

AGENDA
TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE
Village of Hoffman Estates
August 26, 2013

Immediately Following Public Health & Safety

Members:	Gary Stanton, Chairperson	Anna Newell, Trustee
	Karen Mills, Vice Chairperson	Gary Pilafas, Trustee
	Gayle Vandenberg, Trustee	Michael Gaeta, Trustee
		William McLeod, Mayor

I. Roll Call

II. Approval of Minutes – July 22, 2013

OLD BUSINESS

1. Discussion of project status and aesthetic options for the Barrington Road Full Interchange project.

NEW BUSINESS

1. Request approval of a contract for Phase I, II and III engineering services for the Shoe Factory Road / I-90 bicycle and pedestrian project to TranSystems, Inc. of Schaumburg, IL in an amount not to exceed \$139,776.13.
2. Request approval of an addendum to the agreement with IDOT for traffic signal upgrade to LED and related improvements.
3. Request acceptance of Transportation Division Monthly Report.

III. President's Report

IV. Other

V. Items in Review

VI. Adjournment

**TRANSPORTATION & ROAD IMPROVEMENT
COMMITTEE MEETING MINUTES**

July 22, 2013

I. Roll Call

Members in Attendance:

**Gary Stanton, Chairperson
Karen Mills, Vice Chairperson
Gayle Vandenberg, Trustee
Anna Newell, Trustee
Gary Pilafas, Trustee
Michael Gaeta, Trustee
William McLeod, Village President**

**Management Team Members
in Attendance:**

**Art Janura, Corporation Counsel
Dan O'Malley, Deputy Village Manager
Mark Koplin, Asst. Vlg. Mgr, Dev. Services
Peter Gugliotta, Director of Planning
Mike Hankey, Director of Transportation
Patrick Seger, Director of Human Resources
Michael Hish, Police Chief
Algean Garner, Director of H&HS
Joe Nebel, Director of Public Works
Rachel Musiala, Finance Director
Bev Romanoff, Village Clerk
Nichole Collins, Emergency Mgmt Coord.
Patricia Cross, Asst. Corp. Counsel
Betty Melligan, Code Enforcement Officer
Greg Schuldt, Asst Fire Chief-Training & Safety
Bruce Anderson, Cable TV Coordinator**

The Transportation & Road Improvement Committee meeting was called to order at 7:08 p.m.

II. Approval of Minutes

Motion by Trustee Mills, seconded by Trustee Gaeta, to approve the Transportation & Road Improvement Committee meeting minutes of June 10, 2013. Voice vote taken. All ayes. Motion carried.

NEW BUSINESS

- 1. Request approval of an Intergovernmental Agreement with the Hoffman Estates Park District and the Forest Preserve District of Cook County for the Illinois Traffic Enhancement Program grant Shoe Factory Road/I-90 bicycle and pedestrian project.**

An item summary sheet from Mike Hankey was presented to Committee.

Mr. Hankey provided background information on the agreement and explained the purpose of the Intergovernmental Agreement (IGA). Mr. Hankey also explained that the payment process was structured to help expedite the project.

Trustee Stanton and Mr. Hankey discussed that the engineering could be started within six months, sooner with the expedited process, and that they would work to keep pace with the Tollway's bridgework over the Canadian National railroad line.

Trustee Stanton and Mr. Hankey also discussed that the goal was to complete the project in 2016.

Trustee Pilafas expressed his opinion that it was exciting to connect bicycle and pedestrian pathways.

Motion by Trustee Pilafas, seconded by Trustee Gaeta, to approve of an Intergovernmental Agreement with the Hoffman Estates Park District and the Forest Preserve District of Cook County for the Illinois Traffic Enhancement Program grant Shoe Factory Road I 90 bicycle and pedestrian project. Voice vote taken. All ayes. Motion carried.

- 2. Review of request for No U-Turn signs on Kensington Drive at John Muir Literacy Academy.**

An item summary sheet from Mike Hankey was presented to Committee.

Mr. Hankey provided additional background on the request and that the introduction of the No U-Turn signs may reduce some congestion.

Motion by Trustee Mills, seconded by Trustee Pilafas, to approve a request for No U-Turn signs on Kensington Drive at John Muir Literacy Academy. Voice vote taken. All ayes. Motion carried.

- 3. Discussion of project status and aesthetic options for the Barrington Road Full Interchange project.**

An item summary sheet from Mike Hankey and Gary Salavitch was presented to Committee.

Mr. Hankey provided background information and introduced Kevin Nelson and Charles Cole with Crawford Murphy Tilly who presented the schedule for construction and the aesthetic options for the full interchange.

Trustee Stanton and Mr. Nelson discussed the timeframe for deciding the aesthetic options, with a deadline of October or November 2013. Trustee Stanton and Mr. Hankey discussed that adding the aesthetic options into the plan allowed the Village to incorporate unique design elements that may not be possible later or at a reduced cost.

Trustee Stanton, Mr. Hankey and Mr. Nelson discussed the cost and maintenance of a broad range of options, including stained girders.

Trustee Pilafas and Mr. Cole discussed the pedestrian and bicycle considerations.

Trustee Pilafas and Mr. Hankey discussed what other communities are doing with their interchange aesthetic options. Trustee Stanton and Mr. Hankey discussed the potential for exploring negotiating some of the aesthetic options together with other communities.

Trustee Mills shared her opinion about the aesthetic options available for the interchange.

Trustee Vandenberg and Mr. Nelson discussed safety and public works concerns with a dual trapezoid shape and that there was space for maintenance vehicles in the design.

Mayor McLeod requested a list of locations using some of the aesthetic options outlined in the presentation.

Trustee Mills, Mr. Nelson, Mr. Cole and Mr. Hankey discussed some of the interchanges in the surrounding area that had included aesthetic options.

Trustee Pilafas and Mr. Nelson discussed the interchange shapes used in other communities.

Trustee Stanton, Trustee Mills, Mr. Hankey and Mr. O'Malley discussed next steps and that staff would create several different packages of aesthetic options.

Trustee Pilafas and Mr. Nelson discussed lighting options.

Trustee Newell, Mr. Nelson and Mr. Hankey discussed landscaping options and maintenance.

Trustee Vandenberg and Trustee Pilafas expressed their opinions regarding the importance of the aesthetics to be consistent with what has been done throughout the Village.

4. Request acceptance of Transportation Division Monthly Report.

The Transportation Division Monthly Report was presented to Committee.

Trustee Pilafas commented with appreciation for the Pace ride information from the 610 route and that the taxi program seemed to be doing better.

Motion by Trustee Pilafas, seconded by Trustee Mills, to approve the Transportation Division Monthly Report. Voice vote taken. All ayes. Motion carried.

III. President's Report

IV. Other

V. Items in Review

VI. Adjournment

Motion by Trustee Pilafas, seconded by Trustee Vandenberg, to adjourn the meeting at 7:51 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

Emily Kerous, Dir. of Ops/Outreach -
Office of the Mayor & the Board

Date

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Discussion of project status and aesthetic options for the Barrington Road Full Interchange project

MEETING DATE: August 26, 2013

COMMITTEE: Transportation and Road Improvement

FROM: Michael Hankey / Gary Salavitch

PURPOSE: To provide options for consideration related to improving the aesthetics of the Barrington Road bridge.

BACKGROUND: The concept of adding design features to the Barrington Road Bridge was introduced and discussed at the Transportation and Road Improvement Committee meeting on July 26, 2013. The Village's consultant presented a number of different choices along with general cost ranges for the concepts. The discussion among the Committee members led to a request to bring back sets of different combinations of options or scenarios for further review at a subsequent meeting.

The Barrington Road bridge design is progressing. The Illinois Tollway plans to build the new bridge in 2014 in preparation for the mainline widening and reconstruction of I-90 in 2015-16. To stay on pace with the Tollway's design schedule, direction from the Village Board on the inclusion of aesthetic features is needed now. If included, the details of specific designs will be developed as the engineering phase progresses. There will be another chance for the Village Board to adjust which features are included in the final design later in the year. A decision to include some features now allows the engineering team to carry these through the current design phase and generate more accurate cost estimates. Should the cost be judged to be too high relative to the expected benefit, the Village Board could direct that a feature be removed from the construction plans before final plans are produced. However, adding features at a later date will not be feasible. The final decision on which features to include would need to be made towards the end of 2013 for the Illinois Tollway to have time to adjust the construction documents.

DISCUSSION: The list of potential aesthetic features introduced at the last meeting is repeated in the table below. Using input from the last Committee

DISCUSSION: (Continued)

meeting, along with feedback from IDOT and the Illinois Tollway, sample scenarios were assembled for further review and discussion by the Village Board. Among the comments from the Committee were topics such as the awareness and sensitivity to costs, uniformity of treatments, options for phasing in features if appropriate, and a question of consistency with other areas in the Village. Staff believes that a goal of considering individual components should be to create a unified and complementary appearance for the bridge and related features. As this would be the only bridge in the Village along I-90 being considered for the additional features, it would be distinctive in comparison to the other structures. Enhanced bridge features, together with the addition of the Pace Park and Ride lot and supporting facilities, will add further to the uniqueness and appearance of the interchange area and help distinguish Barrington Road as a distinctive location along I-90.

Many different combinations of individual features could be packaged into these sets of choices. The examples presented here provide a range of scenarios for consideration by the Village Board. The individual features are independent of one another so adding or deleting a specific item from a scenario only affects the cost range. Committee members previously expressed concern over the potential cost impacts. So for discussion purposes, the low end of the concept cost range is shown in the example scenarios. It should be kept in mind, that further design work will refine the options and lead to cost estimates which will be more representative of any features specifically included with the Barrington Road bridge design.

SUMMARY OF POTENTIAL BRIDGE DESIGN FEATURES

Item	Approximate Cost	Include in Sample Scenarios?
Decorative Bicycle / Pedestrian Railing	\$75,000 - \$85,000	Yes
Bridge parapet wall treatment	\$5,000 - \$10,000	Yes
Form Liner with raised pattern	\$95,000 - \$105,000	No
Form Liner on I-90 abutment walls	\$40,000 - \$50,000	Yes
Center Pier Form Liner	\$10,000 - \$20,000	Yes
Corner Monuments	\$50,000 - \$170,000	Yes
Decorative Sign	\$5,000 - \$10,000	Yes
Landscaping of interchange areas	\$65,000 - \$400,000	Yes
Ornamental lights, landscaped wall sign	\$125,000 - \$150,000	No
LED Roadway Lighting	\$175,000 - \$185,000	No
Stained (colored) Beams	\$90,000 - \$140,000	Yes
Decorative Street Light Poles	\$50,000 - \$165,000	Yes

Since the last meeting, additional research and coordination with IDOT, Illinois Tollway, and other agencies has occurred. Through this process, several features were found to be unlikely to receive approval from either IDOT or the Illinois Tollway. Neither agency will allow the Village name nor logo to appear on structures under their jurisdictions as this treatment has not been allowed in other cases. Additionally, IDOT does not have an acceptable design standard for LED lighting, although they are working on this issue. The Illinois Tollway plans to use LED on I-90, but for Barrington Road the assumption is that LED lighting will not be feasible since IDOT has jurisdiction. The

DISCUSSION: (Continued)

ornamental accent lighting has not been allowed by the Illinois Tollway near their mainline lanes. Based on this input, staff recommends removal of these options from further discussion at this time. Also from the discussion at the last Committee meeting, the raised non-continuous form liner for the face of the bridge parapet wall was deemed to be of limited value relative to the cost of this treatment. This option was excluded from the sample scenarios below.

Brief descriptions of the remaining aesthetic options, their application, and general assessment of visual impact are in the following section.

Decorative bicycle and pedestrian railing

This feature would be visible for traffic on I-90 approaching the bridge as an enhancement to the vertical elements of the bridge. The railings would also be visible for traffic on Barrington Road. The shape, color, pattern, and detailing of the railing are all components which could be altered to result in a distinctive appearance. However, basic performance criteria such as the height and crash worthiness of the railing would have to be satisfied.

Bridge parapet wall treatment on Barrington Road bridge

Both sides of the bridge wall on the Barrington Road bridge could receive a form liner treatment. The main effect would be for traffic on I-90, although the pattern would also be visible to users on Barrington Road. The effect could be a more pronounced banding at the top and bottom of the parapet wall and could also include some pattern in the form liner treatment.

Center pier form liner

The bridge support in the median of the I-90 mainline lanes could be treated with a form liner to provide some detailing. Grooving, banding, and other treatments could be considered to create an image which would be visible for traffic on I-90. Treatments to the side of the pier facing traffic on I-90 will be more visible than the sides parallel to traffic under the bridge.

Decorative sign for Barrington Road

While the use of the Hoffman Estates name or logo would not be permitted, presumably a decorative sign for Barrington Road might be attached to or integrated into the bridge parapet wall. This identifying feature has both a visual effect as well as helping drivers on I-90 orient themselves.

Corner monuments on Barrington Road bridge

These corner features would add a distinctive vertical dimension to the bridge to create a unique appearance. Supports for the roadway lighting bases could also mimic the corner monument design to provide a unifying appearance across the length of the bridge for traffic on I-90. The corner monuments would also be visible for Barrington Road traffic. Roadway lighting or landscaping could also be considered as part of these features if desired.

Stained concrete beams and walls

Color could either be integrated with the concrete mix or applied to the surface to create a contrast with surrounding bridge features. Color treating the face of the beams under the bridge closest to approaching traffic on I-90 would provide contrast. The parapet walls and corner monuments if

DISCUSSION: (Continued)

used could be treated with colored or stained concrete. Depending on which elements of the bridge were treated with color, some visual impact for Barrington Road traffic would be possible. Color treatment could require maintenance in the future.

Landscaping of interchange areas

Landscaping is perhaps the feature with the greatest flexibility in cost depending on how much of the interchange area is treated. It is also one option that could be phased in over time. The Tollway will not allow irrigation lines, for example, near the main line lanes. The range in cost reflects landscaping of the small inner islands of the interchange form to the entire footprint of the Tollway space.

Decorative light poles on Barrington Road

The poles add a vertical element to the bridge appearance for motorists traveling on I-90. The poles are also visible for traffic on Barrington Road. While LED units are not likely to receive approval from IDOT, the pole and luminaire head design does have some flexibility. Shape, color, and base treatment of the poles are some of the options which could be considered for treatment. Together these form the image of the decorative pole for motorists. A goal of whatever pole design is selected is the ability to affix the Village banners to the lights along Barrington Road.

Form liner on I-90 abutment walls

The single point interchange design results in the abutment wall faces being parallel to I-90 traffic traveling under the bridge as opposed to on a wall that directly faces traffic. The basic Tollway form liner could be used for these walls as there will be little visual impact to traffic traveling on I-90. For the purpose of comparison, additional form liner options are shown for the abutment walls under the bridge.

Sample Scenarios of Aesthetic Options

In order to organize the individual elements into packages for further consideration, staff created a number of different aesthetic scenarios. These were identified based on staff's opinions of the likely visual impacts of each set of options. A range consisting of five to nine of the individual elements presents a fairly broad array of options as well as costs. Each individual element is essentially independent so there are additional combinations which could be created.

Scenario 1	Estimated Concept Cost	Comments
Decorative bicycle / pedestrian railing	\$75,000	
Bridge wall treatment on Barrington parapet	\$5,000	
Center Pier Form Liner	\$10,000	
Decorative Sign for Barrington Rd	\$5,000	
Corner Monuments	\$50,000	
Total Scenario 1	\$145,000	

DISCUSSION: (Continued)

Scenario 2	Estimated Concept Cost	Comments
Decorative bicycle / pedestrian railing	\$75,000	
Bridge wall treatment on Barrington parapet	\$5,000	
Center Pier Form Liner	\$10,000	
Decorative Sign for Barrington Rd	\$5,000	
Corner Monuments	\$50,000	
Form Liner on I-90 abutment walls	\$40,000	
Total Scenario 2	\$185,000	

Scenario 3	Estimated Concept Cost	Comments
Decorative bicycle / pedestrian railing	\$75,000	
Bridge wall treatment on Barrington parapet	\$5,000	
Center Pier Form Liner	\$10,000	
Decorative Sign for Barrington Rd	\$5,000	
Corner Monuments	\$50,000	
Stained concrete beams	\$90,000	
Total Scenario 3	\$235,000	

Scenario 4	Estimated Concept Cost	Comments
Decorative bicycle / pedestrian railing	\$75,000	
Bridge wall treatment on Barrington parapet	\$5,000	
Center Pier Form Liner	\$10,000	
Decorative Sign for Barrington Rd	\$5,000	
Corner Monuments	\$50,000	
Stained concrete beams	\$90,000	
Form Liner on I-90 abutment walls	\$40,000	
Total Scenario 4	\$275,000	

Scenario 5	Estimated Concept Cost	Comments
Decorative bicycle / pedestrian railing	\$75,000	
Bridge wall treatment on Barrington parapet	\$5,000	
Center Pier Form Liner	\$10,000	
Decorative Sign for Barrington Rd	\$5,000	
Corner Monuments	\$50,000	
Stained concrete beams	\$90,000	
Decorative light poles	\$50,000	
Form Liner on I-90 abutment walls	\$40,000	
Total Scenario 5	\$325,000	

DISCUSSION: (Continued)

Scenario 6	Estimated Concept Cost	Comments
Decorative bicycle / pedestrian railing	\$75,000	
Bridge wall treatment on Barrington parapet	\$5,000	
Center Pier Form Liner	\$10,000	
Decorative Sign for Barrington Rd	\$5,000	
Corner Monuments	\$50,000	
Stained concrete beams	\$90,000	
Landscaping of interchange areas	\$65,000	
Decorative light poles	\$50,000	
Total Scenario 6	\$350,000	

Scenario 7	Estimated Concept Cost	Comments
Decorative bicycle / pedestrian railing	\$75,000	
Bridge wall treatment on Barrington parapet	\$5,000	
Center Pier Form Liner	\$10,000	
Decorative Sign for Barrington Rd	\$5,000	
Corner Monuments	\$50,000	
Stained concrete beams	\$90,000	
Landscaping of interchange areas	\$65,000	
Decorative light poles	\$50,000	
Form Liner on I-90 abutment walls	\$40,000	
Total Scenario 7	\$390,000	

Other Complementary Features of the Interchange Area

There are other features of the interchange area which should be considered and acknowledged when assessing the bridge aesthetics. Pace plans to create a Park and Ride lot in the northeast quadrant with a sheltered station stop close to the mainline for passengers to board and alight from buses along the alignment of the ramps to and from the east. A pedestrian overcrossing of I-90 to link together the surface streets, the bus stops, and the parking lot is also part of the Pace improvements at Barrington Road. It is expected that the parking lot will be illuminated and that some level of landscaping, yet to be determined, may be incorporated on the perimeter. The bus stops will likely be equipped with passenger shelters. While the design has not been determined by Pace at this time, the shelters will add some vertical elements to the appearance of the interchange area for mainline I-90 motorists. The pedestrian overcrossing located about 600 feet east of Barrington Road is of course a unique element itself whose design should be coordinated with the Barrington Road bridge features to tie the interchange area together. While the Village will not determine the design aesthetic of these features directly, there is an opportunity to coordinate with Pace to unify the appearance as much as possible to create a complementary feel for the interchange as a whole.

DISCUSSION: (Continued)**Summary of Aesthetic Features**

The Village has an opportunity to provide aesthetic treatments to the Barrington Road bridge to make it a gateway structure into and through Hoffman Estates. As this is the only bridge with a significant presence in the Village which is being replaced with the Illinois Tollway's mainline work, adding aesthetic elements to the bridge will create a unique and distinctive appearance. Direction is needed on which type(s) of aesthetic components should be included at this time in the bridge design effort. The scenarios above attempt to present options that present the most visual impact for the associated cost. The Illinois Tollway and the Village consultant do not need all the details now but rather direction on which features the Village would like to pursue into the design phase. As the design progresses, more information will become available for presentation to the Village Board and for use by the Tollway. Some items such as landscaping will have ongoing annual maintenance costs. Others such as the integrated or stained color may have to be reapplied every 15 to 20 years to maintain appearance. Including a package of distinctive features which maximize the visual impact and character relative to cost is a positive signal that the Village is investing in the image of the community. An argument can be made that the Village's investment in image can invite new economic development. A unique design adds to the community's sense of place and lets visitors know they have arrived.

FINANCIAL IMPACT:

The cost range for the sample scenarios ranges from about \$145,000 to \$390,000. Once direction is provided on which, if any, of the features will be included in the design phase, more specific costs will be created and be available later this year. These refined costs will differ from these initial planning estimates. It is also important to note that the lower ends of the cost ranges were used to calculate the estimates for each scenario. Depending on the specifics of the design selected, the costs of individual features could be higher or lower than the initial estimates. The direction of the design will be to keep costs towards the lower end of the range where possible. The total construction cost of this interchange is currently estimated at approximately \$62 million, including the construction engineering. The overall project cost including all phases of engineering is approximately \$68 million based on the current level of design. The local share of the overall project cost is approximately \$17 million. The Village's share of the current engineering work counts towards the overall local contribution, leaving about \$14 million to fund. The cost of any of the aesthetic improvements ultimately selected would be paid as a part of the local share of the project. Based on the ranges above, the aesthetic costs are approximately 1 to 2.5% of the Village's share of the total project costs. Using the current information on options and costs, a working range from \$225,000 to \$300,000 is suggested. Scenarios 3 and 4, above, give examples of the potential elements included in packages for this range of costs.

RECOMMENDATION:

Request direction to include aesthetic treatments in the bridge and interchange design within a suggested range of \$225,000 to \$300,000.

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request approval of a contract for Phase I, II, and III engineering services for the Shoe Factory Road / I-90 bicycle and pedestrian project to TranSystems, Inc. of Schaumburg, IL in an amount not to exceed \$139,776.13.

MEETING DATE: August 26, 2013

COMMITTEE: Transportation and Road Improvement Committee

FROM: Michael Hankey

PURPOSE: Request approval to enter into a contract with TranSystems, Inc. for engineering services associated with the Shoe Factory Road and I-90 undercrossing bicycle and pedestrian project in an amount not to exceed \$139,776.13.

BACKGROUND: In April 2013, a Request for Qualifications (RFQ) was released by the Village for Phase I, II, and III engineering services. The selection process followed the Quality Based Selection (QBS) method per State policy given the particulars of this project. Under this approach, firms submit a statement of interest along with their qualifications and proposed approach to meeting the requirements contained in the RFQ. No estimates of the number of hours or costs are included in the initial response to the RFQ from consultants. The submissions to the RFQ are evaluated based on the responsiveness to the request and its requirements, the experience of the team, the experience of key individuals by specific areas of expertise, work completed by the firm on similar projects, and other related factors.

Once the responses are all reviewed, the top firms are identified and invited to an interview, during which detailed questions are asked. A top ranked firm is identified through this process which then leads to negotiations on the specific scope of services, number of hours, staffing, direct and indirect costs. If agreement on scope, level of effort, and fee is reached with the top ranked firm, an award of contract is then pursued. If agreement cannot be reached with the top ranked firm, then negotiations begin with the second ranked firm, and so on until agreement is reached.

DISCUSSION: In response to the RFQ, we received eighteen proposals from consultant teams. Firms must be prequalified with IDOT in order to submit. We then evaluated the firms based on their proposed project approach and understanding of the work items, staffing by required tasks, similar experience on other projects, project schedule, and

DISCUSSION: (CONTINUED)

work load of the firms. Village staff reviewed the responses and consulted with the Park District and Forest Preserve District staff prior to interviewing the five highest rated firms. The five firms that were ranked the highest, in no particular order, were: HDR, TranSystems, V3, Civiltech, and HR Green. A set of standard questions was asked of each team along with questions related to the specifics of each proposal. Follow-up discussions among the reviewers were held to reach a consensus on the top ranked firm based on the quality of the written proposals and performance of the team during the interviews. The five teams all possessed the skills and team makeup to complete the work, but we selected TranSystems as the firm to proceed into negotiations about the scope, hours, and fee. TranSystems presented well during the interview, was organized, team members interacted well in response to questions, and provided a good level of confidence on their ability to complete the projects. TranSystems next met with Village staff to develop an initial scope, which was reviewed, revised, and modified to meet the expected needs of the project. An estimate of hours by task, direct costs, and indirect costs was then provided to the Village. Following several iterations, TranSystems' scope of services includes all necessary data collection, surveys, environmental components, and geometric design needed to complete the necessary tasks.

FINANCIAL IMPACT:

The estimated cost of Phase I, II, and III engineering was \$140,000 in the ITEP application (20% of estimated construction cost). The following table summarizes the cost per phase based on the proposed scope and fee provided by TranSystems.

Summary of Estimated Engineering Costs

Work Item	ITEP Estimate	TranSystems Proposal	Local Share (20%)
Preliminary Engineering Phase I	\$35,000	\$43,008.36	\$8,601.67
Final Engineering Phase II	\$35,000	\$40,585.73	\$8,117.15
Construction Engineering Phase III	\$70,000	\$56,182.04	\$11,236.41
Total Project Cost Summary	\$140,000	\$139,776.13	\$27,955.23

Based on the proposed contract amount, the cost from TranSystems is \$139,776.13. The Village, Park District, and Forest Preserve District will share the 20% local match for the entire project costs. At this point, a concept level estimate of construction cost is included for reference. The engineering phases and construction are eligible for 80% ITEP funding. The Intergovernmental Agreement among the Village, Park District, and Forest Preserve District specifies the proposed share of each agency of the local match. The Forest Preserve District would be responsible for 50% of the local match with the Village and Park District each contributing 25% of the local match. The Village share is budgeted from EDA Junior Lien Bond Funds. These expenses will be incurred over the duration of the project. The Phase I engineering will begin in 2013 following execution of all agreements. Construction is expected to be complete in 2016 to coincide with work being done by the Illinois Tollway on I-90 in the vicinity of this project. The concept level cost estimate for the project is approximately \$705,000. Construction is eligible for 80% federal funding with the 20% match to be split among the local agencies in the same proportions as used for engineering costs. The total estimated Village share for the project including construction and engineering is approximately \$42,500.

RECOMMENDATION:

Request approval of a contract with TranSystems, Inc. of Schaumburg, IL for Phase I, II, and III engineering services for the Shoe Factory Road / I-90 bicycle and pedestrian project in an amount not to exceed \$139,776.13.

Attachments

Scope of Services – Phase I Preliminary Engineering Services

1. Project Coordination and Data Collection (22 hrs)

- A. Coordination with the following agencies as needed throughout the project (12 hrs)
 - 1. Village of Hoffman Estates
 - 2. Illinois Department of Transportation
 - 3. CN Railroad
 - 4. Hoffman Estates Park District
 - 5. Illinois Tollway
 - 6. Cook County Division of Transportation and Highways
 - 7. Forest Preserve District of Cook County
 - 8. Utility Companies
 - 9. Illinois Commerce Commission
- B. Obtain the following information from the appropriate agencies: aerial mapping with contours, existing roadway and bikeway as-built plans, right-of-way data, future forest preserve plans, National Wetland Inventory Maps, public and private utility atlases, existing vehicle and bicycle/pedestrian traffic counts. (4 hrs)
- C. Obtain aerial photography at 1"=50' scale for use in the preliminary design studies, environmental survey request, and at public meetings. (2 hrs)
- D. Provide QA/QC reviews. (4 hrs)

2. Field Surveys (64 hrs)

- A. Conduct topographic design survey based on the English system including the establishment of horizontal and vertical controls based on published benchmarks. The survey will include topography, cross sections and the proposed trail alignment (at 100-foot increments), utility and drainage facilities. Additional cross sections will be conducted (as needed) at critical locations.
- B. Download topographic survey and cross sections for use in the preliminary design studies.
- C. Create project base files, digital terrain model, project design files, project centerline and stationing for use in cross section, alignment, and profile studies. Preliminary plan and profile sheets will be prepared at a scale of 1"=50'.

3. Preliminary Design Studies (40 hrs)

- A. Establish design criteria for horizontal and vertical geometrics and develop typical section of path based on bikeway and pedestrian needs. (4 hrs)

- B. Evaluate and summarize environmental issues including floodplains and wetlands (4 hrs)
- C. Prepare preliminary plans, profile, drainage concept, and working cross sections (100-foot intervals) to identify preferred alignments and trail geometrics (32 hrs)

4. Environmental Studies (8 hrs)

- A. Prepare an Environmental Survey Request Form to obtain biological resource and cultural resource reviews and signoffs of the project study limits. (4 hrs)
- B. Prepare wetland delineations, investigations, and report. (Huff and Huff)
- C. Upon completion of the wetland delineation and report, Wetland Impact Evaluation Forms will be prepared and submitted to IDOT for review and approval. (Huff and Huff)
- D. Submit the wetland delineation report to the Corps of Engineers for Jurisdictional Determination and permit authorization, outlining permitting requirements. (Huff and Huff)
- E. A Section 404 Permit and Joint Permit Application are not anticipated at this time. If required, it would be included as a Supplemental Service. (Huff and Huff)
- F. Perform a Preliminary Environmental Site Assessment (Huff and Huff)
- G. Preparation of Preliminary Site Investigation (PSI) report and CCDD determination. (Huff and Huff)
- H. Summarize the environmental studies and incorporate into the Project Report. (4 hrs)

5. Preferred Improvement Plan (32 hrs)

- A. Based on design studies, environmental studies, and public input, prepare the Preferred Improvement Plan meeting Village, Forest Preserve, and IDOT requirements. (24 hrs)
- B. Prepare typical sections for the proposed improvements. (8 hrs)

6. Agency Coordination and Public Meetings (48 hrs)

- A. Conduct meetings with the Village and Park District throughout project duration to present design studies, select a preferred alignment, and discuss the project schedule. (2 meetings) (12 hrs)
- B. Attend FHWA/IDOT Coordination meeting to present the Preferred Improvement Plan and obtain approval of proposed design and any variances. Include preparation of agenda and forms for the meeting. (1 meeting) (8 hrs)

- C. Provide information to the Forest Preserve District for their review of the recommended improvement plan. *(4 hrs)*
- D. Conduct a Public Meeting to present the project need, preferred improvement plan, project costs, schedules and environmental impacts. The Public Meeting will be conducted as an open house format per IDOT and FHWA requirements. Prepare all notifications, handouts, presentation text, exhibits, and minutes. The Village will coordinate directly with adjacent residents within the Bridlewood subdivision *(24 hrs)*

7. Project Report (50 hrs)

- A. Prepare a Draft Project Report following IDOT Project Development Report (PDR) requirements for Categorical Exclusion eligible projects. The PDR will summarize the preliminary engineering efforts including data collection, coordination documentation, alternatives analysis, and Preferred Improvement Plan. *(30 hrs)*
- B. Prepare a preliminary estimate of cost based on the Preferred Improvement Plan. *(4 hrs)*
- C. Submit the Draft PDR to the Village, IDOT, Forest Preserve, Tollway, Park District, and CN for concurrent reviews. *(2 hrs)*
- D. Revise and submit the Final PDR based on review comments. *(12 hrs)*
- E. Submit the Final PDR to the Village, IDOT, Forest Preserve, Tollway, Park District, and CN for Design Approval and Prepare Design Approval request notices for publication by the Village. *(2 hrs)*

Scope of Services – Phase II Final Design Engineering Services

1. Project Coordination (24 hrs)

- A. Coordination with the following agencies as needed throughout the project (8 hrs)
 - 1. Village of Hoffman Estates
 - 2. Illinois Department of Transportation
 - 3. CN Railroad
 - 4. Hoffman Estates Park District
 - 5. Illinois Tollway
 - 6. Cook County Division of Transportation and Highways
 - 7. Forest Preserve District of Cook County
 - 8. Utility Companies
 - 9. Illinois Commerce Commission
- B. Conduct meeting with the Village and Park District to present and discuss design issues and review project schedule. (1 meeting) (8 hrs)
- C. Conduct meeting with IDOT staff to review plan submittal comments, coordinate processing of the funding, and letting of the project. (1 meeting) (8 hrs)

2. Permitting and Coordination (6 hrs)

- A. Submit application for NPDES Permit including Storm Water Pollution Prevention Plan and Notice of Intent. (No Permit fee) (4 hrs)
- B. Update IDNR coordination through EcoCAT system near close of project to extend the biological resource clearances through Phase 2. (2 hrs)
- C. Prepare IDOT Agreements for Federal Participation.

3. Preparation of Pre-Final Contract Plans (236 hrs)

A. It is anticipated that the following sheets will be included in the contract plans: (198 hrs)

Sheet Description
Title Sheet (1 sheet)
Index of Sheet, General Notes and Highway Standards (1 sheet)
Summary of Quantities (2 sheets)
Existing and Proposed Typical Sections (2 sheets)
Schedule of Quantities (1 sheet)
Alignment, Ties and Benchmarks (1 sheets)
Bikeway and Utility Plan and Profile (1"=50') (8 sheets)
Erosion and Sediment Control Plan (1"=50') (3 sheets)
Underpass Lighting Plan (1 sheet)
Bikeway Marking, Signing & Landscaping Plan (1"=50') (3 sheets)
Project Details (Landscaping, FPDCC Signing, Fencing, Underpass lighting) (2 sheets)
District One Details (4 sheets)
Cross Sections (@ 100 ft stations, 1"=10' horizontal, 1"=5' vertical) (8 sheets)
Total Number of Sheets = 37

- B. Prepare estimate of cost (BDE 213) based on current contract unit prices. Quantities will be categorized by funding source. (8 hrs)
- C. Prepare District, Supplemental, Recurring, GBSP, BDE, and Detailed Special Provisions including status of utilities to be adjusted. (8 hrs)
- D. Prepare estimate of time (BDE 220a) with input from the agencies involved. (4 hrs)
- E. Submit pre-final plans, estimate of cost, special provisions, and estimate of time to the agencies involved for review. (8 hrs)
- F. Submit pre-final plans to utility companies. (2 hrs)
- G. Perform independent Quality Assurance/Quality Control review of pre-final plans and documents. (8 hrs)

Final Contract Plans and Documents (124 hrs)

- A. Update final contract plans and documents based on comments received from Village, Park District, Forest Preserve, and IDOT. (96 hrs)
- B. Prepare and submit final plans, estimate of cost, special provisions, estimate of time and lump sum item breakdown to Village, Park District, Forest Preserve, and IDOT. (8 hrs)
- C. Submit final plans to utility companies. (2 hrs)
- D. Perform independent Quality Assurance/Quality Control review of final plans and documents. (8 hrs)
- E. Process final contract plans and documents through IDOT in accordance with federal project letting schedule. Use IDOT standard symbology for CADD plan preparation. Submit final plans, specs, cost estimate, and quantity calculations in electronic format (MS Word, Excel, Microstation and PDF format). (8 hrs)

Assumptions:

1. No alignment alternatives will be prepared. If these are required, they would be added as a Supplemental Service.
2. The railroad crossing along Shoe Factory Road has been completed as part of another project and is not included as part of this project.
3. A Section 404 Permit and Joint Permit Application are not anticipated at this time. If required, it would be added as a Supplemental Service.
4. A Location Drainage Study is not anticipated to be required at this time. If required, it would be added as a Supplemental Service.
5. No ROW (temporary easements, permanent easement, or fee simple acquisition) necessary. If required, this would be added as a Supplement Service.
6. The retaining wall under the I-90 bridge will be designed and constructed under a separate contract as part of the Tollway's bridge replacement.
7. No Geotechnical services will be required. If required, this would be added as a Supplement Service.
8. No Structural services will be required. If required, this would be added as a Supplement Service.
9. No Tree Survey required. If required, this would be added as a Supplemental Service.
10. Any meetings required beyond those listed in the scope would be added as a Supplemental Service.
11. No stormwater permit required from MWRD for this project. If required, this would be added as a Supplemental Service.

AVERAGE HOURLY PROJECT RATES

FIRM
PSB
PRIME/SUPPLEMENT

TranSystems
Shoe Factory Road/CNRR Bike Path
Prime

DATE 08/02/13

SHEET 1 OF 3

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJECT RATES			Coordination and Data (P1)			Field Survey (P1)			Prelim Design Studies (P1)			Environmental Studies (P1)			Preferred Imp Plan (P1)		
		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 in Charge	70.00	0																	
Sr Proj Manager (Hwy/Const)	70.00	0																	
Project Manager (Highway)	70.00	8	1.22%	0.86	2	9.09%	6.36				2	5.00%	3.50				2	6.25%	4.38
Construction Manager	70.00	0																	
Chief Structural Engineer	70.00	0																	
Senior Project Engineer (Hwy)	70.00	0																	
Senior Transportation Planner	63.81	0																	
Transportation Planner	31.52	0																	
Environmental Scientist	35.88	0																	
Project Engineer (Hwy)	54.22	68	10.40%	5.64	4	18.18%	9.85										8	25.00%	13.56
Design Engineer III (Hwy)	54.22	0																	
Design Engineer II (Hwy)	41.37	130	19.88%	8.22	8	36.36%	15.05				12	30.00%	12.41				8	25.00%	10.34
Design Engineer I (Hwy)	31.10	258	39.45%	12.27	8	36.36%	11.31				12	30.00%	9.33	4	50.00%	15.55	10	31.25%	9.72
Survey Crew Chief	33.89	32	4.89%	1.66				32	50.00%	16.95									
Instrument Person	20.09	32	4.89%	0.98				32	50.00%	10.04									
CADD Technician III	34.41	0																	
CADD Technician II	27.23	126	19.27%	5.25							14	35.00%	9.53	4	50.00%	13.61	4	12.50%	3.40
CADD Technician I	20.94	0																	
Administrative Assistant	29.71	0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
TOTALS		654	100%	\$34.88	22	100.00%	\$42.58	64	100%	\$26.99	40	100%	\$34.77	8	100%	\$29.17	32	100%	\$41.40

AVERAGE HOURLY PROJECT RATES

FIRM
PSB
PRIME/SUPPLEMENT

TranSystems
Shoe Factory Road/CNRR Bike Path
Prime

DATE 08/02/13

SHEET 3 OF 3

PAYROLL CLASSIFICATION	AVG HOURLY RATES	Final Plans (P2)																	
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg			
Principal in Charge	70.00																		
Sr Proj Manager (Hwy/Const)	70.00																		
Project Manager (Highway)	70.00																		
Construction Manager	70.00																		
Chief Structural Engineer	70.00																		
Senior Project Engineer (Hwy)	70.00																		
Senior Transportation Planner	63.81																		
Transportation Planner	31.52																		
Environmental Scientist	35.88																		
Project Engineer (Hwy)	54.22	16	12.90%	7.00															
Design Engineer III (Hwy)	54.22																		
Design Engineer II (Hwy)	41.37	20	16.13%	6.67															
Design Engineer I (Hwy)	31.10	64	51.61%	16.05															
Survey Crew Chief	33.89																		
Instrument Person	20.09																		
CADD Technician III	34.41																		
CADD Technician II	27.23	24	19.35%	5.27															
CADD Technician I	20.94																		
Administrative Assistant	29.71																		
TOTALS		124	100%	\$34.99	0	0%	\$0.00	0	0%	\$0.00	0	0%	\$0.00	0	0%	\$0.00	0	0%	\$0.00

**Shoe Factory Road / CNRR Bike Path
Village of Hoffman Estates
Direct Cost Summary**

PHASE I

				<u>Outside</u>	<u>In-House</u>
1 <u>Project Coordination & Data Collection</u>					
Vehicle Days	0 vehicle @	0 days @ \$ 45.00 per day		\$	-
Mileage	5 trips @	10 miles @ \$ 0.55 per mile		\$	27.50
Letter Size Copies	10 sheets @	10 copies @ \$ 0.10 per sheet	1 submittals	\$	10.00
Color Copies	5 sheets @	10 copies @ \$ 1.00 per sheet	1 submittals	\$	50.00
Full Size Copies	10 sheets @	10 copies @ \$ 0.80 per sheet	1 submittals	\$	80.00
Mylar	0 sheets @	0 copies @ \$ 9.00 per sheet	0 submittals	\$	-
FedEx / Messenger		2 deliveries @ \$ 25.00 per delivery		\$	50.00
Legal Notices & Advertising					
Subtotals				\$	217.50
2 <u>Field Surveys</u>					
Vehicle Days	1 vehicle @	4 days @ \$ 45.00 per day		\$	180.00
Mileage	0 trips @	10 miles @ \$ 0.55 per mile		\$	-
Letter Size Copies	0 sheets @	10 copies @ \$ 0.10 per sheet	1 submittals	\$	-
Color Copies	0 sheets @	10 copies @ \$ 1.00 per sheet	1 submittals	\$	-
Full Size Copies	0 sheets @	10 copies @ \$ 0.80 per sheet	1 submittals	\$	-
Mylar	0 sheets @	0 copies @ \$ 9.00 per sheet	0 submittals	\$	-
FedEx / Messenger		0 deliveries @ \$ 25.00 per delivery		\$	-
Legal Notices & Advertising					
Subtotals				\$	-
2 <u>Preliminary Design Studies</u>					
Vehicle Days	0 vehicle @	0 days @ \$ 45.00 per day		\$	-
Mileage	1 trips @	10 miles @ \$ 0.55 per mile		\$	5.50
Letter Size Copies	75 sheets @	10 copies @ \$ 0.10 per sheet	1 submittals	\$	75.00
Color Copies	10 sheets @	10 copies @ \$ 1.00 per sheet	1 submittals	\$	100.00
Full Size Copies	10 sheets @	10 copies @ \$ 0.80 per sheet	1 submittals	\$	80.00
Mylar	0 sheets @	0 copies @ \$ 9.00 per sheet	0 submittals	\$	-
FedEx / Messenger		2 deliveries @ \$ 25.00 per delivery		\$	50.00
Legal Notices & Advertising					
Subtotals				\$	310.50
3 <u>Preliminary Drainage Studies</u>					
Vehicle Days	0 vehicle @	0 days @ \$ 45.00 per day		\$	-
Mileage	0 trips @	0 miles @ \$ 0.55 per mile		\$	-
Letter Size Copies	0 sheets @	0 copies @ \$ 0.10 per sheet	0 submittals	\$	-
Color Copies	0 sheets @	0 copies @ \$ 1.00 per sheet	0 submittals	\$	-
Full Size Copies	0 sheets @	0 copies @ \$ 0.80 per sheet	0 submittals	\$	-
Mylar	0 sheets @	0 copies @ \$ 9.00 per sheet	0 submittals	\$	-
FedEx / Messenger		0 deliveries @ \$ 25.00 per delivery		\$	-
Legal Notices & Advertising					
Subtotals				\$	-

**Shoe Factory Road / CNRR Bike Path
Village of Hoffman Estates
Direct Cost Summary**

4 <u>Environmental Studies</u>					
Vehicle Days	0 vehicle @	0 days @ \$ 45.00 per day			\$ -
Mileage	0 trips @	0 miles @ \$ 0.55 per mile			\$ -
Letter Size Copies	10 sheets @	10 copies @ \$ 0.10 per sheet	1 submittals		\$ 10.00
Color Copies	10 sheets @	10 copies @ \$ 1.00 per sheet	1 submittals		\$ 100.00
Full Size Copies	10 sheets @	10 copies @ \$ 0.80 per sheet	1 submittals		\$ 80.00
Mylar	0 sheets @	0 copies @ \$ 9.00 per sheet	0 submittals		\$ -
FedEx / Messenger		2 deliveries @ \$ 25.00 per delivery			\$ 50.00
Legal Notices & Advertising					
			Subtotals		\$ 240.00 \$ -
5 <u>Preferred Improvement Plan</u>					
Vehicle Days	0 vehicle @	0 days @ \$ 45.00 per day			\$ -
Mileage	0 trips @	0 miles @ \$ 0.55 per mile			\$ -
Letter Size Copies	0 sheets @	0 copies @ \$ 0.10 per sheet	0 submittals		\$ -
Color Copies	5 sheets @	10 copies @ \$ 1.00 per sheet	2 submittals		\$ 100.00
Full Size Copies	5 sheets @	10 copies @ \$ 0.80 per sheet	2 submittals		\$ 80.00
Mylar	0 sheets @	0 copies @ \$ 9.00 per sheet	0 submittals		\$ -
FedEx / Messenger		0 deliveries @ \$ 20.00 per delivery			\$ -
Legal Notices & Advertising					
			Subtotals		\$ 180.00 \$ -
6 <u>Agency Coordination and Public Meetings</u>					
Vehicle Days	0 vehicle @	0 days @ \$ 45.00 per day			\$ -
Mileage	7 trips @	25 miles @ \$ 0.55 per mile			\$ 96.25
Letter Size Copies	10 sheets @	10 copies @ \$ 0.10 per sheet	9 submittals		\$ 90.00
Color Copies	5 sheets @	10 copies @ \$ 1.00 per sheet	9 submittals		\$ 450.00
Full Size Copies	5 sheets @	5 copies @ \$ 0.80 per sheet	9 submittals		\$ 180.00
Mylar	0 sheets @	0 copies @ \$ 9.00 per sheet	0 submittals		\$ -
FedEx / Messenger		0 deliveries @ \$ 20.00 per delivery			\$ -
Legal Notices & Advertising					\$ -
			Subtotals		\$ 816.25 \$ -
7 <u>Project Report</u>					
Vehicle Days	0 vehicle @	0 days @ \$ 45.00 per day			\$ -
Mileage	0 trips @	0 miles @ \$ 0.55 per mile			\$ -
Letter Size Copies	75 sheets @	10 copies @ \$ 0.10 per sheet	2 submittals		\$ 150.00
Color Copies	5 sheets @	10 copies @ \$ 1.00 per sheet	2 submittals		\$ 100.00
Full Size Copies	5 sheets @	10 copies @ \$ 0.80 per sheet	2 submittals		\$ 80.00
Mylar	0 sheets @	0 copies @ \$ 9.00 per sheet	0 submittals		\$ -
FedEx / Messenger		3 deliveries @ \$ 20.00 per delivery			\$ 60.00
Legal Notices & Advertising					
			Subtotals		\$ 390.00 \$ -

**Shoe Factory Road / CNRR Bike Path
Village of Hoffman Estates
Direct Cost Summary**

PHASE II

1 <u>Project Coordination</u>							
Vehicle Days	0 vehicle @	0 days @ \$ 45.00 per day			\$	-	
Mileage	5 trips @	10 miles @ \$ 0.55 per mile			\$	27.50	
Letter Size Copies	10 sheets @	10 copies @ \$ 0.10 per sheet	2 submittals	\$	20.00		
Color Copies	10 sheets @	10 copies @ \$ 1.00 per sheet	2 submittals	\$	200.00		
Full Size Copies	0 sheets @	10 copies @ \$ 0.80 per sheet	2 submittals	\$	-		
Mylar	0 sheets @	0 copies @ \$ 9.00 per sheet	0 submittals	\$	-		
FedEx / Messenger		0 deliveries @ \$ 20.00 per delivery		\$	-		
Legal Notices & Advertising							
			Subtotals		\$	220.00	\$ 27.50
2 <u>Permitting</u>							
Vehicle Days	0 vehicle @	0 days @ \$ 45.00 per day			\$	-	
Mileage	0 trips @	0 miles @ \$ 0.55 per mile			\$	-	
Letter Size Copies	10 sheets @	10 copies @ \$ 0.10 per sheet	2 submittals	\$	20.00		
Color Copies	10 sheets @	10 copies @ \$ 1.00 per sheet	2 submittals	\$	200.00		
Full Size Copies	10 sheets @	10 copies @ \$ 0.80 per sheet	2 submittals	\$	160.00		
Mylar	0 sheets @	0 copies @ \$ 9.00 per sheet	0 submittals	\$	-		
FedEx / Messenger		0 deliveries @ \$ 20.00 per delivery		\$	-		
Legal Notices & Advertising							
			Subtotals		\$	380.00	\$ -
3 <u>Pre-Final Plans</u>							
Vehicle Days	0 vehicle @	0 days @ \$ 45.00 per day			\$	-	
Mileage	0 trips @	0 miles @ \$ 0.55 per mile			\$	-	
Letter Size Copies	100 sheets @	12 copies @ \$ 0.10 per sheet	1 submittals	\$	120.00		
Color Copies	0 sheets @	10 copies @ \$ 1.00 per sheet	1 submittals	\$	-		
Full Size Copies	35 sheets @	12 copies @ \$ 0.80 per sheet	1 submittals	\$	336.00		
Mylar	0 sheets @	0 copies @ \$ 9.00 per sheet	0 submittals	\$	-		
FedEx / Messenger		8 deliveries @ \$ 20.00 per delivery		\$	160.00		
Legal Notices & Advertising							
			Subtotals		\$	616.00	\$ -
4 <u>Final Plans</u>							
Vehicle Days	0 vehicle @	0 days @ \$ 45.00 per day			\$	-	
Mileage	0 trips @	0 miles @ \$ 0.55 per mile			\$	-	
Letter Size Copies	100 sheets @	12 copies @ \$ 0.10 per sheet	1 submittals	\$	120.00		
Color Copies	0 sheets @	10 copies @ \$ 1.00 per sheet	1 submittals	\$	-		
Full Size Copies	35 sheets @	12 copies @ \$ 0.80 per sheet	1 submittals	\$	336.00		
Mylar	3 sheets @	1 copies @ \$ 9.00 per sheet	1 submittals	\$	27.00		
FedEx / Messenger		8 deliveries @ \$ 20.00 per delivery		\$	160.00		
Legal Notices & Advertising							
			Subtotals		\$	643.00	\$ -
			Totals		\$	4,013.25	\$ 235.00



environmental engineers
and consultants

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Website: <http://huffnhuff.com>

August 2, 2013

Mr. David Block, PE
Project Manager
TranSystems Corporation
1475 East Woodfield Road, Suite 600
Schaumburg, Illinois 60173-5440

**Re: Environmental Services
Shoe Factory Road Bike Path Improvements
Hoffman Estates, Cook County, Illinois
Proposal No.: T13-087Revised**

Dear Mr. Block:

Huff & Huff, Inc. (Consultant) is pleased to submit this proposal to perform a Preliminary Environmental Site Assessment (PESA) and wetland delineations for the Shoe Factory Road Bike Path Improvement project in Hoffman Estates, Illinois. The path project corridor is approximately 2.3 miles in length and includes portions of an existing (unpaved) trail extending through Forest Preserve District of Cook County (FPDCC) properties, along the Canadian National (CN) Railroad, and areas of undeveloped properties. The project will include construction of a 10 foot wide multi-use asphalt path and paving an existing gravel section of the path.

This proposal presents our project understanding and the scope of services.

1. SCOPE OF SERVICES

Task 1 - Preliminary Environmental Site Assessment (PESA)

Consultant will prepare a PESA for the Shoe Factory Bike Path corridor. The process will follow general protocols associated with ASTM E1527-05, which is a standard environmental site assessment methodology and IDOT procedures. These protocols are consistent with the "Preliminary Site Assessment (PESA)" procedures outlined by the IDOT in BDE #66-10A, the "Manual for Conducting Preliminary Environmental Site Assessments for Illinois Department of Transportation Highway Project", and Bureau of Local Roads Special Waste Procedures.

A. Historical Research

The site's historical land use/ownership record will be developed from standard historical sources in the available reports. Either historical aerial photographs or historical maps, such as Sanborn

Fire Insurance Maps, will be reviewed. It is anticipated that select information from the historic PESA will be used.

B. Site Evaluation

Current environmental features and conditions of sites adjacent to the ROW will be evaluated. A site walkover of potential right-of-way areas designated for excavation and/or acquisition will be conducted for first-hand evaluation of current environmental conditions within the project limits. All of the features and conditions listed above will be investigated and, as appropriate, documented in photographs. The land-use and housekeeping practices of adjacent properties also will be evaluated in accordance with ASTM protocols.

C. Database Search

A records review or database search will be conducted to update potential environmental concerns within the study area. It will include a search of standard state and federal environmental record databases in accordance with the specifications of ASTM standards. This search is based on the outline of the study area.

Specifically, Consultant will search each database to identify any potential sources requiring further investigation. As appropriate, Freedom of Information Act (FOIA) requests will be filed with the Illinois Environmental Protection Agency (IEPA) to obtain additional data pertaining to identified sites. A local source, such as the fire department or building department, will be contacted regarding available records and area history.

D. Report Preparation

One report summarizing the results of the evaluation will be prepared. The following information will be included in this report:

- a) The project location and description
- b) Historical uses of corridor.
- c) The area geology and hydrology.
- d) The environmental status of sites adjacent to the corridor regarding chemical use and storage, underground and aboveground storage tanks, special waste, hazardous waste, and PCBs.
- e) The environmental records review.
- f) An analysis of the site inspection.
- g) A summary of the findings regarding any environmental concerns.

A Preliminary Site Investigation (PSI) may be required for this project. The PSI is not included in this scope of services. Once project conditions are known, the need for a PSI can be determined at that stage and a more accurate cost estimate can be prepared in the future if necessary.

Task 2 – Wetland Delineation and Report

A. Off-site Record/Document Review

The following records/documents will be reviewed prior to conducting the field investigation. Soils information will be reviewed to determine the soil types encountered during the delineation procedures. The maps reviewed and to be used include:

- U.S. Geological Survey Topographic Maps
- National Wetlands Inventory (NWI) Maps
- Cook County Soil Survey
- Flood Insurance Rate Maps
- Hydric Soils of the United States

B. On-Site Investigation (Field Inventory)

The on-site investigation will be conducted by our environmental staff experienced in Federal methods for conducting wetland delineations. Our staff will classify and define hydric soils, hydrophytic vegetation, and evidence of hydrology to determine if wetlands are present. The wetland perimeters will be surveyed in the field by Consultant.

A wetland delineation of the project site will be conducted to meet the requirements of Executive Order 11990, "Protection of Wetlands;" Section 404 of the Federal Water Pollution Control Act as amended by the Clean Water Act (COE, Section 404 Permit) and IEPA (Section 401 Guidelines) regulations. These regulations pertain to the placement of fill or alterations of drainage within wetlands of any type and apply to privately as well as publicly owned wetlands. The investigation will meet the requirements of these regulations by identifying the type, functions, and approximate boundaries of all wetlands.

Wetlands found will be classified according to type using the "Classification of Wetlands and Deep Water Habitats of the United States" by Cowardin. Wetland boundaries will be defined using the 2010 "*COE Midwest Region Manual*" (COE, 2010). Each potential wetland area will be evaluated for the presence of wetland indicators comprised of hydrophytic vegetation, hydric soils, and wetland hydrology. Functions of wetlands will be evaluated from field observations as well.

In addition to areas mapped as wetlands by the NWI, the entire area along the proposed project length will be investigated in the event that unmapped wetlands are present. As the NWI maps are developed to be used as a general planning tool, detailed field investigations are required to ascertain whether or not wetlands are present. All areas exhibiting wetland characteristics within the project limits will be investigated.

Consultant will survey the perimeters of all delineated wetlands and provide a shapefile of all wetlands and waters of the U.S. boundaries.

C. Report

A wetland delineation report will be prepared summarizing the findings of the fieldwork. Based on reviewed information, wetlands are present and this report will be needed.

Specific items to be included are as follows:

- a) Map showing the wetland boundaries and project boundaries
- b) Aerial photograph with the appropriate limits of delineated wetlands
- c) COE data sheets with color photos
- d) Written description of wetland functional classification
- e) Floristic Quality Index Rating assessment
- f) Minimization of impacts
- g) Mitigation options

Permitting with the Corps of Engineers is not included in this scope of services.

Task 3 - Biological Clearances

Coordination with the IDNR and the FWS will be conducted. Coordination with the IDNR for endangered species review is initiated through the Ecological Compliance Assessment Tool (EcoCAT) on the IDNR website. Coordination with the FWS for endangered species review is completed by the applicant. Consultant will conduct a project assessment to determine if impacts to federally listed species will occur. To conduct this review, Consultant will conduct the FWS Section 7 Consultation and document all findings.

Task 4 – Project Management -QA/QC

Time under this task includes QA/QC time for the PESA and wetland delineation as described above.

Task 5 – Preliminary Site Investigation (PSI)

Consultant will also utilize findings of the PESA prior to completion of the PSI. However, a preliminary search of records and aerial photograph review has identified the area of the path along the railroad as an area of interest. Based on concerns with approval of materials for acceptance at CCDD facilities, additional testing is anticipated for areas outside of the immediate vicinity of the railroad. Based on available information 4 soil borings are planned to address environmental concerns. As borings are planned for advancement within the Village of Hoffman Estates ROW and the project is being completed for the Village, it is anticipated that fees will be waived.

The borings are planned for advancement to depths limited up to 4 feet bgs, if necessary, as the project involves only bike path construction. These borings are needed to address soil management issues.

A. Analytical

Boring locations where petroleum products or other volatile organic compounds represent the primary concern, samples will be field screened with a photoionization detector (PID). The sample with the highest PID reading in each boring will be analyzed for:

- **BTEX** – One sample for benzene, toluene, ethylbenzene, and xylenes in the event that petroleum products are identified as an issue.
- **Polynuclear Aromatic Compounds (PNAs) and pH** (up to 3 samples) – PNAs are semi-volatile compounds commonly formed during incomplete combustion of organic compounds. PNAs can be formed by the combustion of wood, coal, and petroleum products. They are also found in less refined, nonvolatile petroleum products and can be used to identify potential for diesel or fuel oil contamination in soil.

Other field screening factors such as visual, or proximity to potential sources of known contamination to determine which samples will be analyzed to identify the presence of:

- **RCRA and SPLP RCRA Heavy Metals** (up to 3 samples each) – Federal environmental regulations identify eight (8) heavy metals as hazardous if present in a *solid waste* at concentrations above varying threshold concentrations. Samples will be analyzed for select RCRA Metals, some of which may require further SPLP for consideration as CCDD. Metals samples will also be analyzed for pH.
- **Herbicides** (up to 1 samples) – Herbicides are used by railroads for weed suppression.
- **pH Samples** – 4 samples for CCDD purposes

B. PSI Report Preparation and CCDD Determination

A report summarizing the results of the soil sample collection activities and analytical results will be incorporated into the This proposal also includes time for preparing the PE certification needed for CCDD under the new IEPA regulations.

For these tasks, the scope of work includes time necessary to manage the project, including scheduling and coordination with the prime consultant, drillers, and environmental laboratories.

2. LEVEL OF EFFORT AND SCHEDULE

Consultant anticipates that work will begin for the PESA within 10 days of the Notice to Proceed and will be completed within four weeks from the start date. No railroad right of way access is assumed to be needed for this project.

This proposal assumes that the wetland delineations will occur within the 2013 growing season between April 15th and October 15th.

Please indicate acceptance of this agreement by returning a signed copy of this agreement or a purchase order incorporating the terms of the agreement. We appreciate the opportunity to work with you and look forward to a successful completion of the project. If you have any questions concerning our proposed scope of services or fees, please contact us.

3. CONTRACT TERMS

1. **CONSULTANT'S SERVICES:** The Consultant's (Huff & Huff, Inc.) services shall consist of those tasks described in Section 1.
2. **SCHEDULE:** The Consultant's work under this Agreement shall begin within two weeks of receipt of written notice to proceed or a signed copy of this Agreement.
3. **COMPENSATION:** The fee basis for the scope of work, as outlined in Section 4, pertains to the specific scope work.
4. **DIRECTION:** For work performed under this Agreement, Consultant shall take direction from the CLIENT.
5. **CHANGES:** This Agreement may only be changed by written amendment which specifies the terms being revised and which has been signed by both parties hereto.
6. **PROJECT DATA:** The Consultant, in coordination with the CLIENT, shall obtain from the appropriate sources all data and information necessary for the proper and complete execution of the Consultant's services.
7. **INDEPENDENT CONSULTANT:** The Consultant shall be deemed to be an independent contractor in all its operations and activities hereunder. The employees furnished by Consultant to perform the work shall be deemed to be Consultant employees exclusively, and said employees shall be paid by Consultant for all services in this connection. The Consultant shall be responsible for all obligations and reports covering Social Security, Unemployment Insurance, Workmen's Compensation, Income Tax, and other reports and deductions required by an applicable state or Federal law.
8. **RIGHTS OF WORK PRODUCT:** CLIENT shall have unlimited rights in all drawings, designs, specifications, notes, and other work developed in the performance of this contract, including the right to use same on any other work without additional cost to the CLIENT. The Consultant shall not be liable for any use or reuse of the drawings, designs, specifications, notes and other work for use other than intended under the terms of this Agreement.
9. **INDEMNIFICATION:** The Consultant hereby agrees to indemnify and hold harmless the CLIENT and any proper owners whose property it is necessary to access in the performance

of this work, against any and all liability, loss, damages, demands, or actions or causes of action, which may result from any damages or injuries sustained by a person or entity in connection with or on account of any negligent act or omission of the Consultant or its employees relating to its obligations pursuant to this Agreement.

10. **TERMINATION:** CLIENT may terminate this Agreement at any time upon ten (10) days written notice for whatsoever reason, provided CLIENT shall pay the Consultant a reasonable fee for work satisfactorily performed prior to the effective date of termination. In no case, however, shall the total amount paid to Consultant exceed the amount set out above.
11. **INSURANCE:** The Consultant shall maintain insurance as set forth in the prime contract, if attached, or as set forth below.
 - a. **Worker's Compensation and Employer's Liability Insurance:** Worker's Compensation in compliance with applicable State and Federal laws.
 - b. **Comprehensive General Liability Insurance for Bodily Injury and Property Damage** to a combined single limit of \$2,000,000 per occurrence/claim or an umbrella of \$3,000,000.
 - c. **Comprehensive Automobile Liability Insurance**, including owned, hired, and non-owned automobiles, for Bodily Injury and Property Damage to a combined single limit of \$1,000,000 per occurrence/\$2,000,000 aggregate.
 - d. **Professional liability insurance** \$2,000,000 on a claims made basis.
12. **STANDARD OF CARE:** Services performed by the Consultant under this Agreement will be conducted in a manner consistent with the level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions.
13. **RETENTION OF RECORDS:** Consultant shall maintain complete records of all hours billed and direct costs incurred under this Agreement so as to accurately reflect the services performed and basis for compensation and reimbursement under this Agreement.
14. **LEGAL:** This Agreement shall be construed and interpreted solely in accordance with the laws of the State of Illinois.

Shoe Factory Road Bike Path Improvements
Proposal No.: T13-087R

BOTH PARTIES HERETO WARRANT AND REPRESENT that they have full right, power, and authority to execute this Contract.

IN WITNESS THEREOF, the parties hereto have executed this Agreement as of the day and year first specified above.

CONSULTANT

CLIENT

HUFF & HUFF, INC.

TRANSYSTEMS CORPORATION

Signature

Signature

By: Linda L. Huff, P.E.

Typed Name

Typed Name

President

Officer's Title

Officer's Title

July 29, 2013

Date

Date



Firm Huff & Huff, Inc.
 Route Shoe Factory Trail
 Section Hoffman Estates
 County Cook
 Job No. _____
 PTB & Item _____

Date 08/02/13
 Overhead Rate 137.58%
 Complexity Factor 0

Item	Manhours	Payroll	Overhead & Fringe Benefits	In-House Direct Costs	Fixed Fee	Outside Direct Costs	Services By Others	Total	% of Grand Total
01 PESA	44	1,180.99	1,624.81	73.65	421.66	570.00	0.00	3,871.12	27.77%
02 Wetland Delineation	57	1,399.08	1,924.85	80.20	498.51	40.00	0.00	3,942.63	28.29%
03 Biological Clearances	4	113.03	155.51	0.00	39.33	40.00	0.00	347.87	2.50%
04 Proj Mgmt QA/QC	6	219.48	301.97	0.00	76.38	0.00	0.00	597.83	4.29%
05 PSI	31	1,036.96	1,426.66	135.50	380.51	1,299.20	900.00	5,178.83	37.16%
TOTALS	142	3,949.55	5,433.79	289.35	1,416.40	1,949.20	900.00	13,938.28	100.00%



Average Hourly Project Rates

Route Shoe Factory Trail
 Section Hoffman Estates
 County Cook
 Job No. _____
 PTB/Item _____

Consultant Huff & Huff, Inc.

Date 08/02/13

Sheet 1 OF 1

Payroll Classification	Total Project Rates			01 PESA			02 Wetland Delineation			03 Biological Clearances			04 Proj Mgmt QA/QC			05 PSI		
	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	4	2.82%	1.88	2	4.55%	3.04							1	16.67%	11.14	1	3.23%	2.16
Senior Scientist II	34	23.94%	6.77				25	43.86%	12.39	4	100.00%	28.26	3	50.00%	14.13	2	6.45%	1.82
Senior Geologist I	28	19.72%	6.69	2	4.55%	1.54							2	33.33%	11.31	24	77.42%	26.28
Project Engineer I	16	11.27%	3.09	16	36.36%	9.96												
Project Scientist I	41	28.87%	5.91	16	36.36%	7.45	25	43.86%	8.98									
CADD II	12	8.45%	2.30	5	11.36%	3.09	5	8.77%	2.38							2	6.45%	1.75
Admin. Manager I	1	0.70%	0.23	1	2.27%	0.75												
Administrative IV	6	4.23%	0.94	2	4.55%	1.02	2	3.51%	0.78							2	6.45%	1.44
	0																	
	0																	
	0																	
	0																	
TOTALS	142	100%	\$27.81	44	100%	\$26.84	57	100%	\$24.55	4	100%	\$28.26	6	100%	\$36.58	31	100%	\$33.45

SUMMARY OF INHOUSE DIRECT COSTS
 Project: TranSystems - Shoe Factory Road Bike Path

DIRECT

Task 1 - PESA

Trips - Company	60 miles	x	1	x	\$	0.565	=	\$	33.90
Reproduction	3 sets	x	350	x	\$	0.03	=	\$	31.50
Color copies	3 sets	x	25	x	\$	0.11	=	\$	8.25
Task Total									\$ 73.65

Task 2 - Wetland Delineation & Report

Trips - Company	60 miles	x	2	x	\$	0.565	=	\$	67.80
Tolls			4	x	\$	0.85	=	\$	3.40
Reproduction	3 sets	x	45	x	\$	0.03	=	\$	4.05
Color copies	3 sets	x	15	x	\$	0.11	=	\$	4.95
Task Total									\$ 80.20

Task 3 - Biological Clearances

Task Total									\$ -
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Task 4 - QA/QC

Task Total									\$ -
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Task 5 - PSI

Trips - Company	60 miles	x	3	x	\$	0.565	=	\$	101.70
Tolls			8	x	\$	0.85	=	\$	6.80
Reproduction	3 sets	x	300	x	\$	0.03	=	\$	27.00
Task Total									\$ 135.50

GRAND TOTAL \$ 289.35

SUMMARY OF OUTSIDE DIRECT COSTS
 Project: TranSystems - Shoe Factory Road Bike Path

OUTSIDE

Task 1 - PESA

Maps/Aerials	1 x \$ 350.00 = \$ 350.00
Federal Express	1 x \$ 20.00 = \$ 20.00
Records Search	1 x \$ 200.00 = \$ 200.00
	Task Total \$ 570.00

Task 2 - Wetland Delineation & Report

Federal Express	2 x \$ 20.00 = \$ 40.00
	Task Total \$ 40.00

Task 3 - Biological Clearances

Federal Express	2 x \$ 20.00 = \$ 40.00
	Task Total \$ 40.00

Task 4 - QA/QC

	Task Total \$ -
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Task 5 - PSI

5035 Kits	2 x \$ 15.00 = \$ 30.00
BTEX	1 x \$ 126.00 = \$ 126.00
PNAs	3 x \$ 105.00 = \$ 315.00
pH	4 x \$ 8.40 = \$ 33.60
RCRA	3 x \$ 88.20 = \$ 264.60
SPLP	3 x \$ 70.00 = \$ 210.00
Federal Express	1 x \$ 20.00 = \$ 20.00
Herbs	1 x \$ 300.00 = \$ 300.00
	Task Total \$1,299.20

GRAND TOTAL \$ 1,949.20

SUMMARY OF SERVICES BY OTHERS

Project: TranSystems - Shoe Factory Road Bike Path

OUTSIDE

Task 1 - PESA

Task Total	\$	-
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Task 2 - Wetland Delineation & Report

Task Total	\$	-
-------------------	-----------	----------

Task 3 - Biological Clearances

Task Total	\$	-
-------------------	-----------	----------

Task 4 - QA/QC

Task Total	\$	-
-------------------	-----------	----------

Task 5 - PSI

Driller

0.5 x	<u>\$ 1,800.00</u>	=	<u>\$ 900.00</u>
	Task Total	\$	900.00

GRAND TOTAL	\$	900.00
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Scope of Services – Phase III Construction Inspection Services

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

Coordination Tasks

We will coordinate with the following agencies as needed throughout the construction project.

1. Village of Hoffman Estates
2. Illinois Department of Transportation
3. CN Railroad
4. Hoffman Estates Park District
5. Illinois Tollway
6. Cook County Division of Transportation and Highways
7. Forest Preserve District of Cook County
8. Utility Companies

Preconstruction Tasks

1. Establish IDOT's Contract Inspector's Checklist for Contract Administration as guidelines for the project team to follow.
2. Attend a preconstruction meeting conducted by IDOT to discuss goals, objectives, schedule and issues. IDOT will prepare and distribute meeting minutes to the RE.
3. Document existing conditions with digital photographs. Save photos on CD for use by the Village.
4. Review the contract documents, verifying quantities and dimensions. Anticipate any potential conflicts or issues and develop solutions prior to construction.
5. Review contractor's proposed construction schedule for compliance with contract.
6. Setup ICORS, field books, quantity books, diary, and other required project documentation.
7. Prepare Maintenance of Traffic (MOT) checklist. Review MOT for possible improvements highlighting areas of concern.
8. Prepare a project contact list with names, addresses, phone numbers, and fax numbers for all contractors, subcontractors, and suppliers for the project. Also, submit 24/7 contact numbers for applicable parties.
9. Establish all control points for project layout & perform cross sections of existing conditions along bike path.

Construction Tasks

1. Provide a resident engineer to provide construction inspection. Required daily activities include: observing the progress and quality of the work and determining if the work is proceeding in accordance with the contract documents. Maintaining a site presence at all times when the contractor is working. Disapproving any work failing to conform to the contract documents and immediately inform the Village. Verify that there are no deviations from the contract documents unless authorized by Village/IDOT.
2. Keep inspector's daily reports and quantity book records up to date through use of ICORS. Also maintain project diary noting all work activity observations. Take action if the contractor is falling behind schedule.
3. Maintain submittal log and check status to ensure timely approvals.
4. Maintain orderly files of all relevant project documents so that they can be easily accessed.
5. Perform quantity measurements to prepare pay estimates and change orders to review with contractor and submit to the Village/IDOT for payment.
6. Conduct construction progress meetings at least bi-weekly.
7. Discuss truck route with all contractors and monitor that the route is being used.
8. Provide liaison functions related to coordination of contractors, utilities, residents, businesses and other agencies engaged or affected by the project.
9. Check and approve project submittals for compliance with the contract documents. Forward approval recommendations to the Village.
10. Maintain daily contact with the contractor to monitor schedule and recommend actions that should be taken if falling behind the approved schedule.
11. Maintain daily contact with the utility companies and their contractors to monitor concurrence with proposed schedules and verify final position and elevation of relocated facilities.
12. Maintain daily contact with the Village to keep informed on all relevant project information.
13. Inspect, document, and inform the contractor and the Village of the adequacy, establishment and maintenance of traffic control. Perform all necessary traffic control checks. Document deficiencies and contractor responses to notices of the same. Inform Village of deficiencies. If the contractor does not correct deficiencies obtain compliance as stipulated in the contract.
14. Provide Quality Assurance services in accordance with IDOT QC/QA practices and procedures (contractor will provide QC). Provide necessary coordination and qualified personnel to perform certification for all materials. Obtain and test soil, asphalt, concrete, and aggregate samples to perform necessary testing to fulfill QA/geotechnical requirements. Reports shall be prepared in a timely manner and coordinated with QC data. The consultant shall fulfill the requirements as the QA manager.
15. Provide construction layout and staking verification.
16. Prepare minutes for all meetings and distribute to appropriate parties.
17. Maintain set of working drawings as construction is progressing.

18. Provide all necessary equipment, instruments, supplies, transportation, and personnel required to perform construction inspection duties.
19. Maintain and periodically transmit to the contractor a running punch list to expedite project close out.
20. Obtain material acceptance certifications as materials are incorporated into the project to expedite project closeout. Withhold payment until proper material inspection and certifications are provided.
21. Monitor and enforce that all OSHA safety regulations are followed by the project team and sub-consultants.
22. Monitor and document erosion control and ensure conformity with the contract documents and standards. Supplement erosion control measures as necessary to fulfill governing agencies requirements.

Post Construction Tasks

1. Close out project and provide job box to IDOT after all construction is completed.
2. Obtain final cross sections of completed bike path to determine final quantity for earthwork.
3. Perform final inspection with the Village, contractor, and all applicable utilities to finalize punch list. Document the items in the final punch list and submit them to the contractor for close out. Verify completion of all work and provide a close out recommendation to the Village.
4. Obtain and review record drawings (as required) to ensure compliance with requirements established in the preconstruction phase. Submit two sets of final as-builts in both a hard copy and digital format.
5. Complete a contractor performance evaluation and conduct a post construction meeting to discuss lessons learned.
6. Verify that all documentation is accomplished and that all material inspections and certifications have been accounted for and are complete, including contractor evaluations.
7. Provide all final documentation associated with the final balancing change order and final pay estimate

COST PLUS FIXED FEE COST ESTIMATE OF CONSULTANT SERVICES

DF-824-039
REV 12/04

FIRM TranSystems
PSB
PRIME/SUPPLEMENT Prime

OVERHEAD RATE 1.4977
COMPLEXITY FACTOR 0

DATE 08/02/13

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
	PRECONSTRUCTION										
	Contract Documents Review	8	248.77	372.58		92.04				713.39	1.27%
	Project Site Inspection	4	124.38	186.29		46.02				356.69	0.63%
	Meeting	4	199.14	298.25		73.68				571.08	1.02%
	Job Setup	8	248.77	372.58		92.04				713.39	1.27%
	CONSTRUCTION										
	Shop Drawing Review	8	248.77	372.58		92.04				713.39	1.27%
	Construction Layout	8	248.77	372.58		92.04				713.39	1.27%
	Construction Inspection	212	7,619.20	11,411.27	2,310.00	2,819.10		6,276.03		30,435.61	54.17%
	Traffic Control	16	497.53	745.15		184.09				1,426.77	2.54%
	Daily Documentation	60	2,071.12	3,101.92		766.32				5,939.36	10.57%
	Pay Estimates	12	373.15	558.86		138.06				1,070.08	1.90%
	Weekly Documentation	12	373.15	558.86		138.06				1,070.08	1.90%
	Other Agency Coordination	4	124.38	186.29		46.02				356.69	0.63%
	Contractor Coordination			0.00		0.00				0.00	0.00%
	Utility Coordination	12	373.15	558.86		138.06				1,070.08	1.90%
	QC/QA of Materials	16	497.53	745.15		184.09				1,426.77	2.54%
	POST CONSTRUCTION										
	Final Documentation	80	2,898.42	4,340.96		1,072.42				8,311.80	14.79%
	Record Drawings	16	451.06	675.55		166.89				1,293.50	2.30%
	TOTALS	480	16,597.28	24,857.74	2,310.00	6,140.99	0.00	6,276.03	0.00	56,182.04	100.00%

DBE 0.00%

DBE

PREPARED BY THE AGREEMENTS UNIT

Printed 8/2/2013 2:41 PM

AVERAGE HOURLY PROJECT RATES

FIRM TranSystems
PSB _____
PRIME/SUPPLEMENT Prime

DATE 08/02/13

SHEET 1 OF 4

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJECT RATES			PRECONSTRUCTION			Contract Documents Review			Project Site Inspection			Meeting			Job Setup		
		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 5 (E5)	70.00	1	0.21%	0.15										1	25.00%	17.50			
Engineer 4 (E4)	66.95	1	0.21%	0.14										1	25.00%	16.74			
Engineer 3 (E3)	54.21	0																	
Engineer 2 (E2)	41.36	160	33.33%	13.79															
Engineer 1 (E1)	31.10	306	63.75%	19.82				8	100.00%	31.10	4	100.00%	31.10	2	50.00%	15.55	8	100.00%	31.10
Surveyor 3 (S3)	33.89	0																	
Technician 2 (T2)	27.22	12	2.50%	0.68															
Administrative 2 (A2)	29.71	0																	
		0																	
		0																	
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TOTALS		480	100%	\$34.58	0	0.00%	\$0.00	8	100%	\$31.10	4	100%	\$31.10	4	100%	\$49.79	8	100%	\$31.10

AVERAGE HOURLY PROJECT RATES

FIRM TranSystems
 PSB _____
 PRIME/SUPPLEMENT Prime

DATE 08/02/13

SHEET 2 OF 4

PAYROLL CLASSIFICATION	AVG HOURLY RATES	CONSTRUCTION			Shop Drawing Review			Construction Layout			Construction Inspection			Traffic Control			Daily Documentation		
		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 5 (E5)	70.00																		
Engineer 4 (E4)	66.95																		
Engineer 3 (E3)	54.21																		
Engineer 2 (E2)	41.36																		
Engineer 1 (E1)	31.10				8	100.00%	31.10	8	100.00%	31.10	112	52.83%	16.43	16	100.00%	31.10	40	66.67%	20.73
Surveyor 3 (S3)	33.89																		
Technician 2 (T2)	27.22																		
Administrative 2 (A2)	29.71																		
TOTALS		0	0%	\$0.00	8	100%	\$31.10	8	100%	\$31.10	212	100%	\$35.94	16	100%	\$31.10	60	100%	\$34.52

AVERAGE HOURLY PROJECT RATES

FIRM TranSystems
 PSB _____
 PRIME/SUPPLEMENT Prime

DATE 08/02/13
 SHEET 3 OF 4

PAYROLL CLASSIFICATION	AVG HOURLY RATES	Pay Estimates			Weekly Documentation			Other Agency Coordination			Contractor Coordination			Utility Coordination			QC/QA of Materials		
		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 5 (E5)	70.00																		
Engineer 4 (E4)	66.95																		
Engineer 3 (E3)	54.21																		
Engineer 2 (E2)	41.36																		
Engineer 1 (E1)	31.10	12	100.00%	31.10	12	100.00%	31.10	4	100.00%	31.10	0			12	100.00%	31.10	16	100.00%	31.10
Surveyor 3 (S3)	33.89																		
Technician 2 (T2)	27.22																		
Administrative 2 (A2)	29.71																		
TOTALS		12	100%	\$31.10	12	100%	\$31.10	4	100%	\$31.10	0	0%	\$0.00	12	100%	\$31.10	16	100%	\$31.10

AVERAGE HOURLY PROJECT RATES

FIRM TranSystems
 PSB _____
 PRIME/SUPPLEMENT Prime

DATE 08/02/13
 SHEET 4 OF 4

PAYROLL CLASSIFICATION	AVG HOURLY RATES	POST CONSTRUCTION			Final Documentation			Record Drawings											
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg			
Engineer 5 (E5)	70.00																		
Engineer 4 (E4)	66.95																		
Engineer 3 (E3)	54.21																		
Engineer 2 (E2)	41.36				40	50.00%	20.68												
Engineer 1 (E1)	31.10				40	50.00%	15.55	4	25.00%	7.77									
Surveyor 3 (S3)	33.89																		
Technician 2 (T2)	27.22							12	75.00%	20.42									
Administrative 2 (A2)	29.71																		
TOTALS		0	0%	\$0.00	80	100%	\$36.23	16	100%	\$28.19	0	0%	\$0.00	0	0%	\$0.00	0	0%	\$0.00

DETAILED SUMMARY OF DIRECT COSTS

CONSULTANT: TranSystems
ROUTE: _____
PROJECT: Shoe Factory Road Bike Path
SECTION: _____
COUNTY: Cook
JOB NO.: _____

INHOUSE DIRECT COSTS

TRAVEL

50	\$	45.00	per day	\$2,250.00
# of days x day rate				Cost

SURVEY SUPPLIES \$0.00

PRINTING (breakdown in following manner: # of sets x # of prints/set x rate)

Blueprints: 8 sets x 37 prints/set x \$0.20 \$60.00

Reports: _____ \$0.00

OUTSIDE DIRECT COSTS

PRINTING

Mylars: _____ \$0.00

Reports: _____ \$0.00



**Cost Estimate of
Consultant Services
(CPFF)**

Firm STATE Testing, LLC
 Route Hoffman Estates
 Section _____
 County Cook
 Job No. _____
 PTB & Item _____

Date 07/29/13
 Overhead Rate 131.48%
 Complexity Factor 0

Item	Manhours (A)	Payroll (B)	Overhead & Fringe Benefits (C)	In-House Direct Costs (D)	Fixed Fee (E)	Outside Direct Costs (F)	Unit Work Direct Cost (G)	Sub Total (B+C+D+E+F+G)	Total (B+C+D+E+F+G)	% of Grand Total
Soils Inspection	20	781.20	1,027.12	260.84	309.68	0.00	1,808.00		4,186.84	66.81%
HMA QA Inapection	12	468.72	616.27		163.11				1,248.11	19.92%
PCC Inspection	8	312.48	410.85		108.74				832.07	13.28%
TOTALS	40	1,562.40	2,054.24	260.84	581.54	0.00	1,808.00	0.00	6,267.03	100.00%

Direct Costs (STATE Testing)

$$CPFF = 14.5\%(DL + R(DL) + OH(DL) + IHDC)$$

Average Hourly Project Rates

Route Hoffman Estates
 Section _____
 County Cook
 Job No. _____
 PTB/Item _____

Consultant STATE Testing, LLC

Date 07/29/13

Sheet 1 OF 1

Payroll Classification	Avg Hourly Rates	Total Project Rates			Soils Inspection			HMA QA Inpection			PCC Inspection									
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	
CCM																				
Principal Engineer	70.00	0			0			0			0									
Associate Engineer	60.00	0			0			0			0									
Senior Engineer	32.01	0			0															
Professional Engineer	49.38	0			0															
Materials Coordinator	41.08	0			0						0									
Laboratory Manager	41.15	0			0															
Quality Assurance Manager	28.83	0			0															
Engineering Technician	26.43	0			0															
Level III Technician	39.06	0			0															
Level II Technician	37.58	0			0															
Level I Technician	33.14	0			0															
Material Tester 2	39.06	24	60.00%	23.44	20	100.00%	39.06	4	33.33%	13.02										
Material Tester 1	39.06	16	40.00%	15.62				8	66.67%	26.04	8	100.00%	39.06							
Lab Technician II	26.15	0			0															
Lab Technician	16.75	0			0															
CWI	46.00	0			0															
		0			0															
		0			0															
		0			0															
		0			0															
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		0			0															
		0			0															
		0			0															
		0			0															
		0			0															
TOTALS		40	100%	\$39.06	20	100%	\$39.06	12	100%	\$39.06	8	100%	\$39.06	0	0%	\$0.00	0	0%	\$0.00	

Direct Cost Breakdown
Hoffman Estates

Vehicles

Daily Charge	Unit Cost	Quantity	Units	Total Cost
	\$ 45.00	4	Days	\$ 180.00
				\$ 180.00

Lab Testing

BITUMINOUS MATERIALS LABORATORY SERVICES

COMPLETE IDOT SUPERPAVE MIX DESIGN	\$7,370		EACH	\$0
COMPLETE ISHTA SUPERPAVE MIX DESIGN (W/Bailey Method VMA)	\$8,500		EACH	\$0
COMPLETE SMA MIX DESIGN	\$10,500		EACH	\$0
SUPERPAVE/SMA DESIGN MIX VERIFICATION (ONE-POINT)	\$1,980		EACH	\$0
SUPERPAVE/SMA DESIGN MIX VERIFICATION (W/Bailey Method VMA)(ONE-POINT)	\$2,500		EACH	\$0
TENSILE STRENGTH RATIO (T.S.R.) (ASTM D 4867) MARSHALL MIX DESIGN	\$635		EACH	\$0
TENSILE STRENGTH RATION (TSR) SUPERPAVE MIX DESIGN	\$845		EACH	\$0
BULK SPECIFIC GRAVITY (Gmb, or "d") GYRATORY SPECIMEN (AVG. OF 2)	\$415	1	EACH	\$415
SUPERPAVE AND SMA – MAXIMUM SPECIFIC GRAVITY(Gmm)	\$125	1	EACH	\$125
EXTRACTION (REFLUX) WITH WASHED GRAD. (ASTM D 2172,C 136)	\$300	1	EACH	\$300
EXTRACTION (REFLUX) WITH WASHED GRAD. (ASTM D 2172,C 136)	\$225		EACH	\$0
EXTRACTION (CENTRIFUGE) WITH WASHED GRAD.WMOISTURE CORR. (ASTM C-566 & D-146)	\$495		EACH	\$0
SUPERPAVE – MAXIMUM SPECIFIC GRAVITY(Gmm)-one test &BULK SPECIFIC GRAVITY (Gmb)-Avg. of 2	\$550		EACH	\$0
STABILITY AND FLOW (AVG. OF 3) (ASTM 1559, D 2726)	\$385		EACH	\$0
PAVEMENT ANALYSIS – SINGLE CORE(4") W/SAW CUTTING (ASTM D 2726)	\$60	6	EACH	\$360
PAVEMENT ANALYSIS – SINGLE CORE(6") W/SAW CUTTING (ASTM D 2726)	\$60		EACH	\$0
NUCLEAR CORRELATION UP TO 4 GAUGES	\$550		EACH	\$0
-ADDITIONAL GAUGES (EACH)	\$55		EACH	\$0
-LINEAR REGRESSION OF CORES (15 CORES/\$25 EACH)	\$715		EACH	\$0
INVESTIGATIVE CORING – (INCLUDES ON-SITE CUTTING, DELIVERY TO LAB, UP TO 4 HOURS)	\$990		EACH	\$0
RENTAL OF GYRATORY COMPACTOR PER DAY	\$550		EACH	\$0
CORE ANALYSIS, 6"-EACH CORE (DENSITY & REFLUX)	\$495		EACH	\$0
ALL BUSTED MIX DESIGNS			EACH	

AGGREGATE LABORATORY SERVICES

DRY GRADATION (ASTM C 136)	\$95		EACH	\$0
WASHED GRADATION (ASTM C 136)	\$135	0	EACH	\$0
SPECIFIC GRAVITY AND ABSORPTION (ASTM C 127, C 128)	\$220		EACH	\$0
MOISTURE CONTENT	\$70		EACH	\$0
MINERAL FILLER GRADATION (ASTM D 546)	\$119		EACH	\$0
PGE TESTING (Washed Gradation)	\$255		EACH	\$0
PGE TESTING (Dry Gradation)	\$205		EACH	\$0

AGGREGATE LABORATORY SERVICES(Cont)

LOS ANGELES ABRASION (ASTM C 131)	\$198		EACH	\$0
FIVE CYCLE SOUNDNESS			EACH	\$0

UNCOMPACTED VOID CONTENT (fine aggregate)	\$495	EACH	\$0
FLAT AND ELONGATED PARTICLES (ASTM D47)	\$131	EACH	\$0
SAND EQUIVALENT (ASTM D 2419)	\$135	EACH	\$0
FRACTURED PARTICLES (coarse aggregate ang)	\$130	EACH	\$0
AGGREGATE ABSORPTION (AVG. OF 3) (ASTM	\$130	EACH	\$0
UNIT WEIGHT (ASTM C 29)	\$95	EACH	\$0
DELETERIOUS COUNT	\$130	EACH	\$0

PORTLAND CONCRETE LABORATORY SERVICES *

COMPRESSIVE STRENGTH OF CYLINDERS			
WITH CURE TIME UP TO 28 DAYS-S.T.A.T.E. Tes	\$21	8 EACH	\$168
WITH CURE TIME UP TO 28 DAYS-non-S.T.A.T.E	\$30	EACH	\$0
FLEXURAL STRENGTH OF BEAMS WITH		EACH	\$0
IL, MODIFIED SINGLE POINT LOADING	\$55	EACH	\$0
FLEXURAL STRENGTH OF BEAMS WITH		EACH	\$0
ASTM THREE POINT LOADING	\$66	EACH	\$0
SULFUR CAPPING	\$65	EACH	\$0
NON-DESTRUCTIVE TEST-SCHMIDT HAMMER (\$600	EACH	\$0
HIGH STRENGTH/HIGH PERFORMANCE CYLINI	\$75	EACH	\$0
A.S.R. TESTING 14-DAY (ASTM C 1260)	\$1,050	EACH	\$0
CYLINDER PICK-UP	\$215	1 EACH	\$215

SOILS LABORATORY SERVICES *

STANDARD PROCTOR (AASHTO T99, ASTM D69	\$225	1 EACH	\$225
MODIFIED PROCTOR (AASHTO T180, ASTM D15	\$250	EACH	\$0
PLASTICITY INDEX (AASHTO T90, ASTM D4318)	\$275	EACH	\$0
HYDROMETER TEST (AASHTO T-88)	\$135	EACH	\$0
ORGANIC CONTENT (AASHTO T-267, ASTM D-2)	\$135	EACH	\$0
PH OF SOILS (AASHTO T-289)	\$160	EACH	\$0
LIQUID & PLASTIC LIMIT	\$95	EACH	\$0
CLASSIFICATION OF SOIL	\$109	EACH	\$0

TOTAL LABORATORY CHARGES \$1,808

Premium Overtime

		Premium	Est OT Hours		
Overtime	Senior Technician	\$ -	0	\$	-
	Level III	\$39.06	\$ 19.53	0	\$ -
	Level II	\$37.58	\$ 18.79	0	\$ -
	Level I	\$33.14	\$ 16.57	0	\$ -
	Material Tester 2	\$39.06	\$ 19.53	0	\$ -
	Material tester 1	\$39.06	\$ 19.53	0	\$ -

Night Differential

Level III	\$39.06	\$ 3.91	0	\$	-
Level II	\$37.58	\$ 3.76	0	\$	-
Level I	\$33.14	\$ 3.31	0	\$	-
Material Tester 2	\$39.06	\$ 3.91	0	\$	-
Material tester 1	\$39.06	\$ 3.91	0	\$	-

Per union Contract hours between 6pm and 6am receives 10% Shift differential.

Premium Overtime due to Prevailing Wage

Other	Cell Phone	\$70	EACH	\$0	
	Postage	\$51.58	At Cost	\$10	\$80.84
Total Direct Cost			Total Cost		\$ 2,068.64
			In House	\$	260.84
			Unit Based	\$	1,808.00

**COMMITTEE AGENDA ITEM
VILLAGE OF HOFFMAN ESTATES**

SUBJECT: Request approval on an addendum to the agreement with IDOT for traffic signal upgrade to LED and related improvements

MEETING DATE: August 26, 2013

COMMITTEE: Transportation and Road Improvement

FROM: Michael Hankey

PURPOSE: Request approval of an addendum to the agreement with IDOT for traffic signal upgrades to LED and related improvements.

DISCUSSION: In June, the Village Board approved an agreement with IDOT regarding upgrading traffic signals on the State system to LED modules, battery back-up, Opticom modifications, and new countdown pedestrian signals. During the final review of the agreement, IDOT discovered corrections that need to be made in the cost proportioning of this work. IDOT prepared an Addendum (attached) which corrects these miscalculations from their previous agreement. The scope of work has not changed. The Village share is now estimated as \$18,035.45, an increase from \$16,455.35. As noted at the last meeting, the cost to the Village includes a share of the signal upgrades, battery backup, and engineering for this work based on the number of intersection legs under local jurisdiction. After including the Opticom upgrades, the cost to the Village totals approximately \$20,500 which is less than 5% of the total cost. Without the 90% funding from the State, the Village's cost would be approximately \$160,000 based on the engineer's estimate. Village staff and Corporation Counsel reviewed the Addendum prepared by the State for this work.

FINANCIAL IMPACT: The Village share of approximately \$20,500 can be paid using Motor Fuel Tax funds.

RECOMMENDATION: Request approval of an addendum to the agreement with IDOT for traffic signal upgrade to LED and related improvements.

Attachment

ADDENDUM AGREEMENT

This ADDENDUM AGREEMENT entered into this ___ day of _____, 20____ A.D, by and between the STATE OF ILLINOIS, acting by and through its DEPARTMENT OF TRANSPORTATION hereinafter called the STATE, and the VILLAGE OF HOFFMAN ESTATES, of the State of Illinois, hereinafter called the VILLAGE.

WITNESSETH:

WHEREAS, the STATE and the VILLAGE entered into an Agreement (hereinafter called "AGREEMENT") executed on the 25th day of June, 2013 A.D., for the modernization of traffic signals on IL 58, IL 62 and IL 72 at various intersections to be known as State Section: 2013-007TS, State Contract: 60W38; and

WHEREAS, it has been determined that the VILLAGE has a proportionate share of the approach leg jurisdictions at IL 72 (Higgins Rd) at Ash Rd and IL 72 (Higgins Rd) at Gannon Drive traffic signals to be modernized as part of this contract; and,

WHEREAS, the aforementioned AGREEMENT did not include the correct jurisdiction percentage splits for said intersections;

WHEREAS, the STATE and the VILLAGE are desirous of amending the aforementioned AGREEMENT to include the correct percentage splits for IL 72 (Higgins Rd) at Ash Rd and IL 72 (Higgins Rd) at Gannon Drive traffic signals.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, the parties hereto agree as follows:

1. That page 1, paragraph #3 of the AGREEMENT be revised to read as follows:

3. It is mutually agreed that the proportional participation for the construction costs and engineering costs of this improvement shall be as follows:

	Improvement Cost	State Cost	Hoffman Estates Cost	Schaumburg Cost	Sears Holdings Cost
Barrington Rd at Lakewood/ Tennis Club Ln	\$15,000.00 (Signal upgrades)	\$14,505.00 (90% + 6.7%)	\$495.00 (3.3%)	\$0 (-%)	\$0 (-%)
Engineering (15%)		\$2,175.75	\$74.25	\$0	\$0
Barrington Rd at St. Alexius/ Hoffman Medical	\$18,000.00 (Signal upgrades)	\$17,406.00 (90% + 6.7%)	\$594.00 (3.3%)	\$0 (-%)	\$0 (-%)
Engineering (15%)		\$2,610.90	\$89.10	\$0	\$0
I 90 at IL 59 N ramps/Poplar Creek	\$35,000.00 (Signal upgrades)	\$35,000.00 (90% + 10%)	\$0 (-%)	\$0 (-%)	\$0 (-%)
Engineering (15%)		\$5,250.00	\$0	\$0	\$0
I 90 NW tollway S ramp at IL 59	\$25,000.00 (Signal upgrades)	\$25,000.00 (90% + 10%)	\$0 (-%)	\$0 (-%)	\$0 (-%)
Engineering (15%)		\$3,750.00	\$0	\$0	\$0
IL 19 (Irving) at Elgin O'Hare W Frontage	\$38,000.00 (Signal upgrades)	\$38,000.00 (90% + 10%)	\$0 (-%)	\$0 (-%)	\$0 (-%)
Engineering (15%)		\$5,700.00	\$0	\$0	\$0
IL 53 W ramp at IL 62 (Algonquin)	\$20,000.00 (Signal upgrades)	\$20,000.00 (90% + 10%)	\$0 (-%)	\$0 (-%)	\$0 (-%)
Engineering (15%)		\$3,000.00	\$0	\$0	\$0
IL 58 (Golf) at Barrington Rd	\$40,000.00 (Signal upgrades)	\$40,000.00 (90% + 10%)	\$0 (-%)	\$0 (-%)	\$0 (-%)
Engineering (15%)		\$6,000.00	\$0	\$0	\$0
IL 58 (Golf) at Gannon Dr	\$25,000.00 (Signal upgrades)	\$23,750.00 (90% + 5%)	\$1,250.00 (5%)	\$0 (-%)	\$0 (-%)
Engineering (15%)		\$3,562.50	\$187.50	\$0	\$0
IL 58 (Golf) at Harmon Blvd	\$25,000.00 (Signal upgrades)	\$24,175.00 (90% + 6.7%)	\$825.00 (3.3%)	\$0 (-%)	\$0 (-%)
Engineering (15%)		\$3,626.25	\$123.75	\$0	\$0
IL 58 (Golf) at Hoffman Estates S.C.	\$22,000.00 (Signal upgrades)	\$20,900.00 (90% + 5%)	\$1,100.00 (5%)	\$0 (-%)	\$0 (-%)
Engineering (15%)		\$3,135.00	\$165.00	\$0	\$0

	Improvement Cost	State Cost	Hoffman Estates Cost	Schaumburg Cost	Sears Holdings Cost
IL 58 (Golf) at IL 59	\$45,000.00 (Signal upgrades)	\$45,000.00 (90% + 10%)	\$0 (-%)	\$0 (-%)	\$0 (-%)
Engineering (15%)		\$6,750.00	\$0	\$0	\$0
IL 58 (Golf) at Moon Lake/ Walnut Ln	\$28,000.00 (Signal upgrades)	\$26,600.00 (90% + 5%)	\$700.00 (2.5%)	\$700.00 (2.5%)	\$0 (-%)
Engineering (15%)		\$3,990.00	\$105.00	\$105.00	\$0
IL 58 (Golf) at Rohrsen Rd	\$22,000.00 (Signal upgrades)	\$20,900.00 (90% + 5%)	\$1,100.00 (5%)	\$0 (-%)	\$0 (-%)
Engineering (15%)		\$3,135.00	\$165.00	\$0	\$0
IL 59 at Popular Creek Ent	\$8,000.00 (Signal upgrades)	\$7,600.00 (90% + 5%)	\$400.00 (5%)	\$0 (-%)	\$0 (-%)
Engineering (15%)		\$1,140.00	\$60.00	\$0	\$0
IL 62 (Algonquin) at Ela Rd	\$25,000.00 (Signal upgrades)	\$25,000.00 (90% + 10%)	\$0 (-%)	\$0 (-%)	\$0 (-%)
Engineering (15%)		\$3,750.00	\$0	\$0	\$0
IL 62 (Algonquin) at Freeman/ Huntington	\$32,000.00 (Signal upgrades)	\$31,200.00 (90% + 7.5%)	\$800.00 (2.5%)	\$0 (-%)	\$0 (-%)
Engineering (15%)		\$4,680.00	\$120.00	\$0	\$0
IL 62 (Algonquin) at Lexington Dr	\$18,000.00 (Signal upgrades)	\$17,406.00 (90% + 6.7%)	\$594.00 (3.3%)	\$0 (-%)	\$0 (-%)
Engineering (15%)		\$2,610.90	\$89.10	\$0	\$0
IL 72 (Higgins) at Ash Rd	\$20,000.00 (Signal upgrades)	\$19,000.00 (90% + 5%)	\$1,000.00 (5%)	\$0 (-%)	\$0 (-%)
Engineering (15%)		\$2,850.00	\$150.00	\$0	\$0
IL 72 (Higgins) at Barrington Rd	\$25,000.00 (Signal upgrades)	\$25,000.00 (90% + 10%)	\$0 (-%)	\$0 (-%)	\$0 (-%)
Engineering (15%)		\$3,750.00	\$0	\$0	\$0
IL 72 (Higgins) at Gannon Dr	\$22,000.00 (Signal upgrades)	\$20,900.00 (90% + 5%)	\$1,100.00 (5%)	\$0 (-%)	\$0 (-%)
Engineering (15%)		\$3,135.00	\$165.00	\$0	\$0
IL 72 (Higgins) at Grand Canyon Parkway	\$28,000.00 (Signal upgrades)	\$26,600.00 (90% + 5%)	\$700.00 (2.5%)	\$700.00 (2.5%)	\$0 (-%)
Engineering (15%)		\$3,990.00	\$105.00	\$105.00	\$0

	Improvement Cost	State Cost	Hoffman Estates Cost	Schaumburg Cost	Sears Holdings Cost
IL 72 (Higgins) at Huntington Blvd	\$48,000.00 (Signal upgrades)	\$45,600.00 (90% + 5%)	\$2,400.00 (5%)	\$0 (-%)	\$0 (-%)
Engineering (15%)		\$6,840.00	\$360.00	\$0	\$0
IL 72 (Higgins) at Old Sutton/Theater Entrance	\$15,000.00 (Signal upgrades)	\$14,625.00 (90% + 7.5%)	\$375.00 (2.5%)	\$0 (-%)	\$0 (-%)
Engineering (15%)		\$2,193.75	\$56.25	\$0	\$0
IL 72 (Higgins) at Sears E Entrance/Trillium Blvd	\$15,000.00 (Signal upgrades)	\$14,625.00 (90% + 7.5%)	\$375.00 (2.5%)	\$0 (-%)	\$0 (-%)
Engineering (15%)		\$2,193.75	\$56.25	\$0	\$0
IL 72 (Higgins) at Sears W Entrance	\$18,000.00 (Signal upgrades)	\$17,550.00 (90% + 7.5%)	\$0 (-%)	\$0 (-%)	\$450.00 (2.5%)
Engineering (15%)		\$2,632.50	\$0	\$0	\$67.50
IL 72 (Higgins) at Shoe Factory Rd	\$35,000.00 (Signal upgrades)	\$35,000.00 (90% + 10%)	\$0 (-%)	\$0 (-%)	\$0 (-%)
Engineering (15%)		\$5,250.00	\$0	\$0	\$0
IL 72 (Higgins) at Spring Mill Rd	\$25,000.00 (Signal upgrades)	\$23,750.00 (90% + 5%)	\$625.00 (2.5%)	\$625.00 (2.5%)	\$0 (-%)
Engineering (15%)		\$3,562.50	\$93.75	\$93.75	\$0
IL 62 (Algonquin) at Winston Dr	\$25,000.00 (Signal upgrades)	\$23,750.00 (90% + 5%)	\$1,250.00 (5%)	\$0 (-%)	\$0 (-%)
Engineering (15%)		\$3,562.50	\$187.50	\$0	\$0
TOTAL		\$824,939.80	\$18,035.45	\$2,328.75	\$517.50

It is mutually agreed that all terms and conditions stated in this ADDENDUM AGREEMENT be made a part of the AGREEMENT executed on the 25th day of June, 2013 A.D., and that all other terms and conditions not in conflict with this ADDENDUM AGREEMENT as enumerated in that AGREEMENT remain applicable.

This ADDENDUM AGREEMENT shall be binding upon, and inure to the benefit of the parties hereto, their successors and assigns.

VILLAGE OF HOFFMAN ESTATES

Attest:

Clerk
(SEAL)

By: _____
Mayor

Date: _____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

By: _____
John Fortmann, P.E.
Deputy Director of Highways,
Region One Engineer

Date: _____

**TRANSPORTATION AND ENGINEERING DIVISION
DEPARTMENT OF DEVELOPMENT SERVICES**

**MONTHLY REPORT
August 2013**

GRANT PROJECTS

◆ **Bode - Salem Road Surface Transportation Program Project**

Scope: Bode Road will be reconstructed from the intersection with Braintree to Bode Circle East. On-street bicycle facilities will be included along with improved roadway lighting. The Village of Schaumburg’s work includes reconstructing Salem Drive from Bode Road to Golf Road with similar lighting and bicycle components.

Status: Design approval of the Project Development Report was given by IDOT.

Next Steps: Staff will assess the cost of using Schaumburg’s Phase II consultant for lighting design. The project is targeted for construction in 2015.

Funding:

Item	Total	Federal (STP)	Local (MFT)
Reconstruction	\$2,500,000	\$2,000,000	\$500,000
Safety Study	\$ 50,000	\$ 40,000 (HSIP)	\$ 10,000

◆ **Higgins Road Pedestrian/Bicycle Project**

Scope: Construct new sidewalk and bicycle path on north side of Higgins Road from Basswood Street to west of Roselle Road.

Status: Coordination continues with IDOT on the bicycle detection for the signal at Ash Road. Staff developed a concept plan for loop placement and equipment which needs to be further refined with IDOT.

Next Steps: Project closeout will occur in 2013.

Funding:

Item	Total	Federal	Local*
Construction	\$725,000	\$540,000	\$135,000
Engineering – Phase III	\$ 80,000	N/A	\$ 80,000

* Roselle TIF, Village of Schaumburg, Traffic Improvement Fund

◆ **Palatine Road Widening Project**

Scope: Widen to a consistent three (3) lane section from Huntington to Haman and install new traffic signal at Huntington.

Status: Work is underway with excavation and pavement widening ongoing. Homer L. Chastain & Associates was hired by the Village to perform Phase III engineering.

Next Steps: Paving work will continue along with the grading of ditches.

Funding:

Item	Total	Federal	State	Local (Tr Impr Fund)
Construction (estimate)	\$2,500,000	\$2,000,000	\$450,000	\$50,000
IDOT Bid Opening	\$2,132,000			
Engineering – Phase III (estimate)	\$ 250,000	\$ 200,000	\$ 45,000	\$ 5,000
Village contract award	\$ 150,000	\$ 120,000	\$ 25,000	\$ 5,000

◆ **Hassell Road Surface Transportation Program Project**

Scope: Reconstruct Hassell Road from Pembroke to Fairway Court. Includes new lane configuration for left turns and on-street bicycle facilities.

Status: Work is underway on the Phase II part of construction and the Phase III closure from Kensington Road to Parkview Circle West is in place with work progressing on the culvert replacement. Culvert work is ongoing at the western location. Updates are distributed via the email list and posted on the Village website.

Next Steps: Underground and concrete work will continue in Phase II. Phase III is expected to have asphalt binder installed by early September.

Funding:

Item	Total	Federal	Local (MFT)
Construction	\$5,300,000	\$4,000,000	\$1,300,000
IDOT Bid Opening	\$4,600,000	\$3,680,000	\$ 920,000
	(low bid)		
Material Testing – Phase III	\$ 150,000 (est.)	\$ 120,000	\$ 30,000

◆ **IL 59 / Shoe Factory Road Right Turn Lanes**

Scope: Add right turn lanes on each leg.

Status: Paving work is complete on both Shoe Factory and IL 59. The permanent traffic signal installation, lighting, and restoration are complete. The Village hired H.R. Green Engineering to perform all phases of engineering design and construction management.

Next Steps: The consultant staff is conducting the project inspections and documentation.

Funding:

Item	Total	Federal	State	Cook County
Construction	\$1,000,000	\$800,000	\$100,000	\$100,000
Engineering	\$ 100,000	\$ 80,000	\$ 10,000	\$ 10,000

◆ **Beverly and Higgins HSIP Project**

Scope: Install dual left turn lanes on Higgins Road and convert left turn to a “left on green arrow only” operation. The northbound approach on Beverly Road was widened to include a right turn lane and dual left turn lanes.

Status: All work is complete.

Next Steps: The first invoice for the Village share of work was processed. The final payment will occur upon project close out.

Funding:

Item	Total	Federal	State	Local (Western Tr Impr Fund)
Construction	\$910,000	\$810,000	\$70,000	\$30,000

◆ **RTA Community Planning Grant**

Scope: Evaluate feasibility and design of flexible route transit services in the Village.

Status: A final report has been prepared. Payment for the Village’s share of the study was processed.

Next Steps: RTA staff will assist with creating a Village Transit Task Force as recommended in the study findings.

Funding:

Item	Total	RTA	Local (Tr Impr Fund)
Planning	\$80,000	\$64,000	\$16,000

◆ **Illinois Transportation Enhancement Program (ITEP) Grant Application**

Scope: This bicycle and pedestrian improvement project will connect Shoe Factory Road and Prairie Stone Business Park with a path crossing underneath I-90 and Hoffman Boulevard. The path within the Forest Preserve from IL 59 to the CN right of way will be paved.

Status: Eighteen responses were received as a result of the Request for Qualifications for engineering services being posted on the Village website. Staff interviewed the top five firms and will present a recommendation to the Committee and a recommendation is presented at the August meeting. The intergovernmental agreement will be presented to the County Board in September based on its current anticipated schedule.

Next Steps: Present recommendation on consultant to perform the engineering work. Monitor agency reviews of the intergovernmental agreement.

Funding:

Item	Total	Federal	Local (EDA, Park District, Forest Preserve)
Construction	\$700,000	\$560,000	\$140,000
Engineering	\$150,000	\$120,000	\$ 30,000

◆ **Department of Natural Resources (DNR) Grant Application**

The Central Road bicycle path project from the west AT&T Center Drive to Huntington Boulevard was submitted on March 1. Past experience with the DNR process suggests a very long review cycle before an announcement of which projects are selected.

◆ **Transportation Investment Generating Economic Recovery Grant (TIGER)**

A new application for this round of TIGER funding was submitted on June 3. The benefit cost analysis was prepared by Parsons Brinckerhoff. The competition for these funds remains extremely strong across the country. An announcement of selected projects may occur in late summer or fall 2013.

BIKE / PEDESTRIAN PROJECTS

◆ **Bicycle Planning**

BPAC hosted a family ride on July 6 in the western area of the Village in conjunction with the Northwest Fourth Fest. The next Committee meeting will occur in the fall to provide an update on various projects and discuss items of interest.

TRANSIT

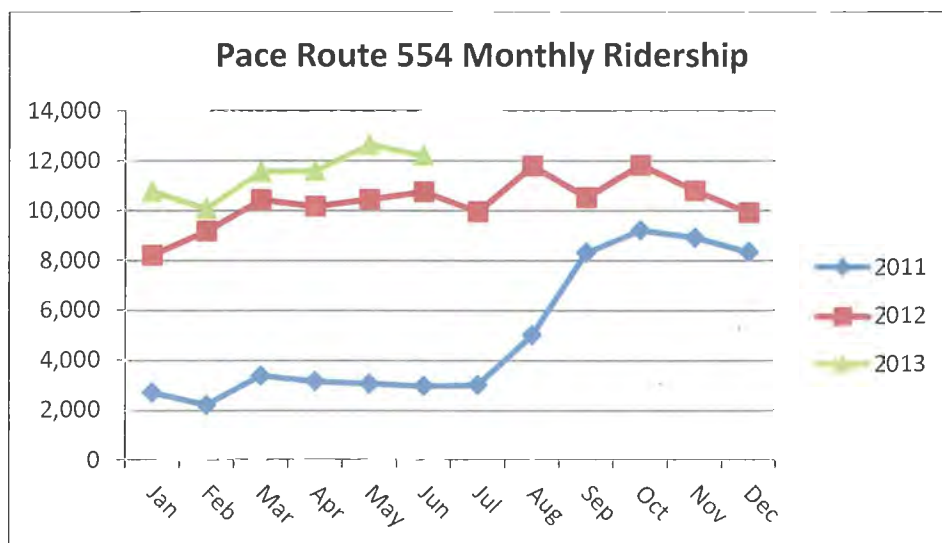
◆ **Taxi Discount Program**

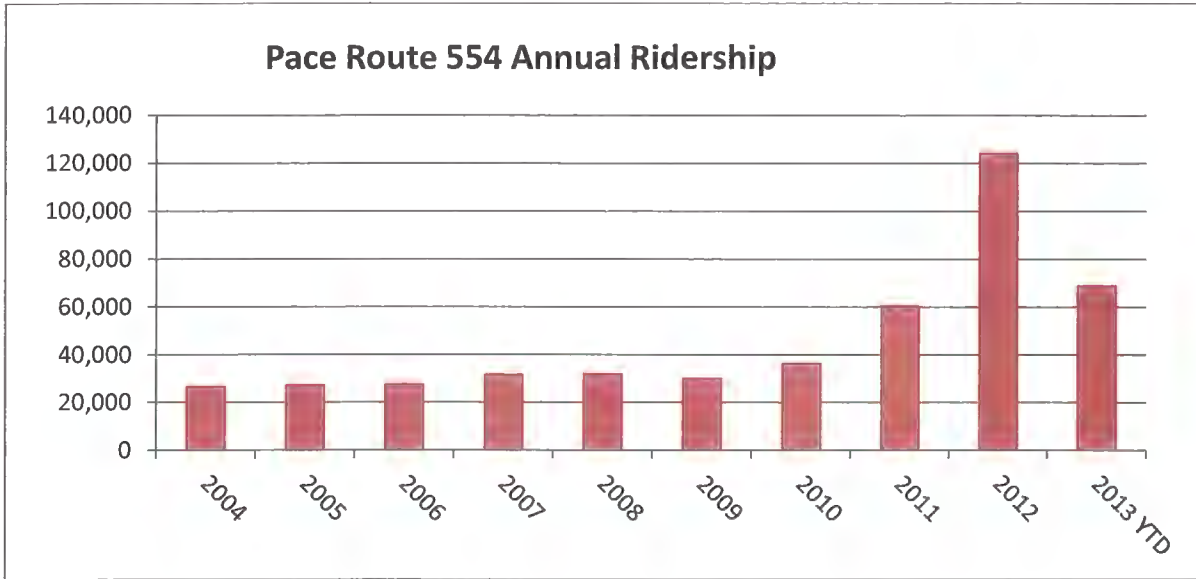
Registration continues with identification cards and coupons sent to residents. To date, a total of 381 residents have registered for the program. Coupons redeemed to date in 2013 total 2364. Year to date usage based on coupons turned in by the taxi companies suggest an increase in annual usage of approximately 10%. An article appeared in the April *Citizen* and registration increased as a result.



◆ **Pace Route 554**

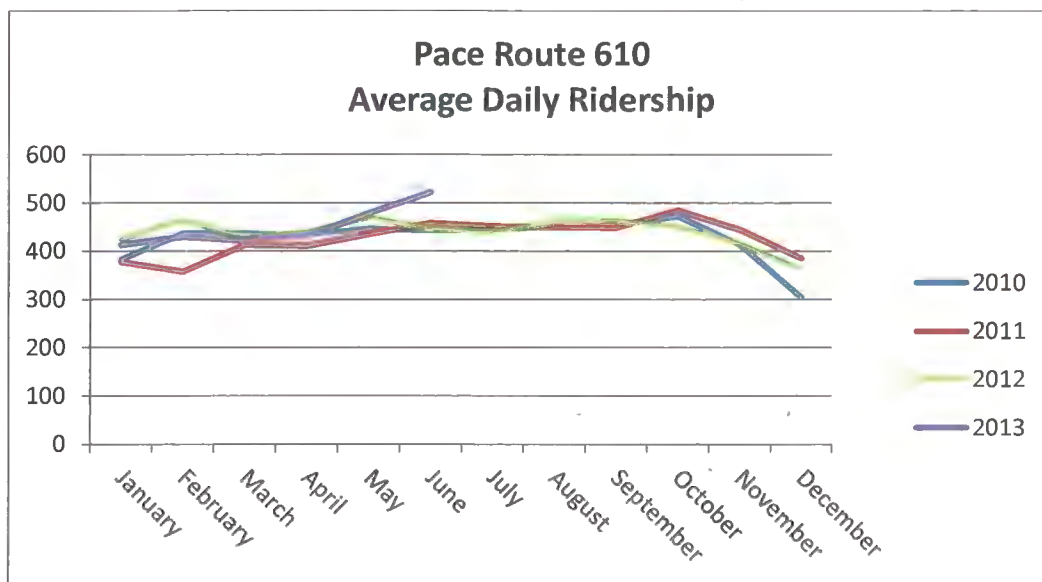
The most recent data from June 2013 showed an average weekday ridership of 533 per day and a Saturday average of 304 riders per day. A comparison with the same month from previous years shows a continuing upward trend. The service was expanded to bidirectional operation and Saturday hours in August 2011. ADA service is available for qualified individuals within three quarter mile of the route.

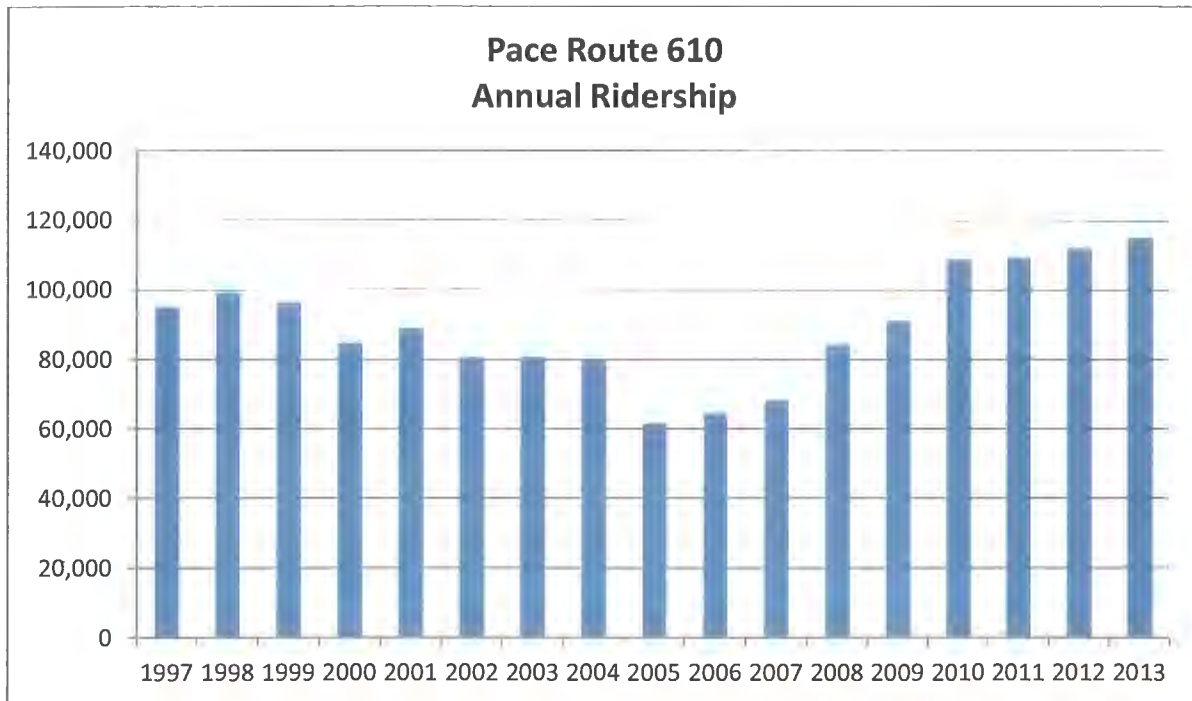




◆ **Pace Route 610**

Route 610 currently provides weekday service westbound in the morning from the River Road CTA station to the Prairie Stone Business Park. In the afternoon, the buses provide eastbound trips from Prairie Stone back to River Road. As part of Pace’s I-90 service expansion, a temporary Park and Ride lot will be established in the Sears Centre Arena lot along Pratum Avenue. In August 19, 2013, Pace started up reverse trips on Route 610 to offer a new option for inbound travel in the morning and outbound in the afternoon on weekdays. Route 610 has been in operation for a number of years and has demonstrated steady ridership levels averaging above 400 rides per day over the last several years. The charts below provide a history of Route 610 use and a benchmark for comparison before and after service to the Park and Ride lot begins.





◆ Pace I-90 Corridor Plans

Staff from the Tollway, Pace, the Village, and its consultant have been meeting to discuss the Park and Ride accommodations for the preferred alternative design of the Barrington Road Interchange. Discussion included timing of improvements, roles, funding, and coordination. Pace continues its planning work on temporary Park and Ride facilities in Prairie Stone. Pace received approval for CMAQ funds to enhance bus service along the Jane Addams (I-90) Tollway corridor. The scope of the project includes new vehicles, creation of interim and permanent park and ride lot facilities, and operational funding for two years. Introduction of initial service changes is planned to begin August 2013 to coincide with advance Tollway widening work for the reconstruction of I-90. A temporary Park and Ride location has been identified by Pace in the Sears Centre Arena lot. This is expected to last for the duration of the Tollway's construction work on I-90.

ROAD PROJECTS

◆ Barrington Road Interchange – Phase I and II Engineering

CMT continues work on completion of the Phase I engineering. A value engineering review of various project elements was conducted by IDOT to identify potential cost savings through the use of different design and construction practices. IDOT typically goes through this evaluation on projects of this size. Environmental clearances are being processed and are anticipated to be complete in the fall. Design engineering work on Phase II is underway. The Tollway and Village are sharing the cost of Phase II with a goal of completing the Barrington Road bridge design by the end of 2013 to allow the Tollway to begin construction in the spring of 2014. The balance of the interchange design is expected in the fall of 2014 which would coincide with the timing of the reconstruction and widening of I-90 in 2015-16. Discussions continue on completing the financing package for construction.

Funding:

Item	Total	State	Tollway	Local
Engineering – Phase I	\$2,000,000	\$1,000,000	-	\$1,000,000
Engineering – Phase II	\$3,500,000	-	\$1,750,000	\$1,750,000

◆ **Shoe Factory Road - Cook County**

Civiltech, the Village's consultant, submitted pre-final plans to the County at the end of April. Work on right of way will begin next. The County intends to handle right of way appraisals and negotiations while Civiltech will prepare the plats and legal documents. The timing of construction will depend upon the duration of the right of way process, project funding, and approval of final plans.

◆ **Illinois Tollway Capital Plan and Corridor Planning Council**

The Illinois Tollway began mainline work on I-90 west of Elgin with construction in the eastbound lanes. This advance work is expected to last into 2014. The portion of I-90 east of Elgin is in the design phase now with initial construction in 2014 and mainline work occurring in 2015-16. The scope of the Tollway work will be to widen and reconstruct the mainline, adding a fourth lane in each direction. A wider inside lane and shoulder will be included to allow operation of a managed lane and/or bus on shoulder operation as an interim transit measure. Additional widening work would be needed to implement a Bus Rapid Transit or the STAR Line station but the current Tollway plan does not preclude these changes in the future. Coordination with the Barrington Road Interchange project is essential and ongoing.

TRAFFIC SIGNALS

◆ **Roselle Road Traffic Signal**

Cook County granted approval for the signal with the pedestrian phase crossing Roselle Road. Baseline data will be collected to document existing conditions before the signal with the pedestrian phase is installed in case there is a question related to impacts of its operation. Civiltech submitted pre-final signal plans to Cook County for review. The majority of comments from County Departments were received in late January and the consultant submitted revised plans to the County and State.

◆ **Higgins Road / Prairie Stone Parkway Traffic Signal**

All work has been completed. Project close out will occur next.

◆ **Higgins Road / Huntington Boulevard**

Left Must Yield on Green ball signs were installed by Public Works for northbound and southbound traffic at the intersection. Long term changes will likely require IDOT pursuit of HSIP funds.

ADDITIONAL PROJECTS:

COORDINATION

◆ **CN Noise Mitigation Program and Related CN Projects**

The Village Board approved a noise mitigation program on April 1st. The program started on April 15th. The Intergovernmental Agreement with Cook County has been approved by the Village and County Boards. Information on products and contractors licensed in the Village has been posted to the Village webpage. Staff is reviewing, researching, and responding to questions from residents and contractors as the reimbursement program gets started. The table summarizes activity as of this month. Applications approved may not equal the number submitted if the staff technical review has not been completed. Reimbursements are made only after work has been completed, inspected, and approved.

CN Noise Mitigation Reimbursement Program Status July 2013			
Subdivision	# of Applications Submitted	# of Applications Approved	# of Reimbursements Paid
Bridlewood	9	8	0
Deer Crossing	6	4	1
Winding Trails / Hunters Ridge	20	14	4

◆ **O’Hare Noise Compatibility Commission**

No new information.

NEW DEVELOPMENTS

- ◆ Traffic data, site plans, and inspections are ongoing for a variety of projects.
- ◆ Various smaller site modifications and permits for parking lot sealcoating, striping, patching are underway.

TRAFFIC STUDIES / OTHER

◆ **Resident requests for traffic analysis currently underway include:**

- Blind Pedestrians Sign – Plymouth Road
- Parking Restriction Modification Request – Alcoa Lane
- Parking Restriction Modification Request – Flagstaff Lane
- Speeding – Dexter Lane
- Traffic Restrictions – Moon Lake Boulevard

Michael Hankey, P.E.
 Director of Transportation and Engineering Division