officers, students, faculty, and staff at School District 300.
2. Interact with students as a positive role model.
3. Work collaboratively with the administrators to arrange and participate in parent/community education sessions.
4. Work collaboratively with administrators and counselors to develop strategies for dealing with behaviorally at-risk students.

5. Establish a working relationship with behaviorally at-risk students.

Security Responsibilities

1. Maintain a high level of visibility during school entrance and dismissal times as well as during passing periods.
2. Meet with building administrators to advise them of potentially violent situations and to plan for the safe resolution of those situations.
3. Follow building and School District 300 behavior policies.
4. Enforce all Federal, State, and Municipal statutes and ordinances and refer all matters of school discipline to the proper administrator.
5. Assist school staff in the event of an emergency.

2.3 Evaluation of the Program

At least once a year, the Director of School Safety, the Principal of Jacobs High School and a designated representative of the Village of Algonquin Police Department shall meet to discuss and evaluate the Program.

SECTION 3: COST

School District 300 will reimburse the Village for 66 % of the cost of each Police Liaison Officer as invoiced by the Village, which may be reviewed, modified and/or changed by mutual agreement on an annual basis, or at any time a Police Liaison Officer is replaced, to reflect any cost change of compensating the Village for its Police Officer. Any overtime costs incurred as a result of either of the Police Liaison Officer attending school activities will be the responsibility of School District 300 and will be paid to the Village by School District 300.

The District will pay their share of the costs in two equal installments no later than January 15th and June 15th of each year of the agreement.

SECTION 4: TERM

This Agreement for school year 2017-2018 shall be in full force and effective from the day teachers return from summer recess and end on the last day of student attendance for that school year. Thereafter, this Agreement shall automatically be renewed annually, subject to the reimbursement agreement, for the time period detailed in the board approved school district calendar, beginning the day Teachers return to work and ending on the last day of student attendance.

Either party may terminate this Agreement at any time during the Term by providing the other party thirty (30) days prior written notice of such termination. In addition, the parties may terminate this Agreement at any time by mutual consent and written agreement.

SECTION 5: LIABILITY, RESPONSIBILITY AND AUTHORITY

5.0 School District 300

Except to the extent prohibited by law and without waiving any and all of its defenses, including those pursuant to the Illinois Local Government and Government Employee's Tort Immunity Act, 745 ILCS 10/1-101 *et seq*., School District 300 shall be liable for all liability, losses, claims, actions, demands, liens, damages, penalties, interest, costs and expenses including attorney's fees related to the acts, errors, or omissions of School District 300, its officers, officials, servants, agents, volunteers, representatives or employees, including any breach hereunder, during the Term of this Agreement.

School District 300 shall indemnify, hold harmless, and defend the Village, its officers, officials, servants, agents and employees against all liability, losses, claims, actions, demands, liens, damages, penalties, interest, costs and expenses including attorney's fees which the Village, its officers, officials, servants, agents or employees may hereinafter sustain, incur or be required to pay, arising wholly or in part due to any act or omission of School District 300, its officers, officials, servants, agents, volunteers, representatives or employees during the Term of this Agreement.

5.1 The Village

Except to the extent prohibited by law and without waiving any and all of its defenses, including those pursuant to the Illinois Local Government and Government Employee's Tort Immunity Act, 745 ILCS 10/1-101 *et seq*., the Village shall be liable for all liability, losses, claims, actions, demands, liens, damages, penalties, interest, costs and expenses including attorney's fees related to the acts, errors, or omissions of the Village, its officers, officials, servants, agents, representatives or employees, including any breach hereunder, during the Term of this Agreement.

The Village shall indemnify, hold harmless, and defend School District 300, its officers, officials, servants, agents and employees against all liability, losses, claims, actions, demands, liens, damages, penalties, interest, costs and expenses including attorney's fees, which School District 300, its officers, officials, servants, agents or employees may hereinafter sustain, incur or

be required to pay, arising wholly or in part due to any act or omission of the Village, its officers, officials, servants, agents, representatives or employees during the Term of this Agreement.

5.2 Nothing contained in Section 5 or in any other provision of this Agreement, is intended to constitute nor shall it constitute a waiver of the defenses available to School District 300 or the Village under the Illinois Local Governmental and Governmental Employees Tort Immunity Act, with respect to claims by third parties.

SECTION 6: INSURANCE REQUIREMENTS.

The Village shall procure and maintain for the duration of the Agreement insurance against claims for injuries to persons or damages to property that may arise from or in connection with the performance of the this Agreement.

6.1. Minimum Scope of Insurance. Coverage shall be at least as broad as:

(1) Commercial General Liability - Occurrence form; names the district as additional insured on a primary and non-contributory basis. Coverage must be included for sexual abuse and molestation.

(2) Automobile Liability; names the district as additional insured on a primary and non-contributory basis.

(3) Police Professional Liability/ Errors and Omissions policy; names the district as additional insured on a primary and non-contributory basis.

(4) Worker's Compensation as required by the Labor Code of the State of Illinois and Employers' Liability Insurance.

(5) Umbrella or Excess Liability policy; provides follow form coverage to the above listed policies.

6.2 Minimum Limits of Insurance. The Village shall maintain limits no less than:

(1) Commercial General Liability: $1,000,000 per occurrence with a $3,000,000 aggregate for bodily injury, personal injury, and property damage.

(2) Automobile Liability: $1,000,000 combined single limit per accident for bodily injury and property damage.

(3) Police Professional Liability: $1,000,000 per occurrence with a $3,000,000 aggregate liability limit for errors and omissions, professional/malpractice liability.

(4) Workers' Compensation and Employers' Liability: Workers' Compensation statutory limits as required by the Labor Code of the State of Illinois, and Employers' Liability limits of $1,000,000 Each Accident/$1,000,000 Disease - Each Employee/$1,000,000 Disease – Policy Limit.

(5) Umbrella or Excess Liability Coverage: $5,000,000 per occurrence limit with a $5,000,000 aggregate.

6.3 Deductibles and Self-Insured Retentions. The Village's respective obligation hereunder may be satisfied through a self-insurance trust maintained by that party or its affiliates.

6.4 Other Insurance Provisions. The policies are to contain, or be endorsed to contain, the following provisions:

(1) Workers' Compensation and Employers' Liability Coverage:

The Village's insurer shall agree to waive all rights of subrogation against the District, its elected officials, officers, employees, subcontractors and/or agents for losses arising out of this Agreement.

(2) All Coverages

Each insurance policy required by this clause shall be endorsed to state that the coverage shall not be suspended, voided, canceled, reduced in coverage or in limits except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the other party.

(3) Certificate of Insurance

Upon request, each party shall furnish the other with Certificates of Insurance evidencing the coverage required by this Agreement, that are signed by a person authorized by that insurer to bind coverage on its behalf. Each party reserves the right to request full, certified copies of the insurance policies.

In the event of the expiration of the policy period for any one or more of the insurance policies, each party shall promptly furnish the other with current Certificates of Insurance evidencing its continued coverage as required by this Agreement.

SECTION 7: RECIPROCAL REPORTING AND STUDENT RECORDS

7.0 Reciprocal Reporting

The Village and School District 300 shall share information as obligated and/or restricted by law, including without limitation Sections 10-20.14 (105 ILCS 5/10-20.14) and 22-20 (105 ILCS 5/22-20) of the School Code of Illinois, as amended, and Sections 1-7 (705 ILCS 405/1-7) and 5-905 (705 ILCS 405/5-905) of the Juvenile Court Act of 1987, as amended, and as set forth in the Agreement for Reciprocal Reporting and Cooperation between School District 300 and the Village.

7.1 Student Records

For purposes of the Illinois School Student Records Act, 105 ILCS 10/, and the Family Educational Rights and Privacy Act of 1974, 20 U.S.C. 1232(g), the Police Liaison Officer shall be considered a school official and agent of School District 300. As such, the Police Liaison Officer shall have access to student records only as necessary for the fulfillment of his/her duties

as prescribed in this Agreement. The Police Liaison Officer shall keep all student records confidential. The Police Liaison Officer shall disclose student records only in circumstances and in a manner authorized by State and federal law.

Consistent with Section 10/2(d) of the Illinois School Student Records Act, reports of the Police Liaison Officer shall be deemed the reports of a law enforcement professional and shall not be considered a student record. 105 ILCS 10/2(d). For purposes of the Family Educational Rights and Privacy Act of 1974, 20 U.S.C. 1232(g), the Police Liaison Officer designated to work with School District 300 pursuant to this Agreement shall be considered a law enforcement unit of the school such that the records created by Police Liaison Officer for the purpose of law enforcement shall not be considered educational records.

SECTION 8: GENERAL PROVISIONS

8.0 Amendment or Modification to the Agreement

Any terms or conditions of this Agreement may be deleted or altered only by written amendment or modification to this Agreement, duly executed by the Village and School District 300.

8.1. Good Faith

Both the Village and School District 300 have an obligation to perform its respective duties under this Agreement in good faith.

8.2 Severability

If any provision of this Agreement shall be held or deemed to be, or shall in fact be inoperative or unenforceable in any particular case or in all cases for any reason, this shall not render the

provision in question inoperative or unenforceable in any other case or circumstances, or render any other provisions herein contained invalid, inoperative, or unenforceable to any extent whatever. The invalidity of any one or more phrases, sentences, clauses or sections contained in the Agreement shall not affect the remaining portions of the Agreement or any part thereof.

8.3 Interpretation

Any headings of the Agreement are for convenience of reference only and do not define or limit the provisions thereof. Words of gender shall be deemed and construed to include correlative words of other genders. Words importing the singular shall include the plural and vice versa, unless the context shall otherwise indicate. All references to any such person or entity shall be deemed to include any person or entity succeeding to the rights, duties, and obligations of such person or entity succeeding to the rights, duties and obligations of such person or entity in accordance with the terms and conditions of the Agreement.

8.4 Assignment

Neither party hereto may assign its respective rights or duties hereunder.

8.5 No Third Party Beneficiaries

No other person or party shall be or be deemed to be a third party beneficiary to this Agreement.

8.6 Waiver of Breach

If either party waives a breach of any provision of this Agreement by the other party, that waiver will not operate or be construed as a waiver of any subsequent breach by either party nor shall it prevent either party from enforcing such provisions.

8.7 Merger Clause –Integration

This Agreement sets forth the entire understanding of the parties relative to the subject hereof and supersedes any and all prior agreements, express or implied, oral or written. No subsequent amendment or modification of the Agreement shall be effective unless reduced to writing and executed by the parties in accordance with Section 8.0 herein.

8.8 Compliance with all Laws

The Village and School District 300 shall at all times observe and comply with the laws, ordinances, regulations and codes of Federal, State, County and other local governments and agencies, which may in any manner affect the performance of this Agreement.

8.9 Governing Law - Venue

This Agreement shall be governed by and construed in accordance with the laws of the State of Illinois and applicable federal law. Venue shall only be proper in a court of competent jurisdiction located within the County of Kane, Illinois.

8.10 Corporate Authority

Each party represents and warrants that the person whose name appears on the signature page below has or has been delegated the lawful and corporate authority to enter into this Agreement on behalf of that party. Following initial approval of this Agreement by the Village Board and except for amendment of this Agreement, the Village Manager shall have authority to execute and do all things and actions contemplated to be done by the Village under this Agreement.

IN WITNESS WHEREOF, the Board of Education of Community Unit School District No. 300 and the Village of Algonquin have caused this Agreement to be executed on their behalf and attested by their duly authorized officers, all on the day(s) herein set forth.

DATED this_____day of_____, 2017.

COMMUNITY UNIT SCHOOL DISTRICT NO. 300

By:_____

Its: Chief Operating Officer

Date:_____

VILLAGE OF ALGONQUIN

By:_____

Its: Village President, John Schmitt_____

Date:_____

VILLAGE OF ALGONQUIN

PUBLIC WORKS DEPARTMENT

– M E M O R A N D U M –

DATE: July 20, 2017

TO: Tim Schloneger, Village Manager

FROM: Robert Mitchard, Public Works Director

SUBJECT: *Property Transfer from MCCD*

As part of the dry utility lowering for the Downtown Streetscape Project, it is necessary for the Village to acquire new easement locations for the placement of these services. The area where the Village needs the new easements is located on McHenry County Conservation District property. Rather than have MCCD acquire the easements from the utility company for our project, it was decided that MCCD would just convey this property to the Village of Algonquin. By doing this, we have control over the land and the dedicating of the easement.

In order for MCCD to convey this property to the Village, we are required to pass the attached Ordinance. Once complete, the Village will move forward with granting the easement so the utility lowering can move forward.

Therefore, it is our recommendation that the Committee of the Whole take action to move this matter forward to the Village Board to pass an Ordinance allowing for the McHenry County Conservation District to convey property to the Village of Algonquin.

Shawn Hurtig

From: Val Siler <VSiler@mccdistrict.org>
Sent: Tuesday, July 18, 2017 4:21 PM
To: Shawn Hurtig
Cc: Robert Mitchard; Michael E. Kerr P.E. (mkerr@cbbel.com); Elizabeth Kessler
Subject: RE: Algonquin Easement @ Prairie Trail - Downtown Streetscape

Importance: High

Shawn,

As I mentioned on Friday, the Village's ordinance declaring it convenient and necessary needs to precede the District's action to convey. The District only has the power to transfer an interest in the real estate pursuant to the Local Government Property Transfer Act by virtue of the fact that such an ordinance has been passed. In other words, the anticipation of such an ordinance in the future not sufficient and that has been confirmed by our legal counsel. I don't suppose there is a chance the Village could pass the ordinance at their meeting this evening?

VAL

Valdon K. Siler, CPRP
Land Preservation Manager

McHenry County
CONSERVATION DISTRICT

Lost Valley Visitor Center
7210 Keystone Road
Richmond, IL 60071

Phone: 815-678-4532, ext. 8205

www.MCCDistrict.org

From: Shawn Hurtig [mailto:shawnhurtig@algonquin.org]
Sent: Tuesday, July 18, 2017 2:42 PM
To: Val Siler <VSiler@mccdistrict.org>
Cc: Robert Mitchard <bobmitchard@algonquin.org>; Michael E. Kerr P.E. (mkerr@cbbel.com) <mkerr@cbbel.com>
Subject: Algonquin Easement @ Prairie Trail - Downtown Streetscape

Val,
Please find attached the documentation that you requested for the property transfer. Once you have provided the clearance from your Board, I will have the our Village President sign the ordinance. Please let me know how things go on the 20th, thanks.

Respectfully submitted,
Mr. Shawn M. Hurtig
Em: shawnhurtig@algonquin.org

From: Val Siler [mailto:VSiler@mccdistrict.org]
Sent: Friday, July 14, 2017 4:18 PM
To: Shawn Hurtig
Subject: RE: Alternative Plan for Algonquin Easement

Yes.

From: Shawn Hurtig [mailto:shawnhurtig@algonquin.org]
Sent: Friday, July 14, 2017 4:16 PM
To: Val Siler <VSiler@mccdistrict.org>
Subject: RE: Alternative Plan for Algonquin Easement

Val,
Thank you very much for the super quick review of this information. I have instructed the Village legal counsel to begin documentation preparation. Do you need the quit claim deed for your July 20th meeting?

Respectfully submitted,
Mr. Shawn M. Hurtig
Em: shawnhurtig@algonquin.org

From: Val Siler [mailto:VSiler@mccdistrict.org]
Sent: Friday, July 14, 2017 4:05 PM
To: Shawn Hurtig
Cc: Amy Peters; Elizabeth Kessler; Ed Collins; John Kremer; Robert Mitchard; Anne Basten
Subject: RE: Alternative Plan for Algonquin Easement

Shawn,

We like the realignment much better. We will put this item on the agenda for out June 20 Board of Trustee's meeting. I will recommend a fee simple transfer of the 458 sq. ft. area to the Village. Please have your attorney prepare a quit claim deed for our review . Attached is a partially completed draft. I trust you have or will have the legal description of the parcel. The Village's ordinance declaring it to be necessary and convenient to obtain the parcel from the District for public utility purposes needs to precede our Board's action to transfer. Thank you.

VAL

Valdon K. Siler, CPRP
Land Preservation Manager

McHenry County
CONSERVATION DISTRICT

Lost Valley Visitor Center
7210 Keystone Road
Richmond, IL 60071

Phone: 815-678-4532, ext. 8205

www.MCCDistrict.org

From: Shawn Hurtig [mailto:shawnhurtig@algonquin.org]
Sent: Friday, July 14, 2017 2:54 PM
To: Val Siler <VSiler@mccdistrict.org>
Cc: Amy Peters <APeters@mccdistrict.org>; Elizabeth Kessler <EKessler@mccdistrict.org>; Ed Collins <ECollins@mccdistrict.org>; John Kremer <JKremer@mccdistrict.org>; Robert Mitchard <bobmitchard@algonquin.org>
Subject: RE: Alternative Plan for Algonquin Easement

Val,
The Village has worked with the engineers and utilities and was able to realign the cable run from the pole drop to the switch gear as well as shrink the overall easement needed for the equipment from 1,335 SQFT to 458 SQFT. I have attached those documents for your review and approval. If these exhibits look then I am suggesting that we go with option of having the MCCD transfer of the property so that the Village can then grant the Public Utility Easement. I would then alter the plat of easement into a ROW acquisition exhibit and get our legal team on the ordinance you are requesting. Please let me know if we are good to go with the new property exhibit and cable placement, thanks and have a nice weekend.

You noted
"What I would prefer instead is to deal only with the Village. I'm sure that would be quicker and easier if it is possible. We do have the authority to transfer interests in real estate to other units of government pursuant to the Local Government Property Transfer Act, 50 ILCS 605/2. In order to do so, the Village needs to adopt an ordinance declaring it to be necessary and convenient to obtain the easement from the District for public utility purposes. With that, it may be a rather simple matter for your attorney to adapt an easement document such as the attached one that was prepared for your watermain in 2013. I would consider electrical and telecommunications to be public utilities (they're regulated by the ICC) but it is obviously different than a Village watermain. I would have to check with legal counsel to see if there is any problem inherent in granting an easement to the Village for equipment that may be owned by others (ComEd, AT&T).

Respectfully submitted,
Mr. Shawn M. Hurtig
Em: shawnhurtig@algonquin.org

From: Val Siler [mailto:VSiler@mccdistrict.org]
Sent: Friday, June 30, 2017 5:00 PM
To: Shawn Hurtig
Cc: Amy Peters; Elizabeth Kessler; Ed Collins; John Kremer
Subject: FW: Alternative Plan for Algonquin Easement

Shawn,

Amy Peters, our Planning Manage,r took a look at your proposed plans and has some suggestions to minimize impacts to District property and improvements. Please review the attachments with your team and let me know your thoughts. Thank you. Have a good weekend and holiday.

VAL

Valdon K. Siler, CPRP
Land Preservation Manager

McHenry County
CONSERVATION DISTRICT

87,600

Lost Valley Visitor Center
7210 Keystone Road
Richmond, IL 60071

Phone: 815-678-4532, ext. 8205

www.MCCDistrict.org

From: Amy Peters
Sent: Friday, June 30, 2017 4:06 PM
To: Elizabeth Kessler <EKessler@mccdistrict.org>; Val Siler <VSiler@mccdistrict.org>
Cc: Ed Collins <ECollins@mccdistrict.org>; John Kremer <JKremer@mccdistrict.org>
Subject: Alternative Plan for Algonquin Easement

Elizabeth and Val,

Please find my attached alternative easement location and new electrical line re-route.
Also to help explain why I believe there is a better route, photos of the current site conditions. (please excuse the hand written notes, it was faster!)

Let me know if you have any questions I would be happy to discuss.

Thank you,
Amy

AMY E. PETERS, ASLA
Planning Department Manager

McHENRY COUNTY CONSERVATION DISTRICT
www.MCCDistrict.org

BROOKDALE ADMINISTRATIVE OFFICES
18410 US Highway 14
Woodstock, IL 60098

P 815.338.6223 x1205
F 815.334.2877
M 815.482.5158
apeters@mccdistrict.org

ORDINANCE NO. 2017-O-___

An Ordinance Authorizing the Village Algonquin to Accept a Conveyance of Real Property from the McHenry County Conservation District

WHEREAS, the McHenry County Conservation District, a conservation district organized under the Conservation District Act (70 ILCS 410/1 *et seq.)* in the State of Illinois ("District"), is the owner of a parcel of real estate within the Village of Algonquin, an Illinois municipal corporation ("Village"), which is legally described as follows ("Subject Property"):

> That part of the northwest quarter of Section 34, Township 43 north, Range 8 east of the Third Principal Meridian in McHenry County, Illinois, being described as follows: beginning at a point of intersection with the northeasterly right-of-way line of Main Street (A.K.A. Illinois Route 31) and the northwesterly extension of the southerly line of Block 11 in Plumleigh's Addition to Algonquin, being a subdivision in said northwest quarter of Section 34, according to the plat thereof recorded March 24, 1860, in Book 28 of Deeds, page 400; thence southeasterly along said northwesterly extension of the southerly line of Block 11 and along said southerly line having an Illinois Coordinate System (East Zone) Grid bearing of south 28 degrees 36 minutes 53 seconds east, a distance of 26.02 feet; thence south 18 degrees 16 minutes 27 seconds west, 15.21 feet; thence north 71 degrees 43 minutes 33 seconds west, 19.00 feet to a point on said northeasterly right-of-way line of Main Street; thence north 18 degrees 16 minutes 27 seconds east, 33.00 feet along said northeasterly right-of-way line to the point of beginning.

WHEREAS, the Village has determined that it is necessary and convenient for it to use, occupy and/or improve Subject Property to enable public utilities to be lowered as part of the Village's Downtown Streetscape Dry Utility Lowering Project; and

WHEREAS, the Local Government Property Transfer Act, 50 ILCS 605/0.01 *et seq.,* ("Act") as amended, authorizes units of government to transfer property from one unit of government to another unit of government; and

WHEREAS, the corporate authorities of the Village desire the corporate authorities of the District to transfer the Subject Property to the Village in exchange for a payment of $10.00, and other good and valuable consideration in hand paid, and pursuant to the authority conferred by the Act; and

WHEREAS, the District desires to have the transfer of Subject Property effectuated by quit

claim deed.

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the VILLAGE OF ALGONQUIN, McHenry and Kane Counties, Illinois, as follows:

SECTION 1: The foregoing premises are hereby incorporated herein as findings of the President and Board of Trustees of the Village of Algonquin.

SECTION 2: The Village Manager is authorized to issue payment in the amount of $10.00, and other good and valuable consideration in hand paid, for the Subject Property and to accept and duly record in the Office of the McHenry County Recorder of Deeds a quit claim deed executed by the President of the Board of Trustees of the McHenry County Conservation District, conveying the Subject Property, the form of said deed being attached hereto and being made a part hereof by this reference as Exhibit A.

SECTION 3: If any section, paragraph, subdivision, clause, sentence or provision of this Ordinance shall be adjudged by any Court of competent jurisdiction to be invalid, such judgment shall not affect, impair, invalidate or nullify the remainder thereof, which remainder shall remain and continue in full force and effect.

SECTION 3: All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

SECTION 4: This Ordinance shall be in full force and effect upon its passage, approval and publication in pamphlet form (which publication is hereby authorized) as provided by law.

Voting Aye:
Voting Nay:
Abstain:
Absent:

APPROVED:

_____
Village President John C. Schmitt

(SEAL)

ATTEST: _____
Village Clerk Gerald S. Kautz

Passed: _____
Approved: _____
Published: _____
Z:\A\AlgonquinVillageof\MCCD\Property Transfer.ord.docx

VILLAGE OF ALGONQUIN

PUBLIC WORKS DEPARTMENT

– M E M O R A N D U M –

DATE: Thursday, July 20, 2017
TO: Mr. Robert Mitchard, II
FROM: Mr. Shawn M. Hurtig
SUBJECT: *Letter of Recommendation – Civil Engineering Ph. 2 Design Services*

Bob,

I have reviewed the proposal for the Phase 2 Design Engineering Services as indicated in the Request for Proposal for the Downtown Streetscape Stage 1A Roadway (VoA16-02-17A) project in the Village of Algonquin. This RFP was sent Christopher B. Burke Engineering, Ltd of Rosemont, IL as they were the firm that successfully completed the Phase 1 design of this project. The proposal was reviewed with an emphasis on the understanding of the scope and schedule. With that I have the following comments and recommendation.

The RFP was delivered to::

Firm Name	First Name	Last Name	Street Address	Sub Address	City	State
Christopher B. Burke Engineering, Ltd.	Michael	Kerr	9575 W. Higgins Road	Suite 600	Rosemont	IL

The following firms have responded:

Firm Name	Price	Attach C	Attach D
Christopher B. Burke	$392,400.46	Yes	Yes

Recommendation:

The cost of the proposal is a total of **$392,400.46** and is based on estimated hours of work of staff at hourly rates, and includes all sub-consultant fees (Lakota Group). The Village has a budgeted amount of $350,000.00 in the Capital Improvement fund code 04900300 - 42232. The budget number has been exceeded due to the complexity of the project (fee over typical % of standard project) and the need to establish design criteria for all future stages (streetscape design elements and details). In order to cover this additional expenditure, Public Works has reviewed the fund code and estimated that the Woods Creek Restoration construction oversight budget of $100,000.00 is estimated to be underspent by $75,000.00, providing ample budgetary coverage for the ≈$43,000.00 overage. Based on all the above mentioned qualities it is my recommendation that you consider the Christopher B. Burke Engineering, Ltd. lead design team for this project.

The project is scheduled for award by the Village Board on August 1st, 2017. Thus, the recommendation should go before the Committee of the Whole on July 25th, 2017.

July 14, 2017

DOWNTOWN STREETSCAPE ROADWAY DESIGN
STAGE 1A - PHASE 2

SUBMITTED TO:
SHAWN HURTIG
PROJECT MANAGER OF PUBLIC WORKS
VILLAGE OF ALGONQUIN
PUBLIC WORKS DEPARTMENT
110 MEYER DRIVE
ALGONQUIN, IL 60102

SUBMITTED BY:
MICHAEL KERR, PE
CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. HIGGINS ROAD, SUITE 600
ROSEMONT, ILLINOIS 60018
mkerr@cbbel.com

CHRISTOPHER B. BURKE ENGINEERING, LTD.

BICYCLE FRIENDLY BUSINESS 2010-2018 PLATINUM THE LEAGUE

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Tab 1

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX (847) 823-0520

July 14, 2017

Village of Algonquin
Public Works Department
110 Meyer Drive
Algonquin, IL 60102

Attention: Shawn M. Hurtig, Project Manager of Public Works

Subject: Proposal for Design Engineering Services
Main Street Downtown Streetscape – Stage 1A
Project VoA 16-2-17A

Dear Mr. Hurtig:

Christopher B. Burke Engineering, Ltd. (CBBEL) is pleased to submit one hard copy and one electronic copy of our qualifications and price proposal to provide Professional Engineering Services to the Village of Algonquin for the subject project. It should be noted that this proposal also includes fee for the Harrison Street Bike Path Phase I document. Our fee for the Phase II design of the Downtown Streetscape and Crystal Creek Bridge Replacement represents approximately 3.4% of the concept construction cost estimate of $7 million.

As you will find within this submittal, CBBEL brings a variety of skills and expertise critical to successfully completing bridge replacement, bicycle facilities, and downtown streetscape design projects. This proposal demonstrates our extensive and specialized experience that has made us a leader in these type of projects. As you know, CBBEL previously completed the Downtown Masterplan and Phase I Engineering for Main Street. We are teaming up with landscape architects, The Lakota Group, to further strengthen our project team.

The proposed Project Team consists of a majority of staff members who have worked on various Phase II Design projects within the Village and are familiar with the policies and procedures. The primary contact person for this proposal is Mr. Michael Kerr, PE, who will act as Project Coordinator for this work. He is available to answer any of your questions regarding this proposal.

We trust that the attached material will demonstrate our enthusiasm, understanding, and expertise to perform the upcoming assignment. We appreciate the opportunity to submit our qualifications and look forward to the next phase of the selection process. If you have any questions or need any additional information, please do not hesitate to contact us.

Sincerely,

Christopher B. Burke, PhD, PE, D.WRE, Dist.M.ASCE
President

TAB 2

EXECUTIVE SUMMARY

We understand the Village of Algonquin is requesting Phase II design engineering services for Stage 1A of their Downtown Streetscape. Stage 1A will include S. Main Street from IL Rte. 31 up to and including the Crystal Creek Bridge (approximately 1,300 feet). The improvements will generally consist of new storm sewer, ornamental lighting, roadway reconstruction, sidewalk, streetscape features, landscaping, bridge replacement and pavement markings. A scope and fee for the Harrison Street Bike Path Phase I are also included in this proposal.

CBBEL and our subconsultant, The Lakota Group, are uniquely qualified to complete this assignment as we have successfully teamed on several similar projects throughout the Chicagoland area

As few of our similar past project include

City of Des Plaines	Ellinwood Streetscape / Lee Street Watermain
	Miner Street Streetscape
Village of Huntley	Downtown Streetscape
Village of Forest Park	Madison Street
Village of Riverside	East Burlington Streetscape & Resurfacing
City of Batavia	Wilson Street Streetscape
	River Street Streetscape
Village of Oak Park	Madison Street Streetscape
City of Park Ridge	Uptown Redevelopment
Village of Skokie	Main Street Bike Lanes

The team, led by Principal-in-Charge Michael Kerr, has for 25 years overseen the Civil Design, Phase I, Structural, Drainage, Environmental and Survey Departments. He has a vast amount of experience with overseeing Phase II projects. Mike will be joined by Senior Project Manager, Martin Worman, who has worked for CBBEL for 15 years including similar roadway reconstruction projects. During his tenure he has worked with the Village of Algonquin and is currently managing the Randall Road Underpass Project. The project team will include Jason Souden, Head of Civil Engineering Design Department, Anthony DeRicco our Electrical Engineer, Thomas McArdle Wetland Permitting, Nicholas Morel our Project Engineer, and Majid Mobasseri our Structural Engineer. Jason Souden will be our QA/QC Manager and has led our Phase II department for the last 24 years, Anthony has completed lighting designs for CBBEL over the last 17 years including **developing the Village of Algonquin's Lighting Standards** and Majid has completed several bridge replacement designs for CBBEL over the last 11 years.

As we understand the unique challenges of the project, CBBEL intends to begin with a kick-off meeting in August of 2017 to discuss the scope of work, expectations and meet the Village's schedule of Phase II Bid Set by January 2018.

Some of the key items for the Phase II Engineering are as follows:

PERMITS

CBBEL understands the necessary permits that are required from the agencies. We will make the required submittals and obtain the permits to stay on schedule for this project. This includes:

- USACE 404 Permit
- IDOT / IDNR Floodway Permit
- McHenry County Soil and Water Conservation Permit

EXECUTIVE SUMMARY

IDOT COORDINATION
Due to the specialty nature of this project, significant coordination with IDOT will be required. Many of the pay items will be non-standard specialty items and IDOT does not allow proprietary items without approved waivers. Items such as light fixtures, site furniture, pavers, architectural features, etc. will require special approvals. Also, since IL 31 and Algonquin (IL 62) may be used as detours, CBBEL will need to present at IDOT's Detour Committee to seek approval.

MAINTENANCE OF TRAFFIC
Because the bridge and road are being completely reconstructed the project will need to be staged in halves. This will require a one-way detour during construction. It will be critical to accommodate access to the downtown business, pedestrians and parking throughout construction.

STREETSCAPE DESIGN
CBBEL and Lakota understand the importance of designing an attractive, functional and low-maintenance streetscape. High quality, low-maintenance hardscape materials will be selected along with low-maintenance plants and trees that can survive a roadway environment. Pavers will be constructed on a rigid base to minimize differential settlement.

SCHEDULE AND BUDGET
As the Village knows, during our 9 years as the Village Engineer, CBBEL prides itself by staying on schedule and within the budget for our projects. We understand that the Village would like Pre-Final plans completed by October 2017 and Construction Documents completed by January 2018.

QUALITY ASSURANCE/QUALITY CONTROL
CBBEL will provide Jason Souden, PE as QA/QC manager to perform/oversee plan reviews as part of the design phase.

Early identification of the key items for the project and constant communication will allow CBBEL to complete the project on time and within budget.

The following are our responses to the requirements in the RFP:

Design Support during construction

- CBBEL understands the importance of support from the design team during the construction phase of the project. This includes quick turnarounds of RFI, shop drawings and submittals.

Educational background of the consultant's key individuals assigned to the project.

- Our key members of the project team obtained their degrees from some of the top engineering schools in the Country. See resumes in Tab 5 for additional information.

Experience with an emphasis on the projects overview requirements.

- As stated above, our experience is top notch with streetscape, multi-use path, bridge replacement, and street lighting projects.

Quality of past performance for the Village or similar agencies.

- CBBEL has been the Village Engineer for the past 9 years and understands the intricate detail of the Village's needs and requirements. This can be shown by more than 30 projects we have completed for the Village of Algonquin.

EXECUTIVE SUMMARY

Qualifications of individual within the consultant's organization directly responsible for the work. The Village reserves the right to approve the consultant's project manager.

- They key project team members are qualified to complete this work with over 80 years of experience and have a vast knowledge of the Village Standards and Staff.

Adequacy of staff to perform the work within the time allowed.

- In addition to our proposed Project Team, CBBEL has 200 staff members to support the Project Team, if necessary, from our home office in Rosemont to complete the project within the permitted time frame.

Demonstrated ability to work effectively with Village Staff, other public agencies, and related parties.

- CBBEL has successfully worked for the Village of Algonquin since 2007 and was recently re-appointed by the Village President.

New or innovative ideas presented by the consultant in the proposal or presentations.

- CBBEL has worked with Public works staff to set new design parameters for lighting projects which reduce the Villages Carbon Footprint by incorporating the use of Lower wattage LED type Luminaires in lieu of the Previous High intensity Discharge Luminaires which would typically last half as long as the LED luminaires. This allows the Village to operate the proposed lighting system using less wattage per light and producing greater illumination levels on the roadways.

Demonstrated ability to keep costs within project budget and estimates.

- CBBEL has a past history of completing projects on-time and within budget for the Village of Algonquin.

Ability to work effectively with public and other public agencies

- CBBEL has successfully worked with the residents of the community thru presentations and worked with public agencies to secure permits, land acquisitions and perform design requirements to complete projects.

The ability to work with other consulting engineers, builders, contractors, and owners of property to assist and accommodate orderly project movement within the Village while minimizing inconveniences and delays.

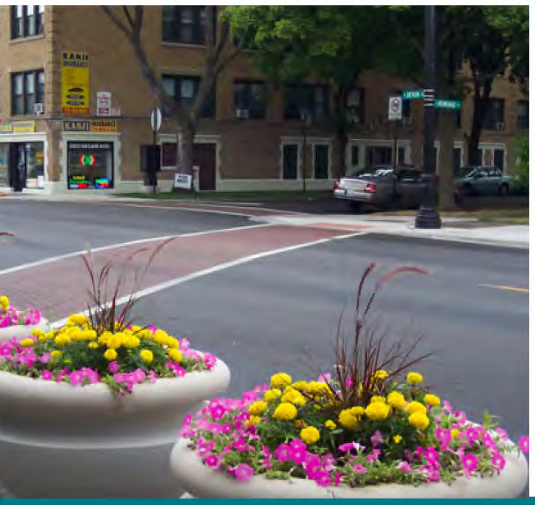
- CBBEL has worked with other consultants, builders and contractors even more specifically within the Village of Algonquin since 2007.

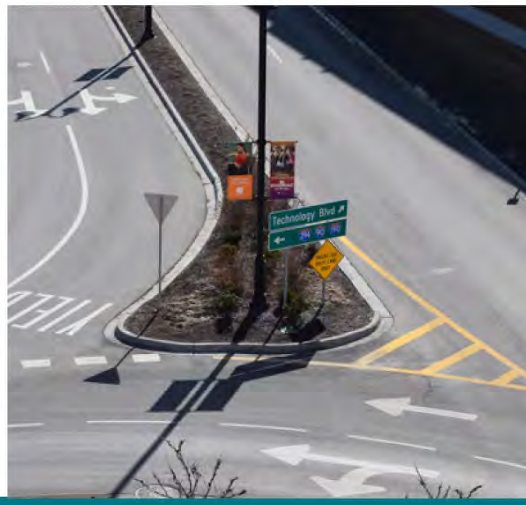
The selected consultant will demonstrate a working knowledge of the Village of Algonquin's Standard Specifications & Details, Village of Algonquin Municipal Code, and the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction (most recent addition)

- CBBEL understands the knowledge of these documents, as we have designed thousands of projects utilizing them as basis of the design. More specifically, CBBEL has intricate understanding of the Village's specifications and details as we helped update all of the Village's details.

TAB 3





COMPANY PROFILE

83 LICENSED PROFESSIONALS

TOTAL STAFF **200**

31 YEARS IN BUSINESS

FIRM HEADQUARTERS

Christopher B. Burke Engineering, Ltd. (CBBEL)
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
T: 847.823.0500 | F: 847.823.0520
cbbel.com

CBBEL is unique among consulting engineering and surveying firms in that we are a full-service company that can comprehensively meet the needs of both private and public sector clients. Guided by founder and President Christopher B. Burke, our “family business” corporate philosophy allows for a level of personal service that provides peace of mind. Our Illinois based staff of 200 and expansive list of specializations — civil, municipal, transportation, water resource, mechanical, structural, construction, traffic, environmental engineering and environmental resource services — provide professionalism and a depth of expertise that promote project success.

Christopher B. Burke, PhD, PE

RESOURCES

Having received his doctoral degree in civil engineering from Purdue University, CBBEL President Christopher B. Burke embraces education and encourages continued learning among his employees. Our staff includes four PhDs, 78 licensed professional engineers, a team of licensed professional land surveyors, a licensed structural engineer, and a licensed landscape architect. Additionally, three employees are LEED accredited professionals, three are professional traffic operations engineers (PTOE), and four have received the designation of Diplomate Water Resource Engineer (D.WRE). Twenty-two staff are certified floodplain managers (CFM), 15 are certified professionals in erosion and sediment control (CPESC) and nine are certified professionals in stormwater quality (CPSWQ).

Through leadership positions and active membership in a variety of professional associations and university involvement, CBBEL is able to deliver cutting-edge technology and techniques as they emerge. The outcome is a context-sensitive approach that rejects out-dated cookie-cutter remedies and instead provides the best solution. Staff take part in national and local organizations including the American Society of Civil Engineers, the American Council of Engineering Companies, the American Public Works Association, the Illinois Association of Environmental Professionals, the Illinois Association for Floodplain and Stormwater Management, the Society of American Military Engineers, the American Academy of Water Resource Engineers, Chicago Wilderness Corporate Council, the Society of Ecological Restoration, Western Society of Engineers, the Society of Wetland Scientists, the Irish Engineers and Contractors, and the Illinois Road and Transportation Builders Association to name a few.

ENR.com Engineering News-Record

The Burke Group of Companies, which includes CBBEL, has been recognized as one of Engineering News Record's **Top 500** Design Firms, currently ranking 173rd in the country.

Given CBBEL's commitment to hiring exceptional personnel, prioritizing client relationships and valuing education, it's not surprising that we have received numerous prestigious awards from the American Council of Engineering Companies of Illinois, the American Public Works Association, the Illinois Section of the American Society of Civil Engineers, the Illinois Chapter of the American Planning Association, the Illinois Department of Transportation, and the Illinois Tollway. In addition, five employees have been the recipient of an APWA Top Ten Leader of the Year award; two of them went on to win at the national level. In 2017, CBBEL clients and projects received APWA Suburban Branch awards for the Walnut | Myrtle | Evergreen Stormwater Improvement Project (City of Elmhurst), Northside Stormwater Management Project (Village of River Forest) and Elmwood Park Flood Mitigation Project. APWA Lake Branch awards were received for the Libertyville Multi Year Utility and Road Program and Peterson Road Corridor Improvement (Lake County Division of Transportation). ACEC-IL awarded CBBEL an Engineering Excellence Merit Award for the Northside Stormwater Management Project (Village of River Forest).

Our resources are geographically distributed to create a network of effective and convenient service. Rosemont, Illinois is home to our main office while other Illinois locations include Evanston, New Lenox and Peoria.

SERVICES

Since its founding in 1986 the size of our company and the complexity of our projects have grown. Today we provide not only design services, but also planning, preliminary engineering, permitting, and construction observation. We have successfully completed the design, permitting and construction of numerous major transportation and local municipal roadway projects, multi-

use paths, bridges, flood control reservoirs, pump stations, embankments, water mains and water systems, storm sewers, and large open channels.

We have served as lead engineer on a variety of major municipal and county undertakings. As a full-service firm we also conduct water resource related studies, perform GIS services, environmental resource assessments, mitigation planning and permitting and a myriad of traditional civil engineering functions.

CBBEL has provided professional review services for municipalities, counties, and state agencies. Our experience includes the review of drainage, roadway, subdivision, sanitary sewer and mechanical engineering submittals prepared by third-party consultants for both private and public sector clients.

Our office prepares an impressive number of high-quality stormwater management studies and permit applications, having obtained more than 1,000 US Army Corps of Engineers Section 404 permits with accompanying IEPA water quality certifications, more than 500 Illinois Department of Natural Resources-Office of Water Resources floodway construction permits, and 450 Federal Emergency Management Agency Letters of Map Amendment and Letters of Map Revision.

Whether you require consulting for an individual project or the full service resources from one of our departments, you can rely on Christopher B. Burke Engineering, Ltd. to take the time to thoroughly understand your needs and partner with you to create innovative, cost-effective solutions. Diversification and flexibility are the keys to our successful, long-term relationships with a wide variety of clients, including municipalities, counties, townships, sanitary districts and drainage districts throughout the Chicagoland area. We have unique knowledge and experience with various funding programs available to our County and Municipal clients from the grant writing stage to the design procedures required, as well as record keeping and funding reporting, giving our clients an added service not easily found in the engineering industry.

GREEN INITIATIVES

CBBEL is at the forefront of sustainability/green initiatives and is a corporate leader when it comes to implementation. Our Rosemont headquarters has a green roof, an aggressive composting/recycling program and a long range plan to implement other energy saving devices courtesy of our company's sustainability committee.

In 2012 and 2013 (Honorable Mention), CBBEL received the Governor's Sustainability Award for achievements in improving the environment. The company received the award for our significant achievements in protecting the environment, helping sustain the future, and improving the economy. In 2014, CBBEL was selected as one of IRTBA's Green Industry Award recipients and also received a Conservation and Native Landscaping Award from Chicago Wilderness.

OVER 150
EMPLOYEES HAVE PARTICIPATED

One of the sustainability efforts for which the firm has been honored is our Bike to Work Program where CBBEL provides mileage reimbursement, changing facilities and bicycle storage. Nearly 150 employees (from all of the Burke Group companies) have participated in the program and more than 320,000 miles have been commuted on bike.

OVER 320,000
MILES COMMUTED ON BIKE

We also have been recognized by the League of American Bicyclists as a "Platinum" level Bicycle Friendly Business. The Bicycle Friendly Business recognizes employer's efforts to encourage a more bicycle-friendly atmosphere for employees and clients and honors innovative bike-friendly efforts. CBBEL is the only Illinois firm to be awarded Platinum status and is one of the few Midwestern non-bike related businesses to be awarded Gold status or higher.

APPROXIMATELY 618,000 POUNDS OF CO_2 ELIMINATED
BASED ON 15 MPG AND 20 LBS. CO_2/GAL

OVER 15,000,000
CALORIES BURNED

CBBEL also has partnered with Enterprise CarShare, Chicago's only local car sharing company, to provide vehicles to employees. We are the first Enterprise CarShare corporate member to reduce its own vehicle fleet by more than 50 percent and in turn use the CarShare vehicles. Employees have access to three CarShare cars and CBBEL recently installed CarShare software in two of their own fleet vehicles. We also have installed 2 electric car charging stations on the exterior of the main building in Rosemont.

OVER $70,000
IN GAS MONEY SAVED

THE LAKOTA GROUP. ALLIES IN PLACE

Heart & Soul

We are a team of talented designers, planners and communicators powered by a passion to offer creative solutions.

Our defining attribute is fostered through a team-based approach to project management centered on positive dialogue. Led by our drive to institute change in a sustainable way, Lakota associates abide by a process that combines critical thinking and community engagement. The result? A practice that seeks to produce the most effectively efficient solutions, carefully balancing the real with the ideal.

Our quest is simple: we want to improve communities.

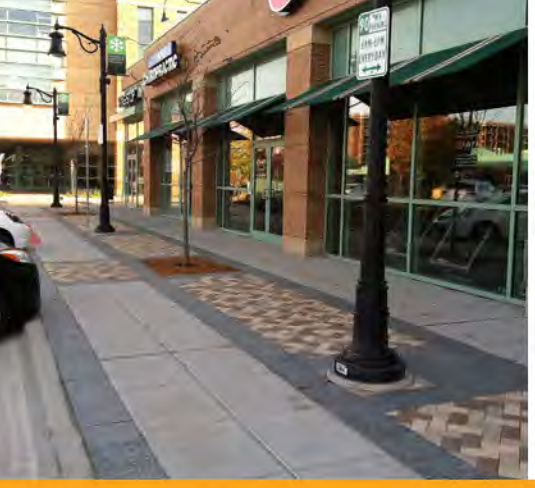
By engaging local residents through workshops, discussions and surveys, we strive to pinpoint the opportunities for improvement. We want clients to help us place ourselves in their frame of context: what would we want if we were the ones living in their town? Working in their building? Raising a family in their neighborhood? We want to listen, and we want to talk, and then we want to listen some more. Lakota acknowledges the issues, while also recognizing the strengths, shedding light on the qualities that make a place unique, and brainstorming the ways upon which they can be built.

Since the firm's conception in 1993, Lakota has completed award-winning assignments in more than 500 towns and cities across the country, gaining recognition for its work in streetscape design, corridor plans, form-based codes, downtown master plans, and wayfinding & signage programs.

Through its mold-breaking and place-making mentality, Lakota relishes the coalescence between land and community, ultimately demonstrating a practice that perfectly reflects its name: "Allies," the English translation of the Native American word, Lakota.

Planning
Urban Design
Landscape Architecture
Historic Preservation
Community Engagement

TAB 4



ELLINWOOD STREETSCAPE/LEE STREET WATERMAIN | DES PLAINES, ILLINOIS

PROJECT TYPE

- Streetscape Design
- Water Main Replacement
- Construction Observation
- Stakeholder Involvement

2014 - 2015

PROJECT TEAM
Jason Souden, PE
Project Manager

Bryan Luke, PE
Project Engineer

Kevin Baldwin, PE
Irrigation/Electrical

CLIENT
City of Des Plaines

CONSTRUCTION COST
$2.167 million

FEE
$164 thousand

FUNDING SOURCE
Local/TIF

CBBEL continues to implement the CBBEL developed Downtown Master Streetscape Plan.

The scope of work included sidewalk, curb and gutter, granite pavers, trees, sod, irrigation, electrical receptacles near trees, planter/seating walls, site furniture, traffic signal loop installation, and drainage structure improvements. Other improvements include water service removal/replacements, installing 12" water main and casing in Lee Street pavement under the railroad tracks, with valves, vaults and other appurtenances. Additional work includes removals for and the installation of plants along the south parkway of Northwest Highway (US Rte 14).

Portions of the work required an IDOT permit; as they are in the IDOT Right-of-Way (Graceland Ave, Lee Street and Miner Street and Northwest Highway).

SERVICES INCLUDED:

- Preparation of Contract Documents for Phase II; Master Plan
- Presentation and coordination of improvements to residents, business owners, Metra Railroad and City Officials
- Construction Documents (Plans, Specifications and Estimates)
- Utility Coordination
- IDOT permitting
- Union Pacific RR Construction/Pipeline Permit
- Bidding assistance
- Construction observation and shop drawing review

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MINER STREET STREETSCAPE | DES PLAINES, ILLINOIS

PROJECT TYPE

- Streetscape Design
- Construction Observation
- Stakeholder Involvement
- Utility Coordination

2011 - 2013

PROJECT TEAM
Jason Souden, PE
Project Manager

Bryan Luke, PE
Project Engineer

Kevin Baldwin, PE
Irrigation/Electrical

CLIENT
City of Des Plaines

CONSTRUCTION COST
$2.2 million

FEE
$236 thousand

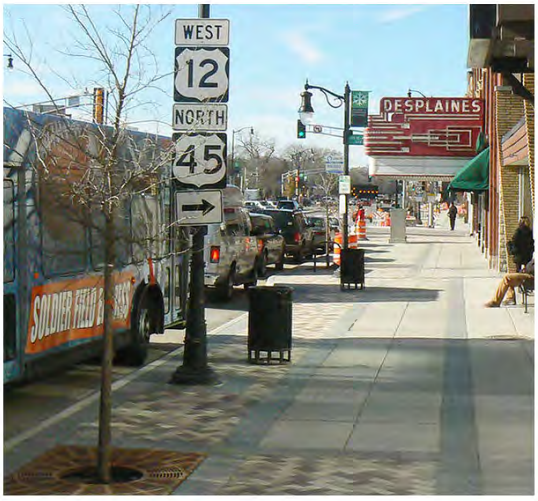
FUNDING SOURCE
Local

The master plan for streetscape improvements for the entire Downtown TIF District utilized high-end materials to increase street appeal while geometric improvements added safety.

The project included streetscape and roadway improvements to Miner Street (US Route 14) from Graceland Avenue to Pearson Street. The improvements consisted of new sidewalks with granite and paver inlay, new trees in raised irrigated planters, new trees in grates with structural soil, irrigation and lighting outlets, a new City Hall plaza, and new crosswalks with ADA ramps. Other features included a new mid-block crossing with a pedestrian refuge island and planter.

SERVICES INCLUDED:

- Preparation of Contract Documents for Phase I; Master Plan
- Presentation and coordination of improvements to residents, business owners, Metra Railroad and City Officials
- Noise study and concept plans for the relocation of an existing bus stop
- Construction Documents (Plans, Specifications and Estimates)
- Utility Coordination
- IDOT permitting
- Bidding assistance
- Construction observation, shop drawing review and material testing



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DOWNTOWN STREETSCAPE | HUNTLEY, ILLINOIS

PROJECT TYPE

- Streetscape Design
- Water Main Replacement
- Stakeholder Involvement
- ADA Improvements
- Wayfinding Signage

2015

PROJECT TEAM

Michael Kerr, PE
Project Manager

Greg Sanders, PE
Resident Engineer

Nicholas Morel, PE
Design Engineer

CLIENT

Village of Huntley

CONSTRUCTION COST

$5 million

FEE

$229 thousand - Design
$170 thousand - Construction

FUNDING SOURCE

Local

Beautification and infrastructure upgrades transform the Village of Huntley's Downtown Area.

This project presented special challenges in regards to time constraints and construction phasing to minimize disruptions to local residents & businesses. Four separate projects were awarded in succession to expedite the construction of the various aspects of the overall downtown streetscape improvements while providing parking and maintaining traffic flows within the project limits.

The first project let in February 2015 consisted of water main and water service replacements and sanitary sewer lining within the downtown area.

The second project let in March 2015 consisted of the site work, including streetscape of several retail storefronts along Main Street. The Village expedited the schedule of this project to meet occupation date obligations with the owners/tenants of the retail building. This project established the look of the overall Downtown Streetscape.

The third project let in late March 2015 consisted of the dry utility replacement including new service for the downtown and surrounding areas. This project relocated all overhead electrical and communication utility lines to underground conduit and in some cases required close coordination with business owners to bring their electrical services up to current code requirements. The removal of aerial lines and utility poles in the downtown area drastically improved the downtown aesthetics.

The fourth and final project let in late April 2015 tied all of the previous projects together and finalized the downtown streetscape and roadway improvements. This project consisted of new curb alignments to provide a wider pedestrian corridor consisting of decorative pavers, flatwork and landscaped areas. Storm sewer improvements complimented the new roadway/on-street parking configuration, and a new parking lot was created behind the businesses. The alley between the businesses and the new parking lot was beautified to further promote the businesses along Main Street.

The end result was the complete makeover of Huntley's Downtown in less than one calendar year including all utility and streetscape improvements. The project also induced decorative lighting, wayfinding signage, street furniture and ADA improvements.

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MADISON STREET STREETSCAPE | FOREST PARK / RIVER FOREST, ILLINOIS

PROJECT TYPE

- Phase I Engineering
- Phase II Engineering
- Phase III Engineering
- Streetscape Design
- Roadway Improvement
- Lighting Design

2013 – 2016

PROJECT TEAM

Michael Matkovic, PE
Project Manager - Phase I

James Amelio, PE
Project Manager - Phase II

Gerald Hennelly
Lighting Design

Tracy Wais, PE
Resident Engineer

CLIENT

Village of Forest Park

CONSTRUCTION COST

$4.2 million

FEE

$122 thousand - Phase I
$161 thousand - Phase II
$290 thousand - Phase III

FUNDING SOURCE

ITEP/STP/Local

Medians and sidewalk planters were constructed along the project length to improve aesthetics while calming traffic. Sidewalks were widened to allow for better pedestrian access to the restaurants and businesses that line Madison Street.

This project consisted of Phase I, II & III Engineering for the reconstruction and major rehabilitation of Madison Street from Park Avenue to Des Plaines Avenue. The project objective was to address pavement deterioration and drainage issues, and to implement streetscape and pedestrian friendly design features along the Madison Street corridor which includes considerable pedestrian activity patronizing local businesses. Multiple alternatives including landscaped medians, intersection bumpouts, traffic calming measures, and continuous bike lanes were evaluated and presented to the Village of Forest Park and public for consideration. The preferred alternative included a gateway median at the west end of Madison Street, streetscape and new roadway and pedestrian lighting along the project length, bumpout intersections, and protected parking lanes. Phase I Design Approval was issued by IDOT in 2013.

SERVICES INCLUDED:

The preparation of a Group II Categorical Exclusion (CE II) Project Development Report (PDR) based on federal funding (STP and ITEP) to be used for construction. Other Major components of the engineering services included:

- Complete topographic survey and utility coordination
- Development and evaluation of concept alternatives for Madison Street with respect to landscaped medians, intersection bumpouts and traffic calming measures. The impervious area along the project length was actually reduced by adding median and sidewalk planters.
- Performed Photometric Study and Lighting Analysis
- Coordination with the Village of River Forest as the north side of Madison Street is within their municipal limits
- Preparation of public display exhibits and presentation at a Public Meeting
- Preparation of all required engineering and environmental reports to secure Phase I Design Approval from IDOT

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EAST BURLINGTON STREETSCAPE & RESURFACING | RIVERSIDE, ILLINOIS

PROJECT TYPE

- Phase I Engineering
- Phase II Engineering
- Streetscape Design
- Roadway Improvement
- ADA Improvements

2014 - 2016

PROJECT TEAM
Orion Galey, PE
Project Manager

Douglas Gotham, LLA
Landscape Architect

Matthew Huffman, PE
Phase I Project Engineer

Scott Soderstrom, PE
Resident Engineer

CLIENT
Village of Riverside

CONSTRUCTION COST
$2.1 million

FEE
$350 thousand

FUNDING SOURCE
ITEP, STP & Local

This project consisted of streetscape and resurfacing improvements using ITEP, STP and local funds.

The project consisted of streetscape and resurfacing improvements using ITEP, STP and local funds. The limits of the streetscape improvements include East Burlington Street from Longcommon Road to the eastern limit of the Central Business District (CBD) while the resurfacing limit will extend east to Harlem Avenue. The work involved resurfacing, as well as drainage structure improvements, curb and gutter replacement, and sidewalk improvements, as needed, and encompasses ADA improvements, roadway patching, and thermoplastic pavement markings. In addition, the streetscape portion through the CBD includes replacement of existing sidewalks with permeable concrete pavers, bumpouts for mid-block crossings, new amenities and enhanced landscaping elements including limestone planter boxes, perennials, trees, shrubs, trash receptacles, recycle bins, benches, drinking fountains and lighted bollards.

SERVICES INCLUDED:

CBBEL was retained to complete Phase I and II design engineering services as well as provide full time resident engineering services during construction. CBBEL's project team coordinated with the West Central Municipal Conference, IDOT, Village staff, and various Village commissions during the design. All work was completed in accordance with IDOT federal funding guidelines.

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WILSON STREET STREETSCAPE | BATAVIA, ILLINOIS

PROJECT TYPE

- Streetscape Design
- Roadway Improvement
- Gateway Element
- Lighting
- Water Main Replacement

2010 - 2013

PROJECT TEAM
Lee Fell, PE
Project Manager

Anthony DeRicco, PE, LEED
Electrical/Mechanical

John Murphy, PE, PLS
Survey Manager

CLIENT
City of Batavia

CONSTRUCTION COST
$3.7 million

FEE
$293 thousand

FUNDING SOURCE ITEP/ STP/Local

Improvements to Wilson Street provide a vibrant, accessible, walkable area to spur economic development and revitalize the area.

The Wilson Street Streetscape project consisted of roadway and streetscape improvements to 0.25 miles of West Wilson Street; from North Batavia Avenue to North Island Avenue. The streetscape project included: Gateway elements added at western corner of Water Street intersection; Reduced lane/pavement widths; Sidewalk widened and tree grates added on north and south sides of street where space permitted; Brick paver parkways and crosswalks; Mid-block pedestrian crossing with specialty paving; Light poles with community identifiers; and water main replacement and roadway resurfacing.

PHASE I SERVICES INCLUDED:

- Data Collection and Typographic Survey
- Preliminary Environmental Site Assessment (PESA)
- Completed Environmental Coordination including submittal of the Environmental Survey Request Form (ESRF)
- Preparation of Streetscape Geometrics
- Capacity Analysis
- Categorical Exclusion Group 1 — No Report submitted to IDOT

PHASE II SERVICES INCLUDED:

- Utility Coordination
- Preparation of Plans, Specifications and Cost Estimate in accordance with Federal format for bidding purposes
- Submittal of IEPA Permit for Water Main
- Submittal to IEPA to meet NPDES requirements

RIVER STREET STREETSCAPE | BATAVIA, ILLINOIS

ACTIVE TRANSPORTATION ALLIANCE
AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS Illinois Chapter
Award Winning

PROJECT TYPE

- Streetscape Design
- Roadway Improvement
- Utility Projects
- Lighting
- Landscape Design

2011 - 2012

PROJECT TEAM
Michael Kerr, PE
Principal-in-Charge

Lee Fell, PE
Project Engineer

Anthony DeRicco, PE, LEED
Electrical/Mechanical

CLIENT
City of Batavia

CONSTRUCTION COST
$3.5 million

FEE
$430 thousand

FUNDING SOURCE Local

The woonerf concept revitalized this prominent section of the Historic Downtown District. This is the first project of its kind in the Midwest.

The River Street Streetscape project was a community effort to build on the existing Riverwalk. The goal of the streetscape was to provide a pedestrian-first, vibrant area that could be easily changed to fit the publics varying needs. The master plan for River Street introduced the concept of a shared flexible street (woonerf) design that views the street as a multi-use public space between Wilson Street to State Street. There are no curbs; a single continuous brick surface runs from building face to building face. The design provided for re-imagining the street as a flexible outdoor public space that can be used in a number of configurations, where the businesses come outside and take ownership of the street.

The woonerf concept was one of the many concepts developed through Task Force meetings, charettes, and public meetings, which included preliminary engineering studies and evaluation analysis. CBBEL led a group of planners and landscape architects from concept development through construction completion via Design-Build approach.

SERVICES INCLUDED:

- Data Collection and Topographic Survey
- Preparation of Concept Improvements
- Participation in Public and Key Stakeholder work sessions
- Development of Comprehensive Drainage Plan
- Design of Irrigation Systems
- Design of Lighting Systems
- Coordination and Development of Hardscape Features
- Utility Coordination
- Preparation of Plans, Cost Estimates and Bid Specifications
- Submittal of IEPA Permit for Water Main
- Coordination of the Design-Build Contractor Selection
- Submittal to IEPA to meet NPDES requirements

PROJECT AMENITIES:

- Pavement reconfiguration utilizing bump outs, radii reconstruction, curbless woonerf, narrowing of streets and adding/reconfiguring on-street parking, wider brick paver sidewalks
- Dedicated sidewalk on North River Street along the west side
- Public utility improvements (water, sanitary sewer lining and/or point repairs, storm sewer)
- Pedestrian/Roadway lighting
- Site furnishings (trash receptacles, benches, bicycle racks, etc.)
- Decorative gateway features and local sourced decorative fencing
- Landscaping (parkway trees, planting beds, raised planters, etc.)

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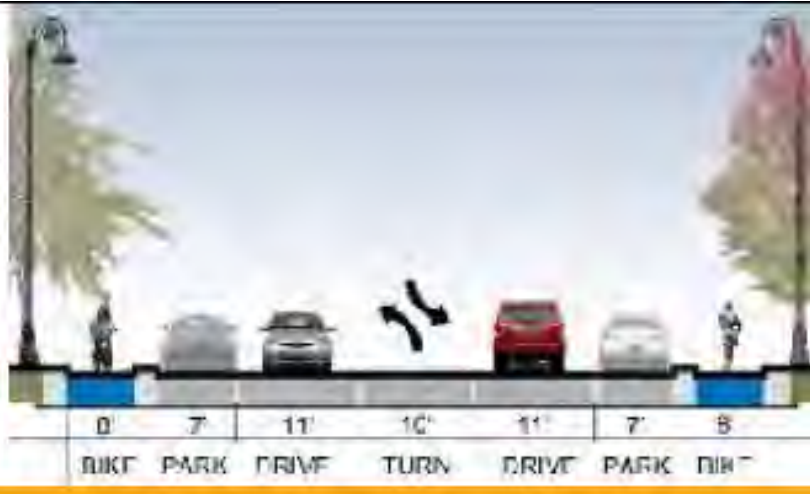

MADISON STREET STREETSCAPE | OAK PARK, ILLINOIS

PROJECT TYPE

- Streetscape Design
- Road Diet
- Bike Lane
- Green Infrastructure
- ADA Improvements

2011 - 2012

PROJECT TEAM
Michael Kerr, PE
Project Manager

Bryan Luke, PE
Design Engineer

CLIENT
Village of Oak Park

CONSTRUCTION COST
$7-$17 million

FEE
$34.1 thousand

FUNDING SOURCE
CMAQ/Local (TIF)

CBBEL developed concept plans adding bike lanes and a cycle track to remake 1.5 miles of Madison Street into a vibrant, safer, complete street.

The Madison Street Corridor from Harlem Avenue to Ashland Avenue spans the entire Village and is one of the major east-west corridors through the Village. Three concept alternatives were developed to balance the pedestrians, bicyclists, public transportation, school children, local vehicular traffic, regional vehicular traffic, on-street parking, retail businesses, restaurants, single and multiple family dwellings, government buildings (including Village Hall), sites of future development, and the adjoining neighborhoods.

The leading design consisted of a road diet of the corridor, slightly widening the parkways, adding a new bike lane in each direction, and adding a “cycle track” (bike lane between the parkway and the parking lane). With shifting in the curb-line and removing the barrier medians, the roadway is reduced from the existing 4-lane section with parking on both sides to a 3-lane section with bike lanes and parking on both sides.

Concept improvements included sidewalk and driveway replacement, various green infrastructure items, new crosswalks/crossing tables, bump outs, replacement of curb and gutter with new drainage structures, traffic signal modifications, site furnishings, reconstruction, parkway pavers, street lighting, street milling/resurfacing, new trees, planters, creating public and civic plazas, signage, sod, and community identifier gateway monuments. Green infrastructure included lighting, bioswales, trees, recycling/re-use of materials.

SERVICES INCLUDED:

CBBEL provided the development of streetscape alternatives (roadway/bikeway engineering design geometrics, ADA accessibility, sustainable design, traffic calming, construction staging/ feasibility), assessment of existing infrastructure, cost estimates, and attendance at meetings and public presentations.

UPTOWN REDEVELOPMENT | PARK RIDGE, ILLINOIS

PROJECT TYPE

- Phase II Engineering
- Roadway Lighting
- Traffic Signal Modification
- Plans & Specifications
- Cost Estimate

2008 - CURRENT

PROJECT TEAM
Michael Kerr, PE
Overall QA/QC

John Caruso, PE
Lighting

G. Michael Ziegler, PE
Traffic

Katrina Ballado, PE, LEED AP
Project Engineer

Anthony DeRicco, PE, LEED AP, LC
Project Manager

CLIENT
City of Park Ridge

CONSTRUCTION COST
$6 million

FEE
$650 thousand

FUNDING SOURCE
ITEP/TIF

The Uptown area was completely transformed by this streetscape, decorative lighting and traffic signal modernization project. The improvements provided economic and social benefits to the public by facilitating traffic flow, enhancing personal security, and promoting business and the use of public facilities during the night hours.

The proposed streetscape included Touhy Avenue, Northwest Highway, Busse Highway, Morris Street, Meacham Avenue, Summit Avenue and Prospect Avenue. The first three roadways are State maintained. The first stage of the streetscape project included 51 roadway light poles, 79 decorative pedestrian type light poles and 4 lighting controllers servicing approximately 4,700' of roadway as well as 7 intersections, 3 parking lot light poles and 29 receptacles for holiday tree lighting/ decorations.

CBBEL designed a 9 traffic signal interconnected system that serves a new retail and residential development in Uptown Park Ridge. New traffic signals and crosswalks with pedestrian signals were added to the intersections of Touhy Avenue/Summit Avenue and Northwest Highway/Summit Avenue in order to accommodate an increasing number of vehicles and pedestrians generated. The redesigned system includes new controllers and 12" LED lamps. Emergency Vehicle Pre-emption (EVP) was installed at several intersections including: Northwest Highway at Summit, Northwest Highway at Elm, Northwest Highway at Washington, Touhy at Washington, and Touhy at Summit.

SERVICES INCLUDED:

- Preliminary Photometric Concept Design & Planning
- Preparation of Plans, Specifications and Estimates
- IDOT Submittals
- Part Time Construction Observation
- Preparation of Plans, Specifications and Estimates
- Summary of Quantities
- Estimate of Cost
- Intersection Design Studies
- Temporary Traffic Signal Installation Plans and Services
- Traffic Signal Design, Modernization and Interconnect Plans

CBBEL is currently preparing plans, specifications and estimates for the remaining Uptown area which includes Prospect Avenue, Summit Avenue, Northwest Highway, Washington Avenue, and Touhy Avenue. This effort is funded with an ITEP grant.

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MAIN STREET BIKE LANES | SKOKIE, ILLINOIS

PROJECT TYPE

- Bike Path
- Cost Estimates
- Wayfinding
- Construction Observation

2013 - 2015

PROJECT TEAM
Jason Souden, PE
Project Manager

Bryan Luke, PE
Project Engineer

James Amelio, PE
Construction Assistance

CLIENT
Village of Skokie

CONSTRUCTION COST
$530 thousand

FEE
$45 thousand - Phase I/II

FUNDING SOURCE
CMAQ

CBBEL designed designated bike lanes on Main Street between Lincoln Avenue and McCormick Boulevard.

The project consisted of 5' wide 1-way bike lanes on Main Street between Lincoln Avenue and McCormick Boulevard. A distance of 2.5 miles. Improvements including bike racks, way finding/ signage route, HMA mill/resurface, and white/green bike lane pavement markings.

PHASE I SERVICES INCLUDED:

- Preliminary Geometry
- Preliminary Cost Estimate
- Preparation of Project Development Report

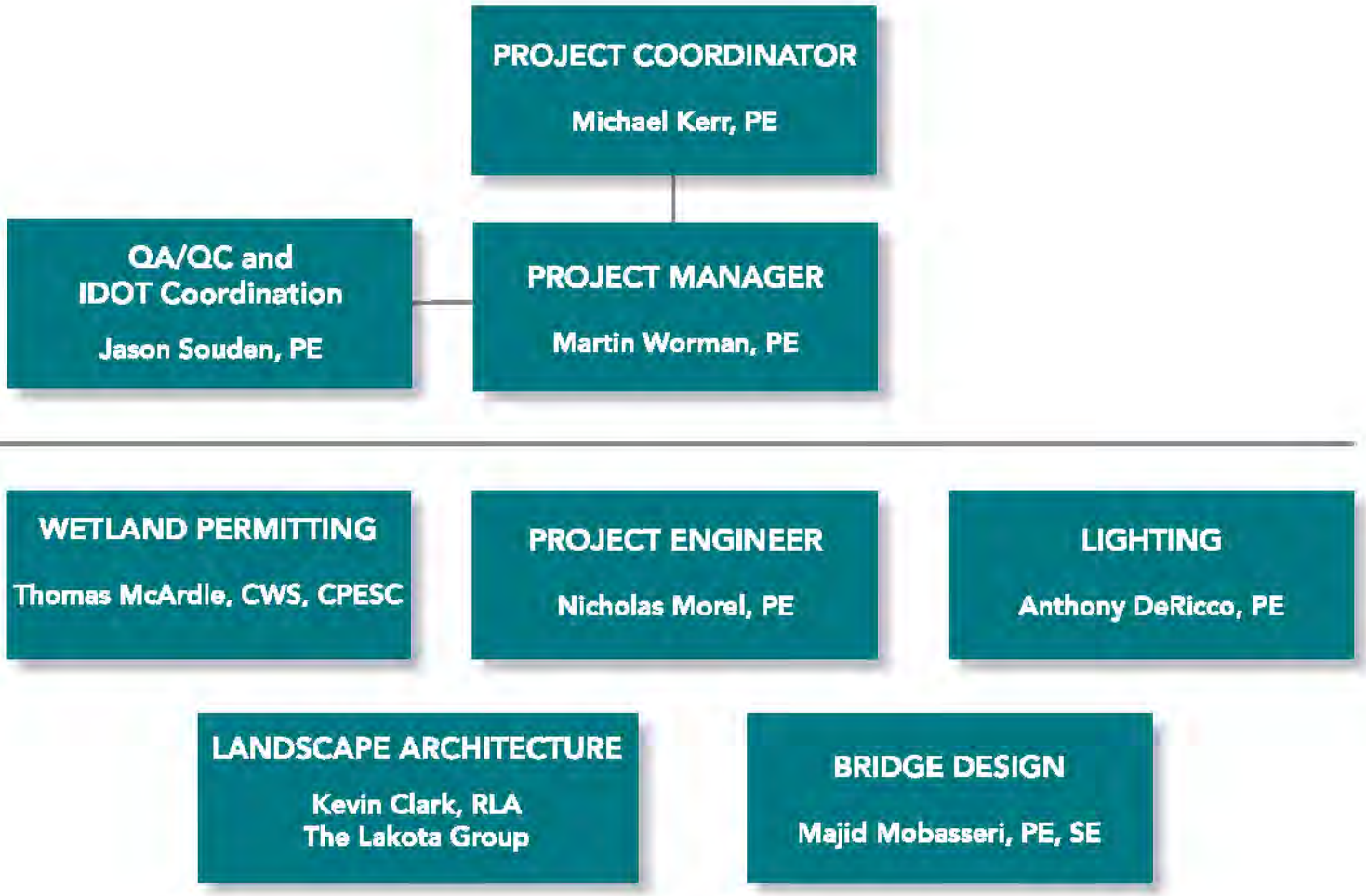
PHASE II SERVICES INCLUDED:

- Detailed Plans, Specifications and Cost Estimates
- Coordination with IDOT
- Preparation of Federal Agreements

PHASE III SERVICES INCLUDED:

- Documentation
- Construction Observation
- Coordination with Village, Contractor and IDOT

TAB 5


PROJECT COORDINATOR
Michael Kerr, PE
QA/QC and
IDOT Coordination
Jason Souden, PE
PROJECT MANAGER
Martin Worman, PE
WETLAND PERMITTING
Thomas McArdle, CWS, CPESC
PROJECT ENGINEER
Nicholas Morel, PE
LIGHTING
Anthony DeRicco, PE
LANDSCAPE ARCHITECTURE
Kevin Clark, RLA
The Lakota Group
BRIDGE DESIGN
Majid Mobasseri, PE, SE

Mr. Kerr is a Professional Engineer responsible for the majority of CBBEL's Rosemont operations and Peoria office. He oversees the Civil Design, Construction, Drainage, Environmental, Municipal, Phase I, Structural, and Survey Departments. The groups have significantly grown in size under his direction, as has the complexity of the projects they successfully complete.

His experience includes managing Phase I, Phase II, and Municipal projects. He is very familiar with various federal funding policies and procedures and has frequently coordinated projects for Local Agencies through IDOT's Bureau of Local Roads and Streets. Mike also serves as Village Engineer for the municipality of Algonquin and Assistant Village Engineer for the municipality of Huntley.

YEARS EXPERIENCE: 32
YEARS WITH CBBEL: 24

EDUCATION
Bachelor of Science, 1985
Mining Engineering
Southern Illinois University

PROFESSIONAL REGISTRATION
Professional Engineer, IL,
062.046642, 1991

CERTIFICATIONS
Kane County
Engineer Review Specialist

STREETSCAPE

95th Street Streetscape, Chicago: Principal-in-Charge responsible for supervising the preparation of concept plans, design plans, specifications and other contract documents for roadway and streetscape improvements to 1 1/4 miles of 95th St and the first half-block of 22 side streets. Improvements included replacement of curb and gutter, storm sewer, median curb and nose improvements (creating pedestrian refuge islands), utility adjustments, street milling/resurfacing, stamped colored crosswalks, concrete bus pads, sidewalk and driveway replacement meeting the City's strict ADA criteria, paver parkways, street lighting, and new trees, planters and sod and community identifiers on light poles and vertical gateway elements. Green initiatives included lighting, trees, recycling/re-use of materials, designing project around recently improved spot segments of corridor. Project was bid as 3 separate construction projects.

Lawrence Avenue Streetscape, Chicago: Principal-in-Charge responsible for supervising the preparation of concept plans, design plans, specifications and other contract documents for roadway and streetscape improvements to 2 miles of Lawrence Ave and the first half-block of 30 side streets. To better accommodate the multi-modal nature of Lawrence Ave, project provided a designated bike lane and narrowed the roadway (from 4 to 3 lanes) for additional pedestrian area. Improvements included replacement of curb and gutter, storm sewer, traffic signal modifications, median curb and nose improvements (creating pedestrian refuge islands), utility adjustments, street milling/resurfacing, concrete bus pads, stamped colored crosswalks, sidewalk and driveway replacement meeting the City's strict ADA criteria, street lighting, and new trees, planters and sod and community identifiers on light poles. Green initiatives included lighting, bioswales, trees, permeable pavers, recycling/re-use of materials, and under-parkway stormwater storage/infiltration system. Project was bid as 2 separate construction projects.

Devon Avenue Streetscape, Chicago: Principal-in-Charge responsible for supervising the preparation of design plans, specifications and other contract documents for streetscape improvement to Devon and adjacent side streets. Improvements included new sidewalk, stamped/colored sidewalk corners and ramps, trees and other landscape items, driveway reconstruction, pavement patching, milling & resurfacing of the roadways, new street lighting and a Gateway Element Structure. Improvements were designed to meet the City's stringent ADA requirements.

Madison Street Streetscape, Oak Park: Principal-in-Charge. Project consisted of providing conceptual level plans, traffic analysis and cost estimates to remake Madison Street into a vibrant, safer, complete street. The leading design consists of a road diet of the corridor, slightly widening the parkways, adding a new bike lane in each direction in the western third of the corridor, and adding a "cycle track" (bike lane between the parkway and the parking lane) in the middle third of the corridor. With shifting in the curbline and removing the barrier medians, the roadway is reduced from the existing 4-lane section with parking on both sides to a 3-lane section with bike lanes and parking on both sides. Tasks included providing development of streetscape alternatives (roadway/bikeway engineering design geometrics, ADA accessibility, sustainable design, traffic calming, construction staging/feasibility), assessment of existing infrastructure, traffic analysis, cost estimates, and attendance at meetings and public presentations.

Lawrence Avenue Streetscape, Harwood Heights: Principal-in-Charge responsible for Phase I and Phase II Engineering, a distance of approximately 2,000'. This project was partially funded by ITEP and included widening to improve existing parking and provide new parallel on-street parking spaces, a public parking lot on the south side, drainage improvements, new CTA Bus Stops, trees, planters, trash receptacles, bicycle racks, furnishings, decorative street lighting, new sidewalks, intersection lighting, and higher visibility crosswalks consisting of brick pavers.

Main Street Redevelopment, Bensenville: Project Manager for redevelopment of downtown area. Streetscape features were designed to blend with the roadway architecturally and with adjacent businesses. Project included survey and design services for development of a Phase I Report. Accident and intersection analyses were conducted to determine left turn channelization

and parking configurations, lane widths and pedestrian flow. Various streetscape features such as pavers, decorative lighting, and benches were incorporated into design.

MUNICIPAL

Highland Road Widening and Rehabilitation, Grayslake: Principal-in-Charge overseeing design plan preparation for the widening and rehabilitation of the federally funded improvements to Highland Road from Lake St to IL 83. The existing roadway cross section included two through lanes with roadside ditches to collect stormwater run-off. The existing pavement was patched, widened and resurfaced. Curb and gutter, sidewalk and storm sewer were added. Two sections of pavement were reconstructed to accomplish minimum longitudinal slopes for positive drainage. The storm sewer was oversized to include in-line detention to compensate for the additional impervious area. The project was coordinated with IDOT and LCSMC and construction cost was $1.6 million.

Deerfield Road Reconstruction, Deerfield: Principal-in-Charge responsible for providing Phase I engineering for the reconstruction of Deerfield Road from Waukegan Rd (IL 43) to Carriage Way, a distance of approximately one mile. The Phase I Engineering study included all work necessary to receive Phase I design approval from IDOT. Due to the development of the area as well as expected additional development, the Phase I study anticipated additional through lanes, requiring ROW acquisition and temporary easements. Additional tasks included a BCR as well as Preliminary Bridge Design & Hydraulic Report, traffic data collection and analysis, evaluation of pedestrian and bicycle accommodation needs, surveys, roadway and drainage plan development including roadway lighting improvements, and environment surveys/clearances.

Edgewood Drive Reconstruction and Widening, Algonquin: Project Manager responsible for Phase I and II Engineering. The project included the demolition and replacement of the simple span steel beam and concrete deck bridge structure at Ratt Creek, removal of existing triple 84" diameter CMP culverts at the Ratt Creek Tributary and replacement with 12'x8' precast concrete box culvert, approximately 500' of concrete retaining wall with decorative cast liner providing a natural stone relief, complete new storm sewer and sanitary sewer systems, 5100' of roadway reconstruction and widening with vertical profile realignment, fly ash soil subgrade modification, an 8' wide bike path, thermoplastic pavement striping, tree planting, and native vegetative landscape restoration.

Hawthorne Lane Reconstruction (Phase I, II & III), West Chicago: Project Manager responsible for roadway design plans, specifications, cost estimates, permits and other contract documents for the reconstruction of 2 miles of Hawthorne Lane from Powis Rd to Arbor Ave. The project provided for the existing 2-lane facility to be expanded to a 3-lane section bound by curb and gutter, with a shared use path in the south parkway. Phase I included geometric studies; roadway profile was raised at Kress Creek; extensive floodplain modeling along with culvert and detention analysis was required to mitigate impacts. Phase II included a closed drainage system, sidewalks, sanitary sewer, water main and design of 3 detention basins. Improvement to 3 railroad crossings (meeting quiet zone requirements), and channelization at intersections were made. Phase III services included as-built plan preparation, including full topographic survey, earthwork quantity calculations, and maintenance and monitoring of the three detention basins as required by USACE permit. Coordination of this federally funded project included IDOT, UPRR, EJ&E railroad, ICC, USACE, DuPage County Stormwater Management Commission, and DCDOT.

153rd Street Reconstruction (Phase I), Orland Park: Project Manager for the reconstruction, widening and resurfacing of approx. 1.5 miles. Two lane rural cross-section were reconstructed to provide five 12' lanes bound by B.6-24 curb and gutter. Complete removal of the existing bituminous pavement for 1¼ mile and resurfacing/widening for ¼ mile. The replacement included full depth asphalt pavement, new curb and gutter, a new storm sewer system and utility relocations. The project included upgrading two intersections with traffic signals and improved channelization.

153rd Street Reconstruction (Phase II), Orland Park: Principal-in-Charge responsible for roadway design plans, specifications, permits and other contract documents for the reconstruction and widening of 2.1 miles of 153rd Street from Wolf Rd to West Ave. The existing 2-lane roadway was widened/reconstructed to 3 lanes for 0.6 miles and reconstructed to 5 lanes for 1.5 miles. Other improvements included a closed drainage system with in-line detention, sidewalk, improvement to the crossing of the Metra railroad (meeting quiet zone requirements), signals/channelization at intersections and stormwater detention were made. The profile was raised over 3' in sections to improve drainage outlet conditions. Coordination with CCHD, Village, Metra, Utilities and the two adjoining reconstruction contracts.

Rohlwing Road Reconstruction (Phase I), Rolling Meadows: Project Manager responsible for the preparation of a CE. The improvement included the addition of a continuous two way left turn lane median, various intersection improvements, complete reconstruction of the existing pavement and improvements to the existing roadway geometry, new street lighting, installation of a new 12" water main, signalization of east and westbound traffic signals, and a 10' wide bike path.

TRANSPORTATION

Stearns Road (Contract 4), Baker Engineering, Kane County: Project Manager responsible for Phase II construction documents for the roadway, grading, and stormwater portion of the plans. Services included full topographic survey for the corridor shared with all design consultants; value engineering study; detention analysis; grading; IDNR permit for work in floodway; design of storm sewer system and SWPPP; traffic signal plans for intersection of Stearns Road and IL 25; and designed ornamental lighting for the Fox River Bridge. Roadway construction was broken down into 4 different construction contracts. Contract 4 extended from McLean Blvd east across the Fox River to IL 25, a distance of approx. 9,850'. This portion of the corridor included construction of a new 4-lane PCC pavement, landscaped raised barrier median, curb and gutter and new storm sewer system. A new bridge was constructed to carry Stearns Road over the Fox River. An off-road multi-use path extends throughout the limits of Contract 4 including a separate bridge to cross the Fox River utilizing the same piers as the roadway bridge. Detention for several of the contracts was provided within the Contract 4 limits.

MARTIN WORMAN, PE
Senior Project Manager

YEARS EXPERIENCE: 26
YEARS WITH CBBEL: 15

EDUCATION
Bachelor of Science, 1990
Civil Engineering
University of Tennessee

PROFESSIONAL REGISTRATION
Professional Engineer, IL,
062.051360, 1997

PROFESSIONAL DEVELOPMENT
Ethics in City Government,
Ethics Training for
CDA/OMP Contractors,
Vendors and Employees

Professional Engineer experienced in civil engineering. Project Manager responsible for civil project management and design of roadway and highway projects. Involved in a wide variety of projects with experience in planning and design of highways and local roads.

US 41 at IL 176 Interchange Improvement Phase I Study, Lake Bluff: Project Manager for study of interchange improvements including the intersection of IL 176 at IL 43. Sixteen alternatives were screened down to 2 alternatives based on input from a Project Advisory Group of various stakeholders, impacts, and ability to satisfy the Purpose and Need for the project. Two finalist alternatives were presented at Public Meeting. Project Management Team ultimately decided on a Preferred Improvement which was presented at a Public Hearing. Other aspects included a Section 4(f) DeMinimis Impact Determination, upgrades to Pump Station 41, Hydraulic Report for replacement of Pump Station 37, LDS, and CE II Project Report. Estimated construction cost is $40.7 million.

Kenosha Road at IL 131 Intersection Improvement Phase I Study, Lake County: Project Manager for safety improvements through IDOT's Highway Safety Improvement Program. Intersection improvements included realigning Kenosha Rd approx. 700 ft north to remove existing intersection skew and provide separation from the intersection of IL 131 at 29th St, widen IL 131 to provide a center turn lane median, and install a traffic signal at the relocated intersection of IL 131 and Kenosha Rd. Project was coordinated with future IL 131 Corridor Phase I Study project being implemented by IDOT and with LCDOT who has jurisdiction of Kenosha Rd. Project included Location Drainage Technical Memorandum and CE I Project Report. Estimated construction cost is $2.7 million.

Pleasant Valley Road Realignment at IL 47/IL 176 Phase I Study, McHenry County: Project Manager for realignment of Pleasant Valley Rd to become the west leg of existing 3-legged intersection of IL 47 north and south at IL 176 to the east. Improvement was developed as a stand-alone improvement for economic development of the Village of Lakewood and surrounding communities but also designed to be compatible with overall IL 47 Corridor Phase I Study being completed by IDOT. Project included Location Drainage Technical Memorandum and CE II Project Report. Estimated construction cost is $3.6 million.

IL 7 at IL 171 Intersection Improvement Phase I Study, Will County: Project Manager for safety improvements through IDOT's Highway Safety Improvement Program. This intersection, located in historic district in Downtown Lockport, included a segment that was on IDOT's 2011 and 2012 Five Percent Report. An at-grade crossing of CN Railroad is located across IL 7 approx. 150 feet west of intersection. Intersection improvements included widening IL 171 to include a flush turn-lane median while maintaining 2 through lanes in each direction and on-street parking on both sides, traffic signal modernization, and existing sidewalk vault filling. Coordination was required with Illinois State Historic Preservation Officer. Project included Location Drainage Technical Memorandum and CE I Project Report. Estimated construction cost is $1.8 million.

IL Route 19 at Judd Avenue/Scott Street Intersection Improvement Phase I Study, Cook County: Project Manager for a safety improvement through IDOT's Highway Safety Improvement Program. Due to crash history and high traffic volumes, existing 5-lane section will be extended west through the intersections of IL 19 at Judd Ave and IL 19 at Scott St to provide left-turn channelization. The HSIP Candidate Form originally recommended removing existing traffic signal at IL 19 at Judd Ave and replacing it with a signal further west of the interchange of IL 19 with the Tri-State Tollway at the intersection of IL 19 at Scott St. Through local coordination, additional alternatives were considered and ultimately implemented. Preferred improvement became a traffic signal modernization at IL 19 and Judd St including widening of IL 19 for the addition of a left-turn lane to Judd St. Additionally, left-turn lanes were added to Scott St to improve safety of that unsignalized intersection. Additional work included a crash analysis, IDS, Traffic Management Plan, Location Drainage Technical Memorandum, and CE I Project Report.

East End Avenue Improvement Phase I Study, Cook County: Project Manager for a safety improvement through IDOT's Highway Safety Improvement Program. Due to crash history and relatively low existing traffic volumes, a lane diet was recommended for East End Ave to convert existing 4-lane roadway with no median into a 3-lane roadway including a bi-directional left-turn lane median. Intersection improvements include traffic signal modernization at East End Ave at 26th St and East End Ave at East Sauk Trail. Additional work included a crash analysis, IDSs, Traffic Management Plan, Location Drainage Technical Memorandum, and CE I Project Report.

Joliet Avenue at 55th Street Intersection Realignment Phase I Study, Cook County: Project Manager for improvements as a Priority 1 recommended improvement location from IDOT's Joliet Road Study. As a result of the closure of Joliet Rd SW of intersection, the existing Joliet Rd/55th St intersection functions as a curvilinear section of through roadway that is signalized for the entrance to Vulcan Materials as the east leg of intersection. Project realigned Joliet Rd and 55th St to provide a continuous curvilinear alignment to improve traffic operations and safety. Additional work included a crash analysis, IDS, Traffic Management Plan, Location Drainage Technical Memorandum, and CE I Project Report.

US Route 30 at Western Avenue Intersection Improvement Phase I Study, Cook County: Project Manager for safety improvements through IDOT's Highway Safety Improvement Program. Intersection improvements include traffic signal modernization, signal phasing changes to change the existing protected/permitted left-turn traffic signal phasing to protected-only (left-turn on green arrow only) phasing, and extend left-turn lane storage to the extent practical. Additional work included a crash analysis, IDS, Traffic Management Plan, Location Drainage Technical Memorandum, and CE I Project Report.

US Route 6 at IL Route 50 Intersection Channelization and Midlothian Creek Culvert Extension Phase I Study Addendum, Cook County: Project Manager for improvements to US 6 at IL 50 intersection as an addendum to a previous IDOT Phase I project to address the Village of Oak Forest's wishes to add a SB right-turn lane along IL 50 and enclose Midlothian Creek in the NW quadrant of that intersection. Intersection improvements include adding a SB right-turn turn lane. Additional work included preparation of Hydraulic Studies to meet USACE and IDNR requirements including a new Hydraulic Report and an addendum to the IDOT Location Drainage Report. A traffic control plan including a one-way detour, revised IDS, and addendum to CE II Project Report was also included.

Harwood Avenue Reconfiguration Phase I Study, Cook County: Project Manager for improvements to Harwood Ave to address safety concerns at Harwood Ave and Dixie Hwy. Due to a large number of crashes, Harwood Ave was temporarily converted to a one-way SB only street from Dixie Hwy to Elm Rd in 2005. This project made that one-way configuration permanent based on the improved crash history with the temporary configuration. Additional work included preparation of Location Drainage Technical Memorandum, crash analysis, Traffic Management Plan, and CE I Project Report.

US Route 45 at IL Route 173 Intersection Channelization Phase I Study, Lake County: Project Manager for improvements through CMAQ program. Intersection improvements include traffic signal modernization, adding right-turn turn lane channelization, and extending left-turn lane channelization. Exclusive on-street bike lanes were provided through the intersection. Additional work included preparation of Drainage Technical Memorandum, crash analysis, Traffic Management Plan, IDS, and CE I Project Report.

IL Route 53 at Royce Road Intersection Improvement Phase I Study, Will County: Project Manager for safety improvements through IDOT's Highway Safety Improvement Program. Intersection improvements include installing a traffic signal interconnected to Boughton Rd intersection to south and adding turn lane channelization. A bench was constructed adjacent to new right-turn lane to provide area for pedestrian facilities if wanted in future. Coordination was required with Village of Bolingbrook to address safety concerns with their landscaped medians permitted along State route. Additional work included preparation of Drainage Technical Memorandum, crash analysis, Traffic Management Plan, IDS, and CE I Project Report.

Peterson Road, Lake County: Project Manager for Phase II design of reconstruction to provide 2 through lanes in each direction with a barrier median. Project was designed in stages beginning with an interim intersection improvement and temporary traffic signal at Midlothian Rd which was expedited and let in conjunction with first stage of the Midlothian Rd extension design in-house by LCDOT in time to provide access to new location for Lake County Fairground. Second stage of this project, processed through IDOT MFT process, extends existing 5-lane section from IDOT improvement project at Peterson Rd and US 45 west to include the intersection of IL 83. Improvements to IL 83 included coordination with IDOT for review and approval of IDS and LDS. Watershed Development Permits and Wetland Permits were coordinated through LCSMC. CBBEL prepared Plats and Legals and retained a subconsultant for appraisals and negotiations for land acquisition process providing the County complete project services to construction. Estimated construction costs for the last stage is $12.3 million.

Professional Engineer experienced in civil engineering. Responsible for development of various design projects, including residential, commercial, industrial, road design, and site development projects. Duties include grading design, utility layout design, roadway design, earthwork analysis, cost estimation, stormwater management design, permitting, and construction observation. Additional responsibilities include preparing project reports, design plans, planning studies, specifications, and project coordination with other professionals.

YEARS EXPERIENCE: 13
YEARS WITH CBBEL: 13

EDUCATION
Bachelor of Science, 2003
Civil Engineering
Purdue University

PROFESSIONAL REGISTRATION
Professional Engineer, IL,
062.060393, 2008

ROADWAYS

Peterson Road at Alleghany Road, LCDOT: Project Engineer responsible for design of roadway and stormwater improvements. Project consisted of widening portions of Peterson Road and Alleghany Road near their intersection. A bike path was added along the roadways and detention ponds were designed to handle the increased runoff.

Martingale Road Resurfacing, Schaumburg: Project Engineer responsible for preparation of design plans and specifications for the IDOT resurfacing project of Martingale Road between Higgins Road and Woodfield Road. Improvements included spot curb and gutter replacement, median improvements, street milling/resurfacing and sidewalk and driveway replacement meeting ADA criteria.

Loop Road, Libertyville Campus, Lake County: Provided professional engineering services to construct a new roadway to connect Lake County's eastern access and western access to Winchester Road for their Libertyville Campus. Utilities were extended for existing and future developments and stormwater detention was provided. Loop Road was part of approved Master Plan/PUD for the site that CBBEL had previously prepared.

Delany Road (Phase II), Waukegan: Design Engineer responsible for portions of roadway design plans and other contract documents for reconstruction of 2 miles of Delany Road from Sunset Ave to Wadsworth Rd. The existing facility was expanded to a 5-lane section bound by curb and gutter with a closed drainage system, sidewalk based on geometric studies, identification of ROW and permit requirements. Other improvements included signals/channelization at intersections, stormwater detention facilities, and soil remediation at floodway culvert.

Linneman Road, Mount Prospect: Project included design of removal and reconstruction. Roadway improvements included widening Linneman Road to service the Briarwood Business Center development by Opus Development. Street lighting design plans were also included in the scope.

SITE DEVELOPMENT

Libertyville Campus Master Plan, Lake County: Project Engineer responsible for coordinating with other professional firms to prepare a Master Plan and Planned Unit Development (PUD) for County's 175-acre Libertyville Campus, located on the northwest corner of Winchester Road and Milwaukee Avenue (IL Route 21). Master Plan reflects current and future building, site, transportation, environmental and infrastructure needs to allow the County to continue to serve the County's constituents in an efficient and sustainable manner. Extensive public meeting participation was required to obtain PUD approval.

Lake County Jail Parking Lot, Waukegan: Project Engineer responsible for development of a two-tier parking lot adjacent to a ravine. Design included extensive retaining walls and an underground detention structure. Lot included LED lighting, ticketed gate entry, and electric car recharging stations.

Green Parking Lot, DeKalb: Project Engineer responsible for plans and specifications to reconstruct a parking lot to consist of a hybrid of traditional asphalt paving and new permeable paving. This concept reduced the construction cost of a total permeable pavement parking lot by approx. 30% but still retained over 70% the stormwater from high frequency events. The existing high pressure sodium lot lighting was replaced with new high efficiency LED lights.

Washington Park, Downers Grove: The redevelopment of a park site to provide stormwater improvements in the St. Joseph Creek Watershed. Improvements included the addition of an acrylic surface basketball court, two playground areas adjacent to a fountain feature, two soccer fields, and a softball field which included an under drain system and stadium style seating.

Fullersburg Woods Flat Bridge, Oak Brook: Project Engineer responsible for preparation of construction documents to build a new bridge that was designed to span over the entire creek, eliminating any issues with debris build up on piers in the creek. The bridge was also raised up above the 100 year flood elevation and approach paths were reconstructed to accommodate the higher elevations. Key features included constructing a steel beam bridge with a timber façade, decking and railing to replicate the look of original bridge as well as fit the look of the historic area. Bridge abutments incorporated a limestone façade and ledge rock to provide a more natural look. The approach paths were reconfigured and raised, which required off-site compensatory storage downstream on the east side of York Road. CBBEL also worked with Forest Preserve staff to reduce impact to surrounding trees, the highest quality stand of oak trees in the Forest Preserve, while still providing access for construction to the bridge. Coordination with Forest Preserve staff was key to providing alternate designs that were in turn approved by Forest Preserve Commissioners.

STREETSCAPES

Devon Avenue Streetscape, Kedzie to Leavitt (Phase II), Northwest Side, Chicago: Project Engineer responsible for assisting in preparation of concept plans, design plans, specifications and other contract documents for roadway and streetscape improvements to 1.25 miles of Devon Avenue; from Kedzie Avenue to Leavitt Street, and the first half-block of 21 side streets. Improvements included traffic calming by skinning the parking lane by replacing curb and gutter 3' closer to centerline and adding bump-outs to all corners. Improvements also included storm sewer improvements, utility adjustments, street milling/resurfacing, stamped intersections, crosswalks, concrete bus pads, sidewalk and driveway replacement meeting the City's strict ADA criteria, paver parkways, street lighting, new trees, planters and sod, community identifiers on light poles, and vertical gateway elements. Green initiatives included lighting, trees, and recycling/re-use of material. Project was bid as 5 separate construction projects.

95th Street Streetscape, Western to Ashland (Phase II), Southwest Side, Chicago: Project Engineer responsible for assisting in preparation of concept plans, design plans, specifications and other contract documents for roadway and streetscape improvements to 1.25 miles of 95th Street; from Western Avenue to just east of Ashland Avenue, and the first half-block of the 22 side streets. Improvements included replacement of curb and gutter, storm sewer improvements, median curb and nose improvements (creating pedestrian refuge islands), utility adjustments, street milling/resurfacing, stamped colored crosswalks, concrete bus pads, sidewalk and driveway replacement meeting the City's strict ADA criteria, paver parkways, street lighting, and new trees, planters and sod and community identifiers on light poles and vertical gateway elements. Green initiatives included lighting, trees, recycling/ re-use of materials, designing project around recently improved spot segments of corridor. Project was bid as 3 separate construction projects.

Lawrence Avenue Streetscape, Chicago River to Clark (Phase II), Northeast Side, Chicago: Project Engineer responsible for assisting in preparation of concept plans, design plans, specifications and other contract documents for roadway and streetscape improvements to 2 miles of Lawrence Avenue; from the Chicago River to Clark Street, and the first half-block of the 30 side streets. To better accommodate the multi-modal nature of Lawrence Avenue, project provided a designated bike lane and narrowed the roadway (from 4 to 3 lanes) to provide additional pedestrian area. Improvements included replacement of curb and gutter, storm sewer improvements, traffic signal modifications, median curb and nose improvements (creating pedestrian refuge islands), utility adjustments, street milling/ resurfacing, concrete bus pads, stamped colored crosswalks, sidewalk and driveway replacement meeting the City's strict ADA criteria, street lighting, and new trees, planters and sod and community identifiers on light poles. Green initiatives included lighting, bioswales, trees, permeable pavers, recycling/re-use of materials, and under-parkway stormwater storage/infiltration system. Project was bid as 2 separate construction projects.

Devon Avenue Streetscape, Ravenswood to Clark (Phase II), North Side, Chicago: Project Engineer responsible for assisting in preparation of design plans, specifications and other contract documents for streetscape improvement to Devon Avenue and the adjacent side streets. Improvements included new sidewalk, stamped/colored sidewalk corners and ramps, trees and other landscape items, driveway reconstruction, pavement patching, milling & resurfacing of the roadways, new street lighting and a Gateway Element Structure. Improvements were designed to meet the City's stringent ADA requirements.

WATER MAINS

Water Main Replacement Projects (Various), Clarendon Hills: Civil Engineer for design and preparation of construction documents for replacement of the 11,300' of 4" and 6" water main with a new 8" and 12" water main at various locations. Responsibilities included preparation of plans and specifications and coordination with Village Public Works; IEPA and IDOT permits for work within the ROW; bid advertisement and award recommendations.

Ela Road and Cornell Avenue Water Main, Barrington: Civil Engineer for design and preparation of construction documents as well as bidding assistance. Proposed improvements included construction of a new 8" diameter ductile iron water main on Cornell Avenue from Cook Street to Division Street (approx. 1300 LF), and a new 10" diameter ductile iron water main on Ela Road from Lake Cook Road to Balmoral Lane and Balmoral Lane from Tudor Drive to Ela Road (approx. 700 LF). Scope included applying for and receipt of required IEPA permit prior to construction. Project also required application for IDOT and Cook County Permit for work within the Ela Road ROW and Barrington Township Permit for work within the Cornell ROW.

Lake Cook Road Water Main, Barrington: Civil Engineer for design and preparation of construction documents and bidding assistance. Project included construction of a new 10' diameter ductile iron water main on Lake Cook Road from Wesley Street to Wyngate Drive (approx. 3,800 LF). Scope included applying for and receipt of required IEPA permit prior to construction, as well as IDOT Permit for the work within the Lake Cook Road ROW.

JASON SOUDEN, PE

Vice President, Head, Civil Engineering Design Department

Head of Civil Engineering Design Department, which includes 16 civil engineers, 5 structural engineers, 5 CAD technicians, and 1 landscape architect. Experience covers a wide variety of civil and structural engineering projects. Responsibilities include civil and structural engineering project management and design. Civil engineering experience includes design of highways, local roads, bicycle/pedestrian facilities, parks, stormwater management facilities, streambank stabilization projects, and utility projects. Structural projects include design and inspection of bridges, parking garages, dams, spillways, retaining walls, and culverts.

TRANSPORTATION

Delany Road, Lake County: Project Manager for Phase I and Phase II design of reconstruction/ add lane project on Delany Road from Sunset Ave to Wadsworth Rd (2.6 miles). Project involved widening the existing 2-lane rural roadway to a 5-lane urban section. The portion of road located in floodplain was raised above the 100-year flood elevation and culverts were redesigned to pass the 100-year event under the road. Compensatory storage and detention was designed in accordance with the LCSMC's requirements. Significant coordination was required with the Forest Preserve as 2 of the detention basins and a bicycle underpass were located on their property.

IL Route 53/Madison Street Improvements, Lombard: Project Manager for the widening and resurfacing to provide a left and right turn lane and new traffic signals at the intersection. The improvements also included the reconstruction of Madison St between IL 53 and Finley Road with new curb and gutter, storm sewer, decorative lighting and sidewalk.

143rd Street Reconstruction, Orland Park: Project Manager for reconstruction of 143rd Street between Will/Cook Rd and Wolf Rd. Project converted existing 2 lane road to 5 lane road with an 8' wide multi-use path. New triple box culvert was constructed at the crossing of Long Run Creek.

151st Street, Orland Park: Project Manager for Phase I and Phase II design of reconstruction and widening of 151st Street between West Ave and Ravinia Ave. A two-way left turn lane was added throughout the project limits and additional through and turn lanes and a modernized traffic signal were included at Ravinia Ave.

Golf/New Wilke Road, Rolling Meadows: Project Manager for reconstruction of intersection of IL 58 (Golf Road) and New Wilke Road, totaling over 4.3 lane miles of new concrete pavement. Project included providing 3 exclusive through lanes in each direction, dual left turn lanes EB, and exclusive right turn lanes both EB and WB on Golf Road. Traffic signal at eastern project limits was removed and replaced, and along with signal at New Wilke and interconnected to the Golf Road system. Other improvements include new storm sewer system, sidewalk, bike path, entrances, medians, short retaining walls, landscaping and lighting system relocation.

Plum Grove Road, Rolling Meadows: Project Manager for Phase II engineering services for reconstruction, widening and intersection improvements of Plum Grove Rd from Emerson Ave to Aldridge Ave, a distance of 2,800' (0.53 miles) as well as a new closed drainage system. Plum Grove Rd was widened to provide 2 through lanes in each direction with dual left-turn lanes at the signalized intersections of Kirchoff and Euclid. Kirchoff was widened for dual right-turn lanes onto Plum Grove Rd. Euclid was widened to provide additional storage for the left-turn lanes and to provide a SB right-turn lane onto Plum Grove Rd. Services included topographic survey, boundary, and ROW location; traffic analysis; geotechnical investigation; utility coordination; Plat of Highway and ROW coordination; preliminary, pre-final and final plans, specifications and estimates.

Big Timber Road, Kane County: Project Manager for Phase I and Phase II design of widening of Big Timber Road and relocation of Tyler Creek. The redesign included widening 2-lane rural cross-section to a 4-lane rural section with 10' shoulders. Widening required Tyler Creek to be relocated for approx. 1,000' and its confluence with Pingree Creek to be moved. Bridges over Tyler Creek and Pingree Creek were removed and a single structure constructed past the new confluence.

Green Bay/Wadsworth Road, Beach Park: Project Manager for the Phase I and Phase II design of the intersection improvements. In order to meet traffic demands of an adjacent development and raise the road above the floodplain the project was extended 3,000' to the west of the intersection on Wadsworth Road. Detention and compensatory storage was required in accordance with the Lake County Stormwater Ordinance.

Bicycle/Multi-Use Paths: Involved in the design and project management of several bicycle or multi-use paths or on-street bike lanes for Bensenville, Crystal Lake, Downers Grove, Naperville, Palatine, Rolling Meadows, Schaumburg, Skokie, LCDOT and Lake County Forest Preserve.

YEARS EXPERIENCE: 26
YEARS WITH CBBEL: 23

EDUCATION

Master of Science, 1998
Civil Engineering,
Transportation, University of
Illinois at Chicago

Bachelor of Science, 1991
Civil Engineering, Structures
University of Illinois at
Urbana-Champaign

PROFESSIONAL REGISTRATION

Professional Engineer, IL,
062.050850, 1996

PROFESSIONAL AFFILIATIONS

American Society of Civil
Engineers

Chi Epsilon Civil Engineering
Honor Society

Illinois Road & Transportation
Builders Association

Sigma Phi Delta Professional
Engineering Fraternity

MUNICIPAL

Downtown Redevelopment, Lincolnshire: Project Manager for design and permitting of a detention pond and compensatory storage basin, retaining wall, and streambank stabilization in Phase 1 and access road and parking lot for a future development in Phase 2. Additional work items included storm and sanitary sewer lines, water main, site lighting, and mass grading.

Schaumburg Convention Center Improvements: Project Manager for the addition of new detention storage to accommodate the Tollway's Meacham Road Interchange project. Project included new 36" storm sewer, parking lot reconstruction/reconfiguration, lighting, watermain relocation, the expansion of 3 existing detention basins and porous pavement to meet MWRD's new volume control requirements.

North/Porter Road Rehabilitation, Elgin: Project Manager responsible for day-to-day project management, including oversight and development of design, permitting, construction document preparation, bidding assistance and utility coordination. Project included replacement of existing water main with approx. 2,200' of 8" ductile iron water main, water service, valve vault and fire hydrant replacement, sanitary sewer repairs, street sign upgrades, pavement patching, sidewalk, curb and gutter and driveway removal and replacement and partial reconstruction and resurfacing of approx. 8,000 LF of narrow, residential roadway. CBBEL's team provided full-range civil engineering services, including topographic survey, geotechnical investigation and sewer televising, preliminary design development, utility coordination, IEPA water and sewer permitting, preparation of SWPPP, assistance with public involvement efforts, preparation of construction documents, bidding assistance and full-time construction engineering.

Pingree Road Reconstruction, Crystal Lake: Project Manager for federal Phase II construction bid documents for reconstruction and widening of Pingree Rd from Rakow Rd to US 14. Services included topographic survey; preliminary site assessment for special waste; stormwater management report including best management practices; construction plans, specifications, and construction cost estimates. Project utilized STP funding.

Foster Avenue, Roselle: Project Manager for design, plan preparation and utility coordination for improvements to Foster Ave (approx. 6,000'), plus an additional 2,000' of work on intersecting side streets. Work included pavement rehabilitation and resurfacing, construction of a concrete edge band along pavement, ditch grading, driveway and driveway culvert replacement, replacement of existing 6" ductile iron water main with new 6" and 8" PVC water main, sanitary sewer lining and miscellaneous drainage improvements.

Orchard Place Improvements, Des Plaines: Project Manager for design of a new roadway and bridge replacement. Project consisted of removal of an existing cast-in-pace arch bridge carrying Orchard Place over Willow Creek. The bridge was replaced with a double 28' con-span culvert with an architectural headwall and wingwalls. Decorative pedestrian lighting was then constructed on the headwalls. The roadway was extended from IL 72 under an existing bridge carrying the Northwest Tollway.

PARKS AND SITE DESIGN

Hastings Lake Public Access Improvement (Phase II), Lake Villa: Principal-in-Charge and QA/QC, responsible for supervising preparation of design plans, specifications and other contract documents for improvements to 250 acre site which included providing 2.5 miles of asphalt path, 1.5 miles of crushed stone trail, grading, 5 prefabricated boardwalk structures, 5 parking lots totaling 140 stalls approx. 3,200' of paved internal roadway, boat launch and retaining walls, 2 floating fishing piers with abutments, picnic shelter site work, restroom site work and septic field, comfort station site work, and lake overlooks. CBBEL provided land surveying, geotechnical investigations, design, engineering, hydrologic/hydraulic analysis, permitting and contract documents for the improvements. Also included in the design was 700' of bituminous trail along Grass Lake Rd in LCDOT ROW, requiring storm sewer with restrictor outlet, new curb/gutter & landscape restoration per LCDOT standards.

Libertyville Campus Master Plan, Lake County: Project Manager for preparation of a Master Plan and Planned Unit Development for the County's 175-acre Libertyville Campus. Master Plan reflects current and future building, site, transportation, environmental and infrastructure needs to allow the County to continue to serve the constituents in an efficient and sustainable manner. Managed all field work, document preparation, meetings, presentations, and analysis to obtain approval from Village of Libertyville. Scope included: department workshops/interviews, topographic/boundary survey, land planning: site access/circulation, building footprints/parking, analysis, site capacity/impervious ratios, signage/way finding, landscaping/buffers, zoning analysis, master plan, civil engineering: wetland delineation, stormwater management & detention, analysis, site utility analysis, traffic study, cost estimating; environmental services: archaeological survey, drain tile survey; geotechnical study and PUD documents.

Safety Town, Roselle: Project Manager for the preliminary design of a children's Safety Town. The facility included a 1,200 SF brick classroom building, working traffic signal and railroad crossing signals, asphalt roadways, concrete sidewalks, 10 miniature brick buildings, decorative lighting and landscaping.

Main Street Streetscape, Roselle: Project Manager for design and construction of new downtown streetscape improvements. Scope of work involved new stamped colored concrete, precast concrete planters and seat walls, decorative lighting, site furniture and street resurfacing.

Parkside Park, Roselle: Project Manager/Construction Manager for the design and construction. Project included storm sewer, stormwater detention and park facilities for the Village and Park District. A storm sewer system was constructed to connect a new downtown development to the new detention facility. Park features in the dry bottom pond included a concrete skate park, a little league baseball field and a Miracle League field. The Miracle League field was specially designed for ADA accessibility to allow handicapped children to play baseball. Project received APWA Structure Project of the Year (under $2M).

Depke Juvenile Center, Lake County: Project Manager for redevelopment. Improvements included realignment of entrance roadway, new parking lot, lighting, landscaping, detention, water quality improvements and utility relocations. Permits were required from Lake County Zoning Department, LCSMC, IDOT, and IEPA.

ANTHONY DERICCO, PE, LEED AP, LC

Head, Electrical Engineering Section

Professional Electrical Engineer with experience in a wide array of construction projects focusing on electrical applications. Experience includes design of roadway/site lighting, sports lighting, recreational facilities, wastewater and storm/flood control pump stations, potable water pump stations, generator applications and site irrigation. Responsibilities include assessing initial design criteria, evaluating design scenarios, creating photometric design submittals, creating exhibits, designing and constructing complete CAD drawings, generator sizing, developing cost estimates, shop drawing review, QA/QC review and construction observation.

Extensive computer capabilities include: AGI 32 and Lumen Micro for photometric calculations; MicroStation and AutoCAD for plan drawings; Excel and EDR (Electrical Designers Reference) for voltage drop calculations, panelboard circuit loads/schedules and fault current calculations; Kohler Spec Sizer, Caterpillar Spec Sizer and Cummins Power Suite for generator sizing; Power Point and Paint Shop Pro for creating exhibits and image manipulation.

Madison Street (Park Drive to Des Plaines Avenue), Forest Park: Project Engineer. Project included approx. 1,800' of roadway widening and streetscape improvements. Project consisted of 31 new decorative roadway type light poles and 2 new lighting controllers. New light poles were 35' black fluted tapered steel with 1 - 185W roadway and 1 - 35W pedestrian LED luminaires. There were 2 signalized intersections and 1 railroad crossing within the project limits, which required photometric calculations. Scope included photometric calculations, electrical design, creation of contract drawings and specifications, summary of quantities, engineers cost estimate, new electric service coordination, and construction observation.

Devon Avenue Streetscape (Kedzie Ave to Leavitt St), Chicago: Project Engineer responsible for photometric design, electrical design, utility coordination, plan preparation, specifications and cost estimate. Project was approx. 6,800' in length and 141 new ornamental light poles, replacing 31 existing luminaires mounted to combination traffic signal/light poles, 3 lighting controllers, and 3 festoon lighting controllers.

IL Route 47 Lighting on Bridge over Fox River, Yorkville: Project Engineer. Project included approx. 620' of bridge lighting on IL Route 47 bridge across the Fox River. Project was a part of a larger lighting project that north and south of this bridge that previously designed. Bridge portion was omitted from the original project due to its complexity as it had existing lighting in place. Photometrics were performed for the bridge in effort to match the proposed decorative lighting north and south of bridge. Existing bridge had to be structurally analyzed to verify it could accommodate proposed poles. Project consisted of 6 new decorative roadway type light. Decorative poles are 40' black tapered fluted steel with a decorative 250W high pressure sodium (HPS) tear drop type luminaire on an 8' decorative arm and with a 50W HPS acorn type luminaire mounted at 18' for pedestrian area lighting. Scope included photometric calculations, electrical design, drawings and specifications, summary of quantities, engineers cost estimate.

Main Street Downtown Streetscape, Huntley: Project Engineer. Project included approx. 3,500' of roadway and streetscape improvements along Main St, Woodstock St, Coral Ave, and Church St, and new parking areas. Project included new roadway lighting, water main, storm/sanitary sewers and undergrounding and relocation of all overhead utilities. Project consisted of 30 new decorative roadway type light poles and 2 new lighting controllers. New parking lot light poles were 25' black fluted tapered steel with a 135W LED roadway type cutoff luminaire on a 6' decorative arm and 16' black fluted aluminum poles with 100W post top luminaires. All existing above/underground utilities were in conflict throughout the project and were relocated. Scope included photometric calculations, electrical design, creation of contract drawings and specifications, summary of quantities, engineers cost estimate, new electric service coordination, and construction observation.

95th Street Streetscape (Western Ave to Damen St), Chicago: Project Engineer responsible for photometric design, electrical design, irrigation design, utility coordination, plan preparation, specifications and cost estimate. Project was approx. 2,600' in length and included 71 decorative light poles, relamping 23 existing roadway/pedestrian luminaires, 14 median receptacles, monument/sign lighting, 2 new lighting controllers, 2 receptacle controller and planter irrigation.

Rose Street Roundabout, Rosemont: Project Manager. Project included approx. 1,000' of roadway lighting and roundabout lighting along Rose St from Balmoral Ave to Technology Dr to service high traffic volumes entering and leaving the new Fashion Outlet Mall. Project consisted of installation 12 new light poles and modifications to 2 different lighting systems. Project had a unique situation where the entry for outlet mall parking garage was built over part of roundabout.

YEARS EXPERIENCE: 26
YEARS WITH CBBEL: 17

EDUCATION
Bachelor of Science, 1990
Electrical Engineering
University of Illinois at Chicago

PROFESSIONAL REGISTRATION
Professional Engineer, IL, 062.057484, 2004
Professional Engineer, WI, 42880-6, 2013

CERTIFICATIONS
LEED Accredited Professional
USGBC

Lighting Certified Professional
NCQLP

PROFESSIONAL AFFILIATIONS
Illuminating Engineering Society of North America (IESNA)

Consulting Electrical Engineers (CEE), Division of the Electric Association

This required mall canopy lighting to be included into roundabout photometric calculations as well as parking garage calculations. Scope included photometric calculations, electrical design, generator design, creation of contract drawings and specifications, summary of quantities, engineers, cost estimate and construction observation.

Wilson Street Streetscape, Batavia: Project Engineer responsible for photometric design, electrical design, irrigation design, utility coordination, plan preparation, specifications and cost estimate. Project included 12 ornamental roadway light poles, 12 pedestrian scale light poles, 19 tree receptacles, 1 new controller, 1 relocated controller and irrigation.

US Route 14 (Miner Street) Streetscape, Des Plaines: Project Engineer responsible for electrical design. Project included 33 tree receptacles, relocating 3 light poles, new electrical controller, irrigation and over 26,000' of wiring.

Houston and River Streets Streetscape, Batavia: Project Engineer responsible for photometric design, electrical design, irrigation design, utility coordination, plan preparation, specifications and cost estimate. Project included 41 new ornamental light poles, 43 tree receptacles, monument lighting, 2 new lighting controllers and irrigation.

Prospect Avenue Lighting Improvements, Mt. Prospect: Project Manager responsible for electrical design, utility coordination, plan preparation, contract document preparation, bidding assistance, shop drawing review and construction observation. Project included 18 new pedestrian scale LED poles, 12 new roadway LED poles, 2 new and 1 rehabbed lighting control cabinet, 2 festival electric cabinets, 4 remote receptacle cabinets, 71,000' of wiring and provisions for future electric vehicle charging stations.

Uptown Streetscape (Phase 4), Park Ridge: Project Manager responsible for photometric design, electrical design, irrigation design, utility coordination, plan preparation, specifications and cost estimate. Project included 43 new ornamental roadway poles, 26 new pedestrian scale light poles, 68 tree receptacles, 1 lighting controller, irrigation and over 89,000' of wire.

Stearns Road Bridge, Kane County: Project consisted of 12-50W metal halide ornamental luminaires on 15' light poles mounted to bridge parapet wall. All other lighting design aspects of major river bridge were performed such as circuit sizing/design, embedded conduits/junction boxers, controls, and parapet foundations. Project was designed to IDOT standards and all lighting design and related coordination was performed in-house. Services included photometric calculations, electrical design, creation of contract drawings and specs, summary of quantities, engineers cost estimate and new electric service coordination.

Spartan Drive Lighting and Aeration, Elgin: Project included 25 new poles, 1 new lighting controller and replacement of 32 existing poles along 7,500' of roadway. New poles were made up of 2 LED luminaries, 1 roadway type fixture, 1 ornamental pedestrian fixture and irrigation for new landscaped bioswale median. Duties included photometric design, electrical design, utility coordination, plan preparation, specifications, cost estimate, shop drawing review and construction observation.

Lockport Streetscape, Plainfield: Project included 65 relocated light standards and 2 new lighting controllers along 1,800' of roadway in downtown district, landscape lighting, LED lighted seat walls, receptacles for holiday lighting, power distribution cabinets for local events, sound system, irrigation system, LED wayfinding/street signs and undergrounding of all overhead utility lines within the project limits. Existing light poles were removed, retrofitted with speakers, repainted, changed from high pressure sodium lamps to metal halide and reinstalled at new locations. Duties included photometric design, coordination and review of utility relocations, electrical design, plan preparation, irrigation design, specifications, cost estimate, shop drawing review and construction observation.

Uptown Redevelopment Roadway Lighting and Streetscape, Park Ridge: Design consisted of complete reworking of City's Uptown District from open areas to mixed use residential and commercial development which included converting existing roadways into pedestrian friendly environment. Lighting design included 51 ornamental roadway type light poles mixed with 79 pedestrian scale light poles and combination traffic signal and lighting poles for 3 IDOT roadways and 6 locally maintained roadways serviced by 6 lighting controllers. Included was lighting and electrical upgrades for the Library Commons site. Duties included photometric design, coordination and review of utility relocations, electrical design, plan preparation, irrigation design, specifications, cost estimate, shop drawing review and construction observation.

Lawrence Avenue Streetscape, Harwood Heights: Project included 45 new light standards and 1 new lighting controller along 1,900' of roadway, electrical provisions for future bus stop shelters, LED message sign and undergrounding of all overhead utility lines within project limits. Duties included photometric design, coordination and review of utility relocations, electrical design, plan preparation, specifications, cost estimate, shop drawing review and construction observation.

North Broadway Avenue Roadway Lighting, Lombard: Project included 26 ornamental light poles which illuminated approx. 2,600' of roadway. An existing lighting controller was used for new lighting. Duties included photometric design, plan design and preparation, and cost estimate.

Downtown Street Lighting, Sycamore: Project included 17 roadway light poles, 21 ornamental light poles, 1 new lighting controller and removal of 19 existing light poles and 3 new receptacle control cabinets to service vendors for local events.

Main Street Lighting, Bensenville: Phase 1 of project included 19 ornamental light poles, 17 ground-mounted receptacles, modifying an existing lighting controller, and removing an existing lighting system. Phase 2 included 25 ornamental light poles, 15 ground-mounted receptacles and a new lighting controller. Duties included photometric design, plan design and preparation, and cost estimate.

Madison Street Bridge Lighting, Forest Park: Project included 6 ornamental bridge-mounted light poles, 2 new lighting controllers, removal of 2 existing poles and relocation of 2 existing poles. Duties include photometric design, plan design and preparation, and cost estimate.

THOMAS MCARDLE, CWS, CPESC

Manager, Environmental Resources Department

Forest Ecologist experienced in environmental resources. Has completed thousands of wetland field investigations with written site evaluations and received hundreds of Section 404 authorizations including individual permits. Completed numerous tree surveys and forest inventories for private and public clients. Assists in municipal review of proposed projects and their impact on wetland and natural areas. Responsible for performing Alternative Sites Analyses in accordance with Section 404(b)1 guidelines, forest community identification, assessment and wildlife habitat evaluations. Also for Streambank Stabilization Evaluations, design, permitting and implementation. Experienced in wetland restoration planning, design and implementation. Performs community assessments of mitigation/restoration areas as maintenance and monitoring requirements for wetland construction. Develop, design, and monitor urban forest plans for community thoroughfares and responsible for coordination and completion of wetland and natural area assessments, delineations, mitigation design and maintenance and monitoring reports. Resolution of USACE/USEPA and County wetland enforcement actions. Compilation and submittal of over 200 Joint Section 404 of the Clean Water Act and IEPA wetland permit applications. Coordination with IDNR and Illinois Historic Preservation Agency regarding compliance with Section 106 guidelines and threatened & endangered species consultation reports.

Illinois Tollway: Project Manager responsible for coordination and completion of soil erosion and sediment control inspections, wetland assessments, delineations and floristic inventories for roadway improvements, drainage improvements and proposed interchanges. Project sites include: I-57 and I-294 interchange, I-88 at Eola Road interchange, I-88 at Farnsworth Road, and I-90 widening and drainage improvements. Responsible for project oversight, budget expenditures and technical report writing.

IDOT: Project Manager responsible for coordination and completion of annual maintenance and monitoring reports at compensatory wetland mitigation sites throughout Northeastern Illinois for Bureau of Programming. Tasks included vegetation assessments, wetland delineations, wetland restoration plans and coordination with regulatory agencies regarding performance standards and permit compliance. Duties also included wetland mitigation design, feasibility studies, cost estimates and preparation of design specifications. Responsible for project oversight, monitoring budget expenditures, technical report writing and organization of project correspondence and documentation.

IDNR: Project Manager responsible for coordination and completion of forest community and wetland evaluations for Office of Realty and Environmental Planning and Office of Water Resource projects in Northern Illinois. Tasks included forest and wetland restoration plans, wetland evaluations, tree inventories and wetland mitigation designs. Responsible for project oversight, monitoring budget expenditures, technical report writing and organization of project correspondence and documentation.

Cook County Highway Department: Project Manager responsible for coordination and completion of forest community and wetland evaluations for a variety of Highway Department projects in Northern Illinois. Projects include bridge rehabilitations, road widenings, culvert replacements and streambank stabilizations. Tasks include coordination with USACE, US Fish and Wildlife Service, IDNR and County engineering staff.

Lake County Forest Preserves: Project Manager responsible for coordination and completion of wetland assessment and floristic inventories for a portion of the Ryerson Woods Forest Preserve. Floristic inventories included meander searches for threatened and endangered species within higher quality wetland and forest community habitats. Completed the Section 404 wetland permit application and submittal for drainage improvements, streambank stabilization and recreational trail repairs within the site. Coordinated completion of Section 404 permit authorization and project approvals with USACE, IDNR and US Fish and Wildlife Service. Responsible for project management, budget oversight, technical report writing, and organization of project correspondence and documentation.

Lake County Division of Transportation: Responsible for coordination and completion of several wetland evaluations for roadway improvements including Deerfield Road at the Des Plaines River, Route 83 at Peterson Road and the Midlothian Road Extension. Responsible for the assessment of on-site aquatic environments and preparation of floristic inventories as part of permit application submittals to USACE and LCSMC. Completed a forest community

YEARS EXPERIENCE: 30
YEARS WITH CBBEL: 25

EDUCATION

Master of Science, 1991
Forest Ecology
Southern Illinois University

Bachelor of Science, 1986
Forest Resource Management
University of Illinois at Urbana-Champaign

CERTIFICATIONS

Certified Arborist, ISA

Certified Professional in Erosion and Sediment Control

Certified Wetland Specialist, Lake County

Certified Wetland Specialist, McHenry County

Designated Erosion Control Inspector (DECI), Lake County

Qualified Wetland Review Specialist, Kane County

Canadian National Railway
FRA 214 Workplace Safety

PROFESSIONAL DEVELOPMENT

Wetland Training Institute:
Wetland Delineation, Emphasis on Plant Identification

Advanced Wetland Delineation, Emphasis on Soils and Hydrology

Wetland Plant Identification

Basic Wetland Delineation

PROFESSIONAL AFFILIATIONS

Illinois Association of Environmental Professionals

International Society of Arboriculture

Society of Wetland Scientists

Soil and Water Conservation Society

evaluation and tree inventories as part of evaluating site design alternatives, construction BMPs and the completion of tree preservation plans. Responsible for assessing forest resource impacts and coordinating with LCFP regarding unavoidable tree impacts within their property and assessing forest mitigation requirements. Obtained USACE Section 404 permit for a bridge crossing over the Des Plaines River and coordination with IDNR and US Fish and Wildlife Service.

Middle Plum Creek Forest Preserve, Will County: Project Manager responsible for preparation of a Conceptual Management Plan and Restoration Construction Documents. Responsible for project oversight, budget expenditures and technical report writing. Tasks included the completion of a natural areas assessment and diagnostic study to map existing community types and evaluate community composition. Community type mapping also identified areas of invasive species dominance, wetland resources and high quality habitat including threatened and endangered species. Upon completion of existing resources mapping and evaluation, a Conceptual Management Plan containing recommended management objectives and procedures was prepared to direct Forest Preserve District staff in promoting the establishment of higher quality habitat and reducing invasive species composition. Following completion of the Conceptual Management Plan, Restoration Construction Documents and Monitoring Protocol were developed as bid documents. The bid documents included details of the restoration activities, project specifications, plans, cost estimates and methods of construction observation.

Project Looking Good, Northlake: Acting City Forester and Project Manager, designed an urban forest plan, in cooperation with IDNR, for the planting of over 200 trees along major thoroughfares and suburban streets. Activities included the identification of suitable planting sites, development of planting specifications, coordination with planting contractors, city officials and project engineer, direction of planting activities and evaluation upon completion.

Village of Wayne: Acting Village Forester and Project Manager, completed an evaluation of landscaped trees and shrubs to determine mortality rates and capability of survival. Delineated unsuitable planting material and developed recommendations regarding the replacement and long term maintenance of new plants and existing stock. Developed landscaping and reforestation plan for impacted trees along major thoroughfares affected by ComEd tree trimming activities.

Pulte Home Corporation: Project Manager, worked as lead for a multi-disciplined team completing wetland and habitat assessments. Coordinated with site engineers in development of preliminary site plans, submittal of Joint Permit Applications and preparation of a wetland mitigation feasibility study. Coordinated with IDNR and Illinois Historic Preservation Agency regarding compliance with Section 106 guidelines and threatened and endangered species.

Chicago Bears, Lake Forest Training Facility: Performed a site assessment including wetland delineation and forest habitat evaluation. Coordinated with site engineer in development of Section 404 submittal and with IDNR in attaining state signoff regarding threatened and endangered species. Also coordinated with Illinois Historic Preservation Agency in attaining Section 106 authorization regarding archaeological resources.

Village of Grayslake: Project Manager, completed a site assessment including existing wetland boundaries and an evaluation of area of proposed wetland remediation. Developed and designed wetland remediation package. Completed and submitted Section 404 permit application package. Successfully obtained USACE authorization for wetland design and restoration of residential open space.

Village of Rosemont: Project Manager, completed an on-site wetland assessment evaluating the extent of wetlands and vegetative quality of lowland and upland communities. Submitted Joint Permit application and successfully obtained Section 404 permit authorization for the development of a residential park.

Meijer, Inc., Peoria: Project Manager, performed site wetland assessment evaluating the extent and quality of wetland areas. Assisted with submittal of Joint Permit application and successfully obtained Section 404 permit authorization for the development of a commercial development.

Woodstock Landfill: Completed an extensive inventory and evaluation of existing upland and lowland communities as part of a remedial action report covering approx. one-half square mile. Activities included a delineation of wetland areas, assessment of wildlife habitat and plant species composition, natural areas mapping and the documentation of findings.

Village of Palos Park: Project Manager, completed on site wetland assessment. Coordinated with IDNR and Illinois Historic Preservation Agency regarding compliance with Section 106 guidelines and threatened and endangered species. Submitted Joint Permit application and successfully obtained Section 404 permit authorization for the installation of community water and sewer lines.

DuPage County Department of Environmental Concerns, Wheaton: Evaluated wetland and habitat assessment and delineated the extent and quality of various wetland communities within a highly disturbed subject site. Compiled dominant species lists, evaluated existing site characteristics and authored technical report.

City of Indianapolis, IN: Determined wetland community boundaries on an extremely disturbed area with altered environmental site conditions for the development of a regional stormwater storage facility. Documented the dominant species, hydric soil locations, and present hydrology. Authored technical report.

Four County Landfill, Fulton County, IN: Completed an extensive inventory and evaluation of existing upland and lowland communities as part of a Superfund remedial action report covering approx. one square mile. Activities included a delineation of wetland areas, assessment of wildlife habitat and plant species composition, natural areas mapping and documentation of findings.

MAJID MOBASSERI, PHD, PE, SE

Head, Structural Engineering Department

Head of Structural Engineering responsible for the study, design, and generation of construction contract documents for structural systems employed in buildings, industrial facilities and bridges serving highway traffic. Experience includes planning and concept design, bridge type/size/location studies, structural inspections, structural ratings, rehabilitation and renovation studies, final designs and the production of plans, specifications and estimates, and construction inspection. IDOT Approved Bridge Program Manager for 11 municipalities.

Balmoral Avenue Underpass, IDOT: Structural Project Manager responsible for the preparation of design plans for construction of a new underpass on new alignment. The underpass will carry traffic from SB Mannheim Rd (US 45) to Balmoral Ave. The project required extensive coordination with FAA as the underpass is located within the flight pattern of two runways that serve O'Hare Airport. Structural improvements included the construction of two new steel plate girder bridges (117' - single span) to carry Mannheim Rd over the underpass, approximately 300' of cantilevered soldier pile retaining walls, approx. 300' of tied back soldier pile retaining walls and approx. 375' of cantilevered concrete retaining walls. The retaining walls varied in height, with a maximum retained height of approx. 20'. The construction cost for this project was $13.5 million.

Balmoral Avenue over I-294, Rosemont: Structural Project Manager. Project consisted of Phase II engineering and development of contract documents for construction of a NB exit ramp from I-294 to Balmoral Ave, reconstruction of the SB entrance ramp and widening of the Balmoral Bridge over I-294. The existing structure wass a two span bridge with 102' and 119' spans. The superstructure consisted of 82'-0" deck supported on eleven 63" Bulb T-Beams. The proposed deck is 94'-7" providing five 12'-0" traffic lanes, 16'-0" median and 6'-7" sidewalk. The existing deck was partially removed and widened with three new beams. The substructure members were widened in kind and new retaining walls were constructed in front of the existing ones. This project is part of a larger series of improvements to Balmoral Ave to improve regional access to the Rosemont Convention Center area and O'Hare International Airport. Phase I investigated an ultimate extension of Balmoral Ave west to Bessie Coleman Drive on airport grounds, as well as the impact of future improvements by the Tollway at the major divergence of I-294 and I-190/I-90.

IL Route 53 West and East Frontage Roads, Rolling Meadows: Project Manager responsible for overseeing the design, developing construction plans, coordination with project architect, and QA/QC. The project consisted of the replacement of the existing bridge decks and complete substructure repairs as needed on IL Route 53 West and East Frontage Roads. CBBEL performed in depth field inspection and prepared BCRs for both structures. The BCRs revealed that the existing beams were in good condition and only deck slabs should be replaced. Also the NW wingwall of the abutment failed and was replaced. CBBEL completed the final plans and construction documents. Upon completion of the project the bridges were jurisdictionally transferred from IDOT to the City.

Huffman Street, Naperville: Structural Project Manager. Responsibilities included designing several large cast-in-place control structures and concrete end sections to connect approx. 1400 LF of dual precast box culverts. Plans, specifications, cost estimates and shop drawing review were included.

Naperville Riverwalk Renovation: Structural Project Manager. Project involved the design of several hundred feet of tiered retaining walls along the West Branch of the DuPage River in downtown Naperville. The existing walls were removed and replaced with cast in place concrete walls with an architectural facade to resemble natural stone. The improvements also included the design of stairs, an ADA compliant ramp, and a circular overlook area at the end of the newly designed park area.

Lincoln Park Zoo, Chicago: Structural Project Manager. The project scope included preparing design plans and specifications for the foundation of the proposed Educational Pavilion, Ticket Kiosk and bathroom. These foundations were built on grade. CBBEL provided design plans and specifications for the on grade boardwalk.

Washington Park, Downers Grove: Structural Project Manager. Project included several long walls to function and provide seating in the fields, stairways, floodwall, and foundation for other structures. The walls had a special form liner, selected by the Park District, to have esthetically pleasing look. Project required extensive coordination and special details because of its complicated geometry. CBBEL prepared plans, specifications, and cost estimate.

YEARS EXPERIENCE: 33
YEARS WITH CBBEL: 11

EDUCATION

Doctor of Philosophy, 1986
Structural Engineering
University of Texas at Austin

Master of Science, 1981
Structural Engineering
Washington State University

Bachelor of Science, 1978
Structural Engineering
Arya-Mehr Univ., Tehran, Iran

PROFESSIONAL REGISTRATION

Structural Engineer, IL, 081.005058, 1993
Structural Engineer, MA, 35841, 1990
Professional Engineer, IL, 062.047793, 1992
Professional Engineer, IN, PE10101277, 2001

CERTIFICATIONS

Bridge Inspection Calibration Class, IDOT

Bridge Inspection Refresher Course
National Highway Institute

IDOT Approved Bridge Program Manager

National Bridge Inspection Standards (NBIS) Qualified

PROFESSIONAL AFFILIATIONS

American Concrete Institute

American Railway Engineering and Maintenance-of-Way Association (AREMA)

American Society of Civil Engineers

Earthquake Engineers Research Institute

Mainline Roadway Widening & Reconstruction of Northbound Tri-State Tollway: Project Manager responsible for overseeing the design, developing construction plans, coordination with Lorig Construction, and QA/QC. CBBEL was responsible for developing design plans and specifications of retaining walls. Tollway was adding a lane of traffic and a shoulder to northbound of I-294 from north of Touhy Ave up to Dempster St and there was not enough ROW to support the roadway embankment widening. Therefore the only option to support the new roadway lane and shoulder was retaining walls. The scope included developing design plans and details for 5 different retaining walls with moment slab and parapet or coping along the project limits.

33rd Street Viaduct over I-90/94, Chicago: Structural Project Manager. Completed shop drawing review for the removal and replacement of the existing seven-span bridge with five continuous steel spans and two simply supported concrete T beams and replacement with galvanized composite steel beams, substructure repairs, full replacement of two piers caps and partial replacement of four others, building new approach slabs, milling and resurfacing of the approach roadway, traffic signal modernization, and deck and underpass lighting.

BRIDGES

Timber Edge Drive Bridge over Salt Creek, Oakbrook Terrace: Structural Engineer responsible for overseeing structural design. The proposed bridge is a 156' long, three span continuous composite wide flange stringer superstructure supported on solid web piers and integral abutments. The overall deck width is 35'-2", which provides two 12' lanes, two 4' shoulders and two F-shaped concrete parapets. Responsibilities include design of the bridge superstructure and substructure, preparation of cost estimates, special provisions and structural steel shop drawing review.

Pedestrian Bridges: Project Manager responsible for overseeing the design, developing construction plans, QA/QC, and coordination with civil engineer. CBBEL has designed several pedestrian bridges for different municipalities, park districts, golf courses, and counties. The span length of the bridges range from 40' to 120' and their width varies from 10' to 16'. The pedestrian bridges are typically designed for 85 psf live load plus a maintenance vehicle of 12,000 lb, but some agencies require bridges to be designed for a heavier vehicle of 20,000 lb.

Parapet Mounted Noise Abatement Walls along I-294: Project Manager responsible for overseeing the design, developing construction plans, coordination with Lorig Construction, and QA/QC. A section of I-294 NB at the ramp to W Dempster St required noise abatement walls. The roadway shoulder at this section consisted of moment slab with type F parapet, supported by modular block walls. The timber noise abatement walls had to be supported by the parapet. The wall is approx. 350' long, 18' high and designed for a minimum 35psf wind load. The 3" timber panel panels, between the columns, are supported by steel WF columns. CBBEL designed all the panels, columns, and the connection of steel columns to concrete parapets. CBBEL provided design plans, specifications, and structural calculations.

Main Street Triangle, Orland Park: Project Manager responsible for overseeing the design, developing construction plans, coordination with LR Development Co, and QA/QC. CBBEL prepared all the design plans, specifications, and estimates. LR Development was considering building a large commercial and residential development at NW corner of 143rd St and LaGrange Rd. The site required a large detention pond at the northern part of development bound between the Southwest RR and LaGrange Rd. The pond had to be enclosed by tall retaining walls. The proposed retaining wall on the west side was retaining the railroad embankment, on the south the proposed structures, and on the east side along the LaGrange Rd acting as a class 3 dam. The exposed height of the walls varied from 7'-14'. Soil investigation indicated that underlying soil consisted of very poor organic material. After considering different retaining wall options, a typical cantilever retaining wall supported by two rows of battered piles was the most feasible option for the west and south walls. The east wall along the LaGrange Rd was solider pile wall with cast in place concrete facing. The project architect required special formliner patterns on each walls and on both faces of the east wall. Special precast water fountains were attached to the top of west wall.

Stone Bridge Retaining Walls, Lake Bluff: Project Manager responsible for overseeing the design, developing construction plans, coordination with project architect, and QA/QC. New England Builder was developing a site for new housing community. There were several ponds along the proposed roadways retaining walls required to support roadway embankments. Each retaining wall was approx. 55-65' and the height of walls varied from approx. 8' to 18'. There are 3'-1" parapets mounted at the top of the walls and an over look area cantilevered out in the middle of walls. The face of the walls had natural stone veneer supported by the walls and special formliner to give impression of a tunnel. The walls had to be water tight to reduce any possible water loss of the pond. Geotechnical investigation revealed that the underlying soil was very poor material. Shear keys were designed to provide minimum required sliding safety factors. CBBEL provided design plans, specification for the project.

Vale at Flagg Creek Bridge, Willow Springs: Project Manager responsible for overseeing the design, developing construction plans, coordination with Vale Homes LLC, and QA/QC. CBBEL provided design plans, specifications, and cost estimate for widening the existing bridge. The existing bridge was a two span deck bridge, each 45'-0" span, the existing superstructure was narrow and provided only one lane of traffic roadway, and substructure consisted of two pile bent abutments and a pile cap pier supported by concrete piles. Soil investigation indicated that natural bedrock elevation was close to bottom of river bed. The substructure was widened and supported by new H piles. The new deck provided two lanes of traffic with custom made railing and architectural masonry light pole pedestals were built at each corner of the pier and abutments.

Kevin Clark, PLA, AICP

Director of Design | 2005-Present

Kevin brings 17 years of experience in urban planning and landscape architecture to The Lakota Group, where he oversees the firm's urban design projects. His award-winning portfolio spans downtown, transit-oriented and neighborhood revitalization plans, physical and economic development strategies, and innovative design of open spaces and public places. He is passionate about dynamic and interactive public processes and works to integrate innovative technology throughout all of Lakota's projects.

SIGNATURE PROJECTS

University of Notre Dame Irish Green - South Bend, IL
Served as project manager to create an open space that bridges the gap between the campus and the community. The park is used for gameday pep rallys, serves as the entrance to campus and links to the vibrant Eddy Street Commons district.

Waters Elementary - Chicago, IL
Redesigned Chicago Public Schools' elementary school campus to include a recycled turf playfield, community gardens, and two playgrounds. Implemented stormwater management best practices, such as bioswales, permeable paving and rain barrels; served as project manager.

Swedish Heritage Park - Rockford, IL
The Lakota Group led a master planning process to create an overall vision and detailed design for the first phase of this 86-acre multi-use park facility. The design theme was intended to emphasize Swedish heritage through various plants and Scandinavian-inspired architecture, and strived to showcase key views and existing wetland and woodland areas, while also creating efficient vehicular and pedestrian circulation, compact parking areas, and natural stormwater detention.

Delnor Hospital - Geneva, IL
Lakota developed a master plan for Delnor Hospital's 67-acre campus in Geneva, Illinois. The plan consists of a series of concepts that includes parking enhancements, landscape plans, streetscape improvements, a new circulation plan, and the development of a wayfinding system. The plan was implemented over five years and was completed in 2016.

Hesburgh Library Plaza - Notre Dame, IN
The University of Notre Dame engaged Lakota to rehabilitate the entrance plaza to this landmark building. The design incorporates a simple geometry of raised granite planters consisting of Boxwood hedges and bosques of Pear trees that soften the building's hard lines and provide verticality at the base of the famous "Touchdown Jesus" mural on the facade. Multiple group seating options were added to this once desolate space, including benches, seat walls, and movable tables and chairs. Kevin managed every aspect of the project, including design, cost estimates, and construction administration.

Lockport Street Streetscape - Plainfield, IL
Lakota led a village design team in this award-winning Revitalization Plan of Plainfield's main commercial corridor. The streetscape design focuses on rejuvenating the historic "Main Street" with a rich variety of materials and flexible outdoor gathering spaces.

Education

University of Illinois at Chicago
Masters in Urban Planning & Policy
(2006)

University of Kentucky
Bachelor of Science in
Landscape Architecture
(2000)

Organizations

- American Planning Association
- Congress for New Urbanism
- American Institute of Architects, Associate Member
- APA Mentorship Program
- Greentown Advisory Committee (2014)
- American Society of Landscape Architects Awards Jury (2014)
- UIC Professional Development Panel (2010)

Accredidations/Awards

- Professional Landscape Architect State of Illinois
- American Institute of Certified Planners
- Featured Alumni Profile, UIC MUPP Student Website

Experience

Years with Lakota: 12
Years of Practice: 17

Tab 6

SCOPE OF WORK
DOWNTOWN STREETSCAPE – STAGE 1A
PHASE II ROADWAY DESIGN
PROJECT VOA 16-2-17A

We understand the Village of Algonquin is requesting Phase II design engineering services for Stage 1A of their Downtown Streetscape. Stage 1A will include S. Main Street from IL Rte. 31 up to and including the Crystal Creek Bridge (approximately 1,300 feet). The improvements will generally consist of new storm sewer, ornamental lighting, roadway reconstruction, sidewalk, streetscape features, landscaping, bridge replacement and pavement markings.

TASK 1 – PHASE II KICK-OFF MEETING

CBBEL will first meet with the Village and then set up and attend a Phase II Kick-Off meeting with IDOT and the Village. The purpose of the meetings will be to review Phase I and the goals and objectives of the project. The scope and schedule will also be reviewed and refined. CBBEL will prepare and distribute meeting minutes.

TASK 2 – FIELD AND DATA REVIEW

CBBEL will conduct a site review of the project area to assess existing project conditions, photograph/document key site features and conditions and notify the Village of anticipated design/construction issues.

CBBEL will collect, examine, review and evaluate data to be utilized for the development of the proposed improvements. This data will include the following:

From Village

- 1" = 100' aerial photography
- 1" = 100' topographic maps
- Phase I Report
- Topographic Survey from Phase I
- Village utility maps for water and sewer
- Village design details
- Electronic copies of the Village's standard contract documents (to be used where allowed by Federal process)
- Existing construction plans

CBBEL will verify the data provided by the Village as necessary for utilization in design development. CBBEL will identify and complete any required supplemental survey.

TASK 3 – UTILITY COORDINATION

Upon authorization to proceed, CBBEL will send a location map to all known private utility companies within the project area requesting their atlases or plans of their facilities within the project limits. CBBEL will add this information to the existing conditions plan and send it back to the utility companies for verification. Once potential conflicts are identified, CBBEL will coordinate with the utility companies to either avoid the conflicts of relocate the utility.

TASK 4 – PRE-FINAL PLANS AND SPECIFICATIONS (75% SUBMITTAL)

On the basis of the approved PDR, CBBEL will prepare pre-final contract documents consisting of plans, specifications, estimate of time, and status of utilities to be adjusted. The plans will be prepared in accordance with Village and IDOT design criteria.

The preliminary plans will include the following sheets:

No.	Sheet Title
1	Cover Sheet
1	General Notes • Including Village/IDOT standard notes and additional major notes to clarify project's intent and define incidental items
2	Alignment, Ties and Benchmarks sheet
3	Typical cross sections • Complete and comprehensive • Extending from ROW to ROW • Clearly describe improvement
3	Summary of Quantities
4	Schedule of Quantities (Earthwork, Drainage, Etc.)
2	Maintenance of Traffic Typical Sections/Staging Notes/Detour Routes
9	Maintenance of Traffic Plans and Details (2 panel 20 scale)
2	Existing Conditions and Removal Plans (2 panel 20 scale) • Existing topography, drainage structures and sewers and other utilities • Items to be removed or adjusted • Existing property lines and street addresses
3	Proposed Roadway Plan and Profiles (20 scale) • Proposed curb and gutter • Proposed reconstruction limits • Proposed pavement markings
3	Utility Plan and Profile sheets (20 scale)

- Any proposed drainage and utility structures and pipe in plan and profile
- Existing utilities to remain in place
- Proposed watermain and sanitary sewer adjustments

2 Streetscape Plans

6 Streetscape Details

1 Monument Sign Foundations

1 Intersection Details

2 Roadway Lighting Plans

10 Roadway Lighting Details

4 Landscaping

4 Erosion Control Plans and Details (2 panel 20 scale)

2 Pavement Markings and Signage Plans (2 panel 20 scale)

10 Bridge Plans

2 Bridge Architectural Details

7 Construction Details / District 1 Standards

8 Cross Sections

- Sufficient in number to approximate cuts and fills (50' intervals plus driveways)
- Sufficient in number to verify ROW needs.
- Through driveways to determine proposed slopes and identify need for temporary construction easements
- Sufficient in number to delineate drainage patterns

92 TOTAL SHEET COUNT

CBBEL will use IDOT standard pay items where applicable. Otherwise, project-specific special provisions will be written as needed. Plans, special provisions based on Village standard special provisions, and the estimate of cost will be submitted to the Village and IDOT for review.

CBBEL will also make any required submittals to IEPA to meet NPDES requirements. A set of pre-final plans will be submitted to utility companies for verification of facilities.

TASK 5 – COST ESTIMATE

CBBEL will prepare engineer's opinions of probable cost at the 75%, 90%, and 100% levels. Unit cost will be based on most recent average unit costs. Estimates will be provided in IDOT format.

TASK 6 – ROADWAY LIGHTING DESIGN

Task 6.1 – Preliminary Engineering and Design: Based on Village lighting ordinances and details, and the information collected, a photometric computer analysis will be performed for the existing roadway cross section, two signalized intersections, and the existing bridge in accordance with Village, IDOT Design Guidelines for Roadway Lighting and American National Standards Institute – Illuminating Engineering Society of North America (ANSI-IESNA) RP-8-14 requirements. The proposed light pole layout will be prepared using the survey base sheets prepared by CBBEL. The light pole location plans along with the supporting design calculations, photometric analysis and proposed design criteria will be submitted to IDOT and the Village for review and approval. This preliminary layout will be included in the ITEP grant application submittal.

Task 6.2 – Detailed Lighting Design: Upon approval of the photometrics and pole layout from the reviewing agencies, proposed roadway lighting plans/detail sheets and specifications will be prepared. The plan sheets will include the locations of the lighting units along with electric cables/raceways, controllers and handholes. Detail drawings will include light pole and luminaire, concrete foundation, lighting controller cabinet/component schedule/wiring diagram, pole handhole wiring diagram, one line circuit diagram, handhole and conduit installation details. Detailed specifications will be prepared along with the appropriate IDOT/Village standards. Voltage drop calculations, opinion of probable construct cost and summary of quantities will also be performed under this task. The detailed plan design and contract documents will be provided to the Village and IDOT for review.

CBBEL will respond to review comments from the Village and IDOT, revise design and resubmit to the Village and IDOT for final review.

Task 6.3 – Utility Coordination: Upon notice to proceed, CBBEL will send a location map to all known utility companies requesting their atlases or plans of their facilities within the project limits. CBBEL will add the received information to the existing conditions plan. CBBEL will then send pre-final plans with potential conflicts identified, to the utility companies to determine any utility relocations or plan adjustments necessary.

Task 6.4 – Meetings: CBBEL assumes the following meetings:

1. IDOT Kickoff Meeting
2. IDOT Local Roads
3. IDOT Bureau of Electrical Operations
4. Village of Algonquin
5. Utility Company Site Meeting

Task 6.5 – Pre-Final Plans and Specifications: CBBEL will prepare pre-final contract documents consisting of plans, specifications, estimate of construction duration, status of utilities to be adjusted and an estimate of construction cost. The plans will be prepared in accordance with applicable Village and IDOT design criteria for a federally funded roadway project.

CBBEL will use IDOT standard pay items or Village standard special provisions where applicable. Otherwise, project-specific special provisions will be written as needed. Plans, special provisions, and the estimate of cost will be submitted to the Village and IDOT for review. A set of pre-final plans will be submitted to utility companies for verification of facilities.

Task 6.6 – Engineer's Opinion of Probable Construction Cost: CBBEL will prepare an engineer's opinion of probable construction cost and submit to the Village for review and approval prior to letting the plans for bidding.

Task 6.7 – Final Plans/Bid Documents: Upon meeting with the Village staff and IDOT to review their comments on the pre-final submittal, CBBEL will revise and finalize the contract documents. A final opinion of probable construction cost itemized by IDOT coded pay items will be prepared along with an estimate of required working days.

TASK 7 – BRIDGE REPLACEMENT DESIGN

CBBEL will prepare and develop final structural plans, specifications and opinion of construction cost for the Main Street Bridge over the Crystal Lake Overflow. The final plans will be based on approved TS&L. The plans and specifications will be in accordance to IDOT policies and requirements. CBBEL will coordinate the design of Pergola with the Architect and the Village staff. CBBEL will consult/coordinate the design of the substructure with geotechnical engineer. CBBEL will submit the plans and specifications to the Village and IDOT for their review and comment and will then coordinate and incorporate the review comments in the final submittals.

TASK 8 – STORMWATER POLLUTION PREVENTION PLAN

CBBEL will prepare a Storm Water Pollution Prevention Plan (IDOT BDE 2342) for the project in accordance with Part IV of the General NPDES Permit No. ILR10. CBBEL will submit an electronic copy of the SWPPP to the IEPA. As required by the NPDES Phase II Storm Water Construction General Permit (ILR10), an up-to-date copy of the SWPPP must be maintained on the project site during construction activities.

CBBEL will prepare and submit a NOI to the IEPA for the above-mentioned site. This task includes a project notification submittal to Illinois Historical Preservation Agency (IHPA) and the Illinois Department of Natural Resources.

TASK 9 – SECTION 404 USACE PERMIT

Task 9.1 – Threatened and Endangered Species Consultation:
CBBEL will submit a request for threatened and endangered species consultation with the Illinois Department of Natural Resources (IDNR) and complete the online US Fish and Wildlife Service (USFWS) threatened and endangered species consultation process.

Task 9.2 – Permit Application Preparation and Submittals:
Because wetlands and Waters of the US will be impacted, the required exhibits, specifications, data and project information will be compiled and assembled in permit application packages to the US Army Corps of Engineers, and the Illinois Environmental Protection Agency and USFWS, if required. CBBEL will attempt to obtain a Regional Permit 3 for Transportation Projects. We will coordinate development of the documents with you and other project team members. This task may require meeting with the US Army Corps of Engineers, Illinois Environmental Protection Agency, USFWS, IDNR and potentially other federal, state and local agencies to coordinate permitting activities.

This task will also include preparation of a submittal to the McHenry County Soil and Water Conservation District to obtain an approval of the Soil Erosion and Sediment Control plan as required by the US Army Corps of Engineers.

Task 9.3 – Agency/Client Coordination: During the permit review process, follow-up coordination with the regulatory agencies, project engineer, and client can be anticipated to finalize required information, submittals and documentation. Because this task is difficult to quantify, we have estimated coordination with the site engineer and the preparation of one response to a request for additional information.

TASK 10 – FINAL CONTRACT DOCUMENTS AND COST ESTIMATE (90% SUBMITTAL)

Upon receiving IDOT and Village comments on the Pre-Final submittal we will meet with IDOT / Village staff to review their comments and revise / finalize the contract documents. During this task the exact letting date (depending on funding, land acquisition and other issues) will be determined and an estimated construction schedule will be provided. A disposition letter addressing all comments will be included. CBBEL will provide this Final Submittal to the Village and IDOT for review.

TASK 11 – BIDDING DOCUMENTS AND FINAL COST ESTIMATE (100% SUBMITTAL)

CBBEL will make the final revisions to the final submittal based on Village and IDOT final review comments. The requested number of copies of plans and specifications will be submitted to IDOT and the Village. A final estimate of required working days will also be submitted. In addition to printed copies, we will provide the plans, specifications and estimate to the Village in electronic format.

TASK 12 – IDOT COORDINATION / PHASE I UPDATES

CBBEL will meet with IDOT throughout the design to coordinate and review their comments. Significant coordination will be required since this a streetscape project with numerous non-standard and proprietary items. We estimate four meetings with IDOT with be required. CBBEL will prepare any Phase I re-submittals to renew clearances, as required.). CBBEL will prepare agendas, materials and minutes for these meetings.

TASK 13 – ADMINISTRATION, MEETINGS AND QA/QC

CBBEL will email the Village weekly status summaries. CBBEL will prepare monthly status reports with our invoices (federal fund format) to the Village. We will also coordinate our staff and subconsultants to maintain productive and efficient work flow.

The Team is very aware of the need to produce construction documents that reflect the Phase I plan, address Village and Agency comments, are compliant with ADA, lighting, drainage and federal criteria, and are consistent, correct, complete and constructible. CBBEL will perform an internal QA/QC review of the plans, specifications and cost estimates at each major milestone.

THE LAKOTA GROUP.
ALLIES IN PLACE

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July 12, 2017

Main Street Downtown Streetscape
Algonquin, Illinois

Professional Services Agreement between **THE LAKOTA GROUP** and **CHRISTOPHER B. BURKE ENGINEERING LTD.**

PROJECT SCOPE:

The Lakota Group is pleased to provide our professional landscape architectural design proposal to Christopher B. Burke Engineering Ltd. (CBBEL) to assist with preparation of streetscape designs and construction documents for the section on Main between IL Rt 31 and up to and including the Crystal Creek Bridge (about 1,280 feet). The work will take place within the Village's right of way, but the plans will be reviewed by IDOT.

Focus Areas
Our work will focus on advancing the conceptual designs created in the Streetscape Master Plan to provide a landscape plan, hardscape layouts and details, bridge feature and gateways, and construction documents for the focus areas, as outlined below:

- Right-of-Way
- Public Spaces
- Crystal Creek Bridge (Design Development only)

Project Tasks
Lakota will perform the following tasks/responsibilities:

- Design Development documents
- Rendered plans and sections, as necessary to communicate design intent
- Landscape Plan
- Planting details
- Gateway features and details
- Project team meetings and conference calls
- Village presentations/meetings
- Construction Documentation including all necessary landscape details

PROJECT TASKS:

TASK 1: KICK-OFF MEETING AND DATA COLLECTION

Task 1.1: Attend Project Kick Off Meeting (Meeting#1)
Meet with project team and client to discuss scope of work and coordinate project schedule.

Task 1.2: Collect and Review Site Data
Using available data and base information including the topographical survey (provided by CBBEL) to develop a working base map.

Task 1.3: Conduct Field Work
Conduct field work to verify site conditions within the project limits, including existing trees (species, size, and condition), utilities, buildings, stairs/grade changes, sidewalks, Crystal Creek bridge, gangways, parking lots, hardscape features, etc.

TASK 2: CONCEPT DEVELOPMENT - DESIGN DEVELOPMENT

Task 2.1: Preliminary Schematic Landscape/Hardscape Design
Utilizing current project goals and parameters, test a range of schematic landscape and hardscape layout options for the various project areas. This includes a refined rendered landscape plan at a scale appropriate to depict the character and intent.

Task 2.2: Bridge Feature Concepts
Based on the preliminary concept from the Streetscape Master Plan and Phase I drawings, produce refined options for the bridge feature, including the overhead/lighting archways, material options, stone piers, railing, lighting options, and paving. ***Note: Does not include structural engineering or electrical engineering.***

Task 2.3: Preliminary Planting/Material Palette
Develop overall preliminary Planting Palette and Material Palette specific to the project area. This palette will be coordinated with the design team and client and will complement the palette established in the Streetscape Master Plan.

Task 2.4: Prepare Order of Magnitude Cost Estimates

Task 2.5: Village/Team Review Meeting or Conference Call (Meeting #2)
Present Preliminary plan, gateways, bridge feature, cost estimate, and planting/material palettes to the Village.

Task 2.6: Refine Plan and Elements
Refine the landscape plans and elements based on direction received from the Village and design team and budgetary constraints.

Task 2.7: Landscape/Hardscape Specifications
Develop simple Outline Specs for landscape related items, including tree/shrub planting, soil, sod/seed, paving, street furniture, etc.

TASK 3: FINAL PLANS - CONSTRUCTION DOCUMENTS

Task 3.1: Prepare Construction Documents
Depending on the approved Final Site Landscape Plan scope, may include the following:

- Detailed Final Landscape Plan(s).
- Landscape and Hardscape Layout and Dimension Plan(s).
- Enlarged Planting Area Details.
- Gateway Pier Element Details.
- Street Furniture.
- Railing Details at building entrances (as needed)
- Related Planting Details, Plant Schedules and General Notes.
- Site Landscape Detail Sheets - Layout/Dimensioning of all Related Special Landscape Elements.
- Related Technical Landscape Specification sections.

The following items are not included in the Construction Documents:

- Site Grading/Drainage Plans and related details (Civil Engineers).
- Site Utility Plans and related details (Civil/Structural Engineers).
- Site Electrical/Lighting Plans and related details (Electrical and Civil Engineers).
- Bridge/Archway Details and Specifications (Civil and Structural Engineers).
- Structural Engineering.
- Permanent Irrigation System Plan and related details.

Task 3.2: Revise Order of Magnitude Cost Estimate
Provide updates to the original cost estimate based on 50% progress set of construction documents.

Task 3.3: Coordinate Landscape Plan with Engineering, Lighting, and Irrigation Plans
Work with design team to coordinate site grading, utilities, lighting, and irrigation with landscape plan.

Task 3.4: Team Review Meeting or Conference Call (Meetings #4-#6)
Meet with Team to review construction set and budget as necessary. Lakota anticipates these reviews would occur at 50% and 90% states of completion.

Task 3.5: Submit 75% and 90% Drawing Sets
As appropriate during the process, submit 75% and 90% complete drawing sets to CBBEL/Village/IDOT.

Task 3.6: Submit Final Landscape Plan Construction Set
Complete sets will be delivered to CBBEL for pricing and permit.

Task 3.7: Revisions to Final Landscape Documents
Make any necessary revisions based on Village, IDOT, and CBBEL comments.

Minor revisions to Final Plans and detail drawings are included as part of this work scope and fee proposal. Substantial changes to the general design intent, site plan, or its related elements/features shall be considered outside of the work scope of this proposal. Lakota will

be pleased to provide a more specific fee estimate/proposal for any additional services as requested by CBBEL as determined necessary due to project conditions.

TASK 4: BID PLANS, SPECIFICATIONS, AND COST ESTIMATE

It is assumed that permitting and bids will be coordinated, packaged and distributed by CBBEL. Lakota will forward all information to CBBEL, provide bid request information, and plan interpretation as necessary to obtain accurate bids. Bids will be reviewed, assessed and clarified with CBBEL to assist in the selection of a contractor(s). Time tables and schedules for construction will be established with selected contractors. Any additional time spent on entitlements, permits, and Village approvals will be billed on an hourly basis as an additional service to this contract.

Task 4.1: Construction Set and Bid Timetable Review
Have a conference call with CBBEL to review construction set and bidding timetable.

Task 4.2: Issue Addenda
Issue addenda as appropriate to interpret, clarify or expand the Construction Documents.

Task 4.3: Pre-Bid Meeting
Assist in conducting a pre-bid meeting with selected contractors as needed.

Task 4.4: Bid Analysis
Prepare a Landscape/Hardscape/Softscape Bid Analysis for comparison of bids and assist CBBEL in selecting a contractor.

TASK 5: PROJECT MANAGEMENT AND QAQC

Lakota Staff will be responsible for scheduling, invoicing, technical direction of staff, project management and coordination with CBBEL.

Task 5.1: Project Management
Lakota Staff will provide on-going coordination with CBBEL and the entire project team to ensure project progress and timely submittal of all project deliverables.

Task 5.2: Construction Set and Bid Timetable Review
Lakota Staff will QA/QC Task deliverables and submit to CBBEL.

This proposal does not include the following tasks:

- Irrigation design (by others)
- Civil, traffic, utility, soils or environmental studies/engineering (by engineers)
- Property or legal surveys (by surveyor)

PROJECT TERMS:

The above services will be provided on a lump sum basis with a not to exceed fee of **$73,210**, including reimbursable expenses.

Total Estimated Fees are as follows:

Task 1: Kick-off Meeting and Data Collection	**$**	**4,540**
Task 2: Design Development	**$**	**18,600**
Task 3: Final Plans-Construction Documents	**$**	**36,270**
Task 4: Bid Plans, Specs, and Costs	**$**	**4,300**
Task 5: Project Management and QAQC	**$**	**9,500**
Professional Fees:	**$**	**73,210**
Reimbursable Expenses:	**$**	**2,800**
Total	**$**	**76,010**

Any additional services requested of Lakota beyond those listed above will be conducted on an hourly basis and billed according to Lakota's current billing rates. If requested, a fee estimate will be provided for a task or an assignment based on a defined work scope.

Lakota Billing Rates (2017):	
Principal	$255
Associate Principal	$225
Vice President	$210
Senior Associate	$175
Project Planner/Designer/Manager	$155
Planner/Urban Designer/Landscape Architect	$130
Research/Operations Staff	$90

Reimbursable expenses will be billed at 1.1 times direct expense to cover administration and will include:

- ***Travel*** *for field work/site visits to review landscape installation (mileage/tolls/parking/cabs/airfare/out-of-region meals & lodging)*
- ***Delivery*** *(postage/messenger/express)*
- ***Copying/Reproduction***
- ***Models*** *(if requested by client)*
- ***Miscellaneous*** **(***municipal documents, special reports, data*

Professional fees and expenses will be billed monthly for work completed.

Either party may terminate this agreement 15 days after written notice. Lakota shall be compensated for all services performed up to this date.

Please indicate acceptance of this agreement by signing one copy and returning it to our office listed above. Lakota will begin work after receiving written authorization to proceed via fax, mail or email.

The Lakota Group appreciates the opportunity to provide the Christopher B. Burke Engineering Ltd. with Professional Landscape Architectural Design Services.

Scott Freres, RLA, ASLA
Principal
The Lakota Group

Signature

Printed Name

Title

Date

HARRISON STREET BIKE PATH – SCOPE OF WORK
PHASE I SERVICES

SCOPE OF WORK

Christopher B. Burke Engineering, Ltd. (CBBEL) will perform Phase I Engineering Services for the construction of a bike path and on-road bike lanes along Harrison Street. The proposed bike path and route will connect the existing multi-use path on IL 31 which terminates at the IL 31 North Junction with Main Street to the regional Prairie Path at the IL 31 South Junction with Main Street.

The overall proposed bike path and route passes through three distinct areas to connect the existing bike paths: a commercial section of Main Street, a community gathering area on Harrison Street, and residential sections of Harrison Street and Park Street. A separated 10-foot wide multi-use path is proposed along Main Street from the existing bike path terminus at the IL 31 North Junction frontage road (just north of Greenwood Court) to Riverview Drive. This portion of the bike path is included in the Phase I Study for Main Street from IL 31 South Junction to IL 31 North Junction Phase I Study and is not included in this Phase I Study.

Bicyclists at Riverview Drive would continue through the residential area on Park Street on a bike route and then Harrison Street on marked on-road bike lanes until connecting to the Regional Prairie Path/Fox River Trail. Harrison Street between Algonquin Road and Washington Street is considered the Village of Algonquin downtown festival area with a large adjacent park and the Fox River. Therefore, two 10-foot wide multi-use paths are proposed on either side of the roadway in lieu of bike lanes through this segment. The lane configuration is proposed to change on the south approach of Harrison Street at Algonquin Road (IL 62) from exclusive left, thru, and right turn lanes to a single combined lane therefore an Intersection Design Study (IDS) will be required.

South of Washington Street, Harrison Street returns to a residential land use, and marked on-road bike lanes will be provided. The total project length (including Park Street and Harrison Street only) is approximately 4,100 feet (0.8 miles). It is anticipated that the project will be processed as a Categorical Exclusion-Group I with report (BLR 22211) to ensure eligibility for proposed CMAQ funding.

Task 1A – Design Management (Coordination)

CBBEL will attend a Phase I Kick-Off Meeting with IDOT to review scope, schedule and processing. CBBEL will prepare meeting minutes. CBBEL will need to coordinate the proposed improvement with the Village of Algonquin, IDOT, and McHenry County Council of Mayors. CBBEL will coordinate with these agencies as part of Phase I Engineering. The IDOT coordination as part of this task includes coordination with IDOT's geometric engineer for the Intersection Design Study at Algonquin Road and Harrison Street.

Task 1Bi-Biii - Research (Data Collection)

CBBEL will collect and review data to be utilized for the preparation of a federally funded Phase I Report. This data will include the following:

- Existing Utility Information from the Village of Algonquin.
- Adjacent subdivision plats, Algonquin Township tax maps, and any other available information to identify existing right-of-way and existing property lines. Coordination with Algonquin to confirm existing right-of-way along Harrison Street.
- Obtain latest 5 years of crash data from IDOT central database and summarize for the PDR.
- Review the completed topographic survey prepared at 1" = 20' scale.

HARRISON STREET BIKE PATH – SCOPE OF WORK
PHASE I SERVICES

Task 1E - Environmental Coordination

This task will include field review to determine if wetlands are present within the limits of the proposed bike path, and to delineate wetlands if present. Little if any wetland presence is anticipated, but this will be documented. This task then includes subsequent preparation of an environmental survey request (ESR) with supporting exhibits that will be submitted to IDOT for processing of the biological, cultural and special waste reviews as required.

Task 1D, 1Ji – Intersection Design Study and Preliminary Plans (Bike Path/Roadway)

CBBEL will prepare a complete set of bike path plans, profile and cross-sections as will be required for review and approval by IDOT since the bike path is proposed to be processed to be eligible for federal funds. The plan and profile sheets will be prepared at 1" = 20' scale. Cross sections will be prepared at even stations and other controlling features as required.

This task includes the preparation of an IDS to be approved by IDOT as the lane configuration is proposed to change on the south approach of Harrison Street at Algonquin Road (IL 62) from exclusive left, thru, and right turn lanes to a single northbound lane.

This task also includes preparation of a technical memorandum regarding drainage for the proposed bike path for coordination with IDOT. The technical memorandum will discuss existing drainage patterns and proposed drainage features for the bike path. This proposal assumes that no structural modifications are proposed to the Harrison Street over Crystal Creek bridge and a separate drainage report is not anticipated to be required by IDOT.

Task 1Jiv – Traffic Maintenance

CBBEL will evaluate the construction staging, submit to IDOT for review, and include the recommended construction staging concept in the PDR. Attend IDOT detour committee meeting if Algonquin Road is used for a proposed detour.

Task 1H, 1I, 1K – Project Development Report

The culmination of the above tasks will be a Phase I Project Development Report (PDR) in accordance with BLR Form 22211 (CE I with report). The Phase I Report will include the following:

a. Location Map
b. Description of Project: Termini/Connections/Length
c. Typical Sections
d. Preparation of bike path Plan and Profile sheets at 1" = 20' scale. Cross sections will be prepared at even stations and other grade controlling features if required.
e. Cost Estimate
f. Documentation of Coordination/Correspondence

A preliminary Phase I Report with proposed improvement plans, cost estimate, and completed project coordination, will be submitted by June 1, 2017 for IDOT review and in compliance with CMAQ application requirements. The Phase I Report will be finalized after IDOT review comments are received, with Phase I Design Approval anticipated after all environmental survey results are received from IDOT, which is anticipated to be in the September 2017 timeframe.

TAB 7

VILLAGE OF ALGONQUIN

REQUEST FOR PROPOSAL

FOR

DOWNTOWN STREETSCAPE ROADWAY DESIGN
STAGE 1A – PHASE 2

Proposal Task Items

Task #	DESCRIPTION	UNIT OF MEASURE	QTY	TOTAL PRICE
2A	Design Management, Coordination, Communication, & Reporting	LUMP	1	$39,555.12
2B	Permit Clearing	LUMP	1	$ 8,592.87
2C	Final Plans & Specifications	LUMP	1	$259,154.62
2D	Final Engineers Estimate	LUMP	1	$11,587.81
2E	Bid Documents	LUMP	1	$20,424.04
X-1	Ph. 1 Report for Harrison St. Bike Route	LUMP	1	$53,086.00
****	**TOTAL**	**NTE**		$392,400.46

Company: Christopher B. Burke Engineering, Ltd.

Signature: _____ Date: July 13, 2017

Print: Michael E. Kerr

Title: Executive Vice President

COST PLUS FIXED FEE
COST ESTIMATE OF CONSULTANT SERVICES

DF-824-039
REV 12/04

FIRM Christopher B. Burke Engineering, Ltd. **DATE** 07/14/17
Local Agency Algonquin **OVERHEAD RATE** 123.20%
Section **COMPLEXITY FACTOR** 0
Project Main Street Stage 1A
Job No:

Cost Plus Fixed Fee 2 14.50% [DL+R(DL) +1.4(DL)+IHDC]

DBE DROP BOX	ITEM	MANHOURS (A)	PAYROLL (B)	OVERHEAD & FRINGE BENF (C)	IN-HOUSE DIRECT COSTS (D)	FIXED FEE (E)	Outside Direct Costs (F)	SERVICES BY OTHERS (G)	DBE TOTAL (H)	TOTAL (B-G)	% OF GRAND TOTAL
	Phase 2 Kick-Off Meeting	16	921.46	1,135.24		320.67		2,000.00		4,377.37	1.29%
	Field and Data Review	28	1,494.12	1,840.76		519.95		2,540.00		6,394.83	1.88%
	Utility Coordination	40	1,963.94	2,419.57		683.45				5,066.97	1.49%
	Pre-Final Plans and Specifications	636	29,826.12	36,745.78	1,500.00	10,596.99		18,600.00		97,268.89	28.67%
	Cost Estimates	90	4,491.40	5,533.40		1,563.01				11,587.81	3.42%
	Roadway Lighting Design	282	13,756.66	16,948.21		4,787.32				35,492.18	10.46%
	Bridge Replacement Design	287	14,994.71	18,473.48		5,218.16				38,686.35	11.40%
	SWPPP	15	661.49	814.96		230.20				1,706.64	0.50%
	404 Permit	54	2,669.08	3,288.31		928.84				6,886.23	2.03%
	Final Plans and Specifications	320	14,828.64	18,268.88	1,500.00	5,377.87		36,270.00		76,245.39	22.47%
	Bid Documents	88	4,276.76	5,268.97	2,000.00	1,778.31		7,100.00		20,424.04	6.02%
	IDOT Coordination/Phase 1 Updates	70	4,350.06	5,359.27		1,513.82				11,223.15	3.31%
	Administration, Meetings and QA/QC	92	5,602.56	6,902.35		1,949.69		9,500.00		23,954.60	7.06%
	TOTALS	2018	99,837.00	122,999.18	5,000.00	35,468.28	0.00	76,010.00	0.00	339,314.46	100.00%

DBE

PREPARED BY THE AGREEMENTS UNIT

Printed 7/14/2017 8:48 AM

AVERAGE HOURLY PROJECT RATES

FIRM Christopher B. Burke Engineering, Ltd.
Local Agency Algonquin
Section 0
Project Main Street Stage 1A
Job No: 0

DATE 07/14/17

SHEET 1 OF 5

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJECT RATES			Phase 2 Kick-Off Meeting			Field and Data Review			Utility Coordination			Pre-Final Plans and Specif			Cost Estimates		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Engineer VI	70.00	170	8.42%	5.90	4	25.00%	17.50	4	14.29%	10.00	2	5.00%	3.50	48	7.55%	5.28	4	4.44%	3.11
Engineer V	62.73	351	17.39%	10.91	4	25.00%	15.68	8	28.57%	17.92	4	10.00%	6.27	100	15.72%	9.86	20	22.22%	13.94
Engineer IV	52.13	216	10.70%	5.58															
Engineer III	44.80	636	31.52%	14.12	2	12.50%	5.60	12	42.86%	19.20	16	40.00%	17.92	220	34.59%	15.50	66	73.33%	32.85
Engineer I/II	31.64	116	5.75%	1.82										60	9.43%	2.98			
Survey V	70.00	0																	
Survey IV	63.50	0																	
Survey III	56.00	8	0.40%	0.22							8	20.00%	11.20						
Survey II	40.40	0																	
Survey I	31.83	0																	
Engineering Technician	64.00	0																	
Engineering Technician	45.00	0																	
Engineering Technician	45.14	0																	
Engineering Technician	38.67	0																	
CAD Manager	58.50	16	0.79%	0.46	4	25.00%	14.63												
Asst. CAD Manager	49.83	30	1.49%	0.74							2	5.00%	2.49	16	2.52%	1.25			
CAD II	43.67	280	13.88%	6.06				4	14.29%	6.24	4	10.00%	4.37	120	18.87%	8.24			
CAD I	33.25	60	2.97%	0.99										40	6.29%	2.09			
Landscape Architect	52.50	0																	
GIS Specialist III	46.00	0																	
GIS Specialist I/II	28.25	0																	
Env Res Specialist V	70.00	2	0.10%	0.07															
Env Res Specialist IV	55.63	28	1.39%	0.77															
Env Res Specialist III	41.06	24	1.19%	0.49															
Env Res Specialist I/II	29.25	0																	
Env Res Teechnician	37.00	0																	
Engineering Intern	15.13	0																	
Administrative	33.47	81	4.01%	1.34	2	12.50%	4.18				4	10.00%	3.35	32	5.03%	1.68			
TOTALS		2018	100%	$49.47	16	100.00%	$57.59	28	100%	$53.36	40	100%	$49.10	636	100%	$46.90	90	100%	$49.90

PREPARED BY THE AGREEMENTS UNIT

AVERAGE HOURLY PROJECT RATES

FIRM Christopher B. Burke Engineering, Ltd.
Local Agency Algonquin
Section 0
Project Main Street Stage 1A
Job No: 0

DATE 07/14/17

SHEET 2 **OF** 5

PAYROLL CLASSIFICATION	AVG HOURLY RATES	Roadway Lighting Design			Bridge Replacement Design			SWPPP			404 Permit			Final Plans and Specifications			Bid Documents		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Engineer VI	70.00	4	1.42%	0.99										24	7.50%	5.25	8	9.09%	6.36
Engineer V	62.73	32	11.35%	7.12	67	23.34%	14.64							48	15.00%	9.41	20	22.73%	14.26
Engineer IV	52.13	58	20.57%	10.72	140	48.78%	25.43	2	13.33%	6.95	4	7.41%	3.86						
Engineer III	44.80	152	53.90%	24.15										120	37.50%	16.80	24	27.27%	12.22
Engineer I/II	31.64							4	26.67%	8.44				40	12.50%	3.96	12	13.64%	4.31
Survey V	70.00																		
Survey IV	63.50																		
Survey III	56.00																		
Survey II	40.40																		
Survey I	31.83																		
Engineering Technic	64.00																		
Engineering Technic	45.00																		
Engineering Technic	45.14																		
Engineering Technic	38.67																		
CAD Manager	58.50	12	4.26%	2.49															
Asst. CAD Manager	49.83	8	2.84%	1.41										4	1.25%	0.62			
CAD II	43.67				80	27.87%	12.17	4	26.67%	11.65				48	15.00%	6.55	20	22.73%	9.93
CAD I	33.25													20	6.25%	2.08			
Landscape Architect	52.50																		
GIS Specialist III	46.00																		
GIS Specialist I/II	28.25																		
Env Res Specialist V	70.00										2	3.70%	2.59						
Env Res Specialist IV	55.63							4	26.67%	14.83	24	44.44%	24.72						
Env Res Specialist II	41.06										24	44.44%	18.25						
Env Res Specialist I/	29.25																		
Env Res Teechnician	37.00																		
Engineering Intern	15.13																		
Administrative	33.47	16	5.67%	1.90				1	6.67%	2.23				16	5.00%	1.67	4	4.55%	1.52
TOTALS		282	100%	$48.78	287	100%	$52.25	15	100%	$44.10	54	100%	$49.43	320	100%	$46.34	88	100%	$48.60

AVERAGE HOURLY PROJECT RATES

FIRM Christopher B. Burke Engineering, Ltd.
Local Agency Algonquin
Section 0
Project Main Street Stage 1A
Job No: 0

DATE 07/14/17

SHEET 3 **OF** 5

PAYROLL CLASSIFICATION	AVG HOURLY RATES	IDOT Coordination/Phase 1 Up			Administration, Meetings and														
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Engineer VI	70.00	32	45.71%	32.00	40	43.48%	30.43												
Engineer V	62.73	24	34.29%	21.51	24	26.09%	16.36												
Engineer IV	52.13				12	13.04%	6.80												
Engineer III	44.80	12	17.14%	7.68	12	13.04%	5.84												
Engineer I/II	31.64																		
Survey V	70.00																		
Survey IV	63.50																		
Survey III	56.00																		
Survey II	40.40																		
Survey I	31.83																		
Engineering Technic	64.00																		
Engineering Technic	45.00																		
Engineering Technic	45.14																		
Engineering Technic	38.67																		
CAD Manager	58.50																		
Asst. CAD Manager	49.83																		
CAD II	43.67																		
CAD I	33.25																		
Landscape Architect	52.50																		
GIS Specialist III	46.00																		
GIS Specialist I/II	28.25																		
Env Res Specialist V	70.00																		
Env Res Specialist IV	55.63																		
Env Res Specialist II	41.06																		
Env Res Specialist I/	29.25																		
Env Res Teechniciar	37.00																		
Engineering Intern	15.13																		
Administrative	33.47	2	2.86%	0.96	4	4.35%	1.46												
TOTALS		70	100%	$62.14	92	100%	$60.90	0	0%	$0.00	0	0%	$0.00	0	0%	$0.00	0	0%	$0.00

Cost Estimate of

Consultant Services

(Cost Plus Fixed Fee)

Firm	Christopher B. Burke Engineering, Ltd.
Route	Harrison Street Bike Path
Municipality	Algonquin
County	McHenry

Date 07/14/17

Overhead Rate n/a

Complexity Factor 0

Item	Work Hours	Payroll	Overhead	In-House Directs	Fixed Fee	Outside Directs	Outside Services	Total	% of Total
1A. Design Management (Coordination)	64	7,496.00				200.00		7,696.00	14.50%
1Bi-Biii. Research (Data Collection)	24	2,344.00				200.00		2,544.00	4.79%
1E. Environmental Coordination	58	5,938.00				200.00		6,138.00	11.56%
1D, 1Ji. IDS and Preliminary Plans (Bike Path/Roadway)	228	25,564.00						25,564.00	48.16%
1Jiv. Traffic Maintenance	28	3,076.00				600.00		3,676.00	6.92%
1H, 1I, 1K. Project Development Report	68	6,868.00				600.00		7,468.00	14.07%
TOTALS	470	51,286.00	0.00	0.00	0.00	1,800.00	0.00	53,086.00	100.00%

Average Hourly Project Rates

Firm	Christopher B. Burke Engineering, Ltd.
Route	Harrison Street Bike Path
Municipality	Algonquin
County	McHenry

Consultant Christopher B. Burke Engineering, Ltd.

Date 07/14/17

Sheet 1 **OF** 2

Payroll Classification	Avg Hourly Rates	Total Project Rates			1A. Design Management (Coor			1Bi-Biii. Research (Data Collection)			1E. Environmental Coordinati			1D, 1Ji. IDS and Preliminary Pla			1Jiv. Traffic Maintenance		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Principal	210.00	20	4.26%	8.94	8	12.50%	26.25							8	3.51%	7.37			
Engineer VI	184.00	12	2.55%	4.70										8	3.51%	6.46			
Engineer V	150.00	0																	
Engineer IV	121.00	110	23.40%	28.32	16	25.00%	30.25	8	33.33%	40.33	10	17.24%	20.86	48	21.05%	25.47	12	42.86%	51.86
Engineer III	112.00	114	24.26%	27.17	16	25.00%	28.00	8	33.33%	37.33	10	17.24%	19.31	56	24.56%	27.51	8	28.57%	32.00
Engineer I/II	91.00	96	20.43%	18.59	16	25.00%	22.75							56	24.56%	22.35	8	28.57%	26.00
Env. Res. Spec. V	133.00	0																	
Env. Res. Spec.IV	121.00	12	2.55%	3.09							12	20.69%	25.03						
Env. Res. Spec. III	102.00	12	2.55%	2.60							12	20.69%	21.10						
Env. Res. Spec. II	83.00	4	0.85%	0.71							4	6.90%	5.72						
Env. Res. Technician	78.00	0																	
Survey V	150.00	0																	
Survey IV	115.00	0																	
Survey III	110.00	0																	
Survey II	86.00	0																	
Survey I	67.00	0																	
Cad Manager	121.00	0																	
Asst. Cad Manager	115.00	4	0.85%	0.98										4	1.75%	2.02			
Cad II	112.00	24	5.11%	5.72										24	10.53%	11.79			
Cad I	87.00	24	5.11%	4.44										24	10.53%	9.16			
Engineering Tech IV	115.00	0																	
Engineering Tech III	95.00	0																	
Engineering Tech I/II	87.00	0																	
GIS Specialist III	107.00	0																	
GIS Specialist I/II	60.00	18	3.83%	2.30				8	33.33%	20.00	10	17.24%	10.34						
Administrative	79.00	20	4.26%	3.36	8	12.50%	9.88												
Engineering Intern	46.00	0																	
Survey Intern	46.00	0																	
Information Technician III	84.00	0																	
Information Technician I/II	54.00	0																	
TOTALS		470	100%	$110.91	64	100%	$117.13	24	100%	$97.67	58	100%	######	228	100%	$112.12	28	100%	$109.86

Average Hourly Project Rates

Firm	Christopher B. Burke Engineering, Ltd.
Route	Harrison Street Bike Path
Municipality	Algonquin
County	McHenry

Consultant Christopher B. Burke Engineering, Ltd.

Date 07/14/17

Sheet 2 **OF** 2

Payroll Classification	Avg Hourly Rates	1H, 1I, 1K. Project Development												#REF!			#REF!		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Principal	210.00	4																	
Engineer VI	184.00	4	5.88%	10.82															
Engineer V	150.00																		
Engineer IV	121.00	16	23.53%	28.47															
Engineer III	112.00	16	23.53%	26.35															
Engineer I/II	91.00	16	23.53%	21.41															
Env. Res. Spec. V	133.00																		
Env. Res. Spec.IV	121.00																		
Env. Res. Spec. III	102.00																		
Env. Res. Spec. II	83.00																		
Env. Res. Technician	78.00																		
Survey V	150.00																		
Survey IV	115.00																		
Survey III	110.00																		
Survey II	86.00																		
Survey I	67.00																		
Cad Manager	121.00																		
Asst. Cad Manager	115.00																		
Cad II	112.00																		
Cad I	87.00																		
Engineering Tech IV	115.00																		
Engineering Tech III	95.00																		
Engineering Tech I/II	87.00																		
GIS Specialist III	107.00																		
GIS Specialist I/II	60.00																		
Administrative	79.00	12	17.65%	13.94															
Engineering Intern	46.00																		
Survey Intern	46.00																		
Information Technician III	84.00																		
Information Technician I/II	54.00																		
TOTALS		68	94%	$101.00	0	0%	$0.00	0	0%	$0.00	0	0%	$0.00	0	0%	$0.00	0	0%	$0.00

VILLAGE OF ALGONQUIN

Attachment C

DOWNTOWN STREETSCAPE ROADWAY DESIGN
STAGE 1A – PHASE 2
NON-COLLUSION CERTIFICATION

By Submission of this proposal, the Offeror Michael E. Kerr certifies.
Name of Offeror

That (s)he is Executive Vice-President of Christopher B. Burke Engineering, Ltd. and,
Title Name of Firm

under penalty of perjury, affirms:

1. The prices in this proposal have been arrived at independently without collusion, consultation, communication, or agreement, for the purpose of restricting competition, as to any matter relating to such prices with any other Offeror or with any competitor;

2. Unless otherwise required by law, the prices which have been quoted in this bid have not been knowingly disclosed by the Offeror and will not knowingly be disclosed by the Offeror prior to opening, directly or indirectly, to any other Offeror or to any competitor: and

3. No attempt has been made or will be made by the Offeror to induce any other person, partnership or corporation to submit or not submit a proposal for the purpose of restricting competition.

4. The proposal was not made in the interest of or on behalf of any undisclosed person, partnership, company, organization or corporation.

5. Each person signing the proposal certifies that:

   (A) - (S)he is the person in the Consultant's organization responsible within that organization for the decision as to prices being offered in the proposal and that he has not participated and will not participate in any action contrary to (1-4] above:

   Or

   (B) - (S)he is not the person in the Consultant's organization responsible within that organization for the decision as to prices being offered in the proposal but that he has been authorized in writing to act as agent for the persons responsible for such decisions in certifying that such persons have not participated, and will not participate, in any action contrary to (1-4) above, and that as their agent, does hereby so certify; and that he has not participated, and will not participate in any action contrary to (1-4) above.

VILLAGE OF ALGONQUIN

Attachment D

DOWNTOWN STREETSCAPE ROADWAY DESIGN
STAGE 1A – PHASE 2

NON-CONFLICT OF INTEREST STATEMENT

I certify that neither I nor any member of my immediate family has a material personal or financial relationship with any offeror, or to a direct competitor of any offeror under consideration by this proposal evaluation committee. I further certify that no other relationship, bias or ethical conflict exists which will prevent me from evaluating any proposal solely on its merits and in accordance with the Request for Proposal's evaluation criteria.

Furthermore, I agree to notify the Village of Algonquin if my personal or financial relationship with one of the offerors is altered at any time during the evaluation process. If I am serving as the Procurement Officer of record I agree to advise my supervisor of any changes that could appear to represent a conflict of interest.

Name: Michael E. Kerr _____ _____
(Print) (Signature)

Title: Executive Vice-President

Date: July 13, 2017

Department/Agency Christopher B. Burke Engineering, Ltd.

VILLAGE OF ALGONQUIN

PUBLIC WORKS DEPARTMENT
PROJECT MANAGER
– M E M O R A N D U M –

DATE: *Friday, June 23, 2017*
TO: *Robert Mitchard*
FROM: *Shawn M. Hurtig*
SUBJECT: *Recommendation to Approve Contract Amendment*

This memo is with regards to the approval of contract amendment # 1 to the Scott, Schuett, and Souwanas Phase 1 Design contract with HR Green, Inc. As you may recall the Village has a contract with HR Green to perform civil engineering services on the Scott, Schuett, and Souwanas Roadway Improvement project. During the kickoff meeting for this project several additional scope items surfaced that if pursued will require the approval of the attached contract amendment. Below is a bullet point list of those extra scope items that have contributed to the proposed $32,350.00 contract amendment. Detailed breakdown of the scope items can be found in the attached correspondences.

- Creek realignment design work for Souwanas Creek upstream and downstream of the proposed 3 sided culvert on Souwanas Drive just West of Riverwoods Drive
- Rehabilitation design work for WTP No. 1 detention facility and adjacent native area
- Additional topographic survey work on Sandbloom Road (pick up of well 6 and ped crossing site distance)
- Alternate bike route analysis through the Algonquin Shores subdivision

The current contract for this project was approved in the amount of $92,958.00, the above scope will add $32,350.00. The Village appropriated $150,000.00 for the design of this project. The Village expended $27,224.00 on the geotechnical contract, thus this proposed addition will eclipse the budgeted total by $2,532.00. Considering the scale and complexity of this project, I believe this budget overrun is a bargain, and therefore recommend that you approve this contract amendment.

Village of Algonquin

The Gem of the Fox River Valley

Wednesday, June 07, 2017

HR Green, Inc.
Attn: Mr.Ajay Jain
420 N. Front St. Suite 100
McHenry, IL 60050

Re: Phase **1** Design Services Amendment Request
Scott, Souwanas, & Schuett Roadway Rehab (VoA16-07-07B)

Mr. Jain,
The Village through careful consideration has determined that the subject project may benefit from having additional improvements added to the design. As the design firm with the current contract for this project, we are requesting that you please review the additional scope listed below and provide pricing for said design work. Please provide individual pricing by breakout listed below (if any).

1. Souwanas Creek Culvert Stream Alignment - The Village is asking that HR Green coordinate with Applied Ecological Solutions to provide a plan for the realignment of the entry and exit of the Souwanas Creek stream from the proposed 3 sided culvert. The coordinated effort shall provide a design in which the streambank is stabilized and has an alignment that allows for future improvements downstream of the culvert to take place without any rework on alignment being required. In addition AES shall supply supplemental design information on streambank stabilization, native plantings, and other natural improvements to the area of the 3 sided culvert. See Exhibit 1 attached for work zone

2. WTP No. 1 Souwanas Creek & Detention Work - The Village is asking HR Green to add topo and design plans to correct the deficiencies located on the Villages Water Treatment Plant No. 1 site (1000 Souwanas Drive). The work shall include the survey of the streambank and online detention facility on 1000 & 1010 Souwanas, as well as 913-933 Linda. Design work entails replacing the failed CMP at the detention facility and regarding to re-establish the banks of the detention facility. Work shall also include plans for updating and maintaining the native planting zones along the streambank and detention facility. The native restoration zones requires coordination with AES in order to keep a cohesive planting plan throughout the streams course. See Exhibit 2 attached for work zone

3. Souwanas Sanitary Size & Sandbloom Road Topo - The Village is asking HR Green to physically collect the sanitary pipe sizes along Souwanas from Vista Drive to Oceola in order for sanitary bottleneck identified in TAI report to be verified. Additionally, the following additional topo areas are to be added to the project
    a. Sandbloom Drive Centerline – 500 feet north and south of Souwanas
    b. Sandbloom Drive West Right of Way – 500 feet south of Souwanas + Well 6 site (1/2 Acre)

4. Algonquin Shores Bike Path Connector Concept – The Village is requesting that HR Green provide a few concept alignments for bike path connector routes from the proposed Souwanas multi-use path to the existing Prairie Trial. Concepts are only required if the road diet does not provide enough space for an off road path on Souwanas from Vista Drive to Scott St. Should the path not be able to have a direct connection along Souwanas, provide a few alternative routes through the Algonquin Shores subdivision (township roadways) that are south of Souwanas Drive. (as an example would the path be able to be routed along Minnehaha and use that ROW to Pokagon to the Prairie Trail)

The Village reserves the right to select none, portions, or all of the additional design scope amendments. Should you have any questions, comments, or concerns, regarding this matter, please do not hesitate to contact me at the information listed below.

Respectfully submitted,

Shawn M. Hurtig
Public Works Project Manager

Village of Algonquin

The Gem of the Fox River Valley

Thursday, July 20, 2017

HR Green, Inc.
Attn: Mr.Ajay Jain
420 N. Front St. Suite 100
McHenry, IL 60050

Re: Phase 1 Design Services Amendment # 1 Response
Scott, Souwanas, & Schuett Roadway Rehab (VoA16-07-07B)

Mr. Jain,
First off thank you for preparing and submitting this amendment. The Village has reviewed the amendment to the contract and has found that your proposal met or exceeded the requirements. With that, it is my pleasure to announce that your amendment has been approved by Public Works.

The amendment to the subject contract in the amount of $32,350.00 has been approved

Work on the scope of this amendment can start immediately. Should you have any questions, comments, or concerns, regarding this matter, please do not hesitate to contact me at the information listed below.

Respectfully submitted,

Shawn M. Hurtig
Public Works Project Manager

Approval by:

_____ _____

John Schmitt – Village President Date

Algonquin Basemap Viewer

Exhibit # 1

June 7, 2017

1:1,601

0 0.0125 0.025 0.05 mi

0 0.015 0.03 0.06 km

- Address
- Waterlines
- Tax Parcels
- Road Centerlines
- Storm Discharge Points

Storm Structures

- <all other values>
- Storm Ceptor
- Catchbasin
- Inlet
- Manhole
- Storm Gravity Mains

Village of Algonquin

Algonquin Basemap Viewer

Exhibit # 2

June 7, 2017

1:801

0 0.005 0.01 0.02 mi

0 0.0075 0.015 0.03 km

- Address
- Waterlines
- Tax Parcels
- Road Centerlines
- Storm Discharge Points

Storm Structures

- <all other values>
- Storm Ceptor
- Catchbasin
- Inlet
- Manhole
- Storm Gravity Mains

Village of Algonquin

HRGreen

420 North Front Street | Suite 100 | McHenry, IL 60050
Main 815.385.1778 + Fax 815.385.1781

HRGREEN.COM

June 16, 2017

Mr. Shawn M. Hurtig
Village of Algonquin
Public Works Department
110 Meyer Drive
Algonquin, IL 60102

RE: Scott, Souwanas, & Schuett Roadway Rehabilitation Phase I Design – Amendment #1 to Existing Proposal

Dear Mr. Hurtig:

Thank you for your letter dated June 7, 2017 regarding Amendment #1 to the Existing Proposal for the above referenced Project. Attached with this letter, please find the Amendment #1 Fee Summary for the requested additional scope of work as well as the new total for the revised fee for the contract. These scope revisions were discussed at the Project kickoff meeting on May 17, 2017 as further detailed below:

AMENDMENT #1 SCOPE ITEMS

Souwanas Creek Culvert Stream Alignment: The Village has requested a design plan for the realignment of the entry and exit of the Souwanas Creek stream from the proposed three-sided culvert. The design shall provide a stabilized streambank and a creek alignment that accommodates future improvements downstream of the culvert. The adjacent areas upstream and downstream of the culvert shall receive stabilization, native plantings and other naturalized improvements.

- HR Green will coordinate with Applied Ecological Services, Inc. (AES) to provide the design and plan for the creek re-alignment, stabilization and naturalized restoration.
- AES will conduct the wetland delineation and tree survey for the requested area as well as creek assessment for restoration concepts.
- AES will supply design information on streambank stabilization, native plantings and other natural improvements.
- HR Green will perform the creek alignment and design plans with peer review from AES.

We have estimated an additional fee of $6,150 ($2,650 HR Green / $3,500 AES) to provide the Souwanas Creek Culvert Stream Alignment design services.

WTP No. 1 Souwanas Creek & Detention Work: The Village has requested to expand the project area to include the Souwanas Creek streambank and on-line detention facility adjacent to the Village's Water Treatment Plant No. 1 site. See location map attached for the work zone. The Village has requested topographic survey and design plans entailing the replacement of the failed detention facility culvert pipe, re-grading and re-establishment of the detention facility banks, and updating the native planting zones along the streambank and detention facility.

- HR Green will coordinate with AES to provide the survey, design and plan for the detention facility and creek stabilization including naturalized restoration.
- HR Green and AES will conduct a joint field investigation of the additional work zone area.
- AES will conduct the wetland delineation and tree survey for the requested area as well as the creek assessment for restoration concepts.
- HR Green will perform the topographic survey of approximately 1.5 additional acres within the identified work zone.
- HR Green will perform the detention facility re-grading and pipe culvert design with peer review of native plantings by AES.
- HR Green will develop the creek stabilization and restoration design with peer review from AES.

We have estimated an additional fee of $13,100 ($8,200 HR Green / $4,900 AES) to provide the WTP No. 1 Souwanas Creek and Detention facility rehabilitation and restoration design services.

Souwanas Sanitary Size & Sandbloom Road Topographic Survey: The Village has requested to physically collect the sanitary sewer pipe sizes along Souwanas Trail from Vista Drive to Oceola Drive and to verify the 'bottleneck' location identified in the TAI report. Additionally, the Village has requested to add topographic survey along Sandbloom Road; 500' north and 500' south of Souwanas Trail, between the west ROW to the Sandbloom Road centerline.

- The work to collect sanitary sewer pipe sizes along Souwanas Trail is already included in our original contract. No additional fee is required for this task.
- HR Green will provide additional topographic survey as requested along Sandbloom Road and add the information to the project base map. Due to line of sight concerns, a two (2) man crew will be required for roadway safety.
- HR Green will produce a plan and profile sight distance exhibit to depict existing conditions for the proposed pedestrian/bicycle crossing of Sandbloom Road.

We have estimated an additional fee of $4,600 to provide the Sandbloom Road Topographic Survey and Sight Distance Analysis.

Algonquin Shores Bike Path Connector Concept: The Village has requested that the conceptual alignments be prepared for bike path connector routes from the proposed Souwanas multi-use path to the existing Prairie Trail. Alternative routes will be analyzed through the Algonquin Shores subdivision (township roads) south of Souwanas Trail. Concepts will only be required if the road diet concept does not provide enough space for an off-road path along Souwanas Trail from Vista Drive to Scott Street.

- HR Green will produce a feasibility report which shall include a technical narrative, a comparison constraint matrix of potential alignments, as well as related maps and alignment exhibits for up to two (2) alternate routes south of Souwanas Trail.
- HR Green will perform a pickup survey in Algonquin Shores to locate pins in order to verify GIS boundary (property & ROW) lines.
- HR Green will attend up to two (2) additional meetings to either meet with Township officials, adjacent property owners or make a public presentation of the bike path alternatives analysis.

We have estimated an additional fee of $8,500 to provide the Algonquin Shores Bike Path Connector Concept Study.

Please let me know if the above seems to be consistent with the requested scope for Amendment #1. Thank you once again for the opportunity to provide these additional services to the Village. If you have any questions or would like more detailed information about HR Green, please do not hesitate to contact me at (815) 759-8310 or Jeff Strzalka at (815) 759-8359.

Sincerely,

HR GREEN, INC.

Akram Chaudhry, PE
Vice President

JS/

VILLAGE OF ALGONQUIN

AMENDMENT #1
FOR
Scott, Souwanas & Schuett Roadway Rehabilitation Improvements

Proposal Task Items

Task #	DESCRIPTION	UNIT OF MEASUR	QTY	UNIT PRICE	TOTAL PRICE
1L	Souwanas Creek Culvert Stream Alignment	LUMP	1	$6,150	$6,150
1M	WTP No. 1 Creek & Detention Work	LUMP	1	$13,100	$13,100
1N	Sandbloom Rd Topo & Sight Distance	LUMP	1	$4,600	$4,600
1O	Algonquin Shores Bike Path Connect	LUMP	1	$8,500	$8,500
	ORIGINAL CONTRACT VALUE				$92,958
***	**AMENDMENT NO. 1 SUBTOTAL**				$32,350
****	**TOTAL**	**NTE**			$125,308

Company: HR Green, Inc.

Signature: Akram Chaudhry Date: June 16, 2017

Print Name: Akram Chaudhry, PE

Title: Vice President

VILLAGE OF ALGONQUIN

PUBLIC WORKS DEPARTMENT

– M E M O R A N D U M –

DATE: Monday, July 17, 2017
TO: Mr. Robert Mitchard, II
FROM: Mr. Shawn M. Hurtig
SUBJECT: *Letter of Recommendation – Civil Engineering Ph. 1 Design Services*

I have reviewed the proposal for the Phase 1 Design Engineering Services as indicated in the Request for Proposal for the Downtown Streetscape Stage 3 Utility (VoA17-06-26A) project in the Village of Algonquin. Per your direction this Request for Proposal was only issued to Trotter & Associates, Inc. of Wasco, IL. The proposal was reviewed with an emphasis on the firm's qualifications, expertise, work load, team makeup, and value. With that I have the following comments and recommendation.

The RFP was delivered to each company & contact listed below:

Firm Name	First Name	Last Name	Street Address	Sub Address	City	State
Trotter & Associates	Scott	Trotter	40W201 Wasco Rd.	Suite D	St. Charles	IL

The following firms have responded:

Firm Name	Price	Attach C	Attach D	Amend 1
Trotter and Associates, Inc.	$152,640.00	Yes	Yes	Yes

Recommendation:

The cost of the proposal is a total of **$152,640.00** and is based on estimated hours of work of staff at hourly rates. The Village has a budgeted amount of $500,000.00 in the Capital Improvement fund code 12900400 - 42232. This large discrepancy is likely due to the economy of scale factor. The total cost of construction was estimated at 6.7 million + contingency, with the Village typical design fee being 7% of cost of construction the budgeted 500K came about. However, due to the scale of this project and the familiarity that this design firm has with the project, the fee has come in much lower than anticipated. Based on all the above mentioned qualities it is my recommendation that you consider Trotter & Associates, Inc. for this project.

The project is scheduled for award by the Village Board on May 17th, 2016. Thus, the recommendation should go before the Committee of the Whole on May 10th, 2016.

TROTTER and ASSOCIATES, INC.
ENGINEERS AND SURVEYORS

July 14, 2017

Shawn M. Hurtig
Village of Algonquin
Director of Public Works
110 Meyer Drive
Algonquin, IL 60102

Re: Downtown Streetscape Utility Design Stage 3 – Phase 1
Professional Services Agreement

Dear Mr. Hurtig:

We sincerely appreciate this opportunity to offer our services. Enclosed for your review is the engineering services agreement for the referenced project. Please contact us if there are any questions or changes to the listed scope of services. If you would like to proceed with the contract, please sign and return one copy of the agreement.

TAI has provided a thorough outline of our approach to complete this project along with the proposed cost in a separate package.

We have enclosed a statement of qualifications, which demonstrates our firm's capabilities, knowledge of the existing infrastructure and strategy for achieving the City's goals. TAI has a hand-picked team of professonals that sincerely care about our client's needs. Our team has a proven track record for consistently developing and implementing infrastructure solutions that are cost effective, reliable and sustainable.

Sincerely,

TROTTER & ASSOCIATES, INC.

Scott Trotter, P.E., BCEE
President

38 W. Grand Avenue, Suite 300
Fox Lake, Illinois 60020
Ph: 630.587.0470 Fax 630.587.0475

www.trotter-inc.com

40W201 Wasco Road, Suite D
St. Charles, Illinois 60175
Ph: 630.587.0470 Fax 630.587 0475

TROTTER and ASSOCIATES, INC.
ENGINEERS AND SURVEYORS

July 14, 2017

Shawn M Hurtig
Village of Algonquin
Director of Public Works
110 Meyer Drive
Algonquin IL 60102

Re: Downtown Streetscape Utility Design Stage 3 Phase 1
Professional Services Letter Agreement and Exhibits

Dear Mr Hurtig,

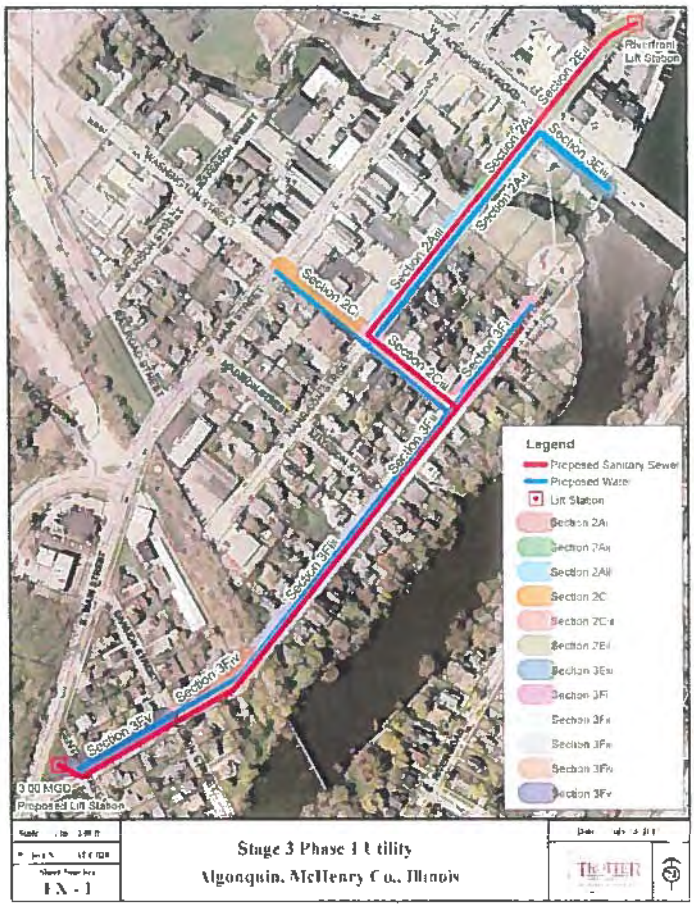
Trotter and Associates, Inc (ENGINEER) is pleased to provide professional services to The Village of Algonquin (CLIENT) for the Downtown Streetscape Utility Design Stage 3 Phase 1 (hereinafter referred to as the "PROJECT").

Project Understanding

The Village of Algonquin is currently pursuing a phased approach for the Downtown Streetscape Project. TAI provided design for Stage 2 utility improvements along North Harrison and Edwards Street The Village is seeking to begin design of Stage 3 which extends the Northern Interceptor Sewer south and incorporates water main replacement within the project limits

The Stage 3 Utility Improvement Project is divided into twelve segments The project limits for Interceptor Sewer and water main replacement are shown to the right

The interceptor sewer is to terminate at a temporary lift station at Triangle Park The lift station at Triangle Park will be designed to 3.0 MGD which is the current peak wet weather flow during a 10 year event



38 W Grand Avenue
Fox Lake, Illinois 60020
Ph 630 587 0470 Fax 630 587 0475

www.trotter-inc.com

40W201 Wasco Road Suite D
St Charles, Illinois 60175
Ph 630 587 0470 Fax 630 587 0475

Project Schedule

- Design Kickoff Meeting: August 10, 2017
- Phase 1 – 60% Plans: November 10, 2017
- Phase 1 – 90% Plans: February 2, 2017

Scope of Services

The Village of Algonquin has requested a proposal to start Phase 1 design work per the listed project understanding on Stage 3 of the project area. The purpose of this proposal is to provide preliminary 60% and 90% construction plans for the utilities underlying the roadways outlined within the project understanding, plus designing the Zimmerman Park Lift Station (submersible pumps). The project shall use the schematic plans for the full 30" sanitary sewer alignment completed by TAI during Stage 2 design work. Based on conversations with staff, it is our understanding that soil borings, CCDD documentation, wetland delineations, and other environmental services that may be required within the project area will be supplied by others. Therefore, they are not included within our project scope. Our services will consist of customary civil engineering and related engineering services incidental thereto, described as follows:

Task 1A – Design Management, Coordination, Communication, and Reporting

Management of the work outlined below will be completed to ensure efficient and effective use of the Village's time and resources. Contract management and quality control services will be completed to comply with TAI's internal QA/QC process. Design phase review meetings for the completed 60% and 90% plans will be coordinated with the Village and other impacted agency personnel to confirm and clarify scope, understand Village/Agency Objectives and ensure economical and functional designs that meet Village/Agency requirements.

Project schedules will be completed and coordinated with Village during design phase review meetings.

TAI will provide design review meeting and review meeting minutes as well s project schedules and updates as part of Task 1A Deliverable(s).

Task 1B – Research

TAI shall research and document applicable utility information with the project area (water, sanitary, storm, gas, power, etc.) and coordinate with all utility companies to obtain existing utility record plans, as-builts and schematics as they are available. The minimum design criterion of the agencies and entities contacted within the project limits will be documented and coordinated with the Village.

Task 1I – Permits

TAI shall work with any approving agencies to determine design requirements for the project and provide the Village documentation of each approving agencies requirements. These agencies include, but are not limited to:

- Army Corps of Engineers
- Illinois Environmental Protection Agency
- Illinois Department Natural Resources
- Illinois Department of Transportation
- McHenry County Department of Transportation
- McHenry or Kane County Development
- Algonquin Building Permit(s)

TAI will provide a written summary report documenting the applicable permit requirements as Task 1I deliverable.

Task 1J – Preliminary Plan(s)

TAI shall work with the Village to prepare preliminary (60% and 90%) construction plans for the utility improvements as outlined in the project understanding. The construction documents will be provided into a cohesive set of documents that will provide the following requirements.

1) 60% Minimum Requirements
    a. Cover Sheet
        i. Includes: Overall Location Map, Index of Sheets, Contact Info, VoA Project ID, etc.)
    b. General Notes Sheet(s)
        i. Includes: VoA water and sewer standards, grading info, testing info
    c. Summary of Quantities Sheet(s) (Items Only)
    d. Alignment, Ties, & Benchmarks Sheet(s)
    e. Existing Conditions Sheet/Demolition Sheet(s)
        i. Includes: Major Surface Drainage Routes, Dry & Wet Utilities, Existing Roadway, and Site Planimetrics
    f. Plan and Profile for proposed utilities
        i. Includes: Existing Structure & Pipe Work Designations, New Structure(s) (location, material, type, rim, and invert(s)), New Pipe(s) (material, type, size, length, & slope).
2) 90 % Minimum Requirements
    a. Soil Erosion & Sediment Control Sheet(s)
    b. Summary of Quantities
    c. Traffic Control Sheet(s)
        i. Maintenance of Traffic (Phasing) Sheet(s)
        ii. Detour Route(s) Sheet(s)
    d. Landscaping & Restoration Sheet(s)
    e. Lift Station Demolition Sheet(s)
3) Lift Station Drawing (3.0 MGD)
    a. Electric Design Drawings
    b. Process Drawings
    c. Instrumentation Drawings

TAI shall provide the Village full size Plan Sets and electronic file for the 60% and 90% deliverables for Task 1J.

Task 1K –Engineers Estimates

TAI shall evaluate the plan and alternatives and provide the Village with a preliminary estimate for cost of construction at the 60% and 90% preliminary design phase.

TAI will provide the Village an EOPC for the 60% and 90% deliverables for Task 1K.

Task 1M – Public Meeting

TAI shall prepare exhibits of the approved 90% Preliminary project documents and attend a public meeting (for a maximum of 3 hrs) to help explain the proposed project to residents. The Village will select the suitable location and prepare meeting notices.

Changes to the scope of services outlined in this agreement shall be authorized through execution of an Exhibit D - Contract Addendum.

Compensation

An amount equal to the cumulative hours charged to the Project by each class of ENGINEER's employees times Standard Hourly Rates for each applicable billing class for all services performed on the Project, plus Reimbursable Expenses and ENGINEER's Consultant's charges, if any.

ENGINEER's Reimbursable Expenses Schedule and Standard Hourly Rates are attached to this Exhibit B.

The total compensation for services will not exceed **$152,640.00** based on the following distribution of compensation:

Task #	DESCRIPTION	UNIT OF MEASURE	QTY	UNIT PRICE	TOTAL PRICE
1Ai	Ph. 1Design Mgmt.& Kickoff Meeting	LUMP	1	$3,102.00	$3,102.00
1Aii	Ph. 1 Design Mgmt. Review Meeting(s) 60% & 90%	EACH	2	$4,633.00	$9,266.00
1Aiii	Ph. 1 Design Mgmt. Schedule (Kickoff & 60%)	EACH	2	$2,815.00	$5,630.00
1Bi	Research – Village Atlas	LUMP	1	$4,760.00	$4,760.00
1Bii	Research – Public Atlas	LUMP	1	$918.00	$918.00
1Biii	Research – Agency Coordination	LUMP	1	$1,908.00	$1,908.00
1I	Permit Requirements Report	LUMP	1	$1,570.00	$1,570.00
1Ji	Preliminary Plans – Primary Pgs (INCLUDES LIFT STATION)	LUMP	1	$79,545.00	$79,545.00
1Jii	Prelim Plans. – Secondary Pgs	LUMP	1	$37,600.00	$37,600.00
1K	Engineers Estimates (60% & 90%)	LUMP	1	$4,752.00	$4,752.00
1M	Public Meeting	EACH	1	$3,589.00	$3,589.00
****	**TOTAL NOT TO EXCEED**				$152,640.00

ENGINEER may alter the distribution of compensation between individual phases of the work noted herein to be consistent with services actually rendered, but shall not exceed the total estimated compensation amount unless approved in writing by CLIENT. The total estimated compensation for ENGINEER's services included in the breakdown by phases incorporates all labor, overhead, profit, Reimbursable Expenses and ENGINEER's Consultant's charges. The amounts billed for ENGINEER's services will be based on the cumulative hours charged to the PROJECT during the billing period by each class of ENGINEER's employees times Standard Hourly Rates for each applicable billing class, plus Reimbursable Expenses and ENGINEER's Consultant's charges. The Standard Hourly Rates and Reimbursable Expenses Schedule will be adjusted annually as of January 1st to reflect equitable changes in the compensation payable to ENGINEER.

Miscellaneous

This Agreement constitutes the entire agreement between the parties and supersedes any prior oral nr written representations. This agreement may not he changed, modified, or amended except in writing signed by both parties. In the event of any conflict among the exhibits, the exhibit of the latest date shall control.

ENGINEER may have portinns of the Services performed by its affiliated entities or their employees, in which event ENGINEER shall be responsible for such services and CLIENT shall look solely to ENGINEER as if ENGINEER performed the Services. In no case shall CLIENT'S approval of any subcontract relieve ENGINEER of any of its obligations under this Agreement. However, ENGINEER is not responsible whatsoever for any obligations its subcontractors might have to its [subcontractors'] employees, including but not limited to proper compensation of its employees.

In the event CLIENT uses a purchase order form or other CLIENT developed document to administer this Agreement, the use of such documents shall be for the CLIENT's convenience only, and any provisions, terms or conditions within the CLIENT developed document shall be deemed stricken, null and void. Any provisions, terms or conditions which the CLIENT would like to reserve shall be added to Exhibit C – Supplemental Conditions and agreed to by both parties.

ENGINEER acknowledges that this project and the scope of work performed thereto will require ENGINEER and all lower tiered subcontractors of ENGINEER to comply with all obligations under and pursuant to the any applicable local, state and/or federal prevailing wage laws (e.g. Davis-Bacon Act, Illinois Prevailing Wage Act, etc.), including but not limited to all wage, notice and/or record keeping requirements to the extent applicable, necessitated and required hy law.

If during negotiations or discussion witb a Client it becomes clear that Client has determined prevailing wages are not applicable to the work performed by Trotter & Associates, it is best to confirm that understanding in writing with appropriate indemnification language. The following is draft language to consider:

Trotter & Associates' services performed is based on its understanding through the actions, statements and/or omissions of CLIENT that this project [identify] and the work performed relating thereto is professional in nature and not subject to prevailing wage requirements (federal, state or local). If Trotter & Associates' understanding is incorrect, CLIENT agrees and acknowledges that it shall immediately notify Trotter & Associates in writing within forty-eight (48) hours from receiving this notice so that Trotter & Associates may submit a revised proposal and/or invoice reflecting the additional costs associated with applicable prevailing wage laws. If at any time it is determined that this project is or was subject to prevailing wage requirements under federal, state or local law, then CLIENT agrees and acknowledges that it shall reimburse and make whole Trotter & Associates for any back wages, penalties and/or interest owed to its employees or any other third party, including any appropriate governmental agency. CLIENT also agrees that prices, costs and/or applicable fees will also be increased prospectively as required by the increase in wage payments to Trotter & Associates' employees. CLIENT understands and acknowledges that it shall notify Trotter & Associates of any prevailing wage requirements or obligations under applicable laws relating to the work or services performed by Trotter & Associates. CLIENT also agrees to indemnify and hold Trotter & Associates harmless from any error, act or omission on its part with regard to prevailing wage notification that causes any claim, cause of action, harm or loss upon Trotter & Associates, including but not limited to prompt reimbursement to Trotter & Associates of any and all back wages, penalties and/or interest owed to its employees or any other third party, including reasonable attorneys' fees and costs associated with such claim, cause of action, harm or loss.

Contents of Agreement

This Letter Agreement and the Exhibits attached hereto and incorporated herein, represent the entire understanding with respect to the Project and may only be modified in writing signed by both parties.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement.

CLIENT:	Trotter and Associates, Inc.:
_____	
By:_____	By: Robert Scott Trotter, PE, BCEE
Title:_____	Title: President
Effective Date:_____	Date Signed: July 14, 2017
Address for giving notices:	Address for giving notices:
	40W201 Wasco Road, Suite D St. Charles, IL 60175
Designated Representative	Designated Representative
	Scott Trotter
Title:	Title: President
Phone Number:	Phone Number: 630-587-0470
Facsimile Number:	Facsimile Number: 630-587-0475
E-Mail Address:	E-Mail Address: s.trotter@trotter-inc.com

ATTACHMENTS:

EXHIBT A – STANDARD TERMS AND CONDITIONS

EXHIBIT B – SCHEDULE OF HOURLY RATES AND REIMBURSIBLE EXPENSES

EXHIBIT C – SUPPLEMENTAL GENERAL CONDITIONS

EXHIBIT D – CONTRACT ADDENDUM

VILLAGE OF ALGONQUIN

Attachment C

DOWNTOWN STREETSCAPE UTILITY DESIGN
STAGE 3 – PHASE 1

NON-COLLUSION CERTIFICATION

By Submission of this proposal, the Offeror Scott Trotter certifies,
Name of Offeror

That (s)he is President of Trotter & Associates and,
Title Name of Firm

under penalty of perjury, affirms:

1. The prices in this proposal have been arrived at independently without collusion, consultation, communication, or agreement, for the purpose of restricting competition, as to any matter relating to such prices with any other Offeror or with any competitor;

2. Unless otherwise required by law, the prices which have been quoted in this bid have not been knowingly disclosed by the Offeror and will not knowingly be disclosed by the Offeror prior to opening, directly or indirectly, to any other Offeror or to any competitor; and

3. No attempt has been made or will be made by the Offeror to induce any other person, partnership or corporation to submit or not submit a proposal for the purpose of restricting competition.

4. The proposal was not made in the interest of or on behalf of any undisclosed person, partnership, company, organization or corporation.

5. Each person signing the proposal certifies that:

   (A) - (S)he is the person in the Consultant's organization responsible within that organization for the decision as to prices being offered in the proposal and that he has not participated and will not participate in any action contrary to (1-4] above;

   Or

   (B) - (S)he is not the person in the Consultant's organization responsible within that organization for the decision as to prices being offered in the proposal but that he has been authorized in writing to act as agent for the persons responsible for such decisions in certifying that such persons have not participated, and will not participate, in any action contrary to (1-4) above, and that as their agent, does hereby so certify; and that he has not participated, and will not participate in any action contrary to (1-4) above.

VILLAGE OF ALGONQUIN

Attachment D

DOWNTOWN STREETSCAPE UTILITY DESIGN
STAGE 3 – PHASE I

NON-CONFLICT OF INTEREST STATEMENT

I certify that neither I nor any member of my immediate family has a material personal or financial relationship with any offeror, or to a direct competitor of any offeror under consideration by this proposal evaluation committee. I further certify that no other relationship, bias or ethical conflict exists which will prevent me from evaluating any proposal solely on its merits and in accordance with the Request for Proposal's evaluation criteria.

Furthermore, I agree to notify the Village of Algonquin if my personal or financial relationship with one of the offerors is altered at any time during the evaluation process. If I am serving as the Procurement Officer of record I agree to advise my supervisor of any changes that could appear to represent a conflict of interest.

Name: SCOTT TROTTER _____ _____
(Print) (Signature)

Title: PRESIDENT

Date: 7/14/17

Department/Agency TROTTER + ASSOCIATES

CLIENT Initial

TAI Initial

TROTTER and ASSOCIATES, INC.
ENGINEERS AND SURVEYORS

EXHIBIT A - STANDARD TERMS AND CONDITIONS

Table of Contents

ARTICLE 1 - SERVICES OF ENGINEER

1.01 Scope

A ENGINEER shall provide the Professional Services set forth herein and in the Letter Agreement

B Upon this Agreement becoming effective ENGINEER is authorized to begin Services

ARTICLE 2 - CLIENT'S RESPONSIBILITIES

2.01 General

A Provide ENGINEER with all criteria and full information as to CLIENT's requirements for the Project, including design objectives and constraints, space, capacity and performance requirements, flexibility, and expandability, and any budgetary limitations, and furnish copies of all design and construction standards which CLIENT will require to be included in the Drawings and Specifications, and furnish copies of CLIENT's standard forms, conditions, and related documents for ENGINEER to include in the Bidding Documents when applicable

B Furnish to ENGINEER any other available information pertinent to the Project including reports and data relative to previous designs or investigation at or adjacent to the Site

C Following ENGINEER's assessment of initially available Project information and data and upon ENGINEER's request, furnish or otherwise make available such additional Project related information and data as is reasonably required to enable ENGINEER to complete its Basic and Additional Services. Such additional information or data would generally include the following

1 Property descriptions

2 Zoning, deed, and other land use restrictions

3 Property, boundary easement, right of-way, and other special surveys or data, including establishing relevant reference points.

4. Explorations and tests of subsurface conditions at or contiguous to the Site, drawings of physical conditions in or relating to existing surface or subsurface structures at or contiguous to the Site, or hydrographic surveys, with appropriate professional interpretation thereof.

5. Environmental assessments, audits, investigations and impact statements, and other relevant environmental or cultural studies as to the Project, the Site, and adjacent areas.

6. Data or consultations as required for the Project but not otherwise identified in the Agreement or the Exhibits thereto.

D. Give prompt written notice to ENGINEER whenever CLIENT observes or otherwise becomes aware of a Hazardous Environmental Condition or of any other development that affects the scope or time of performance of ENGINEER's services, or any defect or nonconformance in ENGINEER's services or in the work of any Contractor.

E. Authorize ENGINEER to provide Additional Services as set forth in Exhibit D - Addendum of the Agreement as required.

F. Arrange for safe access to and make all provisions for ENGINEER to enter upon public and private property as required for ENGINEER to perform services under the Agreement.

G. Examine all alternate solutions, studies, reports, sketches, Drawings, Specifications, proposals, and other documents presented by ENGINEER (including obtaining advice of an attorney, insurance counselor, and other advisors or consultants as CLIENT deems appropriate with respect to such examination) and render in writing timely decisions pertaining thereto.

H. Provide reviews, approvals, and permits from all governmental authorities having jurisdiction to approve all phases of the Project designed or specified by ENGINEER and such reviews, approvals, and consents from others as may be necessary for completion of each phase of the Project.

I. Provide, as required for the Project:

1. Accounting, bond and financial advisory, independent cost estimating, and insurance counseling services.

2. Legal services with regard to issues pertaining to the Project as CLIENT requires, Contractor raises, or ENGINEER reasonably requests.

3. Such auditing services as CLIENT requires to ascertain how or for what purpose Contractor has used the moneys paid.

4. Placement and payment for advertisement for Bids in appropriate publications.

J. Advise ENGINEER of the identity and scope of services of any independent consultants employed by CLIENT to perform or furnish services in regard to the Project, including, but not limited to, cost estimating, project peer review, value engineering, and constructability review.

K. Furnish to ENGINEER data as to CLIENT's anticipated costs for services to be provided by others for CLIENT so that ENGINEER may make the necessary calculations to develop and periodically adjust ENGINEER's opinion of Total Project Costs.

L. If CLIENT designates a manager or an individual or entity other than, or in addition to, ENGINEER to represent CLIENT at the Site, the duties, responsibilities, and limitations of authority of such other party shall be disclosed to the ENGINEER and coordinated in relation to the duties, responsibilities, and authority of ENGINEER.

M. If more than one prime contract is to be awarded for the Work designed or specified by ENGINEER, designate a person or entity to have authority and responsibility for coordinating the activities among the various prime Contractors, and define and set forth the duties, responsibilities, and limitations of authority of such individual or entity and the relation thereof to the duties, responsibilities, and authority of ENGINEER is to be mutually agreed upon and made a part of this Agreement before such services begin.

N. Attend the pre-bid conference, bid opening, pre-construction conferences, construction progress and other job related meetings, and Substantial Completion and final payment inspections.

O. Provide the services of an independent testing laboratory to perform all inspections, tests, and approvals of Samples, materials, and equipment required by the Contract Documents, or to evaluate the performance of materials, equipment, and facilities of CLIENT, prior to their incorporation into the Work with appropriate professional interpretation thereof.

P. Provide inspection or monitoring services by an individual or entity other than ENGINEER (and disclose the identity of such individual or entity to ENGINEER) as CLIENT determines necessary to verify:

1. That Contractor is complying with any Laws and Regulations applicable to Contractor's performing and furnishing the Work.

2. That Contractor is taking all necessary precautions for safety of persons or property and complying with any special provisions of the Contract Documents applicable to safety.

Q. Provide ENGINEER with the findings and reports generated by the entities providing services pursuant to paragraphs 2.01.O and P.

ARTICLE 3 - TIMES FOR RENDERING SERVICES

3.01 General

A. ENGINEER's services and compensation under this Agreement have been agreed to in anticipation of the orderly and continuous progress of the Project through completion. Unless specific periods of time or specific dates for providing services are specified in this Agreement, ENGINEER's obligation to render services hereunder will be for a period which may reasonably be required for the completion of said services.

B. If in this Agreement specific periods of time for rendering services are set forth or specific dates by which services are to be completed are provided, and if such periods of time or dates are changed through no fault of ENGINEER, the rates and amounts of compensation provided for herein shall be subject to equitable adjustment. If CLIENT has requested changes in the scope, extent, or character of the Project, the time of performance of ENGINEER's services shall be adjusted equitably.

C. For purposes of this Agreement the term "day" means a calendar day of 24 hours.

3.02 Suspension

A. If CLIENT fails to give prompt written authorization to proceed with any phase of services after completion of the immediately preceding phase, or if ENGINEER's services are delayed through no fault of ENGINEER, ENGINEER may, after giving seven days written notice to CLIENT, suspend services under this Agreement.

B. If ENGINEER's services are delayed or suspended in whole or in part by CLIENT, or if ENGINEER's services are extended by Contractor's actions or inactions for more than 90 days through no fault of ENGINEER, ENGINEER shall be entitled to equitable adjustment of rates and amounts of compensation provided for elsewhere in this Agreement to reflect, reasonable costs incurred by ENGINEER in connection with, among other things, such delay or suspension and reactivation and the fact that the time for performance under this Agreement has been revised.

ARTICLE 4 - PAYMENTS TO ENGINEER

4.01 Methods of Payment for Services and Reimbursable Expenses of ENGINEER

A. *For Basic Services.* CLIENT shall pay ENGINEER for Basic Services performed or furnished under as outlined in the Letter Agreement

B. *For Additional Services.* CLIENT shall pay ENGINEER for Additional Services performed or furnished as outlined in Exhibit D.

C. *For Reimbursable Expenses.* CLIENT shall pay ENGINEER for Reimbursable Expenses incurred by ENGINEER and ENGINEER's Consultants as set forth in Exhibit B.

4.02 Other Provisions Concerning Payments

A. *Preparation of Invoices.* Invoices will be prepared in accordance with ENGINEER's standard invoicing practices and will be submitted to CLIENT by ENGINEER, unless otherwise agreed.

B. *Payment of Invoices.* Invoices are due and payable within 30 days of receipt. If CLIENT fails to make any payment due ENGINEER for services and

expenses within 30 days after receipt of ENGINEER's invoice therefor, the amounts due ENGINEER will be increased at the rate of 1.0% per month (or the maximum rate of interest permitted by law, if less) from said thirtieth day. In addition, ENGINEER may, after giving seven days written notice to CLIENT, suspend services under this Agreement until ENGINEER has been paid in full all amounts due for services, expenses, and other related charges. Payments will be credited first to interest and then to principal.

C. *Disputed Invoices.* In the event of a disputed or contested invoice, only that portion so contested may be withheld from payment, and the undisputed portion will be paid.

D. *Payments Upon Termination.*

1. In the event of any termination under paragraph 6.06, ENGINEER will be entitled to invoice CLIENT and will be paid in accordance with Exhibit B for all services performed or furnished and all Reimbursable Expenses incurred through the effective date of termination.

2. In the event of termination by CLIENT for convenience or by ENGINEER for cause, ENGINEER, in addition to invoicing for those items identified in subparagraph 4.02.D.1, shall be entitled to invoice CLIENT and shall be paid a reasonable amount for services and expenses directly attributable to termination, both before and after the effective date of termination, such as reassignment of personnel, costs of terminating contracts with ENGINEER's Consultants, and other related close-out costs, using methods and rates for Additional Services as set forth in Exhibit B.

E. *Records of ENGINEER's Costs.* Records of ENGINEER's costs pertinent to ENGINEER's compensation under this Agreement shall be kept in accordance with generally accepted accounting practices. To the extent necessary to verify ENGINEER's charges and upon CLIENT's timely request, copies of such records will be made available to CLIENT at cost.

F. *Legislative Actions.* In the event of legislative actions after the Effective Date of the Agreement by any level of government that impose taxes, fees, or costs on ENGINEER's services or other costs in connection with this Project or compensation therefore, such new taxes, fees, or costs shall be invoiced to and paid by CLIENT as a Reimbursable Expense to which a Factor of 1.0 shall be applied. Should such taxes, fees, or costs be imposed, they shall be in addition to ENGINEER's estimated total compensation.

ARTICLE 5 - OPINIONS OF COST

5.01 Opinions of Probable Construction Cost

A. ENGINEER's opinions of probable Construction Cost provided for herein are to be made on the basis of ENGINEER's experience and qualifications and represent ENGINEER's best judgment as an experienced and qualified professional generally familiar with the industry. However, since ENGINEER has no control over the cost of labor, materials, equipment, or services furnished by others, or over the Contractor's methods of determining prices, or over competitive bidding or market conditions, ENGINEER cannot and does not guarantee that proposals, bids, or actual Construction Cost will not vary from opinions of probable Construction Cost prepared by ENGINEER. If CLIENT wishes greater assurance as to probable Construction Cost, CLIENT shall employ an independent cost estimator.

5.02 Designing to Construction Cost Limit

A. If a Construction Cost limit is established between CLIENT and ENGINEER, such Construction Cost limit and a statement of ENGINEER's rights and responsibilities with respect thereto will be specifically set forth in Exhibit C - Supplemental General Conditions.

5.03 Opinions of Total Project Costs

A. ENGINEER assumes no responsibility for the accuracy of opinions of Total Project Costs.

ARTICLE 6 - GENERAL CONSIDERATIONS

6.01 Standards of Performance

A. The standard of care for all professional engineering and related services performed or furnished by ENGINEER under this Agreement will be the care and skill ordinarily used by members of ENGINEER's profession practicing under similar circumstances at the same time and in the same locality. ENGINEER makes no

warranties, express or implied, under this Agreement or otherwise, in connection with ENGINEER's services.

B. ENGINEER shall be responsible for the technical accuracy of its services and documents resulting therefrom, and CLIENT shall not be responsible for discovering deficiencies therein. ENGINEER shall correct such deficiencies without additional compensation except to the extent such action is directly attributable to deficiencies in CLIENT-furnished information.

C. ENGINEER shall perform or furnish professional engineering and related services in all phases of the Project to which this Agreement applies. ENGINEER shall serve as CLIENT's prime professional for the Project. ENGINEER may employ such ENGINEER's Consultants as ENGINEER deems necessary to assist in the performance or furnishing of the services. ENGINEER shall not be required to employ any ENGINEER's Consultant unacceptable to ENGINEER.

D. ENGINEER and CLIENT shall comply with applicable Laws or Regulations and CLIENT-mandated standards. This Agreement is based on these requirements as of its Effective Date. Changes to these requirements after the Effective Date of this Agreement may be the basis for modifications to CLIENT's responsibilities or to ENGINEER's scope of services, times of performance, or compensation.

E. CLIENT shall be responsible for, and ENGINEER may rely upon, the accuracy and completeness of all requirements, programs, instructions, reports, data, and other information furnished by CLIENT to ENGINEER pursuant to this Agreement. ENGINEER may use such requirements, reports, data, and information in performing or furnishing services under this Agreement.

F. CLIENT shall make decisions and carry out its other responsibilities in a timely manner and shall bear all costs incident thereto so as not to delay the services of ENGINEER.

G. Prior to the commencement of the Construction Phase, CLIENT shall notify ENGINEER of any other notice or certification that ENGINEER will be requested to provide to CLIENT or third parties in connection with the Project. CLIENT and ENGINEER shall reach agreement on the terms of any such requested notice or certification, and CLIENT shall authorize such Additional Services as are necessary to enable ENGINEER to provide the notices or certifications requested.

H. ENGINEER shall not be required to sign any documents, no matter by whom requested, that would result in the ENGINEER's having to certify, guarantee or warrant the existence of conditions whose existence the ENGINEER cannot ascertain. CLIENT agrees not to make resolution of any dispute with the ENGINEER or payment of any amount due to the ENGINEER in any way contingent upon the ENGINEER's signing any such certification.

I. During the Construction Phase, ENGINEER shall not supervise, direct, or have control over Contractor's work, nor shall ENGINEER have authority over or responsibility for the means, methods, techniques, sequences, or procedures of construction selected by Contractor, for safety precautions and programs incident to the Contractor's work in progress, nor for any failure of Contractor to comply with Laws and Regulations applicable to Contractor's furnishing and performing the Work.

J. ENGINEER neither guarantees the performance of any Contractor nor assumes responsibility for any Contractor's failure to furnish and perform the Work in accordance with the Contract Documents.

K. ENGINEER shall not be responsible for the acts or omissions of any Contractor(s), subcontractor or supplier, or of any of the Contractor's agents or employees or any other persons (except ENGINEER's own employees) at the Site or otherwise furnishing or performing any of the Contractor's work; or for any decision made on interpretations or clarifications of the Contract Documents given by CLIENT without consultation and advice of ENGINEER.

L. The General Conditions for any construction contract documents prepared hereunder are to be the "Standard General Conditions of the Construction Contract" as prepared by the Engineers Joint Contract Documents Committee (Document No. 1910-8, 1996 Edition) unless both parties mutually agree to use other General Conditions.

6.02Authorized Project Representatives

A. Contemporaneous with the execution of this Agreement, ENGINEER and CLIENT shall designate specific individuals to act as ENGINEER's and CLIENT's representatives with respect to the services to be performed or furnished by ENGINEER and responsibilities of CLIENT under this Agreement. Such individuals shall have authority to transmit instructions, receive information, and render decisions relative to the Project on behalf of each respective party.

6.03Design without Construction Phase Services

A. Should CLIENT provide Construction Phase services with either CLIENT's representatives or a third party, ENGINEER's Basic Services under this Agreement will be considered to be completed upon completion nf the Final Design Phase or Bidding nr Negotiating Phase as outlined in the Letter Agreement.

B. It is understood and agreed that if ENGINEER's Basic Services under this Agreement do not include Project observation, or review of the Contractor's performance, or any other Construction Phase services, and that such services will be provided by CLIENT, then CLIENT assumes all responsibility for interpretation of the Contract Documents and for construction observation or review and waives any claims against the ENGINEER that may be in any way connected thereto.

6.04Use of Documents

A. All Documents are instruments of service in respect to this Project, and ENGINEER shall retain an ownership and property interest therein (including the right of reuse at the discretion of the ENGINEER) whether or not the Project is completed.

B. Copies of CLIENT-furnished data that may be relied upon by ENGINEER are limited to the printed copies (also known as hard copies) that are delivered to the ENGINEER. Files in electronic media format of text, data, graphics, or of other types that are furnished by CLIENT to ENGINEER are only for convenience of ENGINEER. Any conclusion or information obtained or derived from such electronic files will be at the user's sole risk.

C. Copies of Documents that may be relied upon by CLIENT are limited to the printed copies (also known as hard copies) that are signed or sealed by the ENGINEER. Files in electronic media format of text, data, graphics, or of other types that are furnished by ENGINEER to CLIENT are only for convenience of CLIENT. Any conclusion or information obtained or derived from such electronic files will be at the user's sole risk.

D. Because data stored in electronic media format can deteriorate or be modified inadvertently or otherwise without authorization of the data's creator, the party receiving electronic files agrees that it will perform acceptance tests or procedures within 60 days, after which the receiving party shall be deemed to have accepted the data thus transferred. Any errors detected within the 60-day acceptance period will be corrected by the party delivering the electronic files. ENGINEER shall not be responsible to maintain documents stored in electronic media format after acceptance by CLIENT.

E. When transferring documents in electronic media format, ENGINEER makes no representations as to long term compatibility, usability, or readability of documents resulting from the use of software application packages, operating systems, or computer hardware differing from those used by ENGINEER at the beginning of this Project.

F. CLIENT may make and retain copies of Documents for information and reference in connection with use on the Project by CLIENT. Such Documents are not intended or represented to be suitable for reuse by CLIENT or others on extensions of the Project or on any other project. Any such reuse or modification without written verification or adaptation by ENGINEER, as appropriate for the specific purpose intended, will be at CLIENT's sole risk and without liability or legal exposure to ENGINEER or to ENGINEER's Consultants. CLIENT shall indemnify and hold harmless ENGINEER and ENGINEER's Consultants from all claims, damages, losses, and expenses, including attorneys' fees arising out of or resulting therefrom.

G. If there is a discrepancy between the electronic files and the hard copies, the hard copies govern.

H. Any verification or adaptation of the Documents for extensions of the Project or for any other project will entitle ENGINEER to further compensation at rates as defined in Exhibit B.

6.05 Insurance

A. ENGINEER shall procure and maintain insurance as set forth below:

1. Workers Compensation & Employer's Liability
   a. Each Occurrence: $1,000,000

2. General Liability
   a. Each Occurrence: $1,000,000
   b. General Aggregate: $2,000,000

3. Excess or Umbrella Liability
   a. Each Occurrence: $5,000,000
   b. General Aggregate: $5,000,000

4. Automobile Liability
   a. Combined Single Limit (Bodily Injury and Property Damage): Each Accident $1,000,000

5. Professional Liability
   a. Each Occurrence: $2,000,000
   b. General Aggregate: $2,000,000

B. CLIENT shall cause ENGINEER and ENGINEER's Consultants to be listed as additional insureds on any general liability or property insurance policies carried by CLIENT which are applicable to the Project.

C. CLIENT shall require Contractor to purchase and maintain general liability and other insurance as specified in the Contract Documents and to cause ENGINEER and ENGINEER's Consultants to be listed as additional insureds with respect to such liability and other insurance purchased and maintained by Contractor for the Project

D. CLIENT and ENGINEER shall each deliver to the other certificates of insurance evidencing the coverage.

E. All policies of property insurance shall contain provisions to the effect that ENGINEER's and ENGINEER's Consultants' interests are covered and that in the event of payment of any loss or damage the insurers will have no rights of recovery against any of the insureds or additional insureds thereunder.

F. At any time, CLIENT may request that ENGINEER, at CLIENT's sole expense, provide additional insurance coverage, increased limits, or revised deductibles that are more protective. If so requested by CLIENT, with the concurrence of ENGINEER, and if commercially available, ENGINEER shall obtain and shall require ENGINEER's Consultants to obtain such additional insurance coverage, different limits, or revised deductibles for such periods of time as requested by CLIENT.

6.06 Termination

A. The obligation to provide further services under this Agreement may be terminated:

1. *For cause*,

   a. By either party upon 30 days written notice in the event of substantial failure by the other party to perform in accordance with the terms hereof through no fault of the terminating party.

   b. By ENGINEER:

      1) upon seven days written notice if ENGINEER believes that ENGINEER is being requested by CLIENT to furnish or perform services contrary to ENGINEER's responsibilities as a licensed professional; or

      2) upon seven days written notice if the ENGINEER's services for the Project are delayed or suspended for more than 90 days for reasons beyond ENGINEER's control.

      3) ENGINEER shall have no liability to CLIENT on account of such termination.

   c. Notwithstanding the foregoing, this Agreement will not terminate as a result of such substantial failure if the party receiving such notice begins, within seven days of receipt of such notice, to correct its failure to perform and proceeds diligently to cure such failure within no more than 30 days of receipt thereof; provided, however, that if and to the extent such substantial failure cannot be reasonably cured within such 30 day period, and if such party has diligently attempted to cure the same and thereafter continues diligently to cure the same, then the cure period provided for herein shall

extend up to, but in no case more than, 60 days after the date of receipt of the notice.

2. *For convenience*,

a. By CLIENT effective upon the receipt of notice by ENGINEER.

B. The terminating party under paragraphs 6.06.A.1 or 6.06.A.2 may set the effective date of termination at a time up to 30 days later than otherwise provided to allow ENGINEER to demobilize personnel and equipment from the Site, to complete tasks whose value would otherwise be lost, to prepare notes as to the status of completed and uncompleted tasks, and to assemble Project materials in orderly files.

6.07 Controlling Law

A. This Agreement is to be governed by the law of the state in which the Project is located.

6.08 Successors, Assigns, and Beneficiaries

A. CLIENT and ENGINEER each is hereby bound and the partners, successors, executors, administrators and legal representatives of CLIENT and ENGINEER (and to the extent permitted by paragraph 6.08.B the assigns of CLIENT and ENGINEER) are hereby bound to the other party to this Agreement and to the partners, successors, executors, administrators and legal representatives (and said assigns) of such other party, in respect of all covenants, agreements and obligations of this Agreement.

B. Neither CLIENT nor ENGINEER may assign, sublet, or transfer any rights under or interest (including, but without limitation, moneys that are due or may become due) in this Agreement without the written consent of the other, except to the extent that any assignment, subletting, or transfer is mandated or restricted by law. Unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under this Agreement.

C. Unless expressly provided otherwise in this Agreement:

1. Nothing in this Agreement shall be construed to create, impose, or give rise to any duty owed by CLIENT or ENGINEER to any Contractor, Contractor's subcontractor, supplier, other individual or entity, or to any surety for or employee of any of them.

2. All duties and responsibilities undertaken pursuant to this Agreement will be for the sole and exclusive benefit of CLIENT and ENGINEER and not for the benefit of any other party. The CLIENT agrees that the substance of the provisions of this paragraph 6.08.C shall appear in the Contract Documents.

6.09 Dispute Resolution

A. CLIENT and ENGINEER agree to negotiate all disputes between them in good faith for a period of 30 days from the date of notice prior to exercising their rights under provisions of this Agreement, or under law. In the absence of such an agreement, the parties may exercise their rights under law.

B. If and to the extent that CLIENT and ENGINEER have agreed on a method and procedure for resolving disputes between them arising out of or relating to this Agreement, such dispute resolution method and procedure is set forth in Exhibit C, "Supplemental Conditions."

6.10 Hazardous Environmental Condition

A. CLIENT represents to Engineer that to the best of its knowledge a Hazardous Environmental Condition does not exist.

B. CLIENT has disclosed to the best of its knowledge to ENGINEER the existence of all Asbestos, PCB's, Petroleum, Hazardous Waste, or Radioactive Material located at or near the Site, including type, quantity and location.

C. If a Hazardous Environmental Condition is encountered or alleged, ENGINEER shall have the obligation to notify CLIENT and, to the extent of applicable Laws and Regulations, appropriate governmental officials.

D. It is acknowledged by both parties that ENGINEER's scope of services does not include any services related to a Hazardous Environmental Condition. In the event ENGINEER or any other party encounters a Hazardous Environmental Condition, ENGINEER may, at its option and without liability for consequential or any other damages, suspend performance of services on the

portion of the Project affected thereby until CLIENT: (i) retains appropriate specialist consultant(s) or contractor(s) to identify and, as appropriate, abate, remediate, or remove the Hazardous Environmental Condition; and (ii) warrants that the Site is in full compliance with applicable Laws and Regulations.

E. CLIENT acknowledges that ENGINEER is performing professional services for CLIENT and that ENGINEER is not and shall not be required to become an "arranger," "operator," "generator," or "transporter" of hazardous substances, as defined in the Comprehensive Environmental Response, Compensation, and Liability Act of 1990 (CERCLA), which are or may be encountered at or near the Site in connection with ENGINEER's activities under this Agreement.

F. If ENGINEER's services under this Agreement cannot be performed because of a Hazardous Environmental Condition, the existence of the condition shall justify ENGINEER's terminating this Agreement for cause on 30 days notice.

6.11 Allocation of Risks

A. Indemnification

1. To the fullest extent permitted by law, ENGINEER shall indemnify and hold harmless CLIENT, CLIENT's officers, directors, partners, and employees from and against any and all costs, losses, and damages (including but not limited to all fees and charges of engineers, architects, attorneys, and other professionals, and all court or arbitration or other dispute resolution costs) caused solely by the negligent acts or omissions of ENGINEER or ENGINEER's officers, directors, partners, employees, and ENGINEER's Consultants in the performance and furnishing of ENGINEER's services under this Agreement.

2. To the fullest extent permitted by law, CLIENT shall indemnify and hold harmless ENGINEER, ENGINEER's officers, directors, partners, employees, and ENGINEER's Consultants from and against any and all costs, losses, and damages (including but not limited to all fees and charges of engineers, architects, attorneys, and other professionals, and all court or arbitration or other dispute resolution costs) caused solely by the negligent acts or omissions of CLIENT or CLIENT's officers, directors, partners, employees, and CLIENT's consultants with respect to this Agreement or the Project.

3. To the fullest extent permitted by law, ENGINEER's total liability to CLIENT and anyone claiming by, through, or under CLIENT for any cost, loss, or damages caused in part by the negligence of ENGINEER and in part by the negligence of CLIENT or any other negligent entity or individual, shall not exceed the percentage share that ENGINEER's negligence bears to the total negligence of CLIENT, ENGINEER, and all other negligent entities and individuals.

4. In addition to the indemnity provided under paragraph 6.11.A.2 of this Agreement, and to the fullest extent permitted by law, CLIENT shall indemnify and hold harmless ENGINEER and its officers, directors, partners, employees, and ENGINEER's Consultants from and against all costs, losses, and damages (including but not limited to all fees and charges of engineers, architects, attorneys, and other professionals, and all court or arbitration or other dispute resolution costs) caused by, arising out of or resulting from a Hazardous Environmental Condition, provided that (i) any such cost, loss, or damage is attributable to bodily injury, sickness, disease, or death, or to injury to or destruction of tangible property (other than completed Work), including the loss of use resulting therefrom, and (ii) nothing in this paragraph 6.11.A.4. shall obligate CLIENT to indemnify any individual or entity from and against the consequences of that individual's or entity's own negligence or willful misconduct.

5. The indemnification provision of paragraph 6.11.A.1 is subject to and limited by the provisions agreed to by CLIENT and ENGINEER in Exhibit C, "Supplemental Conditions," if any.

6.12 Notices

A. Any notice required under this Agreement will be in writing, addressed to the appropriate party at its address on the signature page and given personally, or by registered or certified mail postage prepaid, or by a commercial courier service. All notices shall be effective upon the date of receipt.

6.13Survival

A. All express representations, indemnifications, or limitations of liability included in this Agreement will survive its completion or termination for any reason.

6.14Severability

A. Any provision or part of the Agreement held to be void or unenforceable under any Laws or Regulations shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon CLIENT and ENGINEER, who agree that the Agreement shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the stricken provision.

6.15Waiver

A. Non-enforcement of any provision by either party shall not constitute a waiver of that provision, nor shall it affect the enforceability of that provision or of the remainder of this Agreement.

6.16Headings

A. The headings used in this Agreement are for general reference only and do not have special significance.

6.16Definitions

A. Defined terms will be in accordance with EJCDC No. 1910-1 (1996 Edition)

CLIENT Initial

TAI Initial

TROTTER and ASSOCIATES, INC.
ENGINEERS AND SURVEYORS

EXHIBIT B
SCHEDULE OF HOURLY RATES AND REIMBURSABLE EXPENSES

2017 Schedule of Hourly Rates

Classification	Billing Rate
Principal	$224 00
Senior Project Manager	$214.00
Project Manager	$189.00
Professional Land Surveyor	$179.00
Project Coordinator	$179.00
Senior Project Engineer	$179.00
Engineer Level IV	$166.00
Engineer Level III	$149.00
Engineer Level II	$130.00
Engineer Level I	$110.00
Engineering Intern	$51.00
Senior Technician	$155.00
Technician Level IV	$134.00
Technician Level III	$122.00
Technician Level II	$109.00
Technician Level I	$96.00
Clerical Level II	$75.00
Clerical Level I	$63.00
Survey Crew Chief	$151 00
Survey Technician Level II	$80 00
Survey Technician Level I	$65 00
Prevailing Wage Survey Foreman*	$181 00
Prevailing Wage Survey Worker*	$176.00
Sub Consultants	Cost Plus 5%

**Rates will be escalated for Overtime & Holiday Pay to adjust for Premium Time based on the current Illinois Department of Labor Rules*

Note: On January 1st of each year, the fees and hourly rates may be escalated by an amount not to exceed five (5) percent

2017 Reimbursable Expenses

Item	Unit	Unit Price
Engineering Copies 1 249 Sq. Ft	Sq Ft	$0 29
Engineering Copies 250 999 Sq Ft	Sq Ft	$0 27
Engineering Copies 1000 3999 Sq Ft	Sq Ft	$0.25
Engineering Copies 3999 Sq. Ft. & Up	Sq. Ft.	$0 23
Mylar Engineering Copies up to 24" by 36"	Each	$8.00
Color Presentation Grade Large Format Print	Sq. Ft	$5.15
Comb Binding > 120 Sheets	Each	$4.75
Comb Binding < 120 Sheets	Each	$3.50
Binding Strips (Engineering Plans)	Each	$1.00
5 Mil Laminating	Each	$1.25
Copy 11" x 17 Color	Each	$0.50
Copy 11" x 17	Each	$0.25

CLIENT Initial

TAI Initial

TROTTER and ASSOCIATES, INC.
ENGINEERS AND SURVEYORS

- Black and White		
Copy 8 5" x 11' - Color	Each	$0.25
Copy 8.5" x 11' Black and White	Each	$0.12
Recorded Documents	Each	$25.00
Plat Research Material		Time and
Per Diem	Each Day	$30.00
Field / Survey Truck	Each Day	$45 00
Postage and Freight		Cost
Mileage Rate	Per Mile	Federal

38 W Grand Avenue
Fox Lake, Illinois 60020
Ph 630 587 0470 Fax 630 587 0475

www.trotter-inc.com

40W201 Wasco Road Suite D
St Charles, Illinois 60175
Ph 630 587 0470 Fax 630 587 0475

CLIENT Initial _____

TAI Initial _____

TROTTER and ASSOCIATES, INC.
ENGINEERS AND SURVEYORS

EXHIBIT C
SUPPLEMENTAL CONDITIONS

NONE AT THIS TIME

****

38 W Grand Avenue
Fox Lake, Illinois 60020
Ph 630.587.0470 Fax 630.587.0475

www.trotter-inc.com

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St Charles, Illinois 60175
Ph 630.587.0470 Fax 630.587.0475

CLIENT Initial _____

TAI Initial _____

TROTTER and ASSOCIATES, INC.
ENGINEERS AND SURVEYORS

EXHIBIT D
CONTRACT ADDENDUM

Project Name: _____

Project No. _____

Addendum No. _____

This is an addendum attached to, made part of and incorporated by reference into the Agreement between CLIENT and ENGINEER for modification of scope and compensation for the PROJECT. All other terms and conditions of the original Agreement between CLIENT and ENGINEER are unchanged by this Contract Addendum and shall remain in full force and effect and shall govern the obligations of both CLIENT and ENGINEER, including obligations created by this Contract Addendum.

The contract modifications are described below:

1.

2.

3.

CONTRACT SUMMARY

Original Contract Amount $_____

Changes Prior to This Change $_____

Amount of This Change $_____

Revised Contract Amount: $_____

For purposes of expediency, ENGINEER and CLIENT agree that an executed electronic version of this Contract Addendum shall suffice. The original of this Contract Addendum shall be returned to ENGINEER after execution.

CLIENT:

[_____]

SIGNED:

_____

_____
TITLE

ENGINEER:

TROTTER AND ASSOCIATES, INC.

_____

_____
TITLE

TABLE OF CONTENTS

Introduction to Trotter and Associates, Inc.

Trotter and Associates, Inc. (TAI) is a full service civil engineering firm that specializes in water and wastewater engineering. We have developed a team of professionals that are experienced, proficient and dedicated to a common cause – the satisfaction of our clients. The team focuses on developing strong client/consultant relationships and strives to earn each client's confidence, respect and trust through exceptional service.

TAI has completed projects for **more than 70 municipalities and sanitary districts** throughout northern Illinois. TAI staff's technical expertise has earned our client's confidence to address their immediate challenges and our strategic vision has earned their trust by providing solutions that support the community's long-term goals. Trotter and Associates' team provides planning, design, and construction phase services for municipal water, wastewater, transportation, utility infrastructure, survey, and GIS projects.

Trotter and Associates, Inc.'s corporate office is located in St. Charles at the intersection of Illinois Route 64 and Burlington Road. This location allows easy access to a number of major routes, which enables our staff to provide clients with outstanding service, readily available with minimal travel time. The firm's client base has continually grown over the past seventeen years. In 2011, TAI opened its Fox Lake office.

St. Charles Office

Trotter & Associates, Inc.
40W201 Wasco Road, Suite D
St. Charles, IL 60175

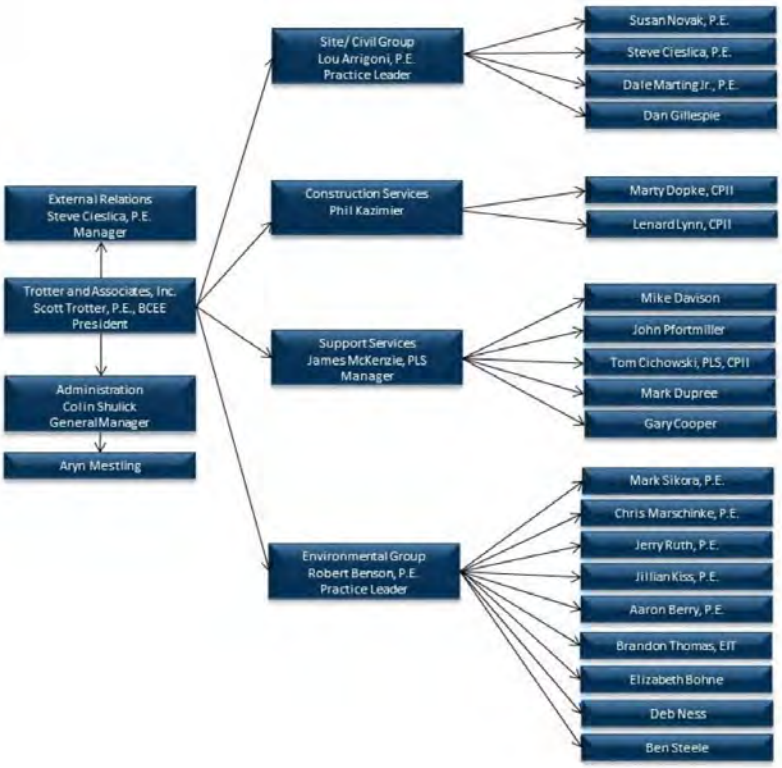
Fox Lake Office

Trotter & Associates, Inc.
38 W. Grand Avenue, Suite 300
Fox Lake, IL 60020

Firm Structure

TAI is structured to meet the growing needs of our municipal clients. TAI's principals have hand-picked each member of the team based on their skills, experience, and expertise and how those attributes are able to further assist our clients in achieving their goals.

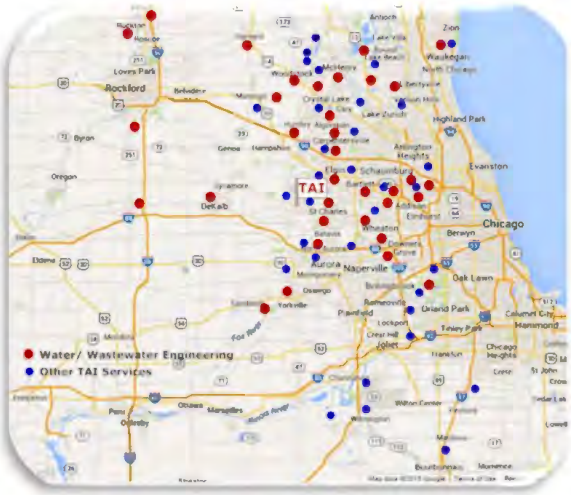
With over 28 professionals, TAI's staff includes more than 11 licensed professional engineers, two professional land surveyors, and one geographical information system professional (GISP). The graphic to the right illustrates the corporate structure.

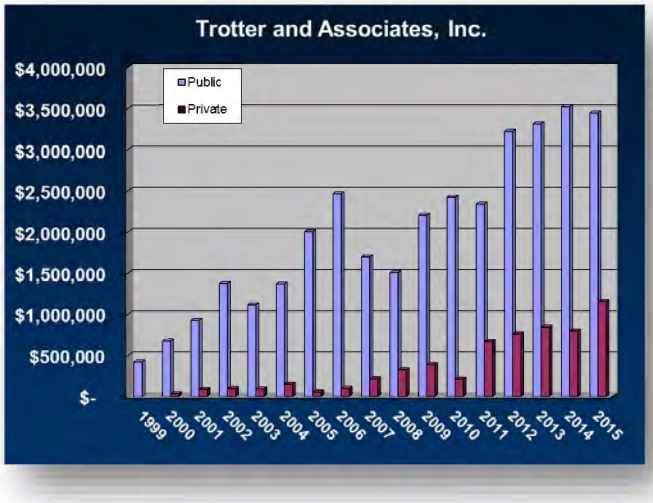


TAI Client Base

Trotter and Associates, Inc. is a municipal engineering firm dedicated to finding solutions that best serve the public interest. Trotter and Associates, Inc. began as a firm with only two clients - St. Charles and Batavia, Illinois. Since those modest beginnings, the number of municipalities that seek TAI's expertise has increased dramatically. The majority of this growth has been through referrals from our existing clients. TAI's clients know that our professionals not only possess the technical expertise to address their immediate needs, but can also see the bigger picture and develop solutions that are consistent with the community's long-term goals.

TAI has completed over $40 Million in engineering services over the last seventeen years, of which over $35 Million was provided to public sector clients. TAI's private sector work is completed for private utilities and rail companies such as Illinois American Water and the CN and Union Pacific Railroads. TAI does not work for private real estate development companies, to avoid even the perception of a conflict of interest with our public sector clients.





Water Mains and Sanitary Sewer

TAI staff has completed numerous water distribution and sanitary collection systems ranging from transmission mains to small distribution systems and force mains to gravity sewers. Replacement or adding new water mains and sanitary systems requires careful planning in maintaining required separation from other utilities and careful consideration of the condition of other utilities and the roadways above them for replacement.

Early coordination with existing utilities, both public and private, is vital. TAI realizes conflicts will occur during utility design. Early coordination with existing utilities keeps reworking of the design to a minimum and allows for a more streamlined schedule. Special attention is paid to sanitary laterals which will cross water main construction.

Regulatory/ Project Expertise

As for permitting of utilities, TAI has an excellent working relationship with the Illinois EPA and understands what is required to obtain permits for both water and sanitary.

Design and construction phase engineering requires experience, attention to details and open communications with the owner to ensure that the finished product meets the owner's expectations. The clarity and accuracy of TAI's construction documents, based on thorough investigation during design, result in tighter bids and minimal change orders. As a result, TAI is able to assure its clients that projects will remain within budget and be completed on schedule.

Experienced Professionals – Better Solutions

As expected, our staff is well educated, outgoing, has a strong work ethic and possess a deep commitment to our client's satisfaction. However, what differentiates our staff is the practical experience provided in implementation of projects. TAI's philosophy is that engineers cannot become proficient in the planning and design phase until they fully understand constructability. Therefore, each member of TAI's team has significant field experience, working with clients, overseeing construction and developing a solid foundation. This ensures that TAI's solutions can be implemented cost effectively and operated as originally intended.

Trotter and Associates, Inc. excels in the evaluation of existing infrastructure with respect to efficiency, performance, compatibility and remaining service life. TAI's staff has the experience and expertise to objectively evaluate proposed solutions, providing our clients with reliable information concerning capital costs, service life, operational and maintenance costs as well as intangible items such as compatibility with existing infrastructure and reliability of proposed equipment or process.

Trotter and Associates, Inc. has successfully combined these skills to provide clients with an efficient and knowledgeable team. TAI is recognized for our design capabilities by owners, contractors and equipment manufacturers alike. Our engineers work in partnership with the manufacturers to identify design constraints, layout details and maintenance requirements to improve the overall installation. Our production team takes great pride in the level of detail when preparing drawings, ensuring that they accurately reflect both existing and proposed field conditions. Prior to bidding, our plans and specifications undergo a rigorous QA/QC process to ensure that the construction documents are comprehensive and correct.

The contractors know that our firm is thorough and that our plans are clear without ambiguity. This clarity allows contractors to develop tighter proposals. TAI projects consistently receive five to ten bids, ensuring that a competitive bid price is received.

TAI provides continuity from concept through construction. Each individual in a leadership role has served as a resident engineer. From this experience, our team understands constructability and the importance of clean construction documents. Constructability and clarity are essential to prevent rework, project delays, and unnecessary change orders. In addition, the proposed resident engineer is typically an active member of the design team. Therefore, our resident engineer has the background and knowledge of the design intent to assist in making any adjustments required. Similarly, the project manager and senior project engineer remain consistent. Therefore, shop drawing review and other questions can be addressed promptly and correctly.

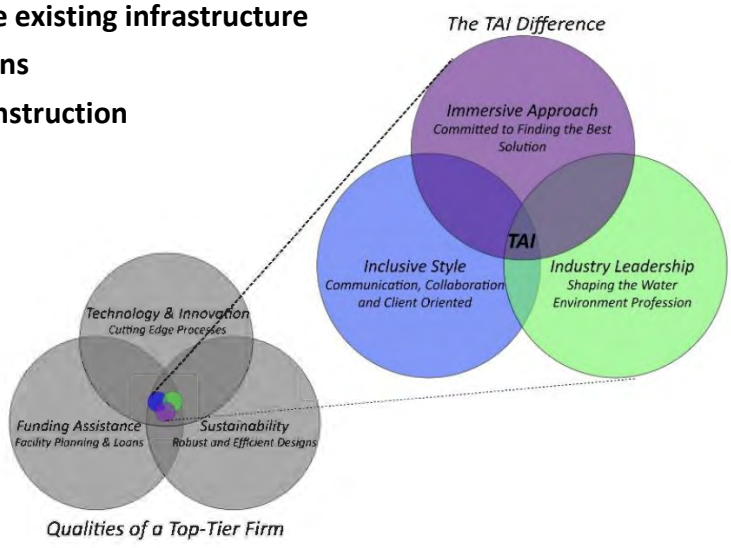
Trotter and Associates, Inc.'s professionals excel in planning, designing and implementing improvements that are dependable, low maintenance and within budget. As evidence to this fact, the TAI team has a proven record of accomplishments and a series of marquis projects, which demonstrate TAI's ingenuity and ability to successfully implement new technologies to fit our client's particular needs.

*Through superior design and continuity in the project team, we have successfully kept our **Owner change order rate below 1.0%** compared to the industry average of 9%[1].*

[1]Source: McGraw-Hill Construction – "Mitigation of Risk in Infrastructure Construction," 2011

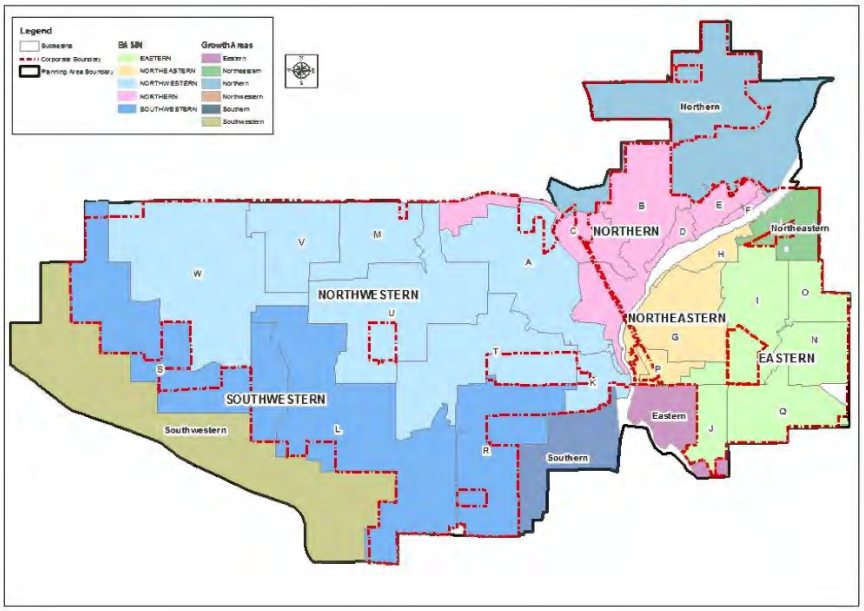
What differentiates TAI's professionals is that our team:

- **Has practical experience in both design and construction**
- **Possesses expertise with a broad range of technologies**
- **Is actively involved in shaping the industry**
- **Collaborates with and educates our clients resulting in informed decisions**
- **Identifies and incorporates the strengths of the existing infrastructure**
- **Produces highly detailed plans and specifications**
- **Maintains continuity from concept through construction**



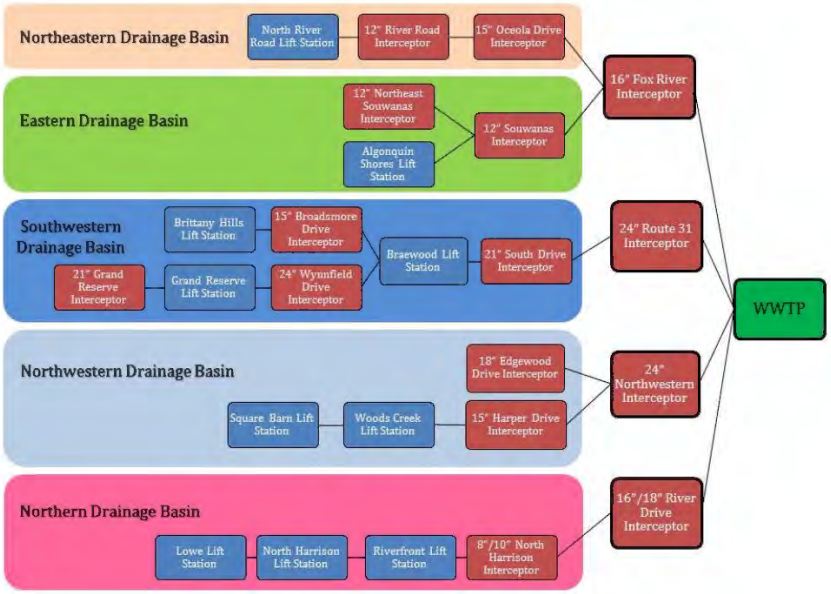
Project Background

An update to the wastewater facility planning report was completed in 2005 to reflect the future land use map adopted within the Village's then current Comprehensive Plan. Population projections for the 2005 Wastewater Facility Plan Update were prepared based on that Comprehensive Plan and called for phased expansions to the treatment plant up to an ultimate average daily flow capacity of 8 MGD. The areas within the Algonquin FPA were divided into five wastewater drainage basins for facilities planning purposes as shown on the right.



The current and projected population equivalents in each drainage basin were used to estimate current and future peak wastewater flows in the main trunk sewers in the Village's collection system. A schematic is presented below that shows the collection system.

It was found that most of the existing trunk interceptors have sufficient capacity to convey the current peak flows. In-depth analysis was performed in previous sanitary sewer studies of the Northern and Eastern Drainage Basins. Those studies identified that under peak flow and the 10-year I/I conditions, the majority of the trunk sewers within the Northern and Eastern Drainage Basins are overloaded. In addition to those sewers in the Northern and Eastern Drainage Basins, the 10-inch Huntington Drive sewer and 12-inch High Hill Park sewer in the Northwestern Drainage Basin and the 21-inch Grand Reserve sewer in the Southwestern Drainage Basin, will become overloaded in the future based on preliminary sewer capacity analysis.

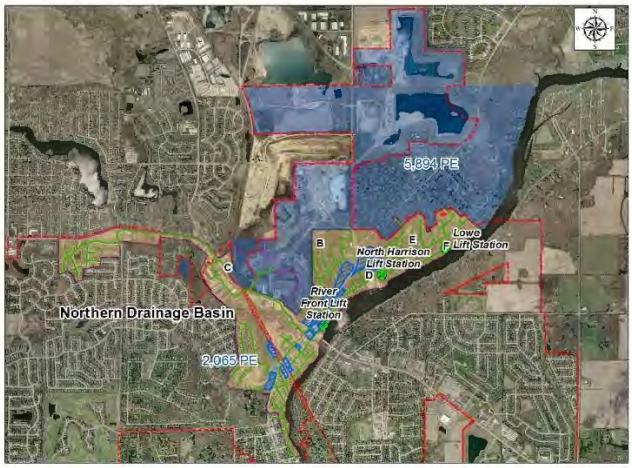


Northern Drainage Basin

An in-depth analysis of the Northern Drainage Basin was conducted in 2011 to determine areas of concern and address future expansion. This included the inspection of 258 sanitary sewer manholes and three lift stations. Sanitary sewer modeling was performed to determine if the basin functions adequately under dry weather and wet weather scenarios.

Wet weather events reveal concerns within the Riverfront and North Harrison Basins, which both experience drastic increases in flow that require bypass pumping. Surcharging has been reported in the North Harrison Basin, which has led the Village to manually operate the North Harrison Lift Station to avoid overflows. During a rainfall event of 1.54 inches, the Riverfront Lift Station increased in volume by over 300%, as did the North Harrison Lift Station by nearly 500%. Both instances are due to inflow and infiltration because increased flow occurred for up to eight days following the event.

The 10-year storm event model resulted in severe flooding within the North Harrison and Riverfront Sub-Basins. This was caused by inflow and infiltration combined with sanitary flows, which exceeded the existing system capacity. Staff have performed sanitary sewer investigations and lined segments of the sanitary sewer in an effort to remove I/I; however, large increases in flow are still seen during rainfall events. While the North Harrison Lift Station will operate both pumps, the upstream sewers are not capable of conveying all flows to the lift station.

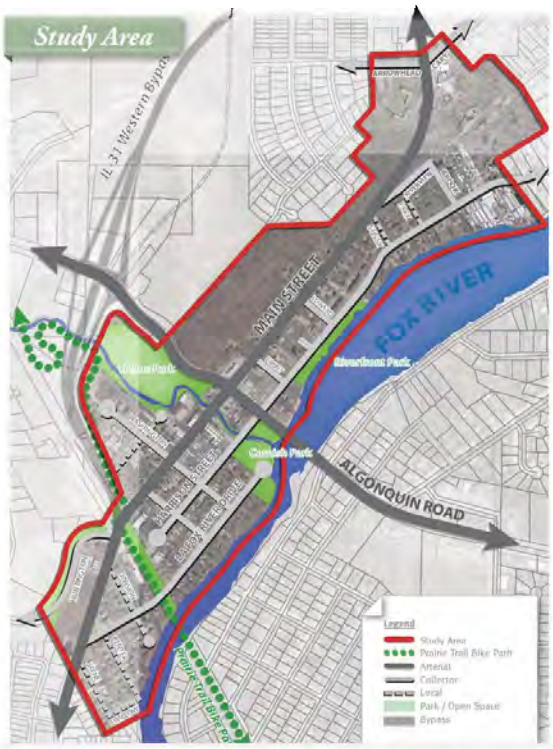


The 2011 Northern Basin Sanitary Sewer Evaluation indicated that the Northern Basin is a high priority for rehabilitation and improvements. This is due to routine sanitary sewer overflows from wet weather events, the impacts of future downtown redevelopment, and development that may be tributary to the existing collection system. Currently, the Riverfront and North Harrison Basins are not viable alternatives for additional flows from upcoming developments due to the amount of I/I within the sub-basins.

Future growth is anticipated to take place within the existing basin boundaries through Downtown redevelopment and in the Northern Growth Area. This growth area contains existing neighborhoods, office and research areas, and gravel pits. The existing residential neighborhood is located northwest of Sanitary Sub-Basin E and is currently served by private wells and septic systems. Extending sanitary service to this area will eliminate failing septic systems and improve the water quality of the Fox River. The Northern Growth Area will significantly increase the basin size and flow at ultimate build-out. The current and ultimate population equivalents and wastewater flows for this basin are listed in the table below:

Interceptor Sewer	PE	Average Flow (MGD)	Peaking Factor	Peak Flow (MGD)	10-yr I/I	Wet Weather Flow (MGD)	Full Flow Capacity (MGD)
Current (2013) Conditions							
Northern Basin	2,520	0.23	3.51	0.79	2.19	2.99	2.36
Build-Out Conditions							
Northern Basin	10,299	1.00	2.94	2.95	2.19	5.15	2.36

TAI identified three profile options of the Northern Interceptor Sewer in order to convey future sanitary flows from the entire Northern Basin and Future Northern Expansion Area to the WWTP. The preferred option for the interceptor sewer was determined, by staff, to be a deeper profile which allows the existing Riverfront Lift Station and North Harrison Lift Station to be eliminated from the collection system. The proposed 30" interceptor sewer extends from the WWTP to the Northern Basin limits at MH E-001.



Due to the extensive scope of the proposed Northern Interceptor Sewer improvements, it was determined that the project be divided into phases whereas the portions of the interceptor sewer within the Downtown Streetscape Project limits would be installed concurrently with the streetscape improvements. The Downtown Streetscape Project extends from Willow Street on the South to the intersection of Main Street and Arrowhead Drive. This project was divided into stages to allow for the replacement of underground utilities and implementation of streetscape improvements. Due to the staging of the Downtown Streetscape Project, the interceptor sewer will be constructed in segments which are somewhat out of the traditional order (from downstream to upstream).

Stage 2 of the Downtown Streetscape Project includes watermain replacement and installation of the proposed interceptor sewer which replaces the existing 10" sewer between the Riverfront Lift Station and MH E-055. This phase requires modifications to Riverfront Lift Station in order to accommodate the deeper 30" and will eliminate the need for North Harrison Street Lift Station. This project is entering final design, and is proposed to be bid in early 2018.

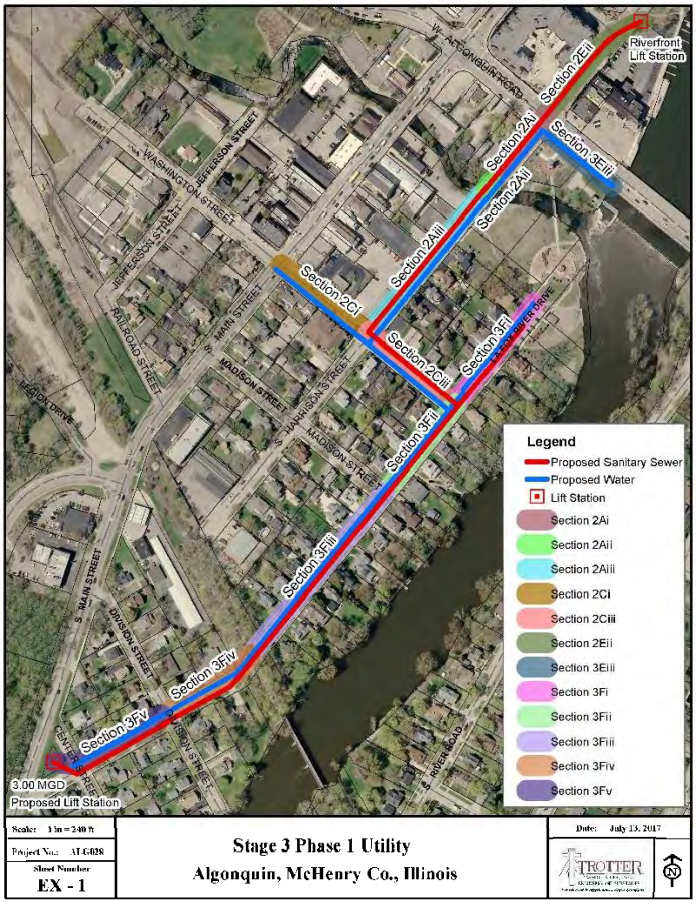
Stage 3 of the Downtown Streetscape Project includes watermain replacement and installation of the Northern Interceptor Sewer which will require a temporary lift station at the northwest corner of LaFox River Drive and Center Street, and connects via forcemain at MH B-116. The 30" interceptor sewer will extend from Triangle Park Lift Station to MH D-023 which will eliminate the need for Riverfront Lift Station. This route is composed of LaFox River Drive, Washington Street, and Harrison Street. This is the current project area of this proposal.

In the future, the proposed interceptor sewer will be constructed starting at the WWTP and extending to MH B-116. This reach of sewer will eliminate the temporary lift station at Triangle Park that is to be constructed during the Stage 3 Project. In addition, the interceptor sewer will ultimately extend from MH E-055 to MH E-001 at the Northern Basin limit.

Project Understanding

The Village of Algonquin is currently pursuing a phased approach for the Downtown Streetscape Project. TAI provided design for Stage 2 utility improvements along North Harrison and Edwards Street. The Village is seeking to begin design of Stage 3 which extends the Northern Interceptor Sewer south and incorporates water main replacement within the project limits.

The Stage 3 Utility Improvement Project is divided into twelve segments. The project limits for Interceptor Sewer and water main replacement are shown to the right.



Section 2Eii includes replacement of the existing 24" sanitary sewer with a new 30" sanitary sewer along North Harrison Street from Front Street to IL Route 62 including new services up to the ROW with cleanouts at the ROW. Riverfront Lift Station will be demolished. It is our understanding that this section is limited to sanitary sewer improvements and that the storm sewer improvements, utility work, and roadway design will be part of a separate project, therefore the project will include limited restoration.

Section 2Eiii includes replacement of the existing 12" water main with a new 16" water main from Harrison Street to the west approach slab of the Fox River including new services up to the ROW. It is our understanding that this section is limited to water main improvements and that the storm sewer improvements, utility work, and roadway design will be part of a separate project, therefore the project will include limited restoration.

Section 2Ai includes replacement of the existing 12" water main with a new 12" water main, including new services up to the ROW. The existing 16" sanitary sewer with be replaced with a new 30" sanitary sewer along South Harrison Street from IL Route 62 to Crystal Creek Bridge including new services up to the ROW with cleanouts at the ROW. It is our understanding that this project is limited to water and sewer improvements and that the storm sewer improvements, utility work, and roadway design will be part of a separate project, therefore the project will include limited restoration.

Section 2Aii includes replacement of the existing 12" water main with a new 12" water main, that shall be designed in casing pipe along the West side of the bridge structure at South Harrison Street's Crystal Creek crossing. The existing 16" sanitary sewer with be replaced with a new 30" sanitary sewer that will be designed in casing pipe to provide a minimum of 30" of cover from the bottom of the existing stream bed to the top of the casing pipe. It is our understanding that this project is limited to water and sewer improvements and that the storm sewer improvements, utility work, and roadway design will be part of a separate project, therefore the project will include limited restoration.

Section 2Aiii includes replacement of the existing 10" water main with a new 8" water main, including new services up to the ROW. The existing sanitary sewer with be replaced with a new 30" sanitary sewer along South Harrison Street from Crystal Creek Bridge to Washington Street including new services up to the ROW with cleanouts at the ROW. It is our understanding that this project is limited to water and sewer improvements and that the storm sewer improvements, utility work, and roadway design will be part of a separate project, therefore the project will include limited restoration.

Section 2Ci includes replacement of the existing 8" water main with a new 8" water main, including new services up to the ROW along Washington Street from South Main Street to South Harrison Street. It is our understanding that this project is limited to water main improvements and that the storm sewer improvements, utility work, and roadway design will be part of a separate project, therefore the project will include limited restoration.

Section 2Ciii includes replacement of the existing 8" water main with a new 8" water main, including new services up to the ROW. The existing 8" sanitary sewer with be replaced with a new 30" sanitary sewer along Washington Street from South Harrison Street to LaFox River Drive including new services up to the ROW with cleanouts at the ROW. It is our understanding that the restoration is limited to full depth patching, curb removal and replacement, driveway and sidewalk replacement as required to facilitate installation of the water and sewer mains and services. The project will conclude with a full pavement grind and overlay.

Section 3Fi includes replacement of the existing 8" water main with a new 8" water main, including new services up to the ROW. The existing 8" sanitary sewer with be replaced with a new 8" sanitary sewer along LaFox River Drive from Cornish to Washington Street including new services up to the ROW with cleanouts at the ROW. It is our understanding that the restoration is limited to full depth patching, curb removal and replacement, driveway and sidewalk replacement as required to facilitate installation of the water and sewer mains and services. The project will conclude with a full pavement grind and overlay.

Section 3Fii includes replacement of the existing 8" water main with a new 8" water main, including new services up to the ROW. The existing 8" sanitary sewer with be replaced with a new 30" sanitary sewer along LaFox River Drive from Washington Street to Madison Street including new services up to the ROW with cleanouts at the ROW. It is our understanding that the restoration is limited to full depth patching, curb removal and replacement, driveway and sidewalk replacement as required to facilitate installation of the water and sewer mains and services. The project will conclude with a full pavement grind and overlay.

Section 3Fiii includes replacement of the existing 8" water main with a new 8" water main, including new services up to the ROW. The existing 8" sanitary sewer with be replaced with a new 30" sanitary sewer along LaFox River Drive from Madison Street to the Prairie Trail Overpass including new services up to the ROW with cleanouts at the ROW. It is our understanding that the restoration is limited to full depth patching, curb removal and replacement, driveway and sidewalk replacement as required to facilitate installation of the water and sewer mains and services. The project will conclude with a full pavement grind and overlay.

Section 3Fiv includes replacement of the existing 8" water main with a new 8" water main, including new services up to the ROW. The existing 8" sanitary sewer with be replaced with a new 30" sanitary sewer along LaFox River Drive from the Prairie Trail Overpass to Division Street including new services up to the ROW with cleanouts at the ROW. It is our understanding that the restoration is limited to full depth patching, curb removal and replacement, driveway and sidewalk replacement as required to facilitate installation of the water and sewer mains and services. The project will conclude with a full pavement grind and overlay.

Section 3Fv includes replacement of the existing 8" water main with a new 8" water main, including new services up to the ROW. The existing 8" sanitary sewer with be replaced with a new 30" sanitary sewer along LaFox River Drive from the Division Street to Center Street including new services up to the ROW with cleanouts at the ROW. A

temporary lift station will be designed at Triangle (Zimmerman) Park, with a forcemain designed to connect the temporary lift station the existing collection system at a new structure located south of MH B-116.

The proposed temporary lift station will be located at Triangle (Zimmerman) Park. The current design average flow equates to 0.23 MGD (240 gpm). The current peak hourly flow equates to 0.8 MGD (640 gpm). However, the estimated 10 year wet weather flow under current conditions equates to 3.0 MGD (2100 gpm). Therefore the temporary lift station must be designed to accommodate all three of the current flow conditions. Minimum design criteria includes a maximum cycle time of 30 minutes for the filling of the wet well. Also good design practice dictates that the pumps have a maximum of 4 starts per hour. In order to accommodate the flow range and maximize pump station reliability (starts per hour) it is recommended that the temporary lift station be design around a triplex design (three pumps) and include VFD's (variable frequency drives). Preliminary pump sizing requires that the wet well be 10' diameter. The valves will be in an adjacent 10' diameter vault. The controls will be incorporated into a weather tight control box and communicate with the Village's existing SCADA system. Based on the critical nature of this lift station, a backup generator is recommended.

The surface elevation at Triangle Park is 744. The proposed invert of the influent sewer is at 718.50. Based on a triplex design, the invert of the wet well would be 710±. Therefore the overall excavation would be approaching 40 feet, however the first 5 feet are into the existing embankment approach to IL Route 31. Due to limited space available, the installation of this pump station will likely require tight sheeting and extensive dewatering.

In order to complete the preliminary design geotechnical reports are required. The geotechnical services are not part of the requested scope, therefore it is our understanding that the Village will contract with the geotechnical services separately. TAI will coordinate with the Village to identify locations and depths of borings to be performed.

It is our understanding that the restoration is limited to full depth patching, curb removal and replacement, driveway and sidewalk replacement as required to facilitate installation of the water and sewer mains and services. The project will conclude with a full pavement grind and overlay.

The Village had requested TAI to provide civil engineering services for 90% construction drawings, determine the applicable permits, and be available for a public presentation.

Scope of Services - Design

Project Schedule

- Design Kickoff Meeting: August 10, 2017
- Phase 1 – 60% Plans: November 10, 2017
- Phase 1 – 90% Plans: February 2, 2017

Scope of Services

The Village of Algonquin has requested a proposal to start Phase 1 design work per the listed project understanding on Stage 3 of the project area. The purpose of this proposal is to provide preliminary 60% and 90% construction plans for the utilities underlying the roadways outlined within the project understanding, plus designing the Zimmerman Park Lift Station (submersible pumps). The project shall use the schematic plans for the full 30" sanitary sewer alignment completed by TAI during Stage 2 design work. Based on conversations with staff, it is our understanding that soil borings, CCDD documentation, wetland delineations, and other environmental services that may be required within the project area will be supplied by others. Therefore, they are not included within our project scope. Our services will consist of customary civil engineering and related engineering services incidental thereto, described as follows:

Task 1A – Design Management, Coordination, Communication, and Reporting

Management of the work outlined below will be completed to ensure efficient and effective use of the Village's time and resources. Contract management and quality control services will be completed to comply with TAI's internal QA/QC process. Design phase review meetings for the completed 60% and 90% plans will be coordinated with the Village and other impacted agency personnel to confirm and clarify scope, understand Village/Agency Objectives and ensure economical and functional designs that meet Village/Agency requirements.

Project schedules will be completed and coordinated with Village during design phase review meetings.

TAI will provide design review meeting and review meeting minutes as well s project schedules and updates as part of Task 1A Deliverable(s).

Task 1B – Research

TAI shall research and document applicable utility information with the project area (water, sanitary, storm, gas, power, etc.) and coordinate with all utility companies to obtain existing utility record plans, as-builts and schematics as they are available. The minimum design criterion of the agencies and entities contacted within the project limits will be documented and coordinated with the Village.

Task 1I – Permits

TAI shall work with any approving agencies to determine design requirements for the project and provide the Village documentation of each approving agencies requirements. These agencies include, but are not limited to:

- Army Corps of Engineers
- Illinois Environmental Protection Agency
- Illinois Department Natural Resources
- Illinois Department of Transportation
- McHenry County Department of Transportation
- McHenry or Kane County Development
- Algonquin Building Permit(s)

TAI will provide a written summary report documenting the applicable permit requirements as Task 1I deliverable.

Task 1J – Preliminary Plan(s)

TAI shall work with the Village to prepare preliminary (60% and 90%) construction plans for the utility improvements as outlined in the project understanding. The construction documents will be provided into a cohesive set of documents that will provide the following requirements.

1) 60% Minimum Requirements
    a. Cover Sheet
        i. Includes: Overall Location Map, Index of Sheets, Contact Info, VoA Project ID, etc.)
    b. General Notes Sheet(s)
        i. Includes: VoA water and sewer standards, grading info, testing info
    c. Summary of Quantities Sheet(s) (Items Only)
    d. Alignment, Ties, & Benchmarks Sheet(s)
    e. Existing Conditions Sheet/Demolition Sheet(s)
        i. Includes: Major Surface Drainage Routes, Dry & Wet Utilities, Existing Roadway, and Site Planimetrics
    f. Plan and Profile for proposed utilities
        i. Includes: Existing Structure & Pipe Work Designations, New Structure(s) (location, material, type, rim, and invert(s)), New Pipe(s) (material, type, size, length, & slope).
2) 90 % Minimum Requirements
    a. Soil Erosion & Sediment Control Sheet(s)
    b. Summary of Quantities
    c. Traffic Control Sheet(s)
        i. Maintenance of Traffic (Phasing) Sheet(s)
        ii. Detour Route(s) Sheet(s)
    d. Landscaping & Restoration Sheet(s)
    e. Lift Station Demolition Sheet(s)
3) Lift Station Drawing (3.0 MGD)
    a. Electric Design Drawings
    b. Process Drawings
    c. Instrumentation Drawings

TAI shall provide the Village full size Plan Sets and electronic file for the 60% and 90% deliverables for Task 1J.

Task 1K –Engineers Estimates

TAI shall evaluate the plan and alternatives and provide the Village with a preliminary estimate for cost of construction at the 60% and 90% preliminary design phase.

TAI will provide the Village an EOPC for the 60% and 90% deliverables for Task 1K.

Task 1M – Public Meeting

TAI shall prepare exhibits of the approved 90% Preliminary project documents and attend a public meeting (for a maximum of 3 hrs) to help explain the proposed project to residents. The Village will select the suitable location and prepare meeting notices.

TAI Quality Assurance Procedures

Quality assurance programs can be elaborate, cumbersome, hefty documents with flowcharts and layers of safety checks. For the average A/E firm, the process should never be this cumbersome, and QA/QC as a "process" should not be complicated. It may be as plain as, "have someone else review it."

QA/QC Manuals are Seldom Referenced

Even if there is a QA/QC manual somewhere in the office, often it is not used. Seasoned engineers may not reference the material because of their experience, others may not be aware that there is an official policy.

QA/QC is a Daily Practice

The reason that QA/QC manuals are often not referenced is because QA/QC is a daily practice – or should be. Reasons for not following the practices outlined in the QA/QC manual often include: not enough time, not enough money in the budget, no one to assist.

The Reality

Many A/E firms talk about quality drawings, quality solutions, and the quality of their reports as a differentiator – or understand this is the basic condition to be in business today. However, reserving time toward the end to do a worthy quality check is sadly omitted in the rush of a deadline. Is this a terrible thing? Even a simple plan isn't going to be effective if there is not anyone else in the firm who can lend that second pair of eyes. If the culture of the firm promotes the daily practice of QA/QC, then very few mistakes go out the door because the project team is careful every day and were selected because they are good at what they do. You do not need a QA/QC manual to instruct that.

The Intangibles

While most QA/QC procedures focus on the technical practices to be followed and the review of the technical engineering performed to control quality, they often omit the intangible aspects of the project that may be even more important to the client. The intangibles include ensuring that the client is effectively involved in critical decision making, and is fully and accurately informed as to progress of the engineering work. This can only be accomplished through effective and regular communication. Intangibles also include completing the engineering efforts on time and within the agreed budget. This can only be accomplished through regular review of progress versus schedule and budget, performed in a manner that allows the project to be effectively managed.

TAI QA/QC Approach

At TAI, we believe that an effective QA/QC procedure must include the following critical components:

- Development of a thorough and accurate Scope of Services
- Negotiation of an level of effort with associated fees sufficient to perform proper QA/QC reviews
- Assignment of an experienced and qualified QA/QC Manager
- Performance of QA/QC reviews early and often, at each critical milestone
- Routine and realistic evaluation of progress against the Project Plan

Ensuring that nothing "goes out the door" without a second, unbiased set of eyes review the work The preparation of a thorough and agreed upon Scope of Services is imperative, as it provides the foundation upon which: the work will be performed; expectations are set; and benchmarks are established from which the Project Manager can measure progress and therefore truly "manage" the project in a manner that keeps the project on schedule and within budget. The TAI project team will accomplish these goals by performing an earned value analysis of progress against the Project Plan on a monthly basis at the time of invoicing.

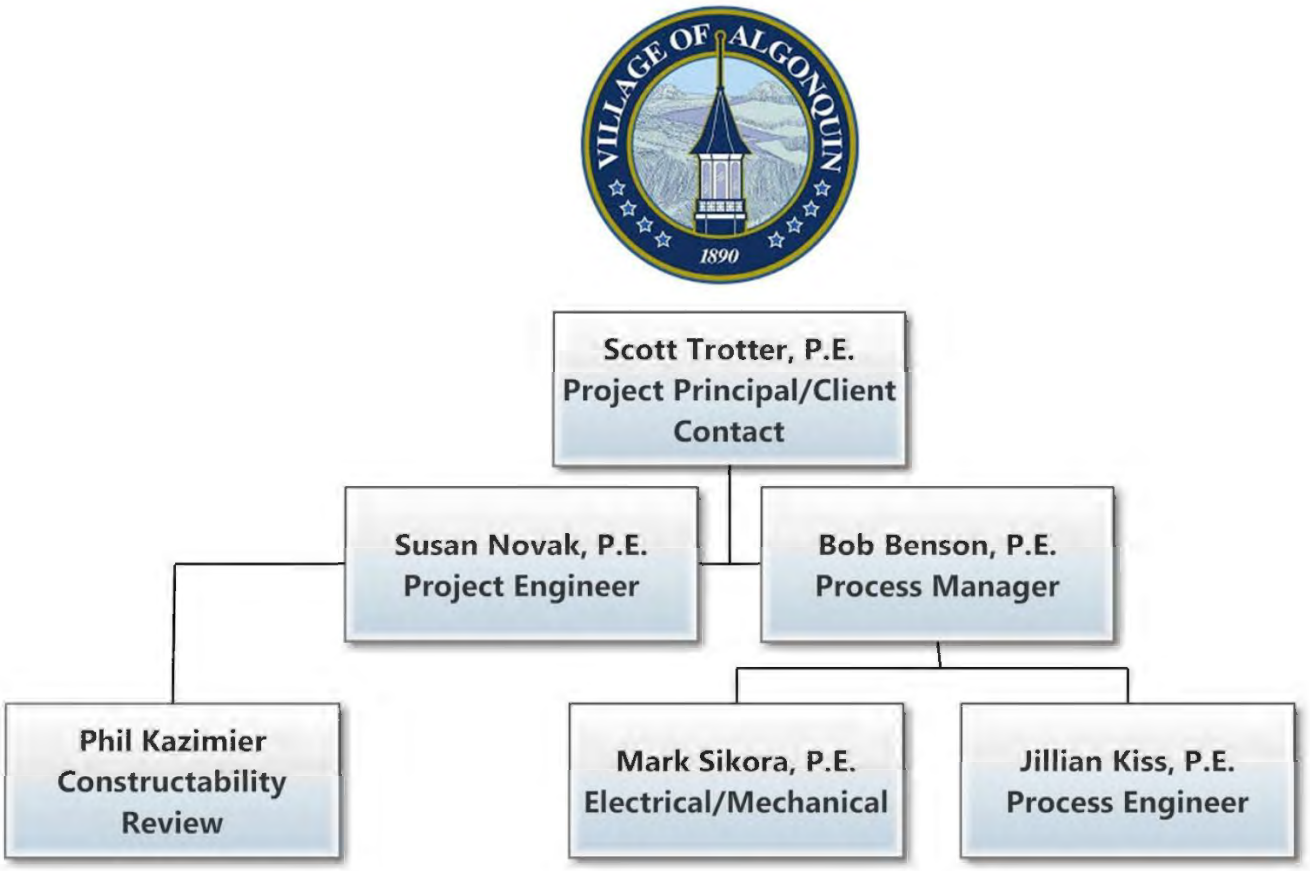
An experienced QA/QC manager often can provide the most valuable input at the 20 or 30 percent stage, before the designs have progressed too far down any particular path to make a change in direction unpractical or too costly. For this reason, we will begin the QA/QC review process during the conceptual design stage, including review of the Preliminary Design Report. Review of the basis of design ensures that sound engineering practice and principles are adopted for the project that will "assure" quality. Subsequent QA/QC reviews performed at the 60 percent and 95 percent complete milestones "control" the quality of the engineering work. **The doors are never closed in our office. All team members are in constant contact – from the Resident Project Representative to the Project Manager – throughout the design. At TAI, we also collaborate with the operators, contractors and City staff as much as possible to achieve the best possible product.**

The QA/QC process continues through the bidding and construction phases of the project. TAI maintains continuity by involving the design team throughout construction and start-up. Quality control during construction includes the thorough review of shop drawing submittals for all major pieces of equipment. It is too costly to correct deficiencies in the field; a proper review ensures that the equipment and all optional and/or auxiliary features are provided consistent with the design intent. The QA/QC process concludes during installation, where the resident project representative serves as the last line of defense to assure that the construction is performed in accordance with the design and that all systems are installed properly and in a professional manner.

Once a project has been completed and is ready to start-up, TAI continues to involve the design engineers. After all, who knows better how the systems are intended to function and operate than the engineers who designed the systems? The design team will continue to have a presence on site during construction and/or start-up whenever necessary.

Project Team

Village of Algonquin
Stage 3 – Phase 1
Project Design Team



Scott Trotter will be Project Principal and the Village of Algonquin's primary contact. The design team will include **Susan Novak** as the Project Engineer for the design of the utility infrastructure and permitting and **Bob Benson** as the Process Manager leading the temporary lift station design team.

TAI's head of construction, **Phil Kazimier**, will perform a constructability review of the design plans.

Scott Trotter, P.E., BCEE

Qualifications
Mr. Trotter has over 25 years of experience in planning, design and implementation of water and wastewater infrastructure rehabilitation, expansion and process modification projects.

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

Registration
Professional Engineer P.E., IL
American Academy of Environmental Engineers – Board-Certified- Water / Wastewater Specialist

Memberships
Water Environment Federation:
Central States & Illinois
American Water Works Association
American Public Works Association
Kane County Water Association
Illinois Association of Water Pollution Control Operators

Accomplishments
University of Illinois - 1999 Young Engineer Achievement Award
WEF - Achievement Award for Outstanding Service, 1997, 2002, 2006, 2008, 2010

Publications
WE&T Magazine – September 2002 - Illinois Experts Discuss Latest Water Quality Issues
Central States WEA – 2011 Leadership Academy – **"Leadership, Knowledge & Networking"**

Village of Algonquin – Phase 6 Expansion (5-Stage BNR)
The Village expanded its wastewater treatment facility from 3.0 MGD to 5.0 MGD. The overall project included Facility Planning, design and construction engineering. This was the first wastewater project in northern Illinois to be completed using the construction management delivery method. The overall improvements included upgrades to the raw sewage pump station, primary clarifiers, construction of a 5-Stage Bardenpho, tertiary clarifiers, and conversion of existing tankage to aerobic digestion.

Village of East Dundee – Phase II Expansion
TAI was approached by the Village of West Dundee seeking additional capacity to serve the growing community. TAI's team had designed and implemented the first expansion in the mid-1990's. This project included expansion of the headworks facility, construction of a second 3-ring oxidation ditch, and conversion of that process to biological nutrient removal, construction of tertiary clarifiers, and upgrades to the UV disinfection facility. The project also included expansion of the aerobic digestion system utilizing membrane thickening to minimize operational needs. Note: Scott served as the project manager for the Phase I Expansion, as well as for this project.

City of Batavia – Phase I Rehabilitation
The City received its NPDES permit which included Phosphorus limits. TAI completed the Facility Plan and Phosphorus Removal Feasibility Study, which included an evaluation of Bio-P and Chem-P alternatives to meet 1 mg/L and 0.5 mg/L. The Phase I Rehabilitation project includes demolition of the existing administration building, construction of a new administration building, sludge handling building, chemical phosphorus removal, digester operations building, rehabilitation of the existing anaerobic digesters, and replacement of the excess flow disinfection system and SCADA improvements. Note: Scott served as resident engineer for the 1989 Improvements, and as project manager for the 1999 Expansion.

Village of East Dundee - Water Master Plan, Distribution Model & Rate Study - The project included revisions of the distribution system model confirming results from the recent improvements, and to identify areas for future upgrades. TAI provided multiple recommendations that were incorporated into the Village's 10-year Capital Improvements Program. TAI also prepared a rate study for future loan funding and in-house financing of smaller projects.

Village of Fox Lake- Master Plan & Water Modeling
Project included the creation and evaluation of the distribution system model. TAI utilized the model to identify future projects for the Village. Multiple recommendations were provided to the Village and were incorporated into the 10-year Capital Improvements Program. TAI visited and evaluated all water treatment plants, and wells allowing for the identification of future upgrades, needs and schedules.

Scott Trotter, P.E., BCEE (Cont.)

Wheaton Sanitary District – Facility Plan, Intermediate Pump Station, Tertiary Filters
TAI completed the Wheaton Sanitary District's Facility Plan Update. The top priority was expansion of the intermediate pump station's capacity from 20 MGD to 40 MGD. TAI provided planning, design and construction engineering services for the expansion of the existing screw pump station, as well as increasing the capacity of the RAS diversion structure, RAS piping, and MLSS sewers. TAI is currently replacing the deep bed sand filters with disc filters. As part of this project, a hydraulic analysis of the entire facility is being performed to increase the plant's hydraulic capacity.

City of Rochelle – Sludge Dewatering Improvements
The City of Rochelle's facility had not been upgraded since the early 1990's. TAI performed a thorough evaluation of the existing process and the potential for implementing sludge stabilization facilities. The City currently disposes of its sludge within its landfill. The most cost effective solution was to simply dewater the waste activated sludge and continue landfilling. TAI planned, designed and installed two 150 gpm centrifuges and upgraded the aeration system with a 2,500 CFM turbo blower.

City of Harvard – 2015 Wastewater Master Plan
TAI addressed capacity needs and plant upgrades at the 1.8 MGD Harvard fixed-film plant, including cost effective comparison of chemical vs. biological phosphorus removal. The first phase will expand the plant from 1.8 to 2.5 MGD.

Northern Moraine MWRD – Aerobic Digester Upgrades and Facility Plan
The 2.0 MGD WWTP had not been upgraded since 1998. The existing aerobic digesters were the original packaged treatment facilities. Trotter and Associates gutted and rehabilitated the existing infrastructure, including structural modifications, new blowers, diffusers, and low-profile covers to increase the efficiency of the aerobic digestion process. The Facility Plan report updated past plans for current population and flow projections, and studied alternatives for phosphorus removal at the 2 MGD NMWRD single stage nitrification plant. This included cost effective comparison of chemical versus biological phosphorus removal. Based on the existing 2-ring design, the recommended alternative was to implement chemical phosphorus removal until the plant is expanded, at which time biological phosphorus removal would be implemented.

DeKalb Sanitary District – Facility Plan and Phased Expansion
TAI established a roadmap for the future of the District's plant. The facility utilizes both activated sludge and attached growth biological processes. The objective was to eliminate the attached growth process, and upgrade to nutrient removal process. TAI completed a conceptual design which includes an A^2O process, tertiary clarification, and UV. The first phase of the project included rehabilitation and upgrade of the four 55-foot diameter anaerobic digesters, construction of a new digester operations facility and a new solids handling facility, including WAS thickening and digested sludge dewatering.

Village of Hanover Park – Sludge Storage Facility
The Village's NPDES permit required that the community provide onsite sludge storage. The project included evaluation of the existing infrastructure, specifically the liquid sludge storage tanks, determining their capacity, and providing additional dewatered sludge storage onsite. The project included construction of a storage barn with underdrains and access suitable for semi-tractors.

Village of East Dundee Standpipe Water Hammer Analysis – TAI prepared and evaluated a new scenario within the existing WaterCAD™ model with the Barrington Avenue Standpipe out of service to demonstrate system operation. The Village was looking to explore the presence and impact of transient pressures within the system if the standpipe was removed. The analysis performed included comparing results of normal demand fluctuations, fire flows, and a 200 gpm instantaneous demand.

City of St. Charles – Water Master Plan – Project included an assessment current and future demands, an in-depth review of existing infrastructure (supply, treatment, storage and distribution system), water system modeling, pending regulatory changes and alternative analysis. The implementation plan was incorporated into the City's ten-year Capital Improvements

Susan Novak, P.E.

Qualifications
Ms. Novak has a comprehensive background of experience, but her proficiency is in stormwater design, development and construction for land development/ improvement projects. Her experience in municipal and commercial development design includes stormwater management design and permitting, BMP design and implementation, erosion control and all aspects of project permitting, construction management and project closeout. This has afforded her the ability to develop an extensive knowledge of local and regional permitting and ordinance requirements. It has also afforded her a unique perspective in innovative design considerations for recurrent flooding concerns for various municipalities and developers.

Education
B.S., Civil and Environmental Engineering, University of Wisconsin - Madison
M.S. Environmental Engineering – University of Wisconsin, Madison - Expected Graduation May 2018

Registration
Professional Engineer, P.E., Illinois

Certifications
Kane County Storm Water Review Specialist

City of Batavia – Flinn Street
Project Engineer. As a part of an ongoing effort to separate combined sewer system and alleviate existing drainage complications of aging sewer infrastructure, the City of Batavia had requested Trotter and Associates to survey, analyze, and design an increased capacity storm sewer along Flinn Street as part of the scheduled Wastewater Treatment Plant improvements. This process required analysis of the existing tributary sub-watershed areas and modeling the existing and proposed sewer system in XPSWMM. The existing 36" RCP sewer had existing tail water conditions as a result of the direct discharge to the Fox River, and required coordination with the US Army Corps of Engineers.

Water/Wastewater Interceptor Sewer – Fox Lake
The design and analysis of the water and wastewater system interconnect for Fox Lake Illinois was evaluated to serve the residents of Fox Lake on the North side of the lake. The proposed system interconnection required considerable coordination of utility locations within the County Right of Way, property owners, and the applicable governing municipal agencies. A significant amount of design consideration was to evaluate the two lake crossings in regards to their impact, feasibility, cost, and permitting requirements. Environmentally sensitive areas were evaluated as to the impact that the temporary construction of the utility installation would have on the species located within the immediate vicinity.
The sizing of the water and wastewater systems required analysis of the existing connections and future growth potential, as well as the benefit of the interconnected systems in regards to system capacities, pipe hydraulics, water pressures, and fire flows. Alternate routes were evaluated as to their constructability, cost, and feasibility to serve the existing and future populations on the North side of Fox Lake.
As part of the conceptual design process, multiple lift stations were evaluated as to their existing and future wet well capacities and their pump efficiencies. A combined force main was conceptually designed for proposed pipe hydraulics and the tributary pump curves from two tributary lift stations. A new lift station at the lake crossing was conceptually designed for existing and future flows to maximize the potential service areas on the North side of the lake while reducing the immediate construction cost and still serving the future needs of the Village. Construction cost for the project was estimated between $20-25 million.

Robert W. Benson, P.E.

Qualifications
Bob has over 30 years of experience in the Civil and Environmental engineering field of practice, specializing in water and wastewater. Bob has managed hundreds of water and wastewater infrastructure projects, including transmission mains, interceptor sewers, pumping stations, hydraulic studies, facility plans, water distribution and wastewater collection system master plans, and water treatment, wastewater treatment and sludge handling facilities.

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

Registration
Professional Engineer P.E., IL
Professional Engineer P.E., WI

Memberships
American Water Works Association
Water Environment Federation - Central States WEA

Bob managed the design and construction of the following lift station replacement projects each of which were nearly identical to Bartlett's proposed Country Creek Lift Station project. These projects involved the replacement of deteriorated Smith and Loveless steel dry well lift stations with precast submersible lift stations and valve vaults. Each of the projects included the relocation of pump controls above grade, thereby eliminating the need to enter the confined space for routine operations and maintenance activities.

Barrington – Cornell Avenue Lift Station Replacement
Replacement of buried steel can lift station with precast submersible pumping station and valve vault.

Cary, IL – Algonquin Road Lift Station Replacement
Replacement of buried steel can lift station with precast submersible pumping station and valve vault. This project also included a new Generator Building.

Des Plaines, IL – Ballard Road Lift Station Replacement
Replacement of buried steel can lift station with precast submersible pumping station and valve vault.

Des Plaines, IL – Columbia Avenue Lift Station Replacement
Replacement of buried steel can lift station with precast submersible pumping station and valve vault.

Des Plaines, IL – River Road Lift Station Replacement
Replacement of buried steel can lift station with precast submersible pumping station and valve vault.

Mission Brook SD – Citation Lakes Lift Station Replacement
Replacement of buried steel can lift station with precast submersible pumping station and valve vault.

Other lift station rehabilitation and/or replacement projects:

Crystal Lake, IL - Lift Station 26
Precast submersible lift station and valve vault with generator building to serve Home Depot and environs.

Phoenix, AZ – Ahwatukee Sewage Pumping Station
Wet pit/dry pit lift station with 10 MGD firm pumping capacity, wet well odor control system & force main chemical feed system.

Paddock Lake, WI – 236th Avenue Lift Station
Rehabilitation of steel can lift station to replace pumps, add engine generator, and move control above grade to avoid routine confined space entry.

Twin Lakes, WI – Lift Station 5 Rehabilitation
Replacement of dry pit line-shafted sewage pumps with dry pit immersible pumping units, including the replacement of all control valves, valve control system, motor control c enter including adjustable frequency drives, and natural gas generator.

Philip R. Kazimier

Qualifications
Phil Kazimier has over 33 years of experience in the Civil Engineering field, specializing in Construction Management and Observation of Federal Aid, Urban, MFT and Non-MFT projects. Phil has provided design services of highways, county roadways, and municipal streets. While providing these services, he prepared cost estimates, specifications, construction staging, construction analysis and design, and IDOT documentation.

Education
Associates Degree, Morrison Institute of Technology

Registration
National Institution of Certified Engineering Technicians

Certifications
Documentation of Contract Quantities: 09-0060
ICORS Certified
IDOT – Construction Material Inspection Documentation

Multiple Kane County Intersections, Kane County, IL
Construction observation on projects including Randall/Bricher, Randall/Williamsburg, Randall/Mill, Randall/Fabyan, Fabyan/Viking, Randall/Christina, Randall/Glen Eagle, Rand/38, Randall/Red Haw, Randall/Huntley, 7th Street/IL 64 traffic signals and interconnect. All of these projects include the construction of traffic signals with interconnect systems as well as emergency vehicle pre-emption systems. The projects required coordination with IDOT, municipalities, and the County of Kane.

Bolcum Rd. Bridge over Otter Creek, Ph. III, Kane County, IL
Phil served as the Construction Project Manager on this project involving the replacement of a 3-span continuous slab bridge in St. Charles Township. Responsible for oversight of construction observation and inspection services including utility work coordination, pay estimates, change orders and project closeout in accordance with IDOT procedures.

Silver Glen Mid-County Trail Bridge, St. Charles, IL
Phil served as the Construction Project Manager for the Phase III engineering services for this bicycle/pedestrian bridge on Silver Glen Road over Randall Road in St. Charles. The entire structure is approximately 950' in length, including a 175' plate girder main span over Randall Road. Other bridge units will be multiple span steel beam bridges. One unit employs curved beams on a reverse curvature alignment. The bridge alignment located on the north side of Silver Glen Road connects the Randall Road bike path on the southwest corner of the intersection to the Fox River Trail at the northwest corner.

Fox River Trail Bridge and Bicycle Path, Aurora, IL
Phil served as the Construction Manager on this project which consists of 2,260 feet of new pedestrian pathway and a four-span pedestrian bridge, the spans ranged in length of 40 feet to 175 feet, over the Fox River in Aurora Illinois. Project elements include a mechanically stabilized earth (MSE) retaining wall, a reinforced concrete retaining wall, modification of the existing North Avenue Bridge railing, storm sewers, pavement markings for a crosswalk and site restoration. Responsible for oversight of construction observation and inspection services including utility work coordination, pay estimates, change orders and project closeout in accordance with IDOT procedures.

Mark R. Sikora, P.E.

Qualifications
Mr. Sikora is one of the founding Principals of Trotter and Associates, Inc. Mark is a registered professional engineer in the State of Illinois as well as Mississippi and has over twenty years' experience in the design of water and wastewater infrastructure.

Education
B.S., Mechanical Engineering, Illinois Institute of Technology

Registration
Professional Engineer P.E., IL
Professional Engineer P.E., MS

Memberships
American Water Works Association
Water Environment Federation
--Central States & Illinois WEA

Village of Fox Lake – North Booster Pump Rehabilitation
This project includes design, bidding and construction phase engineering for the replacement of the water booster pumping equipment and motor control center for a 2000 gpm booster pump station. The project also includes replacement of all piping and valves in the station, and construction of a new 0.5 MG water tower on the booster station site.

Village of Addison - Route 53 Pump Station
This project included design, bidding and construction phase engineering for the replacement of a wastewater pump station along Illinois Route 53. The project includes a new pre-cast submersible pump station including telemetry and controls. In addition the force main and sanitary sewer required modifications.

Village of Bartlett – WWTP Raw Sewage Pump Station
The improvements included replacement/rehabilitation of the raw sewage pump station. The overall project included structural rehabilitation of the wet well, replacement of all pumps, pipes, and valves within the dry well, replacement of the motor control center, and installation of VFDs and a PLC controller connected to the SCADA system. During the rehabilitation of this pump station in 2013 it was noted that a significant quantity of rags and debris had built up in the wet well and influent sewer lines in the absence of preliminary screening and/or grinding. TAI assisted the Village with the engineering services for the design and installation of the new influent grinder. These improvements included installation of an inline hydraulic channel grinder and coarse bar screen.

DeKalb Sanitary District – Country Club Lift Station
This project included construction of a new regional lift station within the floodway. Improvements included construction of sanitary sewer, interceptor sewer and force mains. The lift station included a cast-in-place wet well with four submersible pumps, cast-in-place valve vault/operations building, which were designed to be flood-proof. The operations building included controls and VFDs, backup generator, flow monitoring, valves and piping.

City of St. Charles – Royal Fox Lift Stations
Royal Fox Lift Station #2 was rehabilitated in 2013, including replacement of pumps, pipe, appurtenances, and electrical control panel, as well as the structural lining of the wet well and valve vault. Rehabilitation of Royal Fox Lift Station #1 was rehabilitated in 2014, including replacement of pumps, pipe, appurtenances, and electrical control panel, as well as the structural lining of the wet well and valve vault ad installation of cleanout structures on the discharge force main.

Jillian G. Kiss, PE

Qualifications
Jillian's education focused on water and wastewater treatment processes as well as hydrology and water resources. She is heavily involved in the development of pretreatment and CMOM programs for several communities. Jillian recently received her professional engineering license in the state of Illinois.

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

M.S., Environmental Engineering, University of Illinois Urbana-Champaign

Registration
Professional Engineer IL

Memberships
Water Environment Federation:
Central States & Illinois WEA
American Water Works Association
American Public Works Association

Village of Algonquin – Sanitary Sewer Evaluation for Downtown Redevelopment
TAI evaluated the existing sanitary sewers within the Village's downtown redevelopment project area and provided recommendations with respect to reconstruction and appropriate sizing of sanitary sewer. Due to age and condition, TAI recommended total replacement and provided project cost estimates.

Village of Algonquin – North Interceptor Sewer Evaluation
TAI evaluated capacity requirements of the North Interceptor during Facility Planning and determined that the existing Interceptor is not capable of conveying peak wet weather flows from the service area. In addition, the Interceptor is planned to accept future flow from the Village's Northern Growth Area. TAI evaluated several sewer profiles with the intent of eliminating two existing lift stations from the system and provided project phasing options. TAI also provided recommendations with respect to appropriate sanitary sewer sizing to convey existing and future flows. Project cost estimates were developed for each sewer profile alternative.

Lake County Public Works – Unified Sewer Use, Water Use, Pretreatment Ordinance and Local Limits Evaluation
TAI assisted LCPW in developing unified Water and Sewer Ordinances utilizing the County's existing ordinances. Additionally, TAI developed an Industrial Pretreatment Ordinance consistent with USEAPA's guidance.

City of St. Charles – Pretreatment Local Limits Re-Evaluation
Re-evaluation of local limits for a pretreatment program requires a re-assessment of pollutants of concern, analyses to determine the maximum allowable headworks and industrial loadings, and determining the allocation for each pollutant.

City of St. Charles – 2014 Facility Plan and Phosphorus Removal Feasibility Study
The City of St. Charles received its draft NPDES permit which contained special conditions to upgrade the facility for phosphorus removal. The Project includes a comprehensive evaluation of the existing collection system, lift stations and treatment facilities. The project is specifically focused on upgrade of the Main WWTF for phosphorus removal, including modeling of the biological process with Bio-win. Alternatives include BNR (Bardenpho, A2O, A/O and Modified Johannesburg) as well as Chem-P jar testing with Ferric Chloride and Alum to meet 1.0 mg/L and 0.5 mg/L.

Project Experience

WATER/WASTEWATER INTERCEPTOR SEWER – FOX LAKE – PHASE I EVALUATION AND PLANS

Rocky Horvath, Water and Sewer Supervisor
(847) 931-5955

The design and analysis of the water and wastewater system interconnect for Fox Lake, Illinois was evaluated to serve the residents on the North side of the lake. The proposed system interconnection required considerable coordination of utility locations within the County Right of Way, property owners, and the applicable governing municipal agencies. A significant amount of design consideration was to evaluate the two lake crossings in regards to their impact, feasibility, cost, and permitting requirements. Environmentally sensitive areas were evaluated as to the impact that the temporary construction of the utility installation would have on the species located within the immediate vicinity.

The sizing of the water and wastewater systems required analysis of the existing connections and future growth potential, as well as the benefit of the interconnected systems in regards to system capacities, pipe hydraulics, water pressures, and fire flows. Alternate routes were evaluated as to their constructability, cost, and feasibility to serve the existing and future populations on the North side of Fox Lake.

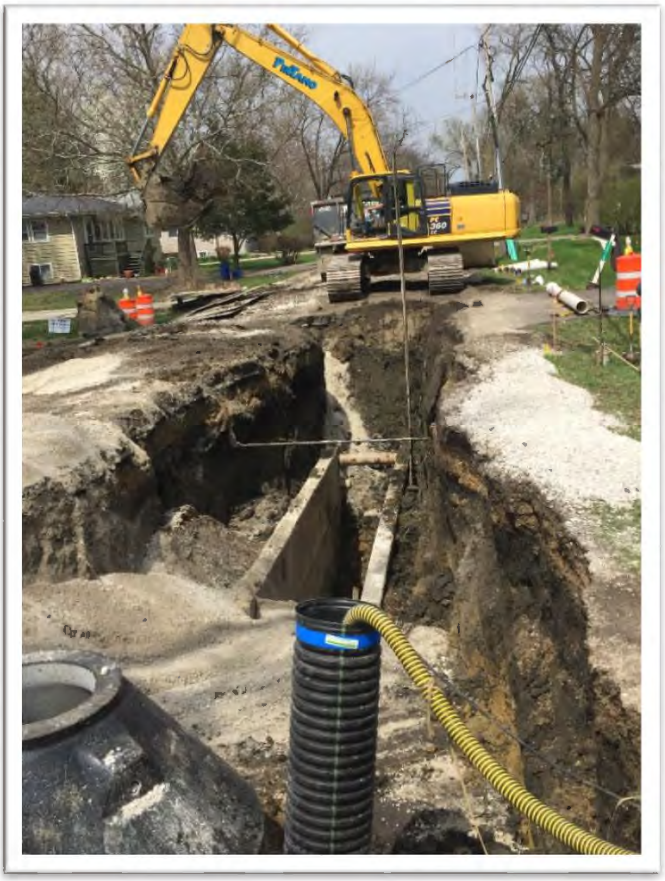
As part of the conceptual design process, multiple lift stations were evaluated as to their existing and future wet well capacities and their pump efficiencies. A combined force main was conceptually designed for proposed pipe hydraulics and the tributary pump curves from two tributary lift stations. A new lift station at the lake crossing was conceptually designed for existing and future flows to maximize the potential service areas on the North side of the lake while reducing the immediate construction cost and still serving the future needs of the Village.

Staff Involvement:
Scott Trotter – Principal Engineer
Robert Benson– Project Manager
Susan Novak – Project Engineer
John Pfortmiller - Survey

CITY OF WARRENVILLE – GLEN DRIVE NORTH

Phil Kuchler, P.E., Public Works Director
(630) 393-9050
Kristine Hocking, P.E., Senior Engineer
(630) 393-9427

Trotter and Associates Inc. (TAI) completed Plans, Specifications, Estimates (PS&E's) and secured the IEPA Permits as well as performed construction observation for the Glen Drive North Sanitary Sewer and Water Main Extension Project. The long term purpose of the project is to better serve this described area of Warrenville with the necessary services, so that the residents may abandon their present wells and septic systems.



TAI's project design included 6,300 feet of sanitary sewer as well as 2,300 feet of PVC water main extending along Williams Road, Calumet Court and Glen Drive North, all being located between Batavia Road and Butterfield Road with in the City of Warrenville. The described work also included provisions to provide services up to the ROW for water and sewer, fire hydrants and other appurtenances to complete the project, including HMA paving. The work was performed in a well-established neighborhood of well-kept residences.

Construction cost for the project was $1.99 Million

Design Project Team:
Scott Trotter – Project Manager
Susan Novak – Project Engineer
Mark Sikora – Mechanical/Electrical Engineer
Lou Arrigoni – QA/QC
Phil Kazimier – Constructability Review
Robert Benson – Hydraulics Review

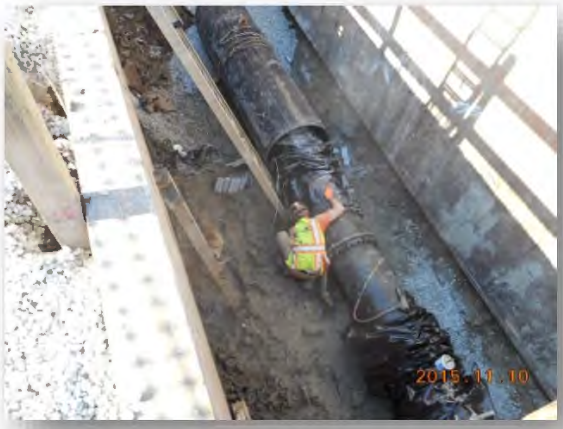
Construction Project Team:
Phil Kazimier – Project Manager
Marty Dopke – Construction Observation
John Pfortmiller – Surveyor – Construction Layout

ILLINOIS AMERICAN WATER COMPANY – ROUTE 7 (159TH STREET) WATER MAIN AND SANITARY SEWER RELOCATIONS

Eric LaReau, Engineer
(630) 739-8837

In order to accommodate roadway improvements by the Illinois Department of Transportation (IDOT) along 159th Street from Cedar Road to Will-Cook Road in Homer Glen, ILAWC was tasked with relocating their facilities from under the proposed, widened pavement section and evaluating the conflicts to their system as a result of IDOT's improvements. Illinois American Water retained the services of Trotter and Associates to prepare plans to relocate their facilities and create a conflict log with other utilities along the 3.75 mile project.

TAI identified hundreds of conflicts as the result of modifications in existing grades, proposed storm sewer and roadway improvements. The project team evaluated each conflict and proposed multiple solutions that ILAWC could perform. TAI prepared a conceptual level project estimate which included $3.3M in water main and $0.7M in sanitary sewer improvements. TAI worked with ILAWC to complete value engineering to minimize the replacement or relocation of recent infrastructure while using this opportunity to revamp aging pipes at a reduced cost through economy of scale. **A majority of the water main and all the crossings across 159th were directionally drilled.**



In addition, TAI compiled an easement inventory to determine location and provisions. In many instances, ILAWC held easements on private land that was now being acquired as right-of-way for the roadway project. In these circumstances, ILAWC received compensation from IDOT.

Trotter and Associates Inc. completed topographic survey for the preparation of Final Engineering Plans. TAI coordinated with fifteen other utility companies and regulatory agencies during the design of the project.

Staff Involvement:
Lou Arrigoni – Project Manager
Lenard Lynn – Construction Observation
John Pfortmiller - Survey

CITY OF WARRENVILLE – WARREN AVENUE WATERMAIN EXTENSION

Phil Kuchler, Deputy Public Works Director
(630) 393-9050

TAI completed Plans, Specifications and Estimates (PS&E's) and performed construction observation for the Warren Avenue water main extension project. TAI designed a 1,500 foot long 8-inch PVC water main extension down Warren Avenue from Rogers Avenue to Warrenville Road. **The water main was installed by directional drilling** and all open cuts for connections and services in the roadway were temporarily patched and then resurfaced through the annual MFT program.

Originally, the water main was to be constructed using open cut methods due to the anticipated soils being cobble and running sand. Once the soils report returned findings of cohesive soils to a depth of 8 feet, it was decided to directionally drill the water main to reduce impacts to the travelling public and the neighborhood.

Work included installation of fire hydrants, IEPA permitting, and surveying.

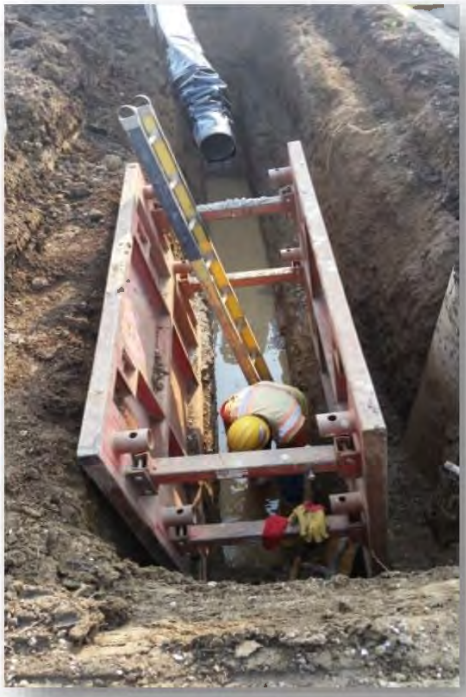
Construction cost for the project was $400,000.

Staff Involvement:
Lou Arrigoni – Project Manager
Susan Novak – Project Engineer
Phil Kazimier – Construction Lead
Marty Dopke – Construction Observation
John Pfortmiller - Survey

CITY OF NORTH CHICAGO – 2015/2016 STREET AND WATERMAIN PROGRAM

Ed Wilmes, Public Works Director
(847) 596-8690

TAI completed Plans, Specifications and Estimates (PS&E's) and performed construction observation for the City of North Chicago's 2015-2016 streets rehabilitation and water main replacement program. TAI designed water main replacement for 6,100 feet of existing 6-inch, 8-inch and 12-inch water main and designed street rehabilitation for 8,900 feet of streets ranging from grind and overlay to rubblization of existing concrete bases of select streets.



During design, differing methods of resurfacing and rehabilitating streets were investigated. In-place recycling, full depth reclamation (FDR) and typical grind and overlay were analyzed for various streets in the program to determine the most cost effective options.

Work included raised island removal at Dugdale Road and Argonne Drive, conversion of concrete medians into landscaped medians, IDOT utility and IEPA permitting, ADA compliance for curb ramps, curb and gutter replacement and surveying.

Funding sources for the project were CDBG and MFT. Construction cost for the program was $3.1 million.

Staff Involvement:
Steve Cieslica – Project Manager
Phil Kazimier – Construction Lead
Lenard Lynn – Construction Observation
Marty Dopke – Construction Observation
John Pfortmiller - Survey

VILLAGE OF FOX LAKE – LAKEWOOD, HIGHLAND AND GLEN WATER MAIN REPLACEMENT PROGRAM

GLEN AVENUE & NORTH AVENUE WATER MAIN REPLACEMENT PROGRAM

Rocky Horvath, Water and Sewer Supervisor
(847) 931-5955

TAI completed Plans Specifications and Estimates (PS&E's) and provided construction observation for these two water main replacement programs in an area of the Village that was dealing with undersized water mains that were subject to main breaks and freezing.

Between the two projects, a total of 2,400 feet of water main was designed along North Avenue, Hillside Avenue, Glen Avenue, Lakewood Avenue, and Highland Avenue. Due to the narrow streets and confining right-of-way, half of the streets were directionally drilled using PVC.

In open cut areas, ductile iron pipe was placed. Special attention needed to be taken in the open cut areas for trench stability due to the bank run encountered during installation.

Additional work included road reconstruction, IEPA permitting, and surveying.

Construction cost for the program was $600,000.

Staff Involvement:
Dale Marting – Project Engineer
Dale Marting - Construction Observation
John Pfortmiller - Survey

DEKALB SANITARY DISTRICT – COUNTRY CLUB LIFT STATION

Contact: Mark Eddington, P.E.
District Manager,
DeKalb Sanitary District
(815) 758-3513

Country Club Station was originally constructed as a Smith and Loveless prefabricated steel pumping station. The equipment has become maintenance intensive and unreliable. The decision has been made to expand the station for future flows, and alleviate flooding problems due to the location of the station in the Kishwaukee River flood plain.

The existing pumping station discharges to a nearby 20" gravity sanitary sewer, which has capacity for additional flow. There is a 30" sever tributary to the 20" sewer, however, which will serve development to the west. Once the development exceeds the capacity of the 20" gravity sewer, the excess flow will be sent down a new 18" force main directly to the treatment plant main influent pumping station.

In order to accomplish this flexibility the station has been specifically designed to accommodate 20 hp pumps now, but with the ability to accommodate 160 hp pumps in the future without having to reenter the wet well or take the station off line. In addition, special control modes are to be programmed to enable the operators to select any of three modes of operation: pump to gravity, pump excess to force main, or pump all to force main by selecting the proper operating mode.

The design incorporates VFD's, and Flygt NP-3153 20 hp submersible pumps, with specially modified connections to allow the pump to mate to a CP-3231 guide shoe. The 160 hp CP-3231 pump shall be installed in future and will pump to a future 18" force main. All equipment, conduits, electrical service and generating equipment are sized for the ultimate build-out requirements. A PLC based control system with relay based float backup control system will ensure that the system will continue to operate in the event of a control system failure. A Kohler diesel generator, sized for ultimate station load, provides power during electrical service interruptions.

The project was funded through the Illinois EPA Low Interest Loan Program and ARRA Stimulus Program. The project was awarded to Williams Brothers Construction for $1,828,000.00 in November 2009 and reached substantial Completion in January 2011.

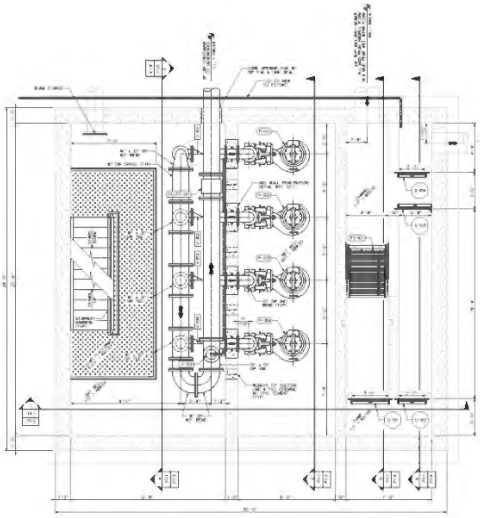
Staff Involvement:
Scott Trotter – Project Manager
Mark Sikora – Project Engineer (Mechanical/Electrical)

CITY OF ST. CHARLES: EAST SIDE PUMP STATION

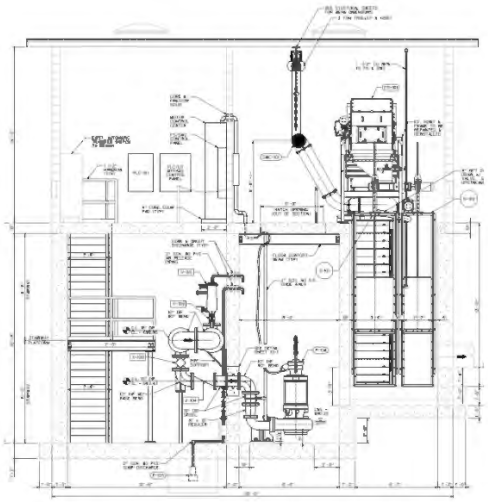
Contact: Tim Wilson, Environmental Services Manager, St. Charles, Illinois (630) 377-4486

East Side Lift Station was originally constructed in 1973. Prior to construction of this lift station the service area was tributary to Riverside Pump Station via an interceptor along Seventh Avenue Creek. The interceptor is currently maintained as an emergency overflow in the event that the East Side Lift Station is unable to handle the flow during storm events.

The original station included a wet well and dry pit design with influent screening and a by-pass channel. The existing pump, controls and mechanical screen were nearing the end if their service life. Rehabilitation of this lift station had been identified during the 2002 Facility Plan and was part of the City's Capital Improvements Plan.



Trotter and Associates provided planning, design and construction engineering for the rehabilitation. The City and TAI developed several alternative designs and selected to rehabilitate the lift station with submersible pumps. Furthermore, the original design average flow to East Side Lift Station was 4.0 MGD and the design maximum flow was 8.0 MGD. However, the estimated flow to this lift station during a 10-year rainfall event is 13.3 MGD. Therefore, the new submersible pumps were designed to meet 14.0 MGD with three of the four proposed pumps running.



The project included

- new fine screen & washer compactor
- new gates and operators
- four 100 Hp submersible pumps
- flow meters, piping and valves
- new auto-transfer switch & MCC
- installation of VFD's, PLC and back-up controls
- rehabilitation of the interior and exterior

The project was combined with the Riverside Pump Station Rehabilitation Project and funded through the Illinois EPA Low Interest Loan and ARRA Stimulus Program. The $2,042,000.00 contract was awarded to Meccon Industries in October of 2009 and completed in August of 2010.

Staff Involvement:
Scott Trotter – Project Manager
Mark Sikora – Project Engineer (Mechanical/Electrical)

VILLAGE OF ALGONQUIN – INTERMEDIATE PUMPING STATION

Contact: Andrew Warmus, Utilities Superintendent
Village of Algonquin, (847) 658-2754

Constructed as part of a larger wastewater treatment plant expansion project, the Algonquin WWTP Intermediate Pumping Station lifts primary clarifier effluent and return activated sludge to the head of the 5-stage phosphorous and nitrogen removal process. The station is configured with three screw centrifugal horizontal dry pit pumps, each capable of pumping 10 MGD. The station is designed to ultimately house 6 pumps, bringing the ultimate pumping capacity to 50 MGD with one pump out of service.

Each pump is equipped with a dedicated force main and meter, properly sized for the full range of flow for the individual pump, resulting in more accurate flow information at low flows than would be possible from a single large meter. In addition, the dedicated force main for each pump solves lower flow velocity issues while allowing higher flow rates at lower horsepower than combined force main systems. An additional advantage is that meters can be isolated and serviced one at a time while the other pumps remain in service.

The pumps, 75 hp Wemco Hidrostal screw centrifugals, were chosen for their overall efficiency and reliable operation. The pumps are equipped with VFD's for flow paced operation.

The project was constructed by Illinois Hydraulic, as Construction Manager. The Intermediate Pumping Station was placed in service in February 2008.

Staff Involvement:
Scott Trotter – Project Manager
Mark Sikora – Project Engineer (Mechanical/Electrical)

Project References

Facility:	Warrenville – Glen Drive North, Calumet Ave, and Williams Road Water and Sewer Extension Project
Address:	28W701 Stafford Place
City, State, Zip Code:	Warrenville, IL 60555
Telephone Number:	(630) 393-9427
Contact Person:	Phil Kuchler, P.E. Public Works Director

Facility:	Illinois American Water – 159th Street Water Main and Sanitary Sewer Relocation
Address:	1000 Internationale Parkway
City, State, Zip Code:	Woodridge, IL 60517
Telephone Number:	(630) 739-8837
Contact Person:	Eric LaReau, Project Engineer

Facility:	Water/Wastewater Interceptor Sewer – Phase 1
Address:	66 Thillen Drive
City, State, Zip Code:	Fox Lake, IL 60020
Telephone Number:	(847) 931-5955
Contact Person:	Rocky Horvath, Water and Sewer Supervisor

Facility:	2015/2016 Street and Water Main Program
Address:	1421 Renken Dr.
City, State, Zip Code:	North Chicago, IL 60064
Telephone Number:	(847) 596-8690
Contact Person:	Ed Wilmes, Public Works Director

Facility:	City of St. Charles Riverside Pump Station
Address:	2 E. Main Street
City, State, Zip Code:	St. Charles, IL 60175
Telephone Number:	(630) 377-4486
Contact Person:	Tim Wilson

VILLAGE OF ALGONQUIN

PUBLIC WORKS DEPARTMENT

– M E M O R A N D U M –

DATE: Monday, July 17, 2017
TO: Mr. Robert Mitchard, II
FROM: Mr. Shawn M. Hurtig
SUBJECT: *Letter of Recommendation – Civil Engineering Ph. 2 Design Services*

Bob,

I have reviewed the proposal for the Phase 2 Design Engineering Services as indicated in the Request for Proposal for the Downtown Streetscape Stage 2 Utility (VoA16-02-25B) project in the Village of Algonquin. This RFP was sent Trotter & Associates, Inc. of Wasco, IL as they were the firm that successfully completed the Phase 1 design of this project. The proposal was reviewed with an emphasis on the understanding of the scope and schedule. With that I have the following comments and recommendation.

The RFP was delivered to::

Firm Name	First Name	Last Name	Street Address	Sub Address	City	State
Trotter & Associates	Scott	Trotter	40W201 Wasco Rd.	Suite D	St. Charles	IL

The following firms have responded:

Firm Name	Price	Attach C	Attach D
Trotter and Associates, Inc.	$49,558.00	Yes	Yes

Recommendation:

The cost of the proposal is a total of **$49,558.00** and is based on estimated hours of work of staff at hourly rates. The Village has a budgeted amount of $110,000.00 in the Capital Improvement fund code 12900400 - 42232. Based on all the above mentioned qualities it is my recommendation that you consider Trotter & Associates, Inc. for this project.

The project is scheduled for award by the Village Board on August 1st, 2017. Thus, the recommendation should go before the Committee of the Whole on July 25th, 2017.

TROTTER and ASSOCIATES, INC.
ENGINEERS AND SURVEYORS

July 14, 2017

Shawn M. Hurtig
Village of Algonquin
Director of Public Works
110 Meyer Drive
Algonquin, IL 60102

Re: Downtown Streetscape Phase 2 Utility Design – Stage 2
Project VoA16-2-25B
Professional Services Agreement

Dear Mr. Hurtig:

We sincerely appreciate this opportunity to offer our services. Enclosed for your review is the engineering services agreement for the referenced project. Please contact us if there are any questions or changes to the listed scope of services. If you would like to proceed with the contract, please sign and return one copy of the agreement.

Sincerely,

TROTTER & ASSOCIATES, INC.

Robert Scott Trotter, P.E., BCEE
President

38 W. Grand Avenue, Suite 300
Fox Lake, Illinois 60020
Ph: 630.587.0470 Fax 630.587.0475

www.trotter-inc.com

40W201 Wasco Road, Suite D
St. Charles, Illinois 60175
Ph: 630.587.0470 Fax 630.587.0475

July 14, 2017

Shawn M. Hurtig
Village of Algonquin
Director of Public Works
110 Meyer Drive
Algonquin, IL 60102

Re: Downtown Streetscape Phase 2 Utility Design – Stage 2
Project VoA16-2-25B
Professional Services Letter Agreement and Exhibits

Dear Mr. Hurtig,

Trotter and Associates, Inc. (ENGINEER) is pleased to provide professional services to The Village of Algonquin (CLIENT) for the Downtown Streetscape Utility Design Stage 2 – Phase 2 (hereinafter referred to as the "PROJECT").

Project Understanding

The Village of Algonquin is currently pursuing a phased approach for the Downtown Streetscape Project. TAI provided preliminary design for Stage 2 utility improvements along North Harrison and Edwards Street. The Village has reviewed and approved the preliminary engineering plans and provided feedback with respect to lift station demolition and existing lift station modifications.

The Stage 2 Utility Improvement Project is divided into three sections. Section 1 includes Edward Street from North Main Street to North Harrison Street. Section 3Ai includes North Harrison Street from Edward to Riverfront Park Lift Station. Section 3Ai (amended) includes North Harrison Street from North Harrison Street Lift Station to Edwards Street.

Section 1 includes replacement of the 8" main with a 12" water main, including new valves, hydrants, services (up to meter), and curb stop valves. The proposed 10" sanitary sewer will extend from the proposed 30" on north Harrison Street to North Main Street and will eventually be connected to the Northern Expansion Area. It is our understanding that this project is limited to water and sewer improvements and that the storm sewer improvements, light poles, and roadway design will be part of a separate project, therefore the project will include limited restoration.

Section 3Ai includes replacement of the existing 8" sanitary sewer with a new 30" sanitary sewer from Riverfront Lift Station to Edward Street including new services up to the ROW with cleanouts at the ROW. Riverfront Lift Station will be modified to accommodate the lower 30" invert elevation. It is our understanding that this project is limited to sanitary sewer improvements and that the storm sewer improvements, light poles, and roadway design will be part of a separate project, therefore the project will include limited restoration.

Section 3Ai (Amended) includes replacement of the existing 8" sanitary sewer with a new 30" sanitary sewer from Edward Street to North Harrison Street Lift Station including new services up to the ROW with cleanouts at the ROW. The North Harrison Street Lift Station will be removed. It is our understanding that the restoration is limited to full depth patching, curb removal and replacement, driveway and sidewalk replacement as required to facilitate installation of the sanitary sewer and services. The project will conclude with a full pavement overlay.

The Village had requested TAI to provide civil engineering services for finalization of the construction drawings, obtain applicable permits, and provide bidding phase services.

Project Schedule

Design Kickoff Meeting	August 10th, 2017 (Tentative)
Ph. 2 – Pre Final Plans	October 6th, 2017
Bidding Documents	December 8th, 2017
Start of Construction	January 2018

Scope of Services

Our services will consist of customary civil engineering and related engineering services for the project outlined above.

Task 2A – Design Management, Coordination, Communication, & Reporting

Management of the work outlined below will be completed to ensure efficient and effective use of the Village's time and resources. Contract management and quality control services will be completed to comply with TAI's internal QA/QC process, and the Village will be updated with any significant changes to the design or permitting requirements throughout the duration of the project in order to manage change, communicate effectively, coordinate internally, and exterually as needed, and proactively address issues with the Village Project Manager and others as necessary to deliver a high quality product within budget and on schedule.

Task 2A Deliverable(s)
- **Project Schedule & Updates**
- **Utility Coordination Letters**
- **Report summarizing review comments and resolutions of comments**

Task 2B – Permit Clearing

TAI shall work with the Village to compose, complete, and file all necessary permit applications including but not limited to:
- Storm Water Pollution Prevention Plan
- Army Corps of Engineers (404 or individual)
- Illinois Environmental Protection Agency
- Illinois Department Natural Resources
- Algonquin Building Permit(s)

It is anticipated that TAI will complete a Joint Application Permit in order to coordinate permitting requirements for the Army Corps of Engineers, IEPA water quality, and IDNR since the project is located adjacent to the Fox River and the 100-year storm event.

The following permits were included in the project outline, but are not anticipated to be required.
- Illinois Department of Transportation
- Kane County Department of Transportation
- McHenry County Department of Transportation
- McHenry County Development
- Kane County Development

Task 2B Deliverable(s)
- **Permit Status Report**

Task 2C – Final Plans & Specifications

TAI shall prepare final bid documents incorporating all comments from previous reviews. Final plans shall be printed on 24" x 36" paper and shall be complete with final signatures and ready for reproductions. Preparation of plans shall include the final alignment, geometry, and cross sections (as necessary).

Specifications shall include descriptions of all line items identified and include method of measurement. Specifications are anticipated to follow typical IDOT and Village of Algonquin requirements and Standard Provisions. Typical specifications will be provided by the Village. Any necessary adjustments, or special language will be made by TAI and discussed with Village Staff accordingly.

Any required plan details, unique construction notes, processes, and procedures shall be included in plan set.

1) Pre-Final Plan Set Minimum Requirements
   a. 90% Plan and Profile for proposed utilities
   b. Restoration Sheet(s)
   c. Project Standard Details
   d. Traffic Control Sheet(s)
      i. Maintenance of Traffic sheet(s)
   e. Detailed Lift Station Demolition sheet(s)
   f. Detailed Lift Station Modification sheet(s)

2) Pre-Final Specifications Manual Minimum Requirements
   (Specification manual shall be constructed per Village standards)
   a. Standard Special Provisions
      i. Intro Page
      ii. Recurring Special Provisions
      iii. Project Specific Project Provisions

3) Final Plan Set Minimum Requirements
   a. Pre-Final Minimum Requirements
   b. Special Details
   c. Final Structural
      i. Details, Steel & Construction Calculations

4) Final Specification Manual Minimum Requirements
   a. All Standard Special Provisions
   b. Line Item Special Provisions (IDOT Modifications)
   c. Line Item Special Provisions (VoA Special Provision)

Task 2C Deliverable(s)

- **Pre-Final Plan Set**
- **Pre-Final Specifications Manual**
- **Final Plan Set**
- **Final Specifications Manual**

Task 2D – Final Engineers Estimate

TAI will provide an Engineers Estimate that corresponds with the summary of quantities and Special Provisions in order to evaluate the final plan and provide the Village with an estimate for cost of construction. Typical estimates prepared will use cost evaluating methods from similar projects, and will include any feedback from Village Staff. TAI will include a contingency within the estimate in order to account for construction inspection, materials inspection, and any known permit fees.

Task 2D Deliverable(s)

- **Final Engineers Estimate**

Task 2E – Bid Documents

TAI shall prepare the project documents for bidding in a public environment. This includes the gathering of Village bidding documentation, schedules, and fees along with the plan(s), specifications, and permits obtained. A uniform bid package shall be constructed on the schedule outlined by the Village, and copies made available for a fee at TAI's office. As part of the bidding process, TAI shall address any required addenda and RFI that are encountered during the bidding process.

It was noted that TAI's attendance at bid opening is not required, TAI shall maintain responsibility to tabulate, review, and recommend award for bids received.

Task 2E Deliverable(s)

- **Bidding Documents (template supplied by Village)**
- **Advertisement of Bid (template supplied by Village)**
- **Bid Tabulation, & Recommendation**

Changes to the scope of services outlined in this agreement shall be authorized through execution of an Exhibit D - Contract Addendum. Based on conversations with staff, it is our understanding that soil borings, CCDD documentation, wetland delineations, and other environmental services that may be required within the project area will be supplied by others. Therefore, they are not included within our project scope.

Compensation

An amount equal to the cumulative hours charged to the Project by each class of ENGINEER's employees times Standard Hourly Rates for each applicable billing class for all services performed on the Project, plus Reimbursable Expenses and ENGINEER's Consultant's charges, if any.

ENGINEER's Reimbursable Expenses Schedule and Standard Hourly Rates are attached to this Exhibit B.

The total compensation for services will not exceed **$49,558.00** based on the following distribution of compensation:

Task #	DESCRIPTION	UNIT OF MEASURE	QTY	UNIT/TOTAL PRICE
2A	Ph. 2 Design Mgmt., Coordination, Communication, & Reporting	LUMP	1	$10,649.00
2B	Permit Clearing	LUMP	1	$6,258.00
2C	Final Plans & Specifications	LUMP	1	$24,099.00
2D	Engineers Estimates	LUMP	1	$1,948.00
2E	Bid Documents	LUMP	1	$6,604.00
TOTAL		**NTE**		**$49,558.00**

ENGINEER may alter the distribution of compensation between individual phases of the work noted herein to be consistent with services actually rendered, but shall not exceed the total estimated compensation amount unless approved in writing by CLIENT. The total estimated compensation for ENGINEER's services included in the breakdown by phases incorporates all labor, overhead, profit, Reimbursable Expenses and ENGINEER's Consultant's charges. The amounts billed for ENGINEER's services will be based on the cumulative hours charged to the PROJECT during the billing period by each class of ENGINEER's employees times Standard Hourly Rates for each applicable billing class, plus Reimbursable Expenses and ENGINEER's Consultant's charges. The Standard Hourly Rates and Reimbursable Expenses Schedule will be adjusted annually as of January 1st to reflect equitable changes in the compensation payable to ENGINEER.

Miscellaneous

This Agreement constitutes the entire agreement between the parties and supersedes any prior oral or written representations. This agreement may not be changed, modified, or amended except in writing signed by both parties. In the event of any conflict among the exhibits, the exhibit of the latest date shall control.

ENGINEER may have portions of the Services performed by its affiliated entities or their employees, in which event ENGINEER shall be responsible for such services and CLIENT shall look solely to ENGINEER as if ENGINEER performed the Services. In no case shall CLIENT'S approval of any subcontract relieve ENGINEER of any of its obligations under this Agreement. However, ENGINEER is not responsible whatsoever for any obligations its subcontractors might have to its [subcontractors'] employees, including but not limited to proper compensation of its employees.

In the event CLIENT uses a purchase order form or other CLIENT developed document to administer this Agreement, the use of such documents shall be for the CLIENT's convenience only, and any provisions, terms or conditions within the CLIENT developed document shall be deemed stricken, null and void. Any provisions, terms or conditions which the CLIENT would like to reserve shall be added to Exhibit C – Supplemental Conditions and agreed to by both parties.

ENGINEER acknowledges that this project and the scope of work performed thereto will require ENGINEER and all lower tiered subcontractors of ENGINEER to comply with all obligations under and pursuant to the any applicable local, state and/or federal prevailing wage laws (e.g. Davis-Bacon Act, Illinois Prevailing Wage Act, etc.), including but not limited to all wage, notice and/or record keeping requirements to the extent applicable, necessitated and required by law.

If during negotiations or discussion with a Client it becomes clear that Client has determined prevailing wages are not applicable to the work performed by Trotter & Associates, it is best to confirm that understanding in writing with appropriate indemnification language. The following is draft language to consider:

Trotter & Associates' services performed is based on its understanding through the actions, statements and/or omissions of CLIENT that this project [identify] and the work performed relating thereto is professional in nature and not subject to prevailing wage requirements (federal, state or local). If Trotter & Associates' understanding is incorrect, CLIENT agrees and acknowledges that it shall immediately notify Trotter & Associates in writing within forty-eight (48) hours from receiving this notice so that Trotter & Associates may submit a revised proposal and/or invoice reflecting the additional costs associated with applicable prevailing wage laws. If at any time it is determined that this project is or was subject to prevailing wage requirements under federal, state or local law, then CLIENT agrees and acknowledges that it shall reimburse and make whole Trotter & Associates for any back wages, penalties and/or interest owed to its employees or any other third party, including any appropriate governmental agency. CLIENT also agrees that prices, costs and/or applicable fees will also be increased prospectively as required by the increase in wage payments to Trotter & Associates' employees. CLIENT understands and acknowledges that it shall notify Trotter & Associates of any prevailing wage requirements or obligations under applicable laws relating to the work or services performed by Trotter & Associates. CLIENT also agrees to indemnify and hold Trotter & Associates harmless from any error, act or omission on its part with regard to prevailing wage notification that causes any claim, cause of action, harm or loss upon Trotter & Associates, including but not limited to prompt reimbursement to Trotter & Associates of any and all back wages, penalties and/or interest owed to its employees or any other third party, including reasonable attorneys' fees and costs associated with such claim, cause of action, harm or loss.

Contents of Agreement

This Letter Agreement and the Exhibits attached hereto and incorporated herein, represent the entire understanding with respect to the Project and may only be modified in writing signed by both parties.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement.

CLIENT:	Trotter and Associates, Inc.:
_____	
By:_____	By: Robert Scott Trotter
Title:_____	Title: President
Effective Date:_____	Date Signed: July 14, 2017
Address for giving notices:	Address for giving notices:
	40W201 Wasco Road, Suite D St. Charles, IL 60175
Designated Representative	Designated Representative
	Robert Scott Trotter
Title:	Title: President
Phone Number:	Phone Number: 630-587-0470
Facsimile Number:	Facsimile Number: 630-587-0475
E-Mail Address:	E-Mail Address: s.trotter@trotter-inc.com

ATTACHMENTS:

EXHIBT A – STANDARD TERMS AND CONDITIONS

EXHIBIT B – SCHEDULE OF HOURLY RATES AND REIMBURSIBLE EXPENSES

EXHIBIT C – SUPPLEMENTAL GENERAL CONDITIONS

EXHIBIT D – CONTRACT ADDENDUM

VILLAGE OF ALGONQUIN

Attachment C

DOWNTOWN STREETSCAPE UTILITY DESIGN
STAGE 2 – PHASE 2

NON-COLLUSION CERTIFICATION

By Submission of this proposal, the Offeror Scott Trotter certifies,
Name of Offeror

That (s)he is President of Trotter + Associates and,
Title Name of Firm

under penalty of perjury, affirms:

1. The prices in this proposal have been arrived at independently without collusion, consultation, communication, or agreement, for the purpose of restricting competition, as to any matter relating to such prices with any other Offeror or with any competitor;

2. Unless otherwise required by law, the prices which have been quoted in this bid have not been knowingly disclosed by the Offeror and will not knowingly be disclosed by the Offeror prior to opening, directly or indirectly, to any other Offeror or to any competitor; and

3. No attempt has been made or will be made by the Offeror to induce any other person, partnership or corporation to submit or not submit a proposal for the purpose of restricting competition.

4. The proposal was not made in the interest of or on behalf of any undisclosed person, partnership, company, organization or corporation.

5. Each person signing the proposal certifies that:

   (A) - (S)he is the person in the Consultant's organization responsible within that organization for the decision as to prices being offered in the proposal and that he has not participated and will not participate in any action contrary to (1-4] above;

   Or

   (B) - (S)he is not the person in the Consultant's organization responsible within that organization for the decision as to prices being offered in the proposal but that he has been authorized in writing to act as agent for the persons responsible for such decisions in certifying that such persons have not participated, and will not participate, in any action contrary to (1-4) above, and that as their agent, does hereby so certify; and that he has not participated, and will not participate in any action contrary to (1-4) above.

VILLAGE OF ALGONQUIN

Attachment D

DOWNTOWN STREETSCAPE UTILITY DESIGN
STAGE 2 – PHASE 2

NON-CONFLICT OF INTEREST STATEMENT

I certify that neither I nor any member of my immediate family has a material personal or financial relationship with any offeror, or to a direct competitor of any offeror under consideration by this proposal evaluation committee. I further certify that no other relationship, bias or ethical conflict exists which will prevent me from evaluating any proposal solely on its merits and in accordance with the Request for Proposal's evaluation criteria.

Furthermore, I agree to notify the Village of Algonquin if my personal or financial relationship with one of the offerors is altered at any time during the evaluation process. If I am serving as the Procurement Officer of record I agree to advise my supervisor of any changes that could appear to represent a conflict of interest.

Name: SCOTT TROTTER
(Print)

(Signature)

Title: PRESIDENT

Date: 7/14/17

Department/Agency TROTTER + ASSOCIATES

CLIENT Initial ____

TAI Initial _____

TROTTER and ASSOCIATES, INC.
ENGINEERS AND SURVEYORS

EXHIBIT A - STANDARD TERMS AND CONDITIONS

Table of Contents

ARTICLE 1 - SERVICES OF ENGINEER

1.01 Scope

A. ENGINEER shall provide the Professional Services set forth herein and in the Letter Agreement.

B. Upon this Agreement becoming effective, ENGINEER is authorized to begin Services.

ARTICLE 2 - CLIENT'S RESPONSIBILITIES

2.01 General

A. Provide ENGINEER with all criteria and full information as to CLIENT's requirements for the Project, including design objectives and constraints, space, capacity and performance requirements, flexibility, and expandability, and any budgetary limitations; and furnish copies of all design and construction standards which CLIENT will require to be included in the Drawings and Specifications; and furnish copies of CLIENT's standard forms, conditions, and related documents for ENGINEER to include in the Bidding Documents, when applicable.

B. Furnish to ENGINEER any other available information pertinent to the Project including reports and data relative to previous designs, or investigation at or adjacent to the Site.

C. Following ENGINEER's assessment of initially-available Project information and data and upon ENGINEER's request, furnish or otherwise make available such additional Project related information and data as is reasonably required to enable ENGINEER to complete its Basic and Additional Services. Such additional information or data would generally include the following:

1. Property descriptions.

2. Zoning, deed, and other land use restrictions.

3. Property, boundary, easement, right-of-way, and other special surveys or data, including establishing relevant reference points.

4. Explorations and tests of subsurface conditions at or contiguous to the Site, drawings of physical conditions in or relating to existing surface or subsurface structures at or contiguous to the Site, or hydrographic surveys, with appropriate professional interpretation thereof.

5. Environmental assessments, audits, investigations and impact statements, and other relevant environmental or cultural studies as to the Project, the Site, and adjacent areas.

6. Data or consultations as required for the Project but not otherwise identified in the Agreement or the Exhibits thereto.

D. Give prompt written notice to ENGINEER whenever CLIENT observes or otherwise becomes aware of a Hazardous Environmental Condition or of any other development that affects the scope or time of performance of ENGINEER's services, or any defect or nonconformance in ENGINEER's services or in the work of any Contractor.

E. Authorize ENGINEER to provide Additional Services as set forth in Exhibit D - Addendum of the Agreement as required.

F. Arrange for safe access to and make all provisions for ENGINEER to enter upon public and private property as required for ENGINEER to perform services under the Agreement.

G. Examine all alternate solutions, studies, reports, sketches, Drawings, Specifications, proposals, and other documents presented by ENGINEER (including obtaining advice of an attorney, insurance counselor, and other advisors or consultants as CLIENT deems appropriate with respect to such examination) and render in writing timely decisions pertaining thereto.

H. Provide reviews, approvals, and permits from all governmental authorities having jurisdiction to approve all phases of the Project designed or specified by ENGINEER and such reviews, approvals, and consents from others as may be necessary for completion of each phase of the Project.

I. Provide, as required for the Project:

1. Accounting, bond and financial advisory, independent cost estimating, and insurance counseling services.

2. Legal services with regard to issues pertaining to the Project as CLIENT requires, Contractor raises, or ENGINEER reasonably requests.

3. Such auditing services as CLIENT requires to ascertain how or for what purpose Contractor has used the moneys paid.

4. Placement and payment for advertisement for Bids in appropriate publications.

J. Advise ENGINEER of the identity and scope of services of any independent consultants employed by CLIENT to perform or furnish services in regard to the Project, including, but not limited to, cost estimating, project peer review, value engineering, and constructability review.

K. Furnish to ENGINEER data as to CLIENT's anticipated costs for services to be provided by others for CLIENT so that ENGINEER may make the necessary calculations to develop and periodically adjust ENGINEER's opinion of Total Project Costs.

L. If CLIENT designates a manager or an individual or entity other than, or in addition to, ENGINEER to represent CLIENT at the Site, the duties, responsibilities, and limitations of authority of such other party shall be disclosed to the ENGINEER and coordinated in relation to the duties, responsibilities, and authority of ENGINEER.

M. If more than one prime contract is to be awarded for the Work designed or specified by ENGINEER, designate a person or entity to have authority and responsibility for coordinating the activities among the various prime Contractors, and define and set forth the duties, responsibilities, and limitations of authority of such individual or entity and the relation thereof to the duties, responsibilities, and authority of ENGINEER is to be mutually agreed upon and made a part of this Agreement before such services begin.

N. Attend the pre-bid conference, bid opening, pre-construction conferences, construction progress and other job related meetings, and Substantial Completion and final payment inspections.

O. Provide the services of an independent testing laboratory to perform all inspections, tests, and approvals of Samples, materials, and equipment required by the Contract Documents, or to evaluate the performance of materials, equipment, and facilities of CLIENT, prior to their incorporation into the Work with appropriate professional interpretation thereof.

P. Provide inspection or monitoring services by an individual or entity other than ENGINEER (and disclose the identity of such individual or entity to ENGINEER) as CLIENT determines necessary to verify:

1. That Contractor is complying with any Laws and Regulations applicable to Contractor's performing and furnishing the Work.

2. That Contractor is taking all necessary precautions for safety of persons or property and complying with any special provisions of the Contract Documents applicable to safety.

Q. Provide ENGINEER with the findings and reports generated by the entities providing services pursuant to paragraphs 2.01.O and P.

ARTICLE 3 - TIMES FOR RENDERING SERVICES

3.01 General

A. ENGINEER's services and compensation under this Agreement have been agreed to in anticipation of the orderly and continuous progress of the Project through completion. Unless specific periods of time or specific dates for providing services are specified in this Agreement, ENGINEER's obligation to render services hereunder will be for a period which may reasonably be required for the completion of said services.

B. If in this Agreement specific periods of time for rendering services are set forth or specific dates by which services are to be completed are provided, and if such periods of time or dates are changed through no fault of ENGINEER, the rates and amounts of compensation provided for herein shall be subject to equitable adjustment. If CLIENT has requested changes in the scope, extent, or character of the Project, the time of performance of ENGINEER's services shall be adjusted equitably.

C. For purposes of this Agreement the term "day" means a calendar day of 24 hours.

3.02 Suspension

A. If CLIENT fails to give prompt written authorization to proceed with any phase of services after completion of the immediately preceding phase, or if ENGINEER's services are delayed through no fault of ENGINEER, ENGINEER may, after giving seven days written notice to CLIENT, suspend services under this Agreement.

B. If ENGINEER's services are delayed or suspended in whole or in part by CLIENT, or if ENGINEER's services are extended by Contractor's actions or inactions for more than 90 days through no fault of ENGINEER, ENGINEER shall be entitled to equitable adjustment of rates and amounts of compensation provided for elsewhere in this Agreement to reflect, reasonable costs incurred by ENGINEER in connection with, among other things, such delay or suspension and reactivation and the fact that the time for performance under this Agreement has been revised.

ARTICLE 4 - PAYMENTS TO ENGINEER

4.01 Methods of Payment for Services and Reimbursable Expenses of ENGINEER

A. *For Basic Services.* CLIENT shall pay ENGINEER for Basic Services performed or furnished under as outlined in the Letter Agreement

B. *For Additional Services.* CLIENT shall pay ENGINEER for Additional Services performed or furnished as outlined in Exhibit D.

C. *For Reimbursable Expenses.* CLIENT shall pay ENGINEER for Reimbursable Expenses incurred by ENGINEER and ENGINEER's Consultants as set forth in Exhibit B.

4.02 Other Provisions Concerning Payments

A. *Preparation of Invoices.* Invoices will be prepared in accordance with ENGINEER's standard invoicing practices and will be submitted to CLIENT by ENGINEER, unless otherwise agreed.

B. *Payment of Invoices.* Invoices are due and payable within 30 days of receipt. If CLIENT fails to make any payment due ENGINEER for services and

expenses within 30 days after receipt of ENGINEER's invoice therefor, the amounts due ENGINEER will be increased at the rate of 1.0% per month (or the maximum rate of interest permitted by law, if less) from said thirtieth day. In addition, ENGINEER may, after giving seven days written notice to CLIENT, suspend services under this Agreement until ENGINEER has been paid in full all amounts due for services, expenses, and other related charges. Payments will be credited first to interest and then to principal.

C. *Disputed Invoices.* In the event of a disputed or contested invoice, only that portion so contested may be withheld from payment, and the undisputed portion will be paid.

D. *Payments Upon Termination.*

1. In the event of any termination under paragraph 6.06, ENGINEER will be entitled to invoice CLIENT and will be paid in accordance with Exhibit B for all services performed or furnished and all Reimbursable Expenses incurred through the effective date of termination.

2. In the event of termination by CLIENT for convenience or by ENGINEER for cause, ENGINEER, in addition to invoicing for those items identified in subparagraph 4.02.D.1, shall be entitled to invoice CLIENT and shall be paid a reasonable amount for services and expenses directly attributable to termination, both before and after the effective date of termination, such as reassignment of personnel, costs of terminating contracts with ENGINEER's Consultants, and other related close-out costs, using methods and rates for Additional Services as set forth in Exhibit B.

E. *Records of ENGINEER's Costs.* Records of ENGINEER's costs pertinent to ENGINEER's compensation under this Agreement shall be kept in accordance with generally accepted accounting practices. To the extent necessary to verify ENGINEER's charges and upon CLIENT's timely request, copies of such records will be made available to CLIENT at cost.

F. *Legislative Actions.* In the event of legislative actions after the Effective Date of the Agreement by any level of government that impose taxes, fees, or costs on ENGINEER's services or other costs in connection with this Project or compensation therefore, such new taxes, fees, or costs shall be invoiced to and paid by CLIENT as a Reimbursable Expense to which a Factor of 1.0 shall be applied. Should such taxes, fees, or costs be imposed, they shall be in addition to ENGINEER's estimated total compensation.

ARTICLE 5 - OPINIONS OF COST

5.01 Opinions of Probable Construction Cost

A. ENGINEER's opinions of probable Construction Cost provided for herein are to be made on the basis of ENGINEER's experience and qualifications and represent ENGINEER's best judgment as an experienced and qualified professional generally familiar with the industry. However, since ENGINEER has no control over the cost of labor, materials, equipment, or services furnished by others, or over the Contractor's methods of determining prices, or over competitive bidding or market conditions, ENGINEER cannot and does not guarantee that proposals, bids, or actual Construction Cost will not vary from opinions of probable Construction Cost prepared by ENGINEER. If CLIENT wishes greater assurance as to probable Construction Cost, CLIENT shall employ an independent cost estimator.

5.02 Designing to Construction Cost Limit

A. If a Construction Cost limit is established between CLIENT and ENGINEER, such Construction Cost limit and a statement of ENGINEER's rights and responsibilities with respect thereto will be specifically set forth in Exhibit C - Supplemental General Conditions.

5.03 Opinions of Total Project Costs

A. ENGINEER assumes no responsibility for the accuracy of opinions of Total Project Costs.

ARTICLE 6 - GENERAL CONSIDERATIONS

6.01 Standards of Performance

A. The standard of care for all professional engineering and related services performed or furnished by ENGINEER under this Agreement will be the care and skill ordinarily used by members of ENGINEER's profession practicing under similar circumstances at the same time and in the same locality. ENGINEER makes no

warranties, express or implied, under this Agreement or otherwise, in connection with ENGINEER's services.

B. ENGINEER shall be responsible for the technical accuracy of its services and documents resulting therefrom, and CLIENT shall not be responsible for discovering deficiencies therein. ENGINEER shall correct such deficiencies without additional compensation except to the extent such action is directly attributable to deficiencies in CLIENT-furnished information.

C. ENGINEER shall perform or furnish professional engineering and related services in all phases of the Project to which this Agreement applies. ENGINEER shall serve as CLIENT's prime professional for the Project. ENGINEER may employ such ENGINEER's Consultants as ENGINEER deems necessary to assist in the performance or furnishing of the services. ENGINEER shall not be required to employ any ENGINEER's Consultant unacceptable to ENGINEER.

D. ENGINEER and CLIENT shall comply with applicable Laws or Regulations and CLIENT-mandated standards. This Agreement is based on these requirements as of its Effective Date. Changes to these requirements after the Effective Date of this Agreement may be the basis for modifications to CLIENT's responsibilities or to ENGINEER's scope of services, times of performance, or compensation.

E. CLIENT shall be responsible for, and ENGINEER may rely upon, the accuracy and completeness of all requirements, programs, instructions, reports, data, and other information furnished by CLIENT to ENGINEER pursuant to this Agreement. ENGINEER may use such requirements, reports, data, and information in performing or furnishing services under this Agreement.

F. CLIENT shall make decisions and carry out its other responsibilities in a timely manner and shall bear all costs incident thereto so as not to delay the services of ENGINEER.

G. Prior to the commencement of the Construction Phase, CLIENT shall notify ENGINEER of any other notice or certification that ENGINEER will be requested to provide to CLIENT or third parties in connection with the Project. CLIENT and ENGINEER shall reach agreement on the terms of any such requested notice or certification, and CLIENT shall authorize such Additional Services as are necessary to enable ENGINEER to provide the notices or certifications requested.

H. ENGINEER shall not be required to sign any documents, no matter by whom requested, that would result in the ENGINEER's having to certify, guarantee or warrant the existence of conditions whose existence the ENGINEER cannot ascertain. CLIENT agrees not to make resolution of any dispute with the ENGINEER or payment of any amount due to the ENGINEER in any way contingent upon the ENGINEER's signing any such certification.

I. During the Construction Phase, ENGINEER shall not supervise, direct, or have control over Contractor's work, nor shall ENGINEER have authority over or responsibility for the means, methods, techniques, sequences, or procedures of construction selected by Contractor, for safety precautions and programs incident to the Contractor's work in progress, nor for any failure of Contractor to comply with Laws and Regulations applicable to Contractor's furnishing and performing the Work.

J. ENGINEER neither guarantees the performance of any Contractor nor assumes responsibility for any Contractor's failure to furnish and perform the Work in accordance with the Contract Documents.

K. ENGINEER shall not be responsible for the acts or omissions of any Contractor(s), subcontractor or supplier, or of any of the Contractor's agents or employees or any other persons (except ENGINEER's own employees) at the Site or otherwise furnishing or performing any of the Contractor's work; or for any decision made on interpretations or clarifications of the Contract Documents given by CLIENT without consultation and advice of ENGINEER.

L. The General Conditions for any construction contract documents prepared hereunder are to be the "Standard General Conditions of the Construction Contract" as prepared by the Engineers Joint Contract Documents Committee (Document No. 1910-8, 1996 Edition) unless both parties mutually agree to use other General Conditions.

6.02 Authorized Project Representatives

A. Contemporaneous with the execution of this Agreement, ENGINEER and CLIENT shall

designate specific individuals to act as ENGINEER's and CLIENT's representatives with respect to the services to be performed or furnished by ENGINEER and responsibilities of CLIENT under this Agreement. Such individuals shall have authority to transmit instructions, receive information, and render decisions relative to the Project on behalf of each respective party.

6.03 Design without Construction Phase Services

A. Should CLIENT provide Construction Phase services with either CLIENT's representatives or a third party, ENGINEER's Basic Services under this Agreement will be considered to be completed upon completion of the Final Design Phase or Bidding or Negotiating Phase as outlined in the Letter Agreement.

B. It is understood and agreed that if ENGINEER's Basic Services under this Agreement do not include Project observation, or review of the Contractor's performance, or any other Construction Phase services, and that such services will be provided by CLIENT, then CLIENT assumes all responsibility for interpretation of the Contract Documents and for construction observation or review and waives any claims against the ENGINEER that may be in any way connected thereto.

6.04 Use of Documents

A. All Documents are instruments of service in respect to this Project, and ENGINEER shall retain an ownership and property interest therein (including the right of reuse at the discretion of the ENGINEER) whether or not the Project is completed.

B. Copies of CLIENT-furnished data that may be relied upon by ENGINEER are limited to the printed copies (also known as hard copies) that are delivered to the ENGINEER. Files in electronic media format of text, data, graphics, or of other types that are furnished by CLIENT to ENGINEER are only for convenience of ENGINEER. Any conclusion or information obtained or derived from such electronic files will be at the user's sole risk.

C. Copies of Documents that may be relied upon by CLIENT are limited to the printed copies (also known as hard copies) that are signed or sealed by the ENGINEER. Files in electronic media format of text, data, graphics, or of other types that are furnished by ENGINEER to CLIENT are only for convenience of CLIENT. Any conclusion or information obtained or derived from such electronic files will be at the user's sole risk.

D. Because data stored in electronic media format can deteriorate or be modified inadvertently or otherwise without authorization of the data's creator, the party receiving electronic files agrees that it will perform acceptance tests or procedures within 60 days, after which the receiving party shall be deemed to have accepted the data thus transferred. Any errors detected within the 60-day acceptance period will be corrected by the party delivering the electronic files. ENGINEER shall not be responsible to maintain documents stored in electronic media format after acceptance by CLIENT.

E. When transferring documents in electronic media format, ENGINEER makes no representations as to long term compatibility, usability, or readability of documents resulting from the use of software application packages, operating systems, or computer hardware differing from those used by ENGINEER at the beginning of this Project.

F. CLIENT may make and retain copies of Documents for information and reference in connection with use on the Project by CLIENT. Such Documents are not intended or represented to be suitable for reuse by CLIENT or others on extensions of the Project or on any other project. Any such reuse or modification without written verification or adaptation by ENGINEER, as appropriate for the specific purpose intended, will be at CLIENT's sole risk and without liability or legal exposure to ENGINEER or to ENGINEER's Consultants. CLIENT shall indemnify and hold harmless ENGINEER and ENGINEER's Consultants from all claims, damages, losses, and expenses, including attorneys' fees arising out of or resulting therefrom.

G. If there is a discrepancy between the electronic files and the hard copies, the hard copies govern.

H. Any verification or adaptation of the Documents for extensions of the Project or for any other project will entitle ENGINEER to further compensation at rates as defined in Exhibit B.

6.05 Insurance

A. ENGINEER shall procure and maintain insurance as set forth below:

1. Workers Compensation & Employer's Liability
   a. Each Occurrence: $1,000,000

2. General Liability
   a. Each Occurrence: $1,000,000
   b. General Aggregate: $2,000,000

3. Excess or Umbrella Liability
   a. Each Occurrence: $5,000,000
   b. General Aggregate: $5,000,000

4. Automobile Liability
   a. Combined Single Limit (Bodily Injury and Property Damage): Each Accident $1,000,000

5. Professional Liability
   a. Each Occurrence: $2,000,000
   b. General Aggregate: $2,000,000

B. CLIENT shall cause ENGINEER and ENGINEER's Consultants to be listed as additional insureds on any general liability or property insurance policies carried by CLIENT which are applicable to the Project.

C. CLIENT shall require Contractor to purchase and maintain general liability and other insurance as specified in the Contract Documents and to cause ENGINEER and ENGINEER's Consultants to be listed as additional insureds with respect to such liability and other insurance purchased and maintained by Contractor for the Project

D. CLIENT and ENGINEER shall each deliver to the other certificates of insurance evidencing the coverage.

E. All policies of property insurance shall contain provisions to the effect that ENGINEER's and ENGINEER's Consultants' interests are covered and that in the event of payment of any loss or damage the insurers will have no rights of recovery against any of the insureds or additional insureds thereunder.

F. At any time, CLIENT may request that ENGINEER, at CLIENT's sole expense, provide additional insurance coverage, increased limits, or revised deductibles that are more protective. If so requested by CLIENT, with the concurrence of ENGINEER, and if commercially available, ENGINEER shall obtain and shall require ENGINEER's Consultants to obtain such additional insurance coverage, different limits, or revised deductibles for such periods of time as requested by CLIENT.

6.06 Termination

A. The obligation to provide further services under this Agreement may be terminated:

1. *For cause*,

   a. By either party upon 30 days written notice in the event of substantial failure by the other party to perform in accordance with the terms hereof through no fault of the terminating party.

   b. By ENGINEER:

      1) upon seven days written notice if ENGINEER believes that ENGINEER is being requested by CLIENT to furnish or perform services contrary to ENGINEER's responsibilities as a licensed professional; or

      2) upon seven days written notice if the ENGINEER's services for the Project are delayed or suspended for more than 90 days for reasons beyond ENGINEER's control.

      3) ENGINEER shall have no liability to CLIENT on account of such termination.

   c. Notwithstanding the foregoing, this Agreement will not terminate as a result of such substantial failure if the party receiving such notice begins, within seven days of receipt of such notice, to correct its failure to perform and proceeds diligently to cure such failure within no more than 30 days of receipt thereof; provided, however, that if and to the extent such substantial failure cannot be reasonably cured within such 30 day period, and if such party has diligently attempted to cure the same and thereafter continues diligently to cure the same, then the cure period provided for herein shall extend up to, but in no case more than, 60 days after the date of receipt of the notice.

2. *For convenience*,

   a. By CLIENT effective upon the receipt of notice by ENGINEER.

B. The terminating party under paragraphs 6.06.A.1 or 6.06.A.2 may set the effective date of termination at a time up to 30 days later than otherwise provided to allow ENGINEER to demobilize personnel and equipment from the Site, to complete tasks whose value would otherwise be lost, to prepare notes as to the status of completed and uncompleted tasks, and to assemble Project materials in orderly files.

6.07 Controlling Law

A. This Agreement is to be governed by the law of the state in which the Project is located.

6.08 Successors, Assigns, and Beneficiaries

A. CLIENT and ENGINEER each is hereby bound and the partners, successors, executors, administrators and legal representatives of CLIENT and ENGINEER (and to the extent permitted by paragraph 6.08.B the assigns of CLIENT and ENGINEER) are hereby bound to the other party to this Agreement and to the partners, successors, executors, administrators and legal representatives (and said assigns) of such other party, in respect of all covenants, agreements and obligations of this Agreement.

B. Neither CLIENT nor ENGINEER may assign, sublet, or transfer any rights under or interest (including, but without limitation, moneys that are due or may become due) in this Agreement without the written consent of the other, except to the extent that any assignment, subletting, or transfer is mandated or restricted by law. Unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under this Agreement.

C. Unless expressly provided otherwise in this Agreement:

1. Nothing in this Agreement shall be construed to create, impose, or give rise to any duty owed by CLIENT or ENGINEER to any Contractor, Contractor's subcontractor, supplier, other individual or entity, or to any surety for or employee of any of them.

2. All duties and responsibilities undertaken pursuant to this Agreement will be for the sole and exclusive benefit of CLIENT and ENGINEER and not for the benefit of any other party. The CLIENT agrees that the substance of the provisions of this paragraph 6.08.C shall appear in the Contract Documents.

6.09 Dispute Resolution

A. CLIENT and ENGINEER agree to negotiate all disputes between them in good faith for a period of 30 days from the date of notice prior to exercising their rights under provisions of this Agreement, or under law. In the absence of such an agreement, the parties may exercise their rights under law.

B. If and to the extent that CLIENT and ENGINEER have agreed on a method and procedure for resolving disputes between them arising out of or relating to this Agreement, such dispute resolution method and procedure is set forth in Exhibit C, "Supplemental Conditions."

6.10 Hazardous Environmental Condition

A. CLIENT represents to Engineer that to the best of its knowledge a Hazardous Environmental Condition does not exist.

B. CLIENT has disclosed to the best of its knowledge to ENGINEER the existence of all Asbestos, PCB's, Petroleum, Hazardous Waste, or Radioactive Material located at or near the Site, including type, quantity and location.

C. If a Hazardous Environmental Condition is encountered or alleged, ENGINEER shall have the obligation to notify CLIENT and, to the extent of applicable Laws and Regulations, appropriate governmental officials.

D. It is acknowledged by both parties that ENGINEER's scope of services does not include any services related to a Hazardous Environmental Condition. In the event ENGINEER or any other party encounters a Hazardous Environmental Condition, ENGINEER may, at its option and without liability for consequential or any other damages, suspend performance of services on the portion of the Project affected thereby until CLIENT: (i) retains appropriate specialist consultant(s) or contractor(s) to identify and, as appropriate, abate, remediate, or remove the Hazardous Environmental Condition; and (ii) warrants that the Site is in full compliance with applicable Laws and Regulations.

E. CLIENT acknowledges that ENGINEER is performing professional services for CLIENT and that ENGINEER is not and shall not be required to become an "arranger," "operator," "generator," or "transporter" of hazardous substances, as defined in the Comprehensive Environmental Response, Compensation, and Liability Act of 1990 (CERCLA), which are or may be encountered at or near the Site in connection with ENGINEER's activities under this Agreement.

F. If ENGINEER's services under this Agreement cannot be performed because of a Hazardous Environmental Condition, the existence of the condition shall justify ENGINEER's terminating this Agreement for cause on 30 days notice.

6.11 Allocation of Risks

A. Indemnification

1. To the fullest extent permitted by law, ENGINEER shall indemnify and hold harmless CLIENT, CLIENT's officers, directors, partners, and employees from and against any and all costs, losses, and damages (including but not limited to all fees and charges of engineers, architects, attorneys, and other professionals, and all court or arbitration or other dispute resolution costs) caused solely by the negligent acts or omissions of ENGINEER or ENGINEER's officers, directors, partners, employees, and ENGINEER's Consultants in the performance and furnishing of ENGINEER's services under this Agreement.

2. To the fullest extent permitted by law, CLIENT shall indemnify and hold harmless ENGINEER, ENGINEER's officers, directors, partners, employees, and ENGINEER's Consultants from and against any and all costs, losses, and damages (including but not limited to all fees and charges of engineers, architects, attorneys, and other professionals, and all court or arbitration or other dispute resolution costs) caused solely by the negligent acts or omissions of CLIENT or CLIENT's officers, directors, partners, employees, and CLIENT's consultants with respect to this Agreement or the Project.

3. To the fullest extent permitted by law, ENGINEER's total liability to CLIENT and anyone claiming by, through, or under CLIENT for any cost, loss, or damages caused in part by the negligence of ENGINEER and in part by the negligence of CLIENT or any other negligent entity or individual, shall not exceed the percentage share that ENGINEER's negligence bears to the total negligence of CLIENT, ENGINEER, and all other negligent entities and individuals.

4. In addition to the indemnity provided under paragraph 6.11.A.2 of this Agreement, and to the fullest extent permitted by law, CLIENT shall indemnify and hold harmless ENGINEER and its officers, directors, partners, employees, and ENGINEER's Consultants from and against all costs, losses, and damages (including but not limited to all fees and charges of engineers, architects, attorneys, and other professionals, and all court or arbitration or other dispute resolution costs) caused by, arising out of or resulting from a Hazardous Environmental Condition, provided that (i) any such cost, loss, or damage is attributable to bodily injury, sickness, disease, or death, or to injury to or destruction of tangible property (other than completed Work), including the loss of use resulting therefrom, and (ii) nothing in this paragraph 6.11.A.4. shall obligate CLIENT to indemnify any individual or entity from and against the consequences of that individual's or entity's own negligence or willful misconduct.

5. The indemnification provision of paragraph 6.11.A.1 is subject to and limited by the provisions agreed to by CLIENT and ENGINEER in Exhibit C, "Supplemental Conditions," if any.

6.12 Notices

A. Any notice required under this Agreement will be in writing, addressed to the appropriate party at its address on the signature page and given personally, or by registered or certified mail postage prepaid, or by a commercial courier service. All notices shall be effective upon the date of receipt.

6.13 Survival

A. All express representations, indemnifications, or limitations of liability included in this Agreement will survive its completion or termination for any reason.

6.14 Severability

A. Any provision or part of the Agreement held to be void or unenforceable under any Laws or Regulations shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon CLIENT and ENGINEER, who agree that the Agreement shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the stricken provision.

6.15Waiver

A. Non-enforcement of any provision by either party shall not constitute a waiver of that provision, nor shall it affect the enforceability of that provision or of the remainder of this Agreement.

6.16Headings

A. The headings used in this Agreement are for general reference only and do not have special significance.

6.16Definitions

A. Defined terms will be in accordance with EJCDC No. 1910-1 (1996 Edition)

CLIENT Initial _____

TAI Initial _____

TROTTER and ASSOCIATES, INC.
ENGINEERS AND SURVEYORS

EXHIBIT B
SCHEDULE OF HOURLY RATES AND REIMBURSABLE EXPENSES

2016 Schedule of Hourly Rates

Classification	Billing Rate
Principal	$224.00
Senior Project Manager	$214.00
Project Manager	$189.00
Professional Land Surveyor	$179.00
Project Coordinator	$179.00
Senior Project Engineer	$179.00
Engineer Level IV	$166.00
Engineer Level III	$149.00
Engineer Level II	$130.00
Engineer Level I	$110.00
Engineering Intern	$51.00
Senior Technician	$155.00
Technician Level IV	$134.00
Technician Level III	$122.00
Technician Level II	$109.00
Technician Level I	$96.00
Clerical Level II	$75.00
Clerical Level I	$63.00
Survey Crew Chief	$151.00
Survey Technician Level II	$80.00
Survey Technician Level I	$65.00
Prevailing Wage Survey Foreman**	$181.00
Prevailing Wage Survey Worker**	$176.00
Sub Consultants	Cost Plus 5%

***Rates will be escalated for Overtime & Holiday Pay to adjust for Premium Time based on the current Illinois Department of Labor Rules*

Note: On January 1st of each year, the fees and hourly rates may be escalated by an amount not to exceed five (5) percent.

2016 Reimbursable Expenses

Item	Unit	Unit Price
Engineering Copies 1- 249 Sq. Ft.	Sq. Ft.	$0.29
Engineering Copies 250-999 Sq. Ft.	Sq. Ft.	$0.27
Engineering Copies 1000-3999 Sq. Ft.	Sq. Ft.	$0.25
Engineering Copies 3999 Sq. Ft. & Up	Sq. Ft.	$0.23
Mylar Engineering Copies up to 24" by 36"	Each	$8.00
Color Presentation Grade Large Format Print	Sq. Ft.	$5.15
Comb Binding > 120 Sheets	Each	$4.75
Comb Binding < 120 Sheets	Each	$3.50
Binding Strips (Engineering Plans)	Each	$1.00
5 Mil Laminating	Each	$1.25
Copy 11" x 17" - Color	Each	$0.50
Copy 11" x 17" - Black and White	Each	$0.25

CLIENT Initial _____

TAI Initial

TROTTER and ASSOCIATES, INC.
ENGINEERS AND SURVEYORS

Copy 8.5" x 11" - Color	Each	$0.25
Copy 8.5" x 11" - Black and White	Each	$0.12
Recorded Documents	Each	$25.00
Plat Research Material		Time and
Per Diem	Each Day	$30.00
Field / Survey Truck	Each Day	$45.00
Postage and Freight		Cost
Mileage Rate	Per Mile	Federal

CLIENT Initial _____

TAI Initial _____

EXHIBIT C
SUPPLEMENTAL CONDITIONS

NONE AT THIS TIME

****

CLIENT Initial _____

TAI Initial _____

EXHIBIT D
CONTRACT ADDENDUM

Project Name: [ ]

Project No. [ ]

Addendum No. [ ]

This is an addendum attached to, made part of and incorporated by reference into the Agreement between CLIENT and ENGINEER for modification of scope and compensation for the PROJECT. All other terms and conditions of the original Agreement between CLIENT and ENGINEER are unchanged by this Contract Addendum and shall remain in full force and effect and shall govern the obligations of both CLIENT and ENGINEER, including obligations created by this Contract Addendum.

The contract modifications are described below:

1.

2.

3.

CONTRACT SUMMARY

Original Contract Amount	$
Changes Prior to This Change	$
Amount of This Change	$
Revised Contract Amount:	$

For purposes of expediency, ENGINEER and CLIENT agree that an executed electronic version of this Contract Addendum shall suffice. The original of this Contract Addendum shall be returned to ENGINEER after execution.

CLIENT:	ENGINEER:
[ ]	TROTTER AND ASSOCIATES, INC.
SIGNED:	
_____	_____
_____	_____
TITLE	TITLE