

EXHIBIT 1

SCOPE OF SERVICES

AGREEMENT AMOUNT

[TO BE PREPARED BY CONSULTANT AND ACCEPTABLE TO VILLAGE]

***[INCLUDE HOURLY RATES, LUMP SUM AMOUNTS, REIMBURSABLE COSTS,
SCHEDULE FOR LUMP SUM OR INSTALLMENT PAYMENTS, INVOICE FORMAT, ETC.]***

[SHALL INCLUDE SCHEDULE]



HAMPTON, LENZINI AND RENWICK, INC.

PROPOSAL

SALEM DRIVE IMPROVEMENTS (WEATHERSFIELD WAY TO
SCHAUMBURG ROAD) – PHASE I ENGINEERING SERVICES

SEPTEMBER 22, 2021 | 5:00 PM



SUBMITTED BY:

Hampton, Lenzini and Renwick, Inc. (HLR)
380 Shepard Drive
Elgin, Illinois 60123
Ph. (847) 697-6700/Fax (847) 697-6753
www.hlrengineering.com

PREPARED FOR:

Ms. Karyn Robles
Director of Transportation
Village of Schaumburg
101 Schaumburg Court
Schaumburg, Illinois 60193

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FIRM HEADQUARTERS

Hampton, Lenzini and Renwick, Inc. (HLR)
380 Shepard Drive
Elgin, Illinois 60123
www.hltrengineering.com

AUTHORIZED CONTACT

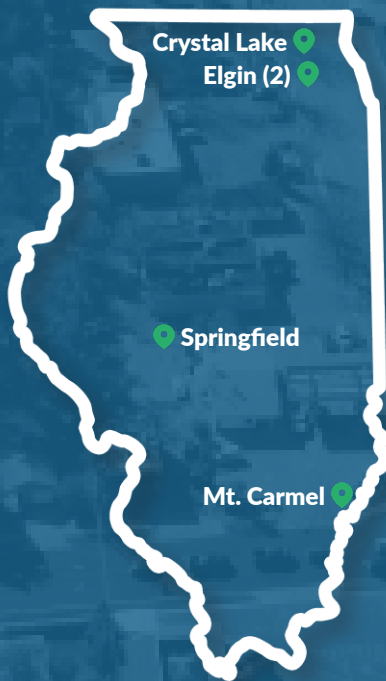
Amy McSwane, PE, PTOE
Phase I and Traffic
Engineering Manager
amcswane@hlreng.com
Phone: (847) 697-6700
Fax: (847) 697-6753



PROXIMITY TO PROJECT LOCATION

We have five office locations throughout Illinois, making us big enough to handle the largest projects, yet small enough to never lose sight of the personal relationships we make.

Our office is located just over 10 miles north of this project, with many employees who live in or around the area, so we are fully vested in making this project a success.



STATEMENT OF QUALIFICATIONS

Providing safe and efficient transportation systems for residents is a vital part of any community. As the population of the community grows, more stress is being placed on its infrastructure. With approximately 79,000 residents using local streets to travel through nearly 20 square miles throughout the Village of Schaumburg, it is very important to keep roadways functional and up to date. The segment of Salem Drive between Schaumburg Road and Weathersfield Way needs reconstruction and additional non-motorized accommodations, which will continue the improvements to the south.

Our team, which is detailed on the next page, has reviewed the project understanding and presented recommendations that demonstrate our knowledge of the project as well as the expertise and experience we have gained on similar projects. We will provide the Village with geometric design expertise, familiarity with regional traffic patterns, and a responsive team invested in the improvement of this roadway.

Our proposed Project Manager, Amy McSwane, PE, PTOE, is highly qualified to perform the necessary services and has over 20 years of experience in Phase I engineering, IDOT/FHWA coordination, and public involvement. Amy spent six years in the Bureau of Local Roads as a Phase I Project Manager and her knowledge of Federal process will be able to guide this project successfully to Design Approval.

All staff assigned to this project will ensure the following concerns of the public and the Village are at the forefront of project execution:

- ▶ Cost-Effective Solutions
- ▶ Stakeholder and Project Coordination
- ▶ Minimizing Environmental Impacts
- ▶ Quality Control and Quality Assurance Measures
- ▶ Implementing Best Management Practices
- ▶ Motorist and Pedestrian Safety
- ▶ Project Duration and Schedule

HLR is prequalified by IDOT in 25 categories, including those required for successfully performing the scope of services for the Salem Drive Improvements. Our prequalification letter and State of Illinois Design License can be provided upon request.

Thank you for the opportunity to submit our proposal. We look forward to continuing our great relationship with the Village.

PHASE I EXPERIENCE YOU CAN TRUST

Our team regularly works on all types of new and existing roadway projects including studies for intersection improvements, two- to four-lane widening projects, pedestrian enhancements, and new roadways on new alignments. We strive to produce preliminary engineering designs that can be easily transitioned to final engineering without the need for significant revisions.

Our team has extensive experience assisting both state and local agencies during the visioning process and early stages of a project. We utilize existing relationships to identify potential permitting, land acquisition, and infrastructure conflict issues. HLR also has a thorough understanding of funding sources, grant writing, and financial assistance programs to help our clients get their projects implemented.



STATEMENT OF QUALIFICATIONS



AMY MCSWANE, PE, PTOE | *PROJECT MANAGER*

Professional Engineer - Illinois, #062.58432 // Professional Traffic operations Engineer (PTOE)

Years of Experience: 21 / 15 at HLR

Education: B.S. Civil Engineering, Purdue University // M.B.A. Finance, DePaul University

Amy will be the Village's main point-of-contact for the project. She will ensure the project is on schedule and that the right employees are assigned to make it a success. Amy has led many federally funded projects, including projects for Arlington Heights, South Elgin, Woodstock, and the Kane County DOT.



CALLIE CASTRO, PE, PTOE | *PROJECT ENGINEER*

Professional Engineer - Illinois, #062.070938 // Professional Traffic operations Engineer (PTOE)

Years of Experience: 7 / 2 at HLR

Education: B.S. Civil Engineering, McNeese State University

Callie has a background in traffic engineering and preliminary design of roadway improvement projects. She has experience with bicycle and pedestrian improvements and ADA/PROWAG compliance.



ANDRE JUNGERMANN, PE | *GEOMETRIC ENGINEER*

Professional Engineer - Illinois, #062.072501

Years of Experience: 9 / 1 at HLR

Education: B.S. Civil Engineering, Iowa State University

Andre has extensive experience with geometric design alternative analysis and will lead the design of the roadway. He has a background in ADA compliance, bike path design, and utility improvements.



JEFF MEINDL, PE | *QC/QA ENGINEER*

Professional Engineer - Illinois, #062.054021

Years of Experience: 28 / 7 at HLR

Education: B.S. Civil Engineering, University of Wisconsin-Milwaukee

Jeff will be providing the quality control reviews of the roadway and bicycle design. He has a background in traffic signals, roadway plans, and bike path design.



KAREN KASE, CA, PWS, CPESC | *ENVIRONMENTAL TASKS*

Professional Certifications - Professional Wetland Scientist, #2338 // Certified Professional in Erosion and Sediment Control #4276 // ISA

Certified Arborist #IL-5384A // Lake County Designated Erosion Control Inspector // Kane County Qualified Wetland Specialist #C-134

Years of Experience: 16 / 10 at HLR

Education: B.S. Ecology and Environmental Biology, Tulane University // M.S. Natural Resources and Environmental Science, University of Illinois

Karen will be responsible for completing the special waste assessment and if necessary, the PESA for the project. She will also lead the tree survey efforts as well as the wetland screening.



CHRIS OLCOTT, PE | *STORMWATER ENGINEER*

Professional Engineer - Illinois, #062.063213

Years of Experience: 15 / 10 at HLR

Education: B.S. Civil Engineering, University of Illinois at Chicago

Chris has a background in hydrology and hydraulics of roadway improvement projects. He design the storm sewer, large diameter sewer for Salt Creek, and overland flood routes.



ERIC HAGLUND, PLS | *SURVEY LEAD*

Professional Land Surveyor - Illinois, #035.003446

Years of Experience: 34 / 5 at HLR

Education: B.S. Civil Engineering, Valparaiso University

Eric will be the lead surveyor for the project. He will direct the other crew leaders for topographic survey pickup and will prepare any necessary plats and legals for the acquisition of the necessary right-of-way/easements.

SUBCONSULTANTS

HLR is proposing to use American Vector for sewer televising and sewer cleaning services.

STATEMENT OF PROJECT UNDERSTANDING

The Village of Schaumburg is consistently looking at ways to preserve its unique character, while also building a sustainable community that will continue to make it a great place to live, work, and play. This is accomplished in a variety of ways, including the continued improvement of the Village's infrastructure, ensuring that traffic proceeds safely and without interruption.

We understand that the Village is seeking a firm to provide preliminary engineering services for the Salem Drive Improvements. The scope of work includes, but is not limited to, land surveying, sewer televising and cleaning, environmental, and preliminary engineering services for corridor reconstruction and bicycle/pedestrian improvements. Once completed, it will provide safer and more efficient transportation for motorists and pedestrians while enhancing the corridor to promote future economic growth.

Salem Drive is a minor collector with an Average Daily Traffic (ADT) of 5,200 vehicles per day (vpd). Schaumburg Road is a minor arterial with 30,000 vpd and Weathersfield Way is a minor collector with 7,400 vpd. The speed limit within the project limits is 25 miles per hour (mph) and the land use is residential.

CRITICAL PROJECT COMPONENTS

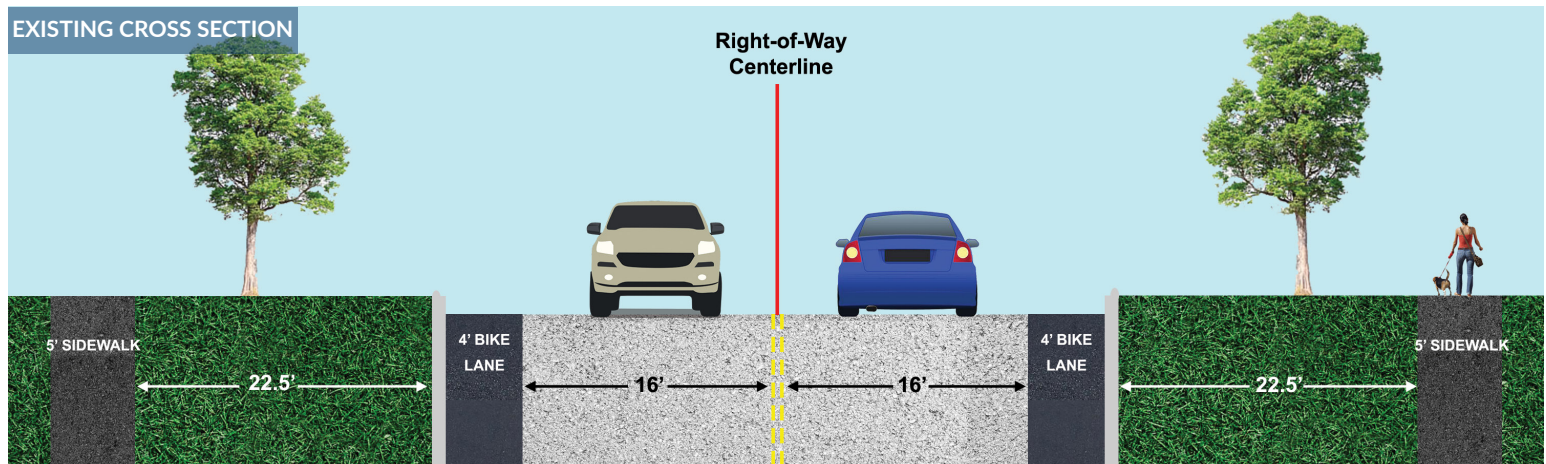
Based on our previous work on similar projects and a site visit of September 16, 2021, we have developed a summary of considerations that will need to be addressed specifically for these improvements including, but not limited to:

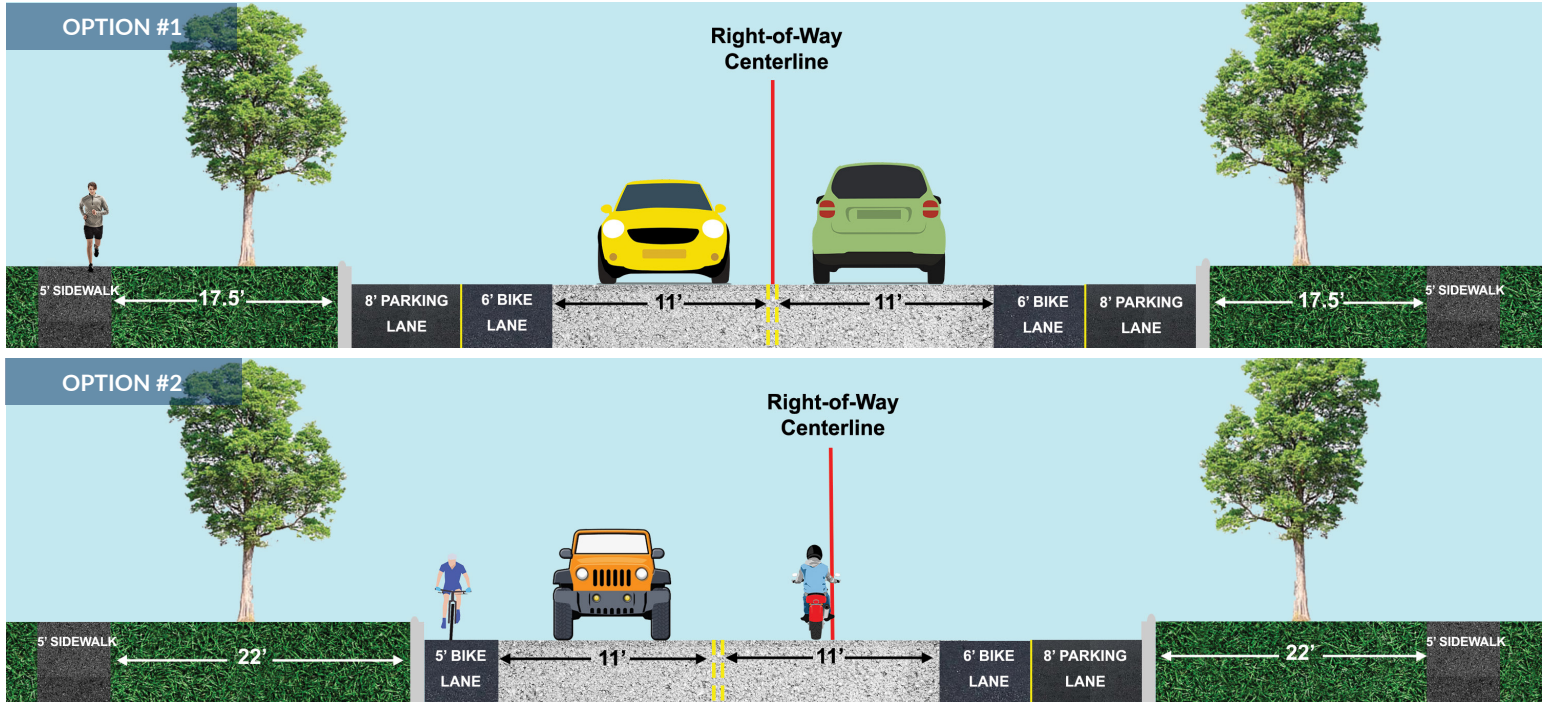
- ▶ **Bicycle and Pedestrian Accommodations** – There are numerous destinations for pedestrians and bicyclists in the area around the Salem Drive project limits. Residents within the project limits attend either Dooley or Dirksen Elementary School and Addams or Frost Junior High. Schaumburg High School is just west of the project on Schaumburg Road. Terada, Campanelli, and Duxbury Parks are also close by. Schaumburg has an extensive network of bike lanes and paths that allow residents to traverse the entire Village safely.

There are five-foot-wide sidewalks along both sides of Salem Drive set back over 20 feet from the edge of the curb. Generally, the sidewalks are in good condition with several areas of recent improvements. Several of the intersections do not meet current ADA/PROWAG guidelines, so improvements should be made as part of this project. This includes all the ramps at South Salem Court and both ramps on the southwest corner of Georgan Lane. The ramps and sidewalk at Victoria Lane and Grand Central Lane appear to meet current guidelines.

The existing bike lanes on Salem Drive are approximately four-foot-wide from the face of the curb to the edge line. The required minimum bike lane per the BLR Manual is five feet from the face of the curb. Since parking is allowed on the road but there are not parking lanes, bicyclists using the bike lanes are forced to use the thru lanes to navigate around parked cars. As part of this reconstruction project, the bike lanes will need to be separated from the parking lane. The bike lanes end approximately 350 feet south of Schaumburg Road with no alternative accommodations provided through the intersection. The bike lanes should be continued through the intersection, so as part of this project, we propose that they be extended along the south leg of Salem Drive with a commitment that the intersection and north leg of Salem Drive bike accommodations would be part of a future intersection or roadway project.

- ▶ **Roadway Cross Section** – The existing cross section on Salem Drive consists of one 16-foot-wide travel lane in each direction with a four-foot striped bike lane. Parking is allowed along Salem Drive throughout the project limits (as shown on the existing cross section below). There are parking restrictions that prevent vehicles from remaining on the street overnight. The existing right-of-way is approximately 100 feet (50 feet either side of the centerline). In order to separate the parking from the bike lane, several alternative cross sections can be evaluated including, but not limited to: two thru lanes with parking and bike lanes on both sides of the street, two thru lanes with parking allowed on one side of the street only (bike lanes on both), and two thru lanes with parking on both sides with an off-street multi-use path. The first option maintains the current uses of the pavement but would require widening about five feet on both sides of the street. While there is plenty of parkway available for widening, this would have a big impact on the mature trees on both sides of the street. The second option to restrict parking to one side of the street would decrease the necessary widening to less than a foot on each side while preserving the parkway trees. The separate multi-use path would also minimize the impacts to the trees (see options on the next page).





► **Logical Termini Intersections** – The intersections of Salem Drive with Schaumburg Road and Weathersfield Way are outside the reconstruction limits of this project, but will need to be included in the Phase I study as they are the logical termini of the project. At Schaumburg Road, traffic counts and a capacity analysis demonstrating that the intersection will operate at an acceptable level of service will need to be completed and included in the Project Development Report (PDR). For Weathersfield Way, the capacity analysis and plan sheet for the intersection from the adjacent project can be included in the PDR as documentation that the intersection was recently analyzed.

► **Environmental Issues** – From review of preliminary mapping there appears to be a pond located on the southwest corner of Schaumburg Road and Salem Drive, west of the right-of way. No other wetlands appear to be within the project limits. Therefore, we only propose an environmental screening and do not see the need for a formal wetland delineation. A brief environmental screening memorandum will be prepared summarizing our negative wetland findings.

From preliminary review of the environmental database there appears to be four Leaking Underground Storage Tank (LUST) sites, two potential contamination sites, and six federal RCRA information sites located within 0.5-mile of the project area. Most likely, a Preliminary Environmental Site Assessment will be required. There are mature trees within the parkway on both sides of Salem Drive. A Certified Arborist should conduct a tree survey of all trees 6 inches and greater within the project limits. All trees will be tied with ribbons and numbered accordingly and surveyed. We will identify all trees by type, diameter, health and structure. During the tree survey, we will evaluate potential bat habitat. There is one Section 4(f) properties located on the southwest corner of Schaumburg Road and Salem Drive – Terada Park. If property is to be acquired a potential Section 4(f) de minimis report may be required.

► **Funding Assistance** – Securing federal funds to assist with the cost of this improvement is an important aspect of the project. HLR has a strong relationship with the Northwest Council of Mayors and their staff. We submitted several successful funding applications for the last STP Call for Projects in 2019.

► **Drainage** – It is anticipated that the improvements will be served by minor extensions to the storm sewer system that currently serves the area. Spot repairs may be necessary based on the review of the sewer televising. HLR will also review flooding reports to determine if there are potential conveyance issues with the existing storm sewer system. Storm sewer modeling of a proposed storm sewer system may be necessary in the event that there are significant deficiencies in the existing system.

► **Public Outreach** – We understand that public involvement early and throughout the transportation decision-making process is important to the Village. Meaningful public involvement efforts build trust and credibility for the Village and enhance the awareness and understanding of the Village’s actions, therefore reducing anger and confusion from affected residents. It is not anticipated that this project will meet any of the criteria for a public hearing to be required. Typically, we would recommend holding property owner meetings with individuals who are interested in learning more about the project but since this is a residential area, holding a neighborhood information meeting may be the most effective way to conduct public outreach. Our team will develop a public involvement plan to ensure the following goals are achieved in the preliminary and design phases of the project:

- » Provide useful, timely information to the public throughout the development of the project
- » Proactively seek public comments and involvement in planning and project development
- » Respond to comments and suggestions in a timely manner
- » Ensure public comments are fully considered so that useful ideas are incorporated into the project given availability of resources, policy constraints, and as appropriate

STATEMENT OF AVAILABILITY

If awarded this contract, we are committed to performing the requested services on time and in a manner that meets or exceeds the scope described in the Request for Proposal (RFP). We will also meet your deadlines and maintain continual and open communication with Village staff, as we believe these are the essential components of any project.

HLR's primary focus of every project is to provide the client with a successful product on time and within budget. The first step to achieving this goal is making sure the right team members are assigned to the project. We chose the engineers for this project based not only on their experience on similar projects, but also because of how well they work together as a cohesive team.

Our Project Manager, Amy McSwane, spent the first 6 years of her career working at IDOT in the Bureau of Local Roads and Streets. She has a thorough understanding of the STP guidelines and procedures. She regularly presents on the federal STP process and how to successfully navigate through preliminary engineering. Many of her former co-workers are still at IDOT; they know her and trust her knowledge of the federal process.

We pride ourselves on customer service and do not pursue work that we cannot complete in a timely and efficient manner. HLR's financial statements are reviewed every year by the Illinois Department of Transportation to determine our capacity, overhead rates, prequalified areas of service, and our financial ability to complete work. Our current backlog of work under contract is approximately \$12 million, compared to our IDOT-approved capacity of \$23.2 million.

Because of HLR's broad range of services and the experience of our staff, we will be able to start this project as soon as we receive notice-to-proceed. We have the adequate personnel and resources to complete the required work. Our current/future workload will neither interfere with nor limit us from providing the Village with the time and attention that is required for this project.



Communication and coordination efforts are key components to the success of any project, especially for federally funded projects. This roadway segment has quite a few agencies that either have interest in the project or have property within its boundaries. This includes the Schaumburg Park District, Schaumburg's Bikeway Advisory Committee, the Schaumburg Bicycle Club, Schaumburg Township High School District 211, and Schaumburg Community Consolidated School District 54. Our team has extensive experience working with IDOT, FHWA, the Northwest Council of Mayors, and other agencies that will potentially be involved in this project. This also includes coordination with utility companies to verify the location of existing facilities and identifying potential conflicts with the proposed improvements. To keep the project on schedule, early coordination with IDOT will be necessary. IDOT coordination includes not only Local Roads and Streets, but also the Central Office Bureau of Design and Environment and possibly Land Acquisition for any needed right-of-way. With multiple agencies involved in this project, timely communication will be essential. Part of our communication efforts include regular status update emails, which are sent to all team members of the project, including IDOT. The update includes tasks completed in the previous period, tasks to be completed in the next period and any upcoming major milestones. We found that sending these updates to the IDOT Project Manager ensures that IDOT helps keep the project moving forward and stay on schedule.



AMY MCSWANE, PE, PTOE

PROJECT MANAGER

Amy is our Phase I and Traffic Engineering Manager with over 20 years of experience in the preparation of Environmental Assessments, Environmental Class of Action Determination documents, and Section 4(f) environmental documents for federally funded projects. She also has extensive public involvement experience. Amy has prepared public hearing presentations and conducted regulatory agency coordination. She is involved in the preparation of highway location/design reports, intersection design studies, and cost estimates. Prior to joining HLR, Amy worked for IDOT for six years as a Federal Aid Location Engineer (Phase I Project Manager).

REPRESENTATIVE EXPERIENCE

LATHAM STREET RECONSTRUCTION, City of Sandwich. Project Manager for this STP funded Phase I project located in Sandwich, DeKalb County, Illinois. The project includes field inspections, topographic survey, drainage and hydraulic analysis, CE Federal approval environmental processing, geometric design, bicycle and pedestrian accommodations, crash analysis, detour analysis and report, and a Project Development Report.

MCLEAN BOULEVARD, Village of South Elgin. Project Manager for this locally funded Phase I project that is, following IDOT and federal requirements to qualify for future federal funding. This project will widen McLean Boulevard from two lanes to five lanes from Stearns Road to Spring Street. Curb and gutter will also be added along the corridor. There will be a multi-use path on the east side of the road from Spring Street to North Lancaster and on the west side of the road from North Lancaster to Stearns. The project includes field inspections, topographic survey, tree survey, federal categorical exclusion environmental processing, geometric studies, crash analysis, Project Development Report, an open house public meeting, and a Location Drainage Study.

NORTH MAIN STREET, City of Crystal Lake. Project Manager for the Phase I preliminary engineering study for this roadway reconstruction and intersection improvement project. The project consists of resurfacing Main Street from UPRR to Prairie Street and reconstructing Main Street from Prairie Street to IL Route 176. Turn lane channelization and new traffic signals will be added at the Main Street/IL Route 176 intersection. This project includes a topographic survey, intersection design study, geometric studies, a location drainage study, environmental coordination including IDOT and State Historic Preservation Offices (SHPO) due to potential historic properties within the corridor, a public meeting, property owner coordination, design of new water main and sanitary sewer, and IDOT coordination due to using federal funds and the proposed improvements on a state route.

WALNUT LANE RECONSTRUCTION, Village of Schaumburg. Project Manager responsible for the preparation of the PDR, the successful STP application, and acquiring HBP funding for the culvert replacement. The project involved engineering and environmental analysis for reconstruction of a two-lane collector street and bridge over a culvert in an urban setting. Improvements included replacement of deteriorated pavement and curb and gutter, major culvert replacement, and improved storm sewers. Public involvement activities included two public hearings. The project included a culvert inspection and suggested alternate design for the culvert which created the opportunity to use HBP funding.

RANDALL ROAD AT BIG TIMBER ROAD, Kane County Division of Transportation (KDOT). Project Manager for this federally funded Phase I intersection improvement. The project includes evaluation of design alternatives for the intersection to determine the most feasible solution, including additional thru lanes on Randall Road, dual left turn lanes on all legs, additional right turn lanes and realigning Big Timber Road. The scope of work includes topographic survey, field tile surveys, wetland delineations, tree survey, PESA, Noise Analysis, geotechnical analysis, drainage design, geometric design, PDR and a public meeting. The project was processed as a Federally approved Categorical Exclusion.

LONGMEADOW PARKWAY, KDOT. Project Manager for Phase I of this Fox River Bridges EIS project. Tasks included completing the Design Report, obtaining Design Approval in December 2013, ESR Addenda, wetland impact evaluations, tree survey, and an EA reevaluation updating the original Record of Decision. Public involvement included a public comment period for the Section 4(f) de minimis on two Forest Preserve District of Kane County properties and a Public Hearing as part of the EA reevaluation process. A Value Engineering review was completed,

PROFESSIONAL CERTIFICATIONS

Professional Engineer, Illinois, #062.58432

Professional Engineer, Indiana,
#PE11800571

Professional Traffic Operations Engineer
(PTOE)

YEARS OF EXPERIENCE

21 / 15 at HLR

EDUCATION

Bachelor of Science, Civil Engineering,
Purdue University, West Lafayette, IN

M.B.A., Finance, DePaul University,
Chicago, IL

PROFESSIONAL CERTIFICATIONS

Traffic Signal Level II, IMSA, 2018



CALLIE CASTRO, PE, PTOE

PROJECT ENGINEER

Callie provides engineering support to HLR’s Traffic Engineering department. She has seven years of experience with preparation and review of traffic studies, traffic signal design and review, and signal coordination and timing of traffic signals. In addition, Callie assists with Intersection Design Studies, traffic management plans, and temporary traffic signal projects. She also has five years of experience in various intelligent transportation system (ITS) designs and studies.

REPRESENTATIVE EXPERIENCE

MCLEAN BOULEVARD, Village of South Elgin. Project Engineer for this project that will widen McLean Boulevard from two lanes to five lanes from Stearns Road to Spring Street. Curb and gutter will also be added along the corridor. There will be a multi-use path on the east side of the road from Spring Street to North Lancaster and on the west side of the road from North Lancaster to Stearns. The project includes field inspections, topographic survey, tree survey, federal categorical exclusion environmental processing, geometric studies, crash analysis, Project Development Report, an open house public meeting, and a Location Drainage Study. Responsible for assisting with Phase I tasks such as Project Development Report, preliminary design updates, and QA/QC of materials to be submitted for approval.

RANDALL ROAD AT BIG TIMBER ROAD, Kane County DOT. The project includes evaluation of design alternatives for the intersection to determine the most feasible solution, including additional thru lanes on Randall Road, dual left turn lanes on all legs, additional right turn lanes and realigning Big Timber Road. The scope of work includes topographic survey, field tile surveys, wetland delineations, tree survey, PESA, Noise Analysis, geotechnical analysis, drainage design, geometric design, PDR and a public meeting. The project was processed as a federally approved Categorical Exclusion. Callie served as **Project Engineer** responsible for Phase I task such as traffic analysis, crash analysis, project development report, public involvement plan, and property owner and stakeholder coordination. Also responsible for design of various intersection improvement alternatives and an alternative analysis report to recommend a proposed design alternative.

LUCINDA AND NORTH 1ST STREET PHASE I, City of DeKalb. This project includes the evaluation of full replacement for two structures using Special Bridge Funds to improve the noted deficiencies in the bridges geometrics, hydraulics, and structural condition and improve the overall safety of the section. As **Project Engineer**, Callie was responsible for Phase 1 tasks such as detour plan, environmental survey requests, utility coordination, crash and traffic analysis, Project Design Report, and exhibits. Also responsible for proposed preliminary roadway design for Lucinda Avenue bridge approaches in coordination with structural and hydraulic design for the proposed bridge.

ACCESS TO TRANSIT PROGRAM, Village of Franklin Park. Project Engineer for this pedestrian transit project in the Village that will provide safe and reliable multi-use paths and dedicated bike paths to access the PACE bus and Metra train lines. Responsibilities include Design of a bike path through Franklin Park with connectivity to multiple public transit access points, analysis of alternatives at pivotal locations, coordination with IDOT at state route crossings, and plan preparation.

OAKTON STREET OVER I-94, IDOT District 1. Project Engineer for this federally funded Phase I project for the bridge deck replacement of Oakton Street over I-94 in Morton Grove, Cook County, Illinois. Superstructure replacement and full replacement options were also evaluated in the BCR for Structure 016-0827. The scope of work for the project included data collection, Environmental Survey Request, Bridge Condition Report, Location Drainage Technical Memorandum, geometric studies, Intersection Design Study, Crash Analysis, Traffic Management Plan, local agency meetings, and a Project Report. Responsibilities included assisting in the preparation of the Intersection Design Study, analysis of the crash data, and performing a Synchro model of the intersection of Oakton Street with Central Avenue and Gross Point Road, a five-legged intersection.

REPRESENTATIVE EXPERIENCE (PRIOR TO HLR)

DIXIE HIGHWAY CULVERT REPLACEMENT, Chicago Heights, IL. This project was an evaluation of a box culvert that was determined to need a replacement dual box culvert. **Project Engineer** responsible for Phase I engineering tasks such as environmental survey requests, existing drainage plan (EDP) exhibits, existing utility exhibits, location maps, and cross sections, as well as, existing plan and profile exhibits and hydraulics. Also responsible for Hydraulic Report and proposed geometry, as well as any mitigation for roadside hazards with the proposed geometry.

PROFESSIONAL CERTIFICATIONS

- Professional Engineer, Illinois, #062.072100
- Professional Traffic Operations Engineer, #4741
- Professional Engineer, Louisiana, #42735

YEARS OF EXPERIENCE

7 / 2 at HLR

EDUCATION

Bachelor of Science, Civil Engineering,
McNeese State University, Lake Charles,
LA

PROFESSIONAL CERTIFICATIONS

- IMSA Work Zone
- IMSA Traffic Signal Technician I & II
- ATSSA Traffic Control Supervisor - LA



ANDRE JUNGERMANN, PE
GEOMETRIC ENGINEER

Andre is a Project Engineer with nine years of experience in the Civil Engineering field with extensive experience in Phase I Preliminary Engineering and Phase II Design Engineering for transportation projects at the state and local levels. His expertise is versatile having designed roadways, interstates, roundabouts, bike and pedestrian trails, signals, sites, stormwater systems, and sanitary sewer. In addition to design work, he has a wealth of utility coordination experience. Prior to joining HLR, Andre worked for DLZ, Indiana for seven years as a Civil Engineer and at American StructurePoint for one year as a Project Engineer.

REPRESENTATIVE EXPERIENCE

ACCESS TO TRANSIT PROGRAM, Village of Franklin Park. Lead Design Engineer for this pedestrian transit project in the Village that will provide safe and reliable multi-use paths and dedicated bike paths to access the PACE bus and Metra train lines. Responsibilities include Design of a bike path through Franklin Park with connectivity to multiple public transit access points, analysis of alternatives at pivotal locations, coordination with IDOT at State Route crossings, and Plan Preparation.

RANDALL ROAD AT BIG TIMBER INTERSECTION IMPROVEMENTS, Kane County Division of Transportation (KDOT). Project Engineer assisting on this roadway reconstruction and alignment shift project to address excessive daily congestion within the area. Responsibilities include horizontal and vertical geometric design, plan revisions, and Quality Control/Quality Assurance

DIX-IRVINGTON ROAD HIGHWAY SAFETY IMPROVEMENT, Jefferson County Highway Department. Project Engineer for this federal aid safety improvement project which involves resurfacing 7 miles of roadway with shoulder improvements and culvert replacement. Other responsibilities include: Phase I and Phase II plan preparation, calculating quantities and cost estimate, and completing other project related documentation.

COOMBS ROAD OVER DM&E RAILROAD, IDOT District 1. Project Engineer for this federally aided project for a bridge replacement of Coombs Road over Dakota, Minnesota, and Eastern Railroad in Elgin Township, Kane County, Illinois. Responsibilities include assisting in plan revisions, completing permit applications, utility coordination, and final submittal.

2020 CULVERT REPLACEMENT AND SKOKIE VALLEY BIKE PATH IMPROVEMENTS, Lake County Division of Transportation. Project Engineer for the culvert replacement project at North Avenue, Gages Lake Road, and the Skokie Valley Bike Path in Lake County, Illinois. Engineering involved includes design of culverts, hydraulic grading, Maintenance of Traffic (MOT) and detour routes, and plan preparation.

REPRESENTATIVE EXPERIENCE (PRIOR TO HLR)

Project Engineer. Served as a Project Engineer at American StructurePoint. **Experience included:**

- » Flood Analysis and designed of a storm water system.
- » Analyzed Preliminary Engineering and Developed Alignment Studies.
- » Design Engineer on local and INDOT projects.
- » Pavement Design Engineer for INDOT projects.
- » Trained two entry-level engineers in the design process.

While at ASI, worked on the following projects:

- » Oak Street Drainage Improvements, Gary, Indiana.
- » Criminal Justice Center Phase I and II, Indianapolis, Indiana.
- » Willowcreek Road Extension Phase II, Porter County, Indiana.
- » Colorado Street Alignment Study, Hobart, Indiana.
- » Spectacle Entertainment Hard Rock Casino Site, Gary, Indiana
- » County Road 100S, Porter County, Indiana

PROFESSIONAL CERTIFICATIONS

Professional Engineer, Illinois, #062.072501
Professional Engineer, Indiana, #PE11600736

YEARS OF EXPERIENCE

9 / 1 at HLR

EDUCATION

Bachelor of Science, Civil Engineering,
Iowa State University

PROFESSIONAL CERTIFICATIONS

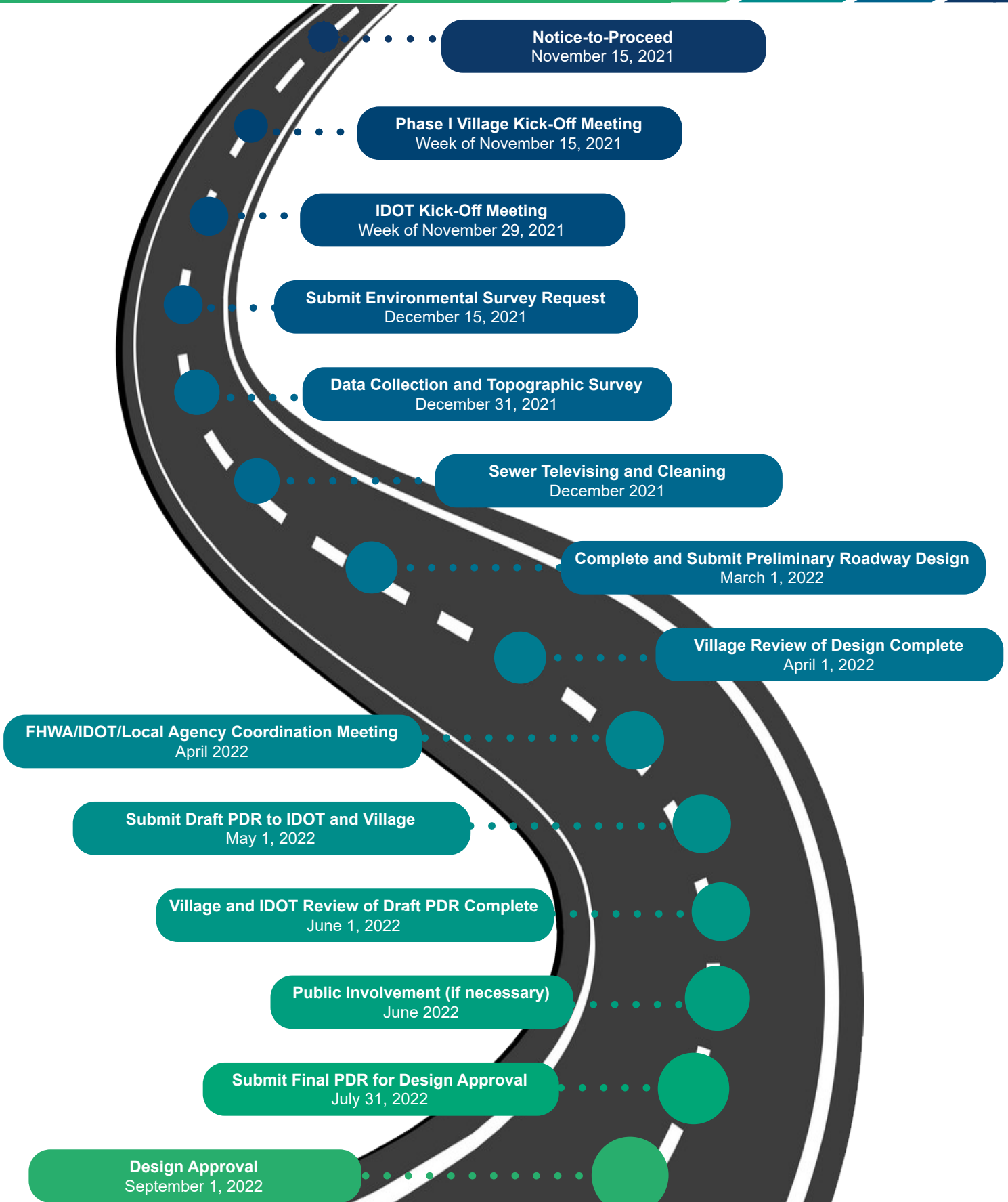
INDOT-Certified Utility Coordinator

PROJECT REFERENCES

PROJECT NAME LOCAL AGENCY	SCOPE PROJECT MANAGER	LOCAL AGENCY CONTACT
<p>Latham Street Improvements <i>City of Sandwich</i></p>	<p>HLR has been asked to complete the Phase I engineering for this federally funded roadway improvement project. Additionally, there are several areas of flooding concern that will be addressed as part of this project.</p> <p>The project includes reconstructing the roadway, regrading ditches, and making minor intersection improvements at the twelve cross-streets along the corridor. The scope of the project includes topographic survey, traffic counts, crash analysis, residential parking study, geometric design, special waste analysis, drainage design, STP grant application, Federal Highway Administration (FHWA) and IDOT District 3 coordination, and preparation of the Project Development Report. The project is processed at the CE State approval environmental processing level and was designed to not require any right-of-way acquisition.</p> <p>Project Manager: Amy McSwane, PE, PTOE</p>	<p>Mr. Todd Latham Mayor City of Sandwich (815) 570-1402 tlatham@sandwich.il.us</p>
<p>Main Street — IL 176 to UPRR <i>City of Crystal Lake</i></p>	<p>This federally funded STP project consists of resurfacing Main Street from the Union Pacific Railroad tracks in downtown Crystal Lake to Prairie Street and reconstructing Main Street from Prairie Street to IL Route 176. Turn lane channelization and new traffic signals will be added at the Main Street/IL Route 176 intersection. A pedestrian study was completed for the portion of Main Street located in downtown Crystal Lake. This project includes a topographic survey, intersection design study, geometric studies, a location drainage study, environmental coordination including special waste analysis and coordination with IDOT and the Illinois Historic Preservation Officer due to potential historic properties within the corridor, a public meeting, property owner coordination, design of water main and sanitary sewer, and IDOT coordination due to the use of federal funds and due to proposed improvements on a state route. Sidewalk was added to locations lacking sidewalk and all sidewalk ramps within the project limits were upgraded to current ADA/PROWAG standards if found to be non-compliant. The design of Main Street in the reconstruction section was completed to maintain the character of the existing roadway while minimizing impacts to existing mature parkway trees.</p> <p>HLR conducted a pedestrian study to determine where people are crossing North Main Street in the downtown section of the project. Currently, there are numerous mid-block crossings, creating a safety concern for motorists. This area is lined with parking as well, hindering the visibility of pedestrians crossing Main Street and for motorists entering and existing Main Street. HLR was tasked with creating centralized crossings that were convenient for pedestrians and highly visible to drivers. Curb bump-outs were proposed to improve visibility along with brick pavers in the crossings to call out cross walks to drivers. Revisions to parking in downtown were provided to improve line of sight conditions for vehicles accessing Main Street.</p> <p>Project Manager: Amy McSwane, PE, PTOE</p>	<p>Ms. Abby Wilgreen, PE City Engineer City of Crystal Lake (815) 356-3615, ext. 4023 awilgreen@crystallake.org</p>

PROJECT REFERENCES

PROJECT NAME LOCAL AGENCY	SCOPE PROJECT MANAGER	LOCAL AGENCY CONTACT
<p>McLean Boulevard <i>Village of South Elgin</i></p>	<p>(HLR) provided Phase I engineering for the reconstruction and widening of McLean Boulevard between Spring Street and Stearns Road to improve safety and mobility. Improvements to this route are needed to address issues of roadway and intersection capacity and efficiency; provide pedestrian and bicycle accommodations; improve drainage along the corridor; and improve the design geometry of the roadway. McLean Boulevard is an unmarked State route, so coordination with IDOT's Bureaus of Traffic, Programming and Local Roads was required. The route will be Jurisdictionally Transferred to the local agency at the end of construction.</p> <p>Minor changes will be made to the Stearns Road and McLean Boulevard intersection. The eastbound dual left-turn lanes where the outside turn lane is currently not being used will be striped and the southbound right-turn lane will be converted to a thru/right-turn lane.</p> <p>A multi-use path will be added to the east side of the road from Spring Street to North Lancaster and on the west side from North Lancaster Circle to Stearns Road. A new traffic signal will be installed at North Lancaster Circle. The path will provide the missing gap in a region-wide path network.</p> <p>The project included field inspections, wetland delineation, topographic survey, tree survey, noise analysis, federal categorical exclusion environmental processing, geometric studies, crash analysis, Project Development Report, an open house public meeting, and a Location Drainage Study.</p> <p>Project Manager: Amy McSwane, PE, PTOE</p>	<p>Mr. Mike Millette, PE Director of Public Works Village of South Elgin (847) 695-2742 mmillette@southelgin.com</p>
<p>Walnut Lane Reconstruction <i>Village of Schaumburg</i></p>	<p>(HLR) developed a Phase I plan for the roadway and new drainage system for this project. Phase I included a detailed topographic survey of the roadway, ditches, culverts, buildings, and other pertinent information. Preliminary designs included alternative urban cross sections for parking arrangements and bike path locations. The roadway design included new drainage collection and conveyance improvements.</p> <p>Walnut Lane has three deteriorating elliptical culverts, each 8.5' x 6', that needed replacement. A double reinforced concrete box culvert with a total width in excess of 20' was needed for the project to be eligible for HBP program funding, convey floodwaters, and provide compensatory storage. The proposed culvert headwalls were designed to minimize right-of-way impacts and allow for a future outlet to the Walnut Lane storm sewer. A Preliminary Bridge Design and Hydraulic Report, which included HEC-RAS hydraulic design and compensatory storage calculations, was submitted to IDOT and received a floodway permit.</p> <p>Two public meetings were held to present the project to area residents. Coordination with the Schaumburg Park District was required since the Poplar Creek Golf Course is within the project limits. A Project Development Report was completed for the project, and design approval was obtained in March 2011.</p> <p>Because of the project's proximity to Golf Road (IL Route 58), construction will be staged to maintain traffic and temporary lane assignment changes, and minor traffic signal adjustments at the intersection will be required.</p> <p>Project Manager: Amy McSwane, PE, PTOE</p>	<p>Mr. Michael Hall Director of Engineering and Public Works Village of Schaumburg (847) 895-4500 mhall@villageofschaumburg.com</p>



**VILLAGE OF SCHAUMBURG
SALEM DRIVE PHASE I
DETAILED COST BREAKDOWN**

Task	Description	Employee Classification													Direct Costs	Hours	Fee	
		E6	E5	E3	E2	E1	T2	T1	SUR 2	SUR 1	ENV 2	ENV 1	A1					
1. PREPARATORY WORK																		
	Kick-Off Meeting with Village Staff	2		3													5	\$ 805.00
	Review of Studies, Reports, Existing Conditions, Concept Design			8													8	\$ 1,160.00
	Review of Village GIS Data			4			4										8	\$ 1,020.00
2. TOPOGRAPHIC SURVEY & FIELD INVESTIGATION																		
	Field Inspection (Verify Pavement/Sidewalk/Curb Conditions)			6		6											12	\$ 1,440.00
	Scanned Survey					8		32	34								74	\$ 7,910.00
	Plot Topography							36									36	\$ 2,880.00
3. PHASE I ENGINEERING																		
	Crash Analysis	2			12												14	\$ 1,750.00
	Traffic Analysis (video processing by Sprack Consulting, LLC)	2			10											\$ 200.00	12	\$ 1,720.00
	Prepare Geometric Study																	
	Alternatives Analysis	4		24	24		24										76	\$ 9,620.00
	Plan and Profile (preferred alternative only)	4		36			16										56	\$ 7,720.00
	Typical Section (Preferred Alternative)	1			4												5	\$ 645.00
	Cross Sections (every 50 feet plus side streets)	2		20			6										28	\$ 3,930.00
	Right-of-Way Requirements	1		8													9	\$ 1,345.00
	Traffic Management Plan (including Detour Exhibit)		4	12													16	\$ 2,400.00
4. PROJECT DEVELOPMENT REPORT																		
	Cost Estimate		2	20													22	\$ 3,230.00
	Draft Project Development Report	6		34	50									4			94	\$ 12,090.00
	Final Report based on comments	2		14	16									6			38	\$ 4,690.00
5. ENVIRONMENTAL STUDIES																		
	Prepare IDOT ESR form and supporting documentation	4			16		2										22	\$ 2,800.00
	Wetland Screening and Memorandum						3				2	12					17	\$ 1,750.00
	Preliminary Env. Site Assessment (PESA)				48		4				4						56	\$ 6,520.00
	PESA Update				20		3				2						25	\$ 2,910.00
	Tree Survey										2	18	2				22	\$ 2,930.00
6. SEWER TELEVISIONING AND CLEANING																		
	Sewer Cleaning/Televising/Inspection(\$4/ft@~5,000' + \$500)															\$ 20,500.00	0	\$ 20,500.00
	Coordination with American Vactor		4														4	\$ 660.00
7. DRAINAGE STUDY																		

Review flooding report and field visit		4													4	\$ 580.00
Review sewer televising report and videos	8	8													16	\$ 2,480.00
Prepare Existing Drainage Plan		24													24	\$ 3,480.00
Prepare Proposed Drainage Plan		32													32	\$ 4,640.00
Prepare Existing and Proposed Trunk Storm Sewer Calcs		32													32	\$ 4,640.00
Prepare Technical Memorandum		16													16	\$ 2,320.00
8. AGENCY COORDINATION																
IDOT Kick-Off Meeting	2	3													5	\$ 805.00
IDOT/FHWA Coordination Meeting	2	6													8	\$ 1,240.00
Status Meetings with Schaumburg (Assume 2 meetings)	4	6													10	\$ 1,610.00
Northwest Municipal Conference Coordination	4														4	\$ 740.00
STP Application			16												16	\$ 1,840.00
Utility Coordination		4	4												8	\$ 960.00
9. PUBLIC INVOLVEMENT																
Conduct one open house format public meeting	4	4	8												16	\$ 2,240.00
Prepare invitation, exhibits, comment responses	4		40										\$ 500.00		44	\$ 5,840.00
Communicate with stakeholders	4														4	\$ 740.00
10. PROJECT ADMINISTRATION & QC/QA																
QC/QA Project Design, Drainage Design and PDR	16	12													28	\$ 4,940.00
Project Administration	18														18	\$ 3,330.00
Total	86	30	313	264	18	58	68	34	2	26	14	10	\$ 21,200.00	923	\$ 141,865.00	