

**AGENDA**  
**TRANSPORTATION AND ROAD IMPROVEMENT COMMITTEE**  
**Village of Hoffman Estates**  
**August 4, 2014**

**7:00 p.m. – Helen Wozniak Council Chambers**

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

**I. Roll Call**

**II. Approval of Minutes – July 7, 2014**

**NEW BUSINESS**

1. Review of Greenspoint Parkway design options related to the Barrington Road full interchange.
2. Request authorization:
  - a. to award a contract for construction engineering services on the Bode Road reconstruction project to Hancock Engineering of Westchester, IL at a cost not to exceed \$279,984.93;
  - b. to approve the Phase III construction services agreement with IDOT for the Bode Road reconstruction project.
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 7, 2014

**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:**

**Jim Norris, Village Manager  
Arthur Janura, Corporation Counsel  
Dan O'Malley, Deputy Village Manager  
Mark Koplun, Asst. Vlg. Mgr., Dev. Services  
Peter Gugliotta, Director of Planning  
Kevin Kramer, Economic Development Coord.  
Michael Hankey, Director of Transportation  
Jeff Jorian, Fire Chief  
Mike Hish, Police Chief  
Joe Nebel, Director of Public Works  
Rachel Musiala, Director of Finance  
Gordon Eaken, Director of IS  
Ashley Monroe, Asst. to the Village Manager  
Bruce Anderson, CATV Coordinator  
Patricia Cross, Asst. Corp. Counsel  
Bev Romanoff, Village Clerk  
Algean Garner, Director of HHS  
Patrick Seger, Director HRM  
Austin Pollack, Administrative Intern  
Clayton Black, Mgmt. Analyst**

The Transportation & Road Improvement Committee meeting was called to order at 7:02 p.m.

**II. Approval of Minutes**

Motion by Trustee Gaeta, seconded by Trustee Vandenberg, to approve the Transportation & Road Improvement Committee meeting minutes of June 9, 2014. Voice vote taken. All ayes. Motion carried.

Motion by Trustee Mills, seconded by Trustee Vandenberg, to approve the special Transportation & Road Improvement Committee meeting minutes of June 23, 2014. Voice vote taken. All ayes. Motion carried.

**NEW BUSINESS**

**1. Request acceptance of Transportation Division Monthly Report.**

The Transportation Division Monthly Report was presented to Committee.

Mike Hankey reported that Pace routes are showing improvement over previous years and ridership is increasing.

Motion by Mayor McLeod, seconded by Trustee Pilafas, 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 Gaeta, to adjourn the meeting at 7:03 p.m. Voice vote taken. All ayes. Motion carried.

Minutes submitted by:

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Debbie Schoop, Executive Asst.

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Date



**COMMITTEE AGENDA ITEM  
VILLAGE OF HOFFMAN ESTATES**

**SUBJECT:** Discussion of Greenspoint Parkway design options related to the Barrington Road full interchange

**MEETING DATE:** August 4, 2014

**COMMITTEE:** Transportation and Road Improvement Committee

**FROM:** Michael Hankey

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**PURPOSE:** To provide information for direction from the Village Board on changes to the design of Greenspoint Parkway to accommodate the interchange work. Additional discussion is provided on design options to pursue for Greenspoint Parkway during the time when plans are developed for its rehabilitation.

**DISCUSSION:** Part of the Barrington Road full interchange project includes changes to a portion of Greenspoint Parkway. Some public right of way on Greenspoint Parkway (varying up to about 13 to 15 feet) is needed in the northeast corner. The new eastbound exit ramp and the relocation of the JAWA watermain require modifications to Greenspoint Parkway. An exhibit generally showing the impact is attached. JAWA is still determining whether the proposed location of the relocated watermain is acceptable. Some additional clearance behind the back of curb on Greenspoint Parkway is also desirable. While these and other details are being determined, it is certain that some narrowing of the median and/or travel lanes on Greenspoint Parkway will be needed. This creates an opportunity to consider broader changes to all of Greenspoint Parkway as part of the Village's street rehabilitation program since the pavement conditions need repair and there are other improvements that should be made. Examples include looking at ways to reduce future maintenance costs and implementing Complete Streets features.

The Village's design consultants (CMT) for the interchange have been coordinating their work with the Illinois Tollway. In order to meet the Illinois Tollway's schedule for the interchange and the I-90 mainline work, some direction on changes to Greenspoint Parkway are needed by the middle of August 2014. At this time, the preliminary construction schedule shows the ramp work being done in 2016. However this is subject to change as the plans are finalized and also may be modified by the Tollway following the award of contract.

**DISCUSSION: (Continued)**

Staff recommends that CMT develop an interim design plan for Greenspoint Parkway to allow the Tollway to stay on schedule with the full interchange project. This will likely require removal / narrowing of the median within the curve in the northeast corner of Greenspoint Parkway and/or reducing the lanes depending on the specific impacts of the ramp and watermain work. As discussed in the next sections, options for the configuration of Greenspoint Parkway can be evaluated as part of the Capital Improvements Plan process this year.

At a minimum, the right of way acquisition and JAWA watermain in the curve at the northeast corner will result in some reduction in width of the curbed median and/or lanes within that section. Knowing that these changes will occur in the next year or two, there is an opportunity to make other changes to reduce maintenance costs and upgrade the roadway to a Complete Streets design. The following sections provide an overview of the existing conditions, design goals, and options. Once a decision is made later this year on which choice to pursue, detailed design specifics can be determined.

*Greenspoint Parkway - Existing Conditions*

Greenspoint Parkway is a four lane divided Village collector street consisting of two 27 foot travelled ways (measured from the back of curb) and a 16 foot curbed and landscaped median. Left turn lanes and median openings are provided at selected locations; some driveways are currently restricted to right turns in and out. Greenspoint Parkway is a U-shaped or loop configuration with both ends intersecting with Higgins Road. The eastern Greenspoint Parkway leg aligns with Shoe Factory Road while the western connection forms a tee intersection with Higgins Road. Parkway widths are approximately 5 feet on each side. The basic right of way is 80 feet which widens closer to Higgins Road. There are narrow parkways on each side, no sidewalks or bicycle designations, and lighting is in the landscaped median. The current pavement condition rating on Greenspoint Parkway places it as a high priority candidate for structural overlay repairs.

The average daily traffic and peak hour volumes on Greenspoint Parkway could be accommodated with one through lane in each direction instead of the current two lanes per direction. Left turn lanes / median openings should be retained for at least the main access points that exist now. Some changes to lane use could be made at the Shoe Factory / Higgins Road intersection to better match existing turning volumes with any of the options below. The road connecting Greenspoint Parkway ("Hassell Road extension") to Barrington Road is privately maintained, as is the landscaped median on Greenspoint Parkway. As accommodations for bicyclists and pedestrians are lacking, improvements should be considered as part of any larger design plan for Greenspoint Parkway.

Some preliminary discussions have occurred with the property management of Greenspoint. These early conversations indicate they are open to some type of change to Greenspoint Parkway. A meeting with the Property Owner's Association served by Greenspoint Parkway is scheduled for the week of August 11. Using direction provided by the Village Board, the interchange status and options for Greenspoint Parkway will be discussed further.

*Discussion of Design Options*

There are several different choices for how to repair the pavement on Greenspoint Parkway while at the same time accommodating the needs of the full interchange at Barrington Road. Some guiding design principles or goals were established for use in evaluating different options.

**DISCUSSION: (Continued)**

The degree to which these goals are met can help to provide a contrast between the advantages and disadvantages of the various designs.

*Design goals*

1. Improve pavement conditions
2. Accommodate changes needed for the ramp and JAWA impact while minimizing conflicts with the Greenspoint design
3. Match number of lanes to the traffic demand
4. Construct new pedestrian and bicycle facilities where none exist and improve connectivity
5. Increase parkway for landscaping
6. Maintain number of lanes and width at Higgins Road
7. Create smooth transitions to / from existing sections
8. Simplify traffic control for construction
9. Compare cost and benefits
10. Reduce long term maintenance costs such as future pavement rehabilitation, plowing, etc.

All options assume the multi-lane median divided cross section will be maintained where Greenspoint Parkway on its south legs intersects Higgins Road. A structural overlay in these segments is assumed. Each option is discussed below in a general sense. The intent is to discuss and receive direction from the Committee on which choices to pursue and develop further. As part of the Capital Improvement Board process, more specifics on particular designs and costs can be provided.

*Option 1 - Structural Overlay of Existing Conditions*

The base case is to use the structural overlay method to repair the pavement conditions and keep the width of Greenspoint Parkway essentially the same. The four lane divided cross section with landscaped median would be maintained with the exception of the northeast corner in the curve where Greenspoint Parkway right of way is needed for the interchange ramp and JAWA watermain relocation. As noted earlier, the median would be essentially eliminated (or reduced to a nominal width potentially with lane narrowing) through this curve to provide room for the Tollway needs. Existing lighting should be evaluated to determine its adequacy based on current standards. There is no room in the parkways for sidewalks although a path connection from the Hassell Road extension to Higgins Road would be possible.

*Option 2 - Reduce Width to Standard Collector*

This option replaces the four lane divided road with a three lane road similar in width to a typical Village collector street. Examples include the three lane portion of Hassell Road although without the bicycle lanes. This would provide one lane per direction, replacing the landscaped median with a paved left turn lane, and increasing the parkway space considerably on both sides. This would require removal of the median along with trees, landscaping, plus relocating the lighting. New plantings could be located in the widened parkway areas to compensate. The road would be appropriately sized to match the actual traffic demands. The reduced total pavement width (39 feet from back of curb versus 54 feet currently) would be about 28% less pavement area which decreases the long term maintenance costs and simplifies snow removal. Sidewalk could be provided in the widened inside parkway and an off-street path could be constructed from the Hassell Road extension to the Higgins Road intersection to complete a link to the Forest Preserve trail. Longer term, pedestrian and bicycle improvements in Greenspoint would support access to the Pace Park-n-Ride at Barrington Road. Roadway lighting would be relocated to the



**DISCUSSION: (Continued)**

inside of the Greenspoint Parkway loop to provide some illumination for the new sidewalk. The impact from the ramp alignment and the JAWA relocation can be accommodated within the outside parkway width. With removal of the landscaped median, full access would be available at all driveways. The initial cost is higher compared to the Option 1 although long term maintenance costs would be lower and other design goals are met.

*Option 3 - Keep Median, Reduce Pavement Width*

This option would retain the median and reduce the back to back curb dimension to 20 feet in each direction. While this is more than is needed for a travel lane, fire department access requires at least this width. Moon Lake Boulevard as an example has a landscaped median and 20 feet from back of curb on each side. There would be more pavement width than needed for a single lane so an option would be to stripe a 12 foot travel lane and a 5 foot bicycle lane. On-street bicycle lanes on Greenspoint Parkway are not necessary but the “extra” pavement width should be marked in some way to discourage misuse. The median landscaping and lighting could remain although an analysis of the existing lighting may suggest a need for upgrades. The reduction in pavement width is a little less than Option 2 so savings on future maintenance would not be quite as much. The amount of parkway on the inside and outside would be less than Option 2. The width of the parkway on the outside of the loop in the Tollway impact area would not be sufficient so the median would have to be reduced in this area.

The table below summarizes the design goals for each of the three options.

<b>Design Goal</b>	<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>
Improve pavement conditions	Y	Y	Y
Accommodate changes needed for the ramp and JAWA impact while minimizing conflict with the Greenspoint design	N	Y	N
Match number of lanes to the traffic demand	N	Y	Y
Construct new pedestrian and bicycle facilities where none exist and improve connectivity	N	Y	Y
Increase parkway for landscaping	N	Y	Y, less than #2
Maintain number of lanes and width at Higgins Road	Y	Y	Y
Create smooth transitions to / from existing sections	N/A	Y	Y
Simplify traffic control for construction	Y	Y	Y
Compare cost and benefits	Lowest cost, minimal improvement	Highest cost, most improvement	Intermediate cost, some improvement
Reduce long term maintenance costs such as future pavement rehabilitation, plowing, etc.	N	Y	Y, less than #2

**DISCUSSION: (Continued)**

The cost estimates at this stage of design are very conceptual. Many details including utilities, grading, transitions, lighting design, quantities, etc. will be determined in subsequent steps at which time estimates will be available.

Although Option 2 has the highest expected cost, this design also provides the most benefits with respect to the design goals. The most significant is that the reduction in pavement area of 28% compared to Option 1 will result in lower operating costs, such as snowplowing and lower pavement maintenance. Option 3 does not save as much in maintenance cost compared to Option 2. Considering all the above factors, staff recommends Option 2 be explored more fully during development of design plans for Greenspoint Parkway as part of the Village's street project.

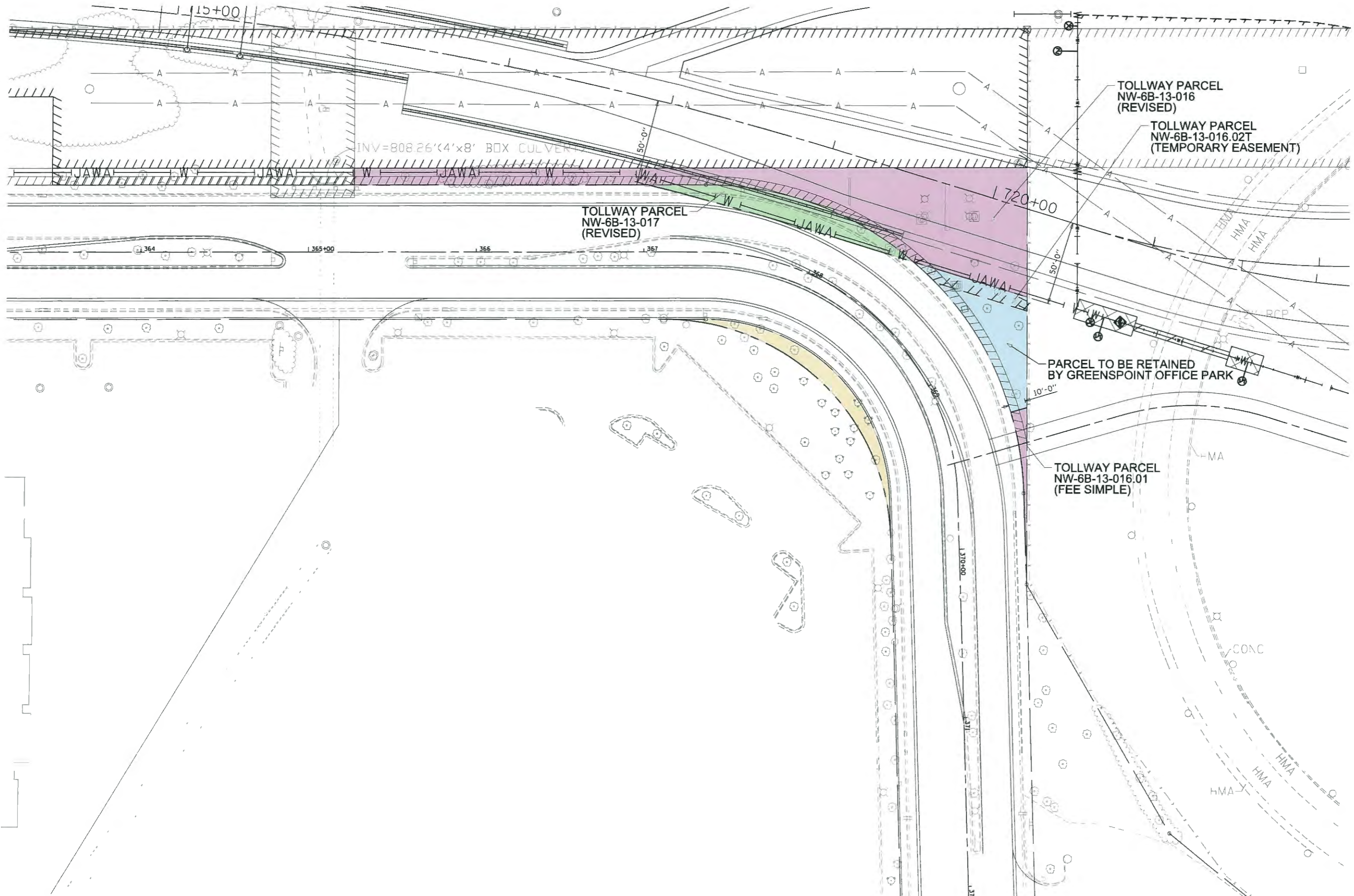
**FINANCIAL IMPACT:**

There is no immediate cost to the Village for the interim changes to Greenspoint Parkway since they are included in the scope of the full interchange project. The cost of the structural overlay and other changes will be evaluated as part of developing the candidate streets for future year street work.

**RECOMMENDATION:**

1. Recommend working with the engineering consultants and Illinois Tollway on an interim design for Greenspoint Parkway in the area impacted by the full interchange project.
2. As part of the Capital Improvement Plan process, consider changes to include with Greenspoint Parkway when the Village rehabilitates the pavement.





TOLLWAY PARCEL  
NW-6B-13-016  
(REVISED)

TOLLWAY PARCEL  
NW-6B-13-016.02T  
(TEMPORARY EASEMENT)

TOLLWAY PARCEL  
NW-6B-13-017  
(REVISED)

PARCEL TO BE RETAINED BY  
GREENSPPOINT OFFICE PARK

TOLLWAY PARCEL  
NW-6B-13-016.01  
(FEE SIMPLE)

INV=808.26' 4'x8' BOX CULVERT

15+00

1720+00

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1370+00

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**COMMITTEE AGENDA ITEM  
VILLAGE OF HOFFMAN ESTATES**

**SUBJECT:** Request authorization:

- a. to award a contract for construction engineering services on the Bode Road reconstruction project to Hancock Engineering of Westchester, IL at a cost not to exceed \$279,984.93
- b. to approve the Phase III construction services agreement with IDOT for the Bode Road reconstruction project

**MEETING DATE:** August 4, 2014

**COMMITTEE:** Transportation and Road Improvement Committee

**FROM:** Michael Hankey

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**PURPOSE:** Request authorization for award of contract to Hancock Engineering at a cost not to exceed \$279,984.93. Approval of a Phase III construction services agreement with IDOT for the Bode Road reconstruction project is also requested.

**BACKGROUND:** In April 2014, a Request for Qualifications (RFQ) was released by the Village for Phase III construction engineering services associated with reconstruction of Bode Road. Village staff worked on Phase II plan documents during 2013, completing the plans and most related information to approximately the 70% level. HR Green was contracted to complete the design plans due to the increased scope of the annual street rehabilitation program which limited further staff effort on completing the plans. With the annual street budget of around \$5 million, existing Division staff members do not have the capacity to perform construction engineering on Bode Road too. Final plans are due at IDOT this fall with the construction contract planned for award by the State in November 2014. Construction is expected to begin in the spring of 2015. Construction engineering services will start shortly before the beginning of the work.

Bode Road reconstruction is partially funded through a federal Surface Transportation Program project. STP funds will cover 80% of the cost of construction, as well as Phase III construction engineering services. The Village was successful in working with the Northwest Municipal Conference to obtain federal funding initially for construction and most recently for the construction engineering services. The IDOT deadline for submitting the professional services agreement for the construction engineering is mid August. Therefore, action by the Village Board to approve both the award of contract for Phase III services and the IDOT professional services agreement is requested on the same date as this item is reviewed by the Transportation and Road Improvement Committee.

**DISCUSSION:**

In response to the RFQ, nineteen proposals were received from consultants. Firms must be prequalified with IDOT in order to submit and receive consideration. The proposals were evaluated based on their project approach and understanding of the work items, personnel assigned to the required tasks, similar experience on other projects, schedule, and work load of the firms. Five firms with the highest ranked proposals were identified for interviews and further evaluation. Due to the amount of federal funding for this part of the Bode Road project, the Qualifications Based Selection method must be used. In this process, assessments of the highest ranked firms are based solely on the qualifications of the firms, their performance during the interviews, and relevance of their work on similar projects. Once the top ranked firm is identified, negotiations begin on the specific scope of services to be contracted, the hours, staffing, and estimated cost. If agreement is reached with the top ranked firm then a recommendation for award of contract is made. If not, the negotiations with the top firm are terminated and the process begins with the next highest ranked firm until agreement is reached.

The five firms identified for interviews were (in no particular order): Christopher B. Burke Engineering, Hancock Engineering, Thomas Engineering Group, TranSystems, and V3 Companies. A set of standard questions was asked of each team, along with additional items related to the specifics of each proposal raised during the interviews. Follow-up discussions among the Village review team were held to reach 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. Hancock Engineering was judged to be the highest ranked firm. Hancock presented well during the interview, was organized, team members interacted well in response to questions, and their team provided the highest level of confidence on their ability to complete the project. Hancock next submitted an initial scope of services, 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 provided to the Village. Following discussions and modifications, Hancock's scope of services includes all necessary inspections, material testing, quality control, documentation, and coordination needed to complete the necessary tasks. Hancock's proposal includes the cost of material testing services to be provided by a subconsultant. The total estimated cost of the Phase III construction engineering services to be provided with Hancock's contract is approximately \$280,000. A copy of the contract in IDOT format supplemented by Hancock's scope of services is attached. With approval of the IDOT professional services agreement, federal STP funds will cover 80% of the cost. The standard IDOT form is attached for the Phase III construction services.

**FINANCIAL IMPACT:**

The estimated cost for providing the Phase III construction engineering services included in the 2015 budget was \$250,000. An additional \$75,000 was included in the budget for material testing services for the Bode Road work, for a total of \$325,000. Hancock's combined proposal for construction engineering and material testing services is approximately \$280,000. Federal funds will cover 80% of this amount, leaving a local share of \$56,000 to be the responsibility of the Village. The new revenues for capital projects will be used to pay the local share.

**RECOMMENDATION:**

Request approval of:

- a. authorization to award a contract for construction engineering services on the Bode Road reconstruction project to Hancock Engineering of Westchester, IL at a cost not to exceed \$279,984.93;
- b. a Phase III construction services agreement with IDOT for the Bode Road reconstruction project.



Local Agency Village of Hoffman Estates	 <b>Illinois Department of Transportation</b>  <b>Construction Engineering Services Agreement For Federal Participation</b>	Consultant Edwin Hancock Engineering
County Cook		Address 9933 Roosevelt Road
Section 09-00099-01-PV		City Westchester
Project No.		State IL
Job No. C-91-		Zip Code 60154
Contact Name/Phone/E-mail Address GarySalavitch/847-252-5800/ gary.salavitch@hoffmanestates.org		Contact Name/Phone/E-mail Address Jim Goumas/ 708-865-0300 jggoumas@ehancock.com

THIS AGREEMENT is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2014 between the above Local Agency (LA) and Consultant (ENGINEER) and covers certain professional engineering services in connection with the PROJECT described herein. Federal-aid funds allotted to the LA by the state of Illinois under the general supervision of the Illinois Department of Transportation (STATE) will be used entirely or in part to finance engineering services as described under AGREEMENT PROVISIONS.

WHEREVER IN THIS AGREEMENT or attached exhibits the following terms are used, they shall be interpreted to mean:

<b>Regional Engineer</b>	Deputy Director Division of Highways, Regional Engineer, Department of Transportation
<b>Resident Construction Supervisor In Responsible Charge</b>	Authorized representative of the LA in immediate charge of the engineering details of the PROJECT A full time LA employee authorized to administer inherently governmental PROJECT activities
<b>Contractor</b>	Company or Companies to which the construction contract was awarded

#### Project Description

Name Bode Road Route FAU 1318 Length 0.84 Mi. Structure No. N/A  
Termini Parker Drive to Woodlawn Street

Description: Earth Excavation, pavement removal, subbase granular material, aggregate subgrade improvement, full depth HMA Pavement, hot-mix asphalt binder and surface courses, curb and gutter, driveway pavement and sidewalk removal and replacement, pavement marking, roadway lighting and all other incidental and collateral work necessary to complete the project.

#### Agreement Provisions

#### I. THE ENGINEER AGREES,

1. To perform or be responsible for the performance of the engineering services for the LA, in connection with the PROJECT hereinbefore described and checked below:
  - a. Proportion concrete according to applicable STATE Bureau of Materials and Physical Research (BMPR) Quality Control/Quality Assurance (QC/QA) training documents or contract requirements and obtain samples and perform testing as noted below.
  - b. Proportion hot mix asphalt according to applicable STATE BMPR QC/QA training documents and obtain samples and perform testing as noted below.
  - c. For soils, to obtain samples and perform testing as noted below.
  - d. For aggregates, to obtain samples and perform testing as noted below.

NOTE: For 1a. through 1d. the ENGINEER is to obtain samples for testing according to the STATE BMPR "Project Procedures Guide", or as indicated in the specifications, or as attached herein by the LA; test according to the STATE BMPR "Manual of Test Procedures for Materials", submit STATE BMPR inspection reports; and verify compliance with contract specifications.



- e. Inspection of all materials when inspection is not provided at the sources by the STATE BMPR, and submit inspection reports to the LA and the STATE in accordance with the STATE BMPR "Project Procedures Guide" and the policies of the STATE.
  - f. For Quality Assurance services, provide personnel who have completed the appropriate STATE BMPR QC/QA trained technician classes.
  - g. Inspect, document and inform the LA employee In Responsible Charge of the adequacy of the establishment and maintenance of the traffic control.
  - h. Geometric control including all construction staking and construction layouts.
  - i. Quality control of the construction work in progress and the enforcement of the contract provisions in accordance with the STATE Construction Manual.
  - j. Measurement and computation of pay items.
  - k. Maintain a daily record of the contractor's activities throughout construction including sufficient information to permit verification of the nature and cost of changes in plans and authorized extra work.
  - l. Preparation and submission to the LA by the required form and number of copies, all partial and final payment estimates, change orders, records, documentation and reports required by the LA and the STATE.
  - m. Revision of contract drawings to reflect as built conditions.
  - n. Act as resident construction supervisor and coordinate with the LA employee In Responsible Charge.
2. Engineering services shall include all equipment, instruments, supplies, transportation and personnel required to perform the duties of the ENGINEER in connection with the AGREEMENT.
  3. To furnish the services as required herein within twenty-four hours of notification by the LA employee In Responsible Charge.
  4. To attend meetings and visit the site of the work at any reasonable time when requested to do so by representatives of the LA or STATE.
  5. That none of the services to be furnished by the ENGINEER shall be sublet, assigned or transferred to any other party or parties without the written consent of the LA. The consent to sublet, assign or otherwise transfer any portion of the services to be furnished by the ENGINEER shall not be construed to relieve the ENGINEER of any responsibility for the fulfillment of this AGREEMENT.
  6. The ENGINEER shall submit invoices, based on the ENGINEER's progress reports, to the LA employee In Responsible Charge, no more than once a month for partial payment on account for the ENGINEER's work completed to date. Such invoices shall represent the value, to the LA of the partially completed work, based on the sum of the actual costs incurred, plus a percentage (equal to the percentage of the construction engineering completed) of the fixed fee for the fully completed work.
  7. That the ENGINEER is qualified technically and is entirely conversant with the design standards and policies applicable to improvement of the SECTION; and that the ENGINEER has sufficient properly trained, organized and experienced personnel to perform the services enumerated herein.
  8. That the ENGINEER shall be responsible for the accuracy of the ENGINEER's work and correction of any errors, omissions or ambiguities due to the ENGINEER'S negligence which may occur either during prosecution or after acceptance by the LA. Should any damage to persons or property result from the ENGINEER's error, omission or negligent act, the ENGINEER shall indemnify the LA, the STATE and their employees from all accrued claims or liability and assume all restitution and repair costs arising from such negligence. The ENGINEER shall give immediate attention to any remedial changes so there will be minimal delay to the contractor and prepare such data as necessary to effectuate corrections, in consultation with and without further compensation from the LA.
  9. That the ENGINEER will comply with applicable federal statutes, state of Illinois statutes, and local laws or ordinances of the LA.
  10. The undersigned certifies neither the ENGINEER nor I have:
    - a) employed or retained for commission, percentage, brokerage, contingent fee or other considerations, any firm or person (other than a bona fide employee working solely for me or the above ENGINEER) to solicit or secure this AGREEMENT;



- b) agreed, as an express or implied condition for obtaining this AGREEMENT, to employ or retain the services of any firm or person in connection with carrying out the AGREEMENT or
  - c) paid, or agreed to pay any firm, organization or person (other than a bona fide employee working solely for me or the above ENGINEER) any fee, contribution, donation or consideration of any kind for, or in connection with, procuring or carrying out the AGREEMENT.
  - d) are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;
  - e) have not within a three-year period preceding the AGREEMENT been convicted of or had a civil judgment rendered against them for commission of fraud or criminal offense in connection with obtaining, attempting to obtain or performing a public (Federal, State or local) transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property;
  - f) are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (e) of this certification; and
  - g) have not within a three-year period preceding this AGREEMENT had one or more public transactions (Federal, State or local) terminated for cause or default.
11. To pay its subconsultants for satisfactory performance no later than 30 days from receipt of each payment from the LA.
  12. To submit all invoices to the LA within one year of the completion of the work called for in this AGREEMENT or any subsequent Amendment or Supplement.
  13. To submit BLR 05613, Engineering Payment Report, to the STATE upon completion of the work called for in the AGREEMENT.
  14. To be prequalified with the STATE in Construction Inspection when the ENGINEER or the ENGINEER's assigned staff is named as resident construction supervisor. The onsite resident construction supervisor shall have a valid Documentation of Contract Quantities certification.
  15. Will provide, as required, project inspectors that have a valid Documentation of Contract Quantities certification.

**II. THE LA AGREES,**

1. To furnish a full time LA employee to be In Responsible Charge authorized to administer inherently governmental PROJECT activities.
2. To furnish the necessary plans and specifications.
3. To notify the ENGINEER at least 24 hours in advance of the need for personnel or services.
4. To pay the ENGINEER as compensation for all services rendered in accordance with this AGREEMENT, on the basis of the following compensation formulas:

Cost Plus Fixed Fee Formulas

- $FF = 14.5\%[DL + R(DL) + OH(DL) + IHDC]$ , or
- $FF = 14.5\%[(2.3 + R)DL + IHDC]$

Where: DL = Direct Labor  
 IHDC = In House Direct Costs  
 OH = Consultant Firm's Actual Overhead Factor  
 R = Complexity Factor  
 FF=Fixed Fee  
 SBO = Services by Others

Total Compensation =  $DL + IHDC + OH + FF + SBO$

Specific Rate

(Pay per element)

Lump Sum

\_\_\_\_\_



5. To pay the ENGINEER using one of the following methods as required by 49 CFR part 26 and 605 ILCS 5/5-409:

With Retainage

- a) **For the first 50% of completed work**, and upon receipt of monthly invoices from the ENGINEER and the approval thereof by the LA, monthly payments for the work performed shall be due and payable to the ENGINEER, such payments to be equal to 90% of the value of the partially completed work minus all previous partial payments made to the ENGINEER.
- b) **After 50% of the work is completed**, and upon receipt of monthly invoices from the ENGINEER and the approval thereof by the LA, monthly payments covering work performed shall be due and payable to the ENGINEER, such payments to be equal to 95% of the value of the partially completed work minus all previous partial payments made to the ENGINEER.
- c) **Final Payment** – Upon approval of the work by the LA but not later than 60 days after the work is completed and reports have been made and accepted by the LA and the STATE, a sum of money equal to the basic fee as determined in this AGREEMENT less the total of the amounts of partial payments previously paid to the ENGINEER shall be due and payable to the ENGINEER.

Without Retainage

- a) **For progressive payments** – Upon receipt of monthly invoices from the ENGINEER and the approval thereof by the LA, monthly payments for the work performed shall be due and payable to the ENGINEER, such payments to be equal to the value of the partially completed work minus all previous partial payments made to the ENGINEER.
- b) **Final Payment** – Upon approval of the work by the LA but not later than 60 days after the work is completed and reports have been made and accepted by the LA and STATE, a sum of money equal to the basic fee as determined in this AGREEMENT less the total of the amounts of partial payments previously paid to the ENGINEER shall be due and payable to the ENGINEER.

6. The recipient shall not discriminate on the basis on the basis of race, color, national origin or sex in the award and performance of any DOT-assisted contract or in the administration of its DBE program or the requirements of 49 CFR part 26. The recipient shall take all necessary and reasonable steps under 49 CFR part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. The recipient's DBE program, as required by 49 CFR part 26 and as approved by DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the Department may impose sanctions as provided for under part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

7. To submit approved form BC 775 (Exhibit C) and BC 776 (Exhibit D) with this AGREEMENT.

### III. It is Mutually Agreed,

1. That the ENGINEER and the ENGINEER's subcontractors will maintain all books, documents, papers, accounting records and other evidence pertaining to cost incurred and to make such materials available at their respective offices at all reasonable times during the AGREEMENT period and for three years from the date of final payment under this AGREEMENT, for inspection by the STATE, Federal Highway Administration or any authorized representatives of the federal government and copies thereof shall be furnished if requested.
2. That all services are to be furnished as required by construction progress and as determined by the LA employee in Responsible Charge. The ENGINEER shall complete all services specified herein within a time considered reasonable to the LA, after the CONTRACTOR has completed the construction contract.
3. That all field notes, test records and reports shall be turned over to and become the property of the LA and that during the performance of the engineering services herein provided for, the ENGINEER shall be responsible for any loss or damage to the documents herein enumerated while they are in the ENGINEER's possession and any such loss or damage shall be restored at the ENGINEER's expense.
4. That this AGREEMENT may be terminated by the LA upon written notice to the ENGINEER, at the ENGINEER's last known address, with the understanding that should the AGREEMENT be terminated by the LA, the ENGINEER shall be paid for any services completed and any services partially completed. The percentage of the total services which have been rendered by the ENGINEER shall be mutually agreed by the parties hereto. The fixed fee stipulated in numbered paragraph 4d of Section II shall be multiplied by this percentage and added to the ENGINEER's actual costs to obtain the earned value of work performed. All field notes, test records and reports completed or partially completed at the time of termination shall become the property of, and be delivered to, the LA.
5. That any differences between the ENGINEER and the LA concerning the interpretation of the provisions of this AGREEMENT shall be referred to a committee of disinterested parties consisting of one member appointed by the ENGINEER, one member appointed by the LA, and a third member appointed by the two other members for disposition and that the committee's decision shall be final.
6. That in the event the engineering and inspection services to be furnished and performed by the LA (including personnel furnished by the ENGINEER) shall, in the opinion of the STATE be incompetent or inadequate, the STATE shall have the right to supplement the engineering and inspection force or to replace the engineers or inspectors employed on such work at the expense of the LA.



7. That the ENGINEER has not been retained or compensated to provide design and construction review services relating to the contractor's safety precautions, except as provided in numbered paragraph 1f of Section I.
8. This certification is required by the Drug Free Workplace Act (30ILCS 580). The Drug Free Workplace Act requires that no grantee or contractor shall receive a grant or be considered for the purpose of being awarded a contract for the procurement of any property or service from the State unless that grantee or contractor will provide a drug free workplace. False certification or violation of the certification may result in sanctions including, but not limited to, suspension of contract or grant payments, termination of a contract or grant and debarment of contracting or grant opportunities with the State for at least one (1) year but no more than five (5) years.

For the purpose of this certification, "grantee" or "contractor" means a corporation, partnership or other entity with twenty-five (25) or more employees at the time of issuing the grant, or a department, division or other unit thereof, directly responsible for the specific performance under a contract or grant of \$5,000 or more from the State, as defined in the Act.

The contractor/grantee certifies and agrees that it will provide a drug free workplace by:

- (a) Publishing a statement:
  - (1) Notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance, including cannabis, is prohibited in the grantee's or contractor's workplace.
  - (2) Specifying the actions that will be taken against employees for violations of such prohibition.
  - (3) Notifying the employee that, as a condition of employment on such contract or grant, the employee will:
    - (A) abide by the terms of the statement; and
    - (B) notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five (5) days after such conviction.
- (b) Establishing a drug free awareness program to inform employees about:
  - (1) the dangers of drug abuse in the workplace;
  - (2) the grantee's or contractor's policy of maintaining a drug free workplace;
  - (3) any available drug counseling, rehabilitation and employee assistance program; and
  - (4) the penalties that may be imposed upon an employee for drug violations.
- (c) Providing a copy of the statement required by subparagraph (a) to each employee engaged in the performance of the contract or grant and to post the statement in a prominent place in the workplace.
- (d) Notifying the contracting or granting agency within ten (10) days after receiving notice under part (B) of paragraph (3) of subsection (a) above from an employee or otherwise receiving actual notice of such conviction.
- (e) Imposing a sanction on, or requiring the satisfactory participation in a drug abuse assistance or rehabilitation program by, any employee who is convicted, as required by section S of the Drug Free Workplace Act.
- (f) Assisting employees in selecting a course of action in the event drug counseling, treatment and rehabilitation is required and indicating that a trained referral team is in place.
- (g) Making a good faith effort to continue to maintain a drug free workplace through implementation of the Drug Free Workplace Act.

9. The ENGINEER or subconsultant shall not discriminate on the basis of race, color, national origin or sex in the performance of this AGREEMENT. The ENGINEER shall carry out applicable requirements of 49 CFR part 26 in the administration of DOT-assisted contracts. Failure by the ENGINEER to carry out these requirements is a material breach of this AGREEMENT, which may result in the termination this AGREEMENT or such other remedy as the LA deems appropriate.













Local Public Agency Resident Construction Supervisor/ In Responsible Charge

Mr. John Fortman
Deputy Director Division of Highways
Regional Engineer
Department of Transportation
Region 1
Schaumburg, Illinois 60196

County Cook
Municipality Hoffman Estates
Section 09-00091-00-PV
Route FAU 1318 (Bode Road)
Contract No.
Job No.
Project

- I recommend the following individual as a local public agency employee qualified to be resident construction supervisor and to be in responsible charge of this construction project.
I certify that I am in responsible charge as defined by the department of this construction project. Since the local public agency does not have a local public agency employee qualified to be the resident construction supervisor, I am recommending a consulting engineer to serve as resident construction supervisor.

Date

Signature and Title (for the Local Public Agency)

Christopher Baker, P.E., Edwin Hancock Engineering Co.
Applicants Name (Type or Print)

The following describes my educational background, experience and other qualifications to be resident construction supervisor of this construction project for the Local Public Agency.

For Consultants: I certify that my firm is prequalified in Construction Inspection and my Documentation of Contract Quantities certificate number is 13-0040.

I am a registered professional engineer in the state of Illinois with a degree in Civil Engineering from Bradley University. I have with 10 years of experience serving as resident construction inspector for municipal projects that have been administered by IDOT and local agencies. I have been serving as the Resident Construction Supervisor on projects for the past six years.

Date

Signature of Applicant

Engineer V
Job Title of Applicant

Based on the above information and my knowledge of the applicant's experience and training, it is my opinion that the applicant is qualified to serve as the resident construction supervisor on this construction project.

Approved

Date

Deputy Director Division of Highways Regional Engineer

cc: Engineer of Local Roads and Streets, Central Bureau of Local Roads and Streets
Engineer of Construction, Central Bureau of Construction
Resident Construction Supervisor
Local Public Agency





**ILLINOIS CENTER FOR  
TRANSPORTATION**



**Illinois Department  
of Transportation**

## **Certificate of Proficiency**

This certificate is awarded to

**Chris R. Baker**

for successfully completing the examination for

**Documentation of Contract Quantities**

**Certificate Number: 13-0040**

**Effective Date: 12/6/2012**

**Expiration Date: 12/6/2016**

**Professional Development Hours (PDHs): 18.0**

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Bill Frey Deputy Director / Assistant Chief Engineer IDOT

---

Mary Fries Documentation Training Coordinator ICT



**Local Public Agency  
Construction Inspector**

Mr. John Fortman  
Deputy Director Division of Highways  
Regional Engineer  
Department of Transportation  
Regions 1  
Schaumburg, Illinois 60196

County Cook  
Municipality Hoffman Estates  
Section 09-00091-00-PV  
Route FAU 1318 (Bode Road)  
Contract No. \_\_\_\_\_  
Job No. \_\_\_\_\_  
Project \_\_\_\_\_

I consider the following individual to be qualified as a local public agency construction inspector. In addition, I certify that adequate instruction has been given this individual concerning the requirements of the contract, specifications and construction manual which pertain to the work which he/she will inspect. This individual has been instructed on the proper procedures for any necessary tests. Furthermore, if a consultant, this individual has a valid Documentation of Contract Quantities certification.

Approved \_\_\_\_\_ Date \_\_\_\_\_ Christopher Baker  
Signature and Title of Resident Construction Supervisor

Tim Johnsen  
Applicants Name (Type or Print)

The following describes the educational background, experience and other qualifications of the named applicant to serve as an inspector on this project.

**For Consultants Employees:** Documentation of Contract Quantities certificate number is 14-0161.

I am an Engineering Technician with over 30 years of experience serving as resident construction inspector for federally funded municipal projects and projects that have been administered by IDOT.

If the Resident from BC-775 is a consultant, the local public agency employee in responsible charge must also approve this individual.

Approved \_\_\_\_\_ Date \_\_\_\_\_ Signature and Title of In Responsible Charge from BC-775





**ILLINOIS CENTER FOR  
TRANSPORTATION**



**Illinois Department  
of Transportation**

**Certificate of Proficiency**

This certificate is awarded to

**Timothy J. Johnsen**

for successfully completing the examination for

**Documentation of Contract Quantities**

**Certificate Number: 14-0161  
Effective Date: 1/16/2014  
Expiration Date: 1/16/2018  
Professional Development Hours (PDHs): 18.0**

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Bill Frey, Deputy Director of Highways

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Mary Fries, Documentation Training Coordinator ICT

EXHIBIT E

Construction Engineering Cost Estimate  
IDOT DF-824-039



**PAYROLL ESCALATION TABLE  
FIXED RAISES**

FIRM NAME Edwin Hancock Engineering  
PRIME/SUPPLEMENT \_\_\_\_\_

DATE 07/29/14  
PTB NO. \_\_\_\_\_

CONTRACT TERM 8 MONTHS  
START DATE 3/1/2015  
RAISE DATE 3/1/2015

OVERHEAD RATE 147.66%  
COMPLEXITY FACTOR 0  
% OF RAISE 2.50%

**ESCALATION PER YEAR**

3/1/2015 - 3/1/2015

3/2/2015 - 11/1/2015

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

0  
8

8  
8

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

= 0.00%  
= 1.0250

102.50%

**The total escalation for this project would be:**

2.50%

### PAYROLL RATES

FIRM NAME  
 PRIME/SUPPLEMENT  
 PSB NO.

Edwin Hancock Enginee DATE

07/29/14

ESCALATION FACTOR                      2.50%

CLASSIFICATION	CURRENT RATE	CALCULATED RATE
Engineer VI	\$48.08	\$49.28
Engineer V	\$42.06	\$43.11
Engineer IV	\$35.19	\$36.07
Engineer III	\$29.21	\$29.94
Engineer Tech V	\$32.45	\$33.26
Engineer Tech IV	\$22.21	\$22.77
		\$0.00
		\$0.00
		\$0.00
		\$0.00
		\$0.00
		\$0.00
		\$0.00
		\$0.00
		\$0.00
		\$0.00
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		\$0.00
		\$0.00
		\$0.00
		\$0.00
		\$0.00
		\$0.00
		\$0.00
		\$0.00
		\$0.00



# Subconsultants

FIRM NAME Rubino Engineering  
PRIME/SUPPLEMENT \_\_\_\_\_  
PSB NO. \_\_\_\_\_

DATE 07/29/14

NAME	Direct Labor Total	Contribution to Prime Consultant
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Rubino Engineering	31,127.00	0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00

**Total** 31,127.00



## PROPOSAL

July 29, 2014

To: Chris Baker, PE  
Project Engineer  
Edwin Hancock Engineering Co.  
9933 Roosevelt Road  
Westchester, IL 60154  
Phone: 708.865.0300

Re: **Quality Assurance Testing Services**  
Bode Road  
Hoffman Estates, Illinois

Rubino Proposal # Q14.188 REV2  
Fee Estimate Revised 7/28/14  
General Conditions Revised 7/29/14

Via email: [cbaker@ehancock.com](mailto:cbaker@ehancock.com)

Dear Mr. Baker,

Rubino Engineering, Inc. is pleased to submit the following proposal to provide QA construction materials testing and inspection services on Bode Road improvements in Hoffman Estates, IL.

### PROJECT UNDERSTANDING

Rubino Engineering, Inc. received material quantities from you on July 16, 2014 and the following outlines our understanding of the requested scope of services:

#### Project Name and Description

Bode Road Reconstruction- Braintree Drive to East Bode Circle. Rubino understands that the work will be performed in three (3) phases; therefore, the estimate contained herein has been prepared to meet the 20% IDOT QA requirement for each phase.

#### General Scope of Services

- QA Field testing of aggregate subgrade- Density by the nuclear method
- QA Laboratory Proctor
- QA Field testing of uncured concrete – Slump, air, temperature, and casting of cylinders
- QA Laboratory testing of cured concrete – Strength
- QA Field testing of hot mix asphalt (HMA) – Density by the nuclear method
- QA Laboratory testing of HMA – Bulk SG, Max SG, and Loss on Ignition
- CCDD testing (see detailed scope below)

#### Extras

- Re-inspection for failed tests
- Work areas not ready for inspection at the time scheduled
- Delays by the contractor
- Cancellations

#### Field and Laboratory Testing - CCDD

Rubino will subcontract an environmental professional to perform PID testing on the soil samples and **up to 3 sets of laboratory analytical tests** in general compliance with the IEPA CCDD requirements. Laboratory testing will be at the discretion of the environmental professional based on knowledge of the location of the borings. If testing indicates the soils are contaminated, additional testing and an additional disposal source may be necessary. This proposal is based on the soil sampling being performed by others during excavation.



- Soil Analytical (up to 3 sets of test with standard turnaround time of 7 to 10 days):
  - Volatile Organic Compounds (VOCs), Polynuclear Aromatic Hydrocarbons (PNAs), Resource Conservation Recovery Act (RCRA) Metals, pH – 1 sample
  - Various Locations within non PIP areas (residential) – pH performed by Rubino
  - TCLP / SPLP RCRA Metal (**only if necessary**)
  - Composite Non-Hazardous Non-Special Waste Analytical (if necessary for landfill disposal, **only if necessary**)
- PE Review & Certification (LPC #663)

Rubino Engineering, Inc. proposes to provide experienced, technical personnel to perform the requested testing in general accordance with the client-provided project specifications. If any of the above information is incorrect, please notify us or change it on the signed copy of the proposal.

**FEES**

The work will be accomplished on a unit price basis in accordance with the Rubino Engineering, Inc. Schedule of Services and Fees, and will be performed pursuant to the attached General Conditions. Copies of our Schedule of Services and Fees and General Conditions are enclosed herewith and incorporated into this proposal.

Rubino Engineering, Inc.'s fees will be determined by the actual amount of technical time expended for this project and the amount of laboratory testing performed by the client's request.

Item Description	Quantity	Unit	Unit Price											
			Material Tester 1 (hr)	Material Tester 2 (hr)	Vehicle (day)	Project Manager (hr)	Nuclear Density Gauge (day)	Cylinders (each)	Sample Pickup	Maximum Theoretical Specific Gravity	Bulk Specific Gravity	Extraction + Sieve Analysis	Ignition Oven Test / Reflux	CCDD Allowance
			\$89.00	\$93.00	\$65.00	\$100.00	\$40.00	\$17.00	\$240.00	\$115.00	\$95.00	\$126.00	\$3,000.00	\$239.00
Aggregate Subgrade Improvement, 6"	23,000	SY	16	4	2	1							1	1
Lighting Foundations	154	FT	16	4	2		16	2						
HMA Base Course, 8"	352	SY	4	1	0.5	1								
Construction Test Strip	3	EACH	12	3	1.5									
HMA Binder Course, IL-19 N70	148	TON	12	3	1.5	1			1	1	1			
HMA Surface Course, Mix D N50	41	TON	12	3	1.5	1			1	1	1			
HMA Surface Course, Mix D N70	121	TON	12	3	1.5	1			1	1	1			
HMA Pavement (Full Depth) 10"	20,000	SY	44	11	5.5									
PCC Sidewalk, 5"	10,000	SF	24	6	3		12	2						
Class D Patches	40	SY	4	1	0.5	1								
Curb and Gutter	9,000	FT	36	9	4.5		36	8						
			176	16	48	24	6	64	12	3	3	3	1	1
<b>GRAND TOTAL = \$31,127.00</b>			\$15,664.00	\$1,488.00	\$3,120.00	\$2,400.00	\$240.00	\$1,088.00	\$2,880.00	\$345.00	\$285.00	\$378.00	\$3,000.00	\$239.00

Rubino Engineering, Inc. will proceed with the planned work only after receiving a signed copy of this proposal. Please complete the attached Project Data Sheet before returning the proposal to enable your file to be properly established.

**CLOSING**

Rubino appreciates the opportunity to offer our services for this project and we look forward to working with your company. Please contact me with questions pertaining to this proposal or requests for additional services.

Respectfully submitted,

**RUBINO ENGINEERING, INC.**

  
Michelle A. Lipinski, PE  
President  
[michelle.lipinski@rubinoeng.com](mailto:michelle.lipinski@rubinoeng.com)

**RUBINO ENGINEERING, INC. IS:  
AN AASHTO-ACCREDITED LABORATORY  
IDOT PREQUALIFIED  
IDOT DBE-CERTIFIED (100% WOMAN-OWNED)**



### AUTHORIZATION AND PROPOSAL ACCEPTANCE

If this proposal is acceptable to you, Rubino Engineering, Inc. will perform the work in accordance with the attached General Conditions that are incorporated into and made a part of this proposal. Please sign below as notice to proceed and return one copy of this proposal intact to our office. We will proceed with the work upon receipt of signed authorization.

<b>AGREED TO, THIS</b> _____ <b>DAY OF</b> _____ , 2014.
<b>BY (please print):</b> _____
<b>TITLE:</b> _____
<b>COMPANY:</b> _____
<b>SIGNATURE:</b> _____

### PROJECT INFORMATION:

1. Project Name: \_\_\_\_\_
2. Project Location: \_\_\_\_\_
3. Your Job No.: \_\_\_\_\_ Purchase Order No.: \_\_\_\_\_
4. Project Manager: \_\_\_\_\_ Telephone No.: \_\_\_\_\_
5. Site Contact: \_\_\_\_\_ Telephone No.: \_\_\_\_\_
6. Number and Distribution of Reports:  
( ) Copies To: \_\_\_\_\_ ( ) Copies To: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
Attn: \_\_\_\_\_ Attn: \_\_\_\_\_  
Email: \_\_\_\_\_ Email: \_\_\_\_\_

IDOT Section No.: _____	IDOT Contract No.: _____
IDOT Route No.: _____	County: _____
IDOT Job No.: _____	IDOT Project No.: _____
City: _____	QC Plan(s) Attached: <input type="checkbox"/>

7. Invoicing Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
Attn: \_\_\_\_\_  
Email: \_\_\_\_\_

8. Other Pertinent Information Or Previous Subsurface Information Available:  
\_\_\_\_\_  
\_\_\_\_\_

**Rubino Engineering, Inc.**

**Schedule of Construction Materials Testing Services & Fees through March 1, 2014 (Illinois Prevailing Wage)**

**LABORATORY TESTING SERVICES**

Compression testing of concrete cylinders by ASTM procedures	Per Cylinder	\$ 17.00
Pick-up of samples and transportation to lab (Does not include vehicle charge)	Per hour	\$ 87.00
<b>Asphalt</b>		
Maximum Theoretical Specific Gravity	Each	\$ 115.00
Bulk Specific Gravity	Each	\$ 95.00
Ignition Oven Test / Reflux Extraction + Sieve Analysis	Each	\$ 126.00
Core Densities	Each	\$ 40.00
<b>Soils - Density relationship</b>		
ASTM D698 - AASHTO T99 (Standard Proctor)	Each	\$ 195.00
ASTM D1557 - AASHTO T180 (Modified Proctor)	Each	\$ 215.00
Sample preparation for the above tests (clay samples)	Each	\$ 40.00

**MATERIAL TESTER - 1** - Hand coring and drilling for testing of materials; field inspection of uncured concrete and asphalt.

Per Hour	\$ 89.00
Per Hour Overtime (before 7am, after 3pm and Saturdays)	\$ 133.50
Per Hour Overtime Sundays and Holidays	\$ 169.10

**MATERIAL TESTER - 2** - Field inspection of welds, structural steel, fireproofing, masonry, soil, facade, reinforcing steel, formwork, cured concrete, and concrete and asphalt batch plants; adjusting proportions of bituminous mixtures.

Per Hour	\$ 93.00
Per Hour Overtime (before 7am, after 3pm and Saturdays)	\$ 139.50
Per Hour Overtime Sundays and Holidays	\$ 176.70

**EQUIPMENT CHARGES**

Vehicle Charge - Round Trip	Per Day	\$ 65.00
Nuclear Density Gage	Per Day	\$ 40.00

**CORING SERVICES**

P.C. Concrete or Bituminous Concrete Coring - Personnel & Equipment	Per Hour	\$ 225.00
Diamond Bit Charge, per inch diameter, per inch depth	Per Inch	\$ 3.25

**ENGINEERING SERVICES**

Chief Engineer	Per Hour	\$ 185.00
Project Engineer/Manager	Per Hour	\$ 100.00
Administrative Assistant	Per Hour	\$ 65.00
Report Review	Each	\$ 50.00

**REMARKS**

- 1) All fees and services are provided in accordance with the attached Rubino Engineering, Inc. General Conditions.
- 2) Unit prices/rates are in effect for 6 months from the date of this proposal and are subject to change without notice thereafter.
- 3) Overtime rates are applicable for services performed in excess of 8 hours per day portal to portal, Monday through Friday, before 7:00 AM or after 3:00 PM, and for all hours worked on Saturdays, Sundays and holidays. The overtime rate is 1.5 times the applicable hourly rate.
- 4) All rates are billed on a portal-to-portal basis.
- 5) Standby time due to delays beyond our control will be charged at the applicable hourly rate.
- 6) Transportation and per diem are charged at the applicable rates per trip.
- 7) Rates involving mileage (including transportation, mobilization, vehicle and trip charges) are subject to change based upon increases in the national average gasoline price.
- 8) A minimum charge of 4 hours applies to field testing and observation services.
- 9) Scheduling or cancellation of field testing and observation services is required no less than the working day prior to the date the services are to be performed. Services cancelled without advance and/or inadequate notice will be assessed a minimum 4-hour charge.



- 10) For all Rubino Engineering, Inc. services, a project management/engineering review charge will be billed for all reports issued for the scheduling/supervision of personnel and the evaluation/review of data and reports.
- 11) The minimum billing increment for time is a half hour.
- 12) A project set-up charge of a minimum of two hours applies to all projects.
- 13) Professional Services rates are exclusive of expert deposition or testimony time.  
This proposal is based on Rubino Engineering, Inc. being scheduled on an on-call basis and letters of certification will not be provided unless Rubino Engineering, Inc. is notified in advance and Rubino Engineering, Inc. is scheduled for full time inspection and testing of the area or item to be certified.
- 14) If special inspections are required by the city where the construction is to take place, it must be brought to the attention of Rubino Engineering, Inc. prior to the start of construction as additional charges will apply.
- 15) Prevailing wage fees are subject to change based on the Illinois Department of Labor.
- 16) Services and fees not listed on this schedule may be quoted on request.

## GENERAL CONDITIONS

- 1. PARTIES AND SCOPE OF WORK:** Rubino Engineering, Inc. shall include said company or its particular division, subsidiary or affiliate performing the work. "Work" means the specific geotechnical, analytical, testing or other service to be performed by Rubino Engineering, Inc. as set forth in Rubino Engineering, Inc.'s proposal, Client's acceptance thereof and these General Conditions. Additional work ordered by Client shall also be subject to these General Conditions. "Client" refers to the person or business entity ordering the work to be done by Rubino Engineering, Inc. If Client is ordering the work on behalf of another, Client represents and warrants that it is the duly authorized agent of said party for the purpose of ordering and directing said work. Unless otherwise stated in writing, Client assumes sole responsibility for determining whether the quantity and the nature of the work ordered by the client is adequate and sufficient for Client's intended purpose. Client shall communicate these General Conditions to each and every third party to whom Client transmits any part of Rubino Engineering, Inc.'s work. Rubino Engineering, Inc. shall have no duty or obligation to any third party greater than that set forth in Rubino Engineering, Inc.'s proposal, Client's acceptance thereof and these General Conditions. The ordering of work from Rubino Engineering, Inc., or the reliance on any of Rubino Engineering, Inc.'s work, shall constitute acceptance of the terms of Rubino Engineering, Inc.'s proposal and these General Conditions, regardless of the terms of any subsequently issued document.
- 2. TESTS AND INSPECTIONS:** Client shall cause all tests and inspection of the site, materials and work performed by Rubino Engineering, Inc. or others to be timely and properly performed in accordance with the plans, specifications and contract documents and Rubino Engineering, Inc.'s recommendations. No claims for loss, damage or injury shall be brought against Rubino Engineering, Inc. by Client or any third party unless all tests and inspections have been so performed and unless Rubino Engineering, Inc.'s recommendations have been followed. ~~Client agrees to indemnify, defend and hold RUBINO ENGINEERING, INC., its officers, employees and agents harmless from any and all claims, suits, losses, costs and expenses, including, but not limited to, court costs and reasonable attorney's fees in the event that all such tests and inspections are not so performed or Rubino Engineering, Inc.'s recommendations are not so followed except to the extent that such failure is the result of the negligence, willful or wanton act of omission of Rubino Engineering, Inc., its officers, agents or employees, subject to the limitation contained in paragraph 9.~~
- 3. SCHEDULING OF WORK:** The services set forth in Rubino Engineering, Inc.'s proposal and Client's acceptance will be accomplished in a timely, workmanlike and professional manner by RUBINO ENGINEERING, INC. personnel at the prices quoted. If Rubino Engineering, Inc. is required to delay commencement of the work or if, upon embarking upon its work, Rubino Engineering, Inc. is required to stop or interrupt the progress of its work as a result of changes in the scope of the work requested by Client, to fulfill the requirements of third parties, interruptions in the progress of construction, or other causes beyond the direct reasonable control of Rubino Engineering, Inc., additional charges will be applicable and payable by Client.
- 4. ACCESS TO SITE:** Client will arrange and provide such access to the site as is necessary for Rubino Engineering, Inc. to perform the work. Rubino Engineering, Inc. shall take reasonable measures and precautions to minimize damage to the site and any improvements located thereon as the result of its work or the use of its equipment; however, Rubino Engineering, Inc. has not included in its fee the cost of restoration of damage which may occur. If Client desires or requires Rubino Engineering, Inc. to restore the site to its former condition, upon written request Rubino Engineering, Inc. will perform such additional work as is necessary to do so and Client agrees to pay Rubino Engineering, Inc. for the cost.
- 5. CLIENT'S DUTY TO NOTIFY ENGINEER:** ~~Client represents and warrants that it has advised Rubino Engineering, Inc. of any known or suspected hazardous materials, utility lines and pollutants at any site at which Rubino Engineering, Inc. is to do work hereunder, and unless Rubino Engineering, Inc. has assumed in writing the responsibility of locating subsurface objects, structures, lines or conduits. Client agrees to defend, indemnify and save Rubino Engineering, Inc. harmless from all claims, suits, losses, costs and expenses, including reasonable attorney's fees as a result of personal injury, death or property damage occurring with respect to Rubino Engineering, Inc.'s performance of its work and resulting to or caused by contact with subsurface of latent objects, structures, lines or conduits where the actual or potential presence and location thereof were not revealed to Rubino Engineering, Inc. by Client.~~
- 6. RESPONSIBILITY:** Rubino Engineering, Inc.'s work shall not include determining, supervising or implementing the means, methods, techniques, sequences or procedures of construction. Rubino Engineering, Inc. shall not be responsible for evaluating, reporting or affecting job conditions concerning health, safety or welfare. Rubino Engineering, Inc.'s work or failure to perform same shall not in any way excuse any contractor, subcontractor or supplier from performance of its work in accordance with the contract documents. Rubino Engineering, Inc. has no right or duty to stop the contractor's work.
- 7. SAMPLE DISPOSAL:** Unless otherwise agreed in writing, test specimens or samples will be disposed immediately upon completion of the test. All drilling samples or specimens will be disposed sixty (60) days after submission of Rubino Engineering, Inc.'s report.
- 8. PAYMENT:** Client shall be invoiced once each month for work performed during the preceding period. Client agrees to pay each invoice within thirty (30) days of its receipt. Client further agrees to pay interest on all amounts invoiced and not paid or objected to for valid cause in writing with said thirty (30) day period at the rate of eighteen (18) percent per annum (or the maximum interest rate permitted under applicable law), until paid. Client agrees to pay Rubino Engineering, Inc.'s cost of collection of all amounts due and unpaid after sixty (60) days, including court costs and reasonable attorney's fees. Rubino Engineering, Inc. shall not be bound by any provision or agreement requiring or providing for arbitration or disputes or controversies arising out of this agreement, any provision wherein Rubino Engineering, Inc. waives any rights to a mechanics' lien, or any provision conditioning Rubino Engineering, Inc.'s right to receive payment for its work upon payment to Client by any third party. These General Conditions are notice, where required, that Rubino Engineering, Inc. shall file a lien whenever necessary to collect past due amounts. Failure to make payment within thirty (30) days of invoice shall constitute a release of Rubino Engineering, Inc. from any and all claims which Client may have, whether in tort, contract or otherwise and whether known or unknown at the time.
- 9. WARRANTY:** RUBINO ENGINEERING, INC.'S SERVICES WILL BE PERFORMED, ITS FINDINGS OBTAINED AND ITS REPORTS PREPARED IN ACCORDANCE WITH ITS PROPOSAL, CLIENT'S ACCEPTANCE THEREOF, THESE GENERAL CONDITIONS AND WITH GENERALLY ACCEPTED PRINCIPLES AND PRACTICES. IN PERFORMING ITS PROFESSIONAL SERVICES, RUBINO ENGINEERING, INC. WILL USE THAT DEGREE OF CARE AND SKILL ORDINARILY EXERCISED UNDER SIMILAR CIRCUMSTANCES BY MEMBERS OF ITS PROFESSION. THIS WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES OR REPRESENTATIONS, EITHER EXPRESSED OR IMPLIED. STATEMENTS MADE IN RUBINO ENGINEERING, INC. REPORTS ARE OPINIONS BASED UPON ENGINEERING JUDGMENT AND ARE NOT TO BE CONSTRUED AS REPRESENTATIONS OF FACT.
- ~~SHOULD RUBINO ENGINEERING, INC. OR ANY OF ITS PROFESSIONAL EMPLOYEES BE FOUND TO HAVE BEEN NEGLIGENT IN THE PERFORMANCE OF ITS WORK OR TO HAVE MADE AND BREACHED ANY EXPRESSED OR IMPLIED WARRANTY, REPRESENTATION OR CONTRACT, CLIENT, ALL PARTIES CLAIMING THROUGH CLIENT AND ALL PARTIES CLAIMING TO HAVE IN ANY WAY RELIED UPON RUBINO ENGINEERING, INC.'S WORK, AGREE THAT THE MAXIMUM AGGREGATE AMOUNT OF THE LIABILITY OF RUBINO ENGINEERING, INC., ITS OFFICERS, EMPLOYEES AND AGENTS SHALL BE LIMITED TO \$10,000.00 OR THE TOTAL AMOUNT OF THE FEE PAID TO RUBINO ENGINEERING, INC. FOR ITS WORK PERFORMED WITH RESPECT TO THE PROJECT, WHICHEVER AMOUNT IS GREATER.~~
- NO ACTION OR CLAIM, WHETHER IN TORT, CONTRACT OR OTHERWISE, MAY BE BROUGHT AGAINST RUBINO ENGINEERING, INC., ARISING FROM OR RELATED TO RUBINO ENGINEERING, INC.'S WORK, MORE THAN TWO (2) YEARS AFTER THE CESSATION OF RUBINO ENGINEERING, INC.'S WORK HEREUNDER.
- 10. INDEMNITY:** ~~Subject to the foregoing limitations, Rubino Engineering, Inc. agrees to indemnify and hold Client harmless from and against any and all claims, suits, costs and expenses including reasonable attorney's fees and court costs arising out of Rubino Engineering, Inc.'s negligence to the extent of RUBINO ENGINEERING, INC.'s negligence. Client shall provide the same protection to the extent of its negligence. In the event that Client or Client's principal shall bring any suit, cause of action, claim or counterclaim against Rubino Engineering, Inc., the party initiating such action shall pay to Rubino Engineering, Inc. the costs and expenses incurred by Rubino Engineering, Inc. to investigate, answer and defend it, including reasonable attorney's and witness fees and court costs to the extent that Rubino Engineering, Inc. shall prevail in such suit.~~
- 11. TERMINATION:** This Agreement may be terminated by either party upon seven (7) days' prior written notice. In the event of termination, Rubino Engineering, Inc. shall be compensated by Client for all services performed up to and including the termination date, including reimbursable expenses and for the completion of such services and records as are necessary to place Rubino Engineering, Inc.'s files in order and/or protect its professional reputation.
- 12. EMPLOYEES/WITNESS FEES:** Rubino Engineering, Inc.'s employees shall not be retained as expert witnesses except by separate written agreement. Client agrees to pay Rubino Engineering, Inc.'s legal expenses, administrative costs and fees pursuant to Rubino Engineering, Inc.'s then current fee schedule for Rubino Engineering, Inc. to respond to any subpoena. Client agrees not to hire Rubino Engineering, Inc.'s employees except through Rubino Engineering, Inc. In the event Client hires a Rubino Engineering, Inc. employee, Client shall pay Rubino Engineering, Inc. an amount equal to one-half of the employee's annualized salary, with Rubino Engineering, Inc. waiving other remedies it may have.
- 13. HAZARDOUS MATERIALS:** Nothing contained within this agreement shall be construed or interpreted as requiring Rubino Engineering, Inc. to assume the status of an owner, operator, generator, storer, transporter, treater or disposal facility as those terms appear within RCRA of within any Federal or State statute or regulation governing the generation, transportation, treatment, storage and disposal of pollutants. Client assumes full responsibility for compliance with the provisions of RCRA and any other Federal or State statute or regulation governing the handling, treatment, storage and disposal of pollutants.
- 14. PROVISIONS SEVERABLE:** The parties have entered into this agreement in good faith and it is the specific intent of the parties that the terms of the General Conditions be enforced as written. In the event any of the provisions of these General Conditions should be found to be unenforceable, it shall be stricken and the remaining provisions shall be enforceable.
- 15. ENTIRE AGREEMENT:** This agreement constitutes the entire understanding of the parties, and there are no representations, warranties or undertakings made other than as set forth herein. This agreement may be amended, modified or terminated only in writing, signed by each of the parties hereto.





**AVERAGE HOURLY PROJECT RATES**

FIRM Edwin Hancock Engineering  
 PSB \_\_\_\_\_  
 PRIME/SUPPLEMENT \_\_\_\_\_

DATE 07/29/14

SHEET 1 OF 2

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJECT RATES			Start Up			Coordination			Construction Layout			Construction Observation			Administration		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Engineer VI	49.28	134	5.43%	2.68	24	23.08%	11.37	14	7.69%	3.79				0			60	31.91%	15.73
Engineer V	43.11	696	28.22%	12.17	36	34.62%	14.92	144	79.12%	34.11	16	5.41%	2.33	240	18.75%	8.08	128	68.09%	29.35
Engineer IV	36.07	8	0.32%	0.12	8	7.69%	2.77	0					0						
Engineer III	29.94	80	3.24%	0.97	0			0			80	27.03%	8.09	0					
Engineer Tech V	33.26	1228	49.80%	16.56	36	34.62%	11.51	24	13.19%	4.39	120	40.54%	13.48	800	62.50%	20.79			
Engineer Tech IV	22.77	320	12.98%	2.95	0			0			80	27.03%	6.15	240	18.75%	4.27			
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<b>TOTALS</b>		2466	100%	\$35.45	104	100.00%	\$40.58	182	100%	\$42.29	296	100%	\$30.06	1280	100%	\$33.14	188	100%	\$45.08



### AVERAGE HOURLY PROJECT RATES

FIRM Edwin Hancock Engineering  
PSB \_\_\_\_\_  
PRIME/SUPPLEMENT \_\_\_\_\_

DATE 07/29/14

SHEET 2 OF 2

PAYROLL CLASSIFICATION	AVG HOURLY RATES	Project Closeout			Meetings											
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Engineer VI	49.28				36	34.62%	17.06									
Engineer V	43.11	72	23.08%	9.95	60	57.69%	24.87									
Engineer IV	36.07															
Engineer III	29.94															
Engineer Tech V	33.26	240	76.92%	25.59	8	7.69%	2.56									
Engineer Tech IV	22.77															
<b>TOTALS</b>		312	100%	\$35.53	104	100%	\$44.49	0	0%	\$0.00	0	0%	\$0.00	0	0%	\$0.00

**EXHIBIT F**

**HOURLY SALARY RANGE - ENGINEER'S REGULAR SCALE**

<u>CLASSIFICATION</u>	<u>MINIMUM</u>	<u>MAXIMUM</u>
ENGINEER - VI	\$ 45.00	\$ 55.00
ENGINEER - V	35.00	52.00
ENGINEER - IV	30.00	40.00
ENGINEER - III	28.00	35.00
ENGINEER - II	24.00	28.00
ENGINEER - I	20.00	24.00
CADD MANAGER	30.00	35.00
CADD TECHNICIAN - II	25.00	30.00
CADD TECHNICIAN - I	20.00	25.00
ENGINEERING TECHNICIAN - VI	35.00	40.00
ENGINEERING TECHNICIAN - V	25.00	35.00
ENGINEERING TECHNICIAN - IV	20.00	25.00
ENGINEERING TECHNICIAN - III	15.00	20.00
ENGINEERING TECHNICIAN - II	10.00	15.00
ENGINEERING TECHNICIAN - I	10.00	12.00
ADMINISTRATIVE ASSISTANT	25.00	40.00

2014- STATEMENT OF EXPERIENCE AND FINANCIAL CONDITION



## EXHIBIT G

### PAYROLL BURDEN AND FRINGE COSTS

	<u>% OF DIRECT PRODUCTIVE PAYROLL</u>
(Federal Insurance Contributions Act ) (State and Federal Unemployment Insurance ) (Worker's Compensation Insurance )	15.38%
Paid Holidays, Vacation, Sick Leave, Bonuses	35.24%
Retirement Plan	16.97%
Group Insurance	<u>23.98%</u>
TOTAL PAYROLL BURDEN AND FRINGE COSTS	91.57%

2014- STATEMENT OF EXPERIENCE AND FINANCIAL CONDITION

## EXHIBIT H

### OVERHEAD AND INDIRECT COSTS

	<u>% OF DIRECT PRODUCTIVE PAYROLL</u>
Taxes except Federal Income Tax	5.92%
Business Insurance, (except key-man insurance) Accident, Liability and Valuable Papers	2.91%
Depreciation and Amortization	2.99%
Administrative, Unassignable Staff Time, Recruiting, Training and Education, Severance, Negotiating New Business, and Office Accounting, Clerical and Secretarial Wages and Salaries	20.10%
Reproduction, Printing Costs, Office Supplies and Postage	3.81%
Professional Services including Specialists, Legal, Accounting, etc.	4.08%
Outside computer services	1.40%
Employee Travel Expense not assigned to clients, in state only	7.09%
Telephone and pager	2.02%
Fees, Licenses, Dues, Publications (Technical and Professional) Tuitions and Seminars	0.97%
Business Space Utilities and Maintenance	1.81%
Rental and Maintenance of Equipment	2.43%
Miscellaneous Expense	0.04%
Facilities Capital Cost of Money	<u>0.52%</u>
<b>TOTAL OVERHEAD AND INDIRECT COSTS</b>	<b>56.09%</b>

2014- STATEMENT OF EXPERIENCE AND FINANCIAL CONDITION



## Exhibit I

### Construction Engineering Scope of Work

The following is a description of the related construction engineering activities as referenced in the BLR 05611 (Construction Engineering Services Agreement for Federal Participation) to which this exhibit is attached.

Hancock Engineering anticipates this project to commence on or around March 15, 2015 and that construction is to be completed prior to the end of July, 2015. The manhours required for construction observation were tabulated based on the current completion date within the Pre-Final specifications. Any additional work due to an extended project schedule caused by the Contractor's performance or unanticipated work due to unknown site conditions may warrant an addendum to this contract.

The following is a breakdown of the various tasks to be performed by Hancock Engineering associated with Construction Engineering Services for this project:

#### **Task 1 – Start-Up**

Hancock Engineering will provide a thorough review of the prepared plans prior to the preconstruction meeting. We will discuss any uncertainties regarding the designer's intent with the Village of Hoffman Estates. We will also ensure that the Village is made aware of any and all impacts/issues the proposed project will create in regards to access disruption and other critical aspects.

Hancock Engineering will document the existing project site conditions including the Shopping Center and school parking lots by obtaining video of the proposed area with a video recording device prior to the start of construction. We will also incorporate a photographic survey of the existing conditions.

Hancock Engineering will also utilize this time to prepare its organization system with IDOT documentation requirements and incorporate IDOT's ICORS construction management software project specific data into our computer system.

Hancock Engineering will review all submittals of shop-drawings by the Contractor so that they can be promptly submitted to IDOT to avoid potential delays in receiving necessary lighting fixtures and other materials.

Hancock Engineering will review the submitted QC/QA plan and work closely with Rubino Engineering, our selected sub-consultant to ensure that all mixes proposed match the required specifications.

Hancock Engineering has assigned 104 hours for Start-Up activities.

## Task 2 –Coordination

Hancock Engineering will complete coordination with utility representatives prior to and during construction to provide utility companies with information regarding the proposed improvements. We will work with representatives from these companies to proactively avoid any delays associated with the relocation or adjustment of their infrastructure.

Hancock Engineering will attend the IDOT hosted preconstruction meeting on behalf of the Village of Hoffman Estates. This formal meeting will go over IDOT concerns with EEO requirements, traffic concerns, necessary material inspections, and other administrative concerns. This meeting follows mandatory IDOT procedures and does not provide for an open forum in which we can highlight project specific concerns with the Contractor.

Hancock Engineering will schedule a second pre-construction conference with the Village, Contractor, Sub-Contractors and other important parties. This meeting will allow for project specific construction issues to be discussed.

Hancock Engineering will coordinate with the Contractor to ensure that a progress schedule is submitted prior to the start of construction. This schedule will be thoroughly reviewed to ensure that the Contractor has the proper sequencing to complete the job within the Village's required timeframe. We will also ensure that the Contractor submits the Sub-Contractor Approval forms to IDOT and that they are approved prior to beginning construction.

Hancock Engineering will meet with officials at Helen Keller Junior High to ensure they are continually kept aware of construction activities.

Hancock Engineering will work alongside the Village of Schaumburg and their selected Contractor and Resident Engineer for the Salem Road Construction improvements.

Hancock Engineering will meet with the individual business owners located within the shopping center at Salem and Bode to ensure they are continually kept aware of construction activities.

Hancock Engineering will supply a 24 hour phone number for each project engineer for inclusion into notifications for area businesses and residents.

Hancock Engineering will provide information to the Village on a regular basis for the Village's use in updating the Village's website on the progress of the project.

Hancock Engineering will submit weekly Progression Reports outlining the current and upcoming construction activities on a weekly basis. Our weekly reports will include:

- Narrative summary of the work completed during the past week
- Explanation of Contractor Change Orders.
- Summary of materials testing for past week and to date.
- Assessment of Contractor's schedule and progress
- Summary of any issues with Contractor or his Sub-Contractors.
- Traffic Control Report
- Summary of important correspondence
- Summary of Resident/Business Owner interactions.



The Progression Reports will be emailed to designated staff at the end of each week and a bound copy will be submitted at project close-out.

Hancock Engineering has assigned 182 hours to facilitate Coordination necessary to provide for a successful project.

### **Task 3 – Construction Layout**

Hancock Engineering will mark for removal, measure, and document contract removal payment items prior to the Contractor beginning work on the project.

Hancock Engineering will provide all construction layout and staking necessary to provide the Contractor with adequate line and grade to construct the project per approved plans. Our office shall identify all horizontal and vertical control points prior to construction.

Hancock Engineering has assigned 296 hours for construction layout prior to and during these improvements to ensure the improvements are constructed per the approved plans.

### **Task 4 – Construction Observation**

Hancock Engineering will provide Construction Observation Services on a full-time basis. We anticipate that construction will occur over 20 weeks beginning in March of 2015. We will be on-site to observe and verify that items being constructed and materials being utilized are in general conformance with the approved project plans and specifications and the Illinois Department of Transportation's Standard Specifications for Road and Bridge Construction.

Additionally, our team will:

- Be on-site anytime work is being completed on the project
- Serve as the Village's liaison with the Contractor and their Sub-Contractor's, HOA Apartments, residents and the Village of Schaumburg and their consultant.
- Organize and lead Development Meetings on-site a minimum of twice a month.
- Perform Traffic Control checks a minimum of three times per day. The checks shall involve checking the condition of barricades between sunrise and sunset. Additionally, twice a month the barricades will need to be inspected at night to ensure that they are all flashing as required. Our office will provide the Village with Barricade Check reports on a weekly basis.
- Prepare payment requisitions and change orders if necessary.

Hancock Engineering will complete Inspector's Daily Reports (IDRs) and a daily diary, measure and document contract quantities, and provide daily interaction with local stake holders.

Hancock Engineering will submit Weekly Reports to IDOT.

Hancock Engineering will utilize IDOT's ICORS system to document the project including the tabulation and posting of Daily Quantities.

Hancock Engineering will verify that all materials incorporated into this project are IDOT approved and that evidence of materials inspection is in hand prior to item payment in accordance with IDOT's Project Procedures Guide.

A Project Job Box will be kept with the pertinent documentation items including:

- Preconstruction Minutes
- Daily Project Diary
- Weekly Reports
- Traffic Protection Reports
- Quantity Book
- Development Meeting Minutes
- Shop drawings
- Contract Documents
- Change Orders
- QC/QA Reports
- Evidence of Material Inspection
- Correspondence with Public Utilities and other Agencies
- Pay Estimates
- Certified Payrolls
- Pertinent information for Contractors, Sub-Contractors, and major material suppliers

Our office understands that the Resident Engineer and other field engineers will not authorize any deviation from the Contract Documents except upon written instructions from the Village.

Hancock Engineering has assigned 1,280 hours for construction observation during the course of construction.

#### **Task 5 – Project Administration**

Hancock Engineering will offer a Principal of the company to provide oversight of the project. This will include the on-going review of the project execution, documentation, schedule, budget, IDOT Contract management, and correspondence with the Village of Hoffman Estates.

Hancock Engineering has allocated approximately 3 hours per week for a Principal to provide management, support, and oversight for the project. Additionally, 10 hours have been reserved for a Senior Project Manager to perform similar duties.

Hancock Engineering has budgeted for 188 hours of Project Administration for these improvements.

#### **Task 6 – Project Close-Out**

Hancock Engineering will complete a preliminary “Pre-Final” inspection in which we provide the Contractor with a list of deficiencies that must be corrected prior to project close-out. As part of this inspection we will, at a minimum:

- Open all drainage structures and verify their cleanliness
- Inspect all concrete items for cracking and/or puddles
- Inspect all sodded parkways to ensure knitted seams and proper drainage
- Verify that all domestic water service boxes are keyable
- Capture photographs of the improvements

Once these items have been corrected, we will invite the Village to conduct a Final Inspection. If any items are found to need correction, we will provide instruction to the Contractor to correct the issues. After all items have been amended, we will make a recommendation to the Village concerning project acceptance.

Once we have agreed to final quantities with the Contractor, we will schedule our Final Documentation Meeting with IDOT staff as soon as possible. We have had repeated success getting our documentation files approved during our first meeting.



Hancock Engineering will provide Record Drawings to the Village of Hoffman Estates. The drawings will also show any changes that were made to the project plans, including elevations, geometry, and/or limits of improvements.

Hancock Engineering will prepare final job records in accordance with IDOT policy. All quantity measurements will be checked and cross-referenced, evidence of inspection will be finalized, ICORS forms will be printed and bound, and field books and records will be indexed and boxed for Final Submittal.

Hancock Engineering has budgeted for 312 hours towards the prompt close-out of these improvements.

#### **Task 7 – Meetings**

Hancock Engineering will attend two pre-construction meetings. Hancock Engineering also anticipates that there will be bi-weekly Development Meetings on-site with the Village, Contractor, School, and other stake-holders. Hancock Engineering will also meet with District 54 and the Village of Schaumburg as needed to coordinate project improvements.

Hancock Engineering has budgeted for 104 hours towards the meeting with this project.

#### **Task 8 – Material Testing**

Rubino Engineering will provide the Quality Assurance Material Testing Service for this project. Quality Assurance testing for asphalt and concrete shall be completed in accordance with IDOT QC/QA requirements. Geotechnical Services shall be provided on an as needed basis.

See Exhibit E for a breakdown of Rubino Engineering's anticipated cost.

#### **Disclaimer**

Hancock Engineering shall not supervise, direct or have control over Contractor's work, nor shall we be responsible for their means, methods, or techniques. Hancock Engineering is not responsible for Contractor's safety precautions or programs.


Hancock Engineering shall not be responsible for any acts or omissions of the Contractor, Sub-Contractor, or any entity performing work. We do not guarantee the performance of the Contractor and shall not be responsible for the Contractor's failure to perform its work in accordance with the Contract documents.

Village of Hoffman Estates  
Bode Road Reconstruction  
Section No.: 09-00099-01-PV

The project is scheduled for the November 7, 2014 letting and construction is slated to begin in March of 2015. Construction is scheduled to be completed by the end of July 2015. We anticipate that all paperwork and the final estimate will be completed by September of 2015.





 <b>Illinois Department of Transportation</b> <b>Local Agency Agreement for Federal Participation</b>	Local Agency Village of Hoffman Estates	State Contract	Day Labor	Local Contract X	RR Force Account
	Section 09-00099-01-PV	Fund Type STP/STU	ITEP and/or SRTS Number		
Construction		Engineering		Right-of-Way	
Job Number	Project Number	Job Number	Project Number	Job Number	Project Number

This Agreement is made and entered into between the above local agency hereinafter referred to as the "LA" and the state of Illinois, acting by and through its Department of Transportation, hereinafter referred to as "STATE". The STATE and LA jointly propose to improve the designated location as described below. The improvement shall be constructed in accordance with plans approved by the STATE and the STATE's policies and procedures approved and/or required by the Federal Highway Administration hereinafter referred to as "FHWA".

#### Location

Local Name Bode Road Route FAU 1318 Length 0.84 mi  
 Termini Parker Drive to Woodlawn Street

Current Jurisdiction Municipality TIP Number 03-14-0012 Existing Structure No N/A

#### Project Description

Earth excavation, pavement removal, subbase granular material, aggregate subgrade improvement, full depth HMA pavement, hot-mix asphalt binder and surface courses, curb and gutter, driveway pavement and sidewalk removal and replacement, pavement marking, roadway lighting and all other incidental and collateral work necessary to complete the project.

#### Division of Cost

Type of Work	STU	%	%	LA	%	Total
Participating Construction	2,400,000	( * )	( )	600,000	( BAL )	3,000,000
Non-Participating Construction	( )	( )	( )	( )	( )	( )
Preliminary Engineering	( )	( )	( )	( )	( )	( )
Construction Engineering	224,000	( * )	( )	56,000	( BAL )	280,000
Right of Way	( )	( )	( )	( )	( )	( )
Railroads	( )	( )	( )	( )	( )	( )
Utilities	( )	( )	( )	( )	( )	( )
Materials	( )	( )	( )	( )	( )	( )
<b>TOTAL</b>	<b>\$ 2,624,000</b>			<b>\$ 656,000</b>		<b>\$ 3,280,000</b>

\* Maximum FHWA (STU) Participation is 80%, not to exceed \$2,624,000

**NOTE** The costs shown in the Division of Cost table are approximate and subject to change. The final LA share is dependent on the final Federal and State participation. The actual costs will be used in the final division of cost for billing and reimbursement.

If funding is not a percentage of the total, place an asterisk in the space provided for the percentage and explain above.

#### Local Agency Appropriation

By execution of this Agreement, the LA is indicating sufficient funds have been set aside to cover the local share of the project cost and additional funds will be appropriated, if required, to cover the LA's total cost.

#### Method of Financing (State Contract Work)

METHOD A---Lump Sum (80% of LA \_\_\_\_\_)  
 METHOD \_\_\_\_\_ Monthly Payments of \_\_\_\_\_  
 METHOD C---LA's Balance divided by estimated total cost multiplied by actual progress payment.

(See page two for details of the above methods and the financing of Day Labor and Local Contracts)



## Agreement Provisions

### THE LA AGREES:

- (1) To acquire in its name, or in the name of the state if on the state highway system, all right-of-way necessary for this project in accordance with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and established state policies and procedures. Prior to advertising for bids, the LA shall certify to the STATE that all requirements of Titles II and III of said Uniform Act have been satisfied. The disposition of encroachments, if any, will be cooperatively determined by representatives of the LA, and STATE and the FHWA, if required.
- (2) To provide for all utility adjustments, and to regulate the use of the right-of-way of this improvement by utilities, public and private, in accordance with the current Utility Accommodation Policy for Local Agency Highway and Street Systems.
- (3) To provide for surveys and the preparation of plans for the proposed improvement and engineering supervision during construction of the proposed improvement.
- (4) To retain jurisdiction of the completed improvement unless specified otherwise by addendum (addendum should be accompanied by a location map). If the improvement location is currently under road district jurisdiction, an addendum is required.
- (5) To maintain or cause to be maintained, in a manner satisfactory to the STATE and FHWA, the completed improvement, or that portion of the completed improvement within its jurisdiction as established by addendum referred to in item 4 above.
- (6) To comply with all applicable Executive Orders and Federal Highway Acts pursuant to the Equal Employment Opportunity and Nondiscrimination Regulations required by the U.S. Department of Transportation.
- (7) To maintain, for a minimum of 3 years after the completion of the contract, adequate books, records and supporting documents to verify the amounts, recipients and uses of all disbursements of funds passing in conjunction with the contract; the contract and all books, records and supporting documents related to the contract shall be available for review and audit by the Auditor General and the department; and the LA agrees to cooperate fully with any audit conducted by the Auditor General and the department; and to provide full access to all relevant materials. Failure to maintain the books, records and supporting documents required by this section shall establish a presumption in favor of the STATE for the recovery of any funds paid by the STATE under the contract for which adequate books, records and supporting documentation are not available to support their purported disbursement.
- (8) To provide if required, for the improvement of any railroad-highway grade crossing and rail crossing protection within the limits of the proposed improvement.
- (9) To comply with Federal requirements or possibly lose (partial or total) Federal participation as determined by the FHWA.
- (10) (State Contracts Only) That the method of payment designated on page one will be as follows:
  - Method A - Lump Sum Payment. Upon award of the contract for this improvement, the LA will pay to the STATE, in lump sum, an amount equal to 80% of the LA's estimated obligation incurred under this Agreement, and will pay to the STATE the remainder of the LA's obligation (including any nonparticipating costs) in a lump sum, upon completion of the project based upon final costs.
  - Method B - Monthly Payments. Upon award of the contract for this improvement, the LA will pay to the STATE, a specified amount each month for an estimated period of months, or until 80% of the LA's estimated obligation under the provisions of the Agreement has been paid, and will pay to the STATE the remainder of the LA's obligation (including any nonparticipating costs) in a lump sum, upon completion of the project based upon final costs.
  - Method C - Progress Payments. Upon receipt of the contractor's first and subsequent progressive bills for this improvement, the LA will pay to the STATE, an amount equal to the LA's share of the construction cost divided by the estimated total cost, multiplied by the actual payment (appropriately adjusted for nonparticipating costs) made to the contractor until the entire obligation incurred under this Agreement has been paid.
- (11) (Day Labor or Local Contracts) To provide or cause to be provided all of the initial funding, equipment, labor, material and services necessary to construct the complete project.
- (12) (Preliminary Engineering) In the event that right-of-way acquisition for, or actual construction of the project for which this preliminary engineering is undertaken with Federal participation is not started by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the LA will repay the STATE any Federal funds received under the terms of this Agreement.
- (13) (Right-of-Way Acquisition) In the event that the actual construction of the project on this right-of-way is not undertaken by the close of the twentieth fiscal year following the fiscal year in which this Agreement is executed, the LA will repay the STATE any Federal Funds received under the terms of this Agreement.



- (14) (Railroad Related Work Only) The estimates and general layout plans for at-grade crossing improvements should be forwarded to the Rail Safety and Project Engineer, Room 204, Illinois Department of Transportation, 2300 South Dirksen Parkway, Springfield, Illinois, 62764. Approval of the estimates and general layout plans should be obtained prior to the commencement of railroad related work. All railroad related work is also subject to approval by the Illinois Commerce Commission (ICC). Final inspection for railroad related work should be coordinated through appropriate IDOT District Bureau of Local Roads and Streets office.
- Plans and preemption times for signal related work that will be interconnected with traffic signals shall be submitted to the ICC for review and approval prior to the commencement of work. Signal related work involving interconnects with state maintained traffic signals should also be coordinated with the IDOT's District Bureau of Operations.
- The LA is responsible for the payment of the railroad related expenses in accordance with the LA/railroad agreement prior to requesting reimbursement from IDOT. Requests for reimbursement should be sent to the appropriate IDOT District Bureau of Local Roads and Streets office.
- Engineer's Payment Estimates in accordance with the Division of Cost on page one.
- (15) And certifies to the best of its knowledge and belief its officials:
- (a) are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;
  - (b) have not within a three-year period preceding this Agreement been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements receiving stolen property;
  - (c) are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, local) with commission of any of the offenses enumerated in item (b) of this certification; and
  - (d) have not within a three-year period preceding the Agreement had one or more public transactions (Federal, State, local) terminated for cause or default.
- (16) To include the certifications, listed in item 15 above and all other certifications required by State statutes, in every contract, including procurement of materials and leases of equipment.
- (17) (State Contracts) That execution of this agreement constitutes the LA's concurrence in the award of the construction contract to the responsible low bidder as determined by the STATE.
- (18) That for agreements exceeding \$100,000 in federal funds, execution of this Agreement constitutes the LA's certification that:
- (a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress or any employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any cooperative agreement, and the extension, continuation, renewal, amendment or modification of any Federal contract, grant, loan or cooperative agreement;
  - (b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress, in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying", in accordance with its instructions;
  - (c) The LA shall require that the language of this certification be included in the award documents for all subawards at all ties (including subcontracts, subgrants and contracts under grants, loans and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.
- (19) To regulate parking and traffic in accordance with the approved project report.
- (20) To regulate encroachments on public right-of-way in accordance with current Illinois Compiled Statutes.
- (21) To regulate the discharge of sanitary sewage into any storm water drainage system constructed with this improvement in accordance with current Illinois Compiled Statutes.
- (22) That the LA may invoice the STATE monthly for the FHWA and/or STATE share of the costs incurred for this phase of the improvement. The LA will submit supporting documentation with each request for reimbursement from the STATE. Supporting documentation is defined as verification of payment, certified time sheets, vendor invoices, vendor receipts, and other documentation supporting the requested reimbursement amount.
- (23) To complete this phase of the project within three years from the date this agreement is approved by the STATE if this portion of the project described in the Project Description does not exceed \$1,000,000 (five years if the project costs exceed \$1,000,000).
- (24) Upon completion of this phase of the improvement, the LA will submit to the STATE a complete and detailed final invoice with all applicable supporting supporting documentation of all incurred costs, less previous payments, no later than one year from the date of completion of this phase of the improvement. If a final invoice is not received within one year of completion of this phase of the improvement, the most recent invoice may be considered the final invoice and the obligation of the funds closed.



- (25) (Single Audit Requirements) That if the **LA** expends \$500,000 or more a year in federal financial assistance they shall have an audit made in accordance with the Office of Management and Budget (OMB) Circular No. A-133. **LA**'s that expend less than \$500,000 a year shall be exempt from compliance. A copy of the audit report must be submitted to the **STATE** (Office of Finance and Administration, Audit Coordination Section, 2300 South Dirksen Parkway, Springfield, Illinois, 62764), within 30 days after the completion of the audit, but no later than one year after the end of the **LA**'s fiscal year. The CFDA number for all highway planning and construction activities is 20.205.
- (26) That the **LA** is required to register with the System for Award Management or SAM (formerly Central Contractor Registration (CCR)), which is a web-enabled government-wide application that collects, validates, stores, and disseminates business information about the federal government's trading partners in support of the contract award and the electronic payment processes. To register or renew, please register at <https://governmentcontractregistration.com/sam-registration.asp>.

#### THE STATE AGREES:

- (1) To provide such guidance, assistance and supervision and to monitor and perform audits to the extent necessary to assure validity of the **LA**'s certification of compliance with Titles II and III requirements.
- (2) (State Contracts) To receive bids for the construction of the proposed improvement when the plans have been approved by the **STATE** (and **FHWA**, if required) and to award a contract for construction of the proposed improvement, after receipt of a satisfactory bid.
- (3) (Day Labor) To authorize the **LA** to proceed with the construction of the improvement when Agreed Unit Prices are approved and to reimburse the **LA** for that portion of the cost payable from Federal and/or State funds based on the Agreed Unit Prices and Engineer's Payment Estimates in accordance with the Division of Cost on page one.
- (4) (Local Contracts) That for agreements with Federal and/or State funds in engineering, right-of-way, utility work and/or construction work:
  - (a) To reimburse the **LA** for the Federal and/or State share on the basis of periodic billings, provided said billings contain sufficient cost information and show evidence of payment by the **LA**;
  - (b) To provide independent assurance sampling, to furnish off-site material inspection and testing at sources normally visited by **STATE** inspectors of steel, cement, aggregate, structural steel and other materials customarily tested by the **STATE**.

#### IT IS MUTUALLY AGREED:

- (1) Construction of the project will utilize domestic steel as required by Section 106.01 of the current edition of the Standard Specifications for Road and Bridge Construction.
- (2) That this Agreement and the covenants contained herein shall become null and void in the event that the **FHWA** does not approve the proposed improvement for Federal-aid participation or the contract covering the construction work contemplated herein is not awarded within three years of the date of execution of this Agreement.
- (3) This Agreement shall be binding upon the parties, their successors and assigns.
- (4) For contracts awarded by the **LA**, the **LA** shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any USDOT – assisted contract or in the administration of its DBE program or the requirements of 49 CFR part 26. The **LA** shall take all necessary and reasonable steps under 49 CFR part 26 to ensure nondiscrimination in the award and administration of USDOT – assisted contracts. The **LA**'s DBE program, as required by 49 CFR part 26 and as approved by USDOT, is incorporated by reference in this Agreement. Upon notification to the recipient of its failure to carry out its approved program, the department may impose sanctions as provided for under part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31U.S.C. 3801 et seq.). In the absence of a USDOT – approved **LA** DBE Program or on State awarded contracts, this Agreement shall be administered under the provisions of the **STATE**'s USDOT approved Disadvantaged Business Enterprise Program.
- (5) In cases where the **STATE** is reimbursing the **LA**, obligations of the **STATE** shall cease immediately without penalty or further payment being required if, in any fiscal year, the Illinois General Assembly or applicable Federal Funding source fails to appropriate or otherwise make available funds for the work contemplated herein.
- (6) All projects for the construction of fixed works which are financed in whole or in part with funds provided by this Agreement and/or amendment shall be subject to the Prevailing Wage Act (820 ILCS 130/0.01 et seq.) unless the provisions of that Act exempt its application

**ADDENDA**

Additional information and/or stipulations are hereby attached and identified below as being a part of this Agreement.

Number 1 Location

(Insert addendum numbers and titles as applicable)

The LA further agrees, as a condition of payment, that it accepts and will comply with the applicable provisions set forth in this Agreement and all exhibits indicated above.

**APPROVED**

Local Agency

William McLeod

Name of Official (Print or Type Name)

Village President

Title (County Board Chairperson/Mayor/Village President/etc.)

(Signature)

Date

The above signature certifies the agency's TIN number  
36-2434131 conducting business as a Governmental  
Entity.

DUNS 074439308

**APPROVED**

State of Illinois  
Department of Transportation

Erica J. Borggren, Acting Secretary

Date

By:

Aaron A. Weatherholt, Deputy Director of Highways

Date

Omer Osman, Director of Highways/Chief Engineer

Date

Michael A. Forti, Chief Counsel

Date

Tony Small, Director of Finance and Administration

Date

**NOTE:** If signature is by an APPOINTED official, a  
authorizing said appointed official to execute this agreement is required.required.





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

**MONTHLY REPORT  
AUGUST 2014**

**ROAD PROJECTS**

◆ **Barrington Road Interchange – Phase II Engineering and Construction**

The Tollway work continues on the Barrington Road bridge replacement. Traffic has been shifted to the west side of the bridge through the fall for demolition and construction on the east side. Daily lane closures generally between 9:00 am and 3:00 pm will continue. Some overnight work will occur occasionally and may result in closures of the ramps. The Tollway posts notices of the more significant events on message boards. Bridge construction will continue through mid-2015. CMT completed the first submittal of design plans for the ramps and Barrington Road work. Village staff provided comments on these documents. Final plans are due in October 2014. The Tollway will then be prepared to advertise the balance of the interchange and Barrington Road later this year.

Funding:

Item	Total	State	Tollway	Local
Engineering – Phase I	\$2,076,000	\$1,038,000	-	\$1,038,000
Engineering – Phase II	\$3,566,000	-	\$1,816,000	\$1,750,000

◆ **Illinois Tollway Capital Plan I-90 Widening and Reconstruction**

The Illinois Tollway’s work is underway on various parts of I-90 east of Elgin. Tasks include utilities, some retaining wall and noise wall, and grading at the outside edges of the right of way. Notices regarding noise wall to be installed were sent to homes closest to I-90 earlier this year and the Tollway’s plans are on the Village website. Lanes have been shifted to the inside on I-90 to allow construction work on the outer edges. Traffic will be shifted between the inside and outside lanes as needed. The Tollway uses message boards to advise drivers of changes. Work on crossroad bridges is described below – please note that dates and schedules are subject to change by the Illinois Tollway and its contractors. Most work is weather dependent.

Bartlett Road Bridge: Bartlett Road is closed at the Tollway for replacement of the bridge with traffic detoured via IL Route 59. The project is expected to continue until October 2014.

Higgins Road Bridge: Two-way traffic has been shifted to the existing eastbound bridge. Work to replace the westbound bridge is anticipated to continue thru mid-October 2014. The bridges will be replaced one at a time with traffic reduced to one lane in each direction. Once the new westbound bridge is ready, all traffic will use the westbound bridge. Overall completion is expected in mid-2015.

Barrington Road Bridge: Traffic on Barrington Road has been shifted to allow the Tollway to replace the eastern portion of the bridge over I-90 first. Barrington Road is reduced to two



lanes in each direction. This stage is scheduled to remain in place through October 2014. Work will then shift to build the new western side of the bridge which is targeted for completion in mid-2015. As the work progresses, there will be continued shifts of traffic to accommodate the construction zone as it progresses across the bridge. At times daytime off-peak and overnight lane closures will be required.

**Roselle Road Bridge:** Traffic on Roselle Road has been shifted to allow removal and rebuilding the east side of the bridge. Roselle Road will generally be reduced to two thru-lanes of traffic in each direction although due to the construction staging there will be times when only a single lane is open. Work on Roselle Road will continue through mid-2015.

The Illinois Tollway will post information on its webpage ([www.illinoistollway.com](http://www.illinoistollway.com)) for the I-90 construction work. The Illinois Tollway, its consultants and contractors hold coordination meetings for the various projects. Village staff attends these status meetings to stay current with upcoming project work. Links from the Village website to the Illinois Tollway have been provided on the website

#### ◆ **Shoe Factory Road - Cook County**

Comments from the County on the pre-final plans have finally been received. Civiltech, the Village's consultant, is reviewing this input and will modify the plans as appropriate to meet County approval. Work on right of way documents is complete and documents have been approved, making it ready for the County to begin the appraisals and negotiations. The timing of construction will depend upon the duration of the right of way process, project funding availability, and approval of final plans.

### **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:** The Bode Road and Salem Drive segments are split into two projects for construction. The design work has essentially been progressing independently up to this point and is approaching the pre-final stage. Plans were submitted to IDOT in mid-June to stay on schedule for a November 2014 State letting. The Village is eligible to use federal funds for the Phase III construction engineering as a result of separating the projects and will have more direct control over Bode Road elements during construction. The recommendation for Phase III construction engineering services and the IDOT agreement for Phase III engineering are on the agenda this month.

**Next Steps:** Prefinal plans were submitted to IDOT in June and will be revised based on IDOT comments. The project is targeted for an IDOT letting in November 2014 with work starting in early 2015. Documents will be submitted to IDOT following Village Board action on the Phase III engineering items.

## Funding:

Item	Total	Federal (STP)	Local (MFT)
Phase II engineering completion	\$ 57,000	\$ 0	\$ 57,000
Reconstruction (estimate)	\$3,000,000	\$2,400,000	\$600,000
Phase III engineering	\$ 280,000	\$ 224,000	\$ 56,000

◆ **Palatine Road Widening Project**

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

Status: Project construction is complete. Project punch list items including ditch regrading and landscaping are being addressed by the contractor. Project closeout will occur in 2014.

Next Steps: Contractor to complete punch list items followed by project closeout.

## 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: Construction is complete.

Next Steps: Project closeout will occur in 2014.

## Funding:

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

◆ **RTA Community Planning Grant**

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

Status: Transit Implementation Task Force resolution was approved by the Village Board.



Next Steps: Once members are appointed to the Transit Implementation Task Force, RTA staff will assist with tasks as recommended in the study findings.

◆ **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: Consultant has completed field work for survey data. Environmental studies, wetland delineation, and related documents have been submitted or are being prepared. Alignment plans are under development. Coordination with the Illinois Tollway’s consultants working on the CN bridge replacement is occurring. A meeting was held with funding partners in late June to discuss schedule and status. Meeting with CN as the alignment evolves will be needed to determine what approvals are required. CN has been notified of the project and relevant project data will be provided to them.

Next Steps: Preliminary design work will continue as will coordination with Forest Preserve and Park District.

Funding:

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

**BIKE / PEDESTRIAN PROJECTS**

◆ **Bicycle Planning**

The Bicycle and Pedestrian Advisory Committee met on February 26. Topics discussed included feedback from members on 2014 sidewalk and bicycle facility options, status of current projects, concurrence to hold a bike ride with the July 4<sup>th</sup> festival, further investigation into helmet programs, and the next steps for pedestrian system planning. The group held its annual community fun ride on July 5<sup>th</sup> in the area north of Algonquin Road (map attached). The next meeting is to be determined.

**TRANSIT**

◆ **Taxi Discount Program**

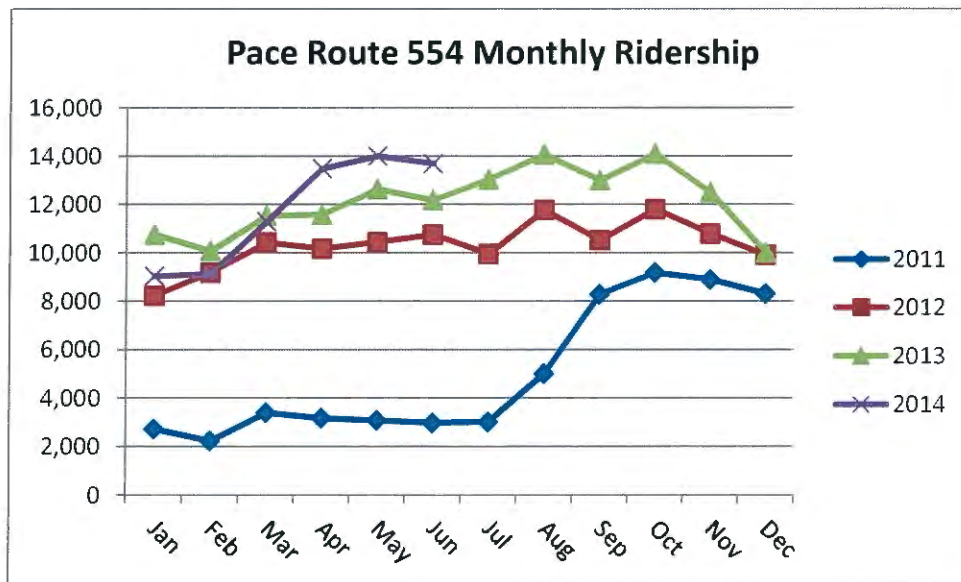
Registration continues with identification cards and coupons sent to residents. To date, a total of 422 residents have registered for the program. Coupons redeemed to date in 2014 total 2,509. Projecting usage from year to date data to an annual estimate for 2014 suggests the number of trips will be similar to 2013.

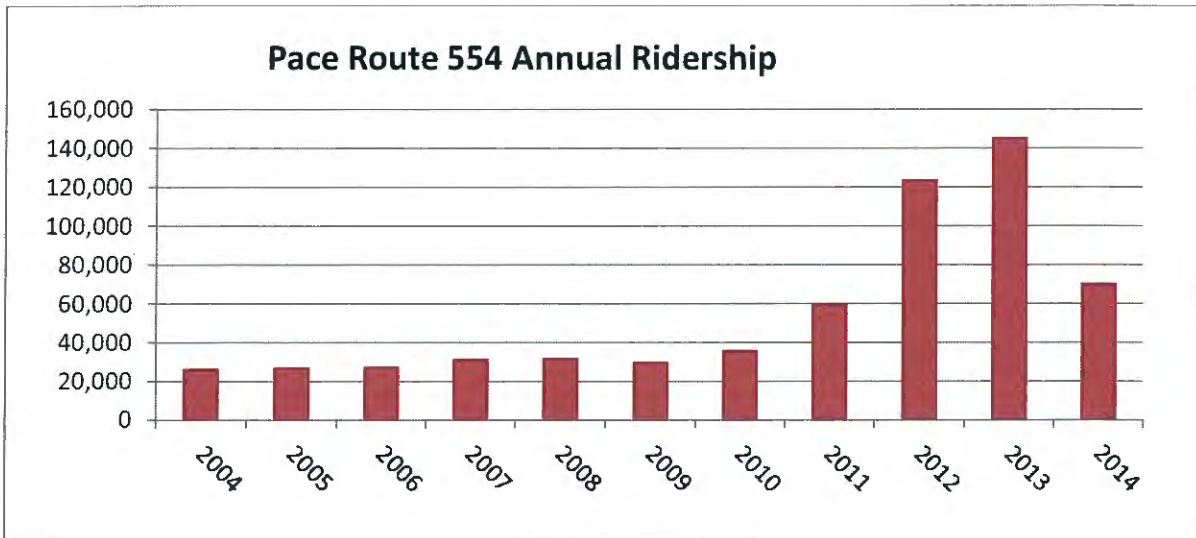




◆ **Pace Route 554**

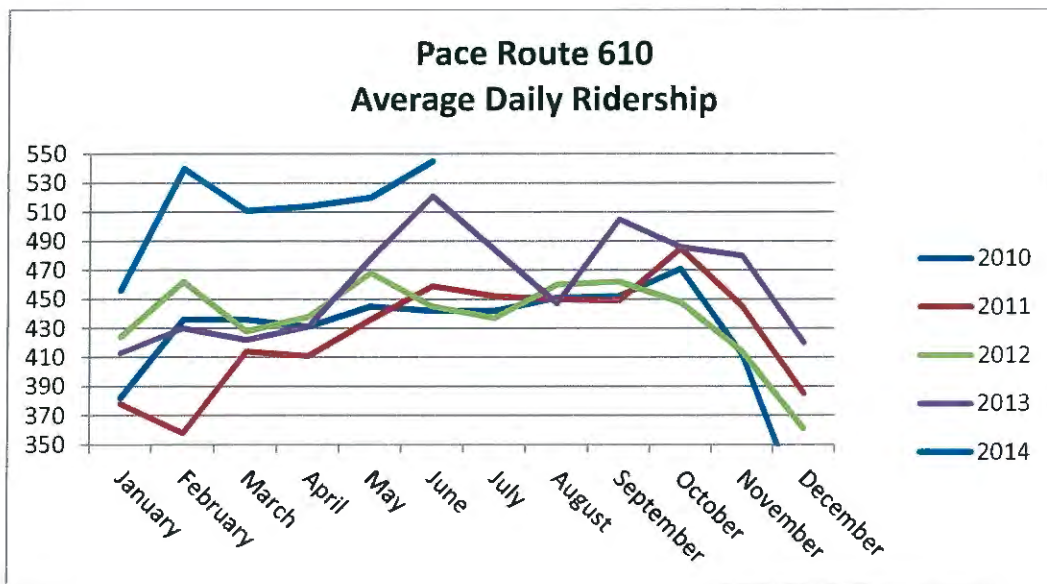
The most recent data from June 2014 showed an average weekday ridership of 584 per weekday and a Saturday average of 356 riders per day. The extreme weather in January and February affected ridership levels throughout the area. Comparisons starting with the March data suggest an improvement in use and ridership higher than last year.



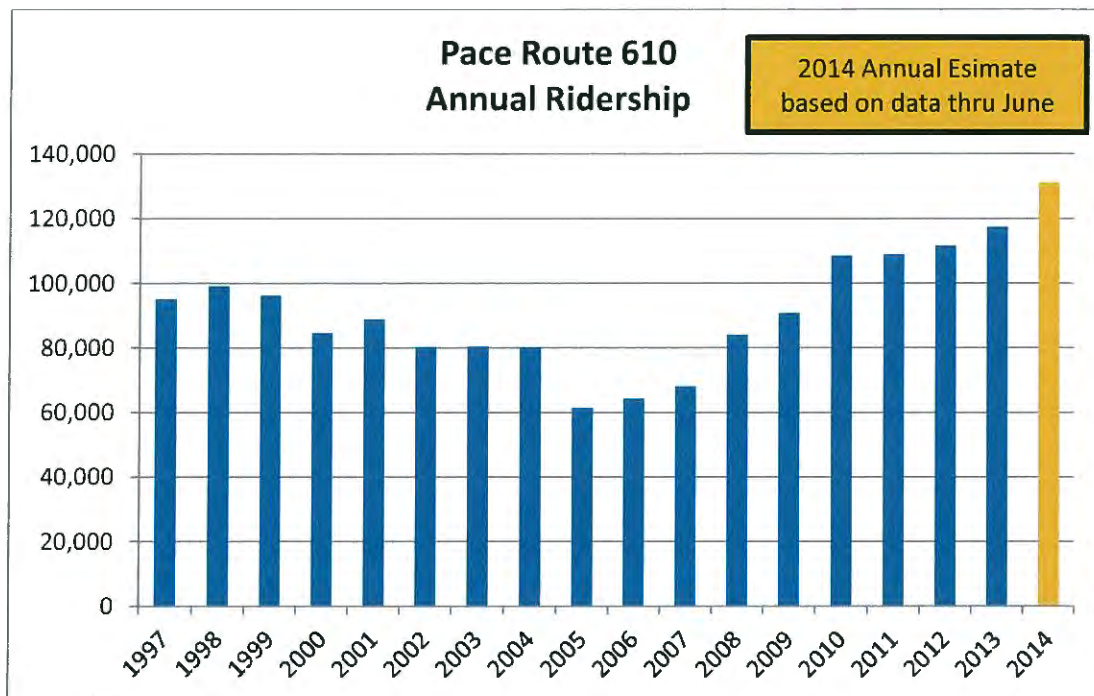


◆ **Pace Route 610**

Ridership trends in 2014 continue to show an increase over 2013 levels. Since August 2013, Pace has been operating bidirectional trips on Route 610. The temporary Park and Ride at the Sears Centre also began at that time. 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 ridership and a benchmark for comparison before and after service to the Park and Ride lot began. It will likely take some time before meaningful assessments of the Park and Ride usage can be made.







#### ◆ Pace I-90 Corridor Plans

Pace is working with the Illinois Tollway to build off the transit concept identified during the Phase I engineering for the Barrington Road interchange. The design and construction of a Park and Ride lot at Barrington Road and I-90, transit facilities, and in-line bus access will be developed separately from the interchange design work. Pace and the Illinois Tollway will determine the construction timeline and coordinate with the Village and other agencies as needed. Once the Park and Ride is established at Barrington Road, start-up of a local service option for access to and from the Park and Ride area is likely to be created by Pace. Village staff will stay involved through the Transit Improvement Task Force and other opportunities.

### TRAFFIC SIGNALS

#### ◆ Roselle Road Traffic Signal

Civiltech received approval from IDOT and received additional comments from Cook County. Revised plans were submitted to the County. 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. Staff continues to establish a contact with the owner of the former Myoda property to finalize easements. A contract proposal for construction engineering services is being reviewed and will be presented to the Village Board once all final arrangements are in place for the signal construction to proceed.

### ADDITIONAL PROJECTS:

### COORDINATION

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

The Village Board approved a noise mitigation program on April 1, 2013. The program started on April 15, 2013 and will last through April 2015. 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 below 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. A semi-annual report as stipulated in the noise mitigation agreement was submitted to CN covering the period through June 30, 2014.

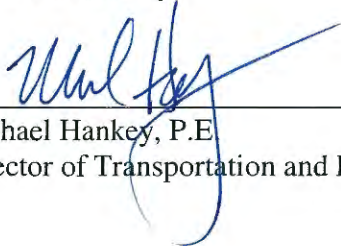
CN Noise Mitigation Reimbursement Program Status - July 2014					
Subdivision	# of Eligible Residences	# of Residences Participating	# of Applications Submitted	# of Applications Approved	# of Reimbursements Paid
Bridlewood	21	18	18	18	14
Deer Crossing	34	22	26	26	19
Winding Trails / Hunters Ridge	49	44	55	55	50

◆ **O'Hare Noise Compatibility Commission**

No new information.

**NEW DEVELOPMENTS**

- ◆ Traffic data, site plans, and inspections are ongoing for a variety of projects which are in the early stages of project development and review.
- ◆ Various smaller site modifications and permits for parking lot sealcoating, striping, patching are underway.




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