



Village of Mount Prospect
Village Board
Village Board/Committee of the Whole
Agenda
50 S. Emerson St. Mount Prospect, IL 60056

May 21, 2024

Village Hall - 3rd Floor Board Room

7:00 PM

1. CALL TO ORDER

2. ROLL CALL

2.1. Pledge of Allegiance - Trustee Terri Gens

3. APPROVAL OF MINUTES

3.1. Minutes of the regular meeting of the Village Board - May 7, 2024

4. MAYORS REPORT

4.1. 1st reading of an ORDINANCE AMENDING CHAPTER 13 (ALCOHOLIC LIQUORS) OF THE VILLAGE CODE OF MOUNT PROSPECT. {This ordinance increases the number of Class "S-1" liquor licenses by one (1) SHIVVA HOSPITALITY LLC d/b/a FOUR POINTS BY SHERATON MOUNT PROSPECT O'HARE located at 2200 S. Elmhurst Road Mount Prospect, IL.}

4.2. APPOINTMENT TO BOARDS AND COMMISSIONS
Audit Committee - Robyn McCluskey

5. COMMUNICATIONS AND PETITIONS - CITIZENS TO BE HEARD

6. CONSENT AGENDA

6.1. List of Bills - May 1, 2024 to May 14, 2024 - \$3,970,238.30

6.2. Motion to accept the lowest-cost, responsive bid for the Emerson Street Parking Deck Maintenance & Repair Project for an amount not to exceed \$64,817.50.

6.3. Motion to reject the lowest-cost bid for the 2024-2026 Fire Hydrant Painting Program as non-responsive to the bid documents and accept the second lowest-cost bid for an amount not to exceed \$42,400.00.

6.4. Motion to adopt the Friendly Neighborhood Streets Program, the Village's updated Traffic Calming Program

6.5. A RESOLUTION AUTHORIZING EXECUTION OF GRANT OF LICENSE WITH THE MOUNT PROSPECT LIONS CLUB TO CONDUCT THE FARMERS MARKET

6.6. A RESOLUTION AUTHORIZING EXECUTION OF A GRANT OF LICENSE WITH THE MOUNT PROSPECT LIONS CLUB TO CONDUCT WEEKLY CAR SHOWS

7. OLD BUSINESS - None

8. NEW BUSINESS

- 8.1. A RESOLUTION AUTHORIZING THE MAYOR TO SIGN AN INTERGOVERNMENTAL JOINT FUNDING AGREEMENT WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) FOR LAND ACQUISITION COSTS ASSOCIATED WITH THE RAND-83-KENSINGTON INTERSECTION IMPROVEMENTS PROJECT.

9. VILLAGE MANAGER'S REPORT

- 9.1. Motion to accept proposal for engineering services for the Weller Creek Streambank Stabilization Study for an amount not to exceed \$49,675.00.
- 9.2. Motion to accept the lowest cost, responsive proposal for Fire Station 11 Apparatus Floor Rehabilitation for a cost not to exceed \$65,168.93.

10. DISCUSSION ITEMS FOR COMMITTEE OF THE WHOLE

- 10.1. None

11. ANY OTHER BUSINESS

12. ADJOURNMENT

ANY INDIVIDUAL WHO WOULD LIKE TO ATTEND THIS MEETING BUT BECAUSE OF A DISABILITY OR NEEDS SOME ACCOMMODATION TO PARTICIPATE, SHOULD CONTACT THE VILLAGE MANAGER'S OFFICE AT 847/392-6000, EXTENSION 5327

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**Village of Mount Prospect
Regular Meeting of the Village Board
Tuesday, May 7, 2024 / 7:00 PM**

CALL TO ORDER

Mayor Hoefert called the Regular Meeting of the Village Board to order at 7:08 p.m. in the Board Room at Village Hall, 50 S. Emerson St.

ROLL CALL

Members present upon roll call by the Village Clerk: Mayor Paul Hoefert, Trustee Vincent Dante, Trustee Terri Gens, Trustee Bill Grossi, Trustee John Matuszak, Trustee Colleen Saccotelli, Trustee Agostino Filippone
Absent: None

2.1. Pledge of Allegiance - Led by Trustee Filippone

APPROVAL OF MINUTES

3.1. Minutes of the Joint Village Board & Finance Commission and Village Board meeting
- April 16, 2024

Motion by Bill Grossi, second by Vincent Dante to approve minutes.

Yea: Vincent Dante, Terri Gens, Bill Grossi, John Matuszak, Colleen Saccotelli, Agostino Filippone

Nay: None

Final Resolution: Motion Passed

MAYORS REPORT

4.1. Swearing-in of the Mount Prospect Police Department's therapy dog, Charlie

In a special swearing-in ceremony, Mayor Hoefert administered a ceremonial oath of office to Mount Prospect Police Department therapy dog, Charlie. Officer Greg Sill, Charlie's handler, recited the oath of office on Charlie's behalf. Police Chief Mike Eterno stated Charlie has become an important member of the department's staff. Charlie provides comfort and emotional support to civilians experiencing traumatic, mental and difficult situations and events. Charlie also provides support to internal staff.

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4.2. PROCLAMATION: Acknowledging the Contributions of Robert "Bob" Usnik to the Mount Prospect Sister Cities Commission

Mayor Hoefert presented a proclamation in honor of Bob Usnik, former chair of the Sister Cities Commission. *(Clerk's note: The Sister Cities Commission was formally placed on inactive status via Resolution No. 1-24 on January 9, 2024).*

4.3. PROCLAMATION: Asian Pacific American Heritage Month - May 2024

Mayor Hoefert read the proclamation into the record and presented it to Irene Shoh, Executive Director of the Hanul Family Alliance.

4.4. PROCLAMATION: Mental Health Awareness Month - May 2024

Mayor Hoefert read the proclamation into the record and presented it to Carl Evans from the Hope for Us Network.

4.5. PROCLAMATION: Monarch Butterfly Day - May 18, 2024

Mayor Hoefert read the proclamation into the record and presented it to members of the Mount Prospect Garden Club.

4.6. PROCLAMATION: National Public Works Week May 19 - 25, 2024

Mayor Hoefert read the proclamation into the record and presented it to Director of Public Works Sean Dorsey. Mr. Dorsey invited the community to the 41st annual Public Works Open House on May 18, 2024.

4.7. REAPPOINTMENT TO BOARDS AND COMMISSIONS

Transportation Safety Commission ~ Justin Kuehlthau-Chair, Christopher Prosperi

Motion by Colleen Saccotelli, second by Bill Grossi to ratify the subject appointments:

Yea: Vincent Dante, Terri Gens, Bill Grossi, John Matuszak, Colleen Saccotelli, Agostino Filippone

Nay: None

Final Resolution: Motion Passed

COMMUNICATIONS AND PETITIONS - CITIZENS TO BE HEARD

Monica Schwarz
220 N. Fairview

- Thanked the Board for passing an ordinance amending the illumination standards for electronic signs. Ms. Schwarz stated it has improved her quality of life since its passage.

CONSENT AGENDA

Trustees Grossi and Dante announced their vote of abstention on the List of Bills due to an item appearing on page 3 of the list. This item approves the Village's annual contribution to the Lion's Club for \$4,500 to help defray the cost of the Fourth of July Fireworks display, sponsored by the Lions Club. Trustee Grossi and Trustee Dante serve on the Lions Club Executive Board.

Motion by Colleen Saccotelli, second by John Matuszak to approve the consent agenda.

Yea: Vincent Dante*, Terri Gens, Bill Grossi*, John Matuszak, Colleen Saccotelli, Agostino Filippone

Nay: None

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Final Resolution: Motion Passed

6.1. List of Bills - April 10, 2024 to April 30, 2024 - \$5,364,286.13

*Abstain: Vincent Dante and Bill Grossi

6.2. Motion to waive the rule requiring two readings of an ordinance and adopt AN ORDINANCE AMENDING CHAPTER 13 (ALCOHOLIC LIQUORS) OF THE VILLAGE CODE OF MOUNT PROSPECT. This ordinance decreases the number of Class "F-3" Liquor Licenses by one (1) OUTBACK STEAKHOUSE OF FLORIDA LLC d/b/a OUTBACK STEAKHOUSE located at 909 N. Elmhurst Road, Mount Prospect, IL.

Ordinance No. 6736

6.3. Motion to waive the rule requiring two readings of an ordinance and adopt AN ORDINANCE AMENDING CHAPTER 13 (ALCOHOLIC LIQUORS) OF THE VILLAGE CODE OF MOUNT PROSPECT. This ordinance decreases the number of Class "F-1-V" Liquor Licenses by one (1) SALERNO'S MOUNT PROSPECT INC. d/b/a SALERNO'S PIZZERIA & EATERY located at 1716 Kensington Road, Mount Prospect, IL.

Ordinance No. 6737

6.4. Motion to accept the proposal for design engineering for Rand Road Lighting Project for an amount not to exceed \$56,243.00.

6.5. Motion to waive the rule requiring two readings of an ordinance and adopt AN ORDINANCE APPROVING AMENDMENTS TO THE AGREEMENT ESTABLISHING THE SOLID WASTE AGENCY OF NORTHERN COOK COUNTY AS A MUNICIPAL JOINT ACTION AGENCY AND TO THE BYLAWS OF THE SOLID WASTE AGENCY OF NORTHERN COOK COUNTY

Ordinance No. 6738

6.6. A RESOLUTION APPOINTING A DIRECTOR AND ALTERNATE DIRECTORS TO THE SOLID WASTE AGENCY OF NORTHERN COOK COUNTY

Resolution No. 19-24

6.7. Motion to accept the proposal for construction engineering of the 2024 Village drainage improvements project for an amount not to exceed \$61,500.00.

6.8. Motion to accept a proposal from Comcast to provide network fiber connectivity between Police Headquarters and the Public Works facility for an amount not to exceed \$58,440.

6.9. Motion to accept proposal for Booster Pumping Station 4 Rehabilitation Project Design and Construction Engineering Services for an amount not to exceed \$109,222.30.

OLD BUSINESS - None

NEW BUSINESS

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8.1. A RESOLUTION IN SUPPORT OF FACET HOLDING, LLC'S RENEWAL OF A COOK COUNTY CLASS 7C TAX INCENTIVE FOR THE PROPERTY LOCATED AT 303 E. KENSINGTON ROAD.

Director of Community Development Jason Shallcross presented the petitioner's request for a Cook County Class 7C tax incentive for the property located at 303 Kensington Road. The petitioner, Facet Holding, leases the space to Red Barn restaurant; approval of the subject tax incentive would allow Facet to continue its lease to Red Barn.

Mr. Shallcross stated the Class 7c incentive reduces the assessment level for qualified facilities from 25% to 10% for the first 3 years, 15% for year 4, and 20% in 5. After year 5, the assessment level returns to the full 25% for the benefitting property. The 7c incentive can be renewed one time for one additional 5-year term if supported by the Village.

Red Barn restaurant is 10,000 square feet in size and offers patrons live entertainment and bar games in addition to a full restaurant menu.

In response to a question from the Board, Mr. Shallcross stated the Cook County Class 6b tax incentives are for industrial uses while Class 7c incentives are for commercial uses.

In response to a question from the Board, DJ Harrington of Red Barn stated approval of the 7c tax incentive will allow him to make site improvements to the property and will help move projects forward.

No further discussion.

Motion by Colleen Saccotelli, second by Terri Gens to approve as the subject resolution.

Yea: Vincent Dante, Terri Gens, Bill Grossi, John Matuszak, Colleen Saccotelli, Agostino Filippone

Nay: None

Final Resolution: Motion Passed

Resolution No. 20-24

8.2. A RESOLUTION APPROVING THE PURCHASE OF REAL PROPERTY AND AUTHORIZING EXECUTION OF PROPERTY PURCHASE AND SALES CONTRACT (310 W. NORTHWEST HIGHWAY)

Village Manager Michael Cassady stated the Village is seeking to acquire the property at 310 W. Northwest Highway. The proposed purchase and sale agreement includes a lease-back provision with the current owner to operate his business through November 2024. The purchase price is \$800,000 and includes an escrow of \$100,000 to complete additional testing and environmental activities required to obtain an NFR (No Further Remediation) letter from the Illinois Environmental Protection Agency. Mr. Cassady stated the projected closing is tentatively scheduled for June. The Village would take possession of the property on November 30, 2024. The remaining steps to obtain the NFR are nominal and staff is confident this letter will be issued. This parcel is a key gateway beautification opportunity for downtown Mount

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Prospect.

Board Comments:

- Trustee Filippone expressed concerns regarding the due diligence process and feels the Village should take additional time to remediate the property. He would like more clarity on potential additional and final costs.
- Staff has been diligent and has followed proper due diligence.
- Village hired professionals to address environmental concerns; their report was comprehensive.
- Exciting opportunity for the Village to create a welcoming gateway into the Village
- Consultant (TrueNorth) provided the Board and staff with a comprehensive report and provided answers to the Board's questions and concerns in executive session
- Formula Auto will continue to operate through November 2024

Public Comment:

Steve Polit
601 N. Wilshire Dr.

- Provided historical perspective regarding existence of underground tanks

Mayor Hoefert expressed his support for this key purchase for the Village and is confident staff was diligent and responsible throughout the process. Mayor Hoefert reassured customers of Formula Auto that they will be fully operational through November 2024.

No further discussion.

Motion by Colleen Saccotelli, second by Terri Gens to approve the subject resolution.

Yea: Vincent Dante, Terri Gens, Bill Grossi, John Matuszak, Colleen Saccotelli

Nay: Agostino Filippone

Final Resolution: Motion Passed

Resolution No. 21-24

VILLAGE MANAGER'S REPORT

- 9.1. Motion to accept the lowest-cost, responsive bid for construction of the Main Street (IL 83) & Busse Avenue Crosswalk Project for an amount not to exceed \$515,808.00.

Director of Public Works Sean Dorsey presented information regarding items 9.1, 9.2 and 9.3 as they are all related.

Mr. Dorsey provided background information and the bid results for the construction of the Main Street and Busse Avenue crosswalk project.. Mr. Dorsey stated that this project will improve pedestrian safety in the downtown. Specifically, it will provide a safe crossing between restaurants and parking options on either side of Main Street. This project is similar to the recently completed improvements at Central Road and Emerson Street. This project design includes a refuge island, a right-in/right-out island

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on the east leg, pavement markings, and signage including illuminated, overhead pedestrian crossing signs. The right-in/right-out median on the east leg of the intersection will prohibit left turns from southbound Main Street (IL 83) onto eastbound Busse Avenue. It will also prohibit left turns from westbound Busse Avenue onto southbound Main Street (IL 83). The right-out-only median on the west leg of the intersection prohibits left turns from eastbound Busse Avenue onto northbound Main Street (IL 83). Mr. Dorsey added that if approved, work is expected to begin in June and be completed by the end of the year.

Staff received one (1) bid for the project from Alliance Contractors for \$468,916.29. The engineer's estimate was \$426,850. Alliance submitted all the required documents and a bid bond. Staff believes that rebidding the project will not yield additional bidders or lower prices. In addition, there is a timely need to provide a safe crossing for increasing pedestrian traffic in this area.

Mr. Dorsey stated staff recommends that a 10% contingency be included in the contract to allow for unanticipated conflict, for a total recommended award of \$515,808.00.

Mr. Dorsey answered a few questions from the Board.

Public Comment:

Jeff Nejd

Transportation Safety Commission member
303 N. MacArthur

- Improvements are good for both the business community and residents

Motion by Colleen Saccotelli, second by Terri Gens to approve as the subject resolution.

Yea: Vincent Dante, Terri Gens, Bill Grossi, John Matuszak, Colleen Saccotelli, Agostino Filippone

Nay: None

Final Resolution: Motion Passed

- 9.2. Motion to accept the proposal for construction engineering of the Main Street (IL 83) & Busse Avenue Crosswalk Project for an amount not to exceed \$69,059.00.

Village staff is seeking to enter into a construction engineering contract to facilitate the construction of the Main Street & Busse Avenue Crosswalk Project that was previously discussed. The scope of work will include coordinating pre-construction and construction activities, providing geometric control (layout), ensuring that the work is constructed according to the plans and specifications through field observation and documentation, overseeing material testing, preparing pay estimates, performing a final inspection, developing as-built drawings, and completing final paperwork. Gewalt-Hamilton & Associates (GHA) will serve as a Village liaison, communicating with IDOT, nearby businesses, and residents throughout the construction process.

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Mr. Dorsey stated that GHA has also provided engineering services for several similar projects in Mount Prospect, including the Central Road & Emerson Street Crosswalk Improvement Project and the Central Road & Cathy Lane Crosswalk Improvement Project. They provided design engineering and construction engineering services for both projects.

No additional discussion.

Motion by John Matuszak, second by Bill Grossi to accept the proposal for construction engineering of the Main Street (IL 83) & Busse Avenue Crosswalk project for an amount not to exceed \$69,059.00

Yea: Vincent Dante, Terri Gens, Bill Grossi, John Matuszak, Colleen Saccotelli, Agostino Filippone

Nay: None

Final Resolution: Motion Passed

- 9.3. Motion to waive the rule requiring two readings of an ordinance and adopt AN ORDINANCE AMENDING CHAPTER 18, "TRAFFIC" IN THE VILLAGE CODE OF MOUNT PROSPECT. This ordinance prohibits turns and restricts intersection movements at the intersection of Main Street (IL 83) and Busse Avenue.

No additional presentation or discussion.

Motion by John Matuszak, second by Bill Grossi to waive the rule requiring two readings of an ordinance and adopt the subject ordinance.

Yea: Vincent Dante, Terri Gens, Bill Grossi, John Matuszak, Colleen Saccotelli, Agostino Filippone

Nay: None

Final Resolution: Motion Passed

Ordinance No. 6739

- 9.4. Motion to accept lowest-cost, responsive bid for Kensington Business Center Basin #2 Dredging Project for an amount not to exceed \$573,338.00.

Mr. Dorsey presented bid results for the Kensington Business Center Basin #2 Dredging Project. The Village maintains thirteen (13) ponds in the Kensington Business Center. Village maintenance includes sediment dredging, slope erosion protection and outlet structure upkeep.

Staff received four (4) bids from area contractors for this project. The lowest-cost bidder, Schwartz Excavating, submitted a cost considerably lower than the other bids received. Staff contacted Schwartz and discovered an error in their bid. The bid specifications require the excavated material to be specially handled and not considered clean debris. The material must go to a landfill that accepts special waste. Schwartz Excavating did not realize this requirement and provided an exceptionally low unit price for earth excavation for clean debris disposal. As earth excavation is the primary item on the project, this mistake significantly altered their bid. Schwartz withdrew their bid. Mr. Dorsey stated recommended rejecting the lowest cost bid as unresponsive.

The next lowest cost bidder is Copenhaver Construction, which specializes in pond, creek, and river restoration and has previously performed dredging services in the Village. Their work has

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been acceptable. Mr. Dorsey stated staff recommends that a 10% contingency be added to the project to allow for quantity variances and unanticipated conflicts. The total cost of the project is \$573,338.00

In a response to a question from the Board, Mr. Dorsey stated dredging is important to maintain the pond's intended performance.

No further discussion.

Motion by John Matuszak, second by Bill Grossi to accept the subject bid

Yea: Vincent Dante, Terri Gens, Bill Grossi, John Matuszak, Colleen Saccotelli, Agostino Filippone

Nay: None

Final Resolution: Motion Passed

9.5. As submitted

Village Manager Michael Cassady announced that the Village Board and staff will participate in Strategic Planning Workshops next week. Therefore, the Committee of the Whole scheduled for May 14 is canceled.

ANY OTHER BUSINESS

Trustee Gens stated she is looking forward to the exciting outdoor dining concept that Village staff is working to implement soon. Mr. Cassady stated the pilot program will be initiated along Prospect Avenue with hopes of expanding the concept to other areas.

Mayor Hoefert reminded everyone that Coffee with Council will be held Saturday, May 11, 2024 in the Community Room.

Trustee Filippone wished former Mount Prospect Police Sergeant Michael Angarola well in his new career, thanked him for his service, and read a snippet from his biography.

Trustee Gens reminded residents of upcoming Police Beat meetings on May 14 (#3166), May 15 (#3170) and May 16 (#3164). Trustee Gens also invited the community to the May 16, 2024 fundraiser, "Jam for Junebug" and directed those interested to [Jamforjunebug.com](https://jamforjunebug.com) for more information.

ADJOURNMENT

With no additional business to conduct, Mayor Hoefert asked for a motion to adjourn. Trustee Saccotelli seconded by Trustee Matuszak motioned to adjourn the meeting. By unanimous voice vote, the May 7, 2024 Regular Meeting of the Village Board of Trustees adjourned at 9:17 p.m.

Respectfully submitted,

Karen M. Agoranos
Village Clerk

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Subject	1st reading of an ORDINANCE AMENDING CHAPTER 13 (ALCOHOLIC LIQUORS) OF THE VILLAGE CODE OF MOUNT PROSPECT. {This ordinance increases the number of Class "S-1" liquor licenses by one (1) SHIVVA HOSPITALITY LLC d/b/a FOUR POINTS BY SHERATON MOUNT PROSPECT O'HARE located at 2200 S. Elmhurst Road Mount Prospect, IL.}
Meeting	May 21, 2024 - VILLAGE BOARD/COMMITTEE OF THE WHOLE OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	
Dollar Amount	
Budget Source	
Category	MAYORS REPORT
Type	Action Item

Information

On Wednesday, May 8, 2024, the Village Manager, Director of Community Development and Executive Assistant met with Mr. Vipul Patel, the new owner of the Four Points Hotel by Sheraton located at 2200 S. Elmhurst Road and Marriot Hotel Consultant to request the issuance of a new Class "S-1" liquor license. The Class "S-1" license provides for the full service of alcohol in a hotel and private dining facility.

Mr. Vipul recently purchased the Four Points Hotel and property in October 2023. He needed to apply for a new IBT number from the State to complete his business license application, allowing him to apply for a liquor license and pay municipal taxes. Mr. Patel is now in complete compliance with the Village and can apply for a liquor license.

The Four Points Hotel hosts 93 rooms for guests and employs 16 staff members. The restaurant on site is 1,433 square feet with an estimated 19 tables and entirely designed to meet the hospitality expectations of guests staying at the hotel. The restaurant will serve American-style food and will be open daily from 6:00 AM to 10:00 AM for breakfast and 6:00 PM to 11:00 PM for dinner. The restaurant is currently open without alcohol service.

Mr. Patel has hired manager Mr. Rocky Patel, and have both completed a classroom Bassett certification course. They are aware that all employees involved in the sale or service of alcohol must complete a certified liquor servers training course. The required application is complete and on file, along with the payment of appropriate fees and other documentation. If the Village Board favorably considers this request, adoption of an ordinance creating a new Class "S-1" liquor licenses would be in order.

Discussion

Alternatives

1. Approve an ordinance increasing the number of Class "S-1" liquor licenses.
2. Action at the discretion of the Village Board.

Staff Recommendation

Staff recommends approval of an ordinance creating a new Class "S-1" license for Four Points by Sheraton Mount Prospect O'Hare.

Attachments

1. Four Points new

ORDINANCE NO. _____

AN ORDINANCE AMENDING CHAPTER 13 OF THE
VILLAGE CODE OF MOUNT PROSPECT

BE IT ORDAINED BY THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF MOUNT PROSPECT, COOK COUNTY, ILLINOIS ACTING IN THE EXERCISE OF THEIR HOME RULE POWERS:

SECTION ONE: That in accordance with Subsection A of Section 13.108 of Chapter 13 of the Village Code of Mount Prospect, as amended, the Corporate Authorities shall determine the number of Liquor Licenses available in each Classification and shall establish a list specifying the number of Liquor Licenses authorized. Said list is hereby amended This Ordinance will increase the number of Class "S-1" licenses by (1) SHIVVA HOSPITALITY INC. d/b/a FOUR POINTS BY SHERATON MOUNT PROSPECT O'HARE located at 2200 S. Elmhurst Road, Mount Prospect, IL. Said list is as follows:

Five (5)	Class P-1 License
Nine (9)	Class P-2 License
One (1)	Class P-3 License
Zero (0)	Class P-4 License
Zero (0)	Class P-5 License
Nine (9)	Class F-1 License
One (1)	Class F-1-V License
Seven (7)	Class F-2 License
Six (6)	Class F-2-V License
Fifteen (15)	Class F-3 License
Eleven (11)	Class F-3-V License
One (1)	Class F-4-V License
Three (3)	Class F-5 License
Two (2)	Class F-6 License
One (1)	Class F-7 License
One (1)	Class F-8 License
Two (2)	Class S-1 License
Two (2)	Class S-2 License
Zero (0)	Class S-3License
Zero (0)	Class S-4License
One (1)	Class S-5 License
Two (2)	Class S-6 License
One (1)	Class S-7 License
One(1)	Class S-8 License
Zero (0)	Class S-9(with conditions as Attached to License)

SECTION TWO: That this Ordinance shall be in full force and effect from and after its passage, approval and publication in pamphlet form in the manner provided by law.

AYES:

NAYS:

ABSENT:

PASSED and APPROVED this _____ day of _____, 2024.

Mayor

ATTEST:

Village Clerk

<u>Class</u>	<u>Establishment</u>	<u>Number</u>
P-1	Cardinal Wine & Spirits; D&H Liquors; Jay Liquors; Jenny's Liquors; Mount Prospect Liquors & Tobacco;	5
P-2	Caputo's Fresh Market; Costco; Fiesta Market; KD Market; Osco Drug Store; CVS Pharmacy; Walgreens #00209 (Kensington); Walgreens #05107(Elmhurst); Wal-Mart #1681	9
P-3	Aldi;	1
P-4		0
F-1	Chung Wa 827; Honey Biscuit; Izakaya Sankyu; LePeep Café; Los Arcos; MI Restaurant; Mr. Kimchi Korean BBQ; New Pusan Restaurant; Pueblo Viejo;	9
F-1-V	La Presa;	1
F-2	Buona; E-Sushi; Misoya Chicago; MOD Pizza; Sakae Restaurant; Trilokah Wingsnob	7
F-2-V	Avanti Café and Sandwich Bar; Jelly Café; Heffy Hot Dogs; Mr. Beef & Pizza; Rosati's Pizza; Tortas Locas	6
F-3	Balkan Taste; BlackFinn –Randhurst Grille; Buffalo Wild Wings Grill and Bar; Fellini Restaurant & Pizzeria; Hacienda El Sombrero; Lady Dahlia Tequila Bar; Mia's Cantina; Mr. Kimchi Korean BBQ; Mount Prospect Public House; Patina Wine bar; Summertime; Tavern on Elmhurst; Texas Road House; The Prospect; Trezero's;	15
F-3-V	Big Fish's Icehouse; Canta Napoli; Draft Picks; Emerson's; Jameson's Charhouse; Langostino's Nayarit; Moretti's; Mrs. P & Me; Pap's Ultimate Bar & Grill; Station 34; The Red Barn;	11
F-4-V	Prospect Moose Lodge	1
F-5	Emerald Banquets; Olive Palace; Victoria in the Park	3
F-6	Mt. Prospect Park District-Golf Course; Prospect Heights Park District	2
F-7	Dave's Specialty Foods	1
F-8	Salerno's Pizzeria & Eatery& Whiskey Hill Brewing & Kitchen	1
S-1	Four Points by Sheraton Mount Prospect; Hampton Inn & Suites	2
S-2	Bowlero; Golf Factory	2
S-3		0
S-4		0
S-5	AMC Randhurst 12	1
S-6	Amethyst Skye; Lumi Studio & Shoppe	2
S-7	Northern Fork	1
S-8	Two Eagles Distillery	<u>1</u>
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Subject

**APPOINTMENT TO BOARDS AND COMMISSIONS
Audit Committee - Robyn McCluskey**

Meeting

May 21, 2024 - VILLAGE BOARD/COMMITTEE OF THE WHOLE OF
THE MOUNT PROSPECT VILLAGE BOARD

Fiscal Impact (Y/N)**Dollar Amount****Budget Source****Category**

MAYORS REPORT

Type

Action Item

Information**Audit Committee**

Appointment: Robyn McCluskey

Term to expire May 2028 (To replace Robert Rath resignation)

Discussion**Alternatives**

1. Motion to approve appointment
2. Action at the discretion of the Village Board

Staff Recommendation

Mayor Hoefert recommends the above listed individual for appointment to the Audit Committee. He believes Ms. McCluskey will represent the Village fairly and objectively.

Attachments

1. Audit appointment
2. McCluskey

Village of Mount Prospect
Mount Prospect, Illinois

INTEROFFICE MEMORANDUM



TO: BOARD OF TRUSTEES
VILLAGE MANAGER MICHAEL CASSADY
FINANCE CHAIR AMIT THAKKAR

FROM: MAYOR PAUL WM. HOEFERT

DATE: MAY 9, 2024

SUBJECT: APPOINTMENT/REAPPOINTMENT TO BOARDS AND COMMISSIONS

I hereby nominate the following individual for appointment to the following Board & Commissions:

Audit Committee

Appointment

Robyn McCluskey
518 S. Pine

Term to expire May 2028

I recommend Ms. McCluskey for appointment and believe she will represent the Village fairly and objectively.

A handwritten signature in black ink, appearing to read "Paul Wm. Hoefert", with a stylized, flowing script.

PAUL WM. HOEFERT
Mayor PH/dj

*** Date and Time**

03/05/2024 12:00 AM

*** Name**

Robyn McCluskey

*** Address**

518 S. Pine Street
Mount Prospect

*** Email**

rmclusk700@gmail.com

*** Cell Phone**

(847) 951-8919

Home Phone

SKIPPED

Mount Prospect resident since (year)

2012

Please select the Board or Commission for which you would like to apply

Audit Committee

*** Provide qualifications or special interests for the Board/Commission for which you are applying**

I have a BS Accounting degree from DePaul University and an MBA, finance from DePaul University. I am also a CPA. I started my career with KPMG Peat Marwick as a staff auditor and then worked for a software development company for a year (until the company was sold) at which time I was hired by McDonald's Corporation and worked for them for 11 years. For the last 20 years I have raised my family and continued servicing my community through various volunteer roles and school activity volunteer support roles.

*** Previous or current community service/volunteer experiences**

MPPD softball coach 1 year; basketball coach 11 years D57 Education Foundation Grant Coordinator 3 years Various school parent volunteer roles within D57 and D214 (D57 PTO Vice-President, 5th Grade and 8th Grade Activities Chair Math Night Co-creator, Staff Appreciation Chair, various committee roles) (D214 PMK Marching Knights chaperone, Knight of Champions Chair, WildStang Robotics Support Association President) MP 2021 Shining Star Award Recipient, Invigorated Youth category

Present employer (if applicable) and a brief description of your job duties

N/A - stay at home mom POA for my elderly parents Various volunteer roles

Date and Time

SKIPPED

Date and Time

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Item Cover Page

Subject **List of Bills - May 1, 2024 to May 14, 2024 - \$3,970,238.30**

Meeting May 21, 2024 - VILLAGE BOARD/COMMITTEE OF THE WHOLE OF THE MOUNT PROSPECT VILLAGE BOARD

Fiscal Impact (Y/N)

Dollar Amount

Budget Source

Category CONSENT AGENDA

Type Action Item

Information

Attached is the List of Bills for May 1, 2024, to May 14, 2024 - \$3,970,238.30.

Discussion

Alternatives

1. Approve the attached List of Bills for May 1, 2024, to May 14, 2024 - \$3,970,238.30.
2. Action at the discretion of the Village Board.

Staff Recommendation

Staff recommends approval of the attached List of Bills for May 1, 2024. to May 14, 2024 - \$3,970,238.30.

Attachments

1. List of Bills - May 1, 2024 to May 14, 2024

VILLAGE OF MOUNT PROSPECT

List of Bills

May 1, 2024 - May 14, 2024

Fund	Vendor Name	Invoice Description	Amount
001	General Fund		
	A & J Sewer Service	St 13 pumping of kitchen grease trap 4/16/24	\$ 229.00
		Pumping of 3 triple basins at PW 1/29/24	1,297.00
		Pumping of St 12 triple basin 4/9/24	599.00
	Accurate Biometrics Inc	Fingerprinting Services - April 2024	311.25
	ACS State & Local Government Solutions	Illinois State Disbursement Unit	2,702.77
	Addison Building Material Co.	Wire connectors	32.38
		Concrete materials	138.00
	Advanced Tree Care	Removal of Parkway Trees 4/25/24	4,762.00
	Air One Equipment, Inc.	Medium gloves	136.00
		2024 Replacement Turnout Gear - 8 Sets	26,377.00
		Coat name	103.77
		Medium Gloves, Hoods, Black Helmets, Extrication Gloves	2,010.00
		Axe and halligan for squad	137.00
		Air hoses X2	202.00
	Alexander Equipment Company Inc	Chainsaw and replacement blade	357.94
	Allscape, Inc.	Turf Mowing throughout the Village 4/22/24	2,150.00
		Turf Mowing throughout the Village 4/29/24	2,150.00
	Alvarez, Inc.	Parkway Restoration throughout the Village 4/30/24	401.76
	Amazon Capital Services	Supplies for drone program 05/01/24	9.99
		5X8 Note Pads and 8.5X11.75 Note Pads	22.11
		Replacement phone case	35.10
		Band-Aids, alcohol prep pads, lancets	52.98
		Supplies for video evidence 05/06/24	357.92
		Prize wheel, temporary tattoos for kids zone	74.80
		Supplies for CPU and Dept events 04/26/24	179.98
		Food processor/cooking utensils/measuring cups/rice maker-St 14	206.43
		Flash drives, screen protector, binder clips, file folders	95.00
		CPU supplies 04/28/24	12.99
		Prize board game for events	54.35
		Book -Taming your amygdala	21.49
	AmeriMark Inc	500 Flower Planting Seeds For EM Preparedness Expo	637.15
	Aquatic Ecosystems Management Inc.	Water Quality Analysis and Reporting Services 3/6/24	2,865.00
	Arlington Power Equipment	Tree Watering Bags	3,597.00
	Arrowhead Scientific Inc.	ET supplies 04/24/24	56.80
	Association of Police Social Workers	2024 General Membership	150.00
	Baxter & Woodman, Inc.	GIS Managed Services 4/22/24	2,987.08
		Drone Imaging McDonald Creek and KBC Ponds 4/22/24	640.00
		GIS Managed Services 4/22/24	11,475.00
		GIS Migration Services 3/12-4/11/24	9,705.40
	Bedco Mechanical	St 14 Hot water pump 4/3/24	3,218.90
	BMK Veterinary Associates	Stray animals - April 2024	600.20
	Board of Trustees of the University of Illinois	Course registration 03/04/24	210.00
		Course registration 04/05/24	250.00
		Course registration 04/05/24	125.00
		Basic law enforcement academy 01/07-04/25/24	7,434.00
	Bond, Dickson & Associates PC	Adjudication legal services 4/25/24	337.50
		Administrative adjudication services 4/24/24	292.50
	Builders Asphalt LLC	Patching Materials 3/8/24	499.95
		Patching Materials 3/29/24	186.45
	Case Lots, Inc.	Cleaning Supplies	985.50
		Air fresheners and soap	1,709.85
	CBS Awards Inc	Retirement Plaque	63.00
	CDS Office Systems, Inc.	Radio antenna for new ambulance	281.47
		Tablet vehicle dock/power supply/warranty for new ambulance	963.23
		Sierra Card for new ambulance	864.48
		Equipment maintenance supplies 04/30/24	192.48
	Chem-Wise Pest Management	Monthly pest control - 2000 E Kensington - April 2024	30.00
		Monthly pest control - 911 E Kensington - April 2024	40.00
		Monthly pest control - 111 E Rand - April 2024	40.00
	Clerk of the Circuit Court of McHenry County	Garnishment	547.85
	Combined Roofing Services LLC	School House roof repairs 3/29/24	1,485.00

VILLAGE OF MOUNT PROSPECT

List of Bills

May 1, 2024 - May 14, 2024

Fund	Vendor Name	Invoice Description	Amount
001	General Fund (continued)		
	Comcast	Internet Service 5/1/2024 - 5/31/2024	167.90
		Cable Service 1700 Central 4/18/24 - 5/17/24	41.91
		Comcast business service 05/04-06/03/24	458.37
		Comcast business service 05/04-06/03/24	146.72
	Community College District 502	Training registrations for April 2024	447.00
	Conrad Polygraph, Incorporated	Candidate Polygraph 4/17/24	200.00
	Constellation NewEnergy, Inc.	Electricity - 21 S Emerson - 3/13-4/11/24	70.62
	Cornerstone Partners Horticultural Services	Landscape Maintenance throughout the Village April 2024	17,203.50
	Costar Realty Information, Inc.	Monthly Commercial Real Estate Publication May 2024	978.93
	Courtney, Becky	2 - Drager X-am 2500	2,208.38
	Crye Precision LLC	NIPAS body armor 04/30/24	2,176.05
	Crystal Court Shopping Center	Rent for the CCC - June 2024	7,519.60
	Curtis, Ryan	Fridays on the Green Performance by Murley 05/31/2024	1,500.00
	Derbick, Jason	Reimbursement Lodging/Meals/Gas IPSI 4/21-4/26/24	839.46
	Des Plaines Material & Supply	Restoration Materials	42.50
	DJ's Scuba Locker	Repair to surface supplied scuba system	539.00
	Dubin Hands	Sign language interpretation 04/22/24	295.00
	Dupage Topsoil Inc.	Pulverized topsoil 4/30/24	239.40
	EAS Group Inc	Department forms 05/10/24	212.59
	Eckert, Lisa	Design for March/April & May Newsletters 2024	4,510.00
		Rebranding 2024 Block party Logo	1,800.00
	EMS Holdings	Samson Strap X4 (pt movement device)	1,435.00
	Evident, Inc.	ET supplies 04/30/24	148.35
	Experian	Background checks - April 2024	82.24
	Fire Pension Fund	Fire Pension	32,416.36
	Fire Service Women of Illinois	Leadership Conference 4/5/24 - 4/6/24	75.00
	Flexicare Inc	ProVu Video Laryngoscopes (x9) & cases	8,379.22
		ProVu blades & stylets	829.22
	Fonseca, Michael B.	Paramedic License Renewal	40.00
	Forrest Keeling Nursery	Arbor Day seedlings	672.22
	Galls, LLC	2 High Vis coats for stock	470.76
	Gonet, Sarah	Reimbursement FSAP Conference 4/24/24 - 4/26/24	32.00
	Gordon Flesch Company, Inc.	Print Usage 03/22/2024-04/21/2024 - Contract M204292	1,356.71
	Grandgeorge, Aaron	Paramedic License Renewal	40.00
	Emergency Assistance	Emergency Assistance	1,350.00
	Home Depot USA Inc	Materials and supplies for PW divisions	628.19
		Statement - 03/22/24 - 04/21/24	67.98
	Homer Industries, LLC	Hardwood Mulch for Landscape Maintenance Contract 4/23/24	1,080.00
		Hardwood Mulch for Landscape Maintenance Contract 4/23/24	1,080.00
		Hardwood Mulch for Landscape Maintenance Contract 4/24/24	1,170.00
		Hardwood Mulch for Landscape Maintenance Contract 4/25/24	1,170.00
		Hardwood Mulch for Landscape Maintenance Contract 4/26/24	1,170.00
		Hardwood Mulch for Landscape Maintenance Contract 4/30/24	1,170.00
		Hardwood Mulch for Landscape Maintenance Contract 4/29/24	1,170.00
	Huffman, William W.	Parkway trees for planting in various locations 5/6/24	1,700.00
	Hull, David	Reimbursement Arbor Day Lunch F/G Staff 4/26/24	131.62
	ICMA Retirement Trust - 457	MissionSquare 457	45,105.16
	Illinois American Water Company	Water Service 2000 Kensington 5/1/24 - 5/31/24	44.40
		Wastewater Service 1415 E Algonquin Rd 04/02-04/30/2024	33.99
	Illinois Department of Revenue	IL State Withholding	51,780.50
		IL State Withholding	22.83
	Illinois Dept of Agriculture	Pest Control License App 2024-2026	90.00
		Pest Control License App 2024-2026	90.00
		Pest Control License App 2024-2026	90.00
	Illinois Fire Chiefs Association	Incident Safety Officer 11/11/24 - 11/15/24	525.00
	Illinois Fire Inspectors Association	Training registration 04/15-16/24	75.00
	Illinois Law Enforcement Admin Professionals	Conference registration 09/12-13/24	349.00
		Conference registration 09/12-13/24	349.00
		Conference registration 09/12-13/24	349.00
	Illinois Police Accreditation Coalition	Annual Membership dues 05/01/24-05/01/25	100.00
	Illinois State Treasurer	State Special Events Liquor License - 2024 Block Party 7/26/24	50.00

VILLAGE OF MOUNT PROSPECT

List of Bills

May 1, 2024 - May 14, 2024

Fund	Vendor Name	Invoice Description	Amount
001	General Fund (continued)		
	Image Trend Inc	Continuum for Rescue & EMS Performance Insight 4/8/24 - 4/7/25	10,000.00
	Intergovernmental Per.ben.coop	IPBC - May 2024	418.75
	Internal Revenue Service	Federal Withholding	230,690.10
		Federal Withholding	175.40
	International Assoc of Arson Investigators IL Chap	Conference registration 05/22-23/24	110.00
	International Union of Operating Engineers	IUOE PW Membership Dues	1,958.61
	J.G. Uniforms, Inc.	Patch replacement 05/07/24	24.00
		Clothing supplies 05/07/24	42.00
	Joseph G. Pollard Co., Inc.	2 Replacement Water Flow Gauges for Testing Kit	91.75
	Kerr Mechanical	Refund Permit Fee #RB24-000412 (511 Owen)	150.00
	Kno2 LLC	Annual fee for EMS FAX reports to hospitals 4/1/24 - 3/31/25	960.00
	Knoll, Joseph	Paramedic License Renewal	40.00
	Knox Company	Med vault and new key secure for new ambulance	3,526.00
	Kowalczyk, Michele	Foam board/photos for Funeral & Flowers for Lt Promotion	86.89
		Reimbursement FSAP Conference 4/24/24 - 4/26/24	32.00
	Emergency Assistance	Emergency Assistance	108.00
		Emergency Assistance	85.50
		Emergency Assistance	108.00
		Emergency Assistance	108.00
		Emergency Assistance	108.00
		Emergency Assistance	108.00
	Lands' End Business Outfitters	Polo shirts for staff	655.58
	Landscape Forms, Inc.	Scarborough benches and shipping	11,470.00
	Laner Muchin, LTD	Legal Services through 4/20/24	997.50
	Language Line Services, Inc.	Phone Interpretation - April 2024	8.40
		Over the phone interpretation - April 2024	21.00
	LeadsOnline LLC	LeadsOnline Total Track Service 07/15/24-07/14/25	7,897.00
	Lester & Rosalie Anixter Center	Sign language interpretation 04/29/24	405.00
	Lexipol LLC	Training course registration 01/12/24	4,980.00
	LexisNexis Risk Data Management Inc.	Background checks - April 2024	200.00
	Mac Strategies Group Inc	Legislative Consulting Services May 2024	5,000.00
	Martin Supply Company Inc	HW tank neutralizer kit	184.90
	Mason, Joe	Reflective department equipment stickers	93.43
	Maxx Contractors Corp	Debris Hauling and Aggregate Material Delivery 4/16/24	419.49
		Debris Hauling and Aggregate Material Delivery 4/24/24	296.93
		Debris Hauling and Aggregate Material Delivery 4/24/24	254.50
		Debris Hauling and Aggregate Material Delivery 4/25/24	111.92
		Debris Hauling and Aggregate Material Delivery 4/26/24	75.59
		Debris Hauling and Aggregate Material Delivery 5/2/24	27.17
	Meade Electric Co Inc	Traffic Signal Maintenance 4/26/24	407.45
	Menard Inc.	Street light repair parts	31.50
		Street light repair parts	27.72
		Street light conduit repair parts	78.91
		Fingerprinting supplies 04/18/24	54.45
		Department supplies 04/22/24	79.99
		Landscape planting material	29.98
		St 13 kitchen drain replacement	76.66
		St 13 drain line repair	33.63
	Mercommbe, Inc.	PD A/V system	100.00
	Metro Federal Credit Union	MP Fire Local 4119 Dues	3,073.00
	Metropolitan Alliance - Police	MP Police Association Dues	1,755.00
	Michael Wagner & Sons, Inc.	PW ice machine valve	24.68
		St 13 Drain repair	34.21
	Micomp Computer Center	Sign shop materials	210.00
	Monahan Law Group, LLC	Telephonic legal consultation services for 2024	700.00
	Moran, Laurie	Reimbursement FSAP Conference 4/24/24 - 4/26/24	32.00
	Morton Suggestion Co.	Community policing supplies 04/30/24	730.61
		Public relations supplies 05/01/24	1,183.88
		Clothing supplies 05/01/24	415.18
	Mount Prospect Historical Society	2024 Budget Allocation - May 2024	4,166.66
	Multisystem Management Company	Custodial Services for all Buildings - March 2024	14,585.68

VILLAGE OF MOUNT PROSPECT

List of Bills

May 1, 2024 - May 14, 2024

Fund	Vendor Name	Invoice Description	Amount
001	General Fund (continued)		
	Multisystem Management Company (continued)	Biohazard cleaning 4/3/24	276.00
		Biohazard cleaning 4/25/24	276.00
	Nabielec, Mark	Paramedic License Renewal	40.00
	Nationwide Mutual Insurance Company	Nationwide 457	19,021.53
	Neopost USA Inc.	Postage Machine Replenishment 5/1/24	3,000.00
	Nicolosi, Angela	Fit 4 Life - April Yoga	75.00
	NICOR	Natural Gas 1709 Algonquin 3/20/24-4/18/24	84.21
		Natural Gas 1711 Algonquin 3/20/24-4/18/24	91.45
		Natural Gas 1713 Algonquin 3/20/24-4/18/24	80.30
		Natural Gas - 1325 N River 3/18-4/16/24	51.01
		Natural Gas - 1807 N River 3/19-4/17/24	46.61
	North East Multi Regional Training Inc	Training registration 04/03-04/24	80.00
		Training registrations 04/09-10/24	350.00
		Training registrations 04/01-05/24	510.00
		Course registration 04/02-03/24	600.00
		Training registrations 04/25-26/24	650.00
	Northwest Central 9-1-1 System	Portable radio repairs 04/18/24	149.00
	Northwest Central Dispatch System	Member Assessment - June 2024	33,102.73
	Northwest Municipal Conference	2024-25 membership dues 6/1/24 - 5/31/25	25,528.00
	ODP Business Solutions LLC	VMO Office supplies	130.62
	Ozinga Materials, Inc.	Sanitary manhole	1,371.50
	Paylocity Corporation	Recruiting & Implementation - April 2024	1,040.00
	Pen-Link LTD	GeoTime Desktop Subscription Bundle 5/1/24 - 4/30/24	2,467.00
	Penn Care Inc	IV Fluid warmer for new ambulance	499.99
	Pete the Painter, Inc.	CD office painting/Misc touch up 4/11/24	2,400.00
	Petty Cash	Petty Cash Jan - April 2024	273.06
		Petty Cash - Human Services April 2024	159.76
	Pizzo & Associates Ltd	Weed control creek maintenance April 2024	946.88
		Native landscape plants for Rand and Schoenbeck	4,712.50
	Placer Labs Inc	Foot Traffic Software Subscription 4/26/24-4/25/25	15,000.00
	Police Pension Fund	Police Pension	39,382.75
	Promos 911, Inc.	10,000 Sticker Badges	342.15
	Prosafety, Inc.	White Spray Paint	255.00
	Purple Rose Florist Inc.	Flowers 3/14/24 & memorial 3/22/24	280.00
		Sympathy Flowers 3/14/24	90.00
	Rady, Matthew	Paramedic License Renewal	40.00
	Ray O'Herron Co Inc	Radio supplies 04/18/24	157.45
		Body armor for several officers 04/29/24	6,736.00
		Body armor 04/29/24	842.00
		Uniform supplies 04/30/24	141.95
		Uniform supplies 05/01/24	29.97
		Ballistic plates for body armor 05/01/24	1,112.00
	Reliance Standard Life Insurance Co.	Short Term Disability - April 2024	3,841.07
	Republic Services, Inc.	Refuse Disposal Program - April 2024	914.90
		Refuse Disposal Program - April 2024	214.64
	Rock River Sports LLC	Carabineers for tools and equipment	203.00
		RIT drag straps X 2	84.98
	Route 12 Rental Co., Inc.	Tiller rental 5/2/24	241.41
	Rypkema, Luke	Illinois Boat Ed class registration 4/18/24	44.95
	Schmitt, Eric	Paramedic License Renewal	40.00
	Schroeder & Schroeder Inc	Concrete sidewalk and utility restoration 5/6/24	196,401.15
	Seiler Instrument and Manufacturing Co., Inc.	Survey Total Station	40,261.24
	Slobe, Steve	Paramedic License Renewal	40.00
	Sobotka, Nora	Reimburse expenses: Recruitment Fair 04/23-25/24	144.05
	Staples Contract & Commercial, Inc.	Office supplies and toner 04/25/24	1,268.42
	Stericycle, Inc.	Steri-Safe Select monthly - May 2024	202.00
	Swat, Kevin	Illinois Boat Ed class registration 4/18/24	44.95
	Symbolarts, LLC.	Badges for Investigations and Dept. inventory 04/30/24	1,330.00
	Target Solutions Learning, LLC	Annual Subscription 06/01/24 - 05/31/2025 - 100 Users	9,295.00
	Terrace Supply Company	Oxygen	161.21
	The Sidwell Company	Sidwell Cook Lease Book Volume 2	530.00

VILLAGE OF MOUNT PROSPECT

List of Bills

May 1, 2024 - May 14, 2024

Fund	Vendor Name	Invoice Description	Amount
001	General Fund (continued)		
	The Sign Palace Inc	Klehm's Island CHPL Sign	2,925.00
	The Stevens Group LLC	Framed photo collage - Retirement Gift	253.94
		Business cards 04/23/24	55.00
		Business cards and memo pads 04/30/24	273.00
	T-Mobile USA Inc	Charges for increased data lines and new equipment 03/21-04/20/2	908.39
	TransUnion Risk and Alternative Data Solutions Inc	Background checks April 2024	266.10
	Tri-Tech Forensics Inc	Webinar registration 05/29/24	79.00
	Trugreen Limited Partnership	Turf weed control fertilizer for Village mowing sites 4/25/24	684.98
	Tyco Fire & Security US Management Inc	Fire Alarm Monitoring - 301 S Maple - 5/1-7/31/24	78.00
	Uline Inc.	Folding chairs	1,097.31
		Photo/video evidence supplies 05/03/24	111.11
	UniFirst Corporation	Uniform Rental Services 4/12/24	274.67
		Uniform Rental Services 4/19/24	268.16
		Uniform Rental Services 4/26/24	299.24
		Uniform Rental Services 5/3/24	346.10
	United States Postal Service	EPS Postage - April 2024	4,985.69
	Valley Security Company	PD Cell 1 door emergency repair 4/2/24	708.00
	VCG Uniform	Promotional initial issue	253.45
		Badge shrouds	50.00
	Village of Arlington Heights	Course registration 05/20-21/24	600.00
	Village of Mount Prospect	Flex - Mass Transit, Medical, and Dependent Care	10,391.68
		Payroll 05/09/24 Check Auto	410.45
	W. W. Grainger, Inc.	PD toilet repair	213.98
		Front door Mag Lock parts	610.24
		St 14 exit sign parts	905.77
		Washbay parts	21.12
		St 13 Pipe hanger	42.21
		Credit for exit signs for St 13	(15.00)
		Squad emergency supplies 05/07/24	961.40
	W.S. Darley & Co.	Hose For Tower 13 reconfiguration and rack hose for Station 11	9,375.00
	Wadman, Bradley	Reimburse training expenses 03/04-05/03/24	540.00
	Warehouse Direct	Keyboard	94.83
		Pens	53.60
		Copy Paper - 8 cases	399.92
		Duct Tape	46.12
	Wolf, Lisa	Dish'n Out MP on camera host 4/18/24 - Hubby's/E Sushi	850.00
		Dish'n Out MP on camera host 5/2/24 - Shish Kabob/Big Fish's	850.00
		On Camera Talent MP Update 05/03/2024	200.00
	Ziebell Water Service Products	Fire Station 11 Storm Sewer SDR 26 PVC Pipe 8 inch	9.40
001	General Fund Total		\$ 1,064,230.33
020	Capital Improvement Fund		
	Addison Building Material Co.	Bollards for station 11	\$ 749.50
	AVI Systems Inc	Upgrades for 3 Rooms at the EOC	38,020.00
	Civiltech Engineering Inc	Arterial Bike Network Study 2/24-3/29/24	28,056.31
		Central-Weller Crosswalk Overhead RRFBs 2/24-3/29/24	3,781.26
	Des Plaines Material & Supply	Storm Sewer	115.76
	Gewalt Hamilton Assoc.	IL 83/Busse Ped cross final design 3/1-3/31/24	5,958.09
	Graybar Electric Co.	Fire Station 11 Lighting Fixtures	6,345.00
	Gym Equipment Etc LLC	Fire Station 11 Gym Flooring	8,300.80
	Home Depot USA Inc	Materials and supplies for PW divisions	1,522.98
	Honeywell International Inc	Dispatch equipment for St 11	32,833.80
	Hygieneering Inc	Old Gun range environmental clean-up 4/25/24	6,469.15
	Litgen Concrete Cutting & Cor.	Coring 2 holes for St 11 HVAC 3/31/24	1,040.00
	Menard Inc.	Exterior wall insulation	436.88
		PW fence material	282.49
		Gas piping	153.04
	Mercommbe, Inc.	Fire Station 11 Low Voltage Cable and Dispatch Speakers	5,122.99
	Mercury Partners 90 BI Inc.	Exhaust Fans for Fire Station 11	1,341.58
		Exhaust Fans for Fire Station 11	1,143.42

VILLAGE OF MOUNT PROSPECT

List of Bills

May 1, 2024 - May 14, 2024

Fund	Vendor Name	Invoice Description	Amount
020 Capital Improvement Fund (continued)			
	Michael Wagner & Sons, Inc.	Gas pipe for dryer	462.30
		St 11 ADA Shower diverter	221.45
		HW heater parts and gas parts	600.18
	Midwest Commercial Fitness	Fire Station 11 Fitness Equipment partial	16,528.00
	Nova Fire Protection, Inc.	Design/installation/testing of new fire protection system	2,460.00
	Parenti & Raffaelli, LTD	Fire Station 11 Kitchen Cabinets Material/Installation partial	10,840.00
	Pete the Painter, Inc.	Prime FD walls with stain blocker paint	9,600.00
	Shaw Industries, Inc.	Fire Station 11 LVT Flooring and associated material	7,046.01
	Steiner Electric Company	Lighting and low voltage piping material	1,201.15
		Dimming wire for fixtures	55.76
	Ziebell Water Service Products	Fire Station 11 Storm Sewer SDR 26 PVC Pipe 8 inch	2,871.00
020 Capital Improvement Fund Total			\$ 193,558.90
023 Street Improvement Construction Fund			
	Christopher B. Burke Engineering Ltd	Rand-Central Mt Prospect Ph III Construction Eng 2/25-3/30/24	\$ 47,900.50
023 Street Improvement Construction Fund Total			\$ 47,900.50
024 Flood Control Construction Fund			
	Constellation NewEnergy, Inc.	Electricity - Booster/pump stations and Levee 2/9-4/17/24	\$ 1,316.47
	Manhard Consulting Ltd.	NPDES Compliance Assistance 3/29/24	5,672.25
024 Flood Control Construction Fund Total			\$ 6,988.72
040 Refuse Disposal Fund			
	ICMA Retirement Trust - 457	MissionSquare 457	\$ 5.00
	Illinois Department of Revenue	IL State Withholding	520.59
	Internal Revenue Service	Federal Withholding	3,191.31
	International Union of Operating Engineers	IUOE PW Membership Dues	154.11
	Nationwide Mutual Insurance Company	Nationwide 457	479.77
	Republic Services, Inc.	Municipal Refuse Disposal 4/1/24 - 4/30/24	15,306.27
		Refuse Disposal - 4/1/24 - 4/30/24	261,838.77
	Third Millennium Associates Inc	E-Bill Server and Transaction Fees April 2024	55.86
	United States Postal Service	EPS Postage - April 2024	4,294.30
	Village of Mount Prospect	Flex - Mass Transit, Medical, and Dependent Care	83.54
	Zarnoth Brush Works, Inc.	Sweeper Broom Replacement	4,754.00
		Partial order wafer brooms	482.62
040 Refuse Disposal Fund Total			\$ 291,166.14
041 Motor Fuel Tax Fund			
	Constellation NewEnergy, Inc.	Electricity - 755 S Meier - 3/6-4/3/24	\$ 83.49
		Electricity - 1051 N Elmhurst - 3/8-/4/5/24	315.87
	Schroeder & Schroeder Inc	Concrete sidewalk and utility restoration 5/6/24	11,655.51
041 Motor Fuel Tax Fund Total			\$ 12,054.87
046 Foreign Fire Tax Board Fund			
	Comcast	Cable Service - 2000 E Kensington, 05/01/24 - 05/31/24	\$ 103.04
		Cable Service - 111 E Rand Rd, 05/03/24 - 06/02/24	250.51
	Cozzini Bros Inc	Knife Service - 111 E Rand Rd, 4/17/24	24.00
		Knife Service - 2000 E Kensington, 5/8/24	24.00
	EAS Group Inc	FFTB Annual Letter Printing and Mailing 2024	843.48
		Postage for annual FFT letters 2024	473.70
	Henricksen & Company Inc	50% deposit for 8 kitchen chairs St 13	2,370.30
	Novak, Todd	Reimbursement FDIC Conference 4/17/24 - 4/20/24	958.89
	Shree Mt Prospect Inc	Fire Department coffee service for all stations	1,320.00
046 Foreign Fire Tax Board Fund Total			\$ 6,367.92

VILLAGE OF MOUNT PROSPECT

List of Bills

May 1, 2024 - May 14, 2024

Fund	Vendor Name	Invoice Description	Amount
049 Prospect and Main TIF District			
	Five Star Valet	Valet Services Mount Prospect Restaurant Row April 2024	\$ 3,720.00
049 Prospect and Main TIF District Total			\$ 3,720.00
050 Water and Sewer Fund			
	Addison Building Material Co.	Utility knives and blades	\$ 73.04
		Construction marking utensils	39.13
		Teflon tape and plumbing supplies	72.20
	Airy's Inc	NW Water interconnect Project 3/16-4/15/24	1,320,693.64
	Alexander Chemical	Chlorine cylinder rental fee 3/25-4/28/24	27.21
	Alvarez, Inc.	Parkway Restoration throughout the Village 4/30/24	2,838.24
	Badger Meter Inc	Monthly End point charges April 2024 Gateway thru July 2024	3,711.10
	Baxter & Woodman, Inc.	GIS Managed Services 4/22/24	2,987.09
		SCADA Repairs to WIN 911 system/George St 3/12-3/21/24	2,170.00
		Lead Service Line Replacement Program Assistance 3/11-4/13/24	3,458.37
		GIS Managed Services - 04/22/2024	11,475.00
		2024 Sewer Lining Project - Inspection services 3/15-4/12/24	13,965.00
		Emergency Water Supply Operations Training 3/22-4/10/24	1,507.50
	Constellation NewEnergy, Inc.	Electricity - Booster/pump stations and Levee 2/9-4/17/24	8,762.75
	Cornerstone Partners Horticultural Services	Landscape Maintenance throughout the Village April 2024	5,734.50
	Des Plaines Material & Supply	EZ stick for manhole and valve structures	348.00
	Dupage Topsoil Inc.	Pulverized topsoil 4/30/24	140.60
	Elliott Auto Supply Co, Inc.	Latex gloves	154.00
	Gordon Flesch Company, Inc.	Print Usage 03/22/2024-04/21/2024 - Contract M204292	61.97
	HD Supply Facilities Maintenance LTD	Anti seize for fire hydrant flushing program	378.10
		Anti seize for fire hydrant flushing program	238.80
	Home Depot USA Inc	Materials and supplies for PW divisions	406.66
	ICMA Retirement Trust - 457	MissionSquare 457	1,798.49
	Illinois Department of Revenue	IL State Withholding	4,700.38
	IMEG Consultants Corp	Water Main replacement project/Design/inspection 3/18-4/14/24	10,489.00
	Internal Revenue Service	Federal Withholding	29,058.25
	International Union of Operating Engineers	IUOE PW Membership Dues	1,634.76
	Lands' End Business Outfitters	Polo shirts for staff	72.84
	Maxx Contractors Corp	Debris Hauling and Aggregate Material Delivery 4/16/24	2,149.31
		Debris Hauling and Aggregate Material Delivery 4/24/24	1,521.31
		Debris Hauling and Aggregate Material Delivery 4/24/24	1,303.99
		Debris Hauling and Aggregate Material Delivery 4/25/24	573.49
		Debris Hauling and Aggregate Material Delivery 4/26/24	387.30
		Debris Hauling and Aggregate Material Delivery 5/2/24	139.23
	McMaster-Carr Supply Co	Conduit connecting outlet boxes with threaded rod	265.63
	Menard Inc.	Plywood	197.87
	Midwest Power Industry Inc	2024 Generator Maintenance Program 5/2/24	8,200.00
		2024 Generator Maintenance Program 5/3/24	5,500.00
		2024 Generator Maintenance Program 5/3/24	1,708.74
	Nationwide Mutual Insurance Company	Nationwide 457	1,461.98
	NICOR	Natural Gas - 117 N Waverly - 3/20-4/18/24	155.70
		Natural Gas - 112 E Highland - 3/21-4/19/24	266.29
		Natural Gas - 1 W WaPella - 3/21-4/19/24	152.74
	Prosafety, Inc.	Utility Locating paint	510.00
	Purple Rose Florist Inc.	Sympathy and congratulations flowers 3/14/2024 - 4/24/2024	550.00
	Reliance Standard Life Insurance Co.	Short Term Disability - April 2024	254.64
	Schroeder & Schroeder Inc	Concrete sidewalk and utility restoration 5/6/24	27,408.09
	State Industrial Products Corporation	Waste water treatment program for Fats/oils/grease April 2024	869.47
	Suburban Laboratories, Inc.	Water Sample Testing 4/8-4/26/24	1,366.08
	Third Millennium Associates Inc	E-Bill Server and Transaction Fees April 2024	510.72
	UniFirst Corporation	Uniform Rental Services 4/12/24	96.16
		Uniform Rental Services 4/19/24	93.87
		Uniform Rental Services 4/26/24	104.75
		Uniform Rental Services 5/3/24	121.16
	United States Postal Service	EPS Postage - April 2024	5,641.30
	Village of Mount Prospect	Flex - Mass Transit, Medical, and Dependent Care	556.28

VILLAGE OF MOUNT PROSPECT

List of Bills

May 1, 2024 - May 14, 2024

Fund	Vendor Name	Invoice Description	Amount
050 Water and Sewer Fund (continued)			
	W. W. Grainger, Inc.	Blue marking paint	151.32
		Shrink tubing	293.57
	Ziebell Water Service Products	Water service line brass fittings	1,266.50
		Hydrant repair parts	568.00
050 Water and Sewer Fund Total			\$ 1,491,342.11
051 Village Parking System Fund			
	AT & T Corp.	Phone Service elevators Maple Street Deck 4/19-5/18/24	\$ 369.39
	Desman, Inc.	Bid develop/construction services - Emerson Garage 3/31/24	4,000.00
	Multisystem Management Company	Custodial Services for all Buildings - March 2024	951.24
		Biohazard cleaning 4/3/24	18.00
		Biohazard cleaning 4/25/24	18.00
	TK Elevator Corporation	Elevator maintenance service 4/1-6/30/24	926.11
051 Village Parking System Fund Total			\$ 6,282.74
052 Parking System Revenue Fund			
	Flowbird America Inc	Pay machine printer	\$ 788.72
	Multisystem Management Company	Custodial Services for all Buildings - March 2024	317.08
		Biohazard cleaning 4/3/24	6.00
		Biohazard cleaning 4/25/24	6.00
	NICOR	Natural Gas - 11 E NWH - 3/21-4/19/24	141.82
052 Parking System Revenue Fund Total			\$ 1,259.62
060 Vehicle Maintenance Fund			
	Advance Stores Company, Inc.	Parts And Supplies - Credit	\$ (378.99)
		Brake and PS fluid for stock	57.64
		619 Upper control arms RF CV shaft	370.27
		Parts And Supplies - Credit	(65.00)
		Leaf loader filters for stock	117.42
	Arlington Heights Ford	613 Purge valve assembly	142.50
	Atlas Bobcat Inc.	4549 Bobcat hyd coupler	191.72
	Bristol Hose & Fitting Inc	Hydraulic fittings for stock	696.69
		2729 Water truck hose	315.50
		Hyd hose for 4516	698.93
		Hyd fittings for Loaders quick coupler	356.86
	Chicago Parts & Sound LLC	Stock filters	350.28
		631 Rear sway bar links	108.36
		Cabin air filters for chargers stock	28.80
		Parts And Supplies - Credit	(20.00)
		Parts And Supplies - Credit	(189.08)
		527,4539,320 Batteries	487.40
	Dave & Jim's Auto Body Inc	Alignment 590 4/18/24	130.00
	Douglas Truck Parts	Boss plow oil and pin kits	275.38
	Dultmeier Sales Davenport Inc	2729 Hose reel parts for water truck	165.80
	Elliott Auto Supply Co, Inc.	302 Thermostat	41.71
		Gloves for shop	77.00
		Shop Gloves	154.00
	Everclean Group LLC	Car Washes - April 2024	462.00
	Foster Coach Sales Inc.	Air dryer for 527	468.50
	ICMA Retirement Trust - 457	MissionSquare 457	1,643.57
	Illinois Department of Revenue	IL State Withholding	1,743.22
	Internal Revenue Service	Federal Withholding	10,409.76
	International Union of Operating Engineers	IUOE PW Membership Dues	715.46
	Interstate Power Systems, Inc.	Filters for stock	622.99
		Filters for stock	96.00
		Filters for stock	43.98
		Filters for stock	126.52
	Kelley Williamson Co.	Def fluid bulk	366.64

VILLAGE OF MOUNT PROSPECT

List of Bills

May 1, 2024 - May 14, 2024

Fund	Vendor Name	Invoice Description	Amount
060	Vehicle Maintenance Fund (continued)		
	Leach Enterprises, Inc.	525 Brake pads exchange	6.68
	Liebovich Bros, Inc.	Aluminum for water truck frames	770.41
	MacQueen Equipment LLC	530 tank fill Valve	232.92
	McMaster-Carr Supply Co	5 gallon bucket oil pumps for shop	166.44
		Shop supplies, Cuda parts for heater	210.36
		2729 Water truck fittings	51.59
		Set screws for Leaf machines	37.25
	Mitchell Repair Information Co LLC	Mitchell Pro Demand Subscription 4/1/24-3/31/25	5,916.00
	NAPA Auto Parts	Charger coolant bottle for 614	73.81
		632 Blend door actuator	27.44
	Nationwide Mutual Insurance Company	Nationwide 457	22.50
	PreCise MRM LLC	AVL Monthly Data Charges - January 2024	460.00
		AVL Monthly Data Charges - March 2024	520.00
	Reliance Standard Life Insurance Co.	Short Term Disability - April 2024	313.23
	Rock River Industries LLC	Tender 551 tag and gauge	120.28
	Ronco Industrial Supply	Shop Supplies	347.74
		Shop Supplies	521.68
		Shop Supplies	346.30
		Hole saw	28.09
		Shop Supplies	372.51
		Aluminum cut off wheels	60.24
		Cut off wheels for shop	299.72
	Rush Truck Centers of Illinois, Inc.	Diagnostic software for Navistar	650.00
		Parts And Supplies - Credit	(244.77)
	Tennant Sales and Service Company	M20 Water valve 4561	128.30
	Terrace Supply Company	Gas tank rental April 2024	42.00
	Valvoline Inc	Gear oil and Doosan Hyd oil 4/22/24	289.30
		15W40 Diesel Oil 4/22/24	2,286.00
	Village of Mount Prospect	Flex - Mass Transit, Medical, and Dependent Care	230.66
	Wentworth Tire Service	HD truck tires	409.00
	Zarnoth Brush Works, Inc.	Partial order wafer brooms	947.38
060	Vehicle Maintenance Fund Total		\$ 36,454.89
061	Vehicle Replacement Fund		
	Arlington Heights Ford	New 2708 Floor Mats	\$ 234.85
	Monroe Truck & Equipment	Salt spreaders for new 2737,4557	16,084.00
	Rush Truck Centers of Illinois, Inc.	Reprogram ECM new 546 4/9/24	250.00
		New 546 ECM Reprogram and Repair 4/9/24	1,931.73
	Suburban Accents Inc	Squad conversion P-8 05/06/24	995.00
	Triton Signal USA	Strobe lights for new 2708	244.44
	Ziebart of Illinois	New 2708 Undercoating 5/1/24	650.00
061	Vehicle Replacement Fund Total		\$ 20,390.02
063	Risk Management Fund		
	Favia, Joseph	PSEBA Reimbursement - June 2024	\$ 1,927.79
	Intergovernmental Per.ben.coop	IPBC - May 2024	761,682.94
	Intergovernmental Risk Management Agency	Deductible - February 2024	16,988.49
		Volunteer Coverage 11/1/23 - 10/31/24	850.00
		Supplemental Bonds - Village Officials 11/1/23-10/31/24	347.00
	Mount Prospect Public Library	IMRF Health Insurance Deductions - May 2024	1,759.32
	Ricker, Jeffrey	PSEBA Reimbursement - April 2024	466.00
063	Risk Management Fund Total		\$ 784,021.54
073	Escrow Deposit Fund		
	ABC Plumbing Heating Cooling	Refund Escrow Permit #RB240162 (807 Albert)	\$ 100.00
		Refund Escrow Permit #RB240367 (514 Fairview)	100.00
		Refund Escrow Permit #RB240372 (307 Prospect Manor)	100.00
	Demas, Chris	Refund Escrow Permit #CB231260 (133 Prospect)	500.00

VILLAGE OF MOUNT PROSPECT

List of Bills

May 1, 2024 - May 14, 2024

Fund	Vendor Name	Invoice Description	Amount
073	Escrow Deposit Fund (continued)		
	Flush Sewer & Drainage	Refund Escrow Permit #RB240431 (4 S Louis)	100.00
	Four Seasons Heating & Air	Refund Escrow Permit #RB238976 (306 Owen)	100.00
	Grenda, Betty	Refund Escrow Permit #RB238962 (1420 Small)	600.00
	Hamburg, Jason	Refund Escrow Permit #RB240298 (1621 Oneida)	100.00
		Refund Escrow Permit #RB240406 (909 Hi Lusi)	100.00
	Handyzap Group LLC	Refund Escrow Permit #RB238046 (401 Fairview)	350.00
	I Build Inc	Refund Escrow Permit #RB240307 (103 Berkshire)	100.00
	Kerr Mechanical	Refund Escrow Permit #RB240412 (511 Owen)	100.00
	Lapignano, Josephine	Refund Escrow Permit #CB240079 (1520 Elmhurst)	200.00
	M&E Construction & Renovations	Refund Escrow Permit #RB240184 (922 Pecos)	100.00
	Mario Rosado Architecture	Refund Escrow Permit #RB238776 (1403 Willow)	250.00
	Nordic Builders	Refund Escrow Permit #RB238620 (209 I Oka)	350.00
	Olszewski, Bernard	Refund Escrow Permit #RB238063 (2816 Briarwood)	100.00
	Penco Electric	Refund Escrow Permit #RB240309 (19 Lancaster)	100.00
	Renew Build LLC	Refund Escrow Permit #RB240321 (1 Rob)	100.00
	Sunrun Installation Services	Refund Escrow Permit #RB240118 (1104 Alder)	100.00
	Sweeney, George	Refund Escrow Permit #RB240032 (902 Emerson)	150.00
	Trenchless Innovations Inc	Refund Escrow Permit #RB240295 (112 Edward)	100.00
	Village Sewer & Plumbing	Refund Escrow Permit #RB238738 (1414 Hickory Dr)	600.00
073	Escrow Deposit Fund Total		\$ 4,500.00
Grand Total			<u>\$ 3,970,238.30</u>



Item Cover Page

Subject	Motion to accept the lowest-cost, responsive bid for the Emerson Street Parking Deck Maintenance & Repair Project for an amount not to exceed \$64,817.50.
Meeting	May 21, 2024 - VILLAGE BOARD/COMMITTEE OF THE WHOLE OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	Y
Dollar Amount	\$64,817.50
Budget Source	Parking Enterprise Fund
Category	CONSENT AGENDA
Type	Action Item

Information

The parking garage adjacent to the Village Hall building was constructed in conjunction with the Village Hall in 2003. Staff provides maintenance and cleaning services on a reoccurring basis. Further, staff inspects the condition of the garage to ensure the structure is kept in a good state of repair.

Given the age of the parking deck, staff has identified elements of the structure requiring removal and replacement. Joint sealants and expansion joints reaching the end of their useful life have been identified as specific concerns. Performing this work is critical for maintaining the parking deck.

Staff has created a 5-year program to address these maintenance issues. This year is the second year of the 5-year schedule. The work has been slated over several years to avoid taking the parking deck out of service.

Last year's work was similar in scope and addressed the top levels of the deck. This year's program will replace the expansion joint at the deck entrance and continue joint sealant work on levels 3 and 4.

The original engineering group that designed the parking deck, Desman Engineering, was secured to develop and prepare a detailed set of bid documents and specifications necessary to receive competitive bids for the work.

Staff posted bid documents for the 2024 Emerson Street Parking Deck Maintenance and Repair contract. Bids were opened May 6, 2024, at 1 PM at Village Hall. Nine (9) bids were received for this work. The results are as follows:

PROPOSAL RESULTS

BIDDER	Repair & Maintenance Total	10% Condition contingency	Total
Bulley & Andrews	\$95,706	\$9,570.60	\$105,276.60
Berglund Construction	\$95,000	\$9,500	\$104,500
Golf Construction	\$92,350	\$9,235	\$101,585
LS Contracting Group	\$88,331	\$8,815	\$97,146
National Restoration	\$87,150	\$8,715	\$95,865
Hammer Construction	\$78,175	\$7,817.50	\$85,992.50
Otto Baum	\$75,450	\$7,545	\$82,995
JLJ Contracting	\$69,835	\$6,983.50	\$76,818.50
Western Specialty	\$58,925	\$5,892.50	\$64,817.50

Discussion

Desman reviewed the bids for accuracy, stating that “Desman believes the Western Specialty Contractors would be the best choice based on their pricing and experience”. Western Specialty Contractors of Glendale Heights, Illinois has performed parking deck maintenance work for the Village in the past and has met expectations.

Reference checks indicate that Western Specialty Contractors have successfully completed work of this scale and scope in an acceptable manner.

Staff recommends including a 10% contingency in the project award to allow for unforeseen repairs (base bid: \$58,925 + 10% contingency (\$5,892.50) = \$64,817.50).

Alternatives

1. Accept the lowest-cost, responsive bid for the Emerson Parking Deck Maintenance & Repair Project.
2. Action at the discretion of the Village Board.

Staff Recommendation

Staff recommends accepting the proposal from Western Specialty Contractors of Glendale Heights, Illinois, for the maintenance and repair of the Emerson Street parking deck project in

an amount not to exceed \$64,817.50.

Attachments

1. Emerson Garage Drawings 4-4-24
2. Emerson Street Garage Repair and Maintenance 2024 WESTERN SPECIALTY CONTRACTORS
3. Mount Prospect 2024 Bid Tabulation 5-7-24

2024 REPAIR AND MAINTENANCE
OF THE
EMERSON STREET PARKING GARAGE

MOUNT PROSPECT, ILLINOIS

APRIL, 2024



2024 REPAIR AND MAINTENANCE
OF THE
EMERSON STREET PARKING GARAGE
MOUNT PROSPECT, ILLINOIS

ISSUE		
NO.	DESCRIPTION	DATE
DRAWING TITLE:		
COVER SHEET AND SITE PLAN		
DRAWING NO.		
R-000		
SCALE:		AS NOTED
DATE:		MARCH, 2024
PROJECT NO :		50-24110
DES. KK	DRWN. CY	CK'D. KK

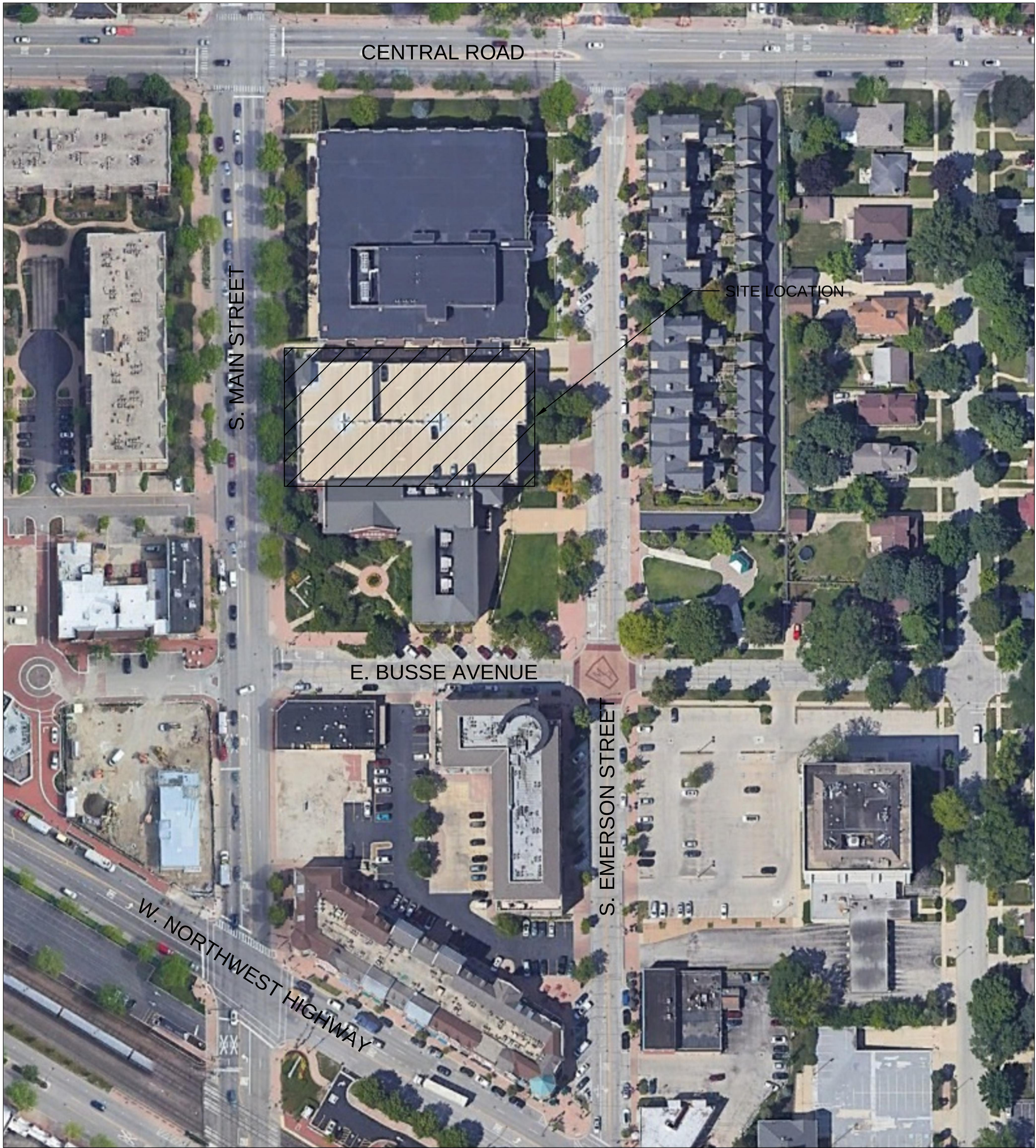
SCOPE OF WORK

1. TEE TO TEE JOINT SEALANT REPLACEMENT ON LEVEL 4
2. COVE JOINT SEALANT REPLACEMENT ON LEVEL 4
3. TEE TO TEE JOINT SEALANT REPLACEMENT ON LEVEL 3
4. COVE JOINT SEALANT REPLACEMENT ON LEVEL 3
5. REPAIRS TO A DETERIORATED CONCRETE HAUNCH
6. REPLACEMENT OF EXPANSION JOINT SEALS ON LEVEL 1
7. CLEAN PRIME AND PAINT SHEAR TRANSFER ASSEMBLIES SUPPORTING THE LEVEL 1
EXPANSION JOINT
8. PERFORM CONCRETE REPAIRS AS REQUIRED DURING SEALANT REPLACEMENT
9. REPAIR/REWELD TEE TO TEE CONNECTIONS AS REQUIRED DURING SEALANT
REPLACEMENT

SHEET INDEX

- R-000 COVER SHEET & SITE PLAN
- R-001 NOTES
- R-100 LOWER LEVEL FLOOR PLAN
- R-102 FIRST LEVEL FLOOR PLAN
- R-103 SECOND LEVEL FLOOR PLAN
- R-104 THIRD LEVEL FLOOR PLAN
- R-105 FOURTH LEVEL FLOOR PLAN
- R-301 REPAIR DETAILS

SITE PLAN



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THE FOLLOWING GENERAL NOTES SHALL APPLY UNLESS NOTED OTHERWISE ON PLANS.

- ALL DESIGN AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE 2018 INTERNATIONAL BUILDING CODE AND VILLAGE OF MOUNT PROSPECT LOCAL AMENDMENTS.
2. DO NOT SCALE DIMENSIONS FROM DRAWINGS.
 3. CONTRACTOR IS RESPONSIBLE TO VERIFY ALL DIMENSION SHOWN ON PLANS WITH EXISTING CONDITIONS PRIOR TO COMMENCING WORK.
 4. CONTRACTOR SHALL REPORT IMMEDIATELY TO THE ENGINEER ANY DISCREPANCIES OR INCORRECT INFORMATION WITH DRAWINGS BASED ON EXISTING CONDITIONS. AFTER REPORTING THE DISCREPANCIES VERBALLY, A WRITTEN REPORT SHOULD THEN FOLLOW. CONTRACTOR SHALL BE DIRECTED BY THE ENGINEER REGARDING THE ABOVE MATTER.
 5. THE CONTRACTOR SHALL PROVIDE METHODS AND EQUIPMENT FOR PROTECTING THE BUILDING, ALL MATERIALS, AND PERSONNEL FROM FIRE DAMAGE PRIOR TO STARTING WORK. METHODS AND EQUIPMENT ARE SUBJECT TO APPROVAL BY THE LOCAL FIRE DEPARTMENT. THE CONTRACTOR SHALL SUBMIT THE METHODS AND EQUIPMENT IN WRITING AND OBTAIN THE OWNER AND ENGINEER'S APPROVAL PRIOR TO STARTING WORK. FIRE PROTECTION AND PREVENTION DURING THE CONSTRUCTION PERIOD SHALL BE IN ACCORDANCE WITH ALL LAWS AND REGULATIONS INCLUDING, BUT NOT LIMITED TO, THE LATEST N.F.P.A. REGULATIONS, OSHA, STATE OF ILLINOIS, AND LOCAL REQUIREMENTS.
 6. THE CONTRACTOR SHALL COMPLY WITH ALL SAFETY AND HEALTH LAWS AND REGULATIONS INCLUDING, BUT NOT LIMITED TO, PROVISIONS AND REQUIREMENTS OF THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970, AS AMENDED AND/OR THE CONSTRUCTION SAFETY ACT OF 1969, AS AMENDED (WHICHEVER IS APPLICABLE) AND WITH ALL MOST RECENT APPLICABLE LAWS, ORDINANCES, RULES, REGULATIONS, AND ORDERS OF ANY PUBLIC AUTHORITY HAVING JURISDICTION, AND SAFETY OF PERSONS OR PROPERTY OR TO PROTECT THEM FROM DAMAGE, INJURY, OR LOSS. HE/SHE SHALL ERECT AND MAINTAIN, AS REQUIRED BY EXISTING CONDITIONS AND PROGRESS OF THE WORK, ALL REASONABLE SAFEGUARDS FOR SAFETY AND PROTECTION, INCLUDING POSTING DANGER SIGNS AND OTHER WARNING AGAINST HAZARDS, PROMULGATING SAFETY REGULATIONS, AND NOTIFYING THE OWNER AND USERS OF ADJACENT UTILITIES. THE CONTRACTOR SHALL EMPLOY AND ASCERTAIN CONTINUING PRESENCE ON THE JOB OF A PERSON COMPETENT IN ISSUES OF SAFETY IN CONSTRUCTION. THIS INDIVIDUAL SHALL BE RECENTLY TRAINED OR RE-TRAINED (WITHIN 12 MONTHS OF THE WORK COMMENCEMENT ON THIS PROJECT) WITHIN AN OSHA OUTREACH TRAINING PROGRAM AND ADDITIONALLY CERTIFIED IN FIRST AID BY THE AMERICAN RED CROSS.
 7. THE CONTRACTOR SHALL PROVIDE ALL SHORING, BRACING, SHEETING REQUIRED FOR SAFETY, AND PROPER EXECUTION OF WORK.
 8. THE CONTRACTOR SHALL NOT ATTEMPT TO DEMOLISH ANY EXISTING CONCRETE SLAB OF THE GARAGE PRIOR TO INSTALLATION OF PROPER SHORING MEMBERS APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL NOT ATTEMPT TO BRING ANY VEHICLE OR EQUIPMENT INTO THE PARKING FACILITY PRIOR TO INSTALLATION OF PROPER SHORING MEMBERS APPROVED BY THE ENGINEER, AND OF WHICH THE REQUIREMENTS ARE SHOWN ON PLANS. ANY VEHICLE AND/OR EQUIPMENT TO BROUGHT ON THE PARKING FACILITY SHALL BY APPROVED BY THE ENGINEER. CONTRACTOR IS SOLELY RESPONSIBLE TO PREPARE SHOP DRAWINGS FOR THE SHORING MEMBERS AND TO SUBMIT THEM TO THE ENGINEER FOR APPROVAL.
 9. WHEN THE PLANS INCLUDE INFORMATION PERTAINING TO SURFACE OBSERVATION, MATERIAL TESTING, AND OTHER PRELIMINARY INVESTIGATIONS, SUCH INFORMATION REPRESENTS ONLY THE OPINION OF THE ENGINEER AS TO THE LOCATION, CHARACTER, OR QUALITY OF THE MATERIALS ENCOUNTERED AND IS ONLY INCLUDED FOR CONVENIENCE OF THE BIDDER. THE NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATEVER IN RESPECT TO THE SUFFICIENCY OR ACCURACY OF THE INFORMATION. NEITHER THE OWNER NOR THE ENGINEER GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE CONDITIONS INDICATED ARE REPRESENTATIVE OF THOSE EXISTING THROUGHOUT THE WORK, OR THAT UNANTICIPATED DEVELOPMENTS MAY NOT OCCUR. THE ABOVE INFORMATION SHALL NOT BE CONSIDERED BY THE PARTIES AS A BASIS FOR THE CONTRACT AWARD AMOUNT.
 10. ANY EXTRA WORK BEYOND THE SCHEDULED QUANTITIES REQUIRING ADDITIONAL COST TO THE OWNER SHALL BE APPROVED BY THE OWNER PRIOR TO TAKING SUCH ACTION. CLAIMS FOR EXTRA WORK WHICH HAVE NOT BEEN AUTHORIZED IN WRITING BY THE OWNER AND APPROVED BY THE ENGINEER WILL BE REJECTED AND THE CONTRACTOR SHALL NOT BE ENTITLED TO PAYMENT. THE CONTRACTOR SHALL PROMPTLY SUBMIT THE PROPOSAL FOR EXTRA WORK, IN WRITING, AS ADDITIONAL WORK IS DISCOVERED.
 11. THE PLANS MAY BE SUPPLEMENTED BY STANDARD AND WORKING DRAWINGS AS ARE NECESSARY TO ADEQUATELY DESCRIBE THE WORK. IN THE EVENT, A CHANGE BECOMES NECESSARY DUE TO CIRCUMSTANCES NOT KNOWN BY THE ENGINEER UNTIL AFTER THE BID DOCUMENTS WERE SUBMITTED TO THE OWNER OR ARISING THEREAFTER, THE ENGINEER MAY ALTER THE PLANS, AS MAY BE NECESSARY AND INCREASE OR DECREASE THE QUANTITIES OF WORK TO BE PERFORMED IN ACCORDANCE WITH SUCH CHANGES. THE OWNER SHALL BE INFORMED WITH A COPY OF ALL SUBMITTALS AND CORRESPONDENCE AS THE CHANGES MAY OCCUR.
 12. EXECUTION OF THE WORK WILL INVOLVE CONSIDERATION FOR ALLOWING THE OWNER TO CONTINUE OPERATIONS IN THE SUBJECT FACILITY IN THE AREAS OUTSIDE OF THE REPAIR AREA AND SHORING AREA FOR EACH PHASE. PRIOR TO THE AWARD OF THE CONTRACT, THE CONSTRUCTION SCHEDULE PREPARED BY THE CONTRACTOR SHALL BE SUBMITTED TO THE OWNER AND COORDINATED WITH THE FACILITY MANAGEMENT. OWNER'S APPROVAL OF THE PROPOSED SCHEDULE SHALL PRECEDE THE CONTRACT AMOUNT.
 13. THE CONTRACTOR SHALL REVIEW ALL EXISTING CONDITIONS TO IDENTIFY ALL UTILITIES AFFECTED BY THE REPAIR WORK, IF ANY. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR MAINTAINING THE OPERATION OF EXISTING SERVICES (UTILITIES) TO ALL AREAS OF THE SUBJECT FACILITY OR OTHER AREAS (NOT IN CONTRACT) AFFECTED BY THE WORK. THE CONTRACTOR SHALL SUBMIT THE METHODS AND SCHEDULE OF CONSTRUCTION FOR THE OWNER'S APPROVAL PRIOR TO THE COMMENCEMENT OF WORK.
 14. AS THE WORK PROGRESSES, THE CONTRACTOR SHALL PRODUCE "AS-BUILT" DRAWINGS FOR THE INSTALLATION OF ALL REPAIR ITEMS UNDER THE CONTRACT. THE ENGINEER WILL PROVIDE THE GENERAL CONTRACTOR WITH A ELECTRONIC SET OF DOCUMENTS FOR THIS PURPOSE. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN THE AS-BUILT DRAWINGS UPDATED ACCORDING TO THE JOB PROGRESS. FOR EACH PAY-REQUEST BY THE CONTRACTOR, THE OWNER AND ENGINEER SHALL RECEIVE A COPY OF THE UPDATED AS-BUILT DRAWINGS.

1. CODES AND STANDARDS: ALL STRUCTURAL REPAIR WORK SHALL BE PERFORMED WITH PERTINENT PROVISIONS OF THE CURRENT VERSIONS OF THE FOLLOWING CODES AND STANDARDS:

- A. ACI 301 "SPECIFICATIONS FOR STRUCTURAL CONCRETE"
 - B. ACI 304R "GUIDE FOR MEASURING, MIXING, TRANSPORTING AND PLACING CONCRETE"
 - C. ACI 305R "HOT WEATHER CONCRETING"
 - D. ACI 306.1 "STANDARD SPECIFICATIONS FOR COLD WEATHER CONCRETING"
 - E. ACI 309R "GUIDE FOR CONSOLIDATION OF CONCRETE"
 - F. ACI 311.1R "ACI MANUAL OF CONCRETE INSPECTION"
 - G. ACI 347 "GUIDE TO FORMWORK FOR CONCRETE"
 - H. ACI 506.2 "SPECIFICATION FOR SHOTCRETE"
 - I. AISC "CODE OF STANDARD PRACTICE FOR STEEL BUILDINGS AND BRIDGES"
 - J. AWS D1.1 "STRUCTURAL WELDING CODE - STEEL"
2. ALL DETAILS, SECTIONS AND NOTES SHOWN ON THE DRAWINGS ARE INTENDED TO BE TYPICAL AND SHALL APPLY TO SIMILAR SITUATIONS ELSEWHERE, UNLESS OTHERWISE SHOWN.
 3. THE ENGINEER SHALL HAVE AUTHORITY TO REJECT WORK WHICH DOES NOT CONFORM TO THE CONTRACT DOCUMENTS. THE ENGINEER AND OWNER WILL HAVE AUTHORITY TO REQUIRE SPECIAL INSPECTION OR TESTING OF THE WORK. HOWEVER, NEITHER THE ENGINEER'S AUTHORITY TO ACT UNDER THIS SUBPARAGRAPH NOR ANY DECISION MADE BY HIM/HER IN GOOD FAITH TO EXERCISE OR NOT TO EXERCISE SUCH AUTHORITY, SHALL GIVE RISE TO ANY DUTY OR RESPONSIBILITY OF THE ENGINEER TO THE CONTRACTOR, ANY SUBCONTRACTOR, ANY OF THEIR AGENTS OR EMPLOYEES, OR ANY OTHER PERSONS PERFORMING ANY OF THE WORK.
 4. THE CONTRACTOR SHALL MAINTAIN, ONE COMPLETE SET OF DRAWINGS (WHITE PRINTS) AND SPECIFICATIONS FURNISHED BY THE OWNER AT THE CONTRACTORS EXPENSE, AN ACCURATE RECORD OF THE INSTALLATION OF ALL MATERIALS AND SYSTEMS COVERED BY THE CONTRACT. THE "AS-BUILT" RECORD SHALL INDICATE THE EXACT LOCATION AND AMOUNT OF ALL REPAIR WORK. THE COMPLETED SET OF "AS-BUILT" DRAWINGS MUST BE DELIVERED TO THE OWNER AND ENGINEER AS SOON AS THE PROJECT IS FINISHED.
 5. REQUIREMENTS FOR SHORING OF EXISTING CONSTRUCTION SHALL BE PROVIDED BY THE ENGINEER UPON EXAMINING THE CONTRACTOR'S PROPOSED SEQUENCE OF WORK, ACCESS AND EQUIPMENT USE. CONSIDERATION SHALL BE GIVEN TO THE FACILITY OPERATIONS DURING REPAIR AND SPECIFIC OWNER REQUIREMENTS AS TO OVERALL FUNCTIONING OF THE FACILITY AND OTHER COMPONENTS OF THE PROPERTY POTENTIALLY AFFECTS. TYPICALLY ANY EQUIPMENT WITH OPERATING WEIGHT GREATER THAN 6,000 LBS SHALL REQUIRE SPECIALIZED SHORING.
 6. THE ENGINEER SHALL REVIEW AND APPROVE SHORING PRIOR TO STARTING WORK. ALL LOOSE CONCRETE ON THE UNDERSIDE OF THE PARKING DECK SHALL BE REMOVED PRIOR TO STARTING WORK. ALL NOISE AND DUST PRODUCING OPERATIONS SHOULD BE BASED ON THE OWNER'S SATISFACTION AND THE SPECIFIC REQUIREMENTS BY THE AUTHORITY HAVING JURISDICTION, WHICHEVER IS MORE STRINGENT.
 7. THE NEW CONCRETE SHALL BE PLACED, CONSOLIDATED AND FINISHED TO MATCH EXISTING FINISH FLOOR ELEVATIONS. THE REPAIR AREAS MAY BE OPENED TO GARAGE OPERATION AFTER THE NEW CONCRETE HAS ACHIEVED A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI. THE SHORING AND FALSEWORK SHALL BE LEFT IN-PLACE UNTIL THE NEW CONCRETE ACHIEVES AT LEAST 70% OF THE DESIGN COMPRESSIVE STRENGTH. THE CONTRACTOR SHALL COOPERATE WITH THE TESTING AGENCY REPRESENTATIVE DURING THE PLACEMENT TO INSPECT AND MAKE CYLINDERS OF NEW CONCRETE DELIVERED TO THE SITE.
 8. CONCRETE TESTING WILL BE PERFORMED BY THE TESTING LABORATORY SELECTED BY THE OWNER IN ACCORDANCE WITH ACI 301 SUBSECTION 1.6. SEE THE SPECIFICATION FOR CONCRETE TEST REQUIREMENTS.

1. ALL REINFORCED CONCRETE WORK SHALL BE IN ACCORDANCE WITH "BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE" ACI 318-11.

2. MATERIALS:
- A. THE 28-DAY COMPRESSIVE STRENGTH OF NEW NORMAL WEIGHT CONCRETE SHALL BE A MINIMUM OF 5,000 PSI. THE CONCRETE SHALL BE FIBER REINFORCED IN ACCORDANCE WITH THE SPECIFICATIONS.
 - B. CONCRETE MIX(ES) SHALL BE DESIGNED BY AN APPROVED LABORATORY AND SHALL BE SUBMITTED TO THE OWNER AND THE ENGINEER FOR REVIEW AND APPROVAL BEFORE USE.
 - C. FINE AND COARSE AGGREGATE SHALL CONFORM TO ASTM C33.
 - D. PORTLAND CEMENT SHALL BE TYPE I OR III CONFORMING TO ASTM C150.
 - E. ALL NEW REINFORCING STEEL SHALL CONFORM TO ASTM A615 (GRADE 60). A NEW SLAB REINFORCING STEEL SHALL BE EPOXY COATED REBAR.
 - F. AIR ENTRAINMENT FOR ALL CONCRETE SHALL BE $6\pm1\%$ OF THE VOLUME OF FRESHLY MIXED CONCRETE.

TOP BARS	1 1/2 INCH
BOTTOM BARS	1 INCH

ALL EXISTING REINFORCING STEEL (TOP AND BOTTOM) SHALL BE PROVIDED WITH A MINIMUM CONCRETE COVER OF 1 INCH.

4. UNLESS DIRECTED OTHERWISE BY THE ENGINEER, ALL CONCRETE REINFORCEMENT SHALL BE DETAILED, FABRICATED, LABELED SUPPORTED AND SPACED IN FORMS AND SECURED IN PLACE IN ACCORDANCE WITH THE PROCEDURES AND REQUIREMENTS OUTLINED IN THE LATEST EDITION OF THE "MANUAL OF STANDARD PRACTICE FOR DETAILING REINFORCED CONCRETE STRUCTURES", ACI 315. BAR SUPPORTS IN CONTACT WITH EXPOSED SURFACES SHALL BE PLASTIC TIPPED.
5. SHOP DRAWINGS SHOWING REINFORCING DETAILS, INCLUDING STEEL SIZES, SPACING AND PLACEMENT SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW PRIOR TO FABRICATION.
6. ALL REINFORCING SPLICES SHALL CONFORM TO THE FOLLOWING TABLE WHERE "d" IS BAR DIAMETER, UNLESS NOTED OTHERWISE.

LAP SPLICE SCHEDULE 1

ALL SPLICE VALUES IN INCHES

 $f'_c = 5000 \text{ psi}$

MIN. CLEAR CONCRETE COVER 1.5 INCH

MIN. BAR SPACING 4 TIMES DIAMETER

BAR PLACEMENT WITHIN CONCRETE STRUCTURE	REBAR SIZE						
	#3	#4	#5	#6	#7	#8	#9
UNCOATED TOP	13	18	22	26	43	54	67
UNCOATED OTHER	12	14	17	20	33	42	51
EPOXY COATED TOP	16	21	29	34	56	71	87
EPOXY COATED OTHER	12	16	25	30	49	63	77

LAP SPLICE SCHEDULE 2

ALL SPLICE VALUES IN INCHES

$f'_c = 5000 \text{ psi}$

MIN. CLEAR CONCRETE COVER 1 INCH

MIN. BAR SPACING 4 TIMES DIAMETER

BAR PLACEMENT WITHIN CONCRETE STRUCTURE	REBAR SIZE						
	#3	#4	#5	#6	#7	#8	#9
UNCOATED TOP	13	18	26	36	58	72	88
UNCOATED OTHER	12	14	20	27	44	56	68
EPOXY COATED TOP	17	23	34	46	75	94	115
EPOXY COATED OTHER	15	20	30	41	66	83	101

7. FORMS FOR SLAB/BEAM SOFFITS IF USED, SHALL BE TIGHT LEAKPROOF AND PROVIDE THE NECESSARY RIGIDITY TO SUPPORT THE IMPOSED LOADS WITHOUT ANY SETTLEMENT OR DEFORMATION.
8. THE FLOOR SLAB SHALL BE FINISHED AS NOTED IN THE SPECIFICATION. THE NEW FLOOR SLAB SHALL BE ROUGHENED IN AREAS WHERE NEW CURBS OR TOPPINGS ARE TO BE PLACED.

1. FOR THE ENTIRE PERIOD OF EACH PHASE, THE FOOTPRINT AREA ON THE LEVEL BELOW THE SLAB UNDER REPAIR SHALL BE RESERVED FOR SAFETY REASONS AND FOR THE CONTRACTOR TO PROVIDE A SHORING SYSTEM AS REQUIRED.

2. FOR EACH PHASE, THE CONTRACTOR SHALL EXPECT ONLY THE DESIGNATED/RESERVED AREAS FOR WORK, SHORING, AND MATERIAL STORAGE, ETC.
3. THE CONTRACTOR SHALL SUBMIT THE PROPOSED CONSTRUCTION SCHEDULE BASED ON THIS SUGGESTED PHASING PLAN, TO OBTAIN THE OWNER'S APPROVAL PRIOR TO START OF MOBILIZATION FOR THE PROJECT. THE CONTRACTOR SHALL STRICTLY FOLLOW THE CONSTRUCTION SCHEDULE SUBMITTED AND APPROVED UNLESS IT HAS BEEN REVISED, DURING THE CONSTRUCTION, ACCORDING TO THE COORDINATION WITH THE OWNER.
4. DUE TO THE ANTICIPATED SHORTAGE OF PARKING SPACES AVAILABLE, THE CONTRACTOR'S EMPLOYEES SHOULD PARK EITHER OFF-SITE OR WITHIN THE DESIGNATED AREAS ONLY.
5. THE CONTRACTOR SHALL COORDINATE THE AVAILABLE STAGING/STORAGE AREA, FIELD OFFICE SPACE, ETC. IF REQUIRED IN THE GARAGE WITH THE OWNER. THE CONTRACTOR MAY BE REQUIRED TO ESTABLISH THIS SPACE OUTSIDE THE BUILDING DUE TO LIMITED SPACE AVAILABILITY. IF SO, HE/SHE SHALL COMPLY WITH ALL REQUIREMENTS BY THE OWNER AND/OR AUTHORITY HAVING JURISDICTION.
6. FOR ANY PURPOSE INCLUDING THE TRANSPORTATION OF CONCRETE, REMOVAL OF DEBRIS, ETC., THE CONTRACTOR SHALL NOT BE ALLOWED TO USE THE DECK AREA OUTSIDE THE DESIGNATED AREA FOR REPAIR AND SHORING WITHOUT PRE-AUTHORIZATION BY THE OWNER. HE/SHE MAY USE PUMPING EQUIPMENT TO PLACE CONCRETE. THE CONTRACTOR SHALL COLLECT ALL DEBRIS AT ONE CORNER OF THE REPAIR AREA CLOSE TO THE DESIGNATED DUMPSTER AREA ON THE GROUND AND REMOVE THE DEBRIS FROM THE CORNER ON A TIMELY BASIS.
7. THE CONTRACTOR SHALL PROVIDE/INSTALL ALL TEMPORARY SIGNS AND DEVICES NECESSARY TO CONTROL THE TRAFFIC FLOW FOR THE ENTIRE PERIOD OF EACH PHASE. THE CONTRACTOR SHALL PROVIDE/INSTALL THE TEMPORARY "NO PARKING" SIGNS ON THE WALLS OR PLYWOOD PARTITIONS FOR THE DESIGNATED SPACES

2024 REPAIR AND MAINTENANCE

OF THE

EMERSON STREET PARKING GARAGE

MOUNT PROSPECT, ILLINOIS

DESIGN

SSUE

[illegible]

NO.	DESCRIPTION	DATE
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DRAWING TITLE:

NOTES

DRAWING NO.

R-001

SCALE: AS NOTED

DATE: MARCH, 2024

PROJECT NO : 50-24110

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DES MAN

2024 REPAIR AND MAINTENANCE
OF THE
EMERSON STREET PARKING GARAGE
MOUNT PROSPECT, ILLINOIS

DES.	DRWN.	CR'D.
KK	GY	KK



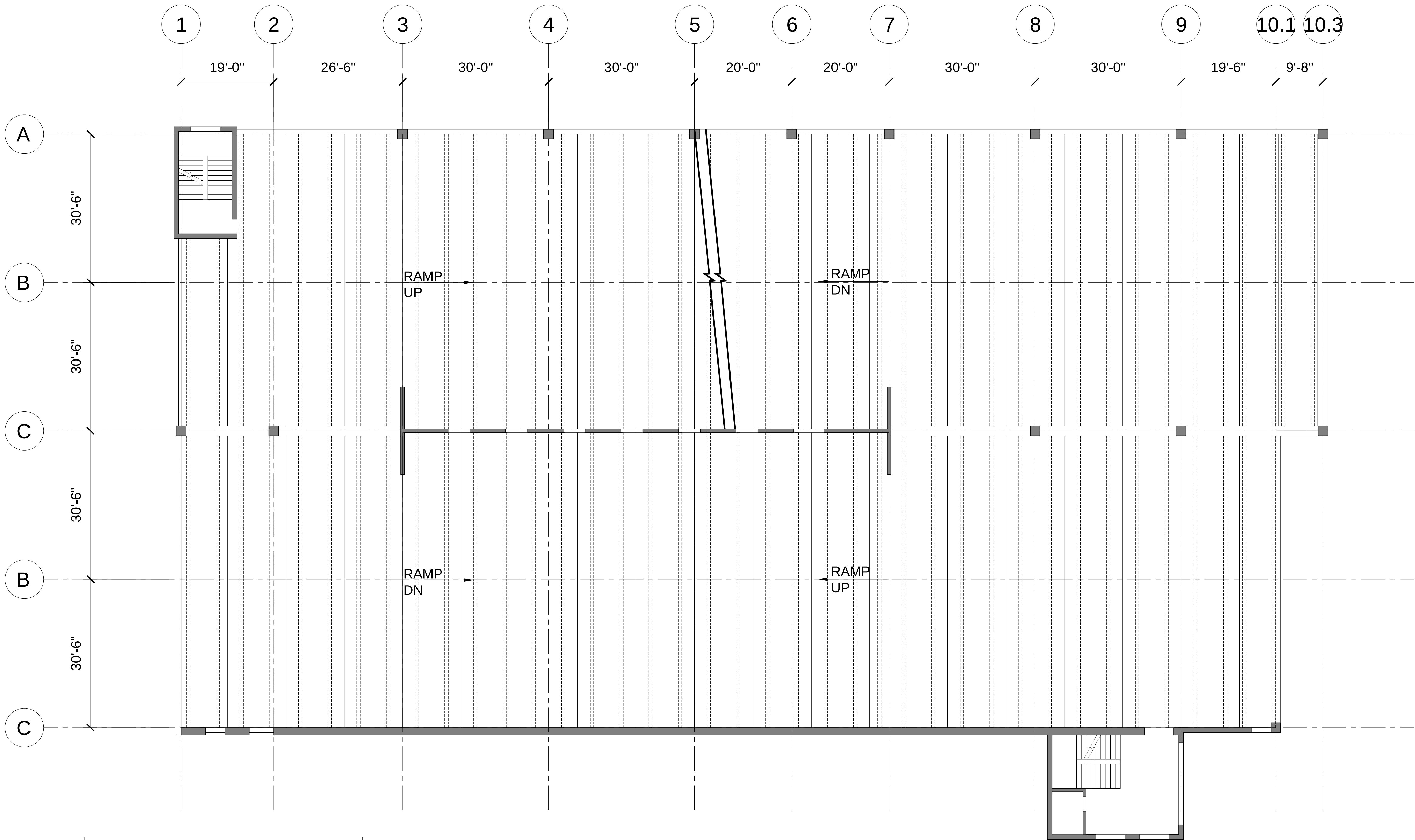
FIRST LEVEL FLOOR PLAN



2024 REPAIR AND MAINTENANCE
OF THE
EMERSON STREET PARKING GARAGE
MOUNT PROSPECT, ILLINOIS

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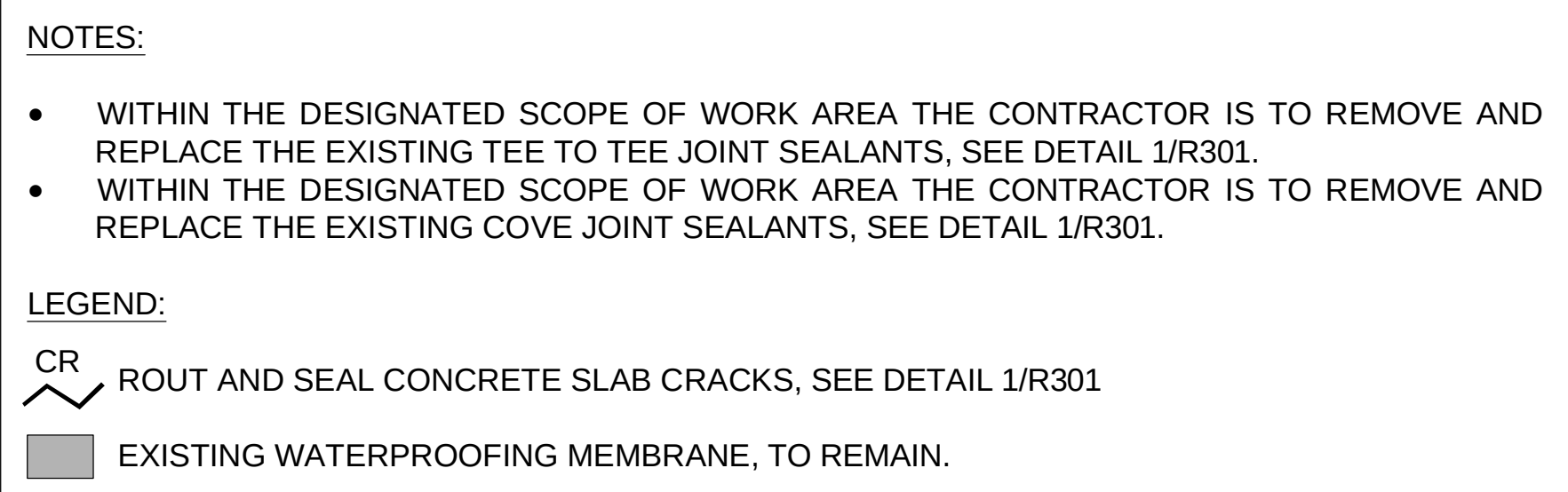
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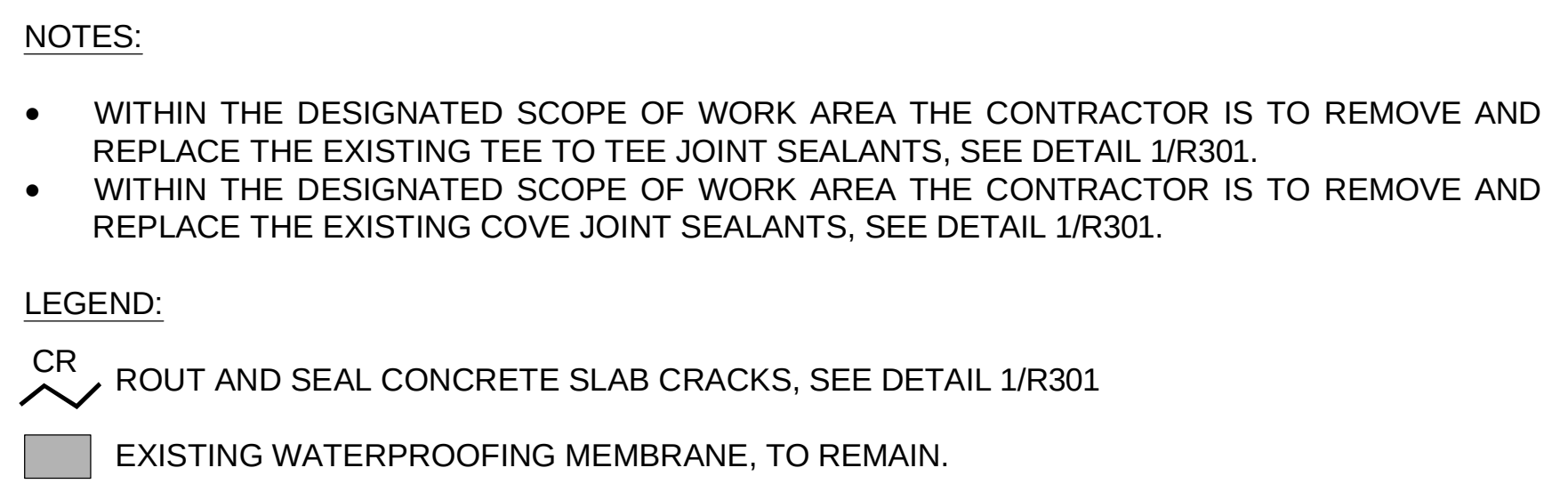
1 SECOND LEVEL FLOOR PLAN

NORTH

ISSUE		
NO.	DESCRIPTION	DATE
DRAWING TITLE:		
SECOND LEVEL FLOOR PLAN		
DRAWING NO.		
R-102		
SCALE: AS NOTED		
DATE: MARCH, 2024		
PROJECT NO: 50-24110		
DES. KK	DRWN. CY	CK'D. KK



ISSUE					
O.	DESCRIPTION	DATE			
DRAWING TITLE:					
THIRD LEVEL FLOOR PLAN					
DRAWING NO.					
R-103					
SCALE:		AS NOTED			
DATE:		MARCH, 2024			
PROJECT NO :		50-24110			
DES. KK	DRWN. CY	C'D. KK			



ISSUE		
NO.	DESCRIPTION	DATE

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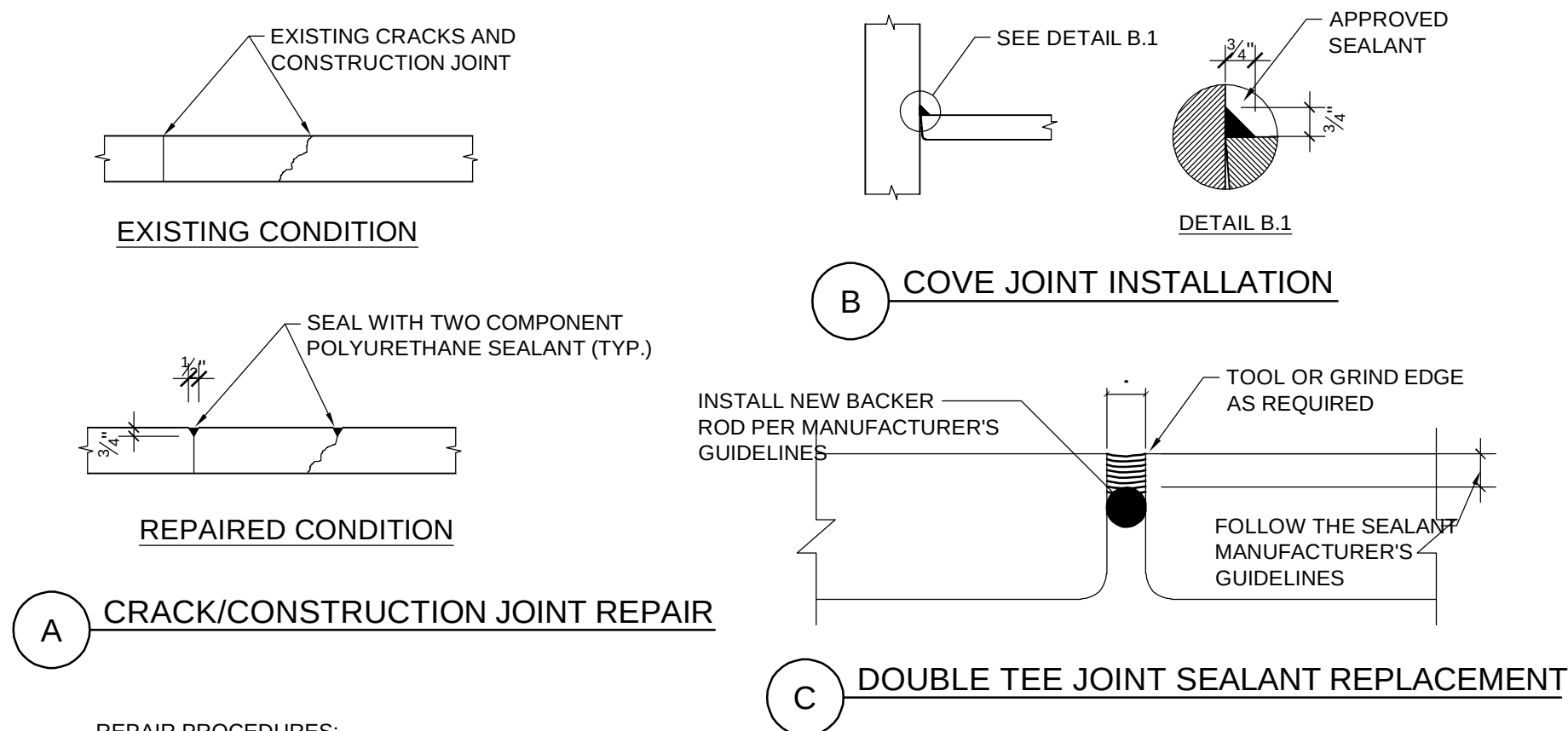
FOURTH LEVEL
FLOOR PLAN

DRAWING NO.

R-104

SCALE:	AS NOTED
DATE:	MARCH, 2024

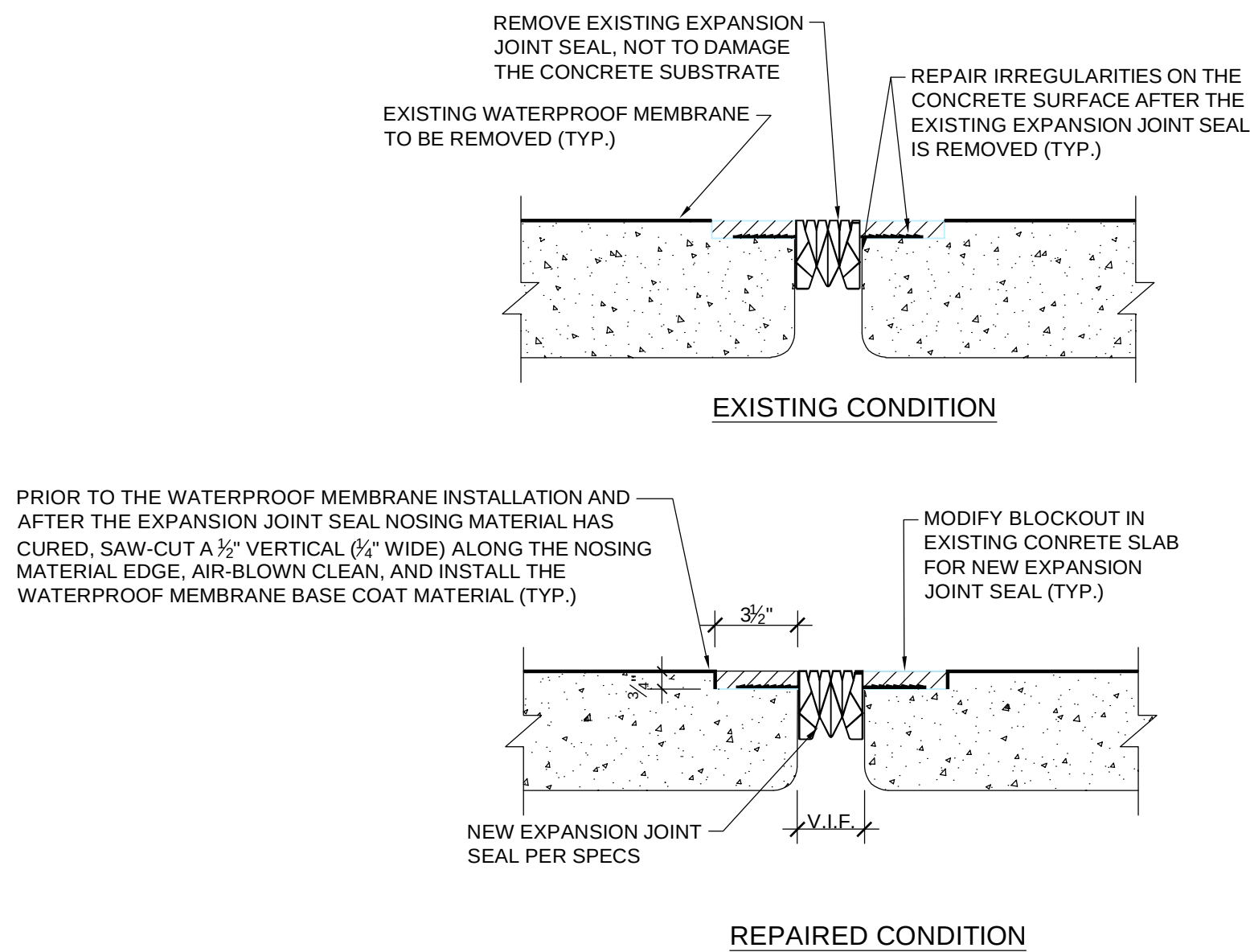
PROJECT NO :		50-24110
DES. KK	DRWN. CY	CK'D. KK



REPAIR PROCEDURES:

1. PRIOR TO ANY CRACK/JOINT REPAIR WORK, THE EXACT SCOPE OF CRACK/CONSTRUCTION JOINT REPAIRS SHALL BE DETERMINED BY AN INSPECTION ATTENDED BY THE CONTRACTOR AND ENGINEER. THE SURFACE SHALL BE SHOTBLASTED CLEAN FOR INSPECTION.
2. ROUT AND CLEAN ALL CRACKS AND CONSTRUCTION JOINTS IN DESIGNATED AREAS. REMOVE EXISTING DETERIORATED SEALANT MATERIAL, IF ANY, DIRT, DEBRIS, ETC. BY APPROVED METHODS. THE CRACKS/JOINTS SHALL BE ROUTED TO THE SHAPE OF A 1/2"x1/2" V-GROOVE. CLEAN CONCRETE SURFACES USING COMPRESSED AIR OR OTHER MEANS TO REMOVE DUST OR OTHER EXISTING FOREIGN MATERIAL WHICH WOULD IMPAIR THE BOND OF NEW SEALANT MATERIAL.
3. PRIME THE SURFACES AND SEAL WITH APPROVED SEALANT MATERIAL.
4. PROHIBIT VEHICULAR TRAFFIC ON SEALED CRACKS/JOINTS UNTIL THE MATERIAL HAS CURED ACCORDING TO MANUFACTURER'S RECOMMENDATIONS.
5. CONTRACTOR SHALL NOT REPAIR ANY PREVIOUSLY SEALED CRACKS/CONSTRUCTION JOINTS UNLESS DESIGNATED BY THE ENGINEER.

1 CRACK, CONSTRUCTION, AND COVE JOINT SEALANT REPAIR



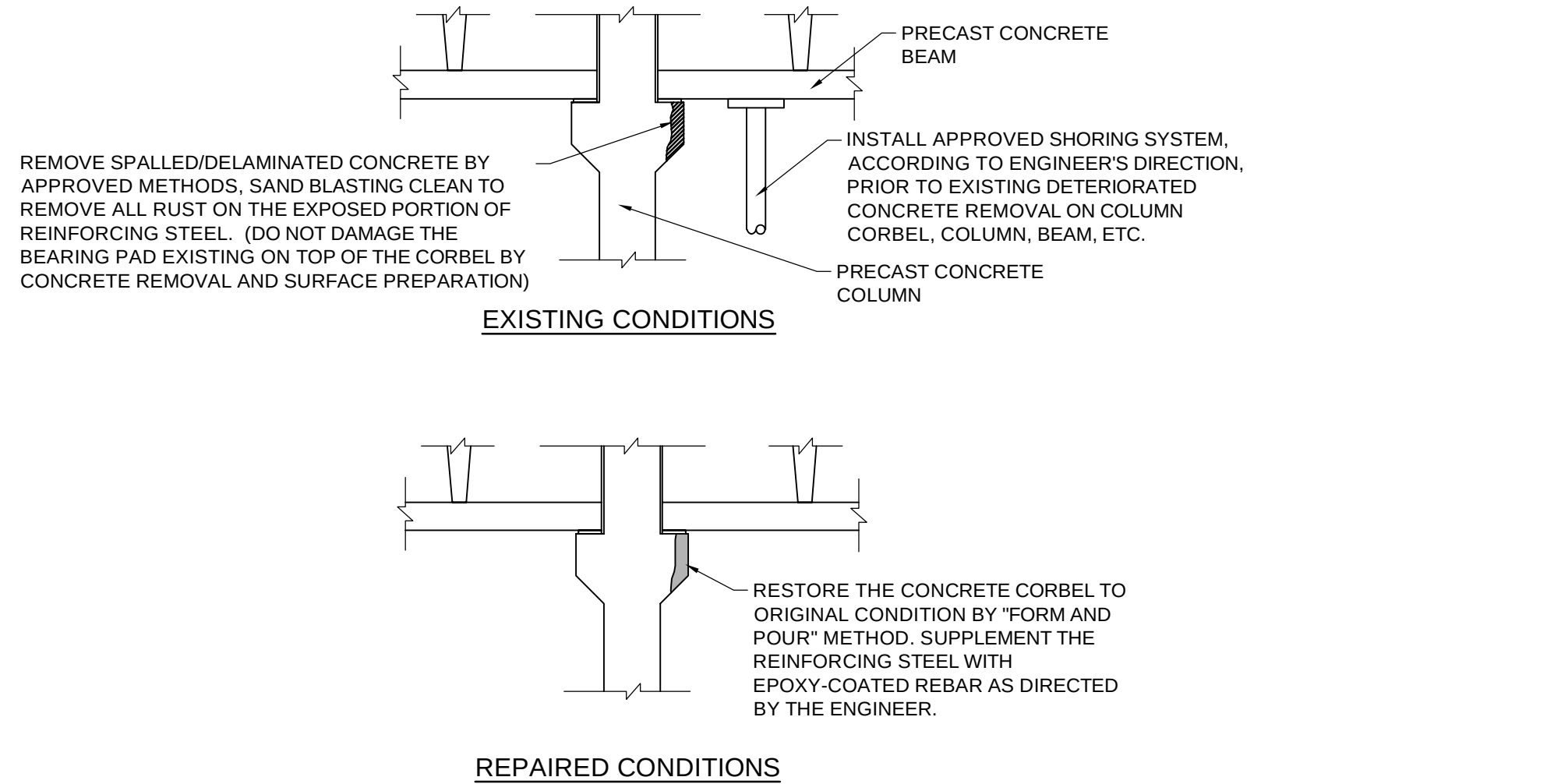
REPAIR PROCEDURE:

1. REMOVE EXISTING EXPANSION JOINT SEAL SYSTEM BY APPROVED METHODS. REPORT ANY UNANTICIPATED CONDITIONS TO THE ENGINEER.
2. THE MANUFACTURER, CONTRACTOR, AND ENGINEER SHALL REVIEW ALL BLOCK-OUT REQUIREMENTS AND TERMINATION DETAILS PRIOR TO PREPARATION OF CONCRETE SURFACES ALONG THE EXPANSION JOINTS. CONTRACTOR IS RESPONSIBLE FOR CREATING THE JOINT OPENING AND BLOCK-OUTS IN ACCORDANCE WITH THE REQUIREMENTS OF THE SELECTED SEAL.
3. CLEAN BLOCKOUT BY APPROVED METHOD IMMEDIATELY BEFORE NEW EXPANSION JOINT SEAL SYSTEM INSTALLATION.
4. INSTALL AN APPROVED EXPANSION JOINT SEAL SYSTEM PER SPECIFICATIONS AND MANUFACTURER'S WRITTEN GUIDELINES.

NOTES:

1. BASED UPON THE NEW EXPANSION JOINT SEAL MANUFACTURER'S RECOMMENDATION, ONLY SOME DETERIORATED PORTIONS OF THE EXISTING EXPANSION JOINT SEAL MAY BE REPLACED BY SPLICING THE NEW SEAL TO EXISTING SEAL STRICTLY IN ACCORDANCE WITH THE MANUFACTURER'S WRITTEN GUIDELINES.
2. CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL DIMENSIONS. CONTRACTOR SHALL INSTALL EXPANSION JOINT SEAL IN 'MILD' TEMPERATURES PER MANUFACTURER'S RECOMMENDATIONS.

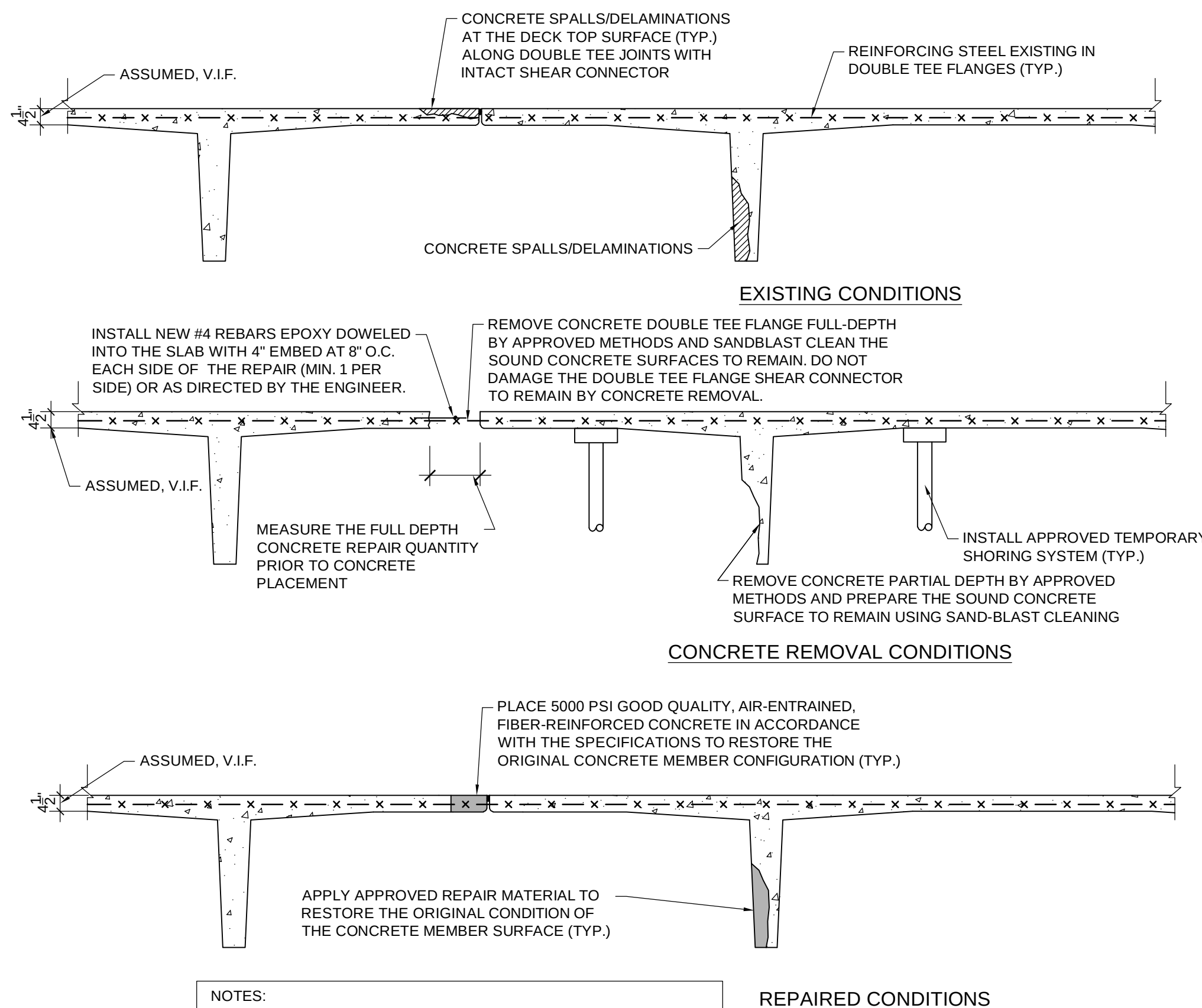
2 EXPANSION JOINT SEAL SYSTEM
SCALE: N.T.S.



REPAIR PROCEDURES:

1. REMOVE ANY PERMANENT ATTACHMENTS TO THE CONCRETE MEMBERS THAT MAY INTERFERE WITH THE REPAIR PROCESS AND PROVIDE TEMPORARY SUPPORT FOR DRAIN LINES, ETC. IF REQUIRED. STORE THE DISMANTLED ATTACHMENTS, IF ANY, IN A DESIGNATED, SAFE PLACE FOR SUBSEQUENT RE-INSTALLATION.
2. REMOVE ALL LOOSE, BROKEN, AND DELAMINATED CONCRETE FROM THE PRECAST OR CAST-IN-PLACE MEMBERS AS SHOWN ON THE DRAWINGS OR MARKED BY THE ENGINEER BY APPROVED METHODS. AVERAGE DEPTH OF REMOVAL SHALL BE ASSUMED TO BE 2 1/2" INCHES. EXPOSED PORTIONS OF EMBEDDED STRUCTURAL STEEL AND REINFORCEMENT SHALL BE SANDBLASTED CLEAN TO REMOVE ALL PRESENCE OF RUST AND CORROSION. REPORT ANY CONDITION WHERE THE EXISTING REINFORCING STEEL HAS LOST MORE THAN 20% OF ITS CROSS-SECTIONAL AREA DUE TO CORROSION TO THE ENGINEER FOR DISPOSITION.
3. CLEAN AND PREPARE THE CONCRETE SURFACE FOR APPLICATION OF APPROVED REPAIR MATERIAL.
4. PLACE NEW REPAIR MATERIAL BY HAND. LAYERS SHALL BE LIMITED IN THICKNESS TO PREVENT SAGGING OR FALLOUT. SEE THE SPECIFICATIONS FOR REPAIR MATERIAL.
5. FINISH, CURE, AND PROTECT OVERHEAD/VERTICAL REPAIRS.
6. RESTORE EXISTING CONTROL JOINTS IN REPAIR AREAS WHERE APPLICABLE.
7. AFTER THE REPAIRS ARE COMPLETE, RE-INSTALL ANY TEMPORARILY REMOVED ATTACHMENTS TO RESTORE THE EXISTING CONDITIONS.

3 CONCRETE HAUNCH REPAIR BY FORM-AND-POUR METHOD
SCALE: N.T.S.



NOTES:

1. REMOVE THE EXISTING DETERIORATED URETHANE SEALANT IN THE DOUBLE TEE CONTROL JOINTS BY APPROVED METHODS, AT CONCRETE SLAB REPAIR LOCATIONS PRIOR TO THE CONCRETE REMOVAL. FOLLOWING REMOVAL, EXPOSED DOUBLE TEE FLANGE CONNECTORS SHALL BE INSPECTED BY THE ENGINEER TO VERIFY ACCEPTABILITY FOR CONTINUING USE.

4 TYPICAL DOUBLE TEE FULL DEPTH CONCRETE REPAIRS
SCALE: N.T.S.

ISSUE

NO. DESCRIPTION DATE

DRAWING TITLE:

REPAIR DETAILS

DRAWING NO.

R-301

SCALE: AS NOTED

DATE: MARCH, 2024

PROJECT NO: 50-24110

DES. DRWN. CK'D.
KK CY KK

BID FORM
2024 Repair and Maintenance of the Emerson Street Garage

Village of Mount Prospect
Department of Public Works

FROM: Western Waterproofing Company Inc. d/b/a Western Specialty Contractors

(hereinafter called "Bidder")

TO: Office of the Village Manager, 3rd Floor
50 South Emerson Street
Mount Prospect, Illinois 60056
(hereinafter called "Village" or "Village of Mount Prospect")

2024 Repair and Maintenance of the Emerson Street Garage

The bidders have familiarized themselves with the work and probable work conditions required under this Bid affecting the cost of the work and with the Bid Documents which include:

- Notice to Bidders
- Table of Contents
- Instructions for Bidders
- General Conditions and Special Provisions
- Specifications
- Bid Form
- Affidavit – Bid Certification Form
- Bid Security
- Bid Sheet – **2024 Repair and Maintenance of the Emerson Street Garage**
- Contract Document
- Labor and Materials Payment bond form
- Performance Bond Form

Therefore, the Bidder hereby proposes to furnish all supervision, technical personnel, labor, materials, tools appurtenances, equipment, and services (including all utility and transportation services) required to construct and complete the Work, all in accordance with the above listed documents.

Bidder agrees to perform all of the Work and provide the equipment and materials described in the Bid Documents, as follows:

Bidder has bid on all items and has provided a price for all items. The Bidder acknowledges that it is responsible for verification of all pipe sizes and depths prior to the ordering of materials.

The Bidder will complete and provide all labor, equipment, materials and mobilization (if applicable) to perform the Work as incidental to the fixed item price for each item proposed.

In submitting this bid, the Bidder understands that the Village of Mount Prospect reserves the right to add to or subtract from the estimated quantities.

The Village of Mount Prospect intends to award one (1) contract (if at all) for the items bid. If written notice of award of this bid is mailed, emailed or otherwise delivered to the Bidder at any time before this bid is withdrawn, the Bidder agrees to execute and deliver the contract in the prescribed form and furnish payment and performance bonds, or letter of credit, and the insurance certificates required by the Bid Documents to the Village within ten (10) days after receipt.

The Bidder, and as successful bidder/Contractor upon award of the Contract understands and agrees to the following:

- 1) The Contractor agrees to provide all Work and items and material to the Village as noted in the Bid Documents and comply with the requirements of the Bid Documents.
- 2) The Contractor agrees to comply with all applicable state and federal laws, rules and regulations, and county and municipal ordinances, as described in the General Conditions.

All Addenda pertaining to this project shall be acknowledged by the Bidder in the spaces provided below:

Addendum No.	Addendum Date	Acknowledgement by Bidder or Authorized Representative	Date Acknowledged
N/A			

Failure to acknowledge receipt, as provided above, may be considered sufficient grounds for disqualification of the bidder and rejection of his/her bid submittal. A record of all Addenda and copies of same will be available to all qualified bidders from the Village of Mount Prospect Public Works Department, 1700 West Central Road, Mount Prospect, Illinois two (2) days prior to the letting. It shall be the bidder's responsibility to become fully advised of all Addenda prior to submitting its bid.

Upon award the contract the Village will send Notice of Award to the successful bidder, the bidder must then execute the contract and provide the required bonds or letter of

credit and certificate of insurance to the Village within ten (10) days. The Village will then issue a written Notice to Proceed, which starts the performance period and the contractor then has ten (10) days to commence work. The contractor shall reach substantial completion within **thirty (30) consecutive** calendar days after the Notice to Proceed with **final completion fifteen (15) days thereafter**. Failure to complete the work in the designated time frame may result in the Director of Public Works withholding compensation due the contractor for failure to complete the said work in the designated time frame, calling the bonds, or taking such other action as may be available.

Security in the sum of ten (10%) percent of the amount bid in form of (check one):
☒ Bid Bond ☐ Certified Check ☐ Bank Cashier's Check
is attached hereto in accordance with the "Instructions for Bidders".

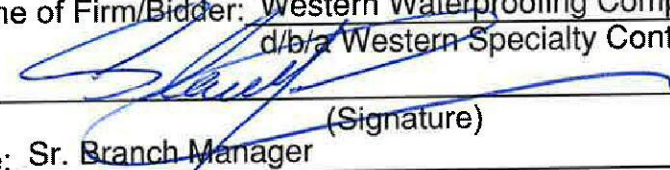
This Bid Submittal contains the following:

- 1) Bid Form
- 2) Affidavit – Bid Certification Form
- 3) Bid Security
- 3) BID SHEET(S) – **2024 Repair and Maintenance of the Emerson Street**

Garage

Respectfully submitted:

Name of Firm/Bidder: Western Waterproofing Company Inc.
d/b/a Western Specialty Contractors

By: 
(Signature)

Title: Sr. Branch Manager

Date: 5/6/2024

Contact Information:

Official Address: 676 E Fullerton Ave. Glendale
Heights, IL 60139

Telephone: 773-638-5206

Email: Brentr@westerngroup.com

ONE (1) SIGNED COPY OF THIS BID FORM AND BID SHEETS (Pages 43-51) ALONG WITH THE AFFIDAVIT – BID CERTIFICATION FORM, AND BID SECURITY SHALL BE SUBMITTED IN A SEALED MARKED ENVELOPE. VILLAGE OF MOUNT PROSPECT

AFFIDAVIT – BID CERTIFICATION FORM

Bidder:

Company/Firm Name: Western Waterproofing Company Inc. d/b/a Western Specialty Contractors

Address: 676 E Fullerton Ave. Glendale Heights, IL 60139

As a condition of entering into a contract with the Village of Mount Prospect, and under oath and penalty of perjury and possible termination of contract rights and debarment, the undersigned, Steve Genovese, being first duly sworn on oath, deposes and states that he or she is Sr. Branch Manager (sole owner, partner, joint ventured, President, Secretary, etc.) of Western Waterproofing Company Inc. d/b/a and has the authority to make all Western Specialty Contractors (Name of Company) certifications required by this affidavit.

Section I

Non Collusion

The undersigned certifies that this bid is genuine and not collusive or a sham, that said bidder has not colluded, conspired, connived or agreed, directly or indirectly, with any bidder or person, to put in a sham bid or to refrain from bidding, and has not in any manner, directly or indirectly, sought by agreement or collusion, or communication or conference with any person, to fix the bid price element of this bid, or of that of any other bidder, or to secure any advantage against any other bidder or any person interested in the proposed contract.

Section II

Bid Rigging and Rotating

The undersigned further states that Western Waterproofing Company Inc. d/b/a (Name of Company) Western Specialty Contractors is not barred from bidding or contracting as a result of a conviction for violations of state laws prohibiting bid rigging or bid rotating or any similar offense of any state of the United States, as provided in Sections 33E-3 and 33E-4 of the Illinois Criminal Code, 720 ILCS 5/33E-3, 33E-4.

Section III

Drug Free Workplace

The undersigned further states that Western Waterproofing Company Inc. d/b/a (Name of Company) Western Specialty Contractors provides a drug free workplace pursuant to the Drug Free Workplace Act, 30 ILCS 580/1, et seq., and has, to the extent not covered by a collective bargaining that deals with the subject of the Substance Abuse Prevention in Public Works Projects Act, 820 ILCS 265/1 et seq., a substance abuse prevention program that meets or exceeds these requirements of that Act.

AFFIDAVIT – BID CERTIFICATION FORM

Section IV

Tax Payment

The undersigned further states that Western Waterproofing Company Inc. d/b/a is
(Name of Company) Western Specialty Contractors
not delinquent in payment of any taxes to the Illinois Department of Revenue, in accordance with
Illinois Compiled Statutes, 65 ILCS 5/11-42.1. The undersigned understands that making a false
statement regarding delinquency in taxes is a Class A Misdemeanor and, in addition voids the
contract and allows the municipality to recover all amounts paid to the individual or entity under
the contract in civil action.

Section V

Sexual Harassment Policy

Pursuant to Section 2-105(A) of the Illinois Human Rights Act, 775 ILCS 5/2-105 (A), every
party to a public contract must:

"Have written sexual harassment policies that shall include, at a minimum, the following
information: (I) the illegality of sexual harassment; (II) the definition of sexual harassment under
State law; (III) a description of sexual harassment, utilizing examples; (IV) the vendor's internal
complaint process including penalties; (V) the legal recourse, investigative and complaint process
available through the Department (of Human Rights) and the Commission (Human Rights
Commission); (VI) directions on how to contact the Department and Commission; and (VII)
protection against retaliation as provided by Section 6-101 of the Act. (Illinois Human Rights Act)."

A "public contract" includes: "...every contract to which the State, any of its political subdivisions
or any municipal corporation is a party." 775 ILCS 5/1-103 (M) (2002).

The undersigned further states that Western Waterproofing Company Inc. d/b/a has
(Name of Company) Western Specialty Contractors
a written sexual harassment policy in place in full compliance with 775 ILCS 5/2-105 (A) (4).

It is expressly understood the foregoing statements and representations and promises are made
as a condition to the right of the bidder to receive payment under any award made under the
terms and provisions of this bid.

The undersigned certifies that all information contained in this Affidavit is true and correct.

Signed by: [Signature] Title: Sr. Branch Manager

Signature

Name Printed: Steve Genovese

Signed and sworn to before me this 6 day of May, 20 .
My commission expires:

[Signature]

Notary Public



BID SECURITY

Included with this bid is a bank cashier's check, certified check or bid bond in the amount of \$5,892.50, being ten percent (10%) of the total amount bid by Western Waterproofing Company Inc. d/b/a Western Specialty Contractors, the Bidder, in favor of the Village of Mount Prospect. It is hereby agreed that, should Bidder be awarded the Work contemplated under this bid and fail or refuse to execute a contract for said Work, or to provide the required payment and performance bonds, or letter of credit, and certificate of insurance, then this security, in the amount stipulated above, shall be forfeited and may be retained by the Village of Mount Prospect as liquidated damages and not as a penalty. All bids to remain firm for a period of ninety (90) days after bid opening date.

SUBMITTED THIS 6th DAY OF May, 2024.

SEAL (if corporation)

Bidder:
Western Waterproofing Company Inc. d/b/a
Western Specialty Contractors

Steve Genovese
Bidder's Agent and Agent's Title

Sr. Branch Manager
Title

Note: If bidder is a partnership, the bid must be signed by at least two of the partners.

Note: If bidder is a corporation, the bid must be signed by an authorized officer of the corporation, attested and sealed by the secretary or other authorized officer.

If a corporation, note here the state of incorporation:

Incorporated under the laws of the State of Missouri.

BID SHEET

Unit Price for Base Contract (Work Installed)

1. Project Mobilization and Demobilization of the work in accordance with the scheduling requirements. This item also includes any general or special work permits, licenses, etc., if any, required to perform the repairs.

Maximum Amount Allowed = \$3,000

LUMP SUM=\$ 3,000.00

2. Concrete and Double Tee Connection Repairs:

An allowance has been established for concrete repairs and tee to tee connection repairs as required and as directed by the engineer. Unit prices and descriptions for the potentially required repairs are listed below.

Allowance = \$5,000

- a. Full Depth Precast Double Tee Slab Repairs

Full depth removal (4 1/2" avg.) of the precast concrete double tee floor slab system f by approved methods at locations shown on the drawings, disposal of debris, providing supplemental or new reinforcing steel as required including #4 rebar dowels spaced at 12" O.C., and restoring the concrete slab surface by furnishing and placing the specified fiber reinforced concrete, according to the Specifications and repair details shown on the drawings. Work shall also include routing and sealing of cracks in repair areas, routing and sealing of construction joint around repair, and the removal and installation of the tee-to-tee joints impacted by the repair area. For repair see detail 1/R-6.

\$ 200.00 /SF

PRODUCT PROPOSED = Sikacrete 421 CI

- b. Re-weld Broken Double Tee Flange Connectors

Re-weld the tee flange connector at locations with broken welds. Provide welding 1/4" full penetration groove weld 2.5" long on both sides of existing bar/plates with approved methods and materials to reconnect the double tee-to-tee connection.

\$ 100.00 /EA

- c. Re-weld Broken Double Tee Flange Connectors & Replace Exist. Stainless Bar

Re-weld the tee flange connector at locations with broken welds. Provide welding 1/4" full penetration groove weld 2.5" long on both sides of new bar/plates with approved methods and materials to reconnect the double tee-to-tee connection. Contractor is to provide new stainless plug/block in joint opening

\$ 250.00 /EA

3. Concrete Corbel Repair

Removal of the spalled/deteriorated concrete haunch surface by approved methods, sandblast cleaning of the exposed structural steel and reinforcing steel to remain. Applying approved zinc-rich paint onto the exposed steel. Cast repair concrete to enclose steel haunch with approved repair material by 'form and pour/pump' repair method to restore the original configuration of the concrete haunch. Provide shoring for tee stem or beam as required. See Detail 3/R301 and utilize Repair Materials per Specification Section 03 30 00.

Lump Sum = \$ 1,250.00

PRODUCT PROPOSED = Sikacrete 421 CI

4. Joint Sealant Replacement:

a. Cove Joint Replacement

Provide primer and approved two-component polyurethane joint sealant materials. Replace existing or provide new sealant. Includes rout and clean the cove joints on the top surface of concrete slabs, remove all existing deteriorated sealant, if any, in cove joints at designated locations on the roof level, clean and prepare the surface by approved methods, and install primer and approved two-component polyurethane joint sealant according to the details by the manufacturer and as shown on plans. See Detail 1/R301 and utilize materials per Specification Section 07 92 00.

\$ 11.50 /LF x 400 LF = \$ 4,600.00

PRODUCT PROPOSED = Sikaflex 2c

b. Tee-to-Tee Joint Replacement

Replace existing or provide new sealant. Includes rout or clean existing joints, remove existing control joint sealant and backer-rod material for the entire joint length at designated joints of precast DT decks on the designated locations, clean and prep the concrete surfaces and exposed steel connector components by approved methods. For non-stainless connectors – paint the exposed steel components using approved rust-inhibitive paint. Provide primer, backer rod, and joint sealant. See Detail 1/R301 and utilize materials per Specification Section 07 92 00.

\$ 10.00 /LF x 1,200 LF = \$ 12,000.00

PRODUCT PROPOSED = Sikaflex 2C

5. Rout and Seal Concrete Slab Cracks

Provide primer and approved two-component polyurethane joint sealant materials. Rout and clean the existing cracks on the top surface of concrete slabs, remove all existing deteriorated sealant, if any, in cracks at designated locations, clean and prepare the surface by approved methods, and install primer and approved two-component polyurethane joint sealant according to the details by the manufacturer and as shown on plans. See Detail 1/R301 and utilize materials per Specification Section 07 92 00.

\$ 9.00 /LF x 200 LF = \$ 1,800.00

PRODUCT PROPOSED = Sikaflex 2C

6. Traffic Bearing Winged Seal Expansion Joints:

Replace expansion joint seals at locations shown on floor plans and/or designated by the Engineer in the field. The work shall be performed as shown on detail 2/R301, specification section 07 95 00, and manufacturer's recommendations. Work shall include the removal and disposal of the existing joint seal, any necessary repairs to the joint blockout, cleaning and surface preparation of the blockout, installation of the new joints seal, and protection of the joint seal. This work is to be performed in coordination with ramp closures necessary for the waterproofing work described above.

\$ 115.00 /LF x 175 LF = \$ 20,125.00

PRODUCT PROPOSED = EMSEAL Thermaflex

7. Expansion Joint Blockout Repair Allowance:

An allowance has been established for concrete repairs to the expansion joint block out as required and directed by the engineer.

Allowance = \$ 3,000

8. Clean and Paint Shear Support Angles:

Clean, grind free of corrosion, and repaint steel angles beneath the level 1 expansion joint seal as shown on the plans.

Lump Sum = \$ 3,650.00

PRODUCT PROPOSED = Sherwin Williams

9. Miscellaneous Items and General Conditions:

Perform any miscellaneous work items shown, noted on the drawings, or in the specifications and not otherwise enumerated in the bid items. Indirect miscellaneous work includes, but is not limited to, traffic control and temporary signage, supervision, off-hours work as necessary, dust control, protection of newly installed materials until fully cured, performance of the work in multiple phases due to the need to minimize disruptions to on-going operations, and periodic as wells as final clean up.

LUMP SUM = \$ 4,500.00

SUB-TOTAL CONTRACT AMOUNT
(Insert this amount on page PF-1)

\$ 58,925.00

SUMMARY OF PRICES:

CONTRACT PRICE (the sum of extensions of the Schedule of Prices – BASE BID):

Fifty Eight Thousand Nine Hundred Twenty Five Dollars and Zero Cents
(In writing) (In writing)

\$58,925 Dollars and .00 Cents
(In figure) (In figure)

CONTRACT PRICE (the sum of extensions of the Schedule of Prices – ALTERNATE BID):

No Bid Dollars and No Bid Cents
(In writing) (In writing)

No Bid Dollars and No Bid Cents
(In figure) (In figure)

CONTRACT PRICE (the sum of extensions of the Schedule of Prices – TOTAL BID):

Fifty Eight Thousand Nine Hundred Twenty Five Dollars and Zero Cents
(In writing) (In writing)

\$58,925 Dollars and .00 Cents
(In figure) (In figure)

AIA[®] Document A310[™] – 2010

Bid Bond

CONTRACTOR:*(Name, legal status and address)*

WESTERN WATERPROOFING COMPANY,
INC. DBA WESTERN SPECIALTY
CONTRACTORS
676 E. Fullerton Avenue
Glendale Heights, IL 60139

SURETY:*(Name, legal status and principal place of business)*

WESTERN SURETY COMPANY
151 N. Franklin Street
Chicago, IL 60606

OWNER:*(Name, legal status and address)*

THE VILLAGE OF MOUNT PROSPECT

50 South Emerson Street, Mount Prospect, IL 60056

BOND AMOUNT: Ten Percent of Amount bid
(10% of Amount Bid)

PROJECT:*(Name, location or address, and Project number, if any)*

2024 Repair and Maintenance of Emerson St. Garage, Mount Prospect, IL

Project Number, if any:

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

Any singular reference to Contractor, Surety, Owner or other party shall be considered plural where applicable.

The Contractor and Surety are bound to the Owner in the amount set forth above, for the payment of which the Contractor and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, as provided herein. The conditions of this Bond are such that if the Owner accepts the bid of the Contractor within the time specified in the bid documents, or within such time period as may be agreed to by the Owner and Contractor, and the Contractor either (1) enters into a contract with the Owner in accordance with the terms of such bid, and gives such bond or bonds as may be specified in the bidding or Contract Documents, with a surety admitted in the jurisdiction of the Project and otherwise acceptable to the Owner, for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof; or (2) pays to the Owner the difference, not to exceed the amount of this Bond, between the amount specified in said bid and such larger amount for which the Owner may in good faith contract with another party to perform the work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect. The Surety hereby waives any notice of an agreement between the Owner and Contractor to extend the time in which the Owner may accept the bid. Waiver of notice by the Surety shall not apply to any extension exceeding sixty (60) days in the aggregate beyond the time for acceptance of bids specified in the bid documents, and the Owner and Contractor shall obtain the Surety's consent for an extension beyond sixty (60) days.

If this Bond is issued in connection with a subcontractor's bid to a Contractor, the term Contractor in this Bond shall be deemed to be Subcontractor and the term Owner shall be deemed to be Contractor.

When this Bond has been furnished to comply with a statutory or other legal requirement in the location of the Project, any provision in this Bond conflicting with said statutory or legal requirement shall be deemed deleted herefrom and provisions conforming to such statutory or other legal requirement shall be deemed incorporated herein. When so furnished, the intent is that this Bond shall be construed as a statutory bond and not as a common law bond.

Signed and sealed this 24th day of April, 2024


(Witness)


(Witness)

WESTERN WATERPROOFING COMPANY, INC. DBA
WESTERN SPECIALTY CONTRACTORS

(Principal)

(Title) Timothy F. Diehl, Treasurer

WESTERN SURETY COMPANY

(Surety)

(Title) Salena Wood, Attorney in Fact

Western Surety Company

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That WESTERN SURETY COMPANY, a South Dakota corporation, is a duly organized and existing corporation having its principal office in the City of Sioux Falls, and State of South Dakota, and that it does by virtue of the signature and seal herein affixed hereby make, constitute and appoint

Thomas U Krippene, Catherine L Geimer, Eric D Sauer, Christina L Baratti, Salena Wood, Jennifer Williams, Barbara Pannier, Individually

of Saint Louis, MO, its true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on its behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

and to bind it thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of the corporation and all the acts of said Attorney, pursuant to the authority hereby given, are hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the Authorizing By-Laws and Resolutions printed at the bottom of this page, duly adopted, as indicated, by the shareholders of the corporation.

In Witness Whereof, WESTERN SURETY COMPANY has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on this 6th day of January, 2024.



WESTERN SURETY COMPANY

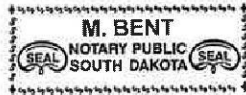
Larry Kasten, Vice President

State of South Dakota } ss
County of Minnehaha }

On this 6th day of January, 2024, before me personally came Larry Kasten, to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is a Vice President of WESTERN SURETY COMPANY described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said corporation and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said corporation.

My commission expires

March 2, 2026



M. Bent, Notary Public

CERTIFICATE

I, L. Nelson, Assistant Secretary of WESTERN SURETY COMPANY do hereby certify that the Power of Attorney hereinabove set forth is still in force, and further certify that the By-Law and Resolutions of the corporation printed below this certificate are still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said corporation this 24th day of April, 2024



WESTERN SURETY COMPANY

L. Nelson, Assistant Secretary

Authorizing By-Laws and Resolutions

ADOPTED BY THE SHAREHOLDERS OF WESTERN SURETY COMPANY

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the shareholders of the Company.

Section 7. All bonds, policies, undertakings, Powers of Attorney, or other obligations of the corporation shall be executed in the corporate name of the Company by the President, Secretary, and Assistant Secretary, Treasurer, or any Vice President, or by such other officers as the Board of Directors may authorize. The President, any Vice President, Secretary, any Assistant Secretary, or the Treasurer may appoint Attorneys in Fact or agents who shall have authority to issue bonds, policies, or undertakings in the name of the Company. The corporate seal is not necessary for the validity of any bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation. The signature of any such officer and the corporate seal may be printed by facsimile.

This Power of Attorney is signed by Larry Kasten, Vice President, who has been authorized pursuant to the above Bylaw to execute power of attorneys on behalf of Western Surety Company.

This Power of Attorney may be signed by digital signature and sealed by a digital or otherwise electronic-formatted corporate seal under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 27th day of April, 2022:

"RESOLVED: That it is in the best interest of the Company to periodically ratify and confirm any corporate documents signed by digital signatures and to ratify and confirm the use of a digital or otherwise electronic-formatted corporate seal, each to be considered the act and deed of the Company."

Go to www.cnasurety.com > Owner / Oblige Services > Validate Bond Coverage, if you want to verify bond authenticity.

DESMAN INC.
20 North Clark Street, Suite 300
Chicago, Illinois 60602
312/263-8400, Fax 312/263-8406

	Lowest Price
	Second Lowest Price

All Repair Items Are To Be Performed On The Roof Level Unless Otherwise Specified.

2024 Repair and Maintenance of the Emerson Street Garage

Date: 05.07.24

Item #	Bid Item	Estimated Quantity	Western		Golf Construction		Berglund		BACR		Hammer		JLJ		LS Contracting		NRS		Otto Baum	
			Unit Price	Cost	Unit Price	Cost	Unit Price	Cost	Unit Price	Cost	Unit Price	Cost	Unit Price	Cost	Unit Price	Cost	Unit Price	Cost	Unit Price	Cost
1	Mobilization	Lump Sum		\$3,000		\$3,000		\$3,000		\$2,400		\$3,000		\$3,000		\$3,000		\$3,000		\$2,000
2	Concrete & Double Tee Connection Allowance	Allowance		\$5,000		\$5,000		\$5,000		\$5,000		\$5,000		\$5,000		\$5,000		\$5,000		\$5,000
2a.	Full Depth Double Tee Floor Repairs	SF	\$200.00		\$500.00		No Price		\$267.00		\$245.00		\$150.00		\$220.00		\$140.00		\$830.00	
2b.	Reweld Broken Double Tee Flange Connectors	EA	\$100.00		\$500.00		No Price		\$363.00		\$350.00		\$100.00		\$30.00		\$150.00		\$400.00	
2c.	Reweld Broken Double Tee Flange Connectors & Replace Stainless Bar	EA	\$250.00		\$2,500.00		No Price		\$385.00		\$385.00		\$135.00		\$53.75		\$250.00		\$440.00	
3	Concrete Corbel Repair	Lump Sum		\$1,250		\$7,500		\$5,500		\$1,384		\$1,100		\$500		\$2,120		\$2,350		\$2,500
4.a	Cove Joint Sealant Replacement	400 LF	\$11.50	\$4,600	\$12.00	\$4,800	\$12.50	\$5,000	\$19.00	\$7,600	\$15.00	\$6,000	\$12.00	\$4,800	\$15.00	\$6,000	\$14.00	\$5,600	\$13.00	\$5,200
4.b	Tee-to-Tee Joint Sealant Replacement	1,200 LF	\$10.00	\$12,000	\$13.00	\$15,600	\$18.00	\$21,600	\$21.00	\$25,200	\$12.00	\$14,400	\$12.00	\$14,400	\$18.00	\$21,600	\$16.00	\$19,200	\$11.40	\$13,680
5	Rout and Seal Cracks	200 LF	\$9.00	\$1,800	\$11.00	\$2,200	\$12.50	\$2,500	\$11.00	\$2,200	\$9.00	\$1,800	\$10.00	\$2,000	\$7.50	\$1,500	\$10.00	\$2,000	\$11.00	\$2,200
6	Wing Seal Expansion Joint Replacement	175 LF	\$115.00	\$20,125	\$150.00	\$26,250	\$180.00	\$31,500	\$167.00	\$29,225	\$185.00	\$32,375	\$175.00	\$30,625	\$225.00	\$39,375	\$160.00	\$28,000	\$162.00	\$28,350
7	Expansion Joint Blockout Replacement	Allowance		\$3,000		\$3,000		\$3,000		\$3,000		\$3,000		\$3,000		\$3,000		\$3,000		\$3,000
8	Clean and Paint Shear Support Angles	Lump Sum		\$3,650		\$1,500		\$6,500		\$5,977		\$1,500		\$700		\$4,189		\$9,000		\$1,900
10	Miscellaneous Items and General Conditions	Lump Sum		\$4,500		\$22,350		\$11,400		\$12,705		\$10,000		\$5,810		\$12,667		\$10,000		\$11,620
BASE BID TOTAL AMOUNT				\$58,925		\$91,200		\$95,000		\$94,691		\$78,175		\$69,835		\$98,451		\$87,150		\$75,450



Item Cover Page

Subject	Motion to reject the lowest-cost bid for the 2024-2026 Fire Hydrant Painting Program as non-responsive to the bid documents and accept the second lowest-cost bid for an amount not to exceed \$42,400.00.
Meeting	May 21, 2024 - VILLAGE BOARD/COMMITTEE OF THE WHOLE OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	Y
Dollar Amount	\$42,400 in 2024 (\$130,800 over 3 years)
Budget Source	Water and Sewer Enterprise Fund
Category	CONSENT AGENDA
Type	Action Item

Information

There are funds available to continue painting the Village-owned fire hydrants in the 2024 budget. The Village owns and maintains 2,340 fire hydrants throughout the water distribution system. A component of the fire hydrant maintenance program is removing old paint and recoating fire hydrants on a 6-year cycle.

Staff requested a budget amount in the 2024-2026 operating budget to continue using contractual painting services and recoat 400 fire hydrants per year. The work process entails removing old layers of paint by sandblasting, applying a primer immediately after sand blasting, followed by a finish coat.

Bid Results

Bid specifications were sent to four (4) contractors who submitted bids on this project in the past. A notice to bidders was also posted on the online bid service Demandstar. Sealed bids were received on April 29, 2024. Six (6) contractors submitted bids for this project. Bids ranged between \$129,600 and \$541,600. Staff's estimate for this project was \$44,578. All bidders submitted a bid bond in the amount of \$500 as required in the bid proposal packet. All bids were checked for their accuracy and all bidders correctly signed their bids and bid bonds.

Contractor	Year 1	Year 2	Year 3	Total
Tron Restoration	\$43,200	\$43,200	\$43,200	\$129,600
Go Painters	\$42,400	\$43,600	\$44,800	\$130,800
Red Feather Group	\$44,000	\$45,620	\$47,308	\$136,928

Alpha Paintworks	\$45,200	\$46,400	\$47,600	\$139,200
Muscat Co.	\$48,312	\$49,276	\$50,256	\$147,844
Tiles in Style LLC.	\$171,600	\$180,400	\$189,600	\$541,600

Discussion

All bids were reviewed to ensure that the documents had all appropriate signatures, the appropriate bid security, and references. Tron Restoration did not provide any references for fire hydrant painting projects.

Staff contacted Tron Restoration and requested references for hydrant painting projects they completed that were similar in scope to this project. Tron restoration failed to provide any references for fire hydrant painting. This project would be Tron Restoration's first fire hydrant painting contract. Staff believes their submittal is non-responsive to the experience requirements of the bid documents.

The second lowest-cost bidder, Go Painters of Maywood, Illinois, has all the appropriate documents, security, signatures, and experience. The firm's submittal is responsive to the bid documents.

In staff's opinion, the lowest-cost responsive bidder is Go Painters of Maywood, Illinois. Go Painters has not previously worked for the Village. Staff contacted their references, and all came back positive. These references included the painting of over 5,000 fire hydrants in multiple municipalities throughout Illinois, Indiana, and Wisconsin. References include the Village of Huntley, the Village of Highland Park, the Village of Bartlett, the Village of Burr Ridge and the Village of Munster, Indiana.

Alternatives

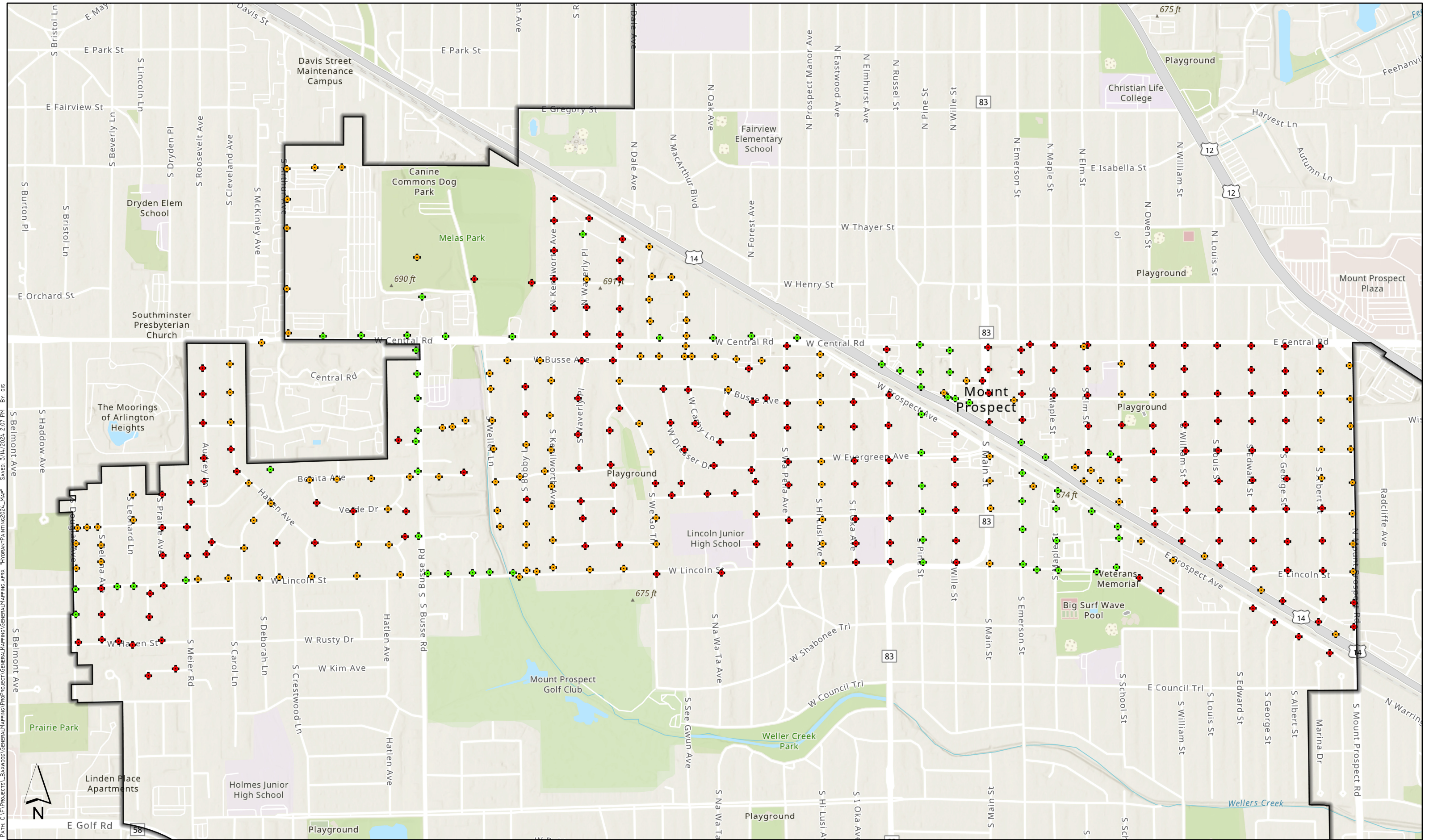
1. Reject the lowest-cost bid as non-responsive to the bid documents and accept the second lowest-cost, responsive bid for the 2024-2026 Fire Hydrant Painting Program.
2. Action at the discretion of the Village Board.

Staff Recommendation

Staff recommends that the Village Board reject the lowest-cost bid for the 2024-2026 Fire Hydrant Painting Program as non-responsive to the bid documents experience requirements and accept the second lowest-cost, responsive bid submitted by Go Painters of Maywood, Illinois, for an amount not to exceed \$42,400 in 2024. Expenditures in subsequent years will be limited to amounts allocated for this purpose in authorized budgets.

Attachments

1. HydrantPainting2024_Map
2. Go Painters Bid Submittal
3. Go Painters References



PATH: C:\F\PROJECTS\BAWOOD\GENERAL\MAPPING\PROJ\GENERAL\MAPPING\2024\Map" HYDRANT PAINTING 2024 Map" BY: GIS



Hydrants to be painted

- 6-inch (273)
- 8-inch (148)
- 10-inch and larger (21)

2024 HYDRANT PAINTING



Bid Request
for
**Fire Hydrant Painting Services
2024**

BID OPENING: April 29, 2024 - 1:00 p.m. local time

Mount Prospect Public Works Department
1700 W. Central Road, Mount Prospect, Illinois 60056-2229

NOTICE TO BIDDERS
Bid for
Fire Hydrant Painting Services

Sealed bids will be received until 1:00 p.m. on Monday, April 29, 2024 in the office of the Village Manager, 3rd Floor, 50 S. Emerson Street, Mount Prospect, Illinois 60056. In a separate, sealed envelope please submit bid clearly marked **"Sealed Bid for Fire Hydrant Painting Services"**

The work includes a Base Bid price for the sandblasting, priming and painting fire hydrants in Mount Prospect, Illinois. The bid also includes a cost for the fire hydrants caps designated colors.

All work under this Bid and the resulting contract must comply with the Illinois Prevailing Wage Act, 820 ILCS 130/0.01 et seq. and the other applicable laws and ordinances.

Bid packages are available on the Villages website at www.mountprospect.org/bids.

Offers may not be withdrawn for a period of ninety (90) days after the bid date without the consent of the Board of Trustees.

Any Bid submitted unsealed, unsigned, sent via email or fax or received subsequent to the aforementioned date and time, will be disqualified and returned to the bidder.

The Village reserves the right in its sole discretion, to reject any and all bids or parts thereof, to waive any irregularities technicalities and informalities in bid procedures and to award the contract in a manner best serving the interests of the Village.

Village Manager
Michael J. Cassady

Fire Hydrant Painting Services 2024

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VILLAGE OF MOUNT PROSPECT Fire Hydrant Painting Services 2024

BID PACKET INFORMATION

PROJECT SCOPE

The Contractor shall provide, at a minimum, the following work:

- Fulfill all items and requirements listed in the General Conditions and Specifications.
- Perform any and all additional work, as required by the Director of Public Works, for the unit costs indicated on the Bid Sheet.

1. RECEIPT OF PROPOSALS

Sealed bid proposals to provide **Fire Hydrant Painting Services** must be received in the office of the Village Manager, 3rd floor, 50 South Emerson St., Mount Prospect, Illinois 60056, no later than 1:00 p.m. on Monday, April 29, 2024. Bids arriving after that time will not be accepted. Mailed bids, which are delivered after the specified hour, will not be accepted regardless of postmarked time on the envelope. Electronic mail (email) and/or facsimile transmitted bids will not be accepted.

2. HOW TO SUBMIT A BID

The bid proposal must be delivered in a sealed envelope to the Village Hall and marked to the attention of the "Village Manager". The bid proposal must be clearly marked: "**Sealed Bid Fire Hydrant Painting Services 2024**" and the date of the bid opening. **No proposal will be considered unless it is submitted on the bid proposal form, *Exhibit A*, included in this bid packet.**

The bid proposal must be typewritten or legibly completed in ink. Any erasures or revisions in the bid proposal must be initialed by the person signing the proposal. Should a bidder wish to qualify his bid or make special stipulations thereto, such qualifications or stipulations shall be stated on standard letter size sheets of paper, separate from the proposal form but included within the sealed proposal.

It will be the sole responsibility of the bidder to ensure that his or her bid reaches the Mount Prospect Village Manager's Office on or before the deadline for bid submissions set forth above. Any bid that is not sealed or marked as specified in the requirements for submitting a bid will be disqualified from the bidding process.

3. QUALIFICATION OF BIDDERS

To be entitled to consideration, bids must be submitted in accordance with this Notice to Bidders and the "Village of Mount Prospect Instructions to Bidders", and on the Proposal Form (Exhibit A). In addition, bidders must be licensed to do business in the Village of Mount Prospect, and must furnish satisfactory evidence

of their professional experience and ability to meet the performance requirements of the **Fire Hydrant Painting Services 2024** (*Exhibit B*).

4. AWARD OF CONTRACT TO SUCCESSFUL BIDDER

The Village of Mount Prospect will be the sole interpreter of all bid documents, and reserves the right to make its own assessment of bids received; to reject any and all bids; to waive irregularities and technicalities in the bids; to further negotiate details of the contract with the low bidder after award of the contract; and to award the contract based upon its consideration of the following criteria as well as relevant statutory provisions:

- a) Lowest responsible bidder.
- b) The ability, capacity, and skill of the bidder to perform the contract to provide the service required.
- c) Whether the bidder can perform the contract or provide the service promptly, or within the time specified, without delay or interference.
- d) The character, integrity, reputation, judgment, experience, and efficiency of the bidder.
- e) The quality of performance of previous contracts.
- f) The previous and existing compliance by the bidder with laws and ordinances relating to the contract.
- g) The sufficiency of the financial resources and ability of the bidder to perform the contract and provide the service.
- h) The ability of the bidder to provide future maintenance and service.
- i) The number and scope of conditions attached to the bid.
- j) Whether the bidder has a place of business in the Village.
- k) Responsiveness to the exact requirements of the invitation to bid.
- l) Ability to work cooperatively with the Village and its staff.
- m) Past records of the bidder's transactions with the Village or with other entities as evidence of the bidder's responsibility, character, integrity, reputation, judgment, experience, efficiency and cooperativeness.
- n) Such other factors as would be in the best interest of the Village and its operations.

The Village of Mount Prospect may make such inspections, as it deems necessary, including the right to inspect all bidder worksites related to the bid.

5. CONTRACT

The specifications and terms for award of this contract include all of those set forth in this Notice to Bidder, the Instructions to Bidder, the Proposal Form (Exhibit A), the Specifications, the General Conditions, the Bid Form, the Affidavit – Bid Certification Form, the Bid Security Form, the Bid Sheet and **Fire Hydrant Painting Services 2024** (Exhibit B). The successful bidder will be required to execute the Contract for the duration specified and the successful bidder's submitted Bid Proposal Form will be attached to and incorporated into that Contract.

INSTRUCTIONS TO BIDDERS

To be entitled to consideration, bids must be made in accordance with the following instructions:

1. The Village of Mount Prospect reserves the right to reject any or all bids, or any part thereof, or to accept any bid or any part thereof, or to waive any information in any bid when, in its opinion, the best interest of the Village will be served by such action.
2. Bidders may withdraw or cancel their bid, in written form, at any time prior to the advertised bid opening time. Any bid submitted will be binding for 90 calendar days after the date of bid opening. No plea of ignorance by the bidder as to the conditions that exist or that may exist hereafter as a result of failure or omission on the part of the bidder to make the necessary examinations and/or investigations will be accepted as a basis for varying the requirements of the Village or the compensation to the bidder.
3. Bids must be signed by an authorized official of the organization submitting the bid with the name of the official and his/her title typed below the signature.
4. All bidders must submit the following information on or before the deadline for bid submittal: (a) the location of the bidder's permanent place of business; (b) evidence of the ability to provide an efficient and adequate plan for executing the services requested; and (c) any additional evidence tending to show that the bidder is prepared adequately to fulfill the contract.
5. Bidders shall include with their bid, on a separate attachment to the bid, the names of three (3) references regarding their qualifications by experience, ability, personnel and equipment to perform the services required by the bid specifications. The references must include company name, address, contact person and telephone number. The Village reserves the right to reject bids not accompanied by the required references.
6. All bidders agree that a complete background investigation of the principals of the bidder and all employees who will perform the required services on behalf of the bidder will be made. Bidders agree to cooperate with the appropriate Village personnel to supply all the necessary information to complete the background inquiries. The Village, at its complete discretion, may disqualify any Bidder, including a low Bidder, and may void any contract previously entered into based upon its background investigation.
7. No bid will be accepted from or contract awarded to any person, firm or corporation that is in arrears or is in default to the Village upon any debt or contract, or that is a defaulter, as surety or otherwise, upon any obligation to the Village or has failed to perform faithfully any previous contract with the Village within two (2) years prior to the date of the invitation to bid.
8. All bid submittals must include a signed Bid Certification Form (**copy attached**) certifying non-collusion in the bid, and that the bidder is in compliance with

Sections 33E-3 and 33E-4 of the Illinois Criminal Code regarding bid rotating and bid rigging (720 ILCS 5/33E-3 and 5/33E-4); compliance with the Illinois Drug Free Workplace Act (30 ILCS 580/1 *et seq.*; that it is not delinquent in the payment of taxes (65 ILCS 5/11-42.1); and that it has a written sexual harassment policy in place in full with the Illinois Human Rights Act (775 ILCS 5/2-105, as amended).

9. Any bidder in doubt as to the true meaning of any part of the Specifications or other bid documents shall submit a written request for interpretation to **Casey Botterman**, Superintendent, no later than five (5) calendar days prior to the date set for the opening of the bid. Any questions received after that time may be answered at the discretion of the Village.

In the event that the Village finds a question to be adequately addressed in the existing bidding documents, the question may be answered in writing by directing the requesting bidder to the applicable provision(s) in the existing bid documents. No further clarifications or interpretations will be issued.

Bidders will acknowledge receipt of any addendum issued by so noting on the bid sheet. Oral explanations are not binding.

10. Prices shall be provided for each service required to be performed under the contract.
11. All equipment and material bid shall be in accordance with all applicable federal, state and local laws, rules and regulations in effect at the time of the bid.
12. Bids will be considered on equipment or material complying substantially with the specifications, provided each deviation is stated and the substitution is described, including technical data when applicable, in a letter attached to the bid. The Village reserves the right to determine whether such substitutions or deviations are within the intent of the specifications and will reasonably meet the service requirements of the applicable Village Department. Brand names which may be mentioned in the specifications do not indicate a preference and are used only as a reference to the type and quality of materials or equipment desired.
13. The brand name and/or manufacturer of each item proposed must be clearly stated. Guarantee and/or warranty information must be included with this bid.
14. Unless otherwise directed by the Specifications, all materials, equipment, and services provided will meet standards or requirements which would normally be anticipated in common practice. The bidder guarantees that all applicable federal, state and local laws, including the federal Occupational Safety and Health Act ("OSHA"), are being complied with in connection with the bid and any resultant contract or purchase by the Village.
15. All municipal, county, and State of Illinois sales taxes and federal excise taxes, which are NOT applicable to sales to the Village of Mount Prospect, must be excluded from bid prices.

16. Prices shall be stated in units when applicable and quotation made on each item separately. In case of conflict, unit price shall govern.
17. Bidders must be sure to specify any terms which they wish to offer in the space provided. Cash discounts will be deducted from the base bid in determining the low bidder.
18. A bid deposit in the amount of 10%, payable to the Village, is required, unless otherwise stated in the bid package. The deposit must be in the form of a bid bond, certified check, or a bank cashier's check. All bid performance deposit checks will be retained by the Village until the bid award is made, at which time the checks will be promptly returned to the unsuccessful bidders. The bid performance deposit check of the successful bidder will be retained until surety bonding requirements have been satisfied and proof of insurance coverage is provided.
19. In case of default by the bidder, the Village may procure the services from other sources and may deduct the cost of such services from the unpaid balance due the bidder or may collect against the bond or surety for excess costs so paid, and the prices paid by the Village shall be considered the prevailing market price at the time such purchase is made.
20. The bidder shall hold the Village, its officers, employees, and agents, harmless from liability of any nature or kind on account of the Village's use of any copyrighted or uncopyrighted composition, trade secrets, secret process, proprietary rights, patented or unpatented invention, article or appliance furnished or used under the bid specifications.
21. The successful bidder is specifically denied the right of using in any form or medium the name of the Village for any advertising, promotion, or reference unless express written permission is granted by the Village.
22. The opaque envelope containing the bid shall be marked plainly, "SEALED BID" – along with the SERVICES DESCRIPTION, and date of the bid opening. (See also Notice to Bidders requirements).
23. The bidder's submittal shall include the completed Proposal Form. The Village will strictly hold the bidder to the terms of the Proposal Form. The Proposal Form must be executed by a person having the legal right and authority to bind the bidder.

Questions about this Request for Bids should be directed to:

Fire Hydrants Painting Services 2024
Attn. Casey Botterman, Superintendent
Mount Prospect Public Works Department
1700 West Central Road
Mount Prospect, Illinois 60056
Phone: 847.870.5640
Email: cbotterman@mountprospect.org

SPECIFICATIONS

1. PROGRAM OVERVIEW

The Village of Mount Prospect owns, maintains, and operates an independent water system with approximately 2,227 fire hydrants. The hydrants to be sandblasted represent a variety of makes from manufacturers such as Mueller, East Jordan and Traverse City.

To extend the life of fire hydrants as well as maintain aesthetics, The Village of Mount Prospect requires the painting of hydrants. This entails sandblasting to remove previous paint layers, applying a single coat of primer and single coat of paint and separate paint color on hydrant caps.

The contractor shall provide all labor, equipment, materials and necessary traffic control to complete the sandblasting and painting. If necessary, the Village will barricade spaces in public parking areas, such as at the Village's train stations, downtown street parking or commuter lots, to ensure access for the contractor and to minimize or eliminate any potential damage to vehicles.

2. SCOPE OF WORK

The contractor shall be responsible for sandblasting and painting selected hydrants. The Village will make every effort to identify all items for painting that are nearby one another, however the Village may require an item outside of the identified area be sandblasted and painted.

The Contractor shall refer to the attachment and exhibits section for Painting Project Maps as reference to the items to be cleaned, prepped and painted under this Bid.

3. TECHNICAL SPECIFICATIONS

All items shall be sandblasted and painted in accordance with these specifications.

3.1 Site Preparation and Protection

The Contractor shall place a protective barrier at the base of each hydrant prior to sandblasting. A protective enclosure shall be placed on top of the barrier at the base and around the fire hydrant to contain slag abrasive and prevent overspray. If necessary, the Village will barricade spaces in public parking areas, such as at the Village's train stations, at the request of the contractor to ensure access to the hydrant for the contractor and minimize any damage to vehicles. The contractor must submit requests to the Village 36 hours in advance.

3.2 Sandblasting

The Contractor shall remove all paint from fire hydrants using sandblasting. Any paint remaining on the hydrant shall be removed using a wire brush. Fire hydrants shall be completely free of old paint and grime prior to application of primer or paint. Any hydrants leaking after sandblasting shall be reported to the Village immediately.

3.3 Painting

The Contractor shall paint all hydrants using Rust-Oleum Professional High Performance Primer, or approved equal (at Village discretion), pursuant to the manufacturer's

specifications for complete coverage. After the primer coat has completely dried, the Contractor shall apply *Safety Yellow Rust-Oleum Professional High Performance Protective Enamel*, or approved equal, pursuant to the manufacturer's specification for complete coverage.

The Contractor shall paint all hydrant caps with specific colors in accordance with the pipe sizes that feed the hydrants. For 6" water mains, the contractor shall apply safety red rust-oleum professional high performance protection enamel to the caps. For 8" water mains, the contractor shall apply safety orange rust-oleum professional high performance protective enamel to the caps, and for 10" and larger water mains the contractor shall apply safety green rust-oleum professional high performance protective enamel. Maps will be provided to the contractor with the specific color coding of each hydrant.

Primer and paint shall be applied evenly to prevent drips. If primer or paint is applied using a spray method, the Contractor shall not spray hydrants on days when the wind exceeds twenty(20) mph unless a protective enclosure is used.

Hydrants shall not be left unprimed for any period of time after sandblasting. After application of the primer coat and/or top coat of paint, the Contractor shall place signage on or around the hydrant indicating that there is wet paint. After the primer coat or top coat of paint is dry to touch, the signage may be removed. Wet paint signage shall be approved by the Village before use.

3.4 Site Clean-Up

The contractor shall remove all trash, excess materials, barriers, enclosures, wrappers, and debris and return the site to its original condition at the end of the day or after painting has been completed. Any paint spill shall be immediately cleaned to the satisfaction of the village.

3.5 Damage

Damage to the parkway caused by the contractor shall be repaired by the contractor to its original state prior to the final invoice being paid. Damage to the parkway shall include, but not be limited to, cracking of concrete, damage to brick paver driveways, paint spills, and tire ruts in the ground.

The Contractor shall be responsible for the repair and restoration of any and all damage from paint spills and/or overspray.

The contractor shall take all necessary precautions to prevent damage to trees, grounds, driveways, curbs, sidewalks, structures, or other private property on or adjacent to the work site. Any damage shall be reported in writing to the property owner.

3.6. Scheduling of Work

The contractor shall schedule all work with the Public Works Director or his designee. The sandblasting and painting of most items will be done during regular business hours, 7 am to 3 pm. In some instances, the contractor may be required to sandblast and paint items between the hours of 10 p.m. and 6 a.m. to avoid pedestrian and motor vehicle traffic. If this should be the case, the Village shall communicate with the Contractor of such request

and discuss any additional costs that may be entailed. All hydrants identified by the Village shall be sandblasted and painted by August 31.

3.7. Workzone Safety / Traffic Control

The contractor shall be responsible for all work zone safety including proper traffic control when necessary. The contractor shall also be responsible for ensuring private and public property is not damaged while performing the work.

Any damage shall be reported in writing to the property owner and the Public Works Department on the day of occurrence. Any damages shall be repaired at the contractor's expense within ten (10) days of the occurrence (unless demonstrable reason for a delay can be shown with the consent of the Village of Mount Prospect).

The Contractor shall be responsible for furnishing, placing and maintaining traffic control and protection measures during the project. The work shall be done in accordance with all applicable sections of the Standard Specifications for Road and Bridge Construction, IDOT Standard Details, and Manual on Uniform Traffic Control Devices. All traffic control efforts shall be considered incidental and all costs included into the unit price.

The roadways and sidewalk shall be open for all traffic at all times, except during work operations. Any short term activity that requires encroachment on the lane open to traffic shall be restricted to within the hours 9:00 AM to 3:30 PM unless otherwise approved by the Village. Lane closures and detours shall be in accordance with the applicable IDOT Traffic Control Standards and overnight lane closures will not be allowed. Detour plans shall be reviewed and approved by the Village prior to construction.

3.8 Safety Data Sheets (SDS)

Contractor shall provide a copy of all Safety Data Sheets (SDS) for all products used.

4. PAYMENT AND PERFORMANCE BONDS

A payment and performance bond will NOT be required for this project.

5. BID SURETY

A bid deposit will be required with each submitted bid. A certified check or bid bond in an amount of 10% US dollars, payable to the Village as a guarantee that the successful bidder will supply services as specified. The proceeds of any bid guarantee shall become the property of the Village if the successful bidder withdraws his bid or if on notice of award refuses or fails to sign a contract for the work.

6. RETAINAGE

Payment retainage of 10% of work will be held in accordance with the General Conditions.

7. WARRANTY

Warranty requirements are listed in the General Conditions.

GENERAL CONDITIONS

A. Award of Contract; Performance; Payment

1. The Village will issue a Notice of Award to the successful bidder, advising that it has been awarded the contract. Within ten (10) business days of delivery of the Notice of Award, by personal service or registered or certified U.S. Mail, postage prepaid, and receipt requested, the contractor shall execute the contract, attached to the Bid Documents, and furnish the Village with the required bonds and certificate of insurance.
2. Upon the Village's receipt of the executed contract, required bonds and certificate of insurance, the Village will issue and send to the contractor a Notice to Proceed that will start the performance period.
3. Substantial Performance; Final Completion.
 - (a) The Contract shall be substantially performed within one hundred twenty (120) days after the Notice to Proceed is effective (the Substantial Performance Date"). Substantial Performance is when the entire Project can be used for the purposes for which it was intended, i.e., only punch list items remain.
 - (b) Final completion shall be within thirty (30) days after the Substantial Performance Date (the "Final Performance Date").
4. This Contract shall be in effect beginning April 1, 2024, and shall remain in effect until December 31, 2026, with an optional two (2) one (1) year extensions, unless terminated by either party under the conditions specified in Section 10, Contract Termination. The two (2) one (1) year extensions must be mutually agreed upon by the Village and the contractor by December 31 of the preceding year. Upon mutual agreement an annual compensation adjustment for extension years will be applied to the base contract price of the previous contract year and will be adjusted on a basis equal to the average monthly percentage change of the Chicago CPI-U for the previous twelve-month period with 2% minimum and 4% maximum protections.

All awards are subject to future funding and budget approval by the Board of Trustees. Should the contract be terminated due to lack of funds, the Village will provide as much notice as possible and as soon as possible.

5. The Contractor shall submit with each payment request a properly completed Contractor's Affidavit setting out, under oath, the name, address and amount due or to become due of Contractor, each subcontractor,

vendor, supplier or other appropriate party included in its cost, and for every party listed a full or partial waiver of lien, as appropriate. Beginning with the second payment request, and with each succeeding payment request, the Contractor shall submit Contractor's Affidavits and partial waivers of lien for each subcontractor and supplier showing that the amount paid to date to each is at least equivalent to the total value of that subcontractor's work, less retainage, included on the previous payment request.

6. If final payment is requested, the Contractor shall submit a properly completed Contractor's Affidavit setting out, under oath, the name, address and amount due or to become due of Contractor, each subcontractor, vendor, supplier or other appropriate party included in its cost, and a full and final waiver of lien for the full amount of the Work, less retainage. The Contractor shall assign over to the Village all manufacturers and suppliers' warranties respecting any part of the Work.
7. **PREVAILING WAGE.** This contract calls for the construction of a "public work" within the meaning of the Illinois Prevailing Wage Act, 820 ILCS 130/1, et seq., as amended (the "Act"). The Contractor and all subcontractors are required to pay wage rates in accordance with the Act to all laborers, workers and mechanics. The Village has adopted the prevailing wages as determined by the Illinois Department of Labor ("IDOL") for Cook County. The prevailing rate of wages is revised by the IDOL and is available on the IDOL website, www.state.il.us/agency/idol/rates/rates.HTM. The Contractor and all subcontractors are solely responsible for checking the Department's website for revisions to prevailing wage rates. In the event that the IDOL should revise the prevailing rate of wages, then the revised rates shall apply to this Contract. In no case shall any revision in the rates of prevailing wages result in an increase in the total Contract price.

All bonds provided by the Contractor under the terms of this Contract shall include such provisions as will guarantee the faithful performance of the Contractor's obligations under this clause and under the Prevailing Wage Act, 820 ILCS 130/1 et. seq.

Contractor shall comply with all applicable provisions of the Prevailing Wage Act, including, but not limited to, the requirements of Section 5 of the Prevailing Wage Act, 820 ILCS 130/5. The Contractor, and all Subcontractors and Sub-Subcontractors participating on the Project, shall make and keep those records required under Section 5 of the Prevailing Wage Act in paper or electronic format. In conformance with the Act, each contractor and subcontractor, or other entity performing work on the project, shall maintain records of all laborers, mechanics and other workers employed by them on the project, including the following information on each worker: (1) name; (2) address; (3) telephone number when available; (4) social security number; (5) classification or classifications; (6) gross and

net wages paid in each pay period; (7) number of hours worked each day; (8) starting and ending times of each day; (9) hourly wage rate; (10) hourly overtime wage rate; (11) hourly fringe benefit rates; (12) the name and address of each fringe benefit fund; (13) the plan sponsor of each fringe benefit, if applicable; and (14) the plan administrator of each fringe benefit, if applicable. These records shall be kept by the participating contractor and subcontractor for a period of not less than five (5) years from the date of last payment on the contract or subcontract. No later than the 15th day of each calendar month, each participating contractor and subcontractor shall submit a monthly certified payroll to the Village consisting of the above-referenced information as well as a statement signed by the participating contractor or subcontractor that certifies: (a) the records are true and accurate; (b) the hourly rates paid to each worker is not less than the general prevailing rate of hourly wages required under the Prevailing Wage Act; and (c) the contractor or subcontractor is aware that filing a certified payroll that he or she knows to be false is a Class A misdemeanor.

8. The Village reserves the right to alter the scope of the required services to be performed, add such incidental services as may be necessary and increase or decrease the services to be performed to accord with such changes, including the deduction or cancellation of any one or more of the services. Such changes shall not be considered as a waiver of any condition of the contract nor to invalidate any of the provisions thereof.
9. The performance of the required services shall be done under the supervision of the Village's Director of Public Works or his/her designee who shall decide all questions that arise as to the quality and acceptability of materials furnished, services performed, manner of performance, acceptable fulfillment of the contract, compensation and the disputes and mutual rights between contractors under the Specifications.
10. If the contractor fails to begin providing the services within the specified time, or fails to perform these services in accordance with the terms of the approved schedule or performs the services in a manner unacceptable to the Village, or if the contractor becomes insolvent or is declared bankrupt, or makes an assignment for the benefit of creditors, or from any other cause fails to perform the required services in a manner required by the contract, the Village shall give notice to the contractor and its surety in writing specifying such failure, delay, neglect, refusal or default, and if the contractor, within a period of ten (10) calendar days after the giving of such notice, does not proceed in accordance therewith, then the Village shall have the full power and authority to declare the contract and the contractor in default, and to forfeit the rights of the contractor in the contract.
11. All costs and charges incurred by the Village, together with the cost of performing the required services shall be deducted from any monies due or

which may become due to the contractor under the contract. Following any payment due and received by the Village from the contractor's surety following default, if the expense so incurred by the Village is less than the sum paid to the Village by the surety under this contract for the performance of required services during the contract period, the surety shall be entitled to receive the excess difference paid to the Village. When such contractor default costs incurred by the Village exceeds the sum paid to the Village for the performance of the required services under the contract, the contractor and the surety shall be liable and shall pay to the Village the full cost of such additional expenses.

B. Performance of the Required Services

1. The contractor shall exercise every precaution at all times for the protection of persons and properties. The safety provisions of all applicable laws and ordinances shall be strictly observed. Any practice obviously hazardous, in the opinion of the Director of Public Works or his authorized representative, shall be immediately discontinued by the contractor upon his receipt of instructions from the Director of Public works or an authorized representative to discontinue such practice.
2. The performance of services under the contract includes the furnishing of all supervision, labor, materials, tools, equipment and incidentals of every kind and description necessary, in accordance with the contract documents.
3. The performance of services shall be subject at all times to inspection by the Village or its inspectors, and the contractor will be held strictly to the diligent execution of the contract. The Village or its inspectors shall be furnished with such information and assistance by the contractor as is required to make a complete and detailed inspection. Completed performance of services not complying with the contract may be rejected by the Village and shall be performed again by the contractor at no expense to the Village.
4. Except where the Specifications indicate otherwise, the Village is not responsible for providing any tools, equipment, or storage under the contract in order to permit the completion of any contractual obligations under the contract.
5. The contractor shall provide an adequate number of competently trained personnel with sufficient supervision to perform the services required, and the contractor shall provide identification of its personnel if requested by the Village. Any contractor's employee or representative whose employment is reasonably detrimental or objectionable to the Village shall be transferred immediately from the work site upon the Village's request. The exercise of this option shall not be construed as placing the Village in charge of the

performance of the services required under the contract, or as making the Village responsible for safety. All tools or equipment required to carry out the operations within the scope of the contract shall be provided by the contractor, and shall meet the standards of OSHA and the State of Illinois safety codes as may be required by law. The Village reserves the right to inspect the equipment that will be used prior to the award of the bid.

6. The contractor shall at all times have a competent person in charge of its work crew at the job site to whom the Village representative may issue directives. Such person shall be competent in the English language.

C. **Bond; Insurance; Indemnification**

1. **Insurance Requirements.** In the submission of a bid, the bidder is certifying that it has all the insurance coverage required by law or that would normally be expected for the bidder's type of work. In addition, the bidder is certifying that, as the successful bidder/contractor, upon execution of the contract, it will provide insurance of such types and in such amounts as may be necessary to protect itself and the interests of the Village against all hazards or risks of loss contemplated by the contract. The Village shall be named as an additional insured on all applicable insurance policies. Satisfactory certificates of insurance shall be filed with the Village upon execution of the contract. The certificates shall state that thirty (30) days advance written notice will be given to the Village before any policy covered thereby is changed or canceled.

Insurance coverage shall be in the following minimum amounts:

<u>Type of Insurance</u>	<u>Limit/ Ea. Occurrence</u>	<u>Limit/ Aggregate</u>
General Liability		
Bodily Injury	\$1,000,000	\$3,000,000
Property Damage	\$1,000,000	\$3,000,000
Contractual Ins.	\$1,000,000	\$3,000,000
Automobile Liability		
Bodily Injury	\$1,000,000	\$1,000,000
Property Damage	\$1,000,000	\$1,000,000
Workers Compensation		
Employee Claims	Statutory for Illinois	
Employers Liability	\$1,000,000 per accident	

2. **Indemnification.** The contractor shall indemnify and save harmless the Village, its officers, employees and agents from any and all liability, losses or damages, including attorney's fees and costs of defense, the Village may

suffer as a result of claims, demands, suits, actions or proceedings of any kind or nature, including workers' compensation claims, in any way resulting from or arising out of the operations of the contractor under the contract, including operations of subcontractors; and the contractor shall, at his own expense, appear, defend and pay all attorney's fees and all costs and other expenses arising therefrom or incurred in connection therewith; and, if any judgments shall be rendered against the Village in any such action, the contractor shall, at his own expense, satisfy and discharge same. The contractor expressly understands and agrees that any bonds, letters of credit or insurance protection required by the contract, or otherwise provided by the contractor, shall in no way limit the responsibility to indemnify, keep and save harmless and defend the Village as herein provided.

The contractor agrees to defend and hold harmless the Village from and against all demands, claims, suits, costs, expenses, damages and adjustments based upon any infringement of any patent relating to goods specified in the contract, and on account of the Village's use of any copyrighted or uncopyrighted, composition, trade secrets, secret process, proprietary rights, patented or unpatented invention, article or appliance furnished or used under the bid Specifications.

D. Compliance with Laws

1. If, at any time, it shall be found that the person, firm or corporation to whom the contract has been awarded has, in presenting any proposal or proposals, unlawfully colluded with any other party or parties, then the contract so awarded shall be null and void, and the consultant and his sureties shall be liable to the Village for all loss or damage which the Village may suffer thereby, and the Village may advertise for new bids for performance of the required services.
2. The contractor shall, at all times during the life of this contract, observe and abide by all federal, state and local laws which in any way affect the conduct of the work and with all decrees and orders of courts or agencies of competent jurisdiction. Likewise, said contractor shall be governed by all municipal ordinances and regulations which in any way affect the conduct of the work. The contractor shall indemnify and save harmless the Village, its officers, agents and employees against any claim or liability arising from or based on his violation of any law, ordinance, regulation, decree or court order.

The bidder and contractor, as the successful bidder, shall comply with all applicable federal, state and local laws, including, but not limited to, the following:

- a. Bid Rigging/Rotating. By submitting a bid, the contractor certifies that no owner, officer, or director is barred from contracting with any unit of state or local government as a result of violating the bid rigging or bid rotating provisions contained in 720 ILCS 5/33E-3 & 33E-4.
- b. Tax Payment. The contractor certifies that it is not delinquent in the payment of any taxes to the Illinois Department of Revenue pursuant to 65 ILCS 5/11-42.1-1.
- c. Drug Free Workplace Act. The contractor will comply with the requirements of the Drug Free Workplace Act if the contract is \$5,000 or more, and it has more than 24 employees at the time of entering into the contract pursuant to 30 ILCS 580, *et seq.*
- d. Preference to Veterans Act. The contractor will comply with the Preference to Veterans Act, 330 ILCS 55, *et seq.*
- f. Non-Discrimination. The contractor will comply with the Illinois Public Works Employment Discrimination Act, 775 ILCS 10/1, *et seq.*
- g. Equal Employment Opportunity. The contractor will comply with Article 2 of the Illinois Human Rights Act (775 ILCS 5/2-101, *et seq.*), including establishment and maintenance of a sexual harassment policy as required by Section 2-105 that will be produced to the Village upon request, and the Rules and Regulations of the Illinois Department of Human rights, including the EQUAL EMPLOYMENT OPPORTUNITY CLAUSE, that is a material term of all public contracts, as set forth in Exhibit B.
- h. Compliance with Freedom of Information Act Request. Section 7 of the Illinois Freedom of Information Act (FOIA), 5 ILCS 140/7, applies to public records in the possession of a party with whom the Village has contracted. The Village will have only a very short time from receipt of a FOIA request to comply with the request and there is a significant amount of work required to process a request including collating and reviewing the information. The bidder/contractor acknowledges the requirements of FOIA and agrees to comply with all requests made by the Village for public records (as that term is defined by Section 2(c) of FOIA) in the undersigned's possession and to provide the requested public records to the Village within two (2) business days of the

request being made by the Village. The bidder/contractor agrees to indemnify and hold harmless the Village from all claims, costs, penalties, losses and injuries (including but not limited to, attorneys fees, other professional fees, court costs and/or arbitration or other dispute resolution costs) arising out of or relating to its failure to provide public records to the Village under the contract.

E. Work Guaranty

1. Retainage. The Village shall retain ten percent (10%) from the payment on each invoice. Upon final completion of work that is to be accepted by the Village, and upon the presentation of a final invoice, the Village shall pay the amount it has retained.
2. General Guaranty. Neither partial or final payment, nor any provision in the contract, nor partial or entire use of the product/Work embraced in the contract by the Village or the Public shall constitute an acceptance of work not done in accordance with the contract, or relieve the contractor of liability in respect to any express warranties or responsibility for failure to comply with the terms of those contract documents.

Unless otherwise expressly provided in the Specifications, in the event any defects or imperfections in the materials or workmanship to be furnished by the contractor herein appear within the period of two (2) years from the date of completion of all the Work and acceptance thereof by the Village, the contractor will, upon notice from said Village (which notice may be given by letter to said contractor to the business address of the contractor shown in the proposal), repair and make good at his own cost any such defects or imperfections and replace any defective or imperfect materials or workmanship with other materials or workmanship satisfactory to said Village, and furnish all such new materials and labor as may be necessary to do so; and in the event of the failure, refusal or delay of said workmanship or materials said Village may do so or have same done by others, and said contractor and surety or sureties on the bonds given for the faithful performance of the contract shall be liable to the Village for all damages and expenses occasioned by such failure, refusal or delay. All details of warranties shall be included with the bid. Warranty work shall be at no additional expense to the Village.

Manufacturer warranties and guaranties shall be submitted with the bid and shall be considered a part of the contract where such specifications meet the minimum bid Specifications.

F. Miscellaneous Contract Requirements

1. Contract Alterations. No amendment of a contract shall be valid unless made in writing and signed by the Village President, Village Manager or their authorized representative.
2. Licenses and Permits. The contractor shall procure at its own expense all the necessary licenses and permits in connection with the work under the contract.
3. Non-assignability. The contractor shall not assign the contract, or any part thereof, to any other person, firm, or corporation without the previous written consent of the Village. Such assignment shall not relieve the contractor from its obligations or change the terms of the contract unless agreed by the Village at its sole discretion.
4. Notices. All notices required by the contract shall be given in writing.
5. Taxes. The contractor shall pay all federal, state and local taxes as may be applicable on all materials, labor and services furnished by it under the contract, and the amounts of such taxes shall be included in the unit prices bid.

EXHIBIT A (Upon award of contract, this to be attached to Exterior Painting Services Contract as Exhibit A)

PROPOSAL FORM
Village of Mount Prospect
Fire Hydrant Painting Services - 2024

OWNER INFORMATION

Owner Name: JORGE E. OCEGUERA

Address: 885 KINGSTONE LN. BARTLETT IL. 60103

Business Name: GO PAINTERS INC.

Business Address: 500 N. 6TH AVENUE, MAYWOOD IL. 60153

Home Phone: 773 225 8864 Business Phone: 773-799-6590

This Business is a:

☐ Individual Proprietorship

☐ Joint Venture

☐ Partnership

☒ Corporation

If applicable, give names, addresses, and dates of birth of all partners, officers or directors.

Name	Address
JORGE E. OCEGUERA.	885 KINGSTON LN. BARTLETT IL. 60103 01/27/1982
EDGAR O FIGUEROA.	500 N. 6TH AVE. MAYWOOD, IL 60153 11/19/1982
ENRIQUE FIGUEROA.	500 N. 6TH. AVE. MAYWOOD, IL. 60153 06/06/1948

Has the applicant, business, or member of the business ever had a license or contract revoked, suspended or cancelled? ☐ YES ☒ NO

If yes, explain in full detail on a separate sheet of paper.

Does the business currently hold a license or have a contract with any other municipality for _____ service? ☐ YES ☒ NO

If yes, explain in full on a separate sheet of paper. Have any complaints against the business been filed with the Illinois Commerce Commission, the Office of the Illinois Attorney General, or any other governmental body during the period of one year prior to the date of this proposal? ☐ YES ☒ NO

If yes, explain in full on a separate sheet of paper.

Please note, the Village reserves the right to conduct its own search with the Illinois Commerce Commission, the Illinois Attorney General, or any other governmental body, and may take into consideration any complaints and/or pending complaints made against the business or owner.

In submitting this Proposal Form requesting award of the Village of Mount Prospect Fire Hydrant Painting Contract, I hereby certify that:

1. I will not assign or subcontract Fire Hydrant Painting Services for the Village without prior written approval of the Corporate Authorities of the Village of Mount Prospect;
2. Neither I, nor any person who will be working on my behalf, has been convicted under the laws of Illinois or any other state of an offense which under the laws of this state would be a felony involving the theft of property, violence to persons, or criminal damage to property. Please note that in the case of a person whose last conviction was more than two years past, and can demonstrate a compelling showing that he/she is nevertheless fit, such person or operator may be approved by the Village Manager if otherwise eligible;
3. I am not barred by law from contracting with the Village because of a conviction for prior violations of either Sections 33E-3 or 33E-4 of the Illinois Criminal Code of 1965 (720 ILCS 5/33E-3 (Bid Rigging) or 720 ILCS 5/33-4 (Bid Rotating));
4. I am not delinquent in payment of any taxes to the Illinois Department of Revenue pursuant to Section 11-42.1-1 of the Illinois Municipal Code (65 ILCS 5/11-42.1-1) or in any payment, fee or tax owed to the Village;
5. I provide a drug free workplace pursuant to the Drug Free Workplace Act (30 ILCS 580/1, et seq.);
6. I shall comply with Article 2 of the Illinois Human Rights Act (775 ILCS 5/2-101, et seq.), and the Rules and Regulations of the Illinois Department of Human Rights, including establishment and maintenance of a sexual harassment policy as required by Section 2-105 of that Article and Act
7. I shall comply with the Americans with Disabilities Act;

8. I shall comply with the Illinois Public Works Employment Discrimination Act (775 ILCS 10/1 et seq.); and
9. All of the information I have provided in this Application has been truthful and given in good faith.

I have read and understand the information provided with this Proposal Form, including the Notice to Bidders, Instructions to Bidder, the General Conditions, the Specifications and the Village of Mount Prospect Fire Hydrant Painting Services Contract - 2024, and agree to abide by the conditions set forth therein. My signature below indicates my acceptance of all such conditions and my bid for award of the Village of Mount Prospect Fire Hydrant Painting Services - 2024.

Name of Company GO PAINTERS INC.

Bid Submitted By JORGE E. OCEGUERA

Position in Company PRESIDENT

Phone No. 773-225-8864

Date 773-799-6590

Bidder must use the official firm name and authorized representative must sign.



FROM: GO PAINTERS INC.

TO: Office of the Village Manager, 3rd Floor
50 South Emerson Street
Mount Prospect, Illinois 60056
(hereinafter called "Village" or "Village of Mount Prospect")

The bidders have familiarized themselves with the services to be performed and probable work conditions required under this Bid affecting the cost of the performance of the required services and with the Bid Documents which include:

Therefore, the Bidder hereby proposes to furnish all supervision, technical personnel, labor, materials, tools, equipment, and services (including all utility and transportation services) required to perform the required services, all in accordance with the above listed documents.

Bidder has bid on all items and has provided a price for all requested services. The Bidder acknowledges it understands all the requested services for which it has submitted a bid.

The Bidder will complete and provide all labor, equipment, materials and mobilization (if applicable) to perform the required services as incidental to the fixed item price for each item proposed.

In submitting this bid, the Bidder understands that the Village reserves the right to add to or subtract from the estimated quantities.

The Village intends to award one (1) contract (if at all) for the items bid. If written notice of award of this bid is mailed, emailed or otherwise delivered to the Bidder at any time before this bid is withdrawn, the Bidder agrees to execute and deliver the contract in the prescribed form and furnish payment and performance bonds, or letter of credit, and the insurance certificates required by the Bid Documents to the Village within ten (10) business days after receipt.

The Bidder, and as successful bidder/contractor upon award of the contract, understands and agrees to the following:

- 1) The contractor agrees to provide all required services and items and material to the Village as noted in the Bid Documents and comply with the requirements of the Bid Documents.
- 2) The contractor agrees to comply with all applicable federal and state laws, rules and regulations, and county and municipal ordinances, as described in the General Conditions.

All Addenda pertaining to this project shall be acknowledged by the Bidder in the spaces provided below:

Addendum No.	Addendum_Date	Acknowledgement by Bidder or Authorized Representative	Date Acknowledged

Failure to acknowledge receipt, as provided above, may be considered sufficient grounds for disqualification of the bidder and rejection of his/her bid submittal. A record of all Addenda and copies of same will be available to all qualified bidders from the Village of Mount Prospect Public Works Department, 1700 West Central Road, Mount Prospect, Illinois two (2) days prior to the letting. It shall be the Bidder's responsibility to become fully advised of all Addenda prior to submitting its bid.

Upon award of the contract, the Village will send Notice of Award to the successful Bidder, the Bidder must then execute the contract and provide the required bonds or letter of credit and certificate of insurance to the Village within ten (10) business days. The Village will then issue a written Notice to Proceed. Failure to complete the work in the designated time frame may result in the Director of Public Works withholding compensation due the

contractor for failure to complete the said work in the designated time frame, calling the bonds, or taking such other action as may be available.

Security in the sum of 10% in form of (check one):
XXXX Bid Bond _____ Certified Check _____ Bank Cashier's Check
is attached hereto in accordance with the "Instructions for Bidders".

This Bid Submittal contains the following:

- 1) Bid Form
- 2) Affidavit – Bid Certification Form
- 3) Bid Security
- 4) BID SHEET(S) – Fire Hydrant Painting Services 2024

Respectfully submitted:

Name of Firm/Bidder: GO PAINTERS INC.

By: JORGE E. OCEGUERA
(Signature)

Title: PRESIDENT

Date: 04/25/2024

Contact Information:

Official Address: 885 KINGSTONE LN. BARTLETT IL. 60103

Telephone: 773-799-6590

Email: gopainters@gmail.com

ONE (1) SIGNED COPY OF THIS BID FORM AND BID SHEETS, ALONG WITH THE AFFIDAVIT – BID CERTIFICATION FORM, AND BID SECURITY SHALL BE SUBMITTED IN A SEALED MARKED ENVELOPE.

AFFIDAVIT – BID CERTIFICATION FORM

Bidder: JORGE E. OEGUERA

Company/Firm Name: GO PAINTERS INC.

Address: 885 KINGSTONE LN. BARTLETT IL. 60103

As a condition of entering into a contract with the Village of Mount Prospect, and under oath and penalty of perjury and possible termination of contract rights and debarment, the undersigned, JORGE E OCEGUERA, being first duly sworn on oath, deposes and states that he or she is PRESIDENT (sole owner, partner, joint ventured, President, Secretary, etc.) of GO PAINTERS INC. and has the authority to make all certifications required by this affidavit.
(Name of Company)

Section I Non-Collusion

The undersigned certifies that this bid is genuine and not collusive or a sham, that said bidder has not colluded, conspired, connived or agreed, directly or indirectly, with any bidder or person, to put in a sham bid or to refrain from bidding, and has not in any manner, directly or indirectly, sought by agreement or collusion, or communication or conference with any person, to fix the bid price element of this bid, or of that of any other bidder, or to secure any advantage against any other bidder or any person interested in the proposed contract.

Section II Bid Rigging and Rotating

The undersigned further states that GO PAINTERS INC.
(Name of Company)

is not barred from bidding or contracting as a result of a conviction for violations of state laws prohibiting bid rigging or bid rotating or any similar offense of any state of the United States, as provided in Sections 33E-3 and 33E-4 of the Illinois Criminal Code, 720 ILCS 5/33E-3, 33E-4.

Section III Drug Free Workplace

The undersigned further states that GO PAINTERS INC.
(Name of Company)

provides a drug free workplace pursuant to the Drug Free Workplace Act, 30 ILCS 580/1, et seq., and has, to the extent not covered by a collective bargaining agreement that deals with the subject of the Substance Abuse Prevention in Public Works Projects Act, 820 ILCS 265/1 et seq., a substance abuse prevention program that meets or exceeds these requirements of that Act.

Section IV Tax Payment

The undersigned further states that GO PAINTERS INC. is
(Name of Company)

not delinquent in payment of any taxes to the Illinois Department of Revenue, in accordance with Illinois Compiled Statutes, 65 ILCS 5/11-42.1. The undersigned understands that making a false statement regarding delinquency in taxes is a Class A Misdemeanor and, in addition, voids the contract and allows the municipality to recover all amounts paid to the individual or entity under the contract in civil action.

Section V **Sexual Harassment Policy**

Pursuant to Section 2-105(A) of the Illinois Human Rights Act, 775 ILCS 5/2-105 (A), every party to a public contract must:

"Have written sexual harassment policies that shall include, at a minimum, the following information: (I) the illegality of sexual harassment; (II) the definition of sexual harassment under State law; (III) a description of sexual harassment, utilizing examples; (IV) the vendor's internal complaint process including penalties; (V) the legal recourse, investigative and complaint process available through the Department (of Human Rights) and the Commission (Human Rights Commission); (VI) directions on how to contact the Department and Commission; and (VII) protection against retaliation as provided by Section 6-101 of the Act. (Illinois Human Rights Act)."

A "public contract" includes: ...every contract to which the State, any of its political subdivisions or any municipal corporation is a party." 775 ILCS 5/1-103 (M) (2002),

The undersigned further states that GO PAINTERS INC. has
(Name of Company)

a written sexual harassment policy in place in full compliance with 775 ILCS 5/2-105 (A) (4).

It is expressly understood the foregoing statements and representations and promises are made as a condition to the right of the bidder to receive payment under any award made under the terms and provisions of this bid.

The undersigned certifies that all information contained in this Affidavit is true and correct.

Signed by: Diana Figueroa Title: OFFICER
Signature

Name Printed: Diana Alejandra Figueroa Sanchez

Signed and sworn to before me this 26th day of April, 2024
My commission expires:

[Signature]
Notary Public



BID SECURITY

Included with this bid is a bank cashier's check, certified check or bid bond in the amount of \$500 US Dollars by GO PAINTERS INC., the bidder, in favor of the Village of Mount Prospect. It is hereby agreed that, should bidder be awarded the contract for services contemplated under this bid and fail or refuse to execute a contract for the performance of said services, or to provide the required payment and performance bonds, or letter of credit, and certificate of insurance, then this security, in the amount stipulated above, shall be forfeited and may be retained by the Village of Mount Prospect as liquidated damages and not as a penalty. All bids to remain firm for a period of ninety (90) days after bid opening date.

SUBMITTED THIS 25 DAY OF APRIL, 2024.

SEAL (if corporation)



Bidder:

JORGE E. OCEGUERA

Bidder's Agent and Agent's Title

PRESIDENT

Title

Note: If bidder is a partnership, the bid must be signed by at least two of the partners.

Note: If bidder is a corporation, the bid must be signed by an authorized officer of the corporation, attested and sealed by the secretary or other authorized officer.

If a corporation, note here the state of incorporation:

Incorporated under the laws of the State of ILLINOIS.

BID SHEET

Fire Hydrant Painting Services 2024

The undersigned Bidder herewith submits a bid on **Fire Hydrant Painting Services 2024** in accordance with the attached documents. All bids are to be delivered to the office of the Village Manager, third floor, 50 S. Emerson Street, Mount Prospect, Illinois, 60056, prior to 1:00 p.m. on Monday, April 29, 2024.

Bidder: GO PAINTERS INC.

SCHEDULE OF PRICES

Line Item	Item Description	Unit	Quantity	Unit Price	Extension
1	Year 1, Sandblasting and Painting	Per Hydrant	400	\$ 94.00	\$ 37,600.00
1a	Year 1, Hydrant cap color coding	Per hydrant	400	\$ 12.00	\$ 4,800.00
2	Year 2, Sandblasting and Painting	Per Hydrant	400	\$ 96.00	\$ 38,400.00
2a	Year 2, Hydrant cap color coding	Per hydrant	400	\$ 13.00	\$ 5,200.00
3	Year 3, Sandblasting and Painting	Per Hydrant	400	\$ 98.00	\$ 39,200.00
3a	Year 3, Hydrant cap color coding	Per hydrant	400	\$ 14.00	\$ 5,600.00
Grand Total					\$ 130,800.00

Mark outside of envelope: "SEALED BID: FIRE HYDRANT PAINTING SERVICES CONTRACT 2024," and deliver to the office of the Village Manager, 3rd floor, 50 S. Emerson Street, Mount Prospect, Illinois, 60056, by 1:00 p.m., MONDAY, April 29, 2024.

GO PAINTERS INC.
Name of Company/Firm

Address of Company/Firm

By: JORGE E. OCEGUERA

Phone: 773-799-6590

Date submitted: APRIL 25, 2024

Also note any exceptions to the specifications.

COMPANY

GO PAINTERS INC.

OWNER

JORGE E. OCEGUERA

500 N. 6TH AVENUE

ADDRESS

MAYWOOD, IL. 60153

CITY, STATE, ZIP

PHONE # 773-799-6590


SIGNATURE

APRIL 25, 2024

DATE

gopainters@gmail.com
email

Note: All bids to remain firm for ninety (90) days. Be sure to mark the outside of the envelope, "Sealed Bid for Fire Hydrant Painting Services Contract 2024"

CONTRACT

Village of Mount Prospect

Fire Hydrant Painting

THIS AGREEMENT (hereinafter the "Contract") is entered into by and between the Village of Mount Prospect, an Illinois home rule Village (hereinafter the "Village"), and GO PAINTERS INC., an company, located at MAYWOOD, Illinois, (hereinafter the "Contractor").

1. GENERAL As stated in the bid document.
2. SPECIFICATIONS As stated in the bid document.
3. CONTRACTOR RESPONSIBILITY FOR PROPERTY/HOLD HARMLESS
Contractor agrees to defend and hold harmless the Village from and against all demands, claims, suits, costs, expenses, damages and adjustments based upon any infringement of any patent relating to goods specified in the contract, and on account of the Village's use of any copyrighted or uncopyrighted, composition, trade secrets, secret process, proprietary rights, patented or unpatented invention, article or appliance furnished or used under the proposal Specifications.
4. ADHERENCE TO LAWS

Employees and agents of Contractor shall obey all federal, state, county and municipal laws and ordinances during the execution of their duties under this Contract. The existence of this Contract does not exempt such individuals from compliance with such laws or ordinances, nor does it convey any special rights or privileges upon those individuals.

Contractor shall meet all applicable licensing requirements of the Village.

In addition, Contractor is required to comply with all federal, state, county and municipal laws and ordinances, including the following:

- a. Provide a drug free workplace pursuant to the Illinois Drug Free Workplace Act (30 ILCS 580/1, et seq.);
- b. Comply with the Illinois Public Works Employment Discrimination Act (775 ILCS 10/1 et seq.);
- c. Comply with Article 2 of the Illinois Human Rights Act (775 ILCS 5/2-101, et seq.), and the Rules and Regulations of the Illinois Department of Human Rights, including establishment and maintenance of a sexual harassment

policy as required by Section 2-105 of that Article and Act;

- d. Comply with the Americans with Disabilities Act; and
- e. Comply with the provisions of the EQUAL EMPLOYMENT OPPORTUNITY CLAUSE required by the Illinois Department of Human Rights as a material term of all public contracts, which states as follows:

Title 44, Part 750, Section 750, APPENDIX A , Illinois Administrative Code, Equal Employment Opportunity Clause

EQUAL EMPLOYMENT OPPORTUNITY

In the event of contractor's non-compliance with the provisions of this Equal Employment Opportunity Clause, the Illinois Human Rights Act or the Rules and Regulations of the Illinois Department of Human Rights ("Department"), contractor may be declared ineligible for future contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations, and the contract may be cancelled or voided in whole or in part, and such other sanctions or penalties may be imposed or remedies invoked as provided by statute or regulation. During the performance of this contract, the contractor agrees as follows:

- 1) That it will not discriminate against any employee or applicant for employment because of race, color, religion, sex, marital status, national origin or ancestry, age, physical or mental handicap unrelated to ability, or an unfavorable discharge from military service; and further that it will examine all job classifications to determine if minority persons or women are underutilized and will take appropriate affirmative action to rectify any such underutilization.
- 2) That, if it hires additional employees in order to perform this contract or any portion thereof, it will determine the availability (in accordance with the Department's Rules) of minorities and women in the area(s) from which it may reasonably recruit and it will hire for each job classification for which employees are hired in such a way that minorities and women are not underutilized.
- 3) That, in all solicitations or advertisements for employees placed by it or on its behalf, it will state that all applicants will be afforded equal opportunity without discrimination because of race, color, religion, sex, marital status, national origin or ancestry, age, physical or mental handicap unrelated to ability, or an unfavorable discharge from military service.
- 4) That it will send to each labor organization or representative of workers with which it has or is bound by a collective bargaining or other agreement or understanding, a notice advising such labor organization or representative of the contractor's obligations under the Illinois Human Rights Act and the Department's Rules. If any such labor organization or representative fails or refuses to cooperate with the contractor in its efforts to comply

with such Act and Rules, the contractor will promptly so notify the Department and the contracting agency and will recruit employees from other sources when necessary to fulfill its obligations thereunder.

5) That it will submit reports as required by the Department's Rules, furnish all relevant information as may from time to time be requested by the Department or the contracting agency, and in all respects comply with the Illinois Human Rights Act and the Department's Rules.

6) That it will permit access to all relevant books, records, accounts, and work sites by personnel of the contracting agency and the Department for purposes of investigation to ascertain compliance with the Illinois Human Rights Act and the Department's Rules.

7) That it will include verbatim or by reference the provisions of this clause in every subcontract it awards under which any portion of the contract obligations are undertaken or assumed, so that such provisions will be binding upon such subcontractor. In the same manner as with other provisions of this contract, the contractor will be liable for compliance with applicable provisions of this clause by such subcontractors; and further it will promptly notify the contracting agency and the Department in the event any subcontractor fails or refuses to comply therewith. In addition, the contractor will not utilize any subcontractor declared by the Illinois Human Rights Commission to be ineligible for contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations.

With respect to the two types of subcontracts referred to underparagraph 7 of the Equal Employment Opportunity Clause above, following is an excerpt of Section 750.30 of the Department of Human Right's Rules and Regulations for Public Contracts:

Title 44, Part 750, Section 750.30, Illinois Administrative Code, Subcontracts

Each public contractor and subcontractor shall in turn include the Equal Employment Opportunity Clause set forth in Appendix A of this Part in each of its subcontracts under which any portion of the contract obligations are undertaken or assumed, said inclusion to be either verbatim or by reference so that the provisions of the clause will be binding upon such subcontractors.

5. FEE SCHEDULE

The charges to be assessed by Contractor under this Contract are set forth in the fee schedule contained in Exhibit A.

6. LOGBOOK, RECORDS & REPORTS REQUIRED

The Contractor shall provide the Village with a written status report on its provision of services required by the Contract. This report shall be due before the tenth day of the following month.

7. METHODS OF PAYMENT

Payment under the Contract will be made in accordance with the Illinois Local Government Prompt Payment Act, 50 ILCS 505/1 et seq.

8. HOLD HARMLESS AGREEMENT (CONTRACTUAL LIABILITY)

Contractor assumes full responsibility for the acts and omissions of its employees and agents while engaged in performing services under the Contract. Contractor agrees, to the greatest extent permitted by Illinois law, to protect, indemnify, save and hold forever harmless the Village, its officers, appointed and elected officials, Mayor and Board of Trustees, employees, volunteers, attorneys and agents from and against any and all liabilities, obligations, claims, losses, damages, penalties, and costs and expenses resulting from any suit, claim, demand, judgment, or cause of action initiated by any person, including Contractor and its officers, officials, employees, subcontractors, volunteers and agents, arising out of, connected with, or in any way associated with the performance of services covered by this Contract or the equipment used in connection therewith.

9. CONTRACTOR'S LIABILITY INSURANCE

Contractor shall not commence with the performance of services under this Contract until it has obtained all insurance required hereunder and such insurance has been approved by the Village. Certificates of such insurance shall be filed with the Village prior to commencing work. Additionally, Contractor will provide the Village with a letter from the insurance carrier that the Village will be notified within thirty (30) days of the pending cancellation of any policy relating to this Contract.

Each insurance company shall be subject to approval by the Village, and the respective policies shall name the Village as an additional named insured. Approval of the insurance by the Village shall not relieve or decrease the liability of Contractor hereunder. Such insurance is primary and in no event will be considered contributory to any insurance purchased by the Village. Such insurance will not be canceled, reduced, or materially changed without providing the Village thirty (30) days advance written notice, via certified mail.

Contractor shall maintain all insurance required under subsections a through h of this Section for not less than one (1) year after completion of this contract.

10. CONTRACT TERMINATION

The Village and Contractor reserve the right to terminate the Contract at any time upon ten (10) days advance written notice to the other party. In addition to the provisions set forth in Section General conditions (A,6) for immediate termination, failure of Contractor to perform any aspect of this Contract properly and/or to provide proper treatment to the general public, in the sole discretion of the Village, is cause for immediate termination of the Contract without prior notice.

11. LENGTH OF CONTRACT

This Contract shall be in effect beginning May 15, 2024, and shall remain in effect until December 31, 2026, with an optional two (2) one (1) year extensions, unless terminated by either party under the conditions specified in Section 10, Contract Termination. The two (2) one (1) year extensions must be mutually agreed upon by the Village and the contractor by December 31 of the preceding year. Upon mutual agreement an annual compensation adjustment for extension years will be applied to the base contract price of the previous contract year and will be adjusted on a basis equal to the average monthly percentage change of the Chicago CPI-U for the previous twelve-month period with 2% minimum and 4% maximum protections.

12. COMPLIANCE WITH FREEDOM OF INFORMATION ACT REQUEST

The Illinois Freedom of Information Act (FOIA), 5 ILCS 140/1 et seq., applies to public records in the possession of a party with whom the Village has contracted. The Village will have only a very short period from receipt of a FOIA request to comply with the request, and there is a significant amount of work required to process a request including collating and reviewing the information.

Contractor acknowledges the requirements of FOIA and agrees to comply with all requests made by the Village for public records (as that term is defined by Section 2(c) of FOIA) in its possession and to provide the requested public records to the Village within two (2) business days of the request being made by the Village. Contractor agrees to indemnify and hold harmless the Village from all claims, costs, penalty, losses, and injuries (including but not limited to, attorney's fees, other professional fees, court costs and/or arbitration or other dispute resolution costs) arising out of or relating to its failure to provide the public records to the Village under this Contract.

13. Contractor shall not assign this Contract or any part thereof without the prior written consent of the Village. Approval, if any, for such assignment shall be made by the Corporate Authorities of the Village. This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective assigns, legal representatives, and successors in interest.

14. GOVERNING LAW

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

15. SEVERABILITY

The invalidity or unenforceability of one or more of the terms or provisions contained in this Contract shall not affect the validity or enforceability of the remaining terms and provisions of this Contract so long as the material purposes of this contract can be determined and effectuated.

16. INTERPRETATION

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

17. WAIVER OF BREACH

If either party waives a breach of any provision of this Contract by the other party, that waiver will not operate or be construed as a waiver of any subsequent breach by either party or prevent either party from enforcing such provisions.

18. MERGER - AMENDMENT

This Contract sets forth the entire understanding of the parties relative to the subject hereof and supersedes any and all prior agreements, express or implied, oral or written. No amendment or modification of this Contract shall be effective unless reduced to writing and executed by the parties.

19. COUNTERPARTS

This Contract may be executed in several counterparts each of which shall be an original and all of which shall constitute but one and the same instrument.

20. EFFECTIVE DATE

The Effective Date of this Contract shall be the date executed by the Village President and attested by the Village Clerk.

In Witness thereof, the said parties have executed and signed this contract on this

_____ day of _____ 2024.

VILLAGE OF MOUNT PROSPECT, an
Illinois Municipal Corporation

BY: _____

Attest:

Karent Agoranos, Village Clerk

Corporate Name: GO PAINTERS INC.

Attest:

Edgar Figueroa

BY: JORGE E. OCEGUERA

EDGAR FIGUEROA

Secretary (Corporate Seal)





JW SURETY BONDS
STRENGTH. TRUST. STABILITY.
www.jwsuretybonds.com

6023A Kellers Church Road
Pipersville, PA 18947

Toll-free: (888) 592-6631
Fax: (215) 766-1225

April 26, 2024

GO Painters, Inc.
500 N 6th Avenue
Maywood, IL 60153

RE: April 29, 2024– Village of Mount Prospect Bid Bond
Fire Hydrant Painting Services 2024

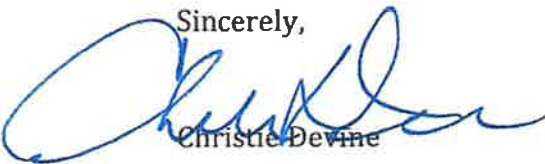
Enclosed please find the above referenced Original Bid Bond. Please make sure to sign the bond before submitting it to the Village of Mount Prospect

Please Note this bid bond is approved on the following condition:

Western Surety Company will only consider multi-year service contracts of this nature on their annual renewable bond forms, which gives the Surety the option to renew. This bid bond is approved conditioned that if you are awarded the contract, the performance and payment bonds will be issued on Western Surety Company Annual Renewable Bond Forms. Surety will not support performance and payment bonds on any other bond forms.

If you have any questions, please don't hesitate to contact our office.

Sincerely,


Christie Devine



Bid Bond

Bond No. 72641375

CONTRACTOR:

(Name, legal status and address)

GO Painters, Inc.
500 N. 6th Avenue
Maywood, IL 60153

SURETY: Western Surety Company: South Dakota Corporation

(Name, legal status and principal place
of business)

151 North Franklin
17th Floor
Chicago, IL 60606

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

Any singular reference to Contractor, Surety, Owner or other party shall be considered plural where applicable.

OWNER:

(Name, legal status and address)

Village of Mount Prospect
50 S. Emerson Street
Mount Prospect, IL 60056

BOND AMOUNT: Ten Percent (10%) of the Amount of the Bid

PROJECT:

(Name, location or address, and Project number, if any)

Fire Hydrant Painting Services 2024

The Contractor and Surety are bound to the Owner in the amount set forth above, for the payment of which the Contractor and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, as provided herein. The conditions of this Bond are such that if the Owner accepts the bid of the Contractor within the time specified in the bid documents, or within such time period as may be agreed to by the Owner and Contractor, and the Contractor either (1) enters into a contract with the Owner in accordance with the terms of such bid, and gives such bond or bonds as may be specified in the bidding or Contract Documents, with a surety admitted in the jurisdiction of the Project and otherwise acceptable to the Owner, for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof; or (2) pays to the Owner the difference, not to exceed the amount of this Bond, between the amount specified in said bid and such larger amount for which the Owner may in good faith contract with another party to perform the work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect. The Surety hereby waives any notice of an agreement between the Owner and Contractor to extend the time in which the Owner may accept the bid. Waiver of notice by the Surety shall not apply to any extension exceeding sixty (60) days in the aggregate beyond the time for acceptance of bids specified in the bid documents, and the Owner and Contractor shall obtain the Surety's consent for an extension beyond sixty (60) days.

If this Bond is issued in connection with a subcontractor's bid to a Contractor, the term Contractor in this Bond shall be deemed to be Subcontractor and the term Owner shall be deemed to be Contractor.

When this Bond has been furnished to comply with a statutory or other legal requirement in the location of the Project, any provision in this Bond conflicting with said statutory or legal requirement shall be deemed deleted herefrom and provisions conforming to such statutory or other legal requirement shall be deemed incorporated herein. When so furnished, the intent is that this Bond shall be construed as a statutory bond and not as a common law bond.

Signed and sealed this 29th day of April, 2024.

(Witness)

GO Painters, Inc.

(Principal)

(Seal)

(Title)

Western Surety Company

(Surety)



Western Surety Company

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That WESTERN SURETY COMPANY, a South Dakota corporation, is a duly organized and existing corporation having its principal office in the City of Sioux Falls, and State of South Dakota, and that it does by virtue of the signature and seal herein affixed hereby make, constitute and appoint

John D Weisbrot, Steven Michael Varga, Melissa Lynn Mc Dade, Individually

of Pipersville, PA, its true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on its behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

and to bind it thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of the corporation and all the acts of said Attorney, pursuant to the authority hereby given, are hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the Authorizing By-Laws and Resolutions printed at the bottom of this page, duly adopted, as indicated, by the shareholders of the corporation.

In Witness Whereof, WESTERN SURETY COMPANY has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on this 2nd day of October, 2023.



WESTERN SURETY COMPANY

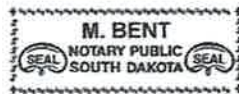
Larry Kasten, Vice President

State of South Dakota }
County of Minnehaha } ss

On this 2nd day of October, 2023, before me personally came Larry Kasten, to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is a Vice President of WESTERN SURETY COMPANY described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said corporation and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said corporation.

My commission expires

March 2, 2026



M. Bent, Notary Public

CERTIFICATE

I, L. Nelson, Assistant Secretary of WESTERN SURETY COMPANY do hereby certify that the Power of Attorney hereinabove set forth is still in force, and further certify that the By-Law and Resolutions of the corporation printed below this certificate are still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said corporation this 29th day of April, 2024.



WESTERN SURETY COMPANY

L. Nelson, Assistant Secretary

Authorizing By-Laws and Resolutions

ADOPTED BY THE SHAREHOLDERS OF WESTERN SURETY COMPANY

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the shareholders of the corporation.

Section 7. All bonds, policies, undertakings, Powers of Attorney, or other obligations of the corporation shall be executed in the corporate name of the Company, by the President, Secretary, and Assistant Secretary, Treasurer, or any Vice President, or by such other officers as the Board of Directors may authorize. The President, as Vice President, Secretary, any Assistant Secretary, or the Treasurer may appoint Attorneys in Fact or agents who shall have authority to issue bonds, policies, undertakings in the name of the Company. The corporate seal is not necessary for the validity of any bonds, policies, undertakings, Powers of Attorney, or other obligations of the corporation. The signature of any such officer and the corporate seal may be printed by facsimile.

This Power of Attorney is signed by Larry Kasten, Vice President, who has been authorized pursuant to the above Bylaw to execute power of attorneys on behalf of Western Surety Company.

WESTERN SURETY COMPANY
Sioux Falls, South Dakota
Statement of Net Admitted Assets and Liabilities
December 31, 2022

ASSETS

Bonds	\$ 1,963,735,416
Stocks	16,356,743
Cash, cash equivalents, and short-term investments	842,484
Receivables for securities	50,000
Investment income due and accrued	18,288,449
Premiums and considerations	58,660,094
Amounts recoverable from reinsurers	31,089,427
Current federal and foreign income tax recoverable and interest thereon	-
Net deferred tax asset	16,569,622
Receivable from parent, subsidiaries, and affiliates	-
Other assets	1,385
Total Assets	<u>\$ 2,105,593,621</u>

LIABILITIES AND SURPLUS

Losses	\$ 191,034,021
Loss adjustment expense	52,287,429
Commissions payable, contingent commissions and other similar charges	12,200,032
Other expenses (excluding taxes, license and fees)	-
Taxes, License and fees (excluding federal and foreign income taxes)	3,809,360
Federal and foreign income taxes payable	6,216,918
Unearned premiums	288,685,277
Advance premiums	7,968,584
Ceded reinsurance premiums payable (net of ceding commissions)	6,756,776
Amounts withheld or retained by company for account of others	9,359,697
Provision for reinsurance	280,055
Payable to parent, subsidiaries and affiliates	10,262,438
Payable on security transactions	-
Other liabilities	149,612
Total Liabilities	<u>\$ 589,010,150</u>

Surplus Account:

Common stock	\$ 4,000,000
Gross paid in and contributed surplus	286,896,195
Unassigned funds	<u>1,225,687,276</u>
Surplus as regards policyholders	<u>\$ 1,516,583,471</u>
Total Liabilities and Capital	<u>\$ 2,105,593,621</u>

I, Julie Lee, Assistant Vice President of Western Surety Company hereby certify that the above is an accurate representation of the financial statement of the Company dated December 31, 2022, as filed with the various Insurance Departments and is a true and correct statement of the condition of Western Surety Company as of that date.

WESTERN SURETY COMPANY

By Julie Lee
Assistant Vice President, External Reporting

Subscribed and sworn to me this 14th day of March, 2023.

Go Painters Fire Hydrant Painting References

We perform sand blasting and painting on approximately 5,000 hydrants per year and been working for Multiple Municipalities in the Illinois area, Indiana borders and Wisconsin.

Mark Hadjuk
Village of Munster
219-836-6965

Peter D'Agostino
Village of Huntley
847 515-5275

Steve Carr
South palos hills
707-259-8866

Tony Ferrara
8474044934
Village of Highland Park
Multiple sand blasting jobs, light poles, amenities, public facilities etc.

Village of Munster
Jilberto Ayala
8474044934
Sandblasting and painting multiple areas.

David Preissig, P.E.
Village of Burr Ridge
630.654.8181 x6000

Trent Turner
Water and Sewer Supervisor
Village of Fox Lake
66 Thillen Dr.
Fox Lake, IL 60020
turnert@foxlake.org
847-587-3506
847-587-5126 fax

Tyler Isham, aPHR
Assistant Director of Public Works
Village of Bartlett | 1150 Bittersweet Dr. | Bartlett, IL 60103
PW Main: 630.837.0811 | PW Office: 630.540.5401



Item Cover Page

Subject	Motion to adopt the Friendly Neighborhood Streets Program, the Village's updated Traffic Calming Program
Meeting	May 21, 2024 - VILLAGE BOARD/COMMITTEE OF THE WHOLE OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	N
Dollar Amount	Not applicable.
Budget Source	Not applicable.
Category	CONSENT AGENDA
Type	Action Item

Information

Enclosed for the Mayor and Board of Trustees' consideration is the Friendly Neighborhood Streets Program, an update to the Village's traffic-calming program adopted in 2011.

This document represents an enhanced resource incorporating engineering best practices to address particular traffic issues on neighborhood streets. With the support of the Transportation Safety Commission, the Public Works Department requests adoption of the program.

Traffic-calming are physical measures used to alter the behavior of motorists by reducing excessive speeds and volume on streets, particularly neighborhood streets. Leveraging the collected data from neighborhood traffic studies and experience from the engineering community, staff developed the Neighborhood Traffic Calming Program in 2011 to provide solutions to those streets that experienced excessive vehicular volume and speed problems.

Over the past ten plus years, the Village has accomplished several successful traffic-calming projects to address persistent neighborhood concerns. Traffic-calming measures that have been installed include median islands, curb extensions, speed humps (since removed), speed feedback signs, access restrictions, and pavement markings.

Not all neighborhood streets qualify for traffic-calming measures. To spend Village funds wisely and focus on the most critical streets, minimum volume and/or speed thresholds must be met to qualify to be part of the current program. For these streets, traffic-calming measures have helped to alleviate vehicular volume and speed concerns not resolved by enforcement or conventional engineering solutions such as signage. Last year, the Transportation Safety Commission directed Public Works to update the current program to consider allowing more streets to be eligible for traffic-calming measures. This was in response to residents who have requested traffic-calming measures but have been unable to pursue a project due to their streets not meeting the existing minimum criteria.

Staff created the Friendly Neighborhood Streets Program as an update to the existing traffic-calming program. The new name was chosen to reflect a more holistic approach to managing speeds on neighborhood streets and making them safer for pedestrians and bicyclists at the same time. Overall, the Program allows 25.7 miles of Village streets to be eligible for traffic-calming measures, up from 9.8 miles with the current program.

The Transportation Safety Commission discussed the draft Program at their December 2023 and February 2024 meetings. Village staff also solicited input from the community and received 46 comments. A majority of the comments did not directly pertain to the program, but minor revisions were made based on input from residents and commission members. By a vote of 6-0, the Transportation Safety Commission recommends adoption of the Friendly Neighborhood Streets Program.

The program was introduced to the Village Board at the March 19, 2024, Village Board Meeting.

With the adoption of the program, staff is prepared to communicate it to the community and begin to accept petitions for future projects.

Discussion

Alternatives

1. Adopt the Friendly Neighborhood Streets Program.
2. Action at the discretion of the Village Board.

Staff Recommendation

Staff recommends that the Village Board adopt the Friendly Neighborhood Street Program, a traffic-calming program update.

Attachments

1. Friendly Neighborhood Streets Program
2. Summary Sheet
3. VB Meeting 03-19-2024 Traffic Calming Memo

Village of Mount Prospect

FRIENDLY NEIGHBORHOOD STREETS PROGRAM



“Where Friendliness is a Way of Life”

Engineering Division – DRAFT February 2024



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EXHIBITS

EXHIBIT A	– MINIMUM CRITERIA
EXHIBIT B	– PROJECT PRIORITIZATION WORKSHEET
EXHIBIT C	– PETITION FORM
EXHIBIT D	– 85 TH PERCENTILE SPEED MAP
EXHIBIT E	– TRAFFIC VOLUME (ADT) MAP
EXHIBIT F	– AVERAGE SPEED MAP
EXHIBIT G	– POTENTIAL TRAFFIC CALMING ELIGIBILITY MAP
EXHIBIT H	– PRIMARY EMERGENCY VEHICLE RESPONSE MAP
EXHIBIT I	– NEIGHBORHOOD BIKE ROUTE MAP

APPENDICES

APPENDIX A	– TRAFFIC CALMING TOOLBOX
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EXECUTIVE SUMMARY

The Village of Mount Prospect's Friendly Neighborhood Streets Program serves as a guideline to further develop Village streets to be welcoming places to all users. This program will take a holistic approach to address current issues within our neighborhood transportation network. Roads and streets outside of Village jurisdiction, or arterial roads under Village control, are not included.

This program builds upon the 2011 Traffic Calming Program and the 2004 Residential Speed Limit Program while incorporating ideas laid out in the Village's Complete Streets Policy and Sustainability Action Plan. It also directly supports the Guiding Principals 1 and 2 of the Village's 2017 Comprehensive Plan Update. These previous plans and policies have guided the Village to become friendlier to all users, but an update is needed to incorporate the latest changes in vehicle design, driving habits, policy guidelines and multi-modal user accessibility.

Design guidelines included in this program provide the Village with a toolkit for how the right-of-way can be modified to improve comfort and safety for users of all ages and abilities while maintaining access for vehicles.

Residents have the most at stake when it comes to the streets they live on, as such, this program includes ways for residents to get involved in making their streets friendlier, including how residents can request changes to their street.

The primary outcome of this program is to increase safety by reducing vehicle speeds and excessive volumes on neighborhood streets. Vehicles traveling at or below the speed limit is a significant safety improvement compared to speeds of 10 mph or more above the speed limit, while also reducing noise pollution. Changing speed limit signs is not a responsible way to achieve this goal as drivers tend to drive the speed they are comfortable with, regardless of the posted speed limit. Instead, infrastructure needs to be modified to induce lower speeds. The program only includes neighborhood streets. With the many arterial streets in the Village, vehicles will be on neighborhood streets for a minor part of their journey, minimizing the impact on travel times while creating friendlier streets for all.





I - GOALS

- Enhance neighborhood safety and livability by reducing excessive speeding and traffic volumes on neighborhood streets.
- Encourage alternative forms of transportation by increasing the comfort and safety of biking and walking on neighborhood streets.
- Reduce noise pollution by slowing down vehicles to create friendlier streets.
- Promote safety for children by reducing traffic speeds and volumes around schools and promoting alternative means to get to school.
- Leverage the data collected from the Neighborhood Traffic Study and past individual traffic studies to target areas with the highest recorded speeds and volumes first.
- Encourage reasonable and responsible driver behavior through education and enforcement.
- Make efficient use of Village resources including personnel and funding by following the established process of evaluating and prioritizing traffic calming requests.
- Foster a collaborative working relationship between Village Staff, elected officials, residents, business owners and street users in the development of traffic calming projects.
- Respond to recent changes in car design and capabilities.





II - TRAFFIC CALMING PROCESS INTRODUCTION

The Friendly Neighborhood Streets Program is more than just a traffic calming program, its goal is to improve the experience for all street users. This is primarily done through traffic calming measures to slow vehicles, but this program also places an emphasis on making neighborhood streets accessible for all users. Specifically, by considering pedestrian improvements and making select streets bikeable for all ages and abilities.

Vehicle speed and vehicle volume are the primary issues on neighborhood streets; high speeds and volumes impact safety for all street users. This program focuses on reducing those metrics. Additionally, the program will add infrastructure specifically designed to improve the street experience for bikes and pedestrians beyond just reducing vehicle volume and speeds.

The Village's policy is that traffic calming measures have a positive impact on neighborhoods. Therefore, there needs to be a demonstrated majority in opposition to a traffic calming project to prevent construction, instead of a majority in favor of the project to start construction.

Most traffic calming programs are set up to be reactive, resident-initiated and target one street. That is, a resident or group of residents petition the local government for traffic calming measures on a particular street and staff responds to the request. Typically, a process is in place to determine whether the street qualifies for traffic calming measures and if so what steps must be taken to receive approval. Two advantages to this approach are:

1. Public interest has been generated early in the process
2. Overstretched staffs' keep the project scope limited to the street in question.

However, a major disadvantage to this approach is that solving one problem on a particular street may have repercussions on surrounding streets and throughout the neighborhood.





INTRODUCTION CONTINUED

In 2007 – 2010, the Village conducted the Neighborhood Traffic Studies to review intersection traffic control and speed limits on a neighborhood-wide basis. This comprehensive approach was created to assure that consistent decisions would be made, and the neighborhood would operate safely. Based on the results of our post-studies, this neighborhood-wide approach is achieving our goal of improving safety. Those studies established consistent speed limits and traffic control but did not address speeding directly.

In 2011, the Village developed the Neighborhood Traffic Calming Program (NTCP) and over the past 10 years, the Village has completed many projects to address excessive speeding and traffic volumes on local streets. The Friendly Neighborhood Streets Program will further the efforts of the NTCP and to incorporate pedestrian and bicycle improvements into the program.

The Village supports a traffic calming program that involves an area-wide approach to best serve the community. Like installing a stop sign at one intersection without giving thought to the impact on the adjacent intersection, constructing traffic calming measures on one street without considering the impact on the adjacent street(s) may create new problems. When a traffic issue is present on one street, the Village will look at surrounding streets and the neighborhood when developing a traffic calming project.

Additionally, the Village will be proactive in developing traffic calming projects by incorporating traffic calming into the Street Resurfacing Program. This will allow the Village to increase the friendliness of neighborhood streets for an economical cost and with the least disturbance to residents.

Traffic calming measures increase safety at conflict points with pedestrians or bicycles by having a driver switch their foot from the accelerator to the brake as they approach the conflict point. Drivers need to slow down as they approach traffic calming measures. This removes crucial seconds from the driver's reaction time if they need to apply brakes to avoid a crash with pedestrians or bicyclists.





INITIATION

There are three options to initiate traffic calming projects:

- Resident Initiated Projects

1. Resident reaches out to the Engineering Division with a speeding, traffic volume, bike or pedestrian complaint that could be addressed by the program
2. The Engineering Division responds with the petition form, initial project area and an introduction to the Friendly Neighborhood Streets Program
3. Resident returns petition with signatures from at least ten (10) residents or 30% of the total number of dwelling units and commercial spaces in the initial project area, whichever is greater
4. The Engineering Division reviews the petition then initiates the traffic calming process

- Village Initiated Projects

The Engineering Division will review historical traffic data throughout the Village and consult with the Police Department to identify key areas where traffic calming would be appropriate. At the direction of the Director of Public Works, the Engineering Division will initiate the traffic calming process for select streets as funding is available.

- Street Resurfacing Program

All streets included in the Street Resurfacing Program will be reviewed for potential traffic calming measures as this will be the most cost-effective way to implement traffic calming. The Engineering Division will develop a list of eligible streets and, at the direction of the Director of Public Works, the Engineering Division will initiate the traffic calming process for select streets.





TRAFFIC CALMING PROCESS

After a project is initiated, the following process will be used to develop the traffic calming project.

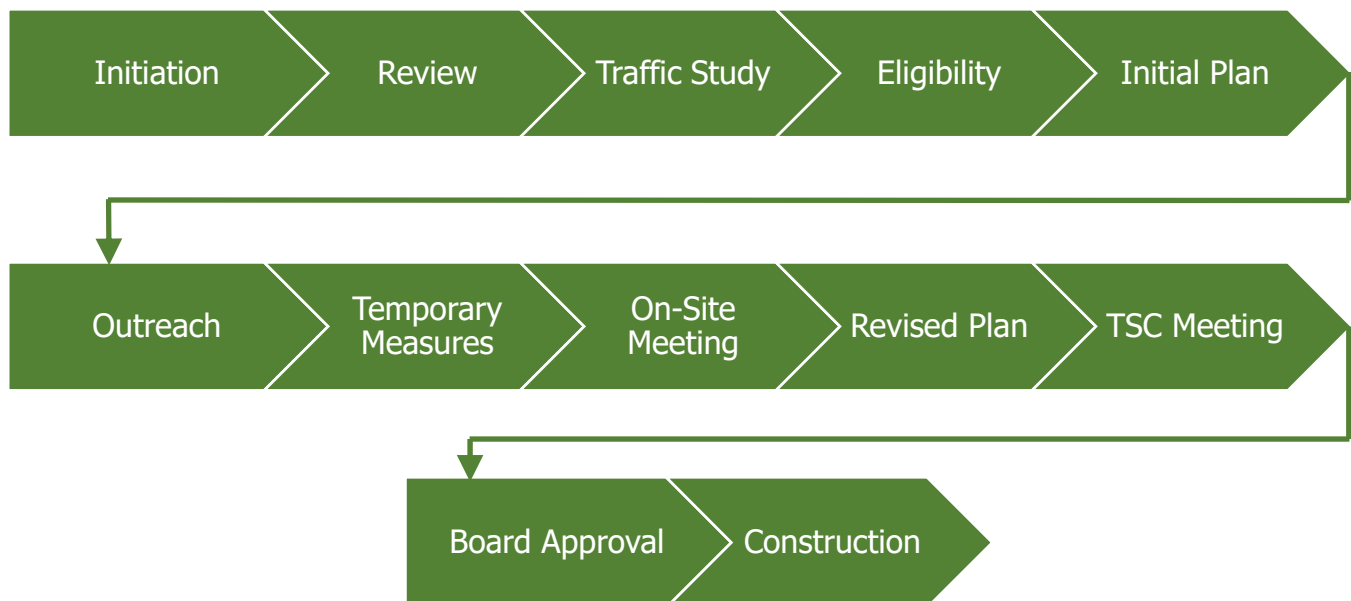
1. Project initiated through one of the previously stated options
2. The Engineering Division reviews request to determine initial project area
3. Traffic studies conducted
4. Eligibility for traffic calming determined
 - A. If streets are eligible, moves to step 5
 - B. If not eligible, refer to Police for enforcement, inform residents
5. Project prioritized to determine when project will be addressed
6. Initial public outreach to all properties within the project area
7. The Engineering Division develops plan to address traffic issues
8. Second public outreach informing properties of the issues identified in the initial public outreach, proposed solution, that temporary traffic calming measures will be installed (as needed), invites them to on-site meeting to discuss the project, and solicits feedback
9. Temporary traffic calming measures (as needed) installed by Public Works, mostly consisting of cones and temporary paint, to show residents the proposed traffic calming measures, remains for two weeks minimum
10. The Engineering Division hosts a public meeting within the project area while temporary calming measures are installed (if used) to solicit feedback
11. Temporary traffic calming measures removed, the Engineering Division revises the design as necessary and prepares a presentation to the Transportation Safety Commission
12. Residents balloted on the traffic calming measures and invited to the Transportation Safety Commission (TSC) to discuss the final project design
13. The ballots are counted, TSC discusses the project and votes for approval, revisions or denial.
14. Approved projects will be forwarded to the Village Board for approval and, if approved, will be incorporated into the Street Resurfacing Program or bid as a stand-alone project as funding allows





TRAFFIC CALMING TIMEFRAME

Project timing for each of the steps:



1. Week 0 Project Initiated
2. Week 1 Engineering Division Review
3. Week 2-5 Traffic Study depending on Weather, Holidays and Availability
4. Week 6 Eligibility Determined
5. Week 6 Project Prioritized
6. Week 6 Initial Public Outreach
7. Week 7-8 The Engineering Division Develops Plan
8. Week 9 Second Public Outreach
9. Week 10-11 Temporary Traffic Calming Measures Installed (as needed)
10. Week 11 On-Site Meeting
11. Week 12-13 Design Revised, Temporary Measures Removed
12. Week 14 Residents Balloted on Revised Traffic Calming Design, Invited to Discuss Project at TSC Meeting
13. Week 16 TSC Meeting and Vote for Approval
14. Week 17-24 Sent to Village Board for Approval, Bid Documents Prepared and Project is Incorporated into Street Resurfacing Program or Stand-Alone Traffic Calming Project





TRAFFIC CALMING TIMEFRAME

The most cost-effective process will be to incorporate traffic calming projects into the yearly Street Resurfacing Program, whether the project is located on a resurfacing street or not. This is targeted to be bid in February of each year; therefore, the traffic calming process needs to be initiated by July at the latest to ensure projects can be included in the following year's resurfacing program. If the deadline is not met, the Traffic Calming Process will proceed, but construction may be delayed a year until the next resurfacing program.

The Village may bid a stand-alone traffic calming project at any time at the discretion of the Director of Public Works and the Village Board. There is not the need to meet the deadlines above if this is the case.

If there are more projects than funding or staff time available, they will be prioritized based on criteria outlined in the Friendly Neighborhood Streets Program. Projects may be re-prioritized at the discretion of the Director of Public Works. Residents will be informed of the current backlog when they initially reach out to the Engineering Division.

The next pages will detail each step of the Traffic Calming Process.





DETAILED TRAFFIC CALMING PROCESS

Step 1: Initiation

The project will be initiated as described previously. For a resident-initiated project, the Engineering Division will provide a response to the initial resident request that includes:

- Petition requirements, including initial location limits for petition
- A copy of the Friendly Neighborhood Streets Program
- Current backlog
- Deadlines for potential project construction

Once the resident returns the completed petition with the required signatures, the project will move on the Step 2. To preserve staff time, the Engineering Division will not proceed with the traffic calming project until the petition has been received. The Engineering Division will communicate directly with the Primary Resident Contact as shown on the petition. This contact can be updated at any time.

Step 2: Project Area

Staff will determine the appropriate project area for traffic calming implementation. This project area may expand or contract as the project develops depending on the type of traffic calming measures selected. Staff will carefully consider how traffic calming measures on one street will affect adjacent streets and the neighborhood. Additionally, staff will consider the following factors when determining the project area:

- Bike Routes
- Schools
- Access to Arterial Streets
- Parks
- Other Pedestrian Generators
- Adjacent Street Vehicle Speed and Volume

Additional information on Project Areas is given in the Policy Statements section of the Friendly Neighborhood Streets Program.





DETAILED TRAFFIC CALMING PROCESS

Step 3: Traffic Studies Conducted

Staff will review historical traffic data within the project area. If recent traffic data is not available, updated traffic studies will be required to determine existing traffic conditions in the neighborhood. This will be required for most streets as the Village Wide Studies, where a large portion of our traffic data comes from, were conducted from 2007 through 2010.

Traffic studies include installing pneumatic tube traffic counters at strategic locations within the project area to collect speed and volume data of vehicles. Staff may also conduct separate pedestrian and bicycle counts as required to develop a complete picture of how the existing project area is functioning. Crash reports will also be reviewed to get an accurate crash history of the project area.

A limited number of counters and other projects requiring traffic counts may delay traffic studies, especially in the summer months. For resident-initiated projects, the petitioner will be notified of any delays in collecting traffic data. Traffic studies cannot be conducted in the fall during leaf removal operations or in winter due to snow events.





DETAILED TRAFFIC CALMING PROCESS

Step 4: Eligibility Determined

After the traffic studies are completed, the results will be compared to the Minimum Criteria as outlined in Exhibit A. If the project is eligible, it will move on to Step 5.

If a project is not eligible for traffic calming, the Engineering Division will consider less intrusive solutions such as:

- Education Resources
- Selective Speed Limit / Intersection Traffic Control Enforcement
- Use of Speed Display Trailer
- Use of Police Department Drone Vehicle
- Improving Sight Distance at Intersections
- Additional Signing, Striping or Pavement Markings

Petitioners for ineligible projects will be notified of other measures the Engineering Division will be taking. This will conclude the traffic calming process for the project.

Step 5: Project Prioritization

Eligible projects will have their prioritization score calculated to determine when the Engineering Division will be able to address the issue. The Project Prioritization Worksheet is shown in Exhibit B. If there is a backlog and staff is unable to address the project immediately, the resident representative will be informed. Projects with the highest scores will be addressed first.

A project can go through the traffic calming process without a funding guarantee. When funding becomes available, all approved projects will be ranked by their prioritization score and the highest scores will be constructed first, except for projects included in the Street Resurfacing Program. This allows the Village to address the highest ranked streets first.





DETAILED TRAFFIC CALMING PROCESS

Step 6: Initial Public Outreach

The Engineering Staff will select the highest priority project and send out the initial public outreach to continue with the traffic calming process. This initial outreach will provide a background of the project, introduce the Friendly Neighborhood Streets Program and request issues and current traffic conditions the neighborhood is looking to change.

Step 7: Plan Development

The Engineering Division will develop a draft plan to address the issues raised by the petitioners and identified in the initial public outreach or by the Engineering Division using a combination of measures taken from the Traffic Calming Toolbox (Appendix A). When developing the plan, special attention will be paid to safe routes to schools, bike routes, pedestrian generators and traffic patterns. Once the draft plan is complete, the Engineering Division will develop a temporary installation plan (as needed) to demonstrate the traffic calming measures to the public and solicit feedback. The plan and temporary measures will be reviewed internally and approved by the Village Engineer prior to installation. This may include temporary parking restrictions as necessary to demonstrate the project. The Engineering Division will add the project to the traffic calming page on the Village Website to keep the public informed.





DETAILED TRAFFIC CALMING PROCESS

Step 8: Second Public Outreach

Once the draft traffic calming plan is approved by the Village Engineer, the Engineering Division will reach out, via mail, to the residents and businesses within the identified project area with the following information:

- Update on the project's status
- Identified issues to be addressed by the project
- Proposed traffic calming measures
- Information on temporary traffic calming measures to be installed (as needed)
- Invitation to the on-site meeting to discuss the project and the temporary traffic calming measures
- Contact information and ways to provide feedback
- Next steps

Step 9: Temporary Traffic Calming Measures Installed (as needed)

Public Works will install temporary traffic calming measures if needed as developed in Step 6 to demonstrate the project and solicit feedback from the neighborhood. The temporary measures will most likely consist of cones, barricades, signs, and temporary pavement markings. Temporary measures will remain installed for at least two weeks and one weekend to ensure residents have an opportunity to experience the temporary traffic calming measures. Engineering Staff will also invite Public Works, Police, Fire Department and school representatives to drive and observe the temporary traffic calming measures and to provide feedback. The use of temporary traffic calming measure will be determined on a case-by-case basis.

Step 10: On-Site Meeting

Engineering Staff will hold a meeting during the second week of the temporary traffic calming installation to explain the project and solicit feedback.





DETAILED TRAFFIC CALMING PROCESS

Step 11: Plan Revisions

The Engineering Division will revise the plans based on feedback received at the on-site public meeting, from Public Works, Police, Fire Department and schools and any additional feedback sent to the Engineering Division. The outreach letter will include a way for residents to send in feedback if they are unable to attend the meeting. The revised plans will be reviewed and approved by both the Village Engineer and the Director of Public Works.

Once the final plans are approved, Engineering staff will prepare a presentation for the Transportation Safety Commission.

Step 12: Third Public Outreach and Balloting

The third public outreach will be mailed to all residents and businesses in the project area and will consist of:

- An overview of the project
- The revised plan
- An invitation to the Transportation Safety Commission meeting to discuss the issue
- A ballot to vote on the improvements

For balloting purposes, the following will apply:

- Single family properties count as one
- Single use properties (churches, businesses, schools, parks, etc.) count as one
- Each unit within small-scale multi-unit properties without a management company will count as one, and will be mailed individual ballots
- Each unit within large-scale multi-unit properties with a management company will count as one, but the ballots will be mailed to the management company for them to distribute to residents





DETAILED TRAFFIC CALMING PROCESS

Step 13: Transportation Safety Commission Meeting and Ballot Counts

Ballots will be tallied prior to the Transportation Safety Commission. The Engineering Division will determine the total number of ballots within the project area. If more than 50 percent of the total ballots possible are returned against the project, then it will be presented to the Transportation Safety Commission as the neighborhood is not in favor of the project. If 50 percent or less is returned against the project, no matter how many are returned in favor of the project, then it will be presented to the Transportation Safety Commission as the neighborhood is in favor of the project. The Village's policy is that traffic calming projects will improve a neighborhood's livability and safety. Therefore, there needs to be a demonstrated majority against the project to not recommend it. The default is that the neighborhood is in favor of the project.

The following will be presented to the Transportation Safety Commission for their consideration:

- Project History
- Summary of Project Development
- Proposed Design
- Summary of Feedback Received
- Results of Balloting

The Commission will discuss the project, ask questions of staff and listen to comments from residents present at the meeting.

The Commission can then act at their discretion, but staff will provide the following recommendations to the Commission based on the results of balloting:





DETAILED TRAFFIC CALMING PROCESS

Step 13: Transportation Safety Commission Meeting and Ballot Counts – Continued

1. If the neighborhood is in favor of the project, as outlined on the previous page, then the Commission will vote to
 - A. Approve the project as is
 - B. Approve the project with changes as directed by the Commission
 - C. Deny the project
2. If the neighborhood is not favor of the project, as outlined on the previous page, then the Commission will vote to
 - A. Have staff revise the project and re-ballot
 - B. Deny the project

If the project is not approved by the Transportation Safety Commission and there is not neighborhood support, then no further action will be taken on traffic calming in the project area for at least 5 years.

If the project is not approved by the Transportation Safety Commission and there is neighborhood support, it may be forwarded to the Village Board for final decision at the request of the resident representative. Otherwise, the project may be revisited in 2 years time with a new petition submittal from the neighborhood.

If the project is not approved by the Transportation Safety Commission and there is not neighborhood support, the minority in favor of the project may file a request with the Village within 30 days of the TSC meeting to have the plan forwarded to the Village Board for a final decision. Should the Village Board agree to hear the plan, an extraordinary vote will be required to approve the project.

If the project is approved by the Transportation Safety Commission, then it will be forwarded on to the Village Board for approval.





DETAILED TRAFFIC CALMING PROCESS

Step 14: Village Board Approval and Bidding

Projects approved by the Transportation Safety Commission will be presented to the Village Board of Trustees. Residents within the project area will be notified of the meeting.

The Engineering Division will present the following to the Village Board for consideration:

- Project History
- Summary of Project Development
- Proposed Design
- Summary of Feedback Received
- Final Ballot Totals
- Summary of Transportation Safety Commission Meeting
- Transportation Safety Commission Recommendation

The Village Board can then discuss the project and will vote to:

- Approve the plan by simple majority
- Direct the Engineering Division to make revisions and bring the plan back for further discussion
- Deny the plan
- Take other action as it deems appropriate

Should a plan be approved, final construction drawings will be developed, and the project will be scheduled for construction once funds are allocated by the Village.

Should a plan ultimately be denied by the Village Board of Trustees, less intrusive education, enforcement, and engineering measures will be considered as described in the Program. If there is neighborhood support for the project, a new petition can be submitted to start the traffic calming process at least 2 years after the Village Board decision.





DETAILED TRAFFIC CALMING PROCESS

Post Project

At such time the Engineering Division determines reasonable after completion of the project, a post-study will be performed to determine its effectiveness and to determine if any additional action is necessary. The findings will be included in a report to the Village Board of Trustees, Transportation Safety Commission and appropriate Staff. Interested residents within the Project Area will be notified via e-mail and the report will be posted on the project web page.





III – POLICY STATEMENTS

The below Policy Statements form the basis of the Friendly Neighborhood Streets Program. They are described on the following pages.

- Speed
- Residential Focus
- Addressing Vehicle Design
- Schools
- Biking
- Pedestrians
- Education and Enforcement
- Minimum Criteria
- Project Areas
- Project Initiation
- Project Prioritization
- Traffic Calming Measures
- On-Street Parking
- Emergency Response
- Maintenance
- Funding
- Removal

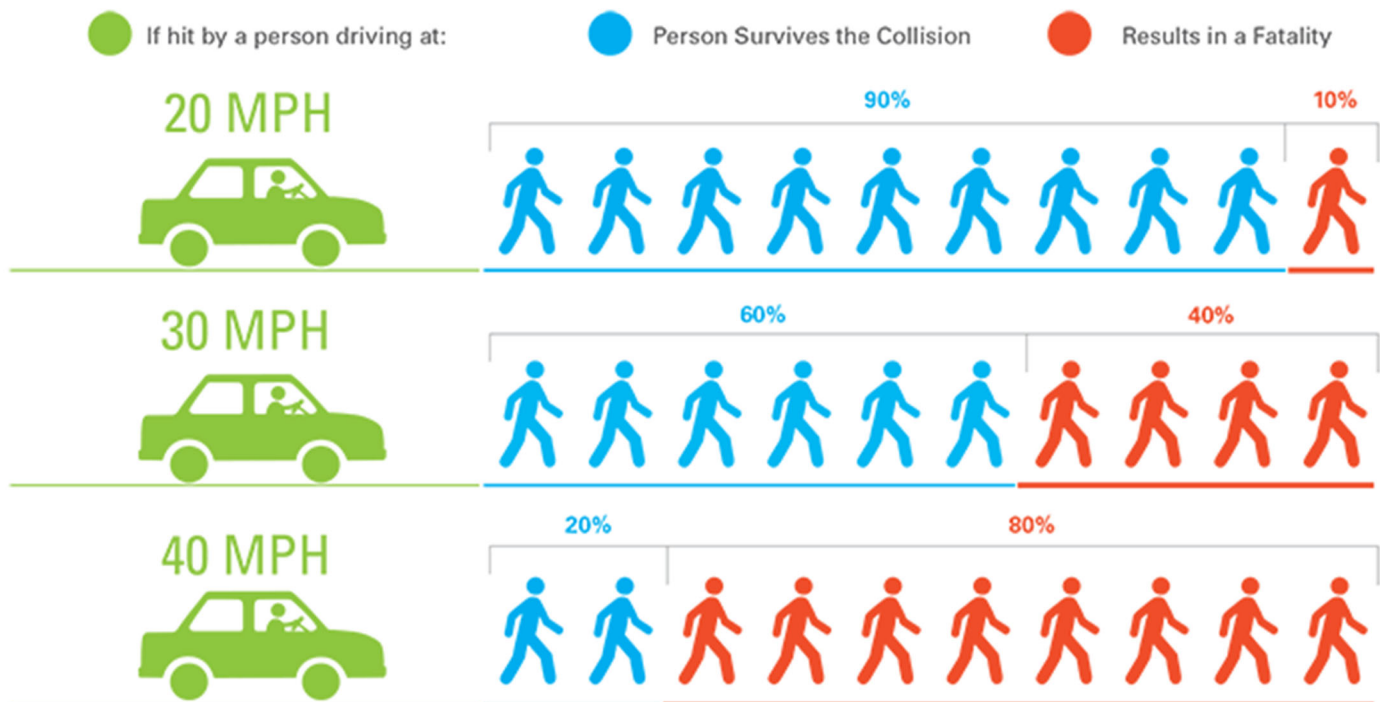




SPEED

Policy Statements

Speed is the primary factor when it comes to survivability of pedestrians in collisions. The below chart shows survivability percentages based on vehicle speeds. This is the primary reason the Friendly Neighborhood Streets Program exists, to increase safety and livability of our neighborhood streets by reducing speeds of vehicles. All items in the Program work together to reduce vehicle speed.



Vehicle Speed comparison to chance of Pedestrian Injury and Fatality
Data source: US Department of Transportation, Literature Reviewed on
Vehicle Travel Speeds and Pedestrian Injuries. March 2000.

Image credit: San Francisco MTA Vision Zero Action Plan,
February 2015: <https://view.joomag.com/vision-zero-san-francisco/0685197001423594455?short>





RESIDENTIAL FOCUS

Policy Statements

- Traffic calming measures will only be considered on residential streets
- Residents and business owners will be encouraged to participate in the identification of the traffic issues as well as development of the solution
- At least 10 signatures or 30% of the total number of dwelling units and commercial spaces in the initial project area, whichever is greater, are required to initiate the traffic calming process. Once criteria are met for the program, a negative response from at least 51% of the properties along the qualifying street is needed to reject the traffic calming measures

The Friendly Neighborhood Streets Program is focused on residential areas only. Local residential and collector streets will be considered in this program. Arterial streets are specifically excluded from this program. Other means and resources will be used to address issues on arterial streets.

Neighborhood participation is important to develop a consensus of the issues that adversely affect the neighborhood, evaluate the pros and cons of the various traffic calming measures, and ensure that the issues are adequately addressed. It is essential to consider a wide range of perspectives and observations in addition to engineering data. The program is designed so that residents can become actively involved in defining the problem(s) and in the decision-making process to have a sense of ownership in the outcome.

Neighborhood participation begins with a petitioner gathering at least 10 signatures or 30% of the total number of dwelling units and commercial spaces in the initial project area, whichever is greater, on the initial request for traffic calming on the street or at an intersection. This is followed by mailings to each resident and on-site meetings. It is shown that traffic calming measures slow drivers and improve safety on streets, a Village priority. Therefore, the balloting process to approve the final design will treat a non-response as a vote for the traffic calming measures. If the street or neighborhood is against the project, they will be required to achieve at least 51% of the votes. The limits of the petition area will be determined by the Engineering Division. This is further explained in the Traffic Calming Process section.





RESIDENTIAL FOCUS

Policy Statements

The projects are funded by the Village; there will not be a direct monetary requirement for the residents.

The following Village owned streets are not included in the Friendly Neighborhood Streets Program due to not meeting the residential focus. These streets are shown in gray on the maps in exhibits and appendices:

- Addison Court
- Biermann Court
- Bishop Court
- Business Center Drive
- Carboy Road
- Central Road (Rand Road to Wolf Road)
- Feehanville Drive
- Imperial Court
- Kenneth Drive
- Kingston Court
- Lakeview Court
- LaSalle Street
- Linneman Road (Algonquin Road to Dempster Street)
- Malmo Road
- Midway Drive
- Nordic Road
- Schoenbeck Road
- Slawin Court
- Wall Street
- Wheeling Road (Kensington Road to Business Center Drive)
- Wolf Road





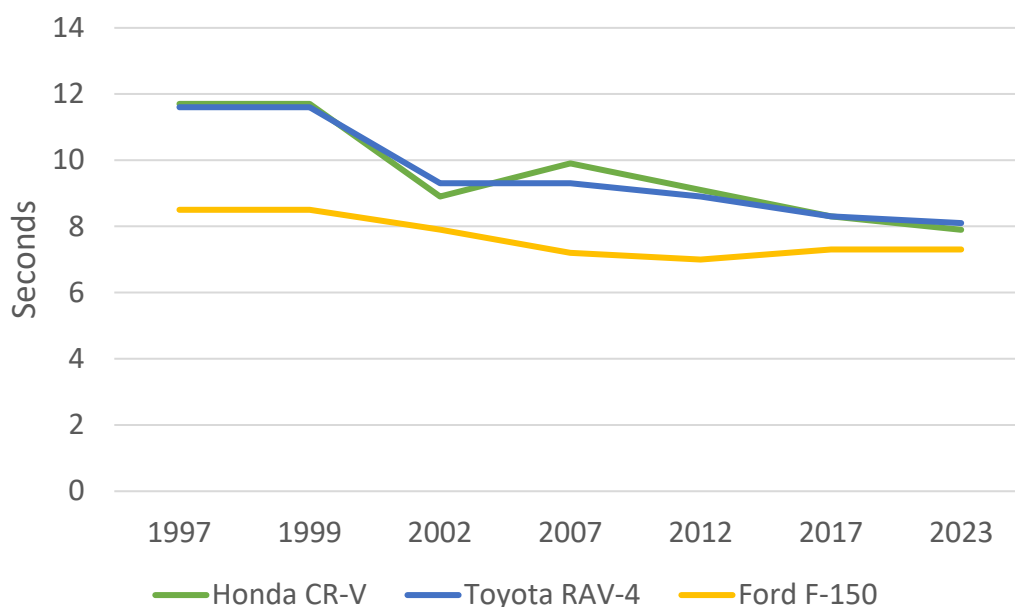
ADDRESSING VEHICLE DESIGN

Policy Statements

- Vehicles have gotten bigger, faster, and heavier in recent years increasing risks toward pedestrian and bicyclist safety
- This shows a need for a change in infrastructure to force vehicles to slow down and drive a safer speed in neighborhoods

In general, vehicles will drive at a speed they are comfortable regardless of the posted speed limit. Many of the Village's neighborhood streets are wide and straight with limited utilization of on street parking. These long, open sight lines encourage speeding. Modern vehicles are quicker, smoother and quieter for occupants than in the past, allowing drivers to travel at higher speeds more comfortably. By changing the physical infrastructure of the street, it becomes more uncomfortable to drive at high speeds, but comfortable at low speeds, reducing vehicle speeds on streets. Additionally, faster acceleration in newer vehicles allows them to reach higher speeds quicker after passing traffic control devices on neighborhood streets, necessitating multiple traffic calming measures to be installed on a street to calm traffic.

Vehicle Acceleration By Year(0-60 MPH)



Source: Motor Trend and Car and Driver Website Databases





ADDRESSING VEHICLE DESIGN

Policy Statements

Vehicle size and weight have increased. This leaves less room on streets for other users and reduced visibility from the vehicle. Additionally, consumers are generally switching to SUV's from cars. SUVs are more likely to injure or kill pedestrians compared to cars. Dedicated spaces for bicyclists and pedestrians on streets are required to address the increase in vehicle sizes.



Toyota RAV4

1994-2000

147.2L × 66.7W × 64.8H
86.6WB



Toyota RAV4

2018-present

179.9L × 73W × 65.4H
105.9WB

34% larger

SUVs are twice as likely as cars to kill pedestrians in an accident.

Source: <https://www.thezebra.com/resources/driving/average-car-size/>





ADDRESSING VEHICLE DESIGN

Policy Statements

The adoption of electric vehicles will only heighten these issues. Electric cars are faster, quieter and heavier than their internal combustion counterparts. The Friendly Neighborhood Streets Program is designed to address safety issues that modern cars pose to pedestrians and other street users through infrastructure changes.

By making streets less comfortable to drive at high speeds, vehicles will slow down regardless of the posted speed limits. They will also pay attention to their surroundings more when the street design is not uniform for long stretches.

These large vehicles may be safer for the occupants, but as demonstrated in numerous studies, they are less safe for anyone outside of them, including in other vehicles.





SCHOOLS

Policy Statements

- Areas around schools deserve special attention to facilitate alternative forms of transportation to get to and from schools
- In recent years, there has been anecdotal evidence showing an increase of parents driving their children to and from school instead of walking, biking or taking the bus leading to traffic and safety issues at schools

Traffic issues have been increasing around schools in recent years. This, combined with larger vehicles being used to transport children to and from school, has led to increased safety issues. Traffic calming projects can be used to slow vehicles and promote alternative modes of transportation by making the streets friendlier for everyone. Safety increases as the number of personal vehicles transporting children to and from school decreases.

The importance of keeping children safe is why projects near schools will get additional points in the project prioritization worksheet. All projects will take into consideration how residents get to and from school and related activities.

If a traffic calming project is initiated near a school, the Engineering Division will work directly with the school throughout the process to ensure a successful project. If a school reaches out directly to the Village on traffic issues, the Village may elect to initiate a traffic calming project through the Village initiated process without a petition required. If traffic calming, as described in the program, is not appropriate, or the street is not eligible, the Village will work directly with the school and residents to develop solutions to the issues outside of the Friendly Neighborhood Streets Program.

An addendum will be issued to this Program in the future detailing safe routes to school options for all schools within the Village. As part of the addendum, appropriate traffic calming measures will be proposed to increase safety for each school.

Safe Routes to Schools funding can also be used for these projects, something the Village will pursue as appropriate. The use of this funding will require extended project timelines due to it being a federal funding source.





BIKING

Policy Statements

- Increasing use of alternative forms of transportation is a priority for the Village
- The Village has an established signed on-street bike network, however there is little difference in street design, except for sharrows and marked bike/parking lanes on a few routes. The infrastructure of the street should alert drivers that they are sharing the street with bicyclists instead of just signage

Traffic calming projects will consider accommodations for cyclists throughout project development. For projects on existing on-street bike routes, bicycle design and safety will be a priority. For these routes, traffic calming should be designed to get vehicles and bicyclists to travel as close to the same speed as possible, increasing safety for all users. If a traffic calming project is on a bike route, consideration should be given to expand the project area if additional bike infrastructure may be appropriate.

Additionally, special considerations should be made where a bike route crosses a traffic calming project. Signage and pavement markings through intersections can alert drivers that bikes may be crossing. Mini-traffic circles can slow down vehicles through intersections without requiring a change in traffic control, making intersections safer for bicyclists.

To support biking, the Village is currently developing a plan to construct bicycle facilities along arterial streets within the Village, connecting to the existing neighborhood bike network. Additionally, the Village may be updating design guidance for the Phase I network (neighborhood streets) in the future to increase the comfort and safety of biking in the Village.





PEDESTRIANS

Policy Statements

- Pedestrians are vulnerable street users; special considerations will be made for them on all traffic calming projects
- The presence of pedestrians on streets can be enough for drivers to pay more attention while driving, therefore the Friendly Neighborhood Streets Program includes benches to make the streets friendlier to pedestrians

All traffic calming projects will consider the immediately adjacent pedestrian network. Traffic calming measures will be designed to increase the safety of pedestrians by reducing crossing widths, providing refuge islands, and increasing visibility for pedestrians.

The presence of pedestrians along a street causes drivers to pay attention to their surroundings. The Friendly Neighborhood Streets Program will look to add public benches in downtown areas and adjacent to large pedestrian generators. These benches will be maintained by the Village and installed in Village right-of-way only.





EDUCATION AND ENFORCEMENT

Policy Statements

- Education, enforcement and inexpensive engineering solutions are to be considered prior to approval of any traffic calming measures

Traffic calming measures physically alter the street and are considered permanent changes that will impact the behavior of motorists. These dramatic changes should only be considered after consideration of less costly options.

Education provides the opportunity for the Engineering Division and Police Department to communicate their perspective to residents. The advantages and disadvantages of traffic calming measures, the purpose of traffic control devices (stop signs and turn restrictions), and the true extent of a problem based on collected data can be shared with residents to make them better informed. This can be accomplished through telephone conversations, neighborhood and beat meetings, open houses, brochures, the Village web site and newspaper media. In addition, employing education tools will allow residents to get involved in easing traffic concerns. One example is the placement of yard signs (Keep Kids Alive – Drive 25 campaign) in neighborhoods by residents in collaboration with the Police Department.

Enforcement relies on the Police Department to be a presence in neighborhoods and enforce existing speed limit and traffic control ordinances. In addition to selective enforcement, the Police Department also will utilize the speed display trailer and drone vehicles to ease traffic concerns.

Enforcement generally impacts traffic speeds for a short period of time, eventually speeds return to the speed before enforcement, this is the speed drivers are comfortable with on the street. Enforcement can be more effective when enforcing traffic control devices.

Inexpensive engineering measures such as additional signage, striping and pavement markings will also be considered before approving traffic calming measures.





MINIMUM CRITERIA

Policy Statements

- For a street to begin the traffic calming process, a minimum petition of 10 residents or 30% of the total number of dwelling units and commercial spaces in the initial project area, whichever is greater, must be turned in with the request
- To continue with the traffic calming process, minimum traffic volume, speed or crash criteria as recorded in a traffic study are to be met

The Engineering Division receives requests on a regular basis for traffic calming measures. The primary complaints involve speeding vehicles or a high volume of vehicles relative to the street type. The extent of a problem on one street will be different than another street. Therefore, it is important to develop thresholds for streets to qualify for traffic calming measures. Otherwise, traffic calming measures could be installed on streets where there would be minimal effect on traffic speed and volume.

Neighborhood support is also important, that is why a petition of a minimum of 10 residents or 30% of the total number of dwelling units and commercial spaces in the initial project area, whichever is greater, is required to start the traffic calming process for a resident-initiated project.

Once there is demonstrated neighborhood support for the project, the minimum criteria for traffic volumes, speed or crashes will need to be met to qualify for traffic calming.

Without these limits and requirements for neighborhood support, there would be an inefficiency in Staff resources and Village expenditures. Since traffic calming measures directly impact vehicular speed and volume, minimum speed or volume criteria will need to be met for a project area to qualify for traffic calming measures. The only exception will be if the street has a recent history of crashes atypical for a neighborhood street and traffic calming measures would be the appropriate solution. The specifics of the minimum criteria are explained in Exhibit A.





PROJECT AREAS

Policy Statements

- The traffic data collected from the Neighborhood Traffic Study and separate individual traffic studies completed over the last 20 years will serve as the primary source to identify streets that potentially qualify for traffic calming measures
- The type and level of the traffic issue(s) along with street characteristics will help determine the appropriate traffic calming measures
- Traffic calming projects are intended to minimize diverted traffic to other local residential or collector streets
- A project area, the limits of potential significant impact should construction of traffic calming measures take place on the qualifying street, will be created for each potential traffic calming project

Traffic calming measures on one street can have an impact on surrounding streets. A noticeable increase in vehicular volume or speed on an adjacent street may arise when one street is the sole focus of a project. In developing a solution for one issue, it is important not to shift the issue to an adjacent street or neighborhood. Neighborhood street classifications and their respective functions are to be maintained.

To address this concern, the Engineering Division will create a project area after a petition is received for traffic calming measures on a particular street. The boundaries of the project area will be the limits of potential significant impact should construction of traffic calming measures take place on the qualifying street. In some cases, the project area will be limited to the qualifying street in question whereas in other cases it will include adjacent streets. The project area may include streets that do not currently qualify for traffic calming but would be impacted by traffic calming measures on an adjacent street. However, a project area does not necessarily include the entire neighborhood allowing for the possibility of multiple project areas within a neighborhood.

If a traffic calming projects takes place on a neighborhood bike route, the project area may be extended to include logical termini for the bike route.





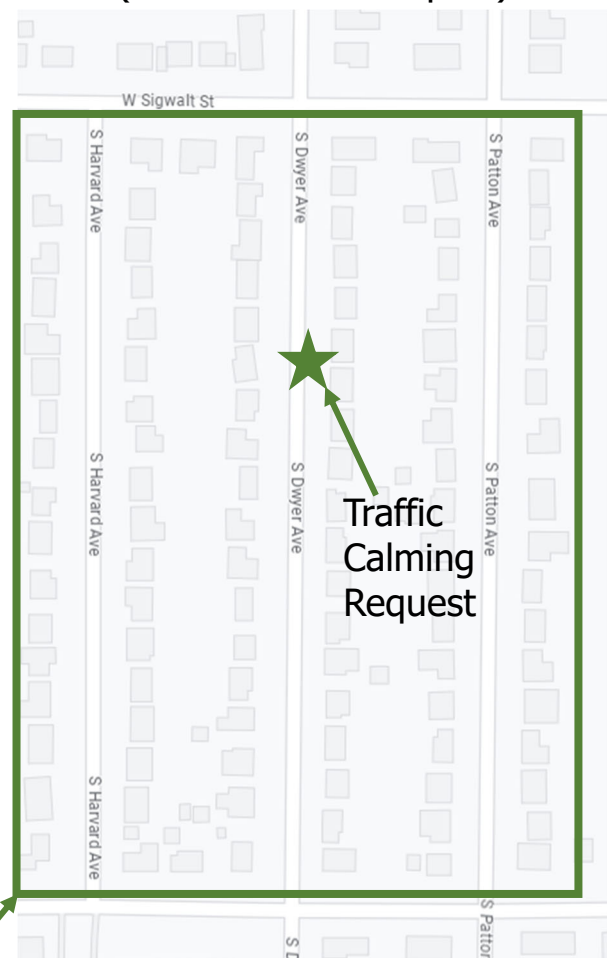
PROJECT AREAS

Policy Statements

The Village was segmented into eighteen (18) neighborhood zones as part of the Neighborhood Traffic Study, a program that reviewed the traffic control at all neighborhood intersections and speed limits on all neighborhood streets. Each neighborhood was reviewed as a whole rather than analyzing each intersection or street independently. By having a big picture focus, the Engineering Division was able to consider the potential impact throughout the neighborhood. A product of the study was the collection of extensive vehicular volume and speed, pedestrian and intersection data.

Both the traffic data collected from and the approach to the Neighborhood Traffic Study are key aspects of the Friendly Neighborhood Streets Program. The Village has a data base of over 2000 individual traffic counts with speed data that will be the primary source to be able to identify streets with traffic conditions above the norm and that qualify for traffic calming measures. The Engineering Division will perform a traffic study if needed to confirm the data in the database. The type and level of the issue(s) can be assessed and a project area more quickly created. Further, potential traffic calming measures can begin to be discussed based on the traffic data and street characteristics.

Project Area Example (Not in Mount Prospect)



Project Area determined
by Engineering Division





PROJECT INITIATION

Policy Statements

- Resident-initiated and Village-initiated processes have been developed to pursue traffic calming projects
- The Engineering Division will evaluate all streets included in the annual Street Resurfacing Program for traffic calming eligibility. If eligible, they will follow the same traffic calming process as other projects

There are many residential streets throughout the Village that potentially qualify for traffic calming measures. The Village does not have the resources to addresses all these issues at once. Therefore, the Village has developed the resident-initiated process to allow residents to reach out to the Village to help prioritize projects. This helps to prevent the Village from spending resources on projects that neighborhoods may not want.

The resident-initiated process allows the neighborhood to reach out to the Engineering Division when it believes conditions have reached a level for pursuing traffic calming measures. This process provides a sense of ownership to improve the livability in the neighborhood. Once this process is initiated, the Engineering Division will partner with residents to develop a traffic calming project. The petition form to initiate the process is in Exhibit C.

The Village-initiated process allows the Engineering Division to pursue traffic calming measures when a hazardous condition is clearly evident. A high crash rate, recorded speeds well above a typical residential street, and recorded volumes excessive for the street classification are examples. The process will permit the Engineering Division to bypass the petition process but still allows for resident involvement in the plan development phase.

Finally, the Engineering Division will evaluate all streets included in the annual Street Resurfacing Program. If a street is identified as a potential traffic calming project through this program, it will follow the Village-initiated process, bypassing the petition process but allowing for resident involvement in the plan development phase.





PROJECT PRIORITIZATION

Policy Statements

- Traffic calming projects will be prioritized based on the extent of the problem

The need to prioritize projects arises when the demand for traffic calming measures exceeds Village resources. This includes Staff time to work on a project as well as construction funding. A common approach to efficiently utilize Village resources is to prioritize projects so that neighborhoods with the greater problems are addressed first.

The following factors will be used to priorities projects:

- Vehicle Speed
- Vehicle Volume
- Crash History
- School Locations
- Other Pedestrian Generators
- Bike Routes
- Sidewalk Availability

Should the Engineering Division receive multiple requests for traffic calming projects, the Engineering Division will prioritize them utilizing the Project Prioritization Worksheet located in Exhibit B. The one street within the Project Area that receives the most points will represent the Project Area during the prioritization review.





TRAFFIC CALMING MEASURES

Policy Statements

- Non-Physical Measures include education, enforcement, signing and striping. These are generally the least expensive and have the least impact on residents
- Vehicular Measures can either maintain traffic volume or change it
 - Horizontal deflection, constriction and textured pavements maintain traffic volume
 - Turn restrictions, diverters, intersection median barriers and street closures change traffic volume
- Pedestrian Safety Measures include curb extensions, pedestrian refuge islands and raised crosswalks
- Bicycle Safety Measure include advisory bike lanes, counterflow bike lanes, traditional bike lanes, buffered or protected bike lanes, bike signage and striping at intersections and protected intersections
- Unwarranted stop signs and vertical deflection (speed humps), except for raised crosswalks, are not to be used as part of the program

Details about traffic calming measures appropriate or inappropriate for the Friendly Neighborhood Streets Program are detailed in the Traffic Calming Toolbox included in Appendix A. Below provides a brief introduction to the traffic calming measures.

Each traffic calming measure can have a different effect on motorists as well as bicyclists and pedestrians. It is important to understand how each traffic calming measure functions and the primary traffic issue each that one is intended to address. The identified traffic issue(s), collected traffic data, street classification, street geometrics, adjacent land use and cost are some of the factors that will be considered to determine the appropriate traffic calming measure(s) for each project.





TRAFFIC CALMING MEASURES

Policy Statements

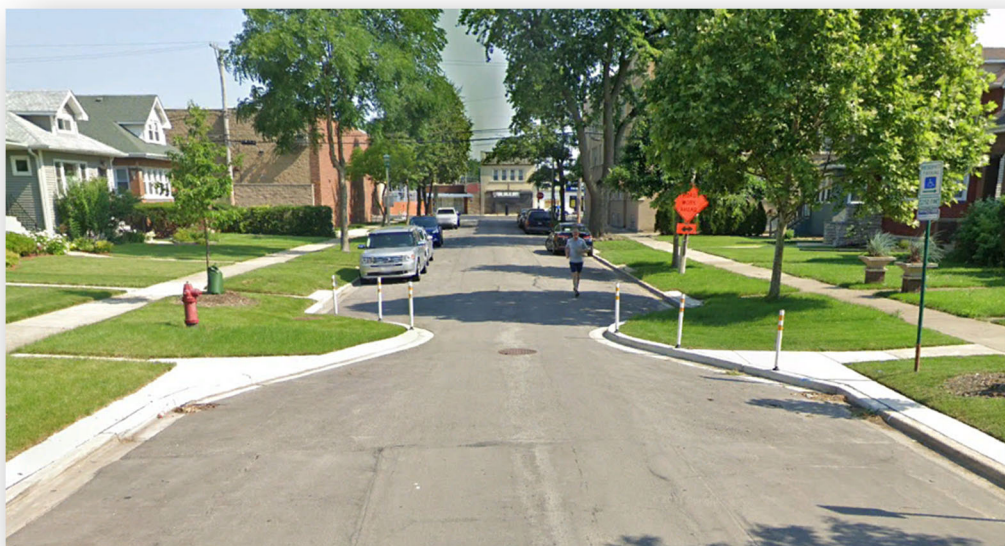
Non-Physical Measures: Education, Enforcement, Signing or Striping

Education and Enforcement require staff time to implement with no physical changes to the street. Police can conduct targeted enforcement based on traffic study results.

Signing and striping are used to reinforce existing traffic regulations on the street or to draw attention to specific locations, such as crosswalks. Speed feedback signs are among the most effective signage to reduce vehicle speeds without physically altering the street. Striping can be used to delineate on street parking to visually narrow the street to reduce speeds.

Vehicular Measures: Maintaining Traffic Volumes or Changing Traffic Volume

Measures targeting vehicles that maintain traffic volumes include horizontal deflection, constriction and textured pavement. Horizontal deflection can be mini traffic circles, concrete planters or chicanes. Constriction includes choke points, neckdowns and midblock medians. Textured pavement typically consists of brick pavers or textured asphalt. Except for textured pavement, these measures require removing some or all on street parking adjacent to the measures. There is a low impact on emergency vehicles.





TRAFFIC CALMING MEASURES

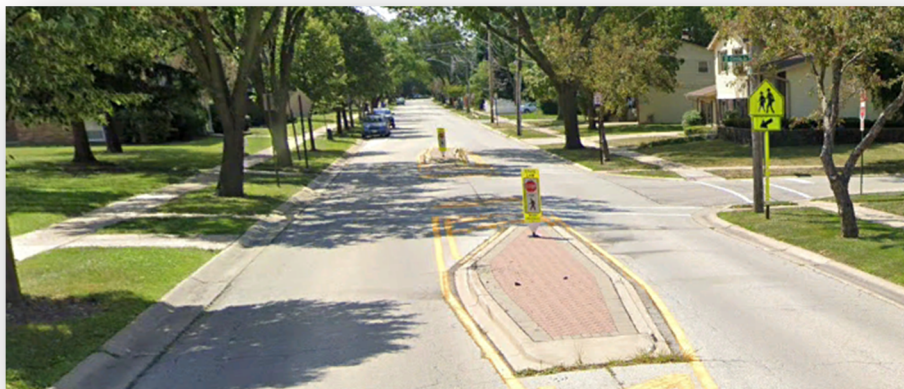
Policy Statements

Measures targeting vehicles that change traffic volume include turn restrictions, diverters, intersection median barriers and street closures. These measures alter the existing transportation circulation system. As a result, these measures can have impacts that would need to be evaluated in greater scope than just along one street. While they can be a viable solution to a individual street, it is important not to shift the problem to an adjacent street or neighborhood.

All vehicle measures need to be used in series to be effective over longer lengths of street. As such, they should be spaced every 250-400 feet. If there is too much space between measures, then vehicles may speed between them to “make up for lost time”. Vehicle measures are typically designed for a design speed of 10 to 15 MPH or as needed for the project.

Pedestrian Safety Measures: Curb Extensions, Raised Crosswalks, Pedestrian Refuge Island

These are installed near high pedestrian areas such as schools and parks. The purpose is to make it safer for pedestrians to cross the street. Curb extensions narrow the street at a key crossing point minimizing the distance and time a pedestrian is in the street. Raised crosswalks require vehicles to slow down going through a crosswalk. Pedestrian refuge islands provide a place of safety for pedestrians along the center of the street allowing them to cross one direction of traffic at a time. A secondary benefit of these measures is that they can slow traffic as vehicles pass the measure.





TRAFFIC CALMING MEASURES

Policy Statements

Bicycle Safety Measures: Advisory Bike Lanes, Counterflow Bike Lanes, Traditional Bike Lanes, Buffered or Protected Bike Lanes, Bike Signage and Striping at Intersection and Protected Intersections

The Village has an extensive network of signed neighborhood bike routes, but the design of these streets does not dramatically differ compared to other neighborhood streets. Traffic should be calmed on signed bike routes to bring vehicle speed down to levels that more match the speed of bicyclists to increase safety. Bike specific safety measures should be combined with other measures to slow traffic. The type and applicability of bike lanes that can be installed depends primarily on the available street width and use of on street parking. Intersection treatments can slow traffic and increase awareness for bicyclist where bike routes cross non-bike route streets, especially when the non-bike route street does not have traffic control. Overall, drivers should understand they are driving on a bike route where bikes have equal access to the street through the way the street is designed, not just through signs.

Calming traffic to promote bicycling and other alternative forms of transportation is in line with the Village's sustainability goals.





TRAFFIC CALMING MEASURES

Policy Statements

Inappropriate Measures: Stop Signs, Children at Play Signs, Speed Humps

Stop signs are not traffic calming measures. Traffic studies have shown there is little difference in vehicular speeds at the midblock whether there is or is not a stop sign at the adjacent intersection and in some cases the speeds are higher as motorists try to “make up for lost time” after the stop sign.

Inappropriate use of stop signs can also create significant negative impact to emergency vehicles. Emergency vehicles are required to verify that a stop-controlled intersection is clear of vehicles prior to entering.

Stop signs are traffic control devices that should be used when appropriate to assign right-of-way to conflicting traffic movements, not to calm traffic. Unwarranted stop signs can have a high violation rate, create disrespect at other stop-controlled intersections and create a false sense of security for other street users and pedestrians.

Children at Play Signs are commonly requested in neighborhoods. However, they are not standard traffic control devices and have not been found to be effective in improving safety for children. Village policy is to install the signs only adjacent to parks.

Speed Humps have previously been trialed in the Village and were removed after an evaluation period due to noise, maintenance issues and resident complaints. They were replaced with textured pavement and speed feedback signs that resulted in a similar traffic calming effect. There are currently no speed humps within Village right-of-way. Due to the above issues, the Engineering Division does not deem speed humps appropriate for the Friendly Neighborhood Streets Program.





ON-STREET PARKING

Policy Statements

On-street parking is present on almost all neighborhood streets. This provides convenient access to homes for residents, but there is typically an ample supply of on-street parking on residential streets. Low use rates of on-street parking effectively widens the street encouraging speeding. The Village does not allow overnight parking on its streets.

Cars parked on both sides of the street requires drivers to slow down to navigate around them and oncoming drivers. Most Village streets are not wide enough to accommodate two-way traffic and parking on both sides of the street. The Friendly Neighborhood Streets Program is looking to permanently replicate the effect that utilized on-street parking has on traffic calming. This may be done by replacing some on street parking spots with permeant traffic calming measures or by eliminating some on-street parking as appropriate for bike facilities. Dedicated bike facilities will visually narrow the street for vehicles, and in the case of protected bicycle facilities, will physically narrow the street for vehicles.

Engineering Staff will preserve on street parking where possible when designing traffic calming measures or bike accommodations. On street parking will remain on at least one side of the street except directly adjacent to traffic calming measures. Locations of fire hydrants, crosswalks, intersections and driveways will all be considered when designating or removing on street parking.

The 2018 Downtown Parking Study, where on street parking is most used in the Village, showed a maximum parking utilization of less than 50 percent. Even when there is the highest demand for parking downtown, over 50 percent of the parking spots are open. While studies have not been done, utilization rates of on street parking outside of the downtown core are less than the downtown utilization due to the density of development.

Special care will be considered where on street parking has high utilization due to adjacent facilities such as parks, churches, schools, commercial businesses or multi-unit buildings.





EMERGENCY RESPONSE

Policy Statements

- Traffic calming measures shall be designed to minimize the impact on emergency vehicle response times
- The Fire Department and Police Department shall be involved in the process and be given the opportunity to provide input prior to approval of any traffic calming measures

A critical concern about the use of traffic calming measures is the delay they may create for fire engines, ambulances and law enforcement vehicles. It is important to be aware of the trade-offs when making decisions about the use of traffic calming devices. The more aggressive measures for slowing traffic will slow emergency response as well.

Recognizing the importance of emergency response time, all traffic calming measures will be designed to minimize the impact on emergency vehicles. Since many collector streets are considered primary emergency vehicle response routes, particular attention must be paid to the types of measures used on collector streets. Measures that considerably interfere with emergency vehicle operations on collector streets or other primary emergency vehicle response routes will not be allowed. A map identifying the Village's primary emergency vehicle response routes is Exhibit H.





MAINTENANCE

Policy Statements

- Traffic calming measures shall be designed to minimize the impact on maintenance activities such as street sweeping, leaf pick-up and snow plowing
- The Public Works Department shall be involved in the process and be given the opportunity to provide input prior to approval of any traffic calming measures.

Many traffic calming measures alter the geometry of the street. Poorly designed measures could interfere with maintenance activities such as street sweeping, leaf pick-up and snow plowing. This could have a negative effect on the appearance of the neighborhood and the residents' quality of life.





FUNDING

Policy Statements

- Residents and business owners within a project area will not be required to directly fund any portion of a traffic calming project or future maintenance of such measures. All costs will be paid for by the Village.

The Village's Traffic Improvement Account will be the primary source to fund traffic calming projects. Grant resources such as Safe Route to Schools and the Illinois Transportation Enhancement Program will also be explored to offset Village costs. All costs associated with traffic calming projects will be paid for by the Village. Residents and businesses will not be required to directly share in the costs. Such funding is subject to availability.

Administration costs including Village Staff time to collect and analyze data, prioritize requests, conduct neighborhood meetings, develop engineering drawings detailing the traffic calming measures, and perform any post-studies after construction will be covered under the normal operating budget and will not be the responsibility of residents or businesses to fund. If a project goes to construction, the Village will cover the costs of the bidding process, construction inspection and project management. All construction costs will also be paid for by the Village.

Maintenance of the traffic calming measures will be necessary on a regular basis after construction. The Village will be responsible for maintenance such as replacing damaged signs, refreshing striping and pavement markings, pavement repair and landscaping. Maintenance of the traffic calming measures will be done at no direct cost to residents or businesses.





REMOVAL

Policy Statements

- Traffic calming measures shall remain in-place for a minimum of one year before being considered for removal.
- Removal of a traffic calming measure installed via the resident-initiated process shall require a positive response from at least 66% of the affected properties within the project area and approval by the Village Board of Trustees.
- Removal of a traffic calming measure installed via the Village-initiated or street resurfacing process shall only be initiated by the Village and must be approved by the Village Board of Trustees.

For consideration to remove traffic calming measures from an individual street or entire project area that were installed via the resident-initiated process, a petition must be submitted to the Engineering Division. If the request is for an individual street that did not originally qualify for traffic calming measures when evaluated independently, the petition must be signed by at least 66% of the properties along the street in question. If the request is for an individual street that did originally qualify for traffic calming measures or is for an entire project area, the petition must be signed by at least 66% of the properties within the project area. A petition cannot be submitted for at least one year after installation of traffic calming measures to avoid a premature reaction to their effectiveness.

Should the Engineering Division receive a petition, a neighborhood meeting will be held to discuss the issues and impacts of removal of the traffic calming measures. As part of the discussion, residents and businesses will be presented the latest traffic data to understand the effectiveness of the existing traffic calming measures. They will also be informed that any costs associated with removing the traffic calming measures will be paid for by the Village. The Engineering Division will then send a ballot to the affected properties within the project area detailing the removal request.





REMOVAL

Policy Statements

A deadline for return will be shown on the ballot. In order to proceed with removal of the traffic calming measures, a positive response from at least 66% of the properties involved must be received by the deadline. No response or a late response will be counted as opposition to the removal. Should there be sufficient support to remove the traffic calming measures, the Village Board of Trustees will be advised and requested to make a final decision based on a simple majority vote. Removal of the traffic calming measures will not take place unless the Village Board of Trustees approves the removal and until funds are allocated by the Village.

Like the petition process, for balloting purposes, the following will apply:

- Single family properties count as one
- Single use properties (churches, businesses, schools, parks, etc.) count as one
- Each unit within small-scale multi-unit properties without a management company will count as one, and will be mailed individual ballots
- Each unit within large-scale multi-unit properties with a management company will count as one, but the ballots will be mailed to the management company for them to distribute to residents

For traffic calming measures installed via the Village-initiated process, only the Village can initiate the process for removal. Typically, the Village will initiate the removal process should the street be altered, adjacent land use change, or other situations arise where it is determined the traffic calming measures are no longer effective or necessary. A traffic study must support the recommendation to remove such traffic calming measures. After a neighborhood meeting, a survey will be sent to the project area soliciting feedback. Resident comments will be forwarded to the Village Board of Trustees and considered before they make a final decision based on a simple majority vote.





IV - REFERENCES

This section includes references for information presented in the Friendly Neighborhood Streets Program and its exhibits and appendices.

Traffic Calming Toolbox:

NACTO (National Association of City Transportation Officials) Urban Street Design Guide – Speed Reduction Mechanisms

Note: “Urban” street design also includes suburban communities, the “Urban” designation differentiates the design guide from rural communities.

<https://nacto.org/publication/urban-street-design-guide/design-controls/design-speed/speed-reduction-mechanisms/>

Chicago Department of Transportation Tool’s for Safer Streets Guide – 2013

<https://www.chicago.gov/content/dam/city/depts/cdot/street/general/ToolsforSaferStreetsGuide.pdf>

Chicago Department of Transportation Complete Streets Design Guidelines – 2013

<https://www.chicago.gov/content/dam/city/depts/cdot/Complete%20Streets/CompleteStreetsGuidelines.pdf>

FHWA (Federal Highway Administration) Traffic Calming ePrimer

<https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer>

ITE (Institute of Transportation Engineers) Journal Article on Advisory Bike Lanes – December 2009

https://staging.nextbook.com/ygsreprints/ITE/ITE_December2019/stage.php?startid=11#/p/44

Portland Slow Streets Initiative – Concrete Planters

<https://www.portland.gov/transportation/news/2021/7/29/pbots-slow-streets-program-moves-ahead-permanent-installations>





Bench Program:

San Francisco Public Bench Project

<https://publicbenchproject.wordpress.com/get-your-bench/>

Speed:

Scholarly Article on Affect of 20 MPH Speed Limit on streets in Bristol, UK

<https://injuryprevention.bmj.com/content/26/1/85>

IIHS (Insurance Institute for Highway Safety)

<https://www.thedrive.com/news/lowering-speed-limits-can-make-roads-safer-after-all-iihs>

Denver 20 MPH Speed Limit Program

<https://www.denvergov.org/Government/Citywide-Programs-and-Initiatives/Vision-Zero/Speed-Limits>

ITE (Institute of Transportation Engineers) Speed as a Safety Problem

<https://www.ite.org/technical-resources/topics/speed-management-for-safety/speed-as-a-safety-problem/>





Example Traffic Calming Programs:

Village of Oak Park, IL

<https://www.oak-park.us/village-services/public-works/addressing-neighborhood-traffic-issues>

City of Raleigh, North Carolina

<https://raleighnc.gov/transit-streets-and-sidewalks/traffic-calming-project-process>

Ann Arbor, Michigan

<https://www.a2gov.org/departments/engineering/traffic/traffic-calming/Pages/default.aspx>

<https://storymaps.arcgis.com/stories/d420834d8c4948cc92273500d1092298>

Village of Naperville, IL Traffic Calming Toolkit

<https://www.naperville.il.us/globalassets/media/projects/ted-business-group/traffic-calming-toolkit-final.pdf>

Safety

Governors Highway Safety Association

<https://www.ghsa.org/sites/default/files/2022-05/Pedestrian%20Traffic%20Fatalities%20by%20State%20-%202021%20Preliminary%20Data%20%28January-December%29.pdf>

IHHS.org

SUVs, other large vehicles often hit pedestrians while turning

<https://www.iihs.org/news/detail/suvs-other-large-vehicles-often-hit-pedestrians-while-turning>

Miscellaneous

Ann Arbor Traffic Calming Changes

<https://www.mlive.com/news/ann-arbor/2023/09/aiming-to-slow-cars-ann-arbor-taking-steps-to-improve-traffic-calming-program.html>





Exhibit A

Minimum Criteria





MINIMUM CRITERIA

The Engineering Division collected extensive vehicular volume and speed data including average daily traffic, peak hour volume, average speeds and 85th percentile speeds on most neighborhood streets as part of the Neighborhood Traffic Study from 2007 to 2010. Unless additional studies have been conducted on a particular street, updated traffic data will most likely be necessary before determining if a street qualifies for traffic calming measures due to the time since the Neighborhood Traffic Studies were completed.

For a street to qualify for traffic calming measures at least one of the criteria thresholds below must be met.

Speed:

- The average speed is at least **3 MPH** above the speed limit
- The 85th percentile speed is at least **7 MPH** above the speed limit

Note: School Zone Speed Limits can be used only where signed and when enhancing pedestrian safety is a primary goal

These speed limits are lower than the previous traffic calming program to make more streets eligible for traffic calming measures and to better account for outlier neighborhood traffic speeds effecting traffic studies. Slow speeds due to deliveries, garbage trucks, mail or residents accessing their driveways near traffic counters can lower the overall speeds recorded by the study.

Volume:

- The average daily traffic is at least 1000 vehicles
- The peak hour volume is at least 120 vehicles

The traffic volume limits are meant to address cut through traffic on neighborhood streets. This typically happens on non-collector streets adjacent to arterial roadways. Volume criteria does not apply to collector streets except adjacent to high pedestrian generators.





MINIMUM CRITERIA

Should an individual street qualify for traffic calming measures, the Engineering Division will also identify any surrounding streets that may be significantly impacted by traffic calming measures on the street in question. The selected surrounding streets may not meet the minimum criteria but could be adversely impacted if not considered in the development of a traffic calming project. The boundaries of potential significant impact will define the project area.

The only exception to meeting any of the criteria thresholds is if the street has a recent history of crashes atypical for a neighborhood street and traffic calming measures are the appropriate solution. Should the Engineering Division identify a high crash rate for the street, the Engineering Division has the discretion to initiate a traffic calming project even if none of the vehicular volume or speed criteria are met. In analyzing the crash reports for a street with a recent history of crashes, the Engineering Division will first consider less intrusive education, enforcement and engineering measures. If it is determined traffic calming measures are the appropriate solution, the project will continue with the traffic calming process.

Definitions

These definitions pertain to the criteria thresholds described above and apply to an engineering traffic study typically lasting between 48 and 72 hours.

Average Speed – The mean speed, in miles per hour, of all vehicles during the traffic study. It is typically measured at the midblock of the street.

85th Percentile Speed – The speed, in miles per hour, at which 85% of all vehicles during the traffic study are traveling at or below. It is typically measured at the midblock of the street and represents the basis for establishing the speed limit.

Average Daily Traffic – The number of vehicles, measured in both directions, passing a point along the street during a 24-hour period. It is calculated by dividing the total number of recorded vehicles by the number of days in the traffic study.

Peak Hour Volume – The highest number of vehicles, measured in both directions, passing a point along the street during any 1-hour period during the traffic study.





Exhibit B

Project Prioritization Worksheet





Project Prioritization Worksheet

Location: _____ Date of Petition: _____ Date of Review: _____

Speed Factor – Speed Limit (MPH) _____

Points _____

Time Factor _____

Points: _____

Average Speed (mph) Above Speed Limit	or (Whichever is Higher)	85th Percentile Speed Above Speed Limit	Points
3		5	2
4		6	4
5		7	6
6		8	8
7 or More		9 or More	10 (Max)

Months Since Petition	Points
0 - 6	0
6 - 12	2
13 - 18	4
18 - 24	6
Over 24	10 (Max)

Volume Factor – Local Streets and Collector Streets Adjacent to Pedestrian Generators

Points: _____

Average Daily Traffic (Local)	Average Daily Traffic (Collector)	or (Whichever is Higher)	Peak Hour Volume (Local)	Peak Hour Volume (Collector)	Points
1000 - 1100	1000 - 1300		120 – 130	120 - 150	1
1101 - 1200	1301 - 1600		131 – 140	151 - 180	2
1201 - 1300	1601 - 1900		141 – 150	181 - 210	3
1301 - 1400	1901 - 2200		151 – 160	211 - 240	4
1401 - 1500	2201 - 2500		161 – 170	241 - 270	5
1501 - 1600	2501 - 2800		171 – 180	271 - 300	6
1601 - 1700	2801 - 3100		181 – 190	301 - 330	7
1701 - 1800	3101 - 3400		191 – 200	331 - 360	8
1801 - 1900	3401 - 3700		101 – 210	361 - 390	9
1901 and above	3701 and above		211 and above	391 and above	10 (Max)

Additional Factors (points determined by the Engineering Division)

Crash History		Pedestrian Generator		Schools		Sidewalk		Bike Route	
Average # of Annual Crashes (Past 3 Years)	Points	# of Affected Pedestrian Generators	Points	# of Affected Schools	Points	% of Street not having Sidewalk	Points	Bike Route Present?	Points
1	2	1	1	1	3	1 - 10	1	No	0
2	4	2	2	2	6	11 - 25	2	Yes	5
3	6	3	3	3	9	26 - 50	3		
4	8	4	4	4	12	51 - 75	4		
5 or More	10 (Max)	5 or More	5 (Max)	5 or More	15 (Max)	76 - 100	5 (Max)		

Points: _____

Total Points _____

Traffic Data

Average Speed: _____

Average Daily Traffic: _____

85th Percentile Speed: _____

Peak Hour Volume: _____





Exhibit C

Petition Form





Petition for Traffic Calming Measures

Date: _____

We, the undersigned, respectfully petition the Village of Mount Prospect to consider implementing traffic calming measures on the: _____ block of _____ or
At the intersection of _____ and _____ in
the Village of Mount Prospect.

Traffic problems to be remedied using traffic calming measures include:

- Excessive Vehicle Crashes _____
- Excessive Vehicle Speeds _____
- Excessive Vehicle Volumes _____
- Pedestrian/Bicycle Safety Issues _____
- Other _____

(rank issues in order of
importance
with 1 being most problematic
and 5 being least problematic)

Primary Resident Contact (Person Project Updates will be Coordinated with):

Print Name	Signature	Address	Phone Number	Email
------------	-----------	---------	--------------	-------

1. _____

Petitioners' (a minimum of 9 petitioners, or 30% of the dwelling units and commercial spaces in the initial project area, whichever is greater, plus the primary contact are required):

Print Name	Signature	Address	Phone Number	Email
------------	-----------	---------	--------------	-------

2. _____

3. _____

4. _____

5. _____

ATTACH A LETTER EXPLAINING WHY THIS PETITION IS BEING SUBMITTED.



Signatures to the petition indicate support of traffic calming measures on the street or at the intersection listed above. This is not a commitment to construction, there will be further public outreach as plans are developed.

See reverse side for more information.

Page 1 of 3

Form Dated: 10/2023



Petition for Traffic Calming Measures

Additional Information

This petition should be signed by residents withing the immediate area where traffic calming measures are requested. Please reach out to the Engineering Division at Mount Prospect Public Works with any questions on determining an initial project area for petitions.

Return to: Engineering Division, Attention: Luke Foresman, PE, Mount Prospect Public Works, 1700 West Central Road, Mount Prospect IL, 60056.

This is the first step in the traffic calming process as part of the Friendly Neighborhood Streets Program. Information on the program can be found on the Village's website or a hard copy can be requested at Public Works.

For the petition, only one signature per property is allowed. Businesses count as one signature, as do churches or schools. For multi-family residences, each apartment or condo counts as one signature.

Upon receipt of the petition, the Engineering Division will review the petition for validity, then return with comments to the primary contact or will proceed with the traffic calming process.

The letter explaining why the petition is being submitted should include:

- Description of the problem(s)
- Time(s) of the day / day(s) of the week when the problem occurs
- Possible causes of the problem
- Any other information the Village should be aware of regarding the problem

Any questions on the petition, the traffic calming process or The Friendly Neighborhood Streets Program can be directed to:

Luke Foresman, PE

Project Engineer

847-870-5640

publicworksdept@mountprospect.org





Petition for Traffic Calming Measures

Additional Petitioners' (a minimum of 9 petitioners, or 30% of the dwelling units and commercial spaces in the initial project area, whichever is greater, plus the primary contact are required):

Print Name	Signature	Address	Phone Number	Email
6.				
7.				
8.				
9.				
10.				
11.				
12.				
13.				
14.				
15.				
16.				
17.				
18.				
19.				
20.				

Attach additional pages if necessary.





Exhibit D

85TH Percentile Speed Map



Village of Mount Prospect

Friendly Neighborhood Streets Program

85th Percentile Speed Map

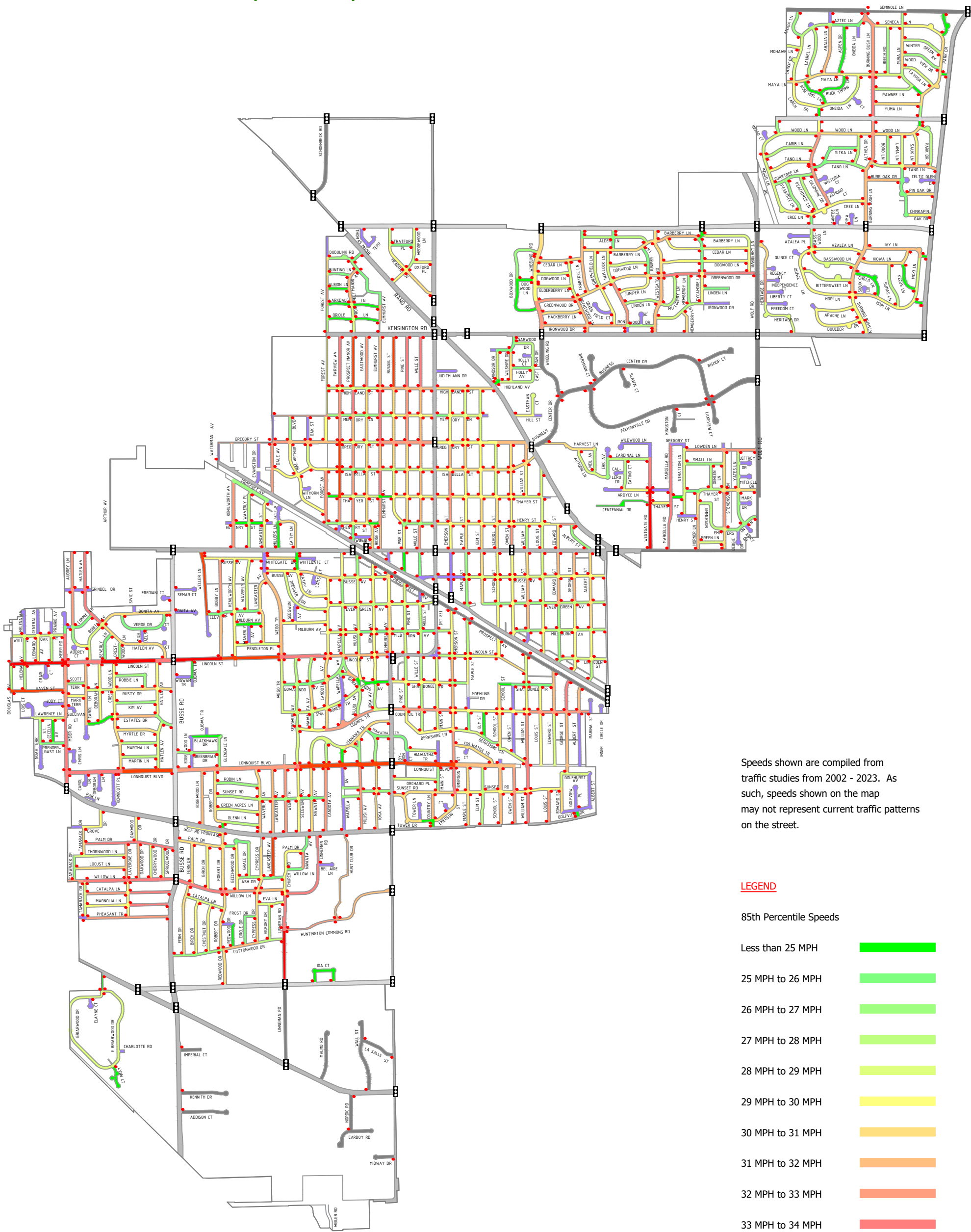




Exhibit E

Traffic Volume (ADT) Map



Village of Mount Prospect

Friendly Neighborhood Streets Program

Traffic Volume (ADT) Map

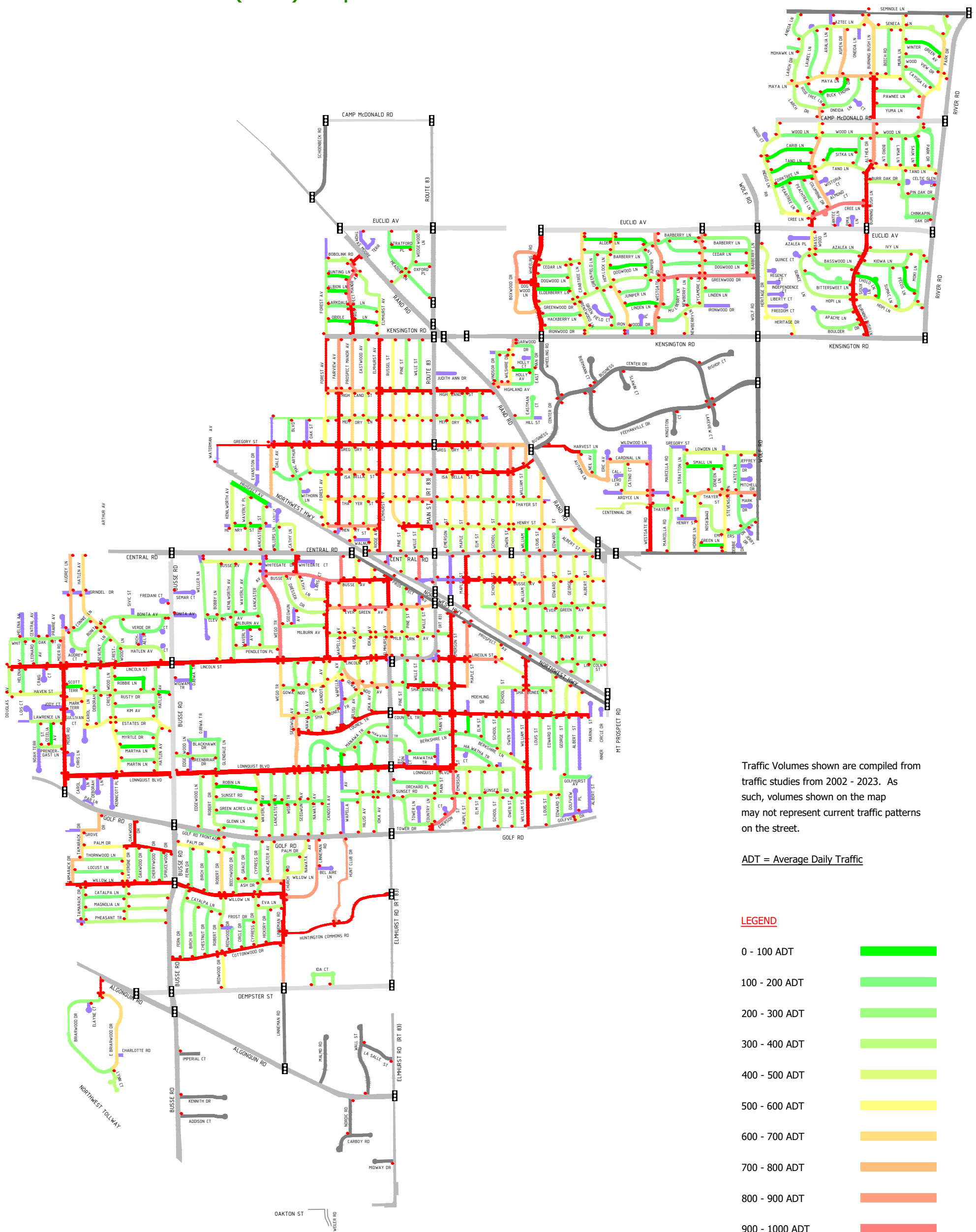




Exhibit F

Average Speed Map



Village of Mount Prospect

Friendly Neighborhood Streets Program

Average Speed Map

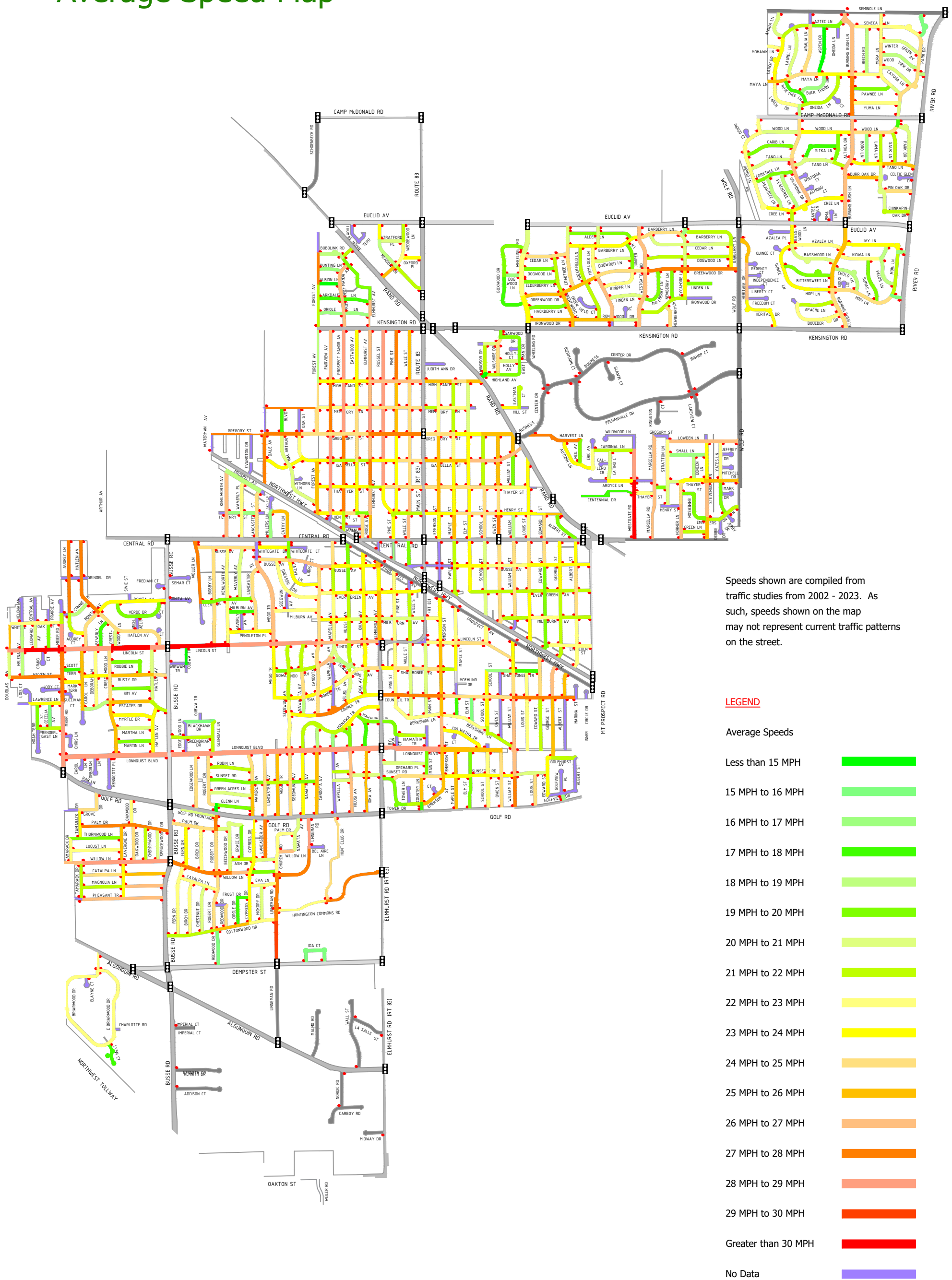




Exhibit G

Potential Traffic Calming Eligibility Map



Village of Mount Prospect

Friendly Neighborhood Streets Program

Potential Traffic Calming Eligibility Map

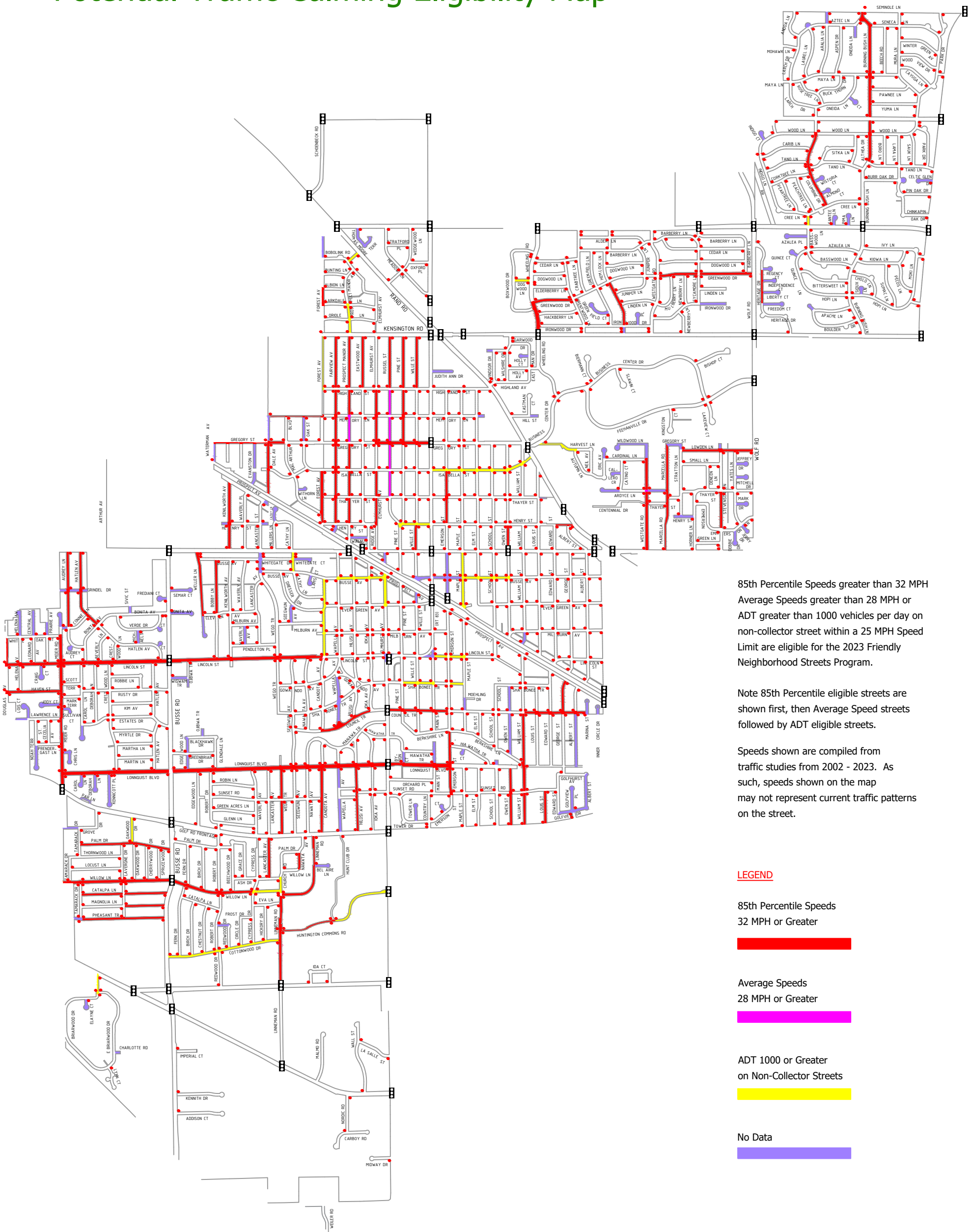




Exhibit H

Primary Emergency Vehicle Response Map



Village of Mount Prospect

Friendly Neighborhood Streets Program

Emergency Vehicle Response Map

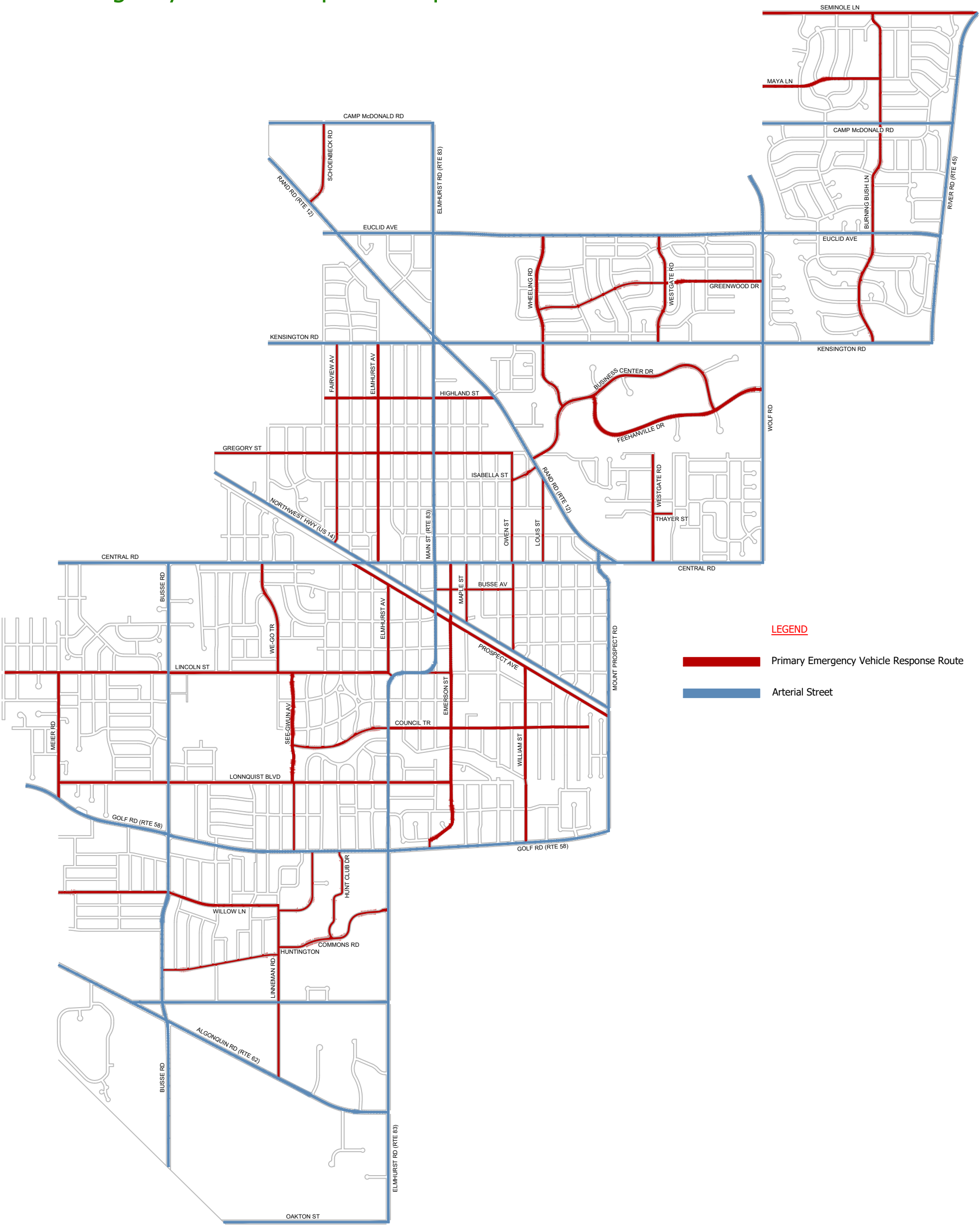




Exhibit I

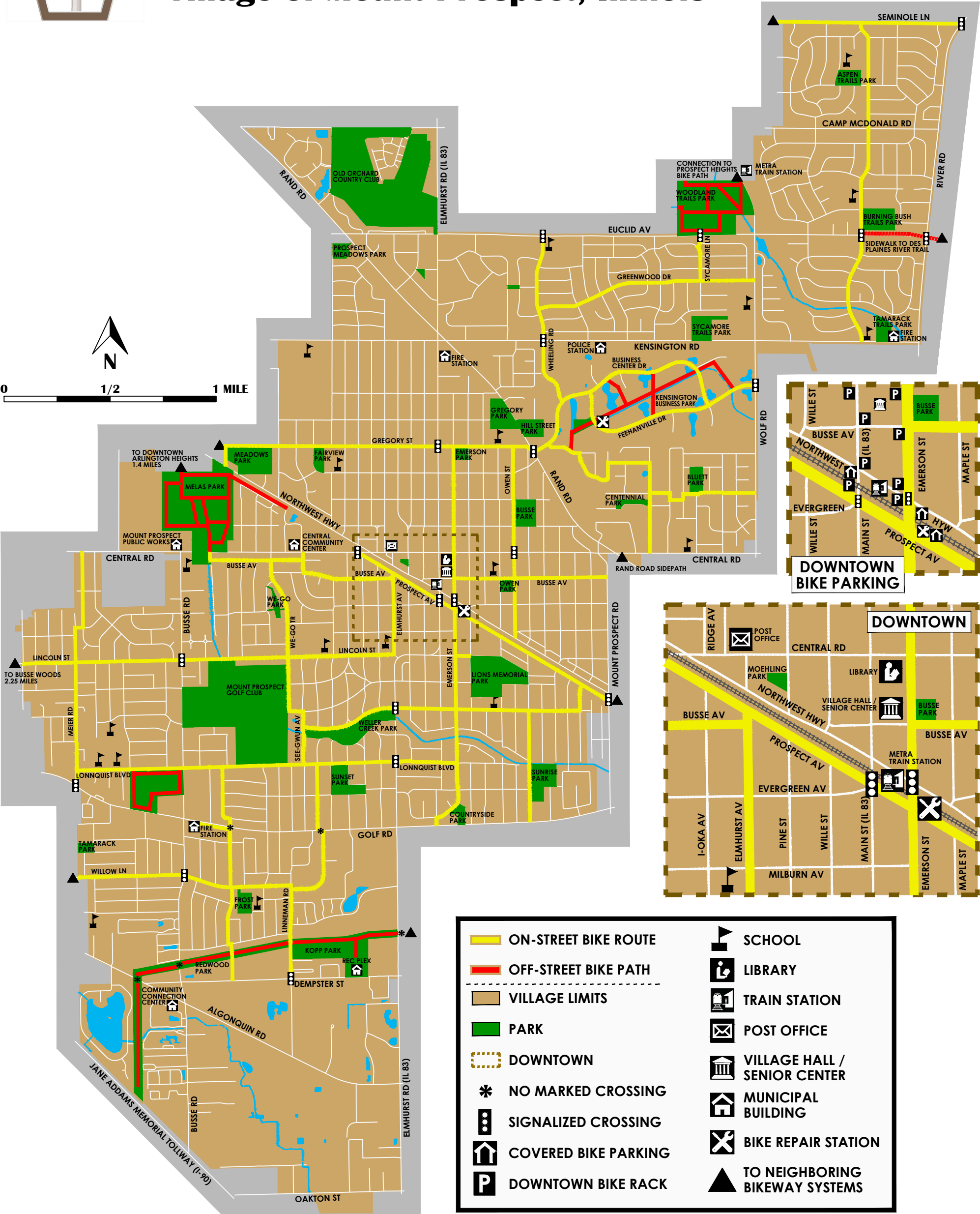
Neighborhood Bike Route Map





Bicycle Map

Village of Mount Prospect, Illinois



BIKE NETWORK AS OF OCTOBER 2022
THE VILLAGE CONTINUES TO LOOK FOR OPPORTUNITIES TO EXPAND OUR BIKE NETWORK. GO TO www.mountprospect.org/bikeplan FOR MORE INFORMATION.



Appendix A

Traffic Calming Toolbox





TRAFFIC CALMING TOOLBOX

This toolbox was developed to provide guidance on the use of various traffic calming measures acceptable in the Village of Mount Prospect. It is intended to be used in conjunction with the Friendly Neighborhood Streets Program that outlines the goals, policies and processes for addressing traffic concerns in the Village. Various traffic calming measures can be combined to create the desired result. Each page provides the following information for different traffic calming measures:

Description

An illustration and written description is provided for each measure.

Application

Each traffic calming measure is designed to address specific traffic issues. The application section outlines the common uses for each measure.

Advantages

Each measure in the toolbox provides some advantages to traffic calming and to the quality of life in the neighborhood. The advantages section outlines the positive impacts associated with each traffic calming measure.

Disadvantages

Although each measure included in the toolbox provides some positive aspects to traffic calming, each has negative impacts as well. The disadvantages are outlined so that tools can be evaluated for both their positive and negative effects.

Variations

There are often several variations of specific traffic calming measures. Several of these are provided where they are appropriate.

Special Considerations

This section offers a variety of issues that should be considered for each traffic calming measure. Emergency response and operational concerns are flagged in this section.

Cost

The cost section is intended as a general guide to costs for the different measures. Costs are based on 2023 prices. Excluded is staff design time.

Information for these traffic calming measures came from various sources listed in the References Section.





TRAFFIC CALMING MEASURES INCLUDED IN THE TOOLBOX

Below are the traffic calming measures that the Village deemed appropriate for use by, and consistent with the goals of, the Friendly Neighborhood Streets Program. This list may be updated periodically as new information is released on effective traffic calming measures. Individual measures can and will be combined to develop traffic calming strategies that work for street segments and entire neighborhoods.

Non-Physical Measures

- Education
- Enforcement
- Signing
- Pavement Markings

Vehicular Measures

Maintaining Traffic Volume

- Horizontal Deflection
 - Mini Traffic Circle
 - Concrete Planters
 - Chicane
- Constriction
 - Choke Point / Neckdown
 - Midblock Median
- Textured Pavement

Changing Traffic Volume

- Turn Restrictions
- Diverter
- Intersection Median Barrier
- Street Closure

Pedestrian Safety Measures

- Curb Extension
- Pedestrian Refuge Island
- Raised Crosswalk

Bicycle Safety Measures

- Advisory Bike Lanes
- Bike Lanes and Buffered or Protected Bike Lanes
- Bike Signage and Striping at Intersections
- Protected Intersection





TRAFFIC CALMING MEASURES EXCLUDED FROM THE TOOLBOX

Below are the traffic calming measures that the Village deemed inappropriate for use by, and inconsistent with the goals of, the Friendly Neighborhood Streets Program. This list may be updated periodically as new information is released on effective traffic calming measures and through experience with traffic calming measures installed in the Village.

Stop Signs

Stop signs are not traffic calming measures. They are traffic control devices that assign right-of-way to conflicting traffic movements at intersections. They are not to be used for speed control. Traffic studies have shown there is little difference with vehicle speeds at the midblock whether there is or is not a stop sign at the adjacent intersection. In some cases, vehicular speeds after the vehicle has passed through an unwarranted stop-controlled intersection are as high, and occasionally higher, than without a stop sign, as motorists try to “make up lost time” at the stop sign.

Stop signs should be installed only at locations where conditions meet criteria established in the Manual on Uniform Traffic Control Devices. Unwarranted stop signs can have a high violation rate, create disrespect at other stop-controlled intersections and create a false sense of security for other street users and pedestrians. The village-wide Intersection Traffic Control Study was completed in 2008; it evaluated every neighborhood intersection for appropriate traffic control. All yield signs were removed and stop signs were installed only where warranted. The program resulted in a decrease in crashes and a decrease in requests for stop signs in neighborhoods.

Children at Play Signs

Children at Play signs are commonly requested in neighborhoods. However, they are not standard traffic control devices and have not been found to be effective in improving the safety of children. Residential areas commonly have children, and the presence of these signs does not necessarily have a long-term effect on driver behavior. The Village’s policy is that such signs will only be installed adjacent to parks where there is an expectation on the driver’s part to see a concentration of children playing.

Speed Humps

Speed Humps have previously been trialed in the Village and were removed after an evaluation period due to noise, maintenance issues and resident complaints. They were replaced with textured pavement and speed feedback signs that resulted in a similar traffic calming effect. There are currently no speed humps within Village right-of-way. Due to the above issues, the Engineering Division does not deem speed humps appropriate for the Friendly Neighborhood Streets Program.





EDUCATION

Non-Physical Measure



Description

Using different media such as written material, the Village web site, meetings and one-on-one conversations, Village-generated information is provided to residents. Can include programing at schools to teach children safe ways to bike around the Village.

Application

- Streets identified by residents as experiencing excessive speeding, volume or stop sign violations
- Streets near schools
- Resident groups that wish to play an active role in easing traffic concerns along residential streets such as participation in the Keep Kids Alive – Drive 25 campaign

Advantages

- Opportunity to discuss extent of problem and appropriate course of action
- Staff able to explain program as well as criteria to qualify for traffic calming measures
- Staff and residents partner to determine appropriate solutions
- Village resources used to communicate Staff's perspective
- Solicit resident involvement to ease traffic concerns
- Educate students on proper biking procedures

Disadvantages

- Residents may not agree with Staff's perspective or recommendations

Variations: None

Special Considerations: None

Cost: Staff Time





ENFORCEMENT

Non-Physical Measure



Description

Enforcement relies on the Police Department to be a presence in neighborhoods and enforce existing speed limit and traffic control ordinances.

Application

- Streets identified by residents as experiencing excessive speeding or stop sign violations
- Streets that have a history of excessive speeding or stop sign violations

Advantages

- Effective while officer present
- Radar speed trailer and drone vehicle can lower vehicle speeds with no officer present
- Use of radar speed trailer and drone vehicle offers flexibility to implement on short notice
- Extent of problem can be discussed with residents and Engineering Division after enforcement period

Disadvantages

- Requires periodic enforcement to have long-term effect
- Staffing limitations stretches Police Department personnel and resources

Variations: None

Special Considerations

- Often helpful in school zones
- May be used during learning period when new measures or signs are first installed

Cost: Staff Time





SIGNING

Non-Physical Measure



Description

Regulatory, warning and guide signs are used to provide guidance to motorists to enhance the safety or motorists, bicyclists and pedestrians in a neighborhood. Signs can be enhanced through in-sign lighting or using speed feedback displays.

Application

- Streets identified by residents as experiencing excessive speeding or sign violations
- To promote alternative modes of transportation

Advantages

- Provides definition of traffic ordinances
- Assists Police Department in enforcement efforts
- Inexpensive approach to address a traffic problem
- Providing safe facilities may encourage more residents to walk and bike in neighborhoods
- Feedback signs help to bring awareness to actual speed of traffic on the street

Disadvantages

- Requires periodic enforcement to have long-term effect
- Unrealistic or unwarranted signs tend to be disregarded
- Use of a lot of signs can detract the look of a neighborhood

Variations: None

Special Considerations

- Consistency from street-to-street increases expectation on motorists' part

Cost: \$200 per standard sign, up to \$4,000 each for enhanced signs





Pavement Markings

Non-Physical Measure



Description

Pavement Markings define uses for different sections of the street and enhances bike and pedestrian facilities.

Application

- Streets identified by residents as experiencing excessive speeding or conflicts between motorists and alternative forms of transportation
- To promote alternative modes of transportation

Advantages

- Provides defined spaces for street users
- Visually narrows travel lanes which reduce speed
- Enhances visibility for alternative modes of transportation

Disadvantages

- Requires bi-yearly maintenance to refresh pavement markings
- Striped parking lanes may require disallowing parking on one side of a street to maintain two-way traffic
- Does not force vehicles to comply with pavement markings

Variations: Can be used on bike routes to define spaces for bikes, see Bike Safety Measures. On street speed limit, pedestrian, or school zone markings.

Special Considerations

- Consistency from street-to-street increases expectation on motorists' part

Cost: \$2 per foot, plus ongoing maintenance





HORIZONTAL DEFLECTION – MINI TRAFFIC CIRCLE

Vehicular Measure – Maintaining Traffic Volume



Description

A mini traffic circle is a raised circular median in an intersection with counterclockwise traffic flow. Vehicles must change their travel path to maneuver around the circle. They are typically landscaped and have appropriate signage to safely guide motorists.

Application

- Streets where speed control is desired
- Intersections where there is a high rate of right angle collisions

Advantages

- Reduces vehicle speeds through intersection
- Breaks up sight lines on straight streets
- Landscaping improves aesthetics at intersection
- Can reduce right angle collisions
- No drainage issues
- Minimal curb impacts at 4-way intersections

Disadvantages

- May impede left turns by large vehicles (requiring left turns in front of the circle)
- Creates physical obstruction in the travel way
- Can slow emergency vehicle response

Variations: Can include diverter islands

Special Considerations

- Fire Department and Police Department input necessary with design

Cost: Greater than \$5,000 when constructed on its own





HORIZONTAL DEFLECTION - CONCRETE PLANTERS

Vehicular Measure – Maintaining Traffic Volume



Description

Circular concrete planters are placed at intersections on approach legs (not in the middle of the intersection) as a traffic calming measure forcing vehicles to navigate around them as they enter the intersection. Planters can be filled with flowers or concrete.

Application

- Streets where speed control is desired
- Bike routes where alternative forms of transportation are prevalent

Advantages

- Reduces vehicle speeds through intersection
- Reduces turning vehicle speeds
- Breaks up sight lines on straight streets
- No drainage issues
- No curb impacts

Disadvantages

- May impede left turns by large vehicles (requiring left turns into oncoming traffic lanes)
- Creates physical obstruction in the travel way
- Can slow emergency vehicle response
- May be unsightly when not landscaped

Variations: None

Special Considerations

- Fire Department and Police Department input necessary with design

Cost: \$1,000 per planter





HORIZONTAL DEFLECTION - CHICANE

Vehicular Measure – Maintaining Traffic Volume



Description

Chicanes create a curved street alignment that is designed to fit in existing rights-of-way. The curvilinear alignment requires additional maneuvering and reduces motorists' sight line. They can be landscaped and have appropriate signage or striping to safely guide motorists.

Application

- Streets where speed control is desired
- Straight streets where reduced sight line is desired

Advantages

- Reduces vehicle speeds along street
- Breaks up sight lines on straight streets
- Landscaping improves aesthetics along street
- Minimal impact on emergency vehicle response (without median)

Disadvantages

- Requires on-street parking removal
- Snow removal, leaf pick-up and street sweeping operations may be more difficult
- Existing driveways and parkway trees may be difficult to design around
- Vehicles can still travel straight through chicane by using the oncoming travel lane

Variations: When space allows, a center island can be installed to further slow traffic to force vehicles to follow the chicane instead of driving down the middle

Special Considerations

- Curbs need to be moved so drainage will need to be considered
- Will take away some parkway space and add parkway in different areas

Cost: Greater than \$10,000 per chicane when constructed on its own





CONSTRUCTION – CHOKE POINT / NECKDOWN

Vehicular Measure – Maintaining Traffic Volume



Description

Choke points or neckdowns are a location on a street where existing street edges or curbs are extended towards the center of the street. These are designed so that only one vehicle can pass through the choke point at one time. They are typically landscaped and have appropriate signage to safely guide motorists.

Application

- Streets where speed control is desired
- Straight streets where reduced sight line is desired
- Entrances to neighborhood streets off arterial roads

Advantages

- Reduces vehicle speeds along street
- Breaks up sight lines on straight streets
- Landscaping improves aesthetics along street
- Minimal impact on emergency vehicle response

Disadvantages

- Requires on-street parking removal
- Snow removal, leaf pick-up and street sweeping operations may be more difficult
- Potential for bicycle conflicts when not specifically designed with bicycle accommodations

Variations: Can include crosswalk at high pedestrian crossing areas

Special Considerations

- Drainage will need to be considered as the curb lines are shifting

Cost: \$5,000 per choke point when constructed on its own without drainage improvements





CONSTRUCTION – MIDBLOCK MEDIAN

Vehicular Measure – Maintaining Traffic Volume



Description

A Midblock median is a raised island in the center of a two-way street. They are typically landscaped.

Application

- Streets where speed control is desired
- Straight streets where reduced sight line is desired
- Entrances to neighborhood streets off arterial roads

Advantages

- Reduces vehicle speeds along street
- Breaks up sight lines on straight streets
- Landscaping improves aesthetics along street
- Minimal impact on emergency vehicle response
- Minimal drainage impact

Disadvantages

- Requires on-street parking removal
- Need for ongoing maintenance
- Potential for bicycle conflicts when not specifically designed with bicycle accommodations

Variations:

- Can include crosswalk at high pedestrian crossing areas
- Small median islands can be used at intersection while maintaining on-street parking

Special Considerations

- Sight obstruction issues at intersections

Cost: \$5,000 to \$10,000 per median when constructed on its own depending on size





TEXTURED PAVEMENT

Vehicular Measure – Maintaining Traffic Volume



Description

Textured Pavement can be textured asphalt, textured concrete or brick pavers. This creates a different driving environment for motorists that can alert them to pay attention to their surroundings.

Application

- Streets where speed control is desired
- Entrances to neighborhood streets off arterial roads
- Streets where pedestrian activity is common

Advantages

- Minimal impact on emergency vehicle response
- No drainage impact
- Improved aesthetics

Disadvantages

- Minimal speed impact once drivers are used to them
- Potential for increased street noise
- Need for ongoing maintenance

Variations: None

Special Considerations: None

Cost: \$10,000 plus per installation depending on size and material





TURN RESTRICTIONS

Vehicular Measure – Changing Traffic Volume



Description

Turn restrictions limits or prohibits specific turning movements by way of signage

Application

- Streets where volume control is required
- Prevent cut through traffic by eliminating access onto a residential street

Advantages

- Reduces traffic volume on street
- Inexpensive to install
- Can be tailored to be time of day and day of week

Disadvantages

- Limits access to local homeowners
- Requires enforcement since there is no physical barrier
- Traffic may shift to an adjacent street or neighborhood

Variations:

- Can use striping, pavement markings and/or a physical barrier to emphasize turn restrictions

Special Considerations:

- Care must be taken not to shift problem to an adjacent street or neighborhood

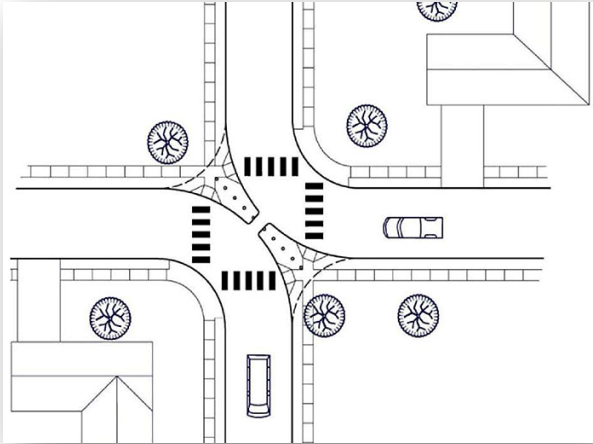
Cost: \$200 per sign





DIVERTER

Vehicular Measure – Changing Traffic Volume



Description

A diverter is a physical barrier that prevents access to specific legs of an intersection. They may or may not be landscaped but have appropriate signage to safely guide motorists

Application

- Streets where volume control is desired
- Prevent cut through traffic by eliminating entry onto a residential street

Advantages

- Reduces traffic volume on street
- Bicycle and pedestrian access still provided

Disadvantages

- Prohibits or limits access to local homeowners
- Prohibits or limits access to emergency vehicles
- Traffic may shift to an adjacent street or neighborhood

Variations:

- Full diagonal diverter bisects an intersection
- Semi-diverter prohibits access into a residential area but allows vehicles to exit

Special Considerations:

- Care must be taken not to shift problem to an adjacent street or neighborhood
- Fire Department and Police Department input necessary with design

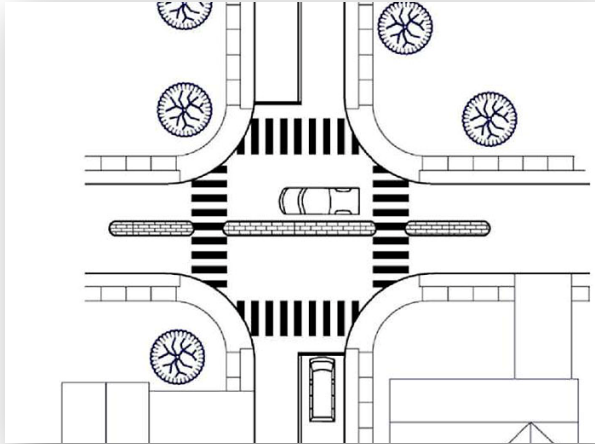
Cost: \$5,000 to \$10,000 depending on design





INTERSECTION MEDIAN BARRIER

Vehicular Measure – Changing Traffic Volume



Description

An intersection median barrier is a raised island along the center of a two-way street extending through an intersection to prevent specific turning movements with appropriate signage

Application

- Streets where volume control is desired
- Prevent cut through traffic by controlling left-turn and side street through movements

Advantages

- Reduces traffic volume on street
- Reduces potential for collisions at intersection by eliminating left-turns
- Landscaping improves aesthetics along street
- Breaks up sight lines on straight streets

Disadvantages

- Limits access to local homeowners and emergency vehicles
- Increase in U-turns at ends of medians
- May require some on-street parking removal
- Creates physical obstruction in the travel way
- Traffic may shift to an adjacent street or neighborhood

Variations: None

Special Considerations:

- Care must be taken not to shift problem to an adjacent street or neighborhood
- Fire Department and Police Department input necessary with design
- Important to maintain pedestrian and bicycle access

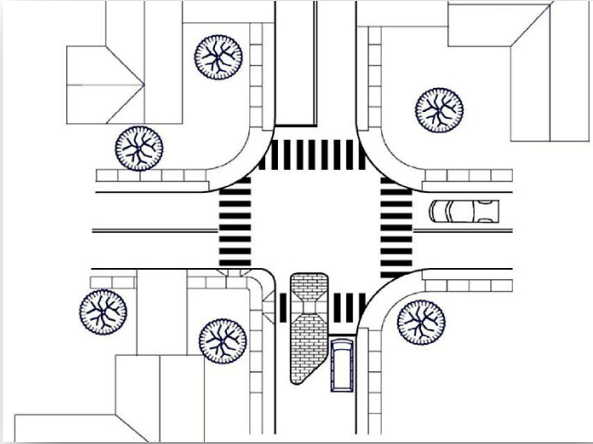
Cost: \$5,000 to \$10,000 depending on design





STREET CLOSURE

Vehicular Measure – Changing Traffic Volume



Description

A street closure is a physical barrier across a street eliminating all vehicle access. Appropriate signage is used to warn motorists of condition

Application

- Streets where volume control is desired
- Prevent cut through traffic by eliminating access onto a residential street

Advantages

- Reduces traffic volume on street
- Reduces noise associated with vehicles

Disadvantages

- Prohibits access to local homeowners
- Prohibits access to emergency vehicles
- Traffic may shift to an adjacent street or neighborhood

Variations:

- Midblock closure creating a dead-end street
- Half Closure

Special Considerations:

- Care must be taken not to shift problem to an adjacent street or neighborhood
- Fire Department and Police Department input necessary with design
- Important to maintain pedestrian and bicycle access

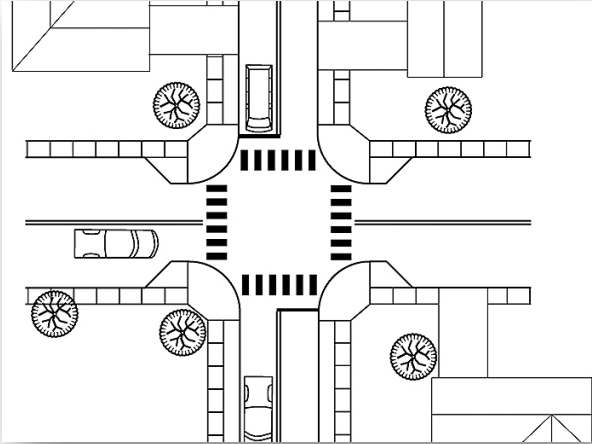
Cost: \$5,000 to \$10,000 depending on design





CURB EXTENSION

Pedestrian Safety Measure



Description

A curb extension is a segment of street narrowing at an intersection where existing street edges or curbs are extended toward the center of the street. They have appropriate signage to safely guide motorists

Application

- Wide streets with a significant amount of traffic
- Intersections where a pedestrians do or could cross the street

Advantages

- Reduces pedestrian crossing distance and time
- Makes pedestrian crossing points more visible to motorists
- Prevents on-street parking near intersection
- Minimal impact on emergency vehicle response

Disadvantages

- Snow removal, leaf pick-up and street sweeping operations more difficult
- Narrowed travel lanes may cause bicycle / vehicle conflict

Variations:

- Install on one or both intersecting streets
- Extend edge or curb on one or both sides of streets
- Decreasing radius returns size (narrowing intersection)

Special Considerations:

- Should not be used on existing narrow streets
- Drainage will need to be considered as the curb lines are shifting

Cost: \$5,000 to \$10,000 depending on design, more with drainage impacts





PEDESTRIAN REFUGE ISLAND

Pedestrian Safety Measure



Description

A pedestrian refuge is a raised island in the center of a two-way street. The island has a gap in the curb creating two segments allowing passage for pedestrians.

Application

- Wide streets with a significant amount of traffic
- Intersections or midblock locations where pedestrians do or could cross the street

Advantages

- Allows pedestrians to cross half the street at a time
- Makes pedestrian crossing points more visible to motorists
- Minimal impact on emergency vehicle response
- Minimal drainage impacts

Disadvantages

- Requires some on-street parking removal
- Narrowed travel lanes may cause bicycle / vehicle conflict
- Creates physical obstruction in the travel way

Variations:

- Use brick or textured pavement as landscaping alternative

Special Considerations:

- Should not be used on existing narrow streets without widening at the crossing
- Would not include Rectangular Rapid Flashing Beacons except on very high-volume streets

Cost: \$5,000 to \$10,000 depending on design and length of the island





RAISED CROSSWALK

Pedestrian Safety Measure



Description

A raised crosswalk is a variation of a flat-topped speed table. A raised crosswalk is marked and signed as a pedestrian crossing.

Application

- Side streets to slow turning vehicles turning off arterial roads
- Midblock locations near large pedestrian generators and schools

Advantages

- Requires cars to slow down at crosswalks
- Increases visibility of pedestrians
- No impact to on-street parking

Disadvantages

- Impacts to emergency vehicle response
- Possible drainage issues
- Increased vehicle noise
- Snow removal, leaf pick-up and street sweeping operations more difficult

Variations:

- Raised Intersections

Special Considerations:

- Fire Department and Police Department input necessary with design

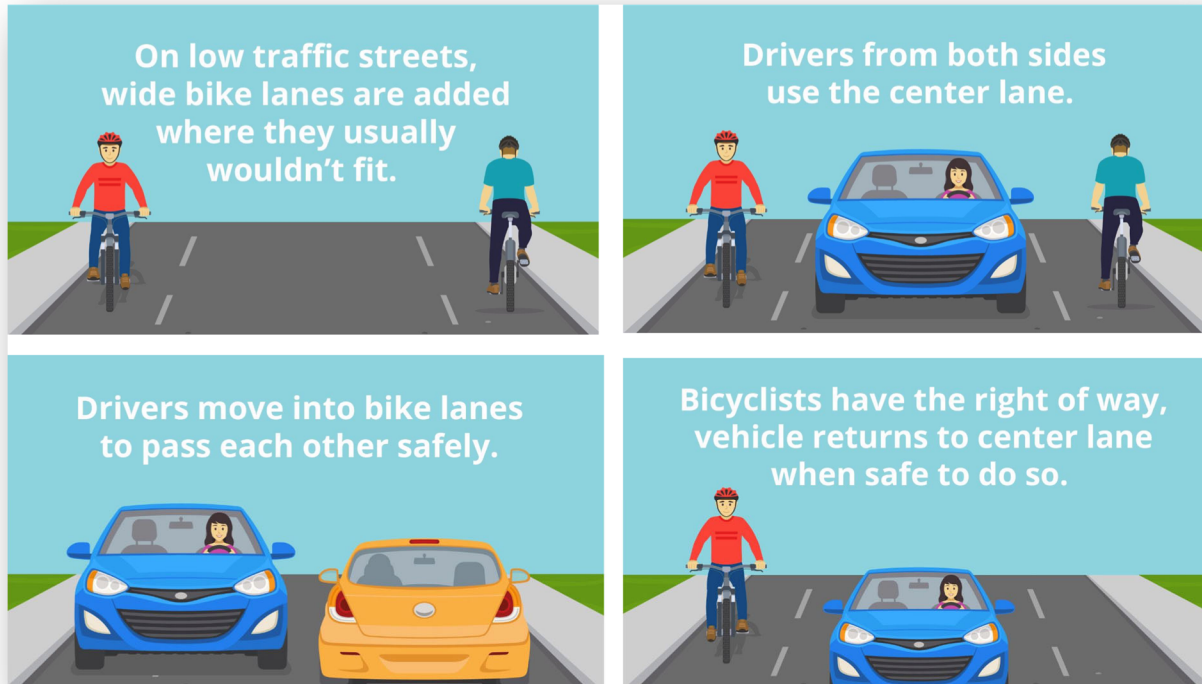
Cost: \$10,000 plus depending on design and drainage impacts





ADVISORY BIKE LANES

Bicycle Safety Measure



Description

Dashed advisory bike lanes where bicyclists have the right of way and vehicles share a center lane.

Application

- Signed bicycle routes with relatively low volume

Advantages

- Provides dedicated space for bicyclists
- No impact on emergency response
- Visually narrows the street slowing traffic

Disadvantages

- On most streets requires removal of on street parking on at least one side

Variations: None

Special Considerations:

- Education required prior to implementation of design
- Street functions similarly to when cars are parked on both sides of narrow streets

Cost: \$2 per foot for striping





BIKE LANES

Bicycle Safety Measure



Description

Bike lanes, buffered bike lanes and protected bike lanes. Buffered bike lanes include a painted buffer zone, protected bike lanes include concrete protection to separate bikes and vehicles.

Application

- Signed bicycle routes with wide street widths and high traffic volumes

Advantages

- Provides dedicated space for bicyclists
- No impact on emergency response
- Visually narrows the street slowing traffic

Disadvantages

- May require removal of on street parking depending on street width
- Requires wide streets or streets with limited parking to provide enough space for two-way traffic
- Protected bike lanes may make snow removal, leaf pick-up and street sweeping operations more difficult

Variations:

- Combined parking and bike lanes
- Two-Way Cycle Tracks
- Counterflow bike lanes

Special Considerations:

- Driveway access with protected bike lanes

Cost: \$4 per to \$10 per foot for standard and buffered bike lanes, an additional \$40 a foot for protected bike lanes





BIKE PAVEMENT MARKINGS AND SIGNAGE AT INTERSECTIONS

Bicycle Safety Measure



Description

Bike pavement markings and signage at intersections where a street crosses a signed bike route without traffic control. Many of the Village's on street signed bike routes cross streets with stop control on the bike route street only. Additional signage and pavement markings through the intersection will increase visibility and awareness for bicyclists.

Application

- Streets that intersect a bike route that does not have traffic control
- Intersections where two signed bike routes cross

Advantages

- Provides dedicated space for bicyclists
- Raises awareness to drivers that bicyclists may be present
- No impact on emergency response
- Visually narrows the street slowing traffic

Disadvantages

- Requires bi-yearly maintenance to refresh pavement markings

Variations:

- Can be combined with other intersection traffic calming measures

Special Considerations: None

Cost: \$200 per sign, \$500 - \$4000 for pavement marking





PROTECTED INTERSECTION

Bicycle Safety Measure



Description

Protected Intersections physically separate bicyclists from motor vehicles at the corner of intersections. Concrete islands are installed at the corners providing space for bicyclists to wait and safely navigate the intersection.

Application

- Large intersections where signed bike routes meet
- Intersections with a signed bike route where traffic calming is desired

Advantages

- Provides dedicated space for bicyclists
- Separates bicyclists from pedestrians
- Slows cars by reducing the size of the intersection
- No impact on emergency response

Disadvantages

- Drainage impacts
- Potential to affect truck turning movements
- Snow removal, leaf pick-up and street sweeping operations may be more difficult
- Expensive
- Requires large amount of space to implement

Variations: None

Special Considerations: None

Cost: Greater than \$50,000 depending on design and drainage requirements





OVERVIEW

The Engineering Division is requesting your review of the draft Friendly Neighborhood Streets Program, an update to the existing traffic calming program. This draft will be presented at the December Transportation Safety Commission meeting for discussion. Please come to the meeting with any questions or comments you have on the program. This meeting is only for discussion, the program will be approved at a future meeting.

Background:

The Transportation Safety Commission charged Engineering Staff with updating the Village's Traffic Calming Program in the summer of 2023. This was in response to residents who have requested traffic calming measures but have been unable to pursue a project due to their streets not meeting the existing minimum criteria.

Existing Program:

The existing program was adopted in 2011 and was designed to address the streets with the highest recorded speeds and volumes. Since adoption, the Village has completed numerous traffic calming projects as shown in the included map. However, after addressing these streets, the eligibility criteria is too high for the next round of streets to be addressed.

Proposed Program:

The Engineering Division created the Friendly Neighborhood Streets Program as an update to the existing traffic calming program. The new name was chosen to reflect a more holistic approach to managing speeds on neighborhood streets and making them safer for pedestrians and bicyclists at the same time. The program includes best practices when it comes to managing speeds. Overall, the draft program makes 25.72 miles (19%) of Village streets eligible, up from 9.78 miles (7%) of Village streets with the existing program.

Proposed Criteria:

- 85th Percentile Speed **7 MPH** over the speed limit, down from 9 MPH over the speed limit
- Average Speed **3 MPH** over the speed limit, down from 5 MPH over the speed limit
- Traffic Volume criteria remained the same

Included Documents:

- Draft Friendly Neighborhood Streets Program
- Map of Past Traffic Calming Projects

Additional Available Information:

- Spreadsheets of all traffic data
- Maps broken out by zone
- Maps of streets eligible with the existing 2011 Traffic Calming Program





Additional changes and highlights in the Friendly Neighborhood Streets Program:

- The primary outcome of this program is to increase safety for all users, including vehicles, pedestrians and bicyclists, by reducing vehicle speeds and excessive volumes on neighborhood streets.
- When a traffic calming project is being developed, pedestrian and bike facilities (if on a bike route) will be automatically considered and incorporated into the project as appropriate.
- With this program, the Village will be more proactive in seeking traffic calming projects on streets that are part of the annual resurfacing program. These projects will still go through the same process, but the Village will initiate them. This will be the most cost effective and least disruptive way to construct traffic calming projects.
- Residents who wish to initiate a traffic calming project will be required to show neighborhood support prior to the Engineering Division conducting a traffic study. As part of creating the Friendly Neighborhood Streets Program, the Engineering Division created a database and maps combining over 2000 traffic studies that have been conducted in the Village. Staff will be able to use this data to inform residents of the likelihood of the street qualifying for a traffic calming project when they reach out. As most of this data is from 2006 – 2010, a new traffic study will most likely be required to confirm existing conditions on a particular street, but we have found little change in speeds over the years unless there has been new development.
- Once the traffic calming process is initiated and a design is chosen, the project area will be balloted for approval of the project. For this balloting process, more than 50% of the ballots will need to be returned **against** the project to prevent a recommendation to the Transportation Safety Commission, **a non-response will be considered a vote for the traffic calming project**. This is to prevent a vocal minority from stopping a project when studies have show traffic calming has a positive effect on the livability of a neighborhood.
- Speed humps have been removed from the traffic calming toolbox. They have been trialed in the Village in the past and were ultimately removed for various reasons. Since they are one of the first items residents request, we want to be up front about them not being recommended in the Village. Raised crosswalks, which are like speed humps, are included in the toolbox as they have a positive impact on pedestrian safety as well as calming traffic.
- The Village Board will have final approval on traffic calming projects.





COMPARISON TABLE

2011 Traffic Calming Program	2023 Friendly Neighborhood Streets Program
Street Eligibility	
85 Percentile Speed 9 MPH above speed limit	85 Percentile Speed 7 MPH above speed limit
Average Speed 5 MPH above speed limit	Average Speed 3 MPH above speed limit
Traffic Volume 1000 vehicles per day	Traffic Volume 1000 vehicles per day
9.78 Miles (7%) of Village Streets eligible	25.72 Miles (19%) of Village Streets eligible
Other Changes	
Focus's on reducing vehicle speed	Includes pedestrian and bicycle safety improvements along with reducing vehicle speed
Requires 66% of ballots to be returned in favor of a project for a project to be approved	Requires 50% of ballots against a project to stop it, no response is considered a vote for the project
Traffic Calming Process initiated at first resident complaint	Traffic Calming Process initiated after demonstrated neighborhood support





Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TO: VILLAGE MANAGER MICHAEL CASSADY

FROM: VILLAGE ENGINEER

DATE: MARCH 12, 2024

**SUBJECT: FRIENDLY NEIGHBORHOOD STREETS PROGRAM
VILLAGE BOARD MEETING – MARCH 19, 2024**

Enclosed for the Mayor and Village Board of Trustees consideration is the Friendly Neighborhood Streets Program (Program), an update to the Village's traffic calming program adopted in 2011. This document represents an enhanced resource incorporating engineering best practices to address particular traffic issues in our neighborhoods. With the support of the Transportation Safety Commission, the Engineering Division requests adoption of the Program.

Traffic calming are physical measures used to alter the behavior of motorists by reducing excessive speeds and volume on streets, particularly neighborhood streets. Leveraging the collected data from the Neighborhood Traffic Study and experience from the engineering community, the Public Works Department Engineering Division developed the Neighborhood Traffic Calming Program in 2011 to provide solutions to those streets that experienced excessive vehicular volume and speed problems. Over the past ten plus years the Village has accomplished several successful traffic calming projects to address persistent neighborhood concerns. Traffic calming measures that have been installed include median islands, curb extensions, speed humps (since removed), speed feedback signs, access restrictions, and pavement markings.

Not all neighborhood streets qualify for traffic calming measures. To expend Village funds wisely and focus on the most critical streets, minimum volume and/or speed thresholds must be met to qualify to be part of the current program. For these streets traffic calming measures have helped to alleviate vehicular volume and speed concerns not resolved by enforcement or conventional engineering solutions such as signage. Last year, the Transportation Safety Commission directed the Public Works to update the current program to consider allowing more streets to be eligible for traffic calming measures. This was in response to residents who have requested traffic calming measures but have been unable to pursue a project due to their streets not meeting the existing minimum criteria.

The Engineering Division of the Public Works Department created the Friendly Neighborhood Streets Program as an update to the existing traffic calming program. The new name was chosen to reflect a more holistic approach to managing speeds on neighborhood streets and making them safer for pedestrians and bicyclists at the same time. Overall, the Program allows 25.7 miles of Village streets eligible for traffic calming measures, up from 9.8 miles with the current program.

The Transportation Safety Commission discussed the draft Program at their December 2023 and February 2024 meetings. Village staff also solicited input from the community and received 46 comments. A majority of the comments did not directly pertain to the Program, but minor revisions were made based on input from residents and Commission members. By a vote of 6-0, the Transportation Safety Commission recommends adoption of the Friendly Neighborhood Streets Program.

In addition to the Program document, also attached are a Summary Sheet highlighting the changes from the current program and minutes from the December 2023 and February 2024 Transportation Safety Commission meetings. Please include this item on the March 19th Village Board Meeting Agenda. Staff from the Engineering Division will be in attendance to present the Program and answer any questions.

Matthew P. Lawrie



Item Cover Page

Subject **A RESOLUTION AUTHORIZING EXECUTION OF GRANT OF LICENSE WITH THE MOUNT PROSPECT LIONS CLUB TO CONDUCT THE FARMERS MARKET**

Meeting May 21, 2024 - VILLAGE BOARD/COMMITTEE OF THE WHOLE OF THE MOUNT PROSPECT VILLAGE BOARD

Fiscal Impact (Y/N)

Dollar Amount

Budget Source

Category CONSENT AGENDA

Type Action Item

Information

This resolution provides for the continuation of the popular Farmers Market sponsored by the Mount Prospect Lions Club in the West Commuter Lot. The Farmers market will be held every Sunday, rain or shine, from June 2 through October 27, from 8:00 am to 1:00 pm.

Discussion

Alternatives

1. Approve a resolution authorizing execution of a grant of license with the Mount Prospect Lions Club to conduct the Farmers Market.
2. Action at the discretion of the Village Board.

Staff Recommendation

Approve a resolution authorizing execution of a grant of license with the Mount Prospect Lions Club to conduct the Farmers Market.

Attachments

1. FarmersMarket,2024

RESOLUTION NO.

A RESOLUTION AUTHORIZING EXECUTION OF A GRANT OF LICENSE
WITH THE MOUNT PROSPECT LIONS CLUB
TO CONDUCT A FARMERS' MARKET

WHEREAS, the Village of Mount Prospect supports the annual Farmers' Market held in the commuter parking lots; and

WHEREAS, the President and Board of Trustees of the Village of Mount Prospect have determined that the best interests of the Village would be served by entering into a Grant of License between the Village and the Mount Prospect Lions Club in order to conduct the annual Farmers' Market from June 2 through October 27, 2024.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF MOUNT PROSPECT, COOK COUNTY, ILLINOIS A HOME RULE MUNICIPALITY:

SECTION ONE: That the Mayor and Board of Trustees of the Village of Mount Prospect do hereby authorize the execution of a Grant of License to the Mount Prospect Lions Club to conduct the Farmers' Market on Union Pacific Railroad property, which property is leased by the Village and under the control of said Village, a copy of the Grant of License is attached hereto and hereby made a part of as Exhibit "A".

SECTION TWO: The Village has granted a Grant of License to the Mount Prospect Lions Club to operate a farmers' market subject to the terms, covenants and conditions of the Hold Harmless Agreement, attached hereto and hereby made a part of this Resolution as Exhibit "B".

SECTION THREE: That this Resolution shall be in full force and effect from and after its passage and approval in the manner provided by law.

AYES:

NAYS:

ABSENT:

PASSED and APPROVED this 21st day of May, 2024.

Paul Wm. Hoefert
Mayor

ATTEST:

Karen M. Agoranos
Village Clerk

Exhibit "A"

GRANT OF LICENSE

The Village of Mount Prospect hereby grants a license to the MOUNT PROSPECT LIONS CLUB (licensee) for the purpose of operating a Farmers' Market on the parking lots located at the Union Pacific Railroad property located both east and west of Main Street/Elmhurst Road, which property is currently leased by the Village of Mount Prospect from the Union Pacific Railroad Company. This License is subject to the following conditions:

1. The term of the License shall be from June 2 through October 27, 2024.
2. Each vendor operating at the Farmers' Market shall possess a Certificate of Public Liability Insurance in an amount not less than \$100,000 per occurrence and shall execute a Hold Harmless Agreement, a copy of which is attached hereto and hereby made a part of as Exhibit "B".
3. This License shall be revocable at any time by the corporate authorities of the Village of Mount Prospect if the licensee or any vendor is in violation of state or local laws or this Grant of License.
4. The licensee must issue written rules applicable to all vendors and must certify each vendor as qualified prior to the vendor's participation in the Market. The licensee shall ensure all applicable Village food code regulations (Chapter 12 of the Mount Prospect Village Code) are followed and enforced. The licensee shall cooperate fully with duly authorized Village employees for enforcement of Village codes including but not limited to prequalification, spot inspections, etc.
5. Within ten (10) days of the execution of this Grant of License, the licensee shall submit to the Village Manager a pro forma revenue and expense statement setting forth certification fees and estimated revenues, expenses, management fees, if any, and the proposed disposition of potential net revenues.
6. Prior to November 30, 2024, the licensee shall issue a written report to the Village Manager outlining the financial aspects of running the Market, problems encountered in the year 2024
7. season, along with proposed solutions, proposals for improving the Market and the outlook for the future of the Market.
8. The licensee shall possess a Certificate of Insurance for public liability insurance in an amount of not less than \$1,000,000 per occurrence naming both the Village of Mount Prospect and the Union Pacific Railroad Company as additional insured.
9. The licensee/grantee shall not discriminate against any employee, applicant, volunteer, authorized vendor or event participant because of race, color, religion, sex, sexual

Farmers Market License 2024

orientation, marital status, national origin or ancestry, citizenship status, age, physical or mental handicap unrelated to ability, military status or an unfavorable discharge from military service.

This Grant of License is personal to the MOUNT PROSPECT LIONS CLUB and may not be transferred to any other person or entity.

Dated this 21st day of May 2024.

VILLAGE OF MOUNT PROSPECT

By: _____
Michael J. Cassady
Village Manager

APPROVED/ACCEPTED:

for the Mount Prospect Lions Club

Exhibit "B"

HOLD HARMLESS

WHEREAS, MOUNT PROSPECT LIONS CLUB ("GRANTEE") has requested permission of the corporate authorities of the Village of Mount Prospect, ("GRANTOR") to operate a Farmer's Market within the parking lots located on the Union Pacific Railroad property, located both east and west of Main Street/Elmhurst Road; and

WHEREAS, the President and Board of Trustees of the Village of Mount Prospect did adopt Resolution No. _____ on May 21, 2024, entitled "A Resolution Authorizing Execution of a License to the Mount Prospect Lions Club to Conduct the Annual Farmers' Market in the Village".

NOW, THEREFORE, upon the mutual covenants and agreements hereinafter set forth and other good and valuable consideration, the receipt of sufficiency of which are hereby acknowledged, the GRANTOR has granted a Grant of License to GRANTEE to operate a Farmers' Market within the west commuter lot located on the Union Pacific Railroad property, at the southeast corner of Northwest Highway and Emerson Street, which license is conveyed, however, subject to the following terms, covenants and conditions:

1. The GRANTOR may at any future time after the date hereof revoke the License referenced herein and without notice to the GRANTEE and without cost to either the GRANTOR or his/her successors or assigns.
2. Upon such revocation of said License by the GRANTOR, and with written notice of said revocation to the GRANTEE, the GRANTEE shall cease operation of said Farmers' Market.
3. GRANTEE shall at all times, and under all circumstances, indemnify, protect, and save harmless the GRANTOR, its grantees, licensees, agents, lessees and invitees, from and against any and all damages, losses, claims, demands, actions, and causes of action whatsoever (including any reasonable costs, expenses, and attorneys' fees which may be incurred in connection therewith) whether or not the claim, demand or other action asserted by meritorious, and which results from or is alleged to arise as a result of the activity being the subject of this Agreement.
4. GRANTOR shall not be liable to GRANTEE, her grantees, licensees, agents, lessees, or invitees for any damages or injuries (including death) to any person thereof except to the extent that injuries or damages are caused by the negligent, willful, or malicious misconduct of GRANTOR.

5. Any notice herein provided to be given shall be deemed properly given if in writing and delivered personally or mailed to the GRANTOR at:

50 South Emerson Street
Mount Prospect, Illinois 60056

or to the GRANTEE at:

P. O. Box 332
Mount Prospect, Illinois 60056

or to such other person or address as the parties hereto may from time to time designate upon written notice.

6. This Agreement shall insure to the benefit of and be binding upon the parties hereto and their respective successors in interest.

IN WITNESS WHEREOF, the parties hereto have caused this License Agreement to be executed by their proper officers, thereunto duly authorized and their respective seals to be affixed this 21st day of May, 2024.

MOUNT PROSPECT LIONS CLUB

By: _____

VILLAGE OF MOUNT PROSPECT,
a municipal corporation

By: _____
Michael J. Cassady
Village Manager

ATTEST:

Karen M. Agoranos
Village Clerk



Item Cover Page

Subject **A RESOLUTION AUTHORIZING EXECUTION OF A GRANT OF LICENSE WITH THE MOUNT PROSPECT LIONS CLUB TO CONDUCT WEEKLY CAR SHOWS**

Meeting May 21, 2024 - VILLAGE BOARD/COMMITTEE OF THE WHOLE OF THE MOUNT PROSPECT VILLAGE BOARD

Fiscal Impact (Y/N)

Dollar Amount

Budget Source

Category CONSENT AGENDA

Type Action Item

Information

This resolution provided for the continuation of the popular car show "Bluesmobile Cruise Nights" sponsored by the Mount Prospect Lions Club in the East Commuter Parking Lot beginning May 11 through September 28, 2024.

Discussion

Alternatives

1. Approve a resolution authorizing the execution of a Grant of License with the Mount Prospect Lions Club to conduct weekly car shows.
2. Action at the discretion of the Village Board.

Staff Recommendation

Approve a resolution authorizing the execution of a Grant of License with the Mount Prospect Lions Club to conduct weekly car shows.

Attachments

1. car show resolution2024 update

RESOLUTION NO.

A RESOLUTION AUTHORIZING EXECUTION OF A GRANT OF LICENSE
WITH THE MOUNT PROSPECT LIONS CLUB
TO CONDUCT WEEKLY CAR SHOWS

WHEREAS, the Village of Mount Prospect supports the summer “Blues Mobile Cruise Night” car shows held in the commuter parking lots; and

WHEREAS, the Mayor and Board of Trustees of the Village of Mount Prospect have determined that the best interests of the Village would be served by entering into a Grant of License between the Village and the Mount Prospect Lions Club in order to conduct the annual Car Shows from May 11, 2024 through September 28, 2024.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF MOUNT PROSPECT, COOK COUNTY, ILLINOIS:

SECTION ONE: That the Mayor and Board of Trustees of the Village of Mount Prospect do hereby authorize the execution of a Grant of License to the Mount Prospect Lions Club to conduct the Car Show on Union Pacific Railroad property, which property is leased by the Village and under the control of said Village, a copy of the Grant of License is attached hereto and hereby made a part of this Resolution as Exhibit "A".

SECTION TWO: The Village has granted a Grant of License to the Mount Prospect Lions Club to operate a car show subject to the terms, covenants and conditions of the Hold Harmless Agreement, attached hereto and hereby made a part of this Resolution as Exhibit “B”.

SECTION THREE: That this Resolution shall be in full force and effect from and after its passage and approval in the manner provided by law.

AYES:

NAYS:

ABSENT:

PASSED and APPROVED this 21st day of May, 2024.

Paul Wm. Hoefert
Mayor

ATTEST:

Karen M. Agoranos, Village Clerk

Exhibit "A"

GRANT OF LICENSE

The Village of Mount Prospect hereby grants a license to the MOUNT PROSPECT LIONS CLUB (licensee) for the purpose of operating a Car Show on the parking lots located at the Union Pacific Railroad property located east of Main Street/Elmhurst Road, which property is currently leased by the Village of Mount Prospect from the Union Pacific Railroad Company. This License is subject to the following conditions:

1. The term of the License shall be from May 11, 2024 through September 28, 2024.
2. This License shall be revocable at any time by the corporate authorities of the Village of Mount Prospect if the licensee or any vendor is in violation of state or local laws or this Grant of License.
3. The licensee shall possess a Certificate of Insurance for public liability insurance in an amount of not less than \$1,000,000 per occurrence naming both the Village of Mount Prospect and the Union Pacific Railroad Company as additional insured.
4. The licensee/grantee shall not discriminate against any employee, applicant, volunteer, authorized vendor or event participant because of race, color, religion, sex, sexual orientation, marital status, national origin or ancestry, citizenship status, age, physical or mental handicap unrelated to ability, military status or an unfavorable discharge from military service.
5. The Lions Club and Village Manager shall meet to discuss alternate locations for the Car Show in 2025.

This Grant of License is personal to the MOUNT PROSPECT LIONS CLUB and may not be transferred to any other person or entity.

Dated this 21st day of May, 2024.

VILLAGE OF MOUNT PROSPECT

By:

Michael J. Cassady
Village Manager

APPROVED/ACCEPTED:

for the Mount Prospect
Lions Club

EXHIBIT "B"

HOLDHARMLESS

WHEREAS, MOUNT PROSPECT LIONS CLUB ("GRANTEE") has requested permission of the corporate authorities of the Village of Mount Prospect, ("GRANTOR") to operate a Car Show within the parking lots located on the Union Pacific Railroad property, located both east and west of Main Street/Elmhurst Road; and

WHEREAS, the Mayor and Board of Trustees of the Village of Mount Prospect did adopt Resolution No. on May 21, 2024, entitled "A Resolution Authorizing Execution of a License to the Mount Prospect Lions Club to Conduct the Annual Car Show in the Village".

NOW, THEREFORE, upon the mutual covenants and agreements hereinafter set forth and other good and valuable consideration, the receipt of sufficiency of which are hereby acknowledged, the GRANTOR has granted a Grant of License to GRANTEE to operate a Car Show within the east commuter lot located on the Union Pacific Railroad property, located at the southeast corner of Northwest Highway and Emerson Street, which license is conveyed, however, subject to the following terms, covenants and conditions:

1. The GRANTOR may at any future time after the date hereof revoke the License referenced herein and without notice to the GRANTEE and without cost to either the GRANTOR or his/her successors or assigns.
2. Upon such revocation of said License by the GRANTOR, and with written notice of said revocation to the GRANTEE, the GRANTEE shall cease operation of said Car Show.
3. GRANTEE shall at all times, and under all circumstances, indemnify, protect, and save harmless the GRANTOR, its grantees, licensees, agents, lessees and invitees, from and against any and all damages, losses, claims, demands, actions, and causes of action whatsoever (including any reasonable costs, expenses, and attorneys' fees which may be incurred in connection therewith) whether or not the claim, demand or other action asserted by meritorious, and which results from or is alleged to arise as a result of the activity being the subject of this Agreement.
4. GRANTOR shall not be liable to GRANTEE, her grantees, licensees, agents, lessees, or invitees for any damages or injuries (including death) to any person thereof except to the extent that injuries or damages are caused by the negligent, willful, or malicious misconduct of GRANTOR.
5. Any notice herein provided to be given shall be deemed properly given if in writing and delivered personally or mailed to the GRANTOR at:

50 South Emerson Street
Mount Prospect, Illinois 60056

Car Show Hold Harmless

or to the GRANTEE at:

P. O. Box 332
Mount Prospect, Illinois 60056

or to such other person or address as the parties hereto may from time to time designate upon written notice.

6. This Agreement shall insure to the benefit of and be binding upon the parties hereto and their respective successors in interest.

IN WITNESS WHEREOF, the parties hereto have caused this License Agreement to be executed by their proper officers, thereunto duly authorized and their respective seals to be affixed this 21st day of May, 2024.

MOUNT PROSPECT LIONS CLUB

By:_____

VILLAGE OF MOUNT PROSPECT,
a municipal corporation

By:_____
Michael J. Cassady
Village Manager

ATTEST:

Karen M. Agoranos
Village Clerk
H:\CLKO\WIN\RESOLUTION\car show resolution2024.doc.



Item Cover Page

Subject	A RESOLUTION AUTHORIZING THE MAYOR TO SIGN AN INTERGOVERNMENTAL JOINT FUNDING AGREEMENT WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) FOR LAND ACQUISITION COSTS ASSOCIATED WITH THE RAND-83-KENSINGTON INTERSECTION IMPROVEMENTS PROJECT.
Meeting	May 21, 2024 - VILLAGE BOARD/COMMITTEE OF THE WHOLE OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	Y
Dollar Amount	\$450,000.00
Budget Source	Capital Improvements Fund
Category	NEW BUSINESS
Type	Action Item

Information

A key component of the Mount Prospect Strategic Plan is to partner with appropriate government agencies to resolve troublesome intersection issues. One such area that has received attention in recent years is the three closely spaced intersections involving Rand Road (US 12), Illinois Route 83, and Kensington Road. The traffic-signalized intersections form a triangle that experiences operational issues on a daily basis. Long delays to get through the intersection is a common complaint from motorists. As a result, nearby local streets experience cut through traffic on a daily basis. Timing adjustments and small road improvements have been made over the years with minor improvements. Mount Prospect is committed to developing a plan that will provide significant enhancements to the transportation system that will benefit motorists, pedestrians, bicyclists, nearby businesses, and residents.

The Village awarded a contract using local funds to Patrick Engineering Inc. (Patrick) of Lisle, IL to complete a Phase I Engineering Study of the intersection in 2018. Components of the study included a right-of-way survey, topographic survey, data collection, alternatives analysis report, drainage analysis, environmental survey, and lighting review. An initial public meeting was held in December 2018 to solicit input on issues and suggestions for improvement. A presentation was then made to the Village Board in December 2019 on a range of possible alternatives, including focused attention on the preferred alternative.

Patrick then completed the Project Development Report and received IDOT approval in March 2022. This report is a document that summarizes the collected data, details a preliminary construction plan, and provides a path forward to the next phases, including Phase II Engineering (final design) and land acquisition.

Following confirmation from IDOT on Phase II, the Village Board awarded a contract to Patrick

for Phase II Engineering and land acquisition services in January 2022 utilizing local and federal Surface Transportation Program (STP) funds. This includes preparing right-of-way and temporary construction easement plats, land appraisals, property owner communication, price negotiation, and contract execution. The Illinois Department of Transportation (IDOT) has approved the plats and appraisals and Patrick is prepared to send offer letters to affected property owners to begin negotiations.

There are a total of twenty-six (26) properties affected by land acquisition. One (1) property requires permanent right-of-way only, four (4) properties require temporary construction easements only, and twenty-one (21) properties require both permanent right-of-way and a temporary construction easement.

At this time, IDOT requires the Village to enter into a joint funding agreement to access federal funds for land acquisition.

Discussion

The estimated cost of land acquisition is \$2,250,000.00. The Village has been awarded \$114,940.00 in STP funds and \$1,685,060.00 in federal Community Project Funding via Representative Jan Schakowsky for land acquisition. The local match (Village) is \$450,000.00. This represents the maximum allowed 80% federal funding for land acquisition.

The Village will pay the property owners directly and then request reimbursement. IDOT will reimburse the Village with federal funds up to \$1,800,000.00. Staff has been advised that reimbursement checks are sent within 30 days of request.

Patrick continues to work on the engineering plans in concurrence to the land acquisition process. Final engineering and the land acquisition process are expected to be completed by the end of 2025 with construction beginning the following spring. It is anticipated to take approximately a year and a half to complete construction.

Alternatives

1. Pass a resolution authorizing the Mayor to sign an intergovernmental joint funding agreement with the Illinois Department of Transportation (IDOT) for land acquisition costs associated with the Rand-83-Kensington Intersection Improvements Project.
2. Action at the discretion of the Village Board.

Staff Recommendation

Staff recommends that the Village Board pass a resolution authorizing the Mayor to sign an intergovernmental joint funding agreement with the Illinois Department of Transportation (IDOT) for land acquisition costs associated with the Rand-83-Kensington Intersection Improvements Project.

Attachments

1. LPA resolution
2. Plat of Highways
3. blr-05310ROW
4. 22277026-PR-ROW-EXHIBIT-2024

RESOLUTION NO.

**A RESOLUTION APPROVING AN INTERGOVERNMENTAL AGREEMENT WITH THE STATE OF ILLINOIS
AND THE VILLAGE OF MOUNT PROSPECT APPROPRIATING FUNDS FOR LAND ACQUISITION COSTS
FOR THE RAND-IL83-KENSINGTON INTERSECTION IMPROVEMENTS**

WHEREAS, the Village of Mount Prospect endeavors to improve the three closely-spaced intersections involving Rand Road (US 12), Illinois Route 83, and Kensington Road and segments of such roadways that are approximately 1.0 miles, 0.5 miles, and 0.3 miles in length, respectively, and known to the Illinois Department of Transportation as Section Number 18-00170-00-CH; and

WHEREAS, the Land Acquisition costs of said improvement has necessitated the use of federal funds; and

WHEREAS, the use of federal funds requires a joint funding agreement (hereinafter "AGREEMENT") with the Illinois Department of Transportation; and

WHEREAS, the Village of Mount Prospect has received one hundred fourteen thousand, nine hundred forty dollars (\$114,940) in Federal Surface Transportation Program (STP) funding for Land Acquisition costs of said Rand-IL83-Kensington Intersection Improvements; and

WHEREAS, the Village of Mount Prospect has received one million, six hundred eighty-five thousand, sixty dollars (\$1,685,060) in Federal Congressional Appropriation funding for Land Acquisition costs of said Rand-IL83-Kensington Intersection Improvements; and

WHEREAS, the federal fund sources require a match of local funds to fulfill the total estimated amount of two million, two hundred twenty-five thousand dollars (\$2,225,000) stipulated in the AGREEMENT.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE VILLAGE OF MOUNT PROSPECT, COOK COUNTY, ILLINOIS:

SECTION ONE: That the Village of Mount Prospect authorizes four hundred fifty thousand dollars (\$450,000) or as much of such sum as may be needed to match federal funds for the purchase of land for the aforementioned project known as Section Number 18-00170-00-CH.

SECTION TWO: That the Mayor and Board of Trustees of the Village of Mount Prospect do hereby authorize the execution of the above-mentioned AGREEMENT and any other such documents related to advancement and completion of said project.

SECTION THREE: That this Resolution shall be in full force and effect from and after its passage and approval in the manner provided by law.

AYES:

NAYS:

ABSENT:

Passed and APPROVED this _____ day of May, 2024.

Paul Wm. Hoefert, Mayor

ATTTEST:

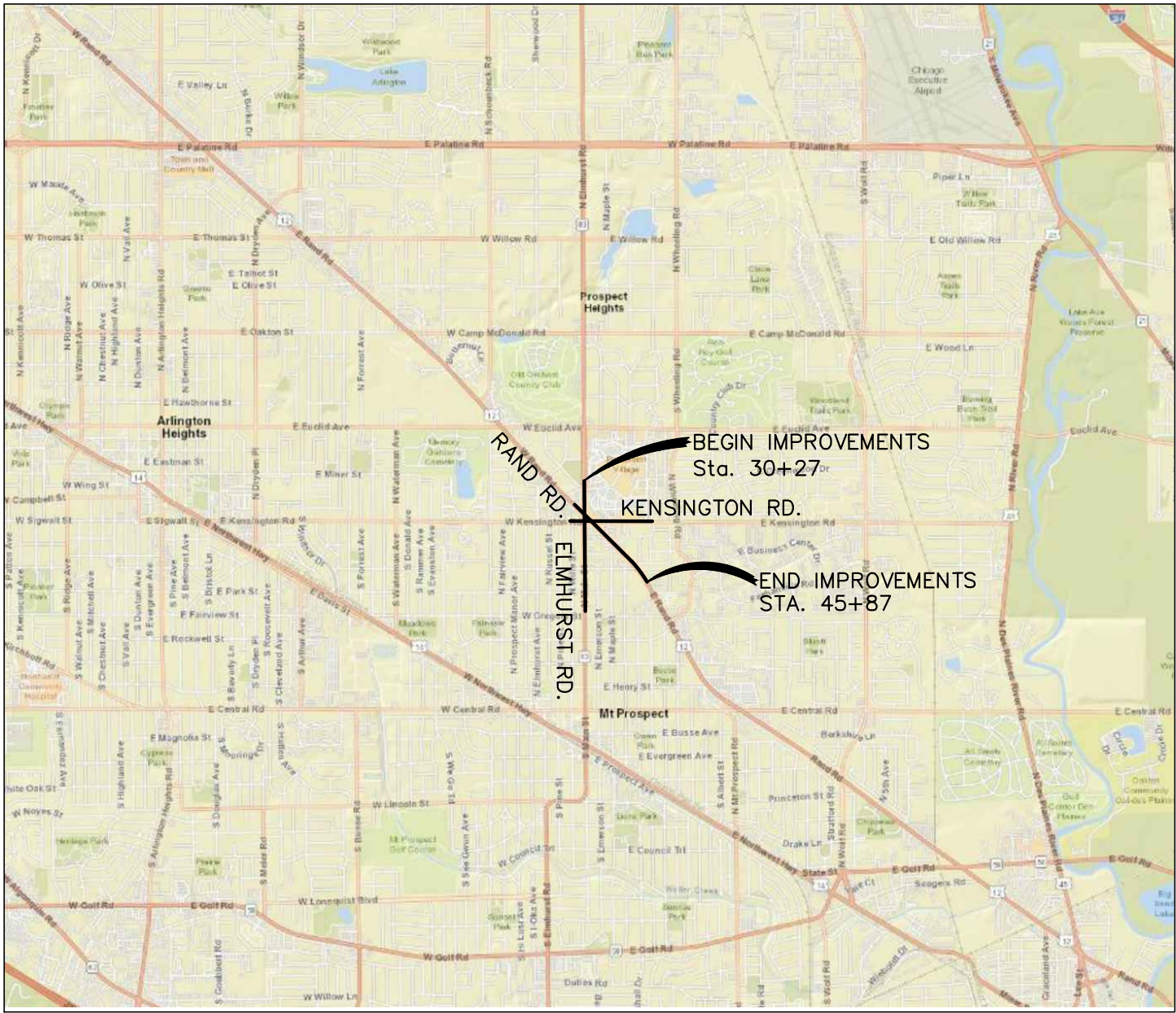
Karen M. Agoranos, Village Clerk

(Seal)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLAT OF HIGHWAYS

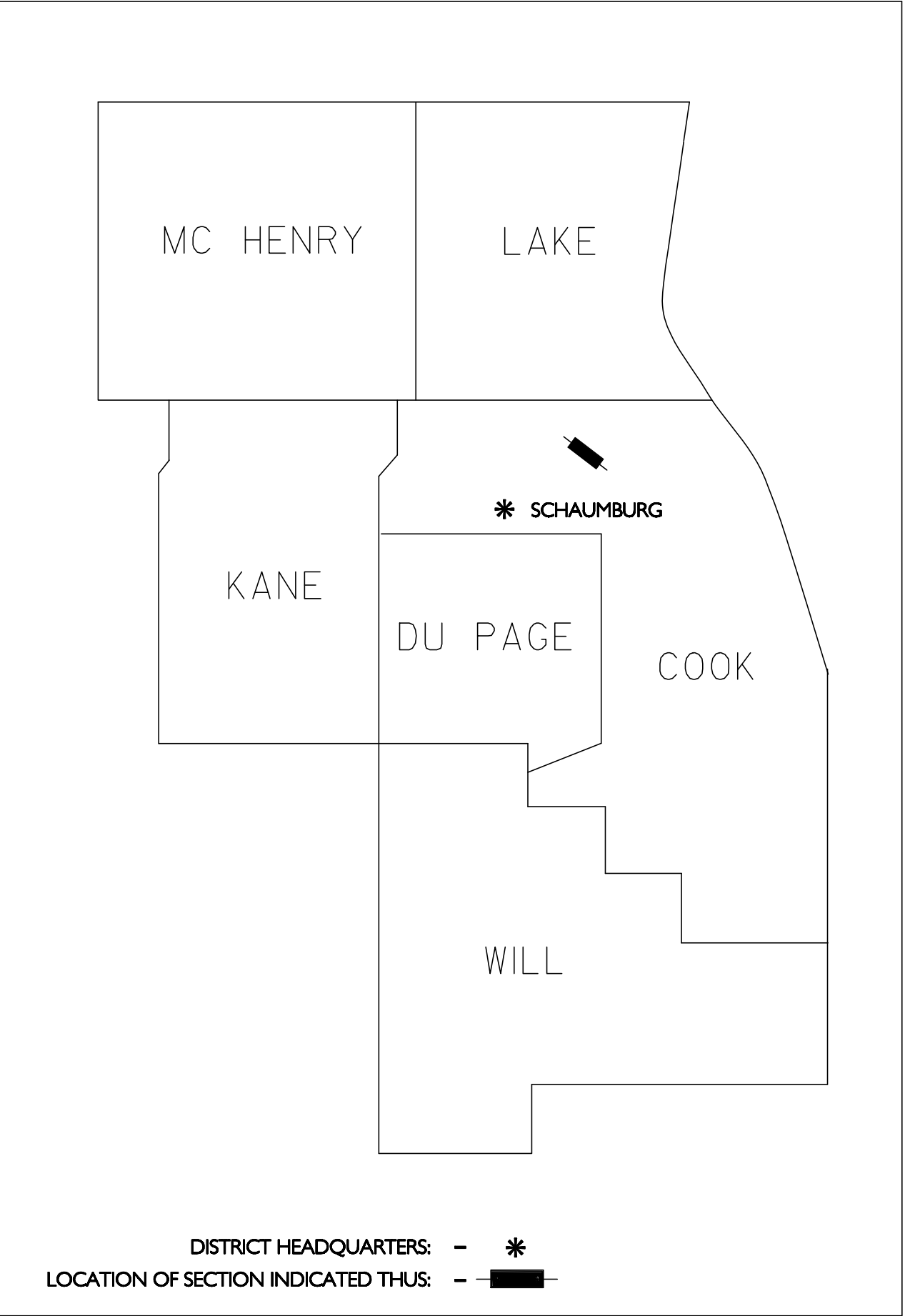
ROUTE: IL ROUTE 12 (RAND ROAD)
IL ROUTE 83 (ELMHURST ROAD)
KENSINGTON ROAD

SECTION: 18-00170-00-CH
COUNTY: COOK
LIMITS: 30+27.24 - 45+86.77
JOB NO.: R-90-025-22



LOCATION MAP

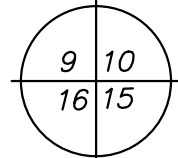
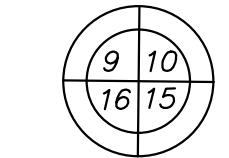
F&P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
XXXX	18-00170-00-CH	COOK	12	1
		ILLINOIS	CONTRACT NO.:	



PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

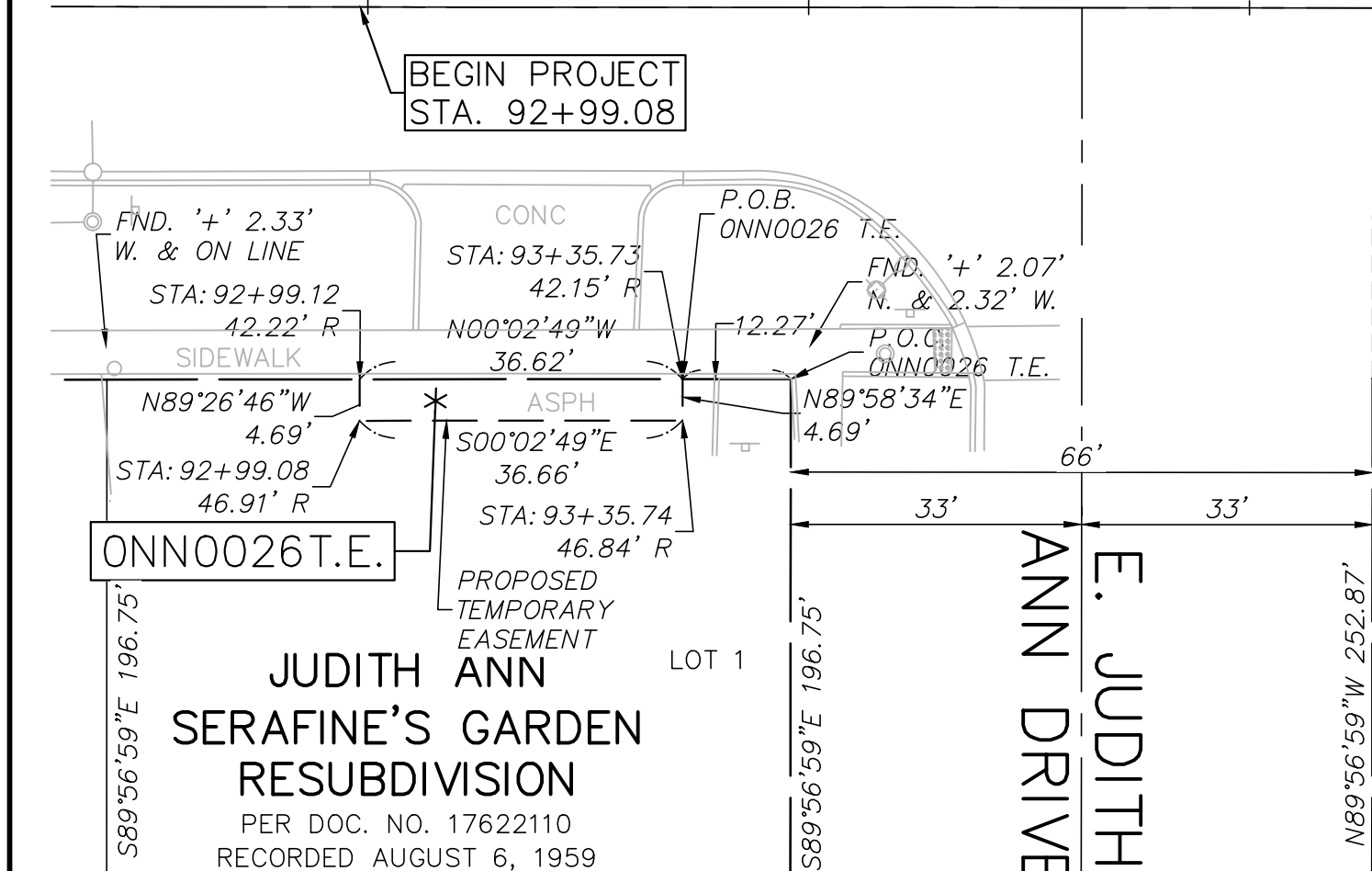
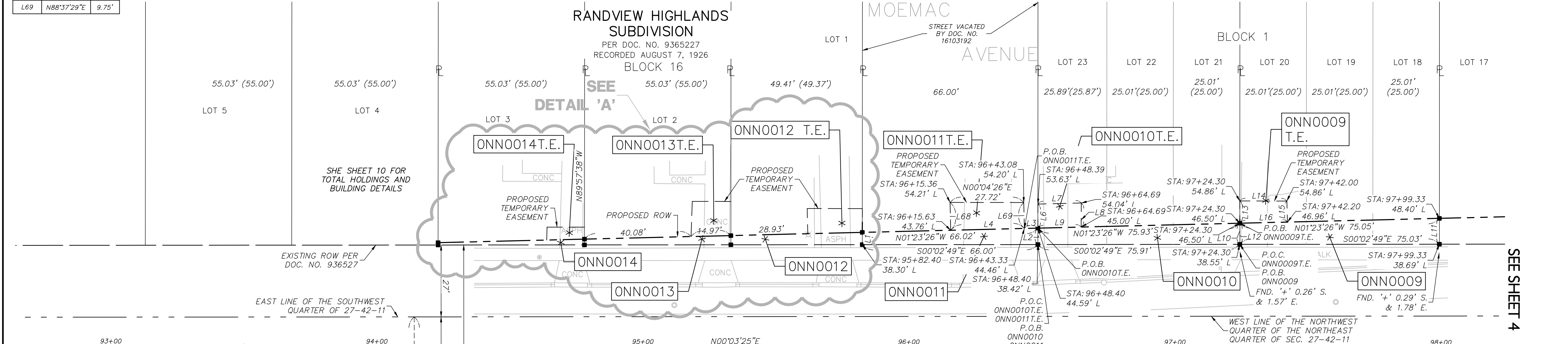
THAT PART OF THE NW & NE QUARTER OF SEC., 34 TWP. 42 N., R. 11 E. OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS

Line Table		
Line #	Direction	Length
L1	N89°57'38"W	4.62'
L2	N89°57'38"W	6.17'
L3	S1°23'26"E	5.07'
L4	S1°23'26"E	27.71'
L6	N89°57'38"W	9.04'
L7	N1°22'31"W	16.30'
L8	S89°56'11"E	9.04'
L9	S1°23'26"E	16.30'
L10	S89°57'38"E	7.95'
L11	S89°57'38"E	9.71'
L12	N89°57'38"W	7.95'
L13	N89°57'38"W	8.36'
L14	N0°04'26"E	17.70'
L15	N88°37'29"E	7.90'
L16	S1°23'26"E	17.90'
L66	N89°57'38"W	3.17'
L67	S89°57'38"E	3.17'
L68	S88°37'29"W	10.45'
L69	N88°37'29"E	9.75'



-----	SECTION CORNER
-----	SECTION LINE
-----	QUARTER SECTION LINE
-----	QUARTER QUARTER SECTION LINE
-----	PLATTED LOT LINE
-----	PROPERTY (DEED) LINE
-----	CENTERLINE
-----	EXISTING ACCESS CONTROL LINE
-----	PROPOSED ACCESS CONTROL LINE
-----	EXISTING EASEMENT LINE
-----	PROPOSED EASEMENT LINE
-----	EXISTING RIGHT OF WAY LINE
-----	MEASURED DIMENSION
-----	RECORD DATA
-----	COMPUTED DIMENSION
-----	EXISTING BUILDING

126.39'	(126.39')
126.39'(COMP)	



PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	PREVIOUSLY USED OR DEDICATED AREA	REMAINDER AREA ACRES	TEMP. EASEMENT AREA ACRES	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
ONN0009 ONN0009T.E.	0.224	0.015		0.209	145 SQ. FT./0.003 AC	03-34-107-031 03-34-107-032 03-34-107-033	
ONN0010 ONN0010T.E.	0.226	0.012		0.214	147 SQ. FT./0.003 AC	03-34-107-049	
ONN0011 ONN0011T.E.	0.197	356 SQ. FT. / 0.008 AC.		0.189	280 SQ. FT./0.006 AC	03-34-107-038	
ONN0012 ONN0012T.E.	0.147	200 SQ. FT. / 0.005 AC.		0.142	190 SQ. FT./0.004 AC.	03-34-115-012	
ONN0013 ONN0013T.E.	0.164	155 SQ. FT. / 0.004 AC.		0.160	192 SQ. FT./0.004 AC.	03-34-115-013	
ONN0014 ONN0014T.E.	0.164	84 SQ. FT. / 0.002 AC.		0.162	66 SQ. FT./0.002 AC.	03-34-115-014	
ONN0015T.E.-A ONN0015T.E.-B	0.486	N/A		N/A	0.014 417 SQ. FT./0.010 AC.	03-34-200-051	
ONN0016T.E.-A ONN0016T.E.-B	2.727	N/A		N/A	137 SQ. FT./0.003 AC. 425 SQ. FT./0.010 AC.	03-34-200-072	
ONN0026T.E.	0.350	N/A		N/A	172 SQ. FT./0.004 AC.	03-34-200-037	

SEE SHEET 10 FOR DETAILS OF ONN0016T.E.-B AND TOTAL HOLDINGS OF PARCEL ONN0016
SEE SHEET 4 AND 10 FOR MORE DETAILS AND TOTAL HOLDINGS OF PARCEL ONN0015
SEE SHEET 10 FOR TOTAL HOLDINGS OF ONN0009, ONN0010, ONN0012, ONN0013, ONN0014, AND ONN0026.

RANDVIEW HIGHLANDS SUBDIVISION

PER DOC. NO. 9365227
RECORDED AUGUST 7, 1926

- IRON PIPE OR ROD FOUND
- SET 5/8"X 30" REBAR
- "MAG" NAIL SET
- CUT CROSS FOUND OR SET
- FOUND "MAG" NAIL

- STAKING OF PROPOSED RIGHT OF WAY.
SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS PROFESSIONAL NUMBER.

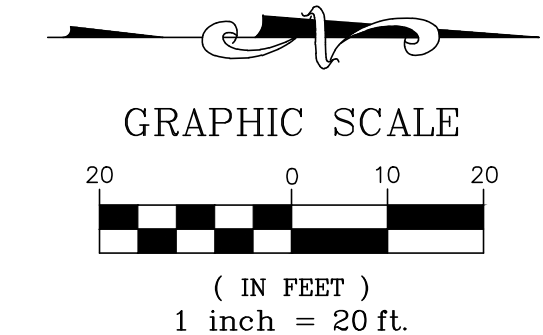
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.
BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.

STATE OF ILLINOIS)
COUNTY OF COOK)

THIS IS TO CERTIFY THAT WE, GEWALT HAMILTON ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING/PROFESSIONAL ENGINEERING CORPORATION, NUMBER 184-000922, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 34, TOWNSHIP 42 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS SURVEY CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT VERNON HILLS, ILLINOIS THIS 10TH DAY OF JANUARY, 2023 A.D.

MARK M. HAMILTON
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-004038
MY LICENSE EXPIRES NOVEMBER 30, 2024



ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.

BEARINGS AND COORDINATES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".

ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GRID DISTANCES, MULTIPLY THE DISTANCES SHOWN BY THE COMBINED SCALE FACTOR OF 0.99994849.

AREAS SHOWN ON THIS PLAT ARE "GROUND".

PROJECT COORDINATES ILLINOIS STATE PLANE, EAST ZONE, NAD83 (2011)			
STATION	OFFSET	NORTHING	EASTING
92+99.08	46.91' R	1971293.37	1091950.51
92+99.12	42.22' R	1971293.42	1091945.82
93+35.73	42.15' R	1971330.03	1091945.79
93+35.74	46.84' R	1971330.03	1091950.48
94+22.93	38.89' L	1971417.31	1091864.84
94+22.93	38.01' L	1971417.31	1091865.72
94+63.77	39.92' L	1971458.15	1091863.85
94+63.89	44.79' L	1971458.28	1091858.98
94+77.95	44.78' L	1971472.34	1091859.00
94+77.96	38.11' L	1971472.34	1091865.68
94+77.96	40.28' L	1971472.34	1091863.51
95+18.03	41.29' L	1971512.41	1091862.53
95+18.46	54.49' L	1971512.86	1091849.33
95+32.98	54.49' L	1971527.38	1091849.35
95+32.99	38.21' L	1971527.37	1091865.63
95+32.99	41.67' L	1971527.37	1091862.17
95+61.66	51.87' L	1971556.05	1091852.00
95+61.91	42.40' L	1971556.29	1091861.47
95+82.39	51.86' L	1971576.79	1091852.03
95+82.40	42.92' L	1971576.78	1091860.97
95+82.40	38.30' L	1971576.78	1091865.59
96+15.36	54.21' L	1971609.76	1091849.71
96+15.63	43.76' L	1971610.01	1091860.16
96+43.08	54.20' L	1971637.48	1091849.75
96+43.33	44.46' L	1971637.71	1091859.49
96+48.39	53.63' L	1971642.79	1091850.33
96+48.40	38.42' L	1971642.78	1091865.54
96+48.40	44.59' L	1971642.78	1091859.37
96+64.69	45.00' L	1971659.07	1091858.97
96+64.69	54.04' L	1971659.08	1091849.93
97+08.34	44.64' R	1971702.64	1091948.65
97+08.34	41.47' R	1971702.64	1091945.48
97+24.30	46.50' L	1971718.69	1091857.53
97+24.30	54.86' L	1971718.69	1091849.17
97+24.30	46.50' L	1971718.69	1091857.53
97+24.30	38.55' L	1971718.68	1091865.48
97+42	54.86' L	1971736.39	1091849.19
97+42.20	46.87' L	1971736.59	1091857.18
97+51.53	41.40' R	1971745.83	1091945.45
97+51.53	44.56' R	1971745.83	1091948.62
97+99.33	38.69' L	1971793.71	1091865.41
97+99.33	48.40' L	1971793.72	1091855.71

GEWALT HAMILTON ASSOCIATES, INC.
625 Forest Edge Drive ■ Vernon Hills, IL. 60061
TEL 847.478.9700 ■ FAX 847.478.9701

**PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
IL RT 83 (ELMHURST ROAD)**
SECTION 18-00170-00-CH COOK COUNTY
PROJECT JOB NO. R-90-025-22
STATION 94+55.82 TO STATION 109+76.98
SCALE: 1"=20' SHEET 3 OF 12
**BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196**



THAT PART OF THE NW & NE QUARTER OF SEC., 34 TWP. 42 N., R. 11 E. OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS

Line Table		
Line #	Direction	Length
L17	S89°57'38"E	9.71'
L18	S89°57'38"E	11.00'
L19	S1°23'26"E	15.55'
L20	S89°06'15"E	11.30'
L21	S1°22'31"E	15.38'
L22	S89°57'38"E	11.29'
L24	N89°57'38"W	11.00'
L25	N0°02'49"W	20.86'
L26	S89°41'31"E	12.93'
L27	N0°03'25"E	20.80'
L28	S89°57'38"E	12.89'
L29	N0°03'25"E	5.47'
L30	S89°56'35"E	12.89'
L31	N0°02'49"W	5.47'
L32	S89°57'38"E	11.00'
L33	N0°02'49"W	14.38'
L34	S88°05'41"E	9.48'
L35	N0°03'25"E	14.07'

Line Table		
Line #	Direction	Length
L36	S89°57'38"E	9.45'
L40	S0°02'49"E	55.02'
L41	S89°57'38"E	11.00'
L42	S0°02'49"E	16.66'
L43	N89°56'35"W	11.63'
L44	N0°03'25"E	16.65'
L45	S89°57'38"E	11.60'
L50	S89°56'35"E	8.74'
L70	S0°02'49"E	2.45'
L71	N89°57'11"E	2.75'

- IRON PIPE OR ROD FOUND
- SET 5/8"X 30" REBAR
- "MAG" NAIL SET
- CUT CROSS FOUND OR SET
- FOUND "MAG" NAIL
- STAKING OF PROPOSED RIGHT OF WAY.
SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS PROFESSIONAL NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.
BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.

ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.

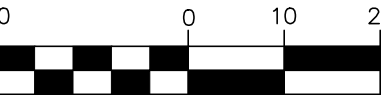
BEARINGS AND COORDINATES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".

ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GRID DISTANCES, MULTIPLY THE DISTANCES SHOWN BY THE COMBINED SCALE FACTOR OF 0.99994849.

AREAS SHOWN ON THIS PLAT ARE "GROUND".



GRAPHIC SCALE



(IN FEET)
1 inch = 20 ft.

PROJECT COORDINATES ILLINOIS STATE PLANE, EAST ZONE, NAD83 (2011)			
STATION	OFFSET	NORTHING	EASTING
97+99.33	48.40' L	1971793.72	1091855.71
97+99.33	38.69' L	1971793.71	1091865.41
98+38.82	49.40' L	1971833.21	1091854.75
98+38.98	60.69' L	1971833.38	1091843.45
98+54.36	38.79' L	1971848.74	1091865.37
98+54.36	49.79' L	1971848.75	1091854.37
98+54.36	61.08' L	1971848.76	1091843.08
98+94.62	61.13' L	1971889.02	1091843.07
98+94.92	49.86' L	1971889.31	1091854.34
99+09.38	61.13' L	1971903.78	1091843.08
99+09.38	49.89' L	1971903.77	1091854.32
99+09.38	38.89' L	1971903.76	1091865.32
99+14.67	41.10' R	1971908.97	1091945.32
99+27.33	41.08' R	1971921.63	1091945.31
99+29	41.18' R	1971923.30	1091945.42
99+29.01	49.10' R	1971923.30	1091953.33
99+43.54	49.55' R	1971937.93	1091854.30
99+43.59	62.88' L	1971938.00	1091841.36
99+64.39	62.88' L	1971958.80	1091841.38
99+64.40	49.99' L	1971958.79	1091854.28
99+64.40	38.99' L	1971958.78	1091865.28
99+69.87	62.88' L	1971964.27	1091841.39
99+69.87	50.00' L	1971964.26	1091854.27
99+77.20	44.21' R	1971971.49	1091948.49
99+77.20	49.10' R	1971971.49	1091953.38
100+05.04	50.06' L	1971999.43	1091854.25
100+05.34	59.54' L	1971999.74	1091844.77
100+19.42	59.54' L	1972013.82	1091844.78
100+19.42	50.09' L	1972013.81	1091854.23
100+19.42	39.09' L	1972013.80	1091865.23
100+57.78	61.78' L	1972052.18	1091842.58
100+57.78	50.16' L	1972052.17	1091854.20
100+74.43	61.78' L	1972068.84	1091842.59
100+74.43	61.78' L	1972068.84	1091842.59
100+74.44	50.19' L	1972068.83	1091854.19
100+74.44	39.19' L	1972068.82	1091865.19
100+90.77	50.28' R	1972085.06	1091954.68
100+90.78	56.08' R	1972085.07	1091960.48
101+28.95	50.21' R	1972123.24	1091954.65
101+28.96	56.08' R	1972123.24	1091960.51
101+36.75	50.30' L	1972131.14	1091854.14
101+36.75	53.05' L	1972131.14	1091851.39
101+39.20	53.06' L	1972133.59	1091851.39
101+39.20	61.80' L	1972133.60	1091842.65
101+90.36	53.15' L	1972184.75	1091851.34
102+07.37	50.07' R	1972201.67	1091954.58
102+24.23	82.18' L	1972218.65	1091822.34
102+24.23	74.55' L	1972218.64	1091829.97
102+25.36	82.18' L	1972219.78	1091822.34
102+25.37	39.46' L	1972219.75	1091865.07
102+25.39	41.05' R	1972219.69	1091945.58
102+25.39	63.31' R	1972219.67	1091967.84

SEE SHEET 9

STATE OF ILLINOIS) S.S.
COUNTY OF COOK)

THIS IS TO CERTIFY THAT WE, GEWALT HAMILTON ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING/PROFESSIONAL ENGINEERING CORPORATION, NUMBER 184-000922, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 34, TOWNSHIP 42 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS SURVEY CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT VERNON HILLS, ILLINOIS THIS 10TH DAY OF JANUARY, 2023 A.D.

MARK M. HAMILTON
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-004038
MY LICENSE EXPIRES NOVEMBER 30, 2024



GEWALT HAMILTON ASSOCIATES, INC.
625 Forest Edge Drive ■ Vernon Hills, IL 60061
Tel 847.478.9700 ■ Fax 847.478.9701

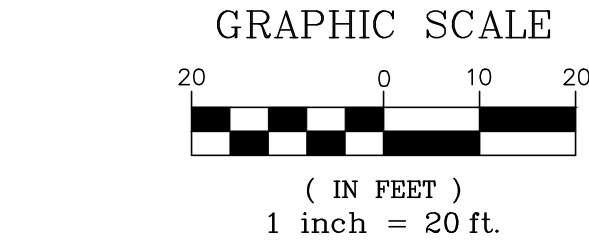
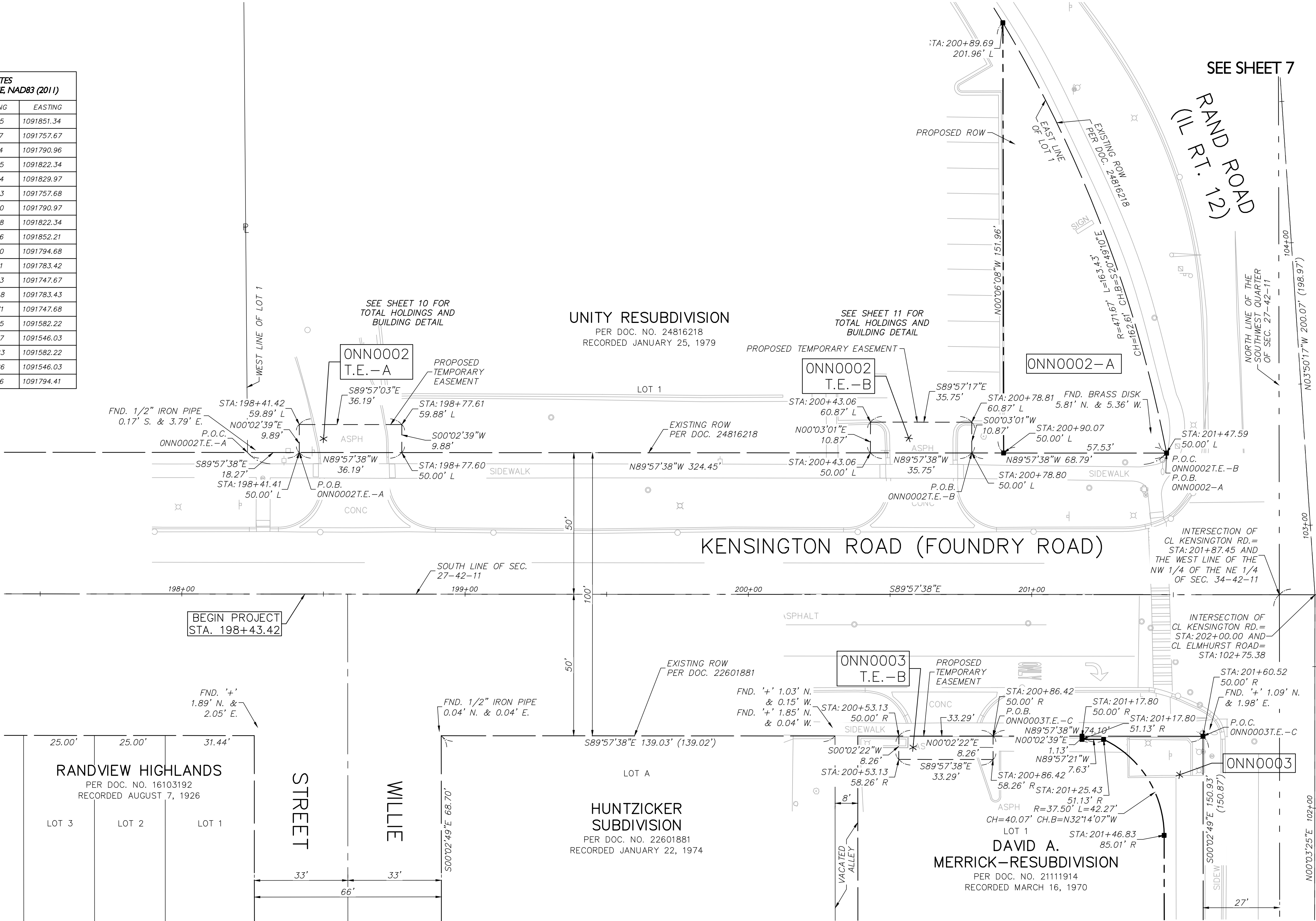
**PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
IL RT 83 (ELMHURST ROAD)**

SECTION 18-00170-00-CH COOK COUNTY
PROJECT JOB NO. R-90-025-22
STATION 86+97.35 TO STATION 112+21.69
SCALE: 1"=20' SHEET 4 OF 12

**BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196**

THAT PART OF THE SW QUARTER OF SEC., 27 TWP. 42 N., R. 11 E. OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS AND,
THAT PART OF THE NW QUARTER OF SEC., 34 TWP. 42 N., R. 11 E. OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS

PROJECT COORDINATES ILLINOIS STATE PLANE, EAST ZONE, NAD83 (2011)			
STATION	OFFSET	NORTHING	EASTING
101+90.36	53.15' L	1972184.75	1091851.34
102+17.08	146.85' L	1972211.57	1091757.67
102+17.09	113.56' L	1972211.54	1091790.96
102+24.23	82.18' L	1972218.65	1091822.34
102+24.23	74.55' L	1972218.64	1091829.97
102+25.34	146.85' L	1972219.83	1091757.68
102+25.35	113.56' L	1972219.80	1091790.97
102+25.36	82.18' L	1972219.78	1091822.34
103+28.81	48.90' L	1972319.76	1091852.21
103+32.70	106.30' L	1972319.80	1091794.68
103+33.47	117.54' L	1972319.81	1091783.42
103+35.88	153.20' L	1972319.83	1091747.67
103+44.31	116.80' L	1972330.68	1091783.43
103+46.73	152.46' L	1972330.71	1091747.68
103+47.07	318.28' L	1972319.95	1091582.22
103+49.52	354.38' L	1972319.97	1091546.03
103+56.93	317.61' L	1972329.83	1091582.22
103+59.39	353.71' L	1972329.86	1091546.03
104+78.06	96.77' L	1972471.76	1091794.41



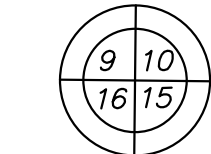
ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.

BEARINGS AND COORDINATES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".

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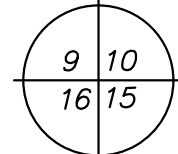
AREAS SHOWN ON THIS PLAT ARE "GROUND".

PROJECT COORDINATES ILLINOIS STATE PLANE, EAST ZONE, NAD83 (2011)			
STATION	DESCRIPTION	NORTHING	EASTING
198+43.42	BEGIN PROJECT	1972269.97	1091547.99
201+87.45	NE CORNER OF THE NW QUARTER OF SECTION 34	1972269.73	1091892.03
202+00	KENSINGTON RD. CENTERLINE AND ELMHURST RD. CENTERLINE	1972269.72	1091904.58



SECTION CORNER

---	SECTION LINE
---	QUARTER SECTION LINE
---	QUARTER QUARTER SECTION LINE
---	PROPERTY LOT LINE
---	PROPERTY (DEED) LINE
---	CENTERLINE
---	EXISTING ACCESS CONTROL LINE
---	PROPOSED ACCESS CONTROL LINE
---	EXISTING EASEMENT LINE
---	PROPOSED EASEMENT LINE
---	EXISTING RIGHT OF WAY LINE
---	PROPOSED RIGHT OF WAY LINE
---	MEASURED DIMENSION
---	RECORD DATA
---	COMPUTED DIMENSION
---	EXISTING BUILDING



QUARTER SECTION CORNER

- IRON PIPE OR ROD FOUND SET 5/8"x 30" REBAR "MAG" NAIL SET
- CUT CROSS FOUND OR SET FOUND "MAG" NAIL
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS PROFESSIONAL NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.

SEE SHEETS 3 AND 10 FOR DETAILS AND TOTAL HOLDING FOR ONN0003
SEE SHEETS 7 AND 11 FOR DETAILS AND TOTAL HOLDING FOR ONN0002

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	PREVIOUSLY USED OR DEDICATED AREA	REMAINDER AREA ACRES	TEMP. EASEMENT AREA ACRES	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
ONN0002-A ONN0002-B ONN0002T.E.-A ONN0002T.E.-B	1.987	0.118 0.019		1.850	358 SQ. FT. / 0.008 AC. 389 SQ. FT. / 0.009 AC.	03-27-301-015	
ONN0003 ONN0003T.E.-A ONN0003T.E.-B	0.422	0.049		0.373	0.017 275 SQ. FT. / 0.006 AC.	03-34-107-046	

STATE OF ILLINOIS) S.S.
COUNTY OF COOK)

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DATED AT VERNON HILLS, ILLINOIS THIS 10TH DAY OF JANUARY, 2023 A.D.

MARK M. HAMILTON
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-004038
MY LICENSE EXPIRES NOVEMBER 30, 2024



GEWALT HAMILTON ASSOCIATES, INC.
625 Forest Edge Drive ■ Vernon Hills, IL 60061
Tel 847.478.9700 ■ Fax 847.478.9701

**PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
KENSINGTON ROAD**

SECTION 18-00170-00-CH COOK COUNTY
PROJECT JOB NO. R-90-025-22
STATION 198+43.41 TO STATION 211+61.36
SCALE: 1"=20' SHEET 5 OF 12

**BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196**

THAT PART OF THE SE QUARTER OF SEC., 27 TWP. 42 N., R. 11 E. OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS, AND
THAT PART OF THE NE QUARTER OF SEC., 34 TWP. 42 N., R. 11 E. OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS

- IRON PIPE OR ROD FOUND SET 5/8"X 30" REBAR "MAG" NAIL SET
- CUT CROSS FOUND OR SET FOUND "MAG" NAIL
- STAKING OF PROPOSED RIGHT OF WAY.
SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS PROFESSIONAL NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.
BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.

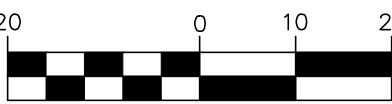
PROJECT COORDINATES ILLINOIS STATE PLANE, EAST ZONE, NAD83 (2011)			
STATION	OFFSET	NORTHING	EASTING
206+44.54	62.50' L	1972331.83	1092349.17
206+90.53	50.00' L	1972319.29	1092395.15
206+90.53	59.01' L	1972328.30	1092395.15
207+28.96	0.00' L	1972269.26	1092433.53
207+29.01	33.00' R	1972236.26	1092433.56
207+29.01	33.58' R	1972235.68	1092433.56
207+79.18	38.58' R	1972230.63	1092483.72
207+79.18	33.60' R	1972235.61	1092483.72
207+89.52	51.50' L	1972320.70	1092494.14
208+46.15	82.99' L	1972352.15	1092550.80
208+46.15	51.50' L	1972320.65	1092550.77
208+54.47	38.58' R	1972230.57	1092559.01
208+56.15	83.00' L	1972352.15	1092560.80
208+56.16	51.50' L	1972320.65	1092560.79
208+56.16	50.00' L	1972319.15	1092560.79
208+78.91	0.00' L	1972269.13	1092583.49
208+78.97	33.00' R	1972236.13	1092583.52

PROJECT COORDINATES ILLINOIS STATE PLANE, EAST ZONE, NAD83 (2011)			
STATION	OFFSET	NORTHING	EASTING
208+78.97	33.60' R	1972235.53	1092583.52
209+14.65	83.05' L	1972352.15	1092619.30
209+14.66	50.00' L	1972319.09	1092619.29
209+14.66	51.50' L	1972320.59	1092619.29
209+23.32	51.50' L	1972320.59	1092627.94
209+23.32	83.06' L	1972352.15	1092627.97
210+13.32	0.00' L	1972269.01	1092717.90
210+13.38	33.00' R	1972236.01	1092717.92
210+13.38	33.60' R	1972235.41	1092717.92
210+93.81	50.00' L	1972318.94	1092798.43
210+93.81	51.50' L	1972320.44	1092798.43
211+26.66	68.97' L	1972337.88	1092831.30
211+26.66	51.50' L	1972320.41	1092831.28
211+64.34	69.00' L	1972337.88	1092868.98
211+64.36	51.50' L	1972320.37	1092868.98
211+90.02	51.50' L	1972320.35	1092894.65
212+23	0.00' L	1972268.82	1092927.57

PROJECT COORDINATES ILLINOIS STATE PLANE, EAST ZONE, NAD83 (2011)			
STATION	OFFSET	NORTHING	EASTING
212+23.05	33.00' R	1972235.82	1092927.60
212+23.05	33.60' R	1972235.22	1092927.60
212+46.49	50.00' L	1972318.80	1092951.12

PROJECT COORDINATES ILLINOIS STATE PLANE, EAST ZONE, NAD83 (2011)			
STATION	DESCRIPTION	NORTHING	EASTING
212+46.49	END PROJECT	1972268.80	1092951.07

GRAPHIC SCALE



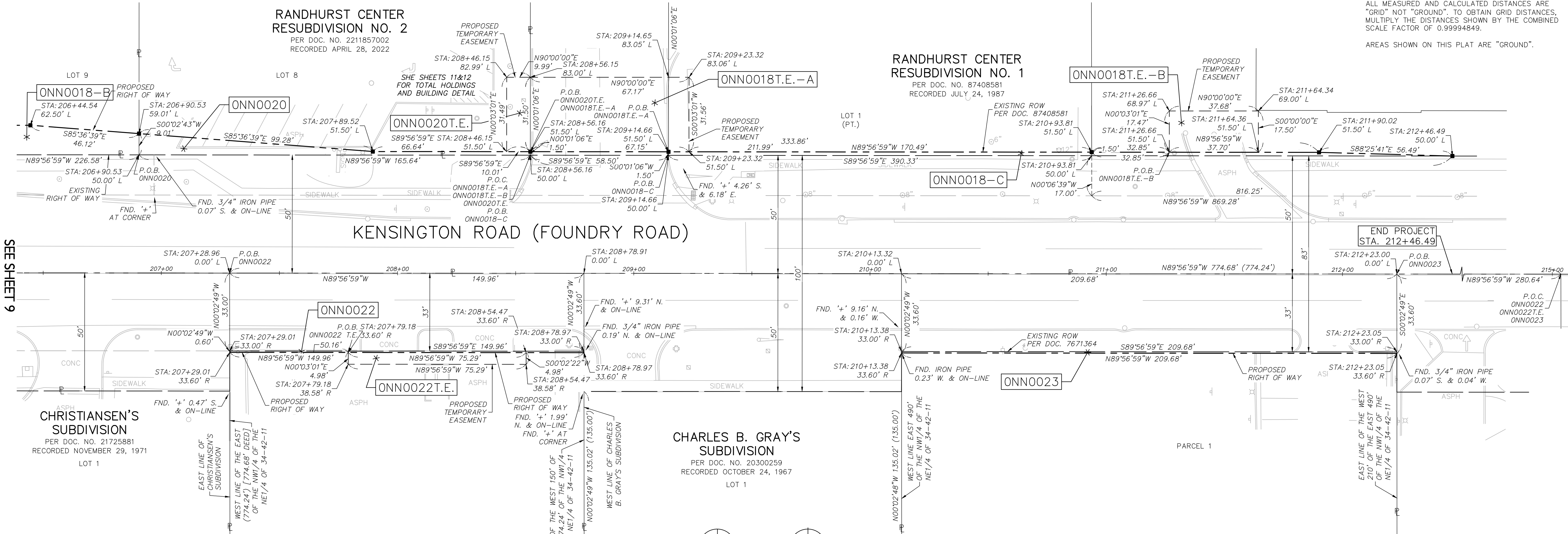
(IN FEET)
1 inch = 20 ft.

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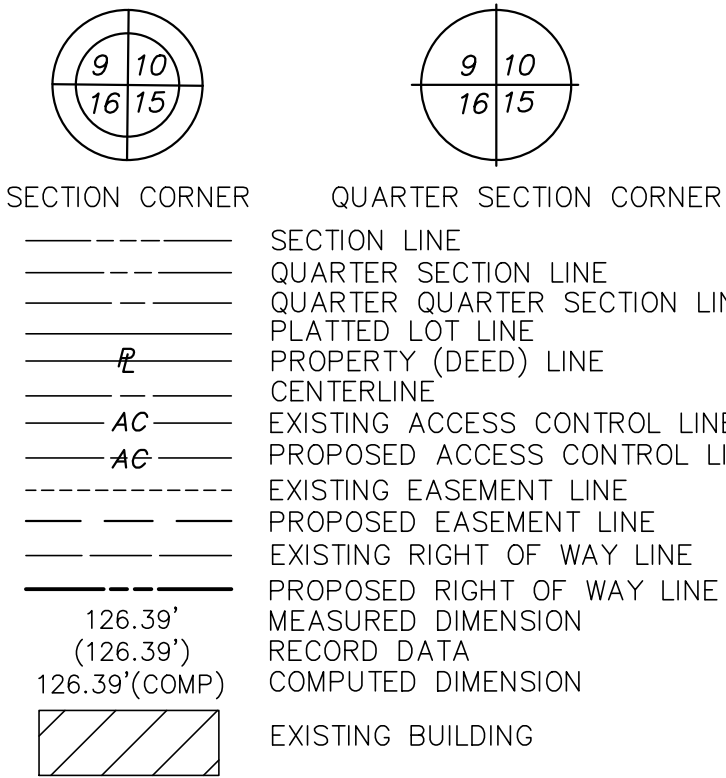
AREAS SHOWN ON THIS PLAT ARE "GROUND".



SEE SHEET 9

- SEE SHEETS 7,8,9,11 FOR DETAILS OF ONN0018
- SEE SHEET 10 FOR TOTAL HOLDINGS OF ONN0022 AND ONN0023

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	PREVIOUSLY USED OR DEDICATED AREA	REMAINDER AREA ACRES	TEMP. EASEMENT AREA ACRES	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
ONN0018-A ONN0018-B ONN0018-C ONN0018-D ONN0018T.E.-A ONN0018T.E.-B ONN0018T.E.-C	85.075	56 SQ. FT. / 0.001 AC. 0.078 0.013 0.049		84.934	0.049 0.015 0.074	03-27-401-265 03-27-401-267 03-27-401-304 03-27-401-305	
ONN0020 ONN0020T.E.	1.102	0.014		1.088		03-27-401-272	
ONN0022 ONN0022TE	1.148	0.116	0.114	1.032	315 SQ. FT. / 0.007 AC.	03-34-200-053	
ONN0023	3.083	0.162	0.159	2.921	N/A	03-34-200-061	



STATE OF ILLINOIS) S.S.
COUNTY OF COOK)

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DATED AT VERNON HILLS, ILLINOIS THIS 10TH DAY OF JANUARY, 2023 A.D.

MARK M. HAMILTON
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-004038
MY LICENSE EXPIRES NOVEMBER 30, 2024



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625 Forest Edge Drive ■ Vernon Hills, IL. 60061
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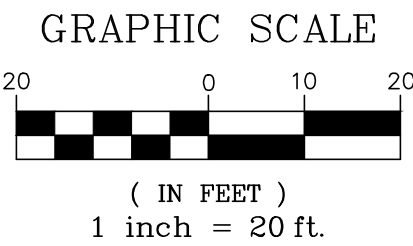
PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
KENSINGTON ROAD

SECTION 18-00170-00-CH COOK COUNTY
PROJECT JOB NO. R-90-025-22
STATION 198+43.42 TO STATION 212+23.05
SCALE: 1"=20' SHEET 6 OF 12

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

SEE SHEET 11

SEE SHEET 8



ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.

BEARINGS AND COORDINATES SHOWN HEREON
REFERENCE THE ILLINOIS STATE PLANE COORDINATE
SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF
1983 (2011 ADJUSTMENT) "GRID".

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AREAS SHOWN ON THIS PLAT ARE "GROUND"



SECTION CORNER	QUARTER SECTION CORNER
-----	SECTION LINE
-----	QUARTER SECTION LINE
-----	QUARTER QUARTER SECTION LINE
-----	PLATTED LOT LINE
<u> </u>	PROPERTY (DEED) LINE
-----	CENTERLINE
-----	EXISTING ACCESS CONTROL LINE
AC	PROPOSED ACCESS CONTROL LINE
AE	EXISTING EASEMENT LINE
-----	PROPOSED EASEMENT LINE
-----	EXISTING RIGHT OF WAY LINE
-----	PROPOSED RIGHT OF WAY LINE
126.39'	MEASURED DIMENSION
(126.39')	COMPUTED DATA
126.39'(COMP)	RECORD DIMENSION
	EXISTING BUILDING

PROJECT COORDINATES			
ILLINOIS STATE PLANE, EAST ZONE, NAD83 (2011)			
STATION	OFFSET	NORTHING	EASTING
29+49.97	50.00' R	1972757.99	1091524.21
29+50.73	50.77' R	1972756.91	1091524.22
30+27.24	52.96' R	1972701.88	1091577.41
30+38.19	59.99' L	1972775.01	1091664.18
30+38.19	50.00' L	1972767.86	1091657.20
30+41.36	50.00' L	1972765.65	1091659.47
30+69.23	50.00' L	1972746.16	1091679.40
30+69.50	50.63' L	1972746.43	1091680.03
30+73.47	60.09' L	1972750.42	1091689.49
30+94.37	51.18' L	1972729.44	1091698.20
30+94.37	60.15' L	1972735.86	1091704.48
32+19.10	50.00' R	1972569.90	1091716.70
32+27.67	51.58' L	1972636.56	1091793.83
32+36.28	50.00' L	1972629.41	1091798.88
32+39.42	93.22' L	1972658.13	1091831.33
32+54.13	92.50' L	1972647.34	1091841.35
32+74.71	52.96' R	1972528.92	1091754.40

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	PREVIOUSLY USED OR DEDICATED AREA	REMAINDER AREA ACRES	TEMP. EASEMENT AREA ACRES	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
ONN0001 ONN0001T.E.—A ONN0001T.E.—B	0.403	0.065		0.338	210 SQ. FT. / 0.005 AC. 153 SQ. FT. / 0.004 AC.	03—27—307—028	
ONN0002—A ONN0002—B ONN0002T.E.—A ONN0002T.E.—B	1.987	0.118 0.019		1.850	358 SQ. FT. / 0.008 AC. 389 SQ. FT. / 0.009 AC.	03—27—301—015	
ONN0018—A ONN0018—B ONN0018—C ONN0018—D ONN0018T.E.—A ONN0018T.E.—B ONN0018T.E.—C	85.075	56 SQ. FT. / 0.001 AC. 0.078 0.013 0.049		84.934	0.049 0.015 0.074	03—27—401—265 03—27—401—267 03—27—401—304 03—27—401—305	
ONN0030—A ONN0030—B ONN0030T.E.—A ONN0030T.E.—B	0.776	9 SQ. FT. / 0.000 AC. 0.013		0.763	324 SQ. FT. / 0.007 AC. 283 SQ. FT. / 0.007 AC.	03—27—307—027	

- + IRON PIPE OR ROD FOUND ○ SET 5/8"x 30" REBAR ⊕ "MAG" NAIL SET
- + CUT CROSS FOUND OR SET ● FOUND "MAG" NAIL

- STAKING OF PROPOSED RIGHT OF WAY.
SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS PROFESSIONAL NUMBER.

- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.
BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.

STATE OF ILLINOIS) S.S.
COUNTY OF COOK)

THIS IS TO CERTIFY THAT WE, GEWALT HAMILTON ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM, LAND SURVEYING/PROFESSIONAL ENGINEERING CORPORATION, NUMBER 184--000922, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 27, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS SURVEY CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT VERNON HILLS, ILLINOIS THIS 10TH DAY OF JANUARY, 2023 A.D.

MARK M. HAMILTON
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-004038
MY LICENSE EXPIRES NOVEMBER 30, 2024



GHA GEWALT HAMILTON
ASSOCIATES, INC.

625 Forest Edge Drive ■ Vernon Hills, IL. 60061
TEL 847.478.9700 ■ FAX 847.478.9701

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
IL RT. 12 & IL RT. 83

SECTION 18-00170-00-CH	COOK COUNTY
PROJECT	JOB NO. R-90-025-22
STATION 30+27.24	TO STATION 45+86.77
SCALE: 1"=20'	SHEET 7 OF 12

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

THAT PART OF THE SW & SE QUARTER OF SEC., 27 TWP. 42 N., R. 11 E. OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS

PROJECT COORDINATES ILLINOIS STATE PLANE, EAST ZONE, NAD83 (2011)			
STATION	OFFSET	NORTHING	EASTING
106+35.71	91.98' L	1972629.41	1091798.88
106+42.87	97.02' L	1972636.56	1091793.83
106+53.55	49.47' L	1972647.34	1091841.35
106+64.36	59.46' L	1972658.13	1091831.33
107+99.17	59.43' L	1972782.94	1091831.09
107+99.18	69.58' L	1972792.92	1091820.94
108+12.14	69.58' L	1972805.89	1091820.91
108+16.40	59.42' L	1972810.17	1091831.06
108+20.60	49.42' L	1972814.39	1091841.05
108+30.07	50.58' R	1972824.07	1091941.04
108+40.39	57.92' L	1972834.17	1091832.51
108+40.40	69.58' L	1972834.15	1091820.85
108+91.74	54.71' L	1972885.51	1091835.62
108+93.96	49.40' L	1972897.75	1091840.92
109+07.93	59.54' L	1972901.70	1091830.76

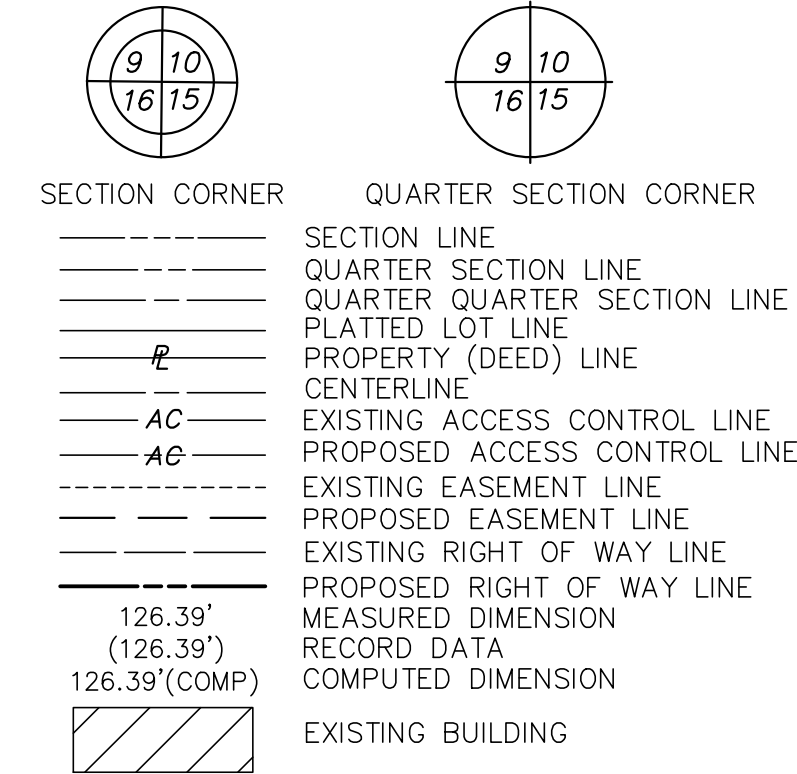
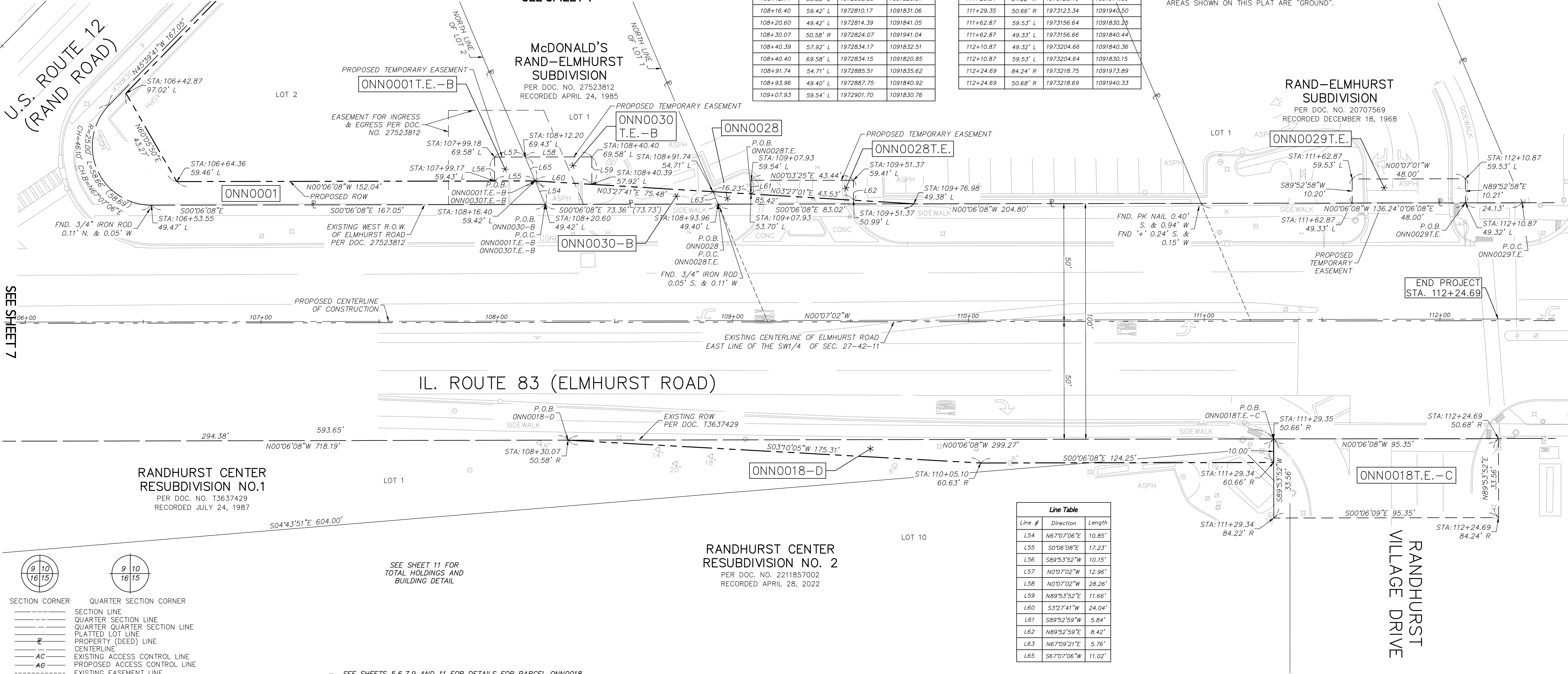
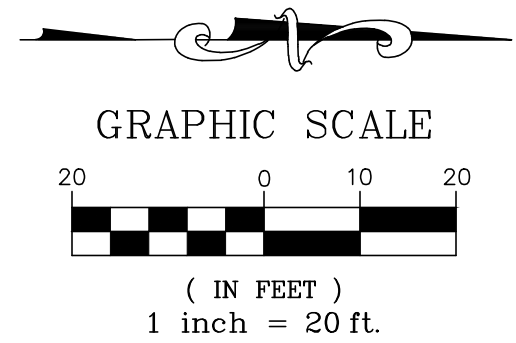
PROJECT COORDINATES ILLINOIS STATE PLANE, EAST ZONE, NAD83 (2011)			
STATION	OFFSET	NORTHING	EASTING
109+07.93	53.70' L	1972901.71	1091836.60
109+51.37	50.99' L	1972945.16	1091839.22
109+51.37	59.41' L	1972945.14	1091830.80
109+76.98	49.38' L	1972970.77	1091840.78
110+05.10	60.63' R	1972999.11	1091950.73
111+29.34	60.66' R	1973123.36	1091950.50
111+29.34	84.22' R	1973123.40	1091974.06
111+29.35	50.66' R	1973123.34	1091940.50
111+62.87	59.53' L	1973156.64	1091830.25
111+62.87	49.33' L	1973156.66	1091840.44
112+10.87	49.32' L	1973204.66	1091840.36
112+10.87	59.53' L	1973204.64	1091830.15
112+24.69	84.24' R	1973218.75	1091973.89
112+24.69	50.68' R	1973218.69	1091940.33

ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.

BEARINGS AND COORDINATES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".

ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GRID DISTANCES, MULTIPLY THE DISTANCES SHOWN BY THE COMBINED SCALE FACTOR OF 0.99994849.

AREAS SHOWN ON THIS PLAT ARE "GROUND".



- IRON PIPE OR ROD FOUND
- SET 5/8"X 30" REBAR
- "MAG" NAIL SET
- CUT CROSS FOUND OR SET
- FOUND "MAG" NAIL
- STAKING OF PROPOSED RIGHT OF WAY.
- SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS PROFESSIONAL NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.
- BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.

- SEE SHEETS 5,6,7,9 AND 11 FOR DETAILS FOR PARCEL ONN0018
- SEE SHEET 11 FOR TOTAL HOLDINGS OF ONN0028 ONN0029
- SEE SHEETS 7 AND 11 FOR DETAILS AND TOTAL HOLDING FOR PARCEL ONN0001 AND ONN0030

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	PREVIOUSLY USED OR DEDICATED AREA	REMAINDER AREA ACRES	TEMP. EASEMENT AREA ACRES	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
ONN0001 ONN0001T.E.-A ONN0001T.E.-B	0.403	0.065		0.338	210 SQ. FT. / 0.005 AC. 153 SQ. FT. / 0.004 AC.	03-27-307-028	
ONN0018-A ONN0018-B ONN0018-C ONN0018-D ONN0018T.E.-A ONN0018T.E.-B ONN0018T.E.-C	85.075	56 SQ. FT. / 0.001 AC. 0.078 0.013 0.049		84.934	0.049 0.015 0.074	03-27-401-265 03-27-401-267 03-27-401-304 03-27-401-305	
ONN0028 ONN0028T.E.	0.676	220 SQ. FT./0.005 AC.		0.671	310 SQ. FT./0.007 AC.	03-27-307-021	
ONN0029T.E.	1.496	N/A		N/A	0.011	03-27-301-024	
ONN0030-A ONN0030-B ONN0030T.E.-A ONN0030T.E.-B	0.776	9 SQ. FT. / 0.000 AC. 0.013		0.763	324 SQ. FT. / 0.007 AC. 283 SQ. FT. / 0.007 AC.	03-27-307-027	

Line Table		
Line #	Direction	Length
L54	N67°07'06"E	10.85'
L55	S0°06'08"E	17.23'
L56	S89°53'52"W	10.15'
L57	N0°07'02"W	12.96'
L58	N0°07'02"W	28.26'
L59	N89°53'52"E	11.66'
L60	S3°27'41"W	24.04'
L61	S89°52'59"W	5.84'
L62	N89°52'59"E	8.42'
L63	N67°09'21"E	5.76'
L65	S67°07'06"W	11.02'

STATE OF ILLINOIS) S.S.
COUNTY OF COOK)

THIS IS TO CERTIFY THAT WE, GEWALT HAMILTON ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING/PROFESSIONAL ENGINEERING CORPORATION, NUMBER 184-000922, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 34, TOWNSHIP 42 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND 100% COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS SURVEY CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT VERNON HILLS, ILLINOIS THIS 10TH DAY OF JANUARY 2023 A.D.

MARK M. HAMILTON
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-004038
MY LICENSE EXPIRES NOVEMBER 30, 2024



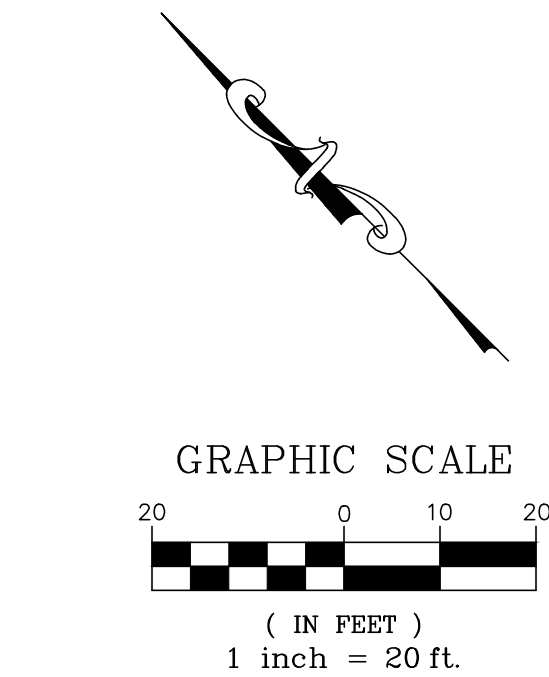
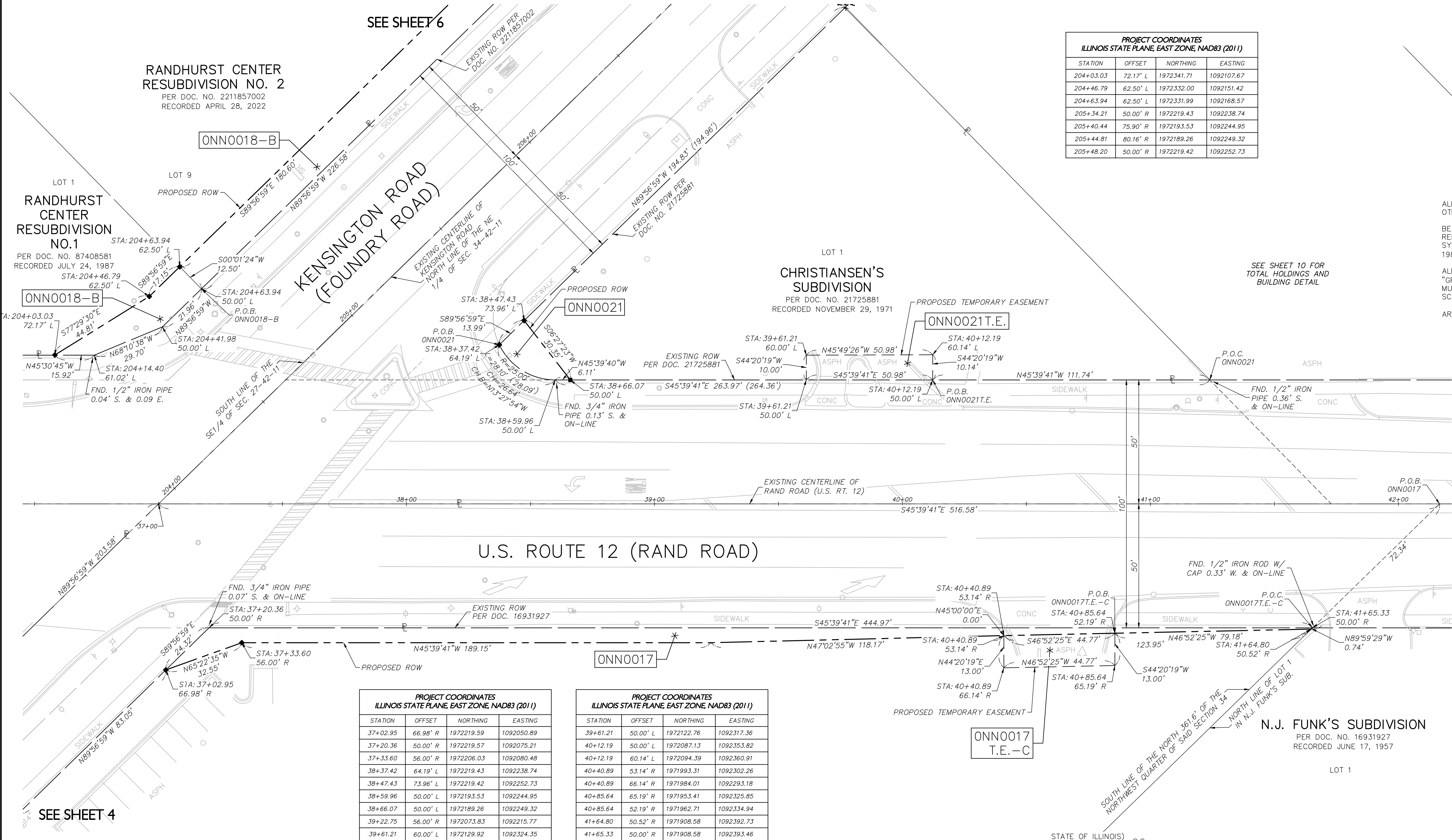
GEWALT HAMILTON ASSOCIATES, INC.
625 Forest Edge Drive ■ Vernon Hills, IL 60061
Tel 847.478.9700 ■ Fax 847.478.9701

**PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
IL RT 83 (ELMHURST ROAD)**

SECTION 18-00170-00-CH COOK COUNTY
PROJECT JOB NO. R-90-025-22
STATION 86+97.35 TO STATION 112+21.69
SCALE: 1"=20' SHEET 8 OF 12

**BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196**

THAT PART OF THE SE QUARTER OF SEC., 27 TWP. 42 N., R. 11 E. OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS, AND
THAT PART OF THE NE QUARTER OF SEC., 34 TWP. 42 N., R. 11 E. OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS



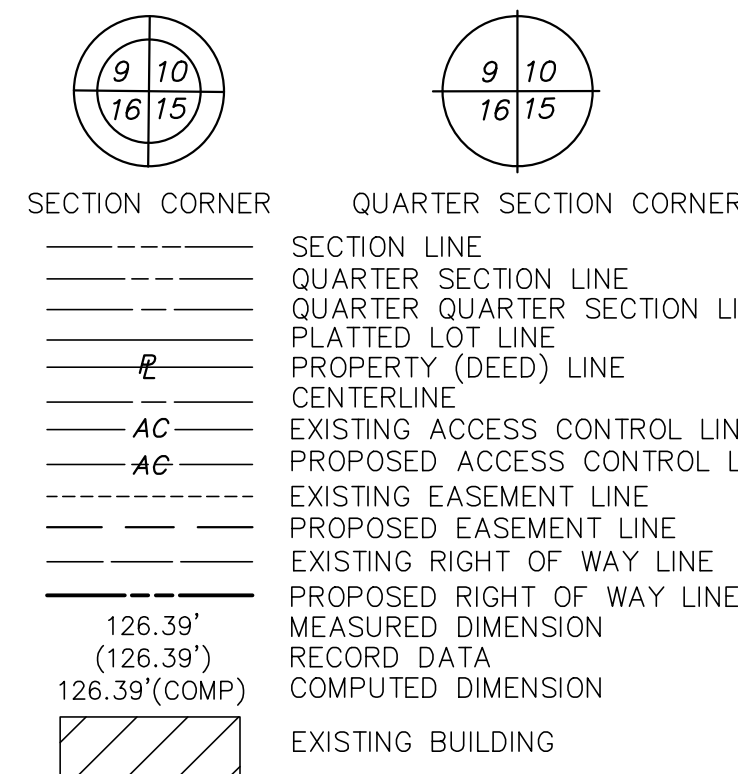
ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.

BEARINGS AND COORDINATES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".

ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GRID DISTANCES, MULTIPLY THE DISTANCES SHOWN BY THE COMBINED SCALE FACTOR OF 0.99994849.

AREAS SHOWN ON THIS PLAT ARE "GROUND".

SEE SHEET 6



PROJECT COORDINATES ILLINOIS STATE PLANE, EAST ZONE, NAD83 (2011)			
STATION	OFFSET	NORTHING	EASTING
37+02.95	66.98' R	1972219.59	1092050.89
37+20.36	50.00' R	1972219.57	1092075.21
37+33.60	56.00' R	1972206.03	1092080.48
38+37.42	64.19' L	1972219.43	1092238.74
38+47.43	73.96' L	1972219.42	1092252.73
38+59.96	50.00' L	1972193.53	1092244.95
38+66.07	50.00' L	1972189.26	1092249.32
39+22.75	56.00' R	1972073.83	1092215.77
39+61.21	60.00' L	1972129.92	1092324.35

PROJECT COORDINATES ILLINOIS STATE PLANE, EAST ZONE, NAD83 (2011)			
STATION	OFFSET	NORTHING	EASTING
39+61.21	50.00' L	1972122.76	1092317.36
40+12.19	50.00' L	1972087.13	1092353.82
40+12.19	60.14' L	1972094.39	1092360.91
40+40.89	53.14' R	1971993.31	1092302.26
40+40.89	66.14' R	1971984.01	1092293.18
40+85.64	65.19' R	1971953.41	1092325.85
40+85.64	52.19' R	1971962.71	1092334.94
41+64.80	50.52' R	1971908.58	1092392.73
41+65.33	50.00' R	1971908.58	1092393.46

SEE SHEETS 6,7,8 AND 11 FOR DETAILS ONN0018
SEE SHEET 10 FOR DETAILS AND TOTAL HOLDING ONN0021
SEE SHEETS 4 AND 10 FOR TOTAL HOLDING AND DETAILS ONN0017

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	PREVIOUSLY USED OR DEDICATED AREA	REMAINDER AREA ACRES	TEMP. EASEMENT AREA ACRES	PERMANENT INDEX NUMBER	PROPERTY ACQUIRED BY
ONN0017 ONN0017T.E.-A ONN0017T.E.-B ONN0017T.E.-C	3.214	1.252	1.152	1.962	308 SQ. FT./0.007 AC. 223 SQ. FT./0.005 AC. 0.013	03-34-200-001	
ONN0018-A ONN0018-B ONN0018-C ONN0018-D ONN0018T.E.-A ONN0018T.E.-B ONN0018T.E.-C	85.075	56 SQ. FT. / 0.001 AC. 0.078 0.013 0.049		84.934	0.049 0.015 0.074	03-27-401-265 03-27-401-267 03-27-401-304 03-27-401-305	
ONN0021 ONN0021T.E.	0.515	324 SQ. FT. / 0.007 AC.		0.508	0.012	03-34-200-063	

- IRON PIPE OR ROD FOUND SET 5/8"X 30" REBAR "MAG" NAIL SET
- CUT CROSS FOUND OR SET FOUND "MAG" NAIL
- STAKING OF PROPOSED RIGHT OF WAY.
SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS PROFESSIONAL NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.
BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.

STATE OF ILLINOIS) S.S.
COUNTY OF COOK)

THIS IS TO CERTIFY THAT WE, GEWALT HAMILTON ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING/PROFESSIONAL ENGINEERING CORPORATION, NUMBER 184-000922, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 27 & 34, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS SURVEY CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT VERNON HILLS, ILLINOIS THIS 10TH DAY OF JANUARY 2023 A.D.

MARK M. HAMILTON
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-004038
MY LICENSE EXPIRES NOVEMBER 30, 2024



GEWALT HAMILTON ASSOCIATES, INC.
625 Forest Edge Drive ■ Vernon Hills, IL 60061
Tel 847.478.9700 ■ Fax 847.478.9701

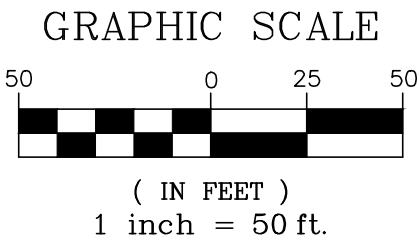
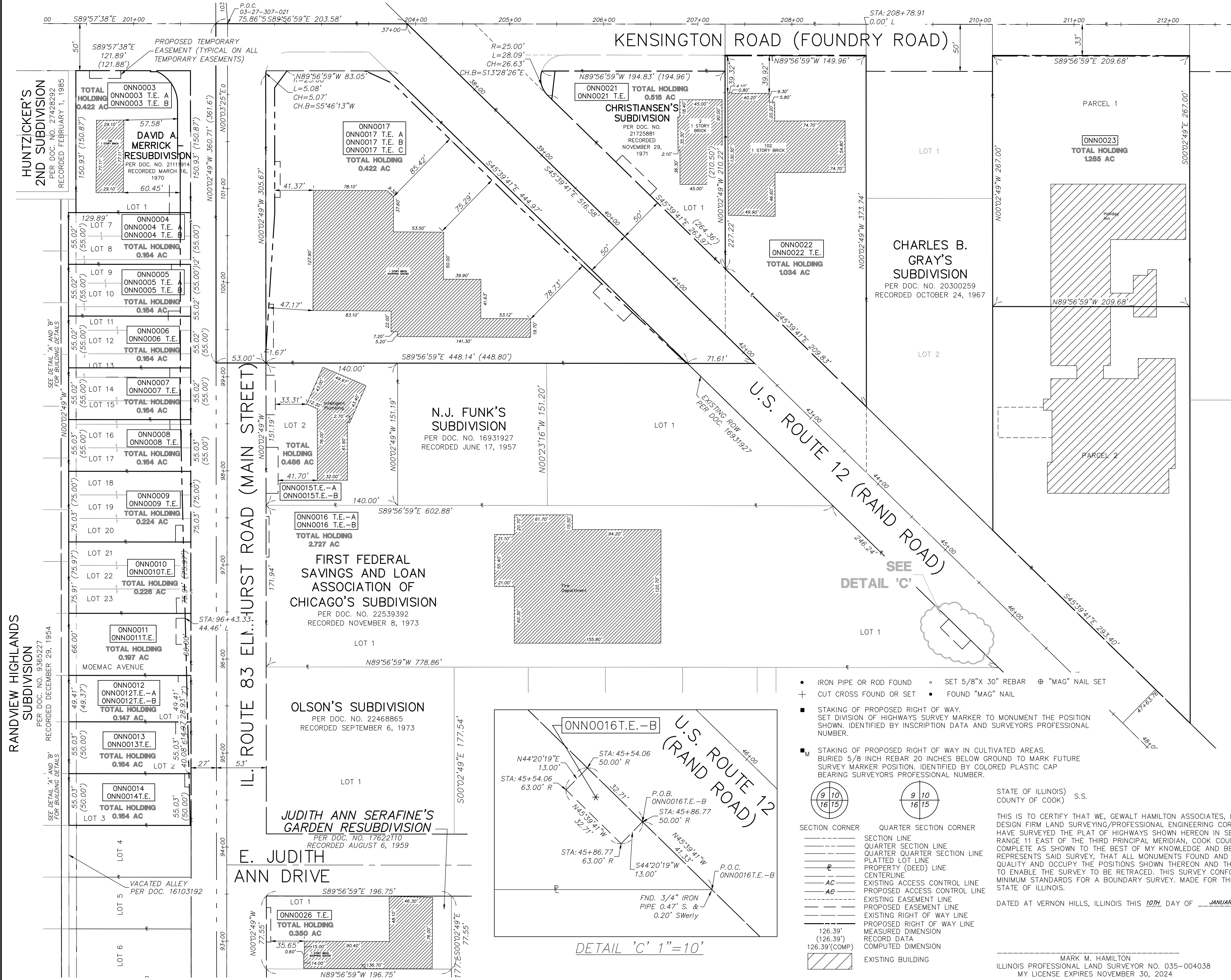
PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
IL RT 12 (RAND ROAD)

SECTION 18-00170-00-CH COOK COUNTY
PROJECT JOB NO. R-90-025-22
STATION 30+27.24 TO STATION 45+86.77
SCALE: 1"=20' SHEET 9 OF 12

BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196

THAT PART OF THE NW & NE QUARTER OF SEC., 34 TWP. 42 N., R. 11 E. OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS

SEE SHEET 11



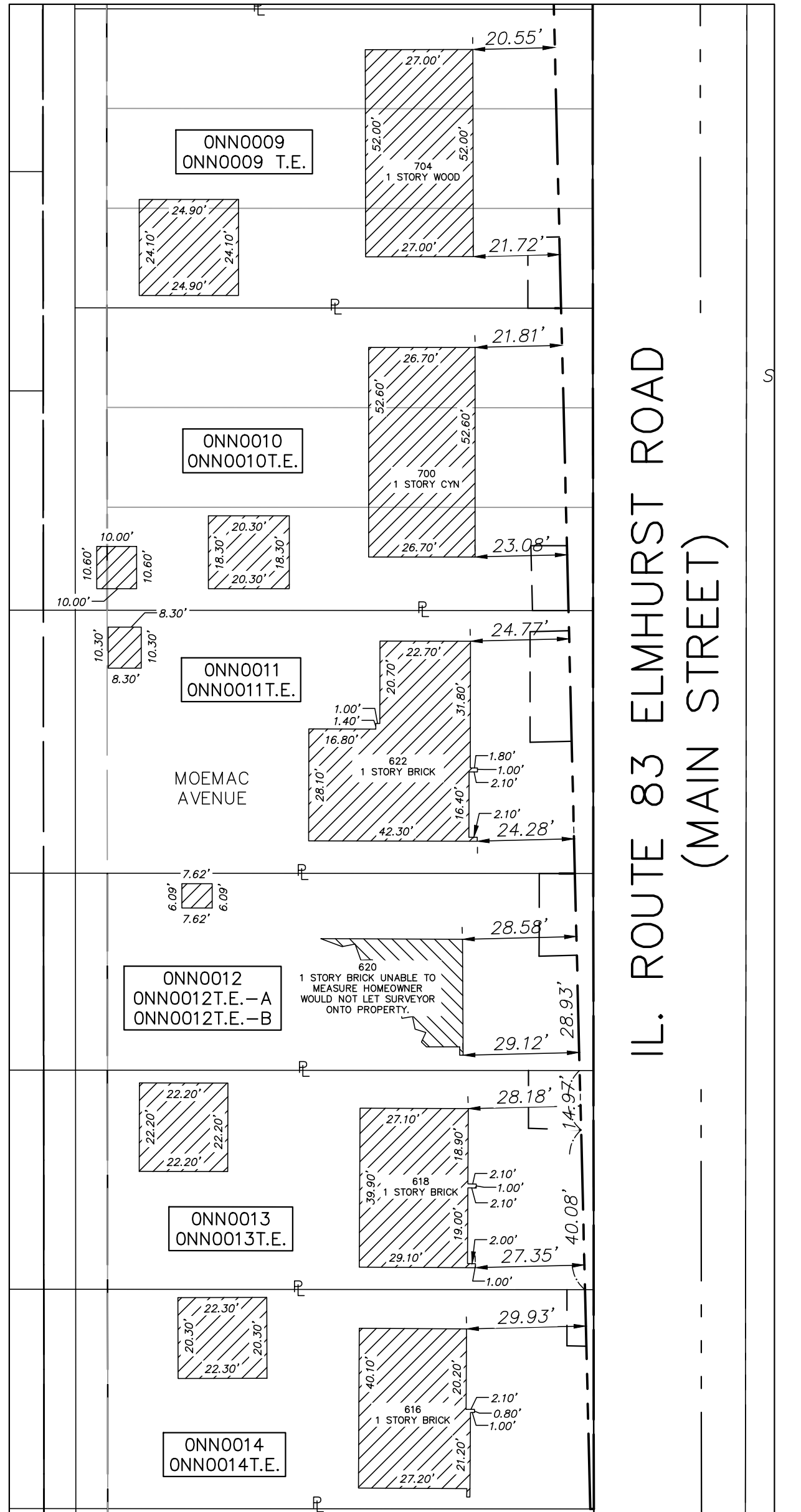
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BEARINGS AND COORDINATES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".

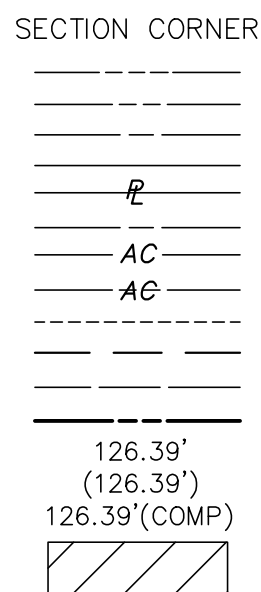
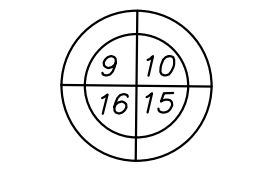
ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GRID DISTANCES, MULTIPLY THE DISTANCES SHOWN BY THE COMBINED SCALE FACTOR OF 0.99994849.

AREAS SHOWN ON THIS PLAT ARE "GROUND".

BUILDING DETAIL 1"=30'



- IRON PIPE OR ROD FOUND
- CUT CROSS FOUND OR SET
- STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS PROFESSIONAL NUMBER.
- STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION. IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.



STATE OF ILLINOIS) S.S.
COUNTY OF COOK)

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DATED AT VERNON HILLS, ILLINOIS THIS 10TH DAY OF JANUARY, 2023 A.D.

MARK M. HAMILTON
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-004038
MY LICENSE EXPIRES NOVEMBER 30, 2024

GHA GEWALT HAMILTON ASSOCIATES, INC.

625 Forest Edge Drive ■ Vernon Hills, IL 60061
Tel 847.478.9700 ■ Fax 847.478.9701

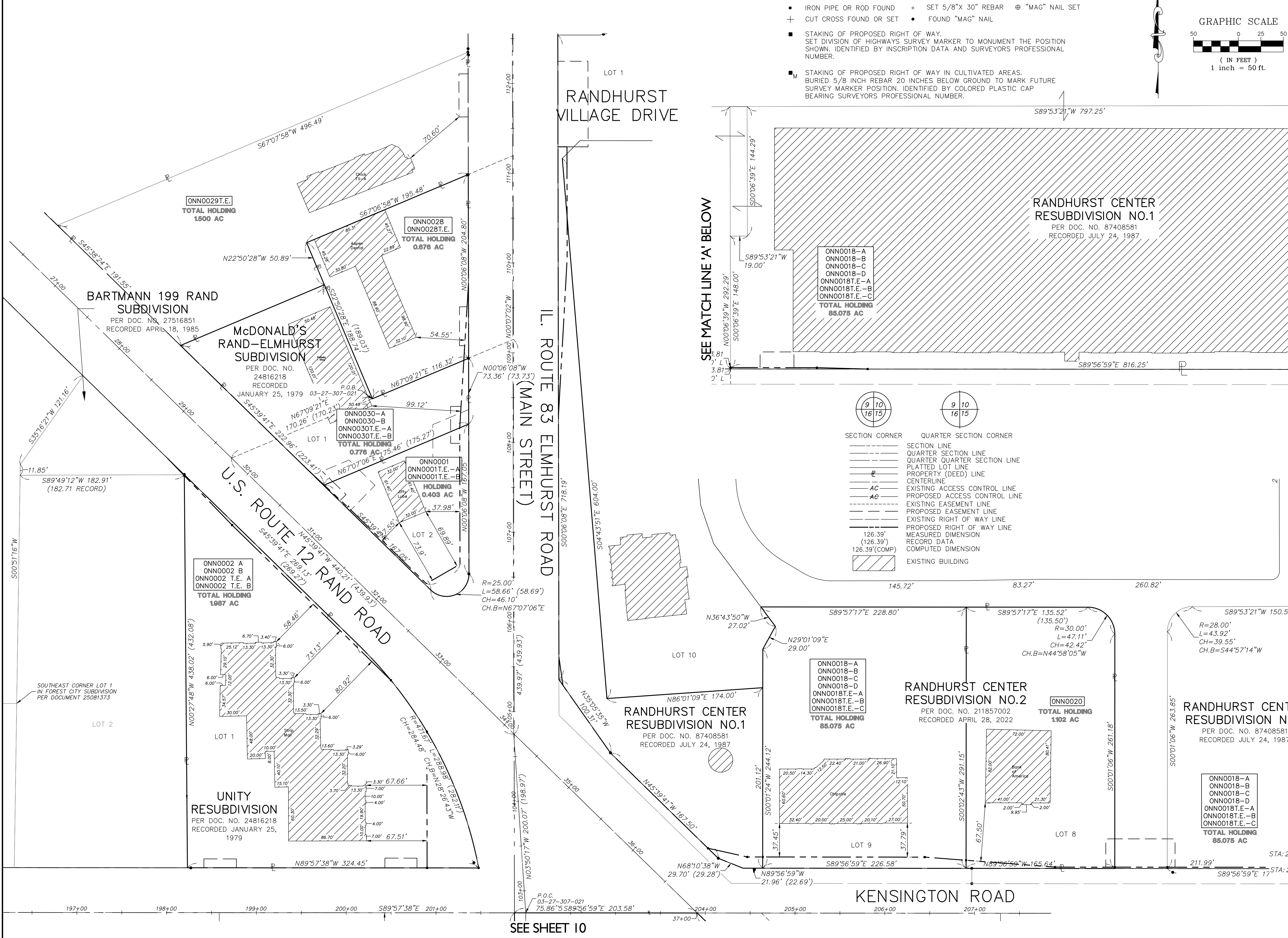
**PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
IL RT 83 (ELMHURST ROAD)**

SECTION 18-00170-00-CH COOK COUNTY
PROJECT JOB NO. R-90-025-22
STATION 86+97.35 TO STATION 112+21.69
SCALE: 1"=50' SHEET 10 OF 12

**BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196**



THAT PART OF THE NW & NE QUARTER OF SEC., 27 TWP. 42 N., R. 11 E. OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS



ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.

BEARINGS AND COORDINATES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".

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AREAS SHOWN ON THIS PLAT ARE "GROUND".

STATE OF ILLINOIS) S.S.
COUNTY OF COOK)

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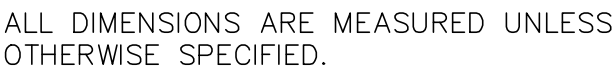


GEWALT HAMILTON ASSOCIATES, INC.
625 Forest Edge Drive ■ Vernon Hills, IL. 60061
TEL 847.478.9700 ■ FAX 847.478.9701

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
IL RT. 12 & IL RT. 83

SECTION 18-00170-00-CH COOK COUNTY
PROJECT JOB NO. R-90-025-22
STATION 30+27.24 TO STATION 45+86.77
SCALE: 1"=50' SHEET 11 OF 12

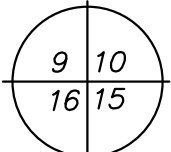
BUREAU OF LAND ACQUISITION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196



BEARINGS AND COORDINATES SHOWN HEREON
REFERENCE THE ILLINOIS STATE PLANE COORDINATE
SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF
1983 (2011 ADJUSTMENT) "GRID".

ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GRID DISTANCES, MULTIPLY THE DISTANCES SHOWN BY THE COMBINED SCALE FACTOR OF 0.99994849.

AREAS SHOWN ON THIS PLAT ARE "GROUND".



SECTION CORNER	QUARTER SECTION CORNER
_____	SECTION LINE
_____	QUARTER SECTION LINE
_____	QUARTER QUARTER SECTION LINE
_____	PLATTED LOT LINE
<u> </u>	PROPERTY (DEED) LINE
_____	CENTERLINE
AC	EXISTING ACCESS CONTROL LINE
AC	PROPOSED ACCESS CONTROL LINE
_____	EXISTING EASEMENT LINE
_____	PROPOSED EASEMENT LINE
_____	EXISTING RIGHT OF WAY LINE
_____	PROPOSED RIGHT OF WAY LINE
126.39'	MEASURED DIMENSION
(126.39')	RECORD DATA
126.39'(COMP)	COMPUTED DIMENSION
	EXISTING BUILDING

- + IRON PIPE OR ROD FOUND ○ SET 5/8"x 30" REBAR ⊕ "MAG" NAIL SET
- + CUT CROSS FOUND OR SET ● FOUND "MAG" NAIL

- STAKING OF PROPOSED RIGHT OF WAY.
- ST DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS PROFESSIONAL NUMBER.

- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS.
BURIED 5/8 INCH REBAR 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION, IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS PROFESSIONAL NUMBER.

STATE OF ILLINOIS) S.S.
COUNTY OF COOK)

THIS IS TO CERTIFY THAT WE, GEWALT HAMILTON ASSOCIATES, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM LAND SURVEYING/PROFESSIONAL ENGINEERING CORPORATION, NUMBER 184-000922, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 27, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS SURVEY CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT VERNON HILLS, ILLINOIS THIS XXTH DAY OF XXXXXXX. 2022 A.D.

MARK M. HAMILTON
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-004038
MY LICENSE EXPIRES NOVEMBER 30, 2022



GHA GEWALT HAMILTON
ASSOCIATES, INC.

625 Forest Edge Drive ■ Vernon Hills, IL. 60061
TEL 847.478.9700 ■ FAX 847.478.9701

PLAT OF HIGHWAYS
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
IL RT. 12 & IL RT. 83

SECTION 18-00170-00-CH COOK COUNTY
PROJECT JOB NO.
STATION 30+27.24 TO STATION 45+86.77
SCALE: 1"=50' SHEET 12 OF 12

BUREAU OF LAND ACQUISITION
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RIGHT-OF-WAY EXHIBIT 2024

LEGEND

- PERMANENT RIGHT-OF-WAY
- TEMPORARY EASEMENT



Item Cover Page

Subject	Motion to accept proposal for engineering services for the Weller Creek Streambank Stabilization Study for an amount not to exceed \$49,675.00.
Meeting	May 21, 2024 - VILLAGE BOARD/COMMITTEE OF THE WHOLE OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	Y
Dollar Amount	\$49,675.00
Budget Source	Flood Control Construction Fund
Category	VILLAGE MANAGER'S REPORT
Type	Action Item

Information

A key component of the Mount Prospect Strategic Plan is to improve the Village's infrastructure, including a well-maintained stormwater system. One vital part is the waterways that run through the community. Weller Creek begins at a sewer outfall at Central Road east of Busse Road, and runs approximately 5.7 miles to its juncture with the Des Plaines River.

Approximately 25 years ago, the Village installed stabilization measures including sheet piling, gabions, A-jacks, and vegetation from Elmhurst Road (IL Route 83) to School Street based on the recommendations of a 1996 Streambank Stabilization Report. The section from School Street to the eastern Village boundary was not studied as it was previously stabilized with monoslab paver blocks in the 1970s.

Erosion is again occurring along the banks of Weller Creek from Elmhurst Road (IL Route 83) to the eastern Village limits. The 2024 Village Budget has allocated funds for a new study that will document the existing conditions of the creek and recommend maintenance actions as well as sustainable replacement measures to restore, stabilize the banks, and minimize future erosion.

At this time, staff is seeking to enter into a contract with a consulting engineering firm for engineering services to complete a study of Weller Creek from Elmhurst Road (IL Route 83) to the eastern Village limits. Recommendations from the study will assist in developing future maintenance projects in the Community Investment Program.

Request for Proposals

A *Request for Technical and Cost Proposals* for engineering consultant firms to provide engineering services was posted on the Demandstar bidding website. Five (5) consulting engineering firms responded and submitted *Technical and Cost Proposals*. Firms were asked to submit the following information as part of their proposal :

1. Resumes of key personnel and related experience on similar types of projects.
2. Summary of the firm's approach to the project.
3. Staff hours estimate and cost proposal for major phases of work.
4. Project schedule.

Key tasks that are identified to be performed include:

- Perform a detailed erosion assessment of the creek.
- Identify illicit discharges into the creek.
- Evaluate maintenance measures and sustainable bank stabilization alternatives to mitigate erosion and improve water quality.
- Share information and solicit input on improvements from affected property owners and the community.
- Create a plan for each reach that includes cost estimates, grant funding opportunities, and required permits.

RFP Results

The consulting firms' *Technical and Cost Proposals* were reviewed based on their understanding of our goals and their methodology for the design process. They were rated (with a maximum score of 100 points) according to these specific categories: company background, experience, scope of work, schedule, work effort, and proposal content. The rankings are:

Technical Proposals

Category	Max Points	ERA	Hey & Associates	Christopher Burke Engineering	Gewalt Hamilton Associates	Baxter & Woodman
Background	20	20	19	19	20	17
Experience	20	19	20	19	17	18
Scope	25	23	24	22	21	20
Schedule	15	14	15	14	13	13
Work effort	10	10	8	9	10	8
Content	10	10	9	10	9	9
Total	100	96	95	93	90	85

Cost Proposals

Firm	Hours	Total Cost	Cost / Hour*
ERA	352	\$49,675.00	\$139.49
Hey & Associates	310	\$49,740.00	\$157.87
Christopher Burke Engineering	242	\$39,780.00	\$163.35

Gewalt Hamilton Associates	1094	\$205,736.00	\$185.32
Baxter & Woodman	126	\$20,160.00	\$160.00

*Based on labor costs

Discussion

Engineering Resource Associates, Inc. (ERA) put together a very strong project team with experience in engineering services for numerous streambank stabilization projects. They have a very experienced professional engineering staff with a thorough understanding of the project coordination, communication, and documentation needed to successfully accomplish the project within the proposed schedule. They have recently completed similar studies for the Village of Carol Stream, City of Batavia, Village of Northbrook, Village of Schaumburg, Village of Hanover Park, and Naperville Park District.

ERA is currently the Village's consultant for the Schoenbeck Road Resurfacing Project. Their work has been acceptable. It is staff's opinion that ERA will provide the best product for an appropriate number of hours dedicated to the study.

Alternatives

1. Accept the proposal from Engineering Resources Associates, Inc., for engineering services for the Weller Creek Streambank Stabilization Study.
2. Action at the discretion of the Village Board.

Staff Recommendation

Staff recommends the Village Board accept the proposal from Engineering Resources Associates, Inc., for the Weller Creek Stream Sabilization Study for an amount not to exceed \$49,675.00.

Attachments

1. ERA Proposal
2. Weller Creek RFP



PRIMARY CONTACT:

Erin Pande, PWS, CFM
Project Manager
3S701 West Avenue, Suite 150
Warrenville, IL 60555
P: 630-393-3060 x1041
epande@eraconsultants.com

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PROPOSAL FOR:
Weller Creek Bank Stabilization Study

PREPARED FOR:
Mr. Jason Leib
Deputy Director of Public Works
Village of Mount Prospect
1700 W. Central Road
Mount Prospect, IL 60056

DUE:
March 8, 2024 5:00 PM

March 8, 2024

Mr. Jason Leib
Deputy Director of Public Works
Village of Mount Prospect
1700 W. Central Road
Mount Prospect, IL 60056

Subject: Technical and Cost Proposal - Weller Creek Bank Stabilization Study

Dear Jason:

ERA is pleased to submit this proposal for the Weller Creek Bank Stabilization Study. Our statement was prepared in accordance with the Request for Proposal and our experience on similar projects.

ERA is a civil engineering, structural engineering, environmental science, and land survey consulting firm with specialized expertise in the analysis, design, and construction of innovative stormwater & environmental solutions. We offer the following advantages on this assignment:

- Developed strategies to effectively communicate with all entities and stakeholders
- Have a proven approach to public outreach
- The expertise to look at the stream on a larger scale to incorporate water quality benefits and wildlife habitat while stabilizing the eroded banks which will improve likelihood for obtaining funding

Our company philosophy seeks to incorporate forward thinking and money-saving ideas into all our projects, making ERA a firm that stands out above the rest. Based upon our current and projected workload, we have the capacity to successfully provide engineering services for the Village of Mount Prospect.

We appreciate the opportunity to submit our qualifications and trust that it meets with your approval. If you have any questions, please contact me at (630) 393-3060 or epande@eraconsultants.com.

Respectfully submitted,
ENGINEERING RESOURCE ASSOCIATES, INC.



Erin Pande, PWS, CFM
Project Manager



Engineering Resource Associates, Inc. (ERA) is a consulting firm providing civil engineering, structural engineering, environmental science and surveying services to clients throughout Illinois, Indiana, and Wisconsin. Our diverse clientele includes municipalities, park districts, forest preserves, sanitary districts, county agencies, state agencies, and private development. We have more than 33 years of experience identifying and working with a wide variety of local, state and federal funding sources. Our staff of professionals includes licensed engineers, structural engineers, surveyors, environmental scientists, certified floodplain managers, and CAD/GIS specialists.

Our firm specializes in providing comprehensive services throughout the planning, design and construction phases of engineering and environmental assignments. The following is a partial listing of the primary types of projects that have successfully been completed by our firm.

Transportation

Design & Rehabilitation of Roadways, Parking Facilities, Intersections, Traffic Signals, Lighting, & Streetscape

Municipal

In-House Government Agency Assistance including Plan Review, Capital Project Management, and General Assistance, Infrastructure Planning and Design

Construction

Construction Management, Bidding Assistance, Construction Layout, Observation, IDOT Documentation and Construction Administration

Structural

Phase I & Phase II Engineering for Design & Rehabilitation of Highway Bridges, Culverts, Retaining Walls, Dams & NBIS Bridge Inspections

Surveying and Mapping

Topographic Surveys, Boundary Surveys, UAV & Drone Surveys, Construction Layout & Geographic Information Services (GIS) Services

Parks and Recreation

Riverwalks, Sports Complexes, Golf Courses, Regional Trails & Paths, Community Parks, Open Spaces, Dog Parks, & State Park Improvements

Stormwater

Hydrologic & Hydraulic Analyses, Master Plans, Watershed Studies, Ordinance & Guidance Manuals, Storm & Sanitary Modeling, Floodplain Mapping, Stream Restoration, Levee Certification, Civil/Site Plan Reviews, Permitting Assistance & CRS Services

Environmental

Wetland Mitigation & Enhancement, Stream Bank & Shoreline Stabilization, Best Management Practices (BMPs), Natural Area Restoration, NPDES Assistance & Grant Assistance

Site Development

Design and Rehabilitation of Municipal Facilities, Education, Healthcare, Commercial and Residential

OFFICE LOCATIONS

Warrenville (Corporate Office)

3s701 West Avenue
Suite 150
Warrenville, IL 60555
Phone: (630) 393-3060

Chicago

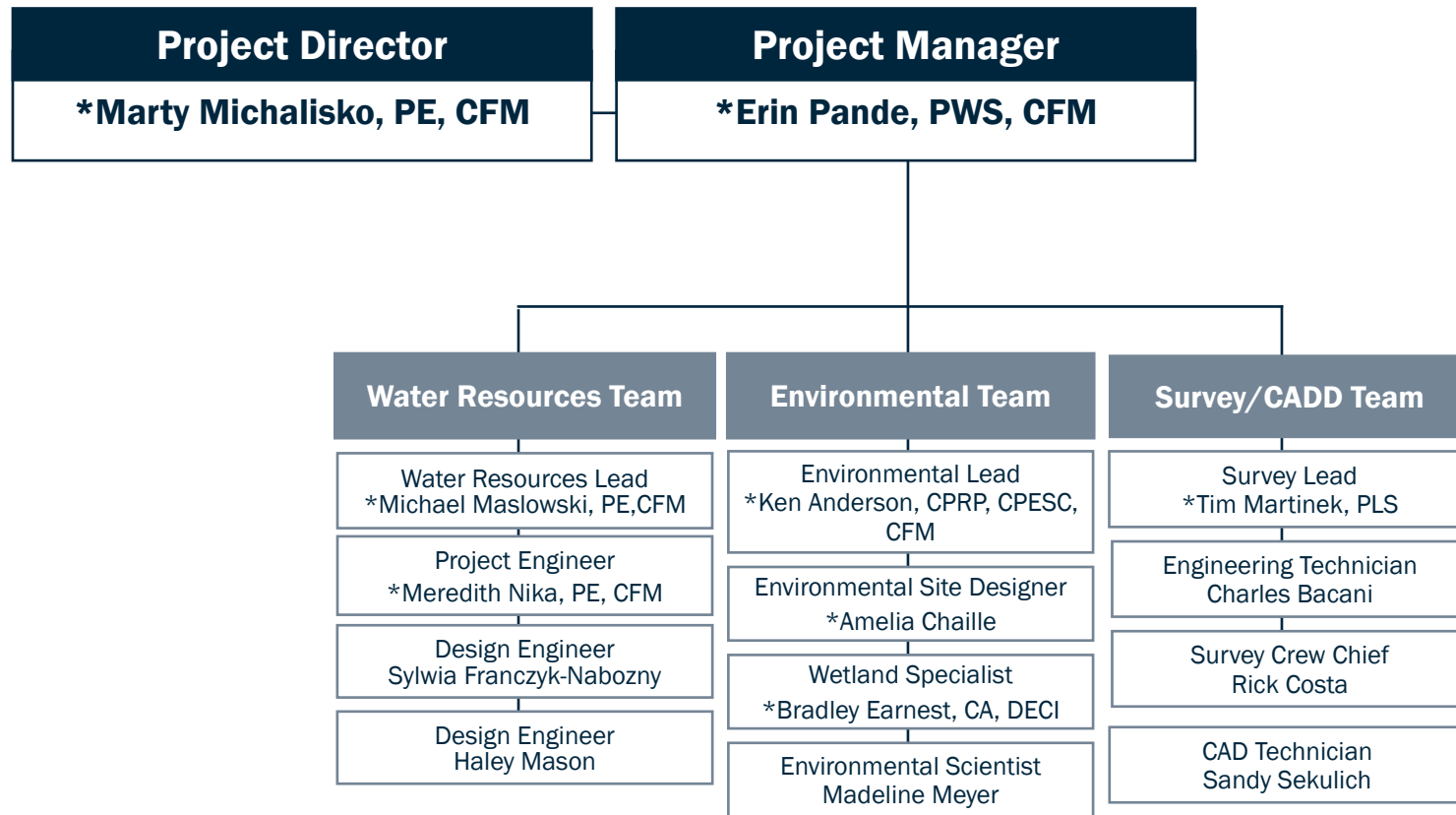
10 S. Riverside Plaza
Suite 875
Chicago, IL 60606
Phone: (312) 474-7841

Champaign

2416 Galen Drive
Champaign, IL 61821
Phone: (217) 351-6268

Milwaukee

342 N. Water Street
Suite 600
Milwaukee, WI 53202
Phone: (414) 238-9189



Project Experience:

West Branch DuPage River Bank Stabilization Project, Naperville Park District, Naperville, IL - Project Manager for stabilization of the West Branch DuPage River adjacent to the riverwalk path. The project length is approximately 1850 linear feet. Erin oversaw the topographic survey, wetland delineation, floristic quality assessment, tree inventory, H&H modeling, plans, specifications, cost estimate and permitting for this project. Permits required include: USACE, IDNR-OWR, DuPage County Stormwater, Kane-DuPage SWCD. She took care to provide rock toe only where necessary to avoid the costly and lengthy Individual 401 IEPA water quality permit associated with exceed 1000 linear feet of rock toe. Stabilization measures will require a low amount of future maintenance. DuPage County will provide funding for the project in the form of American Rescue Plan Act (ARPA) funds. Construction must be complete by 2025 with the desired construction period occurring in summer of 2024.

Klein Creek Master Watershed Plan and Streambank Stabilization Project, Carol Stream, IL - Ecological Services Director overseeing the development of the Klein & Thunderbird Creek Master Plan for inclusion in the Watershed Plan Addendum. The Master Plan identified streambank stabilization projects along Klein and Thunderbird Creeks along with other water quality improvement projects throughout the 12.7 square mile watershed. She developed public outreach strategies to gauge private property owner interest in the project; quantify public and private benefits; and prepare possible alternatives that allocate costs between public and private entities. Following approval of the Watershed Plan she assisted with applying for outside funding, specifically Illinois Environmental Agency (IEPA) Section 319 funds, DuPage County (DPC) Water Quality Improvement Program (WQIP) and the project was awarded \$1M in 319h, \$1M in DRSCW special permit condition funds, and \$300k in WQIP funds. Erin completed the Phase II design of the project. The reach was assessed for macro invertebrates in summer 2022. Construction of Section I was completed in 2023. ERA provided Phase II design of Section III in 2022/2023. Construction of Section III will be completed in 2024. ERA is currently designing Section II with anticipated construction during 2025. The stream will be reassessed following completion to determine if mIBI scores have increased.

Project #31: Willow Creek Subdivision, Village of Northbrook, IL - Environmental Lead for the project that included reducing flooding at multiple intersections by dredging and re-establishing the rear yard drainageway from 2753 Canterbury to Elm Ridge approximately 1,150-feet. The project included improving intersection collection and conveyance at intersections Wood Dr./Canterbury Dr., Canterbury Dr./Elm Ridge Dr. and Elm Ridge Dr./Woodland Dr. Site access was a challenge as homeowners own the drainageway and a narrow easement was present over the extent of the drainageway. Permits acquired included IDNR-OWR, MWRD, USACE, and Village of Northbrook. The project was constructed in summer 2022.

Fox River Stabilization Project, Batavia, IL - Project Manager and Environmental Lead for preliminary and final engineering design services for the Fox River Bank Restoration and Stabilization Project. The limits of the project are PEACE Bridge north of Wilson Street as the North Limit and Clark Island as the South Limit. Tasks included preparing plans, specifications, and construction cost estimates. ERA completed the design and report through detailed coordination with the City of Batavia and in compliance with all applicable laws, regulations, policies, and the project management plan.



Education/Certifications:

- Bachelor of Arts Major Biology, Environmental Studies & Geology Augustana College - 2001
- Professional Wetland Scientist - #1927
- Certified Floodplain Manager - IL-14-00661
- Lake County Stormwater Mgmt. Comm, Certified Wetland Specialist #C-083
- Kane County Stormwater Mgmt. Qualified Wetland Review Specialist W-049
- McHenry County Certified Wetland Specialist
- Rosgen Level I: Applied Fluvial Geomorphology

Professional Experience:

- Engineering Resource Associates
Ecological Services Director/
Environmental Specialist
(2004-Present)
- DuPage County Stormwater
Management Division
Senior Environmental
Technician (2001-2004)

Years of Experience:

- 23 years, 20 with ERA

Salt Creek Shoreline Stabilization, Wood Dale, IL Project Manager for shoreline stabilization project through City of Wood Dale from Irving Park road south the Elizabeth Street. She oversaw topographic survey delineation of wetland boundaries, floristic quality assessments, and stream assessment including: locating shoreline erosion, structural issues, and areas of concern to aid in creation of conceptual plans and cost estimates. Her team created a existing conditions report, stream bank stabilization plan, cost estimate for inclusion in watershed plan and grant applications for future funding for the project.

Springinsguth Stream Corridor Restoration, Village of Schaumburg and Village of Hanover Park, IL - Erin oversaw the stream assessment of the the West Branch DuPage River through the Villages of Hanover Park & Schaumburg. She determined the streambank erosion severity and coordinated the addition of streambank stabilization into the Watershed Master Plan. Following addition of the project to the plan she applied for Section 319h and Green infrastructure Opportunity (GIGO) Funds from the Illinois EPA. The project was awarded \$1.6 million in GIGO funding. She also applied for MWRD partnership funding and the project was awarded \$1.25 million. The project also received \$412K in DCEO funds. ERA provided Phase II design and permitting services for the project. The project is currently under construction and will be completed in 2024. ERA is providing construction engineering services for the project.

West Branch River Restoration and Hydraulics Improvements, Warrenville, IL - Ecological Services Director for a 5,750-foot river restoration project between Ferry Road and Warrenville Grove Dam. The project included an assessment of the streambank, delineation of numerous wetlands, avoidance and minimization and subsequent mitigation and permitting. River restoration included remaindering of the West Branch DuPage river under the Warrenville Road Bridge riffles, 7,000 linear feet of streambank stabilization and removal of non-native invasive species. Fresh water mussel searches and relocations had to be performed within the riverbed areas affected by the re-meander. River substrate materials were selected to enhance habitat for local mussel populations. ERA assisted in securing \$1.4 million in EPA 319h funds. Required permits included USACE, DuPage County, City of Warrenville, IDNR-OWR, IEPA, Kane - DuPage SWCD and IHPA.

Oak Meadows Golf Course Preserve Master Plan and Improvements, Addison /Wooddale, IL - Ecological Services Director provided environmental services to address the golf course's unique needs for water quality, wetland expansion, river restoration and stormwater management and habitat restoration. Approximately 1.5 miles of Salt Creek were restored; 24.6 acres of wetlands and 105 acres of prairie and woodland were created. Erin also designed the hydrology control system for 24.6 acres of wetland mitigation. After construction, five new species of macro-invertebrates were found at the site in 2017 (not found in previous 4 years of studies) following the improvements and habitat has improved significantly. Mean QHEI (a composite habitat score) increased from 57.25 to 69.3, mean mIBI (a composite macro invertebrate score) increased from 23.6 (based on 2013 data) to 33.2 (based on 2017 data), powered largely by the appearance of these five new species. (1 new beetle species, 1 caddis fly species and 3 Diptera/fly species). Required permits included USACE, DuPage County, City of Wooddale, Village of Addison, IDNR-OWR, IEPA, Kane - DuPage SWCD and IHPA. ERA helped secure \$1.2 million in EPA IGIG funds.

Special Training:

- Freshwater Mussel Workshop, Identification and surveys using the Field Guide to the Freshwater Mussels of Chicago Wilderness
- Applied Fluvial Geomorphology, 2012
- Illinois Soil Classifiers Association - Hydric Soils, 10/2011
- Illinois Soil Classifiers Association Midwest Interim Regional Supplement for Wetland Delineation, 02/2009
- Wetland Training Institute
- Planning, Site Selection and Hydrology Models for Constructed Wetlands, 10/2007
- Biotic Consultants, Inc. Wetland Plant Identification 2000-2010
- Cold Climate Stormwater BMPs 11/2006
- Illinois Hydric Soils, 08/2002
- Institute for Wetland & Env. Education & Research Corps Wetland Delineation Manual, 09/2001

Professional Affiliations:

- Illinois Association of Floodplain and Stormwater Management
- APWA Lake Branch, Past President
- DuPage River Salt Creek Workgroup
- Conservation Foundation
- Illinois Association of Environmental Professionals
- Society of Wetland Scientists

Project Experience:

Springinsguth Culvert Replacement, Schaumburg/Hanover Park, IL

– Project Manager for the hydraulic analysis for the replacement of the Springinsguth Culvert to eliminate the approximate 1.0 ft head loss. ERA utilized the MWRD unsteady HEC-RAS modeling collected in task 1 as the basis to provide additional analysis of the Springinsguth culvert. The team then worked to determine the new culvert size required to lower the base flood elevation upstream near the Braintree Drive area. The team prepared a summary report of the hydraulic analysis which identified the required channel improvements and compensatory storage to reduce downstream impacts to a maximum water surface elevation increase of 0.1 feet. ERA acquired 1.5 million dollars in IEPA Grant funds and is completing the final design in the spring of 2023. ERA is under contract to oversee the construction of the work in the summer of 2023.

Village of Buffalo Grove Stormwater Master Plan, Buffalo Grove, IL – Project Manager for the development of a Stormwater Master Plan for the Village of Buffalo Grove. Project included developing an existing conditions report utilizing topographic maps, utility atlases, field visits and Village staff feedback to identify the known flood prone locations throughout the community. The design team developed stormwater models of the flood prone areas in Cook County using XPSWMM with 2D capabilities. The study includes proposed solutions based on the results of those models. In Lake County, the existing analysis identified areas of flooding that required additional Phase 1 and 2 analysis to reduce the depth and frequency of flooding. The Stormwater Master Plan includes a prioritized schedule of the proposed improvements for future planning at the Village.

Citation Lake Stormwater Improvements, Metropolitan Water Reclamation District of Greater Chicago (MWRDGC) Northfield Township, IL– Project Manager for the stormwater improvements of a 79-acre neighborhood in Northfield Township. Existing drainage conditions were prepared for the neighborhood using XPSWMM to accurately ascertain the scope and direction of flooding throughout the area. Preparing the existing drainage conditions included gathering utility information through Design Julie, calculating curve numbers for the area, updating regulatory rainfall data, analyzing the critical storm duration, and combining and editing three different XPSWMM models to properly model the neighborhood. The project included alternatives analysis using XPSWMM, schematic design and construction estimates for the several improvement options.

Stormwater Watershed Modernization Plan, Glencoe, IL – Project Manager supervising all phases of several stormwater management projects within the Village of Glencoe. Projects included the modernization of the village's stormwater master plan, recommendations of conveyance improvements to nine drainage basins, and final design of nine drainage basin improvement projects. Tasks included field hydraulic surveys, extensive hydrologic and hydraulic modeling using XPSWMM and XPSWMM 2D, alternatives analysis, preliminary design, final design, cost estimating, report preparation and construction administration. The modernization work included the recommendation of creative cost-effective solutions that have significantly improved flooding problems and water quality within the village. As a result of these recommendations, we have implemented \$20 million of storm sewer improvements over 10 years.



Education/Certifications:

- Bachelor of Science
Civil Engineering
University of Iowa – 2000
- Surveying Curriculum
Southern Illinois University
(Off-Campus) – 2006-2008
- PE – IL – 062-058762, 2006
- CFM – IL – 06-00260
- Kane County Qualified Review
Specialist – E-221
- DuPage County MEG Chair

Areas of Expertise:

- Stormwater/floodplain modeling
- HEC-2, HEC-RAS, FEQ, HEC-1, HEC-HMS, TR-20, Hydra, WSPRO, SWMM, PCSWMM, XPSWMM, HY-8, Pond Pack, Hydraflow, Optimizer
- Drainage Designs
- Storm Sewer Designs
- Drainage Investigations
- Flood Studies
- Practical Solutions
- Cost-effective Solutions
- Permitting Process
- Permit/Stormwater Reviews

Years of Experience:

- 22 years, 22 with ERA

Stormwater Capital Improvements, Village of Lisle, IL - Project Manager for the Village of Lisle's stormwater capital improvement project. Due to the complexity of this project, it was divided into multiple project areas that are in various phases of design and construction. Marty coordinated staff and resources throughout Phase 1, 2 and assisted ERA staff through the transition to construction in Phase 3 of Rolling Drive. He assisted in writing a grant application for the DuPage County ARPA foundation opportunity that was awarded to the Village in Spring 2022. This \$140,000 storm sewer project was completed in Fall 2022.

Marty helped manage the Phase 1 and Phase 2 design of Village Center North Storm Sewer improvements that is comprised of 3,420 linear feet of storm sewer installation in a residential neighborhood of the Village. This area currently utilizes ditches and culverts and undersized storm sewers and experiences roadway overtopping and residential flooding. Marty wrote a grant application for ARPA funds through DuPage County that were awarded in Spring of 2022. This \$1.4 million project went out to bid in October 2022 and will be constructed in Spring of 2023. ERA will provide Phase 3 residential engineering services throughout construction.

Stormwater Master Plan and Implementation Projects, Downers Grove, IL - Project Manager/Lead Water Resource Engineer involved in analyzing the 2,300-acre St. Joseph Creek South Watershed. The watershed was divided into 10 drainage basins in which flooding problems were identified and categorized based on their flooding frequency and severity. This analysis utilized GIS technology and XPSWMM hydrologic/hydraulic modeling. The study has led to multiple design and construction projects including the design of 2,000 linear feet of a new 48" storm sewer system, 10-acre foot flood control facility, stream bank reconstruction and stabilization, and eight private property sewer improvements.

Addison Creek Storm Sewer Improvements Phase I/II- Village of Bensenville, IL - Project Manager for Phase I and II design engineering for storm sewer improvement in the A1 basin area. Improvements include new storm sewer mains to improve the flood prone areas during moderate and heavy rainfall events. The improvements were located on Wood Street, Center Street, York Rd, and the surrounding alleys. The ERA team was responsible for design of approximately 4,200 ft of sewer main, utility coordination, and preparation of the plans, specifications, and cost estimate. ERA secured both federal ARPA and CDBG grants for the Village covering the large majority of the construction costs.

City of Kenosha Stormwater System Analysis, Kenosha, WI - Project Manager for the development of a Stormwater Master Plan for the 24 square mile (15,400 acres) urban and rural watershed located in the City of Kenosha. Project included analyzing the entire city using XPSWMM 2D utilizing GIS data for pipe size and routings. ERA identified a unique opportunity to provide 60 AC-FT of flood storage into a 100-acre redevelopment site to improve flooding to several flood prone areas. The flood storage facility doubled as the development's detention facility providing for a great public/private partnership.

Special Training:

- IDOT Construction Documentation and Highway Engineering Principles
- Haestad Methods Floodplain Mapping Design and Modeling (HEC-HMS, HEC-RAS)
- ASCE Sponsored FEQ Modeling Course
- Optimizer Training Course

Professional Experience:

- Engineering Resource Associates Project Manager/Project Engineer (1999-Present)
- Village of Carol Stream Engineering Intern (1998)

Professional Affiliations:

- American Public Works Association
Chicago Metro Chapter,
Co-Chair Membership Committee,
APWA Suburban Branch Past-President
- Illinois Association of Floodplain and Stormwater Management
- DuPage River Salt Creek Workgroup
- Chairman of DuPage County's Municipal Engineer Stormwater Management Group

Project Experience:

Buffalo Park – Brunner Family Forest Preserve Improvements Project, Forest Preserve District of Kane County, IL– Project Manager for survey, geotechnical, permitting, and design for the Buffalo Park – Brunner Family Forest Preserve Improvements Project. This Forest Preserve property was impacted by the construction of the Longmeadow Parkway and needed to be redeveloped. The project included development of a new asphalt ADA compliant trail system, upgrades to existing limestone trails which addressed major drainage and erosion issues, creation of a sledding hill, and placement of a shelter, vaulted bathroom, and utilities. The budget for this project is \$500,000.

Maple Grove Boat Access Area– Chain O’Lakes State Park, Forest Preserve District of Kane County, IL– Project Manager for survey, geotechnical, bathymetric survey, sediment sampling, permitting, design plans, specifications, cost estimate and construction observation. This project is jointly managed by the Capital Development Board and Illinois Department of Natural Resources. The project includes the replacement of concrete boat ramps and floating docks, evaluation of the existing of the seawall, upgrading of the seawall access walkways and ramps, providing ADA fishing area, replacement of double vaulted toilet and kiosk, realignment of the existing concrete sidewalks, upgrade to boat ramp lighting, removal of old storage building and design of a storage building, parking lot rehab and restriping and mechanical dredging. The budget for this project is \$2,000,000.

Panfish Park Evaluation Village of Glen Ellyn, IL - Project Manager directed a bathymetric and pond perimeter survey, soil sampling and analysis survey, storm sewer evaluation, storm sewer televising, dredging feasibility analysis and cost estimate, shoreline naturalization concept plan and cost estimate, and preparation of summary report for Panfish Park. ERA teamed with Classen White & Associates to complete the bathymetric survey, Midland Standard Engineering and Testing (MSET) to completed sediment sampling and American Vector to evaluate the storm sewers entering and between the ponds. The study identified storm sewers in need of maintenance and repair, determined the quantity of sediment in the ponds and recommended various options for shoreline stabilization. Costs for all aspects were provided. ERA is currently designing and permitting the replacement of the storm sewers that require immediate attention. ERA is also coordinating with the Wheaton park District to incorporate their needs into the overall master plan for the park.

***Forest Preserve District of Kane County, Various Drainage Projects, Kane County, IL, (Chief of Planning and Operations, Forest Preserve District of Kane County)** - Developed a staff led Drainage Committee for the Forest Preserve District of Kane County (District) to address and prioritize drainage issues on and adjacent to District properties. The committee developed a rating system, and a project manager was selected for each drainage issue. On-site visits were conducted, and plans were developed in-house or by a third party. Projects were bid on and contractors selected with oversight by project manager. Types of projects included: drain tile mapping, drain tile repair, total drain tile replacement, buffer strips and grass waterways to prevent soil erosion from agricultural land uses, swale and berm installation to address bike trail damage due to surface and concentrated water flows, and streambank stabilization projects.



Education/Certifications:

- Bachelor of Science in Watershed and Natural Resource Management, Minor in Soil Science, University of Wisconsin-Stevens Point, Stevens Point, Wisconsin

Affiliations and Certifications

- Certified Park and Recreation Professional (CPRP) with National Park and Recreation Association - (10363145)
- Kane County Qualified Wetland Review Specialist (QWRS-014)
- Certified Professional Soil Classifier (CPSC) with Illinois Soil Classifiers Association (60)
- Certified Professional in Erosion and Sediment Control (CPESC) with CPESC, Inc. (00002092)
- Certified Floodplain Manager (CFM) with Illinois Association of Floodplain and Stormwater Management (IL-07-00353)
- Village of Elburn Trustee, fourth term

Years of Experience:

- 35 years, 1 with ERA

***Fox River Shores Forest Preserve Carpentersville Dam Removal Project, Carpentersville, IL, (Chief of Planning and Operations, Forest Preserve District of Kane County)** - Project Manager for the Forest Preserve District of Kane County (District) Fox River Shores Forest Preserve Carpentersville Dam Removal Project. The District received Illinois Department of Natural Resources (IDNR) funding to provide a public comment process which included a digital survey, preparation of preliminary and final engineering plans for permitting, bidding and construction. Presently the project is in the permitting process and the goal is to begin the dam removal process in late summer 2022.

***Fabyan Forest Preserve Bridge Replacement, Causeway Removal and Shoreline Stabilization Project, Geneva, IL, (Chief of Planning and Operations, Forest Preserve District of Kane County)** - Construction Manager for the Fabyan Forest Preserve Bridge Replacement, Causeway Removal and Shoreline Stabilization Project. The District received Illinois Department of Natural Resources (IDNR) funding to the preparation of draft and final engineering plans for permitting, bidding and construction of the causeway and shoreline stabilization portion of the project. The project included the replacement of a 200-foot pedestrian/biking bridge that connected Fabyan Island to the west side of the Fox River. In addition, the causeway on the north side of Fabyan Island was removed and relocated to the west bank of the Fox River. The causeway removal created a free-flowing river which in turn improved conveyance during flooding events and habitat for fish and other invertebrates. This project was completed in 2019.

***Fox River North Watershed Improvement Project, Kane County, IL, (Project Manager, Kane County Department of Environmental and Water Resources)** - Project manager for the County of Kane's (County) \$2,000,000 Fox River North Watershed Improvement Project. The County of Kane worked with the Villages of Carpentersville, East Dundee, West Dundee, the Forest Preserve District of Kane County, and the Illinois Environmental Protection Agency (IEPA) to secure a 319 Grant and local financial match. The County conducted a survey and public hearing to provide information and get citizen participation. Project plans were created, permitted, and bid. Construction began in 2002 and was completed in 2004. The project was able to stabilize one mile of the Fox River shoreline and one mile of creek banks for Sleepy Creek, No-Name Creek, Carpenter Creek, and Four Winds Way Creek.

***Muirhead Springs Forest Preserve Wetland and Stream Mitigation Bank, Kane County, Hampshire, IL, (Chief of Planning and Operations, Forest Preserve District of Kane County)** - Project manager for the first Forest Preserve District of Kane County (District) Wetland and Stream Mitigation Bank. The Mitigation Banking Instrument (MBI) was prepared, submitted, and approved in accordance with the 33CFR332.8 compensatory mitigation requirements of the United States Army Corps of Engineers (USACE). The District selected and worked with a consulting firm to design, permit and develop construction documents. The wetland bank will begin construction in summer 2022.

* = Note: project completed prior to joining ERA.

Accomplishments

- Management of the Muirhead Springs Forest Preserve Wetland and Stream Mitigation Bank - Banking Instrument
- Management of the Settler's Hill Golf Course Renovation
- Completion of the Fox River Trail/ Union Pacific Railroad "Raymond Street Tunnel" Project.
- Management of the Settlers Hill landfill post closure and long term planning, including the design, permitting and construction of the Northwestern Medicine Cross Country Course
- Design, permitting, construction and maintenance of three wetland mitigation facilities on Forest Preserve District of Kane County property.

Project Experience:

Citation Lake Stormwater Improvements, Metropolitan Water Reclamation District of Greater Chicago (MWRDGC) Northfield Township, IL—Senior Project Engineer for the stormwater improvements of a 79-acre neighborhood in Northfield Township. Existing drainage conditions were prepared for the neighborhood using XPSWMM to accurately ascertain the scope and direction of flooding throughout the area. Preparing the existing drainage conditions included gathering utility information through Design Julie, calculating curve numbers for the area, updating regulatory rainfall data, analyzing the critical storm duration, and combining and editing three different XPSWMM models to properly model the neighborhood. The project included alternatives analysis using XPSWMM, schematic design and construction estimates for the several improvement options. The Phase I design included approximately 3.0 Acre-Feet of underground storage in the public ROW.

Stormwater Watershed Modernization Plan, Glencoe, IL – Water Resource Engineer worked on all phases of several stormwater management projects within the Village of Glencoe. Projects included the modernization of the village's stormwater master plan, recommendations of conveyance improvements to nine drainage basins, and final design of six drainage basin improvement projects. Tasks included field hydraulic surveys, extensive hydrologic and hydraulic modeling using XPSWMM and XPSWMM 2D, alternatives analysis, preliminary design, cost estimating, and report preparation. The modernization work included the recommendation of creative cost-effective solutions that have significantly improved flooding problems and water quality within the Village.

Redmond Reservoir Hydrologic/Hydraulic Analysis, Bensenville, IL –Water Resource Engineer for the analysis of a 2,400-acre watershed tributary to Redmond Reservoir using XPSWMM. Redmond provides 800 AC-FT of regional detention and is controlled by three pumps with a total pumping capacity of 135 CFS. The study identified 20 million dollars of storm sewer improvement projects and additional storage capacity in Redmond to provide a 100-year level of protection. Through detailed modeling and multiple iterations, it was demonstrated that only an additional 20 AC-FT of storage was required to mitigate for all the proposed conveyance improvements.

Village of Buffalo Grove Stormwater Master Plan, Buffalo Grove, IL – Project Engineer for the development of a Stormwater Master Plan for the Village of Buffalo Grove. Project included developing an existing conditions report utilizing topographic maps, utility atlases, field visits and Village staff feedback to identify the known flood prone locations throughout the community. The design team developed stormwater models of the flood prone areas in Cook County using XPSWMM with 2D capabilities. The study includes proposed solutions based on the results of those models. In Lake County, the existing analysis identified areas of flooding that required additional Phase 1 and 2 analysis to reduce the depth and frequency of flooding. The Stormwater Master Plan includes a prioritized schedule of the proposed improvements for future planning at the Village.



Education/Certifications:

- Bachelor of Science in Civil Engineering - University of Notre Dame (2009)
- PE - IL - 062-066548
- CFM - IL - 13-00640
- IDOT, Documentation of Contract Quantities April 2012 (12-0521)
- Kane County Qualified Review Specialist – E-136

Areas of Expertise:

- Stormwater/floodplain modeling
- HEC-2, HEC-RAS, FEQ, HEC-1, HEC-HMS, TR-20, Hydra, SWMM, PCSWMM, XPSWMM, XPSWMM 2D, Optimizer, HY-8, Pond Pack and Hydraflow
- Drainage investigations of flood prone areas and providing practical and cost-effective solutions
- Field documentation in accordance with IDOT procedures using ICORS
- Permitting process of federal, states, and local permitting agencies

Years of Experience:

- 13 years, 12 with ERA

Northbrook Stormwater Pilot Study, Metropolitan Water Reclamation District (MWRD), IL – Water Resource Engineer assisting on a Village-Wide Comprehensive Stormwater Pilot Study for the Village of Northbrook and surrounding unincorporated areas. This project included the analysis of existing flooding causes using EPA SWMM and the determination of the optimal solutions using Optimatics Software. The watershed included in the study is a 14 square mile area and includes tributaries to the Chicago River, Skokie Lagoons and the Des Plaines River. The study looked at solutions to stormwater problems through an “outside the box” approach. Public awareness, social media, and evaluation of public perspectives on flooding are aspects used to derive solutions.

City of Kenosha Stormwater System Analysis, Kenosha, WI – Water Resource Engineer for the development of a Stormwater Master Plan for the 24 square mile (15,400 acres) urban and rural watershed located in the City of Kenosha. Project included analyzing the entire city using XPSWMM 2D utilizing GIS data for pipe size and routings. ERA identified a unique opportunity to provide 60 AC-FT of flood storage into a 100-acre redevelopment site to improve flooding to several flood prone areas. The flood storage facility doubled as the development's detention facility providing for a great public/private partnership.

College and Wilson Street Drainage Study, Batavia, IL – Project Engineer responsible for the analysis of this 50-acre residential watershed located just east of downtown Batavia. XPSWMM was used to analyze the existing storm sewer system in which it was determined that the sewer was severely undersized. This caused stormwater to surcharge the system at four critical locations. Runoff at these locations flowed off the right-of-way and through private properties causing structural and yard flooding. The study identified several design alternatives and respective construction costs to minimize flooding. ERA also identified locations where increasing sidewalk elevations would further protect homes. ERA also identified locations where raising the sidewalk elevations would adversely impact adjacent properties.

Riverwoods Subdivision Drainage Analysis, Lincolnshire, IL - Project Engineer analyzing an approximate 150 acre watershed using XPSWMM modeling with two dimensional capabilities. The XPSWMM model identified local residential flooding caused by undersized storm sewers and local depressional areas. The system lies within the floodplain of the Des Plaines River and therefore was analyzed under several different tailwater conditions. Results of the analysis were shown on detailed GIS flood exhibits that show flood limits color coded to differentiate between each storm event analyzed. The XPSWMM 2D modeling was set up to analyze future drainage improvement alternatives that may include upsizing of storm sewer, re-routing of storm sewer, better defining overland flow routes, and pumping alternatives to overcome tailwater conditions of the DesPlaines River.

Professional Experience:

- Engineering Resource Associates
Project Engineer (2010-Present)
- Village of Carol Stream
Engineering Intern (2009-2010)

Project Experience:

St. Joseph Creek Watershed Plan, Downers Grove, IL – Water Resource Engineer to develop a DuPage County led Watershed Plan for St. Joseph Creek through three communities: Westmont, Downers Grove, and Lisle. Assisted with coordination of stakeholder meetings to determine critical flooding areas within each community in the watershed and formulated projects to reduce the occurrences of structural flooding and roadway closures. She designed and led in the modeling and analysis of 26 project alternatives. She coordinated with the County to determine the benefit-cost ratio and provided a recommendation of 7 projects throughout the watershed.

Klein Creek Master Watershed Plan and Streambank Stabilization Project, Carol Stream, IL – Water Resource Engineer for Hydraulic & hydrologic modelling of Klein Creek. Meredith converted the regulatory hydraulic effective model for the River from HEC-2 into the FEMA acceptable HEC-RAS model. She created the modified existing HEC-RAS model that incorporated three surveyed hydraulic structures and the proposed HEC-RAS model which includes the proposed river restoration cross-sectional changes, project cut/fills, and vegetation management improvements. She provided cut/fill calculation for inclusion in the stormwater report to DuPage County.

Stormwater Master Plan and Implementation Projects, Downers Grove, IL – Project Manager/Lead Water Resource Engineer involved in analyzing the 2,300-acre St. Joseph Creek South Watershed. The watershed was divided into 10 drainage basins in which flooding problems were identified and categorized based on their flooding frequency and severity. This analysis utilized GIS technology and XPSWMM hydrologic/hydraulic modeling. The study has led to multiple design and construction projects including the design of 2,000 linear feet of a new 48" storm sewer system, 10-acre foot flood control facility, stream bank reconstruction and stabilization, and eight private property sewer improvements.

Stratton Lock & Dam Improvements, IDNR/HW Lochner, Fox River in McHenry County, IL – Water Resource Engineer for the construction team to design value-engineered improvements for the lock and dam system that controls water elevations for the Chain of Lakes. Provided specialized hydraulic modeling, coordination, and permitting services that significantly reduced the cost and duration of the construction phase. Evaluated the existing and proposed conditions FEQ hydraulic modeling and analyzed several construction alternatives extensive cofferdams and a temporary bladder dam that enabled the contractor to construct the new outlet gates in a single operation.

Main Street Storage, Lisle, IL - Conceptual designer and lead FEQ modeler of St. Joseph Creek Watershed Plan Project #5. In the design and final design stage, performed all hydraulic modeling and associated permit documentation to IDNR, DuPage County and Lisle.

**Education/Certifications:**

- B.S. Agricultural Engineering, Cornell University, 1995
- Licensed Illinois Professional Engineer, #062055003

Professional Training:

- HEC-RAS 1D Seminar, 2019
- Design & Maintenance of SW Infiltration Practices, UWM – 2 day workshop, 2016
- Introduction to SWMM-5, 1-day workshop, 2011
- HEC-HMS Modeling 2-day workshop, 2009
- FEQ Modeling, 2-day Workshop, 2006
- FEQ Modeling, 3-day Advanced Course, 2004
- FEQ Modeling, 3-day Advanced Course, 2000
- FEQ Modeling, 4-day Basic Course, 1997
- Fortran (HSPF), 3-day Short Course, 2000
- TR-20, 3-day Short Course, 1998
- Surface Water Hydraulics, 2-Week Course at USGS Headquarters in Denver, 1997

Years of Experience:

- 29 years, 4 with ERA

Project Experience:

Fox River Stabilization Project, Batavia, IL – Design Engineer and for preliminary and final engineering design services for the Fox River Bank Restoration and Stabilization Project, Segments 2, 4, and 6. Amelia's role included preparing plans, specifications, and construction cost estimates. She completed the plans through detailed coordination with the City of Batavia. She applied for permits from the USACE, IDNR-OWR, City of Batavia, and Kane-DuPage SWCD.

West Branch DuPage River Bank Stabilization Project, Naperville Park District, Naperville, IL - Design Engineer for stabilization of the West Branch DuPage River adjacent to the riverwalk path. The project length is approximately 1850 linear feet. Amelia prepared plans, specifications, cost estimate, and permitting for this project. Permits required included: USACE, IDNR-OWR, DuPage County Stormwater, Kane-DuPage SWCD.

Play for All Sensory Garden Age 5-12 Playground, Wheaton Park District, IL - Design Engineer for the new construction of the Age 5-12 playground and associated site work for the Play For All Sensory Garden Playground. The Wheaton Park District in conjunction with the Kiwanis Club of Wheaton, Western DuPage Special Recreation Association and the Forest Preserve District of DuPage County selected ERA to develop a playground specifically intended to be universally accessible. Amelia prepared site development plans and stormwater management reports for the project.

Constitution Park Renovation, Downers Grove Park District, IL - Design Engineer for a 4.2-acre park located in downtown Downers Grove that includes a small playground, open lawn space, and the Park District's Lincoln Community Center. The project includes relocating and replacing the existing playground with new wheelchair accessible play equipment and surfacing; installing a new picnic shelter at the south end of the site; and installing new pathways to provide a walking loop and a connection to the adjacent neighborhoods south of the park.

Tennis and Pickleball Courts Project, Farmington Bath and Tennis Club, Kildeer, IL - Design Engineer for the Tennis and Pickleball Courts Project at the Farmington Bath & Tennis Club. Improvements include reconstruction of the existing two hard tennis courts, installation of two to three pickleball courts, drainage improvements, and landscaping screening along the south property line. ERA is assisting with pickleball court layout plans, grading and drainage plans, erosion control plans, and landscaping plans, along with associated notes and details. Wetland mitigation design and permitting is also being provided.

**Education/Certifications:**

- Bachelor of Science
Environmental & Ecological
Engineering Purdue University -
2021

Areas of Expertise:

- Technology Experience: AutoCAD
Civil 3D, StreamStats, WinTR-20
- Stormwater Reports
- Compensatory storage for
floodplain and floodprone areas,
wetland/buffer impact and
mitigation plans

Years of Experience:

- 3 years, 3 with ERA

Professional Experience:

- Engineering Resource Associates
Project Engineer (2021-present)

Project Experience:

Salt Creek Shoreline Stabilization, Wood Dale, IL - Wetland Specialist for shoreline stabilization project through City of Wood Dale from Irving Park road south the Elizabeth Street. He performed the wetland delineation, floristic quality assessment, and stream assessment including locating shoreline erosion, structural issues, and areas of concern to aid in creation of conceptual plans and cost estimates. He assisted in creation of the existing conditions report, stream bank stabilization plan, cost estimate for inclusion in watershed plan, and grant applications for future funding for the project.

Mahoney Creek Improvements, Batavia, IL - Brad provided onsite inspection for the the Mahoney Creek improvements in Batavia where two separate reaches of Mahoney Creek were re-meandered, stabilized, and planted to prevent further erosion. Site observation at the Lake Le-Aqua-Na dam and habitat creation sites was also carried out as plans were altered during the restoration and planting stages of the project. Materials inspections, planting guidance, and crew observations were carried out regularly and with confidence.

Springinsguth Stream Corridor Restoration, Village of Schaumburg and Village of Hanover Park, IL - Brad performed the stream assessment of the West Branch DuPage River through the Villages of Hanover Park & Schaumburg. He assisted in determining the streambank erosion severity. He delineated the wetlands and Waters of the U.S., prepared the wetland delineation report and floristic quality assessments. He assisted in applying for the applicable, federal, state and local permits. The project is currently under construction and will be completed in 2024. ERA is providing construction engineering services for the project.

West Branch DuPage River Bank Stabilization Project, Naperville Park District, Naperville, IL - Wetland Specialist for stabilization of the West Branch DuPage River adjacent to the riverwalk path. The project length is approximately 1850 linear feet. Brad completed the wetland delineation, floristic quality assessment, and tree inventory. He designed the riparian restoration planting plan and is assisting with the permitting for this project. Permits required include: USACE, IDNR-OWR, DuPage County Stormwater, Kane-DuPage SWCD. Stabilization measures will require a low amount of future maintenance. DuPage County will provide funding for the project in the form of American Rescue Plan Act (ARPA) funds. Construction must be complete by 2025 with the desired construction period occurring in summer of 2024.

Hart Road over Flint Creek Bridge Replacement, Lake County Division of Transportation, IL - Wetland Specialist for the Phase I and II environmental engineering for the replacement of the Hart Road bridge. Phase I engineering included an Environmental Survey Request (ESR), wetland delineation and reports with proposed recommendations. Phase II engineering included sediment erosion control plan, Wetland Impact Evaluation (WIE) and mitigation for wetland impacts. The project also addressed streambank erosion and vegetation loss. The streambank stabilization was based on proposed creek relocation and species were selected based on planned hydrology. His tasks included collecting background data and conducting a site visit. He conducted a wetland and surface water delineation using the methodology presented in the 2010 USACE Midwest Region Manual. He performed a threatened & endangered species habitat evaluation floristic quality assessment, tree inventory and assisted in preparing the permit applications to U.S. Army Corps of Engineers, Lake County Stormwater Management, and Lake/McHenry Soil and Water Conservation District for this project.



Education/Certifications:

- Bachelor of Science
Environmental Studies
Northern Illinois University
- Associate of Arts: Graphic Design
Elgin Community College
- Certified Arborist
Certification ID: IL-9808A
- Designated Soil Erosion Control
Inspector (DECI)
- 2018 IWEER/USACE Wetland
Delineation Certification and
Training
- 2017 SCA Hydric Soil Indicators
for Wetland Delineation Course

Areas of Expertise:

- Wetland Delineation
- Environmental Monitoring and
Restoration
- Tree Inventories
- Conducted undergraduate
research under the direction of
Dr. Holly Jones focusing on soil
pH at Nachusa Grasslands in
Taylor Township, IL
- Volunteer experience at Elgin
Community College and N.I.U.
greenhouse
- Native plants and Ecosystems

Years of Experience:

- 6 years, 6 with ERA

Great Western Trail Extension – Sycamore Forest Preserve to Old Mill Park, Sycamore Park District– Wetland Specialist provided environmental and phase I engineering services for the 6,500 linear feet of trail improvements that will extend the current limits of the Great Western Trail to the Park District's Old Mill Park. The Phase I design involved design of drainageway crossings, determination and avoidance of wetland areas, floodplain compensatory storage design, Section 4(f) lands reviews, and identification of easements and ROW required. His tasks included collecting background data and conducting a site visit. He conducted a wetland and surface water delineation using the methodology presented in the 2010 USACE Midwest Region Manual. He performed a habitat evaluation, floristic quality assessment and assisted in preparing the permit applications.

87th Street Bridge over Springbrook Creek Replacement, City of Naperville, IL – Wetland specialist for Phase I engineering services for the 87th Street Bridge (SN 19-00174) Replacement over the Springbrook Creek. The bridge will be replaced using federal funds. The structure is located adjacent to the DuPage County Forest Preserve and has mapped critical wetlands. The phase I engineering consists of a Project Development Report (PDR), Bridge Condition Report (BCR), Hydraulic Report, Wetland Delineation and Environmental Assessments and public hearing. His tasks included collecting background data and conducting a site visit. He conducted a wetland and surface water delineation using the methodology presented in the "Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region (2010 USACE Midwest Region Manual)." He performed a threatened & endangered species habitat evaluation, floristic quality assessment and tree inventory for this project.

Project #31: Willow Creek Subdivision, Village of Northbrook, IL - Wetland Specialist for the project that included reducing flooding at multiple intersections by dredging and re-establishing the rear yard drainageway from 2753 Canterbury to Elm Ridge approximately 1,150-feet. rad completed the wetland delineation, floristic quality assessment, and stream assessment. He prepared delineation reports and assisted with acquiring permits from IDNR-OWR, MWRD, USACE, and Village of Northbrook. The project was constructed in summer 2022.

Professional Experience:

- Field Restoration Intern May 2017
Hampton Lenzini & Renwick Inc,
Elgin, IL

Project Experience:

Fox River Stabilization Project, Batavia, IL - Survey Lead for preliminary and final engineering design services for the Fox River Bank Restoration and Stabilization Project. The limits of the project are PEACE Bridge north of Wilson Street as the North Limit and Clark Island as the South Limit. Tasks included preparing plans, specifications, and construction cost estimates. ERA completed the design and report through detailed coordination with the City of Batavia and in compliance with all applicable laws, regulations, policies, and the project management plan.

West Solon Road over N. Branch Nippersink, McHenry County Division of Transportation - Lead Surveyor for Phase I and II engineering services for the replacement of the West Solon Road over N. Branch of Nippersink (SN 056-3142) using federal funds. Survey included topographic and hydraulic surveys consisting of waterway opening sketches, critical low openings of adjoining structures, floodplain stream cross sections and streambed profile taken upstream and downstream of the bridge. The topographic survey consisted of centerline of the roadway, edges of pavement, edges of shoulders, visible structures, wetland flags, visible utilities and embankment slopes on each side of the structure. The project also included Plat of highways and legals for land acquisition.

McGirr Road over Battle Creek, DeKalb County Highway Department - Lead Surveyor for Phase I and II engineering services for the replacement of the McGirr Road over Battle Creek (SN 019-5111) using federal funds. Survey included topographic and hydraulic surveys consisting of waterway opening sketches, critical low openings of adjoining structures, floodplain stream cross sections and streambed profile taken upstream and downstream of the bridge. The topographic survey consisted of centerline of the roadway, edges of pavement, edges of shoulders, visible structures, visible utilities, and embankment slopes on each side of the structure.

West Branch Regional Trail Connection to Mack Road Bike Path, Warrenville, IL - Surveyor Lead for Phase I engineering services for the .36-mile section of a 10-foot-wide bike trail/ multi-use path connection along Mack Road located just east of Illinois Route 59 to the DuPage County Regional Bike Trail network via the West Branch Regional Trail. Improvements for Illinois Route 59 include crosswalk alignments, and traffic signal modifications. The project elements included environmental sensitivity to the forest preserve area, and grade limitations, a dog park, and boat launch. The crossing at the West Branch River includes an existing bridge extension. The project is located within the Forest Preserve District of DuPage County and the Winfield Township District. Surface Transportation Program (STP) Federal funding, Forest Preserve of DuPage County and City of Warrenville shared the cost for this project.

Mack Road Bridge Widening and Replacement, City of Warrenville, IL - Survey Lead for Phase I engineering for the addition of a proposed bike path along the north side of Mack Road that crosses over the West Branch of the DuPage River. Survey included route and hydraulic surveys consisting of waterway opening sketches, critical low openings of adjoining structures, floodplain stream cross sections and streambed profile taken upstream and downstream of the bridge. The topographic survey consisted of centerline of the roadway, edges of pavement, edges of shoulders, visible structures, wetland flags, tree survey, visible utilities and embankment slopes on each side of the structure. Project also included Plat of highways and legals for land acquisition.



Education/Certifications:

- Southern Illinois University
Illinois IPLSA Sponsored Land
Surveying Program, 2001-2003
- Iowa State University,
Bachelor of Science Degree,
Major: Education - 1999
- PLS - IL - 035-003782

Areas of Expertise:

- Manage field crews and directly oversee their work product
- Performed all necessary legal and boundary research in relation to survey projects
- Coordinate scheduling of crews for design and construction projects
- Strong knowledge in the preparation of survey products from field to finish of large development projects

Years of Experience:

- 24 years, 8 with ERA



Project Summary

The Klein Creek watershed is 12.7 square miles that includes Klein and Thunderbird Creeks and Mitchell Lakes (online impoundment of Klein creek). In 2017 ERA prepared a master watershed plan for the Klein Creek watershed for inclusion in DuPage County's watershed plan addendum for approval by the EPA. The master plan identified bank stabilization projects along Klein and Thunderbird Creek along with other water quality improvement projects throughout the watershed. Following acceptance of the watershed plan by the EPA, ERA assisted in applying for funding, specifically Illinois Environmental Agency (IEPA) Section 319 fund, DuPage County (DPC) Water Quality Improvement Program (WQIP), and coordinated with DRSCW for special condition permit funds. Section 319h (\$1M), WQIP (\$300k), and ARPA funding was awarded for portions of the Klein Creek stabilization. ERA provided final engineering design, permitting and construction engineering for Sections I & III of Klein Creek.

Section I is 3,600 linear feet and extends from Thunderbird Trail to Kuhn Road. The banks of this segment had eroded resulting in loss of property, destruction of utility structures, stream and bridge sedimentation and instability of power poles. ERA designed stream restoration practices including: pool-riffle structures, re-meandering, stream bed restoration, retaining walls, outfall water features, wetland creation, native plantings, root wads, and habitat rehabilitation. Section I was constructed in 2022/2023.

Section III extends 1,800 linear feet from Mitchell Lakes to Illini Drive. The banks of this segment had eroded resulting in loss of property and destruction of utility structures. The spillway between Mitchell Lakes and the naturalized portion of Klein Creek created an unsafe condition during flood events and was not ADA compliant. ERA designed a new spillway for Mitchell Lakes, including a junction box, new culvert and associated ADA compliant path. ERA designed stream restoration practices including: stream re-meandering, pool-riffle structures, stream bed restoration, retaining walls, wetland creation, native plantings, habitat rehabilitation. Section III is under construction and will be completed in 2024.

The Village recently retained ERA to prepare Phase II engineering for Section II which extends 2,000 linear feet from Thunderbird Trail to Illini.



ERA Project Team

Erin Pande, PWS, CFM
Project Manager

John Mayer, PE, CFM
Principal/Project Director

Marty Michalisko, PE, CFM
Water Resources Lead

Melissa Lange, PE, SE
Structural Engineer

Meredith Nika, PE, CFM
Lead Stormwater Engineer

Bradley Earnest, CA, DECI
Wetland Specialist

Project Reference:

Greg Ulreich, Village Engineer
Village of Carol Stream
500 North Gary Avenue
Carol Stream, IL 60188
Phone: (630) 868-2264
Email: gulreich@carolstream.org

Construction Cost:

Section I \$3.5M
Section III \$2.5M

Completion Date: 2024



Project Summary

The Fox River watershed is 2,658 square miles. The project area of the Fox River stabilization, approximately 1,900 linear feet of the western bank (300 feet north of Wilson Street to 1,600 feet south of Wilson Street). This bank of the river has experienced significant scour and erosion. Accumulated aggregate has also modified the flow patterns of the Fox River and has caused increased erosion and scour adjacent to the wastewater treatment plant. As a result, the top of the slope has eroded to within about 15-20 feet of the edge of the existing building located at the northwest corner of the Wilson St. Bridge. The erosion threatens buildings, utilities (sanitary sewer) and bike paths along the river as well as natural resources.

Based on the conceptual planning, coordination with adjacent businesses, and selections by City staff. ERA provided final engineering and environmental services for a shoreline stabilization option that included regrading, gabion basket installation, rock toe, and stream barbs, and native planting. The gabion baskets were also designed to allow for an optional limestone outcropping wall, which was ultimately selected during bid reviews. ERA prepared USACE, OWR, and Kane-DuPage SWCD permitting documentation. ERA also provided bidding assistance to the City. ERA is currently completing Phase II design for segments 2, 4, and 6 to be constructed in Summer 2024.

ERA Project Team

Erin Pande, PWS, CFM | Project Manager/Environmental Lead
Jon Green, PE, CFM | President/Project Director
Marty Michalisko PE, CFM | Principal/Stormwater Engineer Lead
Michael Maslowski, PE, CFM | Stormwater Engineer
Brian Dusak, PE | Senior Project Engineer / Design Lead
Melissa Lange, PE, SE | Structural Lead
Amelia Chaille | Environmental Engineer
Bradley Earnest, CA, DECI | Design Engineer
Tim Martinek, PLS | Survey Lead



Project Reference:

Rahat Bari, PE
Civil Engineer
City of Batavia
Public Works Department
200 North Raddant Road
Batavia, IL 60510
Phone: 630-454-2760
Email: rbari@cityofbatavia.net

Construction Cost:

Segments 1, 3 & 5 - \$188,402
Segments 2, 4 & 6 - \$1.2M

Completion Date:

Segments 1, 3 & 5 - 2018
Segments 2, 4 & 6 - 2024

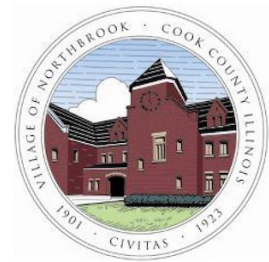


Project Summary

ERA provided engineering services for the project that reduced flooding at multiple intersections by dredging and re-establishing the rear yard drainageway from 2753 Canterbury to Elm Ridge, approximately 1,150 feet. The project included improving intersection collection and conveyance at intersections Wood Dr./Canterbury Dr., Canterbury Dr./Elm Ridge Dr. and Elm Ridge Dr./Woodland Dr. Site access was a challenge as homeowners own the drainageway and a narrow easement was present over the extent of the drainageway. Utilities were also present within this easment. The drainageway was stabilized with cobble along the channel and lower banks, while native seed will be established on the upper bank and overbank area within the easment. Numerous tree removals were required. Residents desired to keep specific mature trees and the design accommodated those requests where able. Coordination with the residents occurred for tree replacement that was aesthetically pleasing to each homeowner, while still being native to Illinois and beneficial to wildlife. Permits acquired included IDNR-OWR, MWRD, USACE, and Village of Northbrook. The project was constructed in summer 2022.

ERA Project Team

Marty Michalisko, PE, CFM | Principal/Project Manager
Erin Pande, PWS, CFM | Environmental Lead
Michael Maslowski, PE, CFM | Senior Project Engineer
Cody Frovarp | GIS Specialist
Bradley Earnest, CA, DECI | Wetland Specialist



Project Reference:

Jack Bielak, P.E.
Village Engineer
Village of Northbrook
655 Huehl Road
Northbrook, IL 60062
847-664-4124
Jack.Bielak@Northbrook.il.us

Construction Cost:

\$650,000

Completion Date:

2022



Project Summary

ERA assessed the West Branch DuPage River through the Villages of Hanover park & Schaumburg. ERA completed Phase I design which included hydraulic analysis for the replacement of the Springinsguth Culvert to eliminate the approximate 1.0 ft head loss. ERA utilized the MWRD unsteady HEC-RAS modeling as the basis to provide additional analysis of the Springinsguth culvert. The team discovered that replacement of the culvert was not necessary and that sediment removal within the structure and removal of a sheet pile wall while stabilizing the creek would lower the base flood elevation upstream near the Braintree Drive area. The team prepared a summary report of the hydraulic analysis which identified the required channel improvements and compensatory storage to reduce downstream impacts to a maximum water surface elevation increase of 0.1 feet. ERA then completed a stream assessment to determine the severity of the erosion. ERA worked with DuPage County, the agency preparing the watershed-based plan, to include the project in the plan for potential future funding. Following addition of the project to the plan ERA applied for Section 319h and Green infrastructure Opportunity (GIGO) Funds from the Illinois EPA. The project was awarded \$1.6 million in GIGO funding. ERA also applied for MWRD partnership funding and the project was awarded \$1.25 million. The project also received \$412,000 in Department of Commerce and Economic Opportunity (DCEO) funds.

ERA provided Phase II design and permitting services for the project. Permits acquired included: USACE, IDNR-OWR, IEPA Individula 401 Water Quality Certification, MWRD, North Cook SWCD, and Villages of Schaumburg & Hanover Park. The project is currently under construction and will be completed in August 2024. ERA will provide construction engineering services for the project.

ERA Project Team

Marty Michalisko, PE, CFM | Principal/Project Manager
Melissa Lange, PE, SE | Structural Engineer
Brian Dusak, PE | Project Engineer
Michael Maslowski, PE, CFM | Stormwater Engineer
Erin Pande, PWS, CFM | Ecological Services Director
Bradley Earnest, CA, DECI | Wetland Specialist



**VILLAGE OF
SCHAUMBURG**

Project References:

Mike Hall
Village of Schaumburg
Director of Engineering and
Public Works
Phone: (847) 923-6612
mhall@villageofschaumburg.com

Jonathan Stelle
Village of Hanover Park
Village Engineer
Phone: (630) 823-5650
jstelle@hpil.org

Construction Cost:

\$5.8 million

Completion Date:

2023-2024



Project Summary

The West Branch DuPage River tributary area to this area is approximately 12.7 square miles. Erosion has been occurring along the bank of the river adjacent to the riverwalk path. The project length is approximately 1,850 linear feet. ERA completed topographic survey, wetland delineation, floristic quality assessment, tree inventory, H&H modeling, plans, specifications, cost estimate and permitting for this project. Permits required include: USACE, IDNR-OWR, DuPage County Stormwater, Kane-DuPage SWCD. Care was taken to only provide rock toe where necessary to avoid the costly and lengthy Individual 401 IEPA water quality permit associated with exceeding 1,000 linear feet. Stabilization measures will require a low amount of future maintenance. DuPage County will provide funding for the project in the form of American Rescue Plan Act (ARPA) funds. Construction must be complete by 2025 with the desired construction period occurring in summer of 2024.

ERA Project Team

Erin Pande, PWS, CFM | Project Manager/Environmental Lead
Marty Michalisko PE, CFM | Principal/Stormwater Engineer Lead
Michael Maslowski, PE, CFM | Stormwater Engineer
Amelia Chaille | Environmental Engineer
Bradley Earnest, CA, DECI | Design Engineer
Tim Martinek, PLS | Survey Lead



Project Reference:

Michael Piszynski
Naperville Park District
320 W. Jackson Ave.
Naperville, IL 60540
Phone: 630-848-5012
mpiszynski@napervilleparks.org

Construction Cost:
\$500,000

Completion Date:
2025

Project Understanding

The Weller Creek watershed drains approximately 19 square miles, with a total length of 5.9 miles. Weller Creek is located north of O'Hare International Airport primarily within the Villages of Mount Prospect and Arlington Heights. The portion the Village of Mount Prospect (Village) desires to study extends approximately 5,300 linear feet from Elmhurst Road east to the Village boundary.



The stream was previously stabilized approximately 25 years ago with sheet piling, gabions, A-jacks, and vegetation from Elmhurst Road (IL Route 83) to School Street. Monoslab paver blocks are present from School Street to the eastern Village boundary. However, the Creek is still experiencing erosion.

The Village desires a new study to document the existing conditions of the creek and recommend maintenance actions and replacement measures to restore and stabilize the banks and minimize future erosion. The study should identify stabilization alternatives, associate costs for each alternative, determine sediment removal areas, and prioritize projects. The study should identify existing easements and property lines throughout the corridor. A Public Outreach plan is needed to inform residents of the project and gather their input. Floodplain and floodway are present along the length of the Creek. Wetlands may also be present along the streambanks. It is probable that the Creek is USACE jurisdictional and MWRD will also regulate outfalls into the creek as well as the riparian environment.

Project Elements and Approach

The Weller Creek Bank Stabilization Study will present several challenges and unique issues. The following is a summary of our understanding of the primary project elements based on a review of the RFQ, site visits, and a review of previous studies and plans and our approach to address them and ensure the successful completion of the study.

- 1. Public Outreach Plan** - ERA recently and successfully completed two very similar public outreach campaigns for the **Northbrook Master Stormwater Flood Study (Northbrook)** and the **Klein Creek Watershed Plan (Klein Creek)**. We propose a similar project approach to those projects. Both the projects required input from the public with numerous skeptics and significant opposition and had several layers to the public outreach as described below. In addition to those two projects, we also pull from our experience from several master planning projects that have required extensive input from the public. We have highlighted a few of the key components that were especially successful with for these projects below:

Public Survey - ERA will approach the project in a similar manner to its previous studies with a focus on public engagement and education while developing a survey that will provide valuable policy data through a statistical analysis. ERA will develop a paper and electronic survey that will be engaging and interactive while still being easily accessible from a mobile device. Communications must be tailored to the needs and lifestyles of individuals as not everyone has access to or is comfortable with a computer. A metadata analysis from the Northbrook Flood Study revealed that Facebook posts provided the most cost-effective means to reach the public, with nearly a third of all respondents completing the survey on a mobile device. Nevertheless, while Facebook and social media boosts provided a significant portion of the survey responses, they ultimately accounted for less than half of the completed responses for the survey. Given our experience with previous studies, ERA will focus on a holistic approach to soliciting public responses and utilize social media, public events, and local organizations accordingly. More information on the success of our outreach methodology can be found [here](#). ERA also monitors survey metadata such as completion rate, where respondents drop out, and how residents learned about the survey. This information proves valuable when analyzing survey design and determining the most cost-effective means to engage the public.

Town Hall Meeting – ERA will prepare for and attend a Town Hall style meeting with residents to present the alternatives. ERA anticipates a short presentation using power point to present the plan. Various ERA and Village staff will be available following the presentation at different stations pertaining to the various phases of the project with boards illustrating examples of the proposed restoration alternatives. The Klein Creek town hall meeting was conducted using smaller breakouts including storyboards to show areas of erosion along each property owners' segment of creek as well as potential solutions for that erosion. ERA has also been involved in real time digital input using tablets during many master plan town hall meetings, such as the Naperville Southwest Community Park Project. A summary of the input from this meeting will be provided.

- 2. Stakeholder/Governmental Agency Coordination/Permitting** – The project will require close coordination with several governmental agencies and stakeholders. The project team will work closely with the Village to involve and coordinate with FEMA, USACE, IDNR-OWR, North Cook Soil and Water Conservation District, MWRDGC, and property owners. Our design team was similarly involved in coordination and communication with similar agencies and stakeholders during our Klein Creek, Segments, I, II and III work and Springinsguth West Branch DuPage River Stream Corridor Improvements in Schaumburg and Hanover Park.
- 3. Funding Alternatives** - ERA has extensive experience in identifying funding opportunities and developing grant applications. Applicable funding sources ERA has prepared the application for and won include Environmental Protection Agency (EPA) 319h, IEPA Illinois Green Infrastructure Grant Opportunity (GIGO), and Metropolitan Water Reclamation District (MWRD) Stormwater and Water Quality Project Partnership and Department of Commerce and Economic Opportunity (DCEO) funds. Please see project profiles for grants and amounts received.
- 4. Habitat Improvement** – The stabilization of the Creek with sheet piling, gabions, A-jacks, and monoslab paver blocks has diminished the habitat within the creek. Natural features common to streams like Weller Creek that improve habitat include toe wood and substrate heterogeneity. Woody debris also provides a stable substrate critical for macroinvertebrates. Several existing mature trees are suffering due to erosion. Trees removed from the banks can be incorporated into the bank stabilization below the normal water level as toe wood. These in-stream structures could markedly increase the niche food web of bacteria, zooplankton, and phytoplankton. The existing channel also contains limited channel form diversity. Depositional bars with substrate that varies from the primary flow area in a channel can form in these hydraulic shadows. Natural constraints, such as the relatively flat slope limit the development of riffles. To enhance the diversity of form, pools and runs with rock substrate can be incorporated into the design to maximize long term self-sustainability of the Weller Creek. Toe wood, pools, and rock substrate areas were incorporated throughout the Klein Creek project. Incorporating similar practices throughout this reach would provide additional habitat further enhancing the habitat complexity within Weller Creek which will enhance the aquatic food web supporting greater diversity and abundance of aquatic life while stabilizing the stream banks.
- 5. Watershed Plan** – In order for this project to receive IEPA 319h or Green Infrastructure Grant Opportunity (GIGO) funds there needs to be a USEPA recognized watershed plan in place. Weller Creek is identified in the Lower Des Plaines River Watershed-Based Plan prepared in 2018. The plan does not specifically list this project, however stream or channel restoration, streambank stabilization, riparian corridor restoration, and reconnecting to floodplains are recommendations in the plan. Therefore, this project should be eligible for funding. However, practices that improve water quality and reconnect the creek to its floodplain are preferred, this would involve removing some of the more structural stabilization practices in place.



6. Sediment Erosion Control – As this is in a sensitive area with associated waters and wetlands, preventative measures will need to be taken to ensure that sediment does not flow downstream and negatively impact other areas. The means and methods of construction, maintenance and restoration of disturbed areas is a key element. ERA has extensive experience in the design, implementation, and inspection of sediment erosion control measures including staff members who are Certified Professionals in Erosion and Sediment Control (CPESC). ERA recently designed various instream erosion control practices for stabilization utilizing temporary bypass channels and well as bypass pumping.



7. Future Maintenance - Native plantings used in the lower elevations of Weller Creek, 0–10-year storm events, need to be tolerant of the longer water inundation/duration periods. Care should be taken to select species appropriate for the creek hydroperiod. The vegetation along the banks of the creek appears to be dominated by weedy species, such as Reed canary Grass. Establishing deep rooted vegetation is critical to the future success of the project. Vegetation should be proposed that will stabilize the banks, be aesthetically pleasing, but will not be difficult to maintain. One option is to establish rhizomorous native grasses along the bank with various native landscape beds with showy/colorful forbs and grasses in areas that are highly visible to the surrounding residents. This will allow for the bank to be easily maintained with a broad leaf herbicide (i.e. Thistle, Teasel, Sweet Clover, etc.). While the beds can be easily weeded by hand or with a weed whipper.

8. Utility Relocation – The proposed project may impact the various utilities throughout the area. Relocating utilities can be costly and it is important to identify costs associated with utilities early in the project for budgetary purposes. Utilities have been relocated in numerous stabilization projects we have recently completed. Specifically, our Springinsguth Corridor project incorporated ComEd utility pole relocation, water main modifications, and significant coordination with JAWA and Kinder Morgan.

9. Sediment Sampling – ERA shall subcontract with a Geotechnical Engineering Firm to determine the depth of the sediment within each reach of the Creek and any other areas of concern within the project limits. This includes a minimum of eight (8) sediment samples. The sampling should determine the depth of the sediment, the grain size, soil classification, organic content, and any contaminants present.

10. Hydrologic/Hydraulic Modeling Capabilities - ERA is considered a leader in the area for stormwater modeling. We have the capabilities to run and analyze many hydrologic/hydraulic modeling programs. We have performed numerous floodplain studies and are extremely familiar with the models used to develop both the floodplain hydrology and hydraulics. Where possible regrading should match the existing cross-sections if possible due to floodplain/floodway regulations. In the event that the existing cross section cannot be maintained our vast modeling experience will be a benefit.

Work Plan

ERA will provide engineering services in accordance with the following work plan.

- 1. Meetings and Coordination** – ERA will meet and coordinate with Village staff, regulatory agencies, and other project stakeholders throughout the project duration to review progress, gather data and discuss relevant issues. The schedule assumes six (6) meetings, which include the following:
 - a. One (1) kickoff meeting to discuss the project, collect and review existing information, discuss the project schedule, and establish a working relationship with all parties.
 - b. Five (5) monthly Teams progress meetings to discuss the project and review the work completed to date. It is anticipated that the three meetings will occur following submittal of the existing conditions report, plan development report, and implementation and funding documents.

- c. Coordination with utility owners for location of any existing utilities within the project area.
- d. Coordination via phone and email will occur between ERA, the Village and various other project stakeholders, such as regulatory agencies.

2. Erosion Assessment – We recommend completing a stream assessment and topographic survey during this phase of the project as the existing extents of erosion, stream plan and profile may dictate what bank stabilization and river restoration methods are feasible. A wetland delineation is also recommended and is included in the additional services section below.

- a. *Data Gathering/Review* – Acquire and review relevant background data from various sources. The data acquired below will be combined to create a base map for the including the following items:
 - i. 1-foot contour mapping from Cook County.
 - ii. Property limits from GIS;
 - iii. Property descriptions, zoning, deed, and other land use restrictions;
 - iv. Property, boundary, easement, right-of-way, and other special surveys or data, including establishing relevant reference points;
 - v. Floodplain and floodway mapping and studies;
 - vi. Previous stormwater studies within and adjacent to the project;
 - vii. As-built record drawings from other projects;
 - viii. Storm, sanitary, and water atlases;
 - ix. Private utility atlases (electric, telephone, cable); and
- b. *Stream Assessment* - Perform stream assessment of Weller Creek from Elmhurst Road (IL Route 83) to Village boundary, a distance of approximately 5,300 feet. ERA will walk and evaluate channel and immediate adjacent overbank areas. ERA will classify, describe and document (including photographs) erosional areas (slope failure and maintenance issues – outfall, pipes) and GPS the location of significant erosion or other items of concern (i.e. pipe failures, etc.) Bank erosion, head cuts, riffles, pools, large woody debris, encroachments, etc. will also be recorded. ERA will utilize our GPS unit (which gets sub-meter accuracy) to perform the assessment. This data will be in state/plane coordinates and can be imported into the Report and will be made available to the Village for
- c. *Existing Conditions Report* – ERA will prepare a report including the following:
 - i. Description of the study area, history of the evolution of Weller Creek, existing hydrology and water quality and habitat issues;
 - ii. Identify locations and extent of existing erosion and sediment build up;
 - iii. Evaluate the erosion/sedimentation condition of structures (culverts/bridges) within each reach;
 - iv. Identify causes and factors contributing to erosion;
 - v. Identify the location and condition of all storm sewer structures, outlet pipes and private sump pump discharges within the study area;
 - vi. Identify any illicit discharges directly connected to the creek;
 - vii. Identify the condition of existing stabilization measures within the study area;
 - viii. ERA will revise the Report in response to Village's comments, as appropriate.

3. Plan Development – ERA will prepare a plan that identifies the maintenance measures and bank stabilization alternatives, provides public outreach, and prioritizes the projects. This will include the following:

- a. ERA will prepare a restoration plan utilizing the base map created using data collected during the data gathering/review phase. The stream assessment data will be incorporated into this plan. The plan will identify the following:
 - i. Maintenance measures and bank stabilization alternatives to mitigate the erosion;
 - ii. Locations for sediment removal
 - iii. Existing easements and property lines along the creek within the study area. It is understood that the Village will provide documentation on file of plats of subdivision, plats of survey, easement exhibits, and previous construction projects. Additional research may

be necessary to depict an accurate plan.

- iv. Create a streambank stabilization and sediment removal plan for each reach will contain recommended bank stabilization and river restoration methods including schematic layouts, sketches, and conceptual design criteria with appropriate exhibits to indicate the recommended solution and alternate solutions available to Village. It is understood that the study may include different approaches for the individual reaches including a combination of repairs and replacement of stabilization measures, but each must be compatible with the adjacent approaches; and
- v. prioritization of projects identified in the plan.
- b. ERA will develop a Public Outreach Plan to share information and solicit input from affected property owners.

4. Implementation & Funding – After acceptance by Village of the Existing Conditions Report and Plan, the Village will select recommended solutions for each reach. ERA will provide a report that identifies:

- a. The Preliminary Engineer's Opinion of Probable Cost (including design, construction, and construction engineering) for each reach plan. This assumes that the project will be a phased approach each individual reach to facilitate and allow the Village to implement the improvements over a multi-year program.
- b. Anticipated future maintenance costs for each recommended stabilization plan;
- c. Funding opportunities. ERA will identify possible partnerships, such as MWRD project partnership, etc. ERA will assess grant eligibility and other funding prospect and develop strategies to increase grant funding potential.
- d. Required permits. ERA will identify, consult with, and analyze requirements of governmental authorities having jurisdiction to determine what permits are required and potential permitting issues. For instance streambank stabilization exceeding 1000 linear feet will require an Individual 401 Water Quality certification form the IEPA. This is a lengthy process;
- e. Construction accessibility locations for each reach including identification of additional easements that may be required for construction;
- f. ERA will furnish review copies of the Implementation and Funding Document to Village, and review them with Village.
- g. ERA will revise the Document in response to Village's comments, as appropriate, and furnish to Village copies of the Final Project Study and Report.

Additional Services:

The following services are excluded, although they may be added as a contract amendment if desired.

- 1. Geotechnical and Environmental Analysis** – If desired, ERA shall subcontract with a Geotechnical Engineering Firm to determine the depth of the sediment within each reach of the Creek and any other areas of concern within the project limits. This includes a minimum of eight (8) sediment samples. The sampling should determine the depth of the sediment, the grain size, soil classification, organic content, and any contaminants present.
- 2. Wetland Delineation** – We recommend completing a wetland delineation during this phase of the project as the proposed concepts may impact wetlands/waters and require additional permitting and/or mitigation. A wetland delineation will be performed by a Wetland Specialist to identify the limits of the regulatory wetlands and Waters of the U.S. within the scope of the project. Methods used for delineating wetland will be in accordance with the U.S. Army Corps of Engineers (Corps) Wetlands Delineation Manual dated 1987 (USACE, 1987) and Interim Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region dated September (USACE, 2008). Wetlands will be staked by pin flag and/or marking tape labeled "wetland delineation."

- 3. Field Survey and Base Plan Preparation** – We recommend completing a topographic survey during this phase of the project as the topography can inform the proposed concepts. This task includes a topographic measurement of the project area. The survey will be completed based on the Village of Mount Prospect benchmark system. One site benchmark will be established. This task does not include performance of a property boundary survey. ERA anticipates surveying the following:
- Topography, wetland flags, toe of slope and top of bank, edge of pavement, existing stabilization measures such as a-jax, sheet pile walls, headwalls, utilities, sanitary, storm, and sump pump discharges with rim/invert elevations; and
 - Cross sections of the stream at 100 ft maximum intervals.
 - Survey and geospatial data will be downloaded and combined with other acquired data (i.e. 1-foot topography and easements) to produce the base plan. The base plan will show topography, easement areas, stream cross section locations, stream geometry, structures, utilities, centerline with stationing, sediment sampling locations, and wetland boundaries.

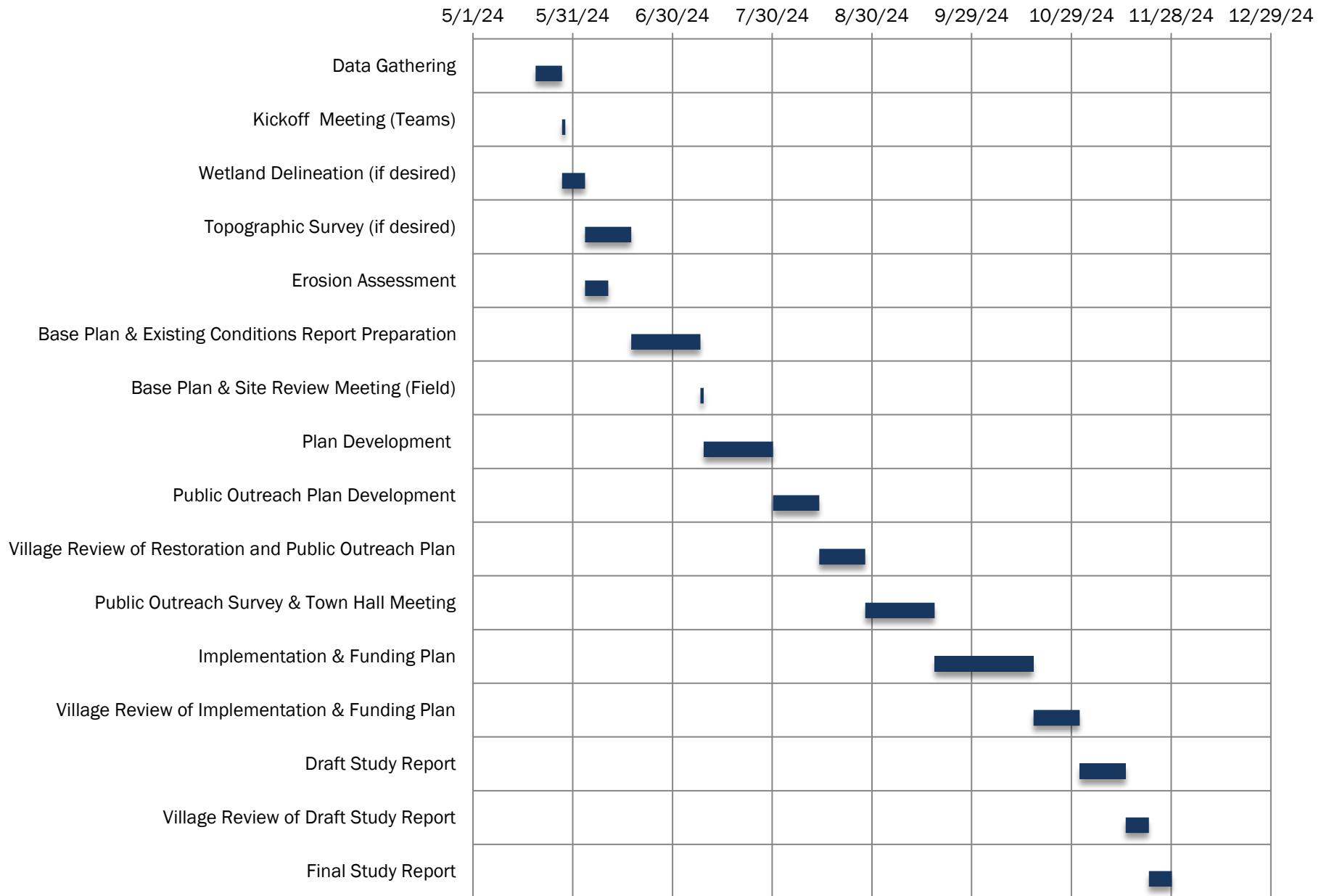
Schedule

Please see the schedule on the following pages. ERA has the staff and resources available to fully staff the project for the project duration in order to meet this deadline. The work described in this agreement will be performed according to the attached schedule. If the project schedule or scope of services changes, we have additional staff and resources available to accommodate the project. Our experience on similar assignments and ability to shift staff and resources will contribute to the ultimate success of this project.

Deliverables

- 1. Meetings and Coordination** - Meeting minutes emailed within one (1) week of each meeting for review and dispersion to meeting participant.
- 2. Existing Conditions Report**
 - Data Acquisition - One (1) electronic or hard copy of acquired items
 - Stream Assessment - One (1) electronic GIS copy of the assessment
 - Wetland Delineation Report - One (1) electronic PDF copy if additional scope is desired
 - Base Plan- One (1) electronic AutoCAD copy of the base plan. The topographic survey will be included if additional scope is desired.
- 3. Project Study & Report** - One (1) electronic PDF copy of the 90% Draft and Final Study.

Weller Creek Bank Stabilization Study





3s701 West Ave, Suite 150
 Warrenville, IL 60555
 Phone: 630-393-3060
 Fax: 630-393-2152
 www.eraconsultants.com

CLIENT: Village of Mount Prospect
 PROJECT: Weller Creek Bank Stabilization Study
 PROJECT LOCATION: Village of Mount Prospect
 COUNTY: Cook

Date: March 8, 2024
 Consultant: Engineering Resource Associates, Inc.
 Project Manager: Erin Pande
 PP/PL No.: PP2402.09

TASK No.	WORK DESCRIPTION	HOURS	WEIGHTED HOURLY RATE	ERA'S FEE	DIRECT COSTS	GRAND TOTAL	% OF GRAND TOTAL
1	Meetings/Coordination	40	\$153	\$6,100.00	\$195.00	\$6,295.00	12.67%
2a	Data Gathering/Review	35	\$142	\$5,000.00		\$5,000.00	10.07%
2b	Stream Assessment	54	\$111	\$6,000.00	\$130.00	\$6,130.00	12.34%
2c	Existing Conditions Report	53	\$149	\$7,900.00		\$7,900.00	15.90%
3a	Plan Development	67	\$146	\$9,800.00		\$9,800.00	19.73%
3b	Public Outreach Plan	40	\$161	\$6,400.00	\$250.00	\$6,650.00	13.39%
4	Implementation & Funding Plan	63	\$125	\$7,900.00		\$7,900.00	15.90%
	TOTAL	352	\$140.96	\$49,100.00	\$575.00	\$49,675.00	100%
	Additional Services (if desired)						
	Geotechnical and Environmental Analysis	6	\$165	\$1,000.00	\$10,000.00	\$11,000.00	26.27%
	Wetland Delineation	44	\$98	\$4,300.00	\$130.00	\$4,430.00	10.58%
	Field Survey and Base Plan Preparation	194	\$133	\$25,800.00	\$650.00	\$26,450.00	63.16%



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PAYROLL CLASSIFICATION	HOURLY RATE	TOTAL HRS	Meetings/Coordination			Data Gathering/Review			Stream Assessment			Existing Conditions Report		
			HOURS	% PART	WGTD RATE	HOURS	% PART	WGTD RATE	HOURS	% PART	WGTD RATE	HOURS	% PART	WGTD RATE
Professional Engineer VI	\$277.28	3.0										1	1.9%	\$5.24
Structural Engineer IV	\$214.59	2.0							2	3.7%	\$7.94			
Professional Engineer IV	\$193.95	18.0	6	15.0%	\$29.09							2	3.8%	\$7.31
Professional Surveyor II	\$182.88	9.0				1	2.9%	\$5.23						
Ecological Services Director	\$174.77	59.0	16	40.0%	\$69.91	2	5.7%	\$9.98	4	7.4%	\$12.95	4	7.6%	\$13.20
Environmental Specialist IV	\$178.46	11.0										6	11.3%	\$20.20
Professional Engineer III	\$162.24	0.0												
Engineering Technician VI	\$154.86	72.0												
Surveyor IV	\$140.11	8.0												
Engineering Technician V	\$138.64	38.0	6	15.0%	\$20.80	24	68.6%	\$95.06	4	7.4%	\$10.27			
Staff Engineer III	\$137.16	96.0	8	20.0%	\$27.43	8	22.9%	\$31.36				40	75.5%	\$103.52
Surveyor III	\$122.41	136.0												
Staff Engineer II	\$106.19	44.0							4	7.4%	\$7.87			
Environmental Specialist II	\$106.19	56.0							24	44.4%	\$47.19			
Staff Engineer I	\$106.19	0.0												
Environmental Specialist I	\$82.59	40.0							16	29.6%	\$24.47			
Administrative Staff I	\$53.10	4.0	4	10.0%	\$5.31									
	\$0.00	0.0												
TOTALS		596.00	40	100.0%	\$152.54	35	100.0%	\$141.63	54	100.0%	\$110.70	53	100.0%	\$149.47



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Date: March 8, 2024
 Consultant: Engineering Resource Associates, Inc.
 Project Manager: Erin Pande
 PP/PL No.: PP2402.09

PAYROLL CLASSIFICATION	HOURLY RATE	Plan Development			Public Outreach Plan			Implementation & Funding Plan					
		HOURS	% PART	WGTD RATE	HOURS	% PART	WGTD RATE	HOURS	% PART	WGTD RATE	HOURS	% PART	WGTD RATE
Professional Engineer VI	\$277.28	1	1.5%	\$4.13				1	1.6%	\$4.41			
Structural Engineer IV	\$214.59												
Professional Engineer IV	\$193.95	2	3.0%	\$5.80	4	10.0%	\$19.39	4	6.4%	\$12.32			
Professional Surveyor II	\$182.88												
Ecological Services Director	\$174.77	16	23.9%	\$41.74	4	10.0%	\$17.48	10	15.9%	\$27.74			
Environmental Specialist IV	\$178.46												
Professional Engineer III	\$162.24												
Engineering Technician VI	\$154.86				32	80.0%	\$123.89						
Surveyor IV	\$140.11												
Engineering Technician V	\$138.64												
Staff Engineer III	\$137.16	40	59.7%	\$81.89									
Surveyor III	\$122.41												
Staff Engineer II	\$106.19							40	63.5%	\$67.42			
Environmental Specialist II	\$106.19	8	11.9%	\$12.68				8	12.7%	\$13.49			
Staff Engineer I	\$106.19												
Environmental Specialist I	\$82.59												
Administrative Staff I	\$53.10												
	\$0.00												
TOTALS		67	100.0%	\$146.23	40	100.0%	\$160.76	63	100.0%	\$125.37	0	0.0%	\$0.00



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 PROJECT LOCATION: Village of Mount Prospect
 COUNTY: Cook

Date: March 8, 2024
 Consultant: Engineering Resource Associates, Inc.
 Project Manager: Erin Pande
 PP/PL No.: PP2402.09

PAYROLL CLASSIFICATION	HOURLY RATE	Geotechnical and Environmental Analysis			Wetland Delineation			Field Survey and Base Plan Preparation					
		HOURS	% PART	WGTD RATE	HOURS	% PART	WGTD RATE	HOURS	% PART	WGTD RATE	HOURS	% PART	WGTD RATE
Professional Engineer VI	\$277.28												
Structural Engineer IV	\$214.59												
Professional Engineer IV	\$193.95												
Professional Surveyor II	\$182.88							8	4.1%	\$7.53			
Ecological Services Director	\$174.77				1	2.3%	\$3.97	2	1.0%	\$1.80			
Environmental Specialist IV	\$178.46	4	66.7%	\$118.98	1	2.3%	\$4.05						
Professional Engineer III	\$162.24												
Engineering Technician VI	\$154.86							40	20.6%	\$31.93			
Surveyor IV	\$140.11							8	4.1%	\$5.77			
Engineering Technician V	\$138.64	2	33.3%	\$46.21	2	4.6%	\$6.31						
Staff Engineer III	\$137.16												
Surveyor III	\$122.41							136	70.1%	\$85.81			
Staff Engineer II	\$106.19												
Environmental Specialist II	\$106.19				16	36.4%	\$38.61						
Staff Engineer I	\$106.19												
Environmental Specialist I	\$82.59				24	54.6%	\$45.05						
Administrative Staff I	\$53.10												
	\$0.00												
TOTALS		6	100.0%	\$165.19	44	100.0%	\$97.99	194	100.0%	\$132.85	0	0.0%	\$0.00

MAYOR
Paul Wm. Hoefert

TRUSTEES
Vincent J. Dante
Agostino Filippone
Terri Gens
William A. Grossi
John J. Matuszak
Colleen E. Saccotelli



VILLAGE MANAGER
Michael J. Cassady

DIRECTOR OF PUBLIC WORKS
Sean Dorsey

Phone: 847/870-5640
Fax: 847/253-9377
www.mountprospect.org

Village of Mount Prospect Public Works

1700 W. Central Road, Mount Prospect, Illinois 60056

Request for Technical & Cost Proposals

DATE: February 16, 2024

FROM: Matthew Lawrie, P.E.
Village of Mount Prospect
Public Works Department

RE: Request for Technical & Cost Proposals
Weller Creek Bank Stabilization Study

The Village of Mount Prospect seeks *Technical & Cost Proposals* for engineering services for the Weller Creek Bank Stabilization Study.

Attached to this memo are:

1. A list of materials and information that should be included with your *Technical & Cost Proposals* (Exhibit A).
2. A general definition of the scope of work and requirements for your submittal (Exhibit B).
3. A map identifying the project limits (Exhibit C).
4. 1996 Weller Creek Streambank Stabilization Report (separate attachment).
5. 1998 Weller Creek Streambank Stabilization Project – Phase I (separate attachment).
6. 2001 Weller Creek Streambank Stabilization Project – Phase II (separate attachment).

Your *Technical & Cost Proposals* should be emailed to the following address and received no later than 5:00 p.m. on Friday, March 8, 2024 to the attention of:

Mr. Jason Leib
Deputy Director of Public Works
Village of Mount Prospect
jleib@mountprospect.org

The Village will conduct interviews with the shortlist firms. Those selected for an interview will be contacted by the Village to arrange a date/time to meet at the Mount Prospect Public Works Department, 1700 W. Central Road, or via Microsoft Teams.

The Village of Mount Prospect appreciates your interest in this study. Any questions regarding this *Request for Technical & Cost Proposals* can be directed to Matthew Lawrie, Village Engineer with the Village of Mount Prospect, by phone at 847-870-5640 or email at mlawrie@mountprospect.org.



Exhibit A

Requirements for Technical & Cost Proposals

Agency: **Village of Mount Prospect**

Project: **Weller Creek Bank Stabilization Study**

Location: **Weller Creek from Elmhurst Road (IL Route 83) to Village Boundary (350' west of Mount Prospect Road)**

Your *Technical & Cost Proposals* should include the following information:

1. Name, address and brief history of firm.
2. Organizational chart and résumés of key personnel to be assigned to this project.
3. Related experience during the last five (5) years. For example:
 - a. Erosion assessments, bank stabilization plans, and hydraulic analyses for creeks or other waterways.
 - b. Experience working with waterway regulatory agencies such as the MWRD, USACOE, and IDNR.
 - c. Experience working with multiple interest groups including municipalities, regulatory agencies, residents and businesses. Emphasis will be placed on effective communication tools and the ability to build consensus.
 - d. Identifying state/federal grant opportunities with a history of successfully securing funding.
4. Description of process to accomplish the required tasks of the project. This should include:
 - a. An understanding of the project.
 - b. Objectives to be met as part of the project.
 - c. Your approach to completing the project.
 - d. The projected number of hours to complete the project broken down by task and personnel.
 - e. A project schedule.
5. A complete cost proposal broken down by task as described in the General Scope of Work.

Exhibit B

General Scope of Work

Agency: **Village of Mount Prospect**

Project: **Weller Creek Bank Stabilization Study**

Location: **Weller Creek from Elmhurst Road (IL Route 83) to Village Boundary (350' west of Mount Prospect Road)**

Weller Creek begins at a sewer outfall at Central Road east of Busse Road in Mount Prospect and runs approximately 5.7 miles to its joining of the Des Plaines River in the City of Des Plaines. Approximately 25 years ago the Village installed stabilization measures including sheet piling, gabions, A-jacks, and vegetation from Elmhurst Road (IL Route 83) to School Street based on the recommendations of a 1996 Streambank Stabilization Report. The section from School Street to the eastern Village boundary was not studied as it was previously stabilized with monoslab paver blocks.

Erosion is again occurring along the banks of Weller Creek from Elmhurst Road (IL Route 83) to the Village boundary. We are interested in performing a new study that will document the existing conditions of the creek and recommend maintenance actions as well as replacement measures to restore and stabilize the banks and minimize future erosion.

For the purposes of this study, Weller Creek will be divided into four reaches. The reaches are shown in Exhibit C and described below:

Reach 1: Elmhurst Road (IL Route 83) to Emerson Street (1,700')

Reach 2: Emerson Street to William Street (1,950')

Reach 3: William Street to George Street (950')

Reach 4: George Street to Village boundary (700')

Total length approximately 5,300'

At a minimum, the following tasks shall be included in the scope of services. The Village will consider additional tasks at the consultant's recommendation.

1. Coordinate a kick-off meeting and monthly progress meetings with Village Staff
2. Erosion Assessment
 - a. Identify locations and extent of existing erosion and sediment build up
 - b. Evaluate the erosion/sedimentation condition of structures (culverts/bridges) within each reach
 - c. Identify causes and factors contributing to erosion
 - d. Identify the location and condition of all storm sewer structures, outlet pipes and private sump pump discharges within the study area
 - e. Identify any illicit discharges directly connected to the creek
 - f. Identify the condition of existing stabilization measures within the study area
3. Plan Development
 - a. Evaluate maintenance measures and bank stabilization alternatives to mitigate the erosion

- b. Identify locations for sediment removal
 - c. Research and label existing easements and property lines along the creek within the study area on the plan. The Village will provide documentation on file of plats of subdivision, plats of survey, easement exhibits, and previous construction projects. Additional research may be necessary to depict an accurate plan.
 - d. Develop a Public Outreach Plan to share information and solicit input from affected property owners
 - e. Create a streambank stabilization and sediment removal plan for each reach. It is understood that the study may include different approaches for the individual reaches including a combination of repairs and replacement of stabilization measures, but each must be compatible with the adjacent approaches.
 - f. Prioritization of projects
4. Implementation and Funding Plan
- a. Estimate of Cost (including design, construction and construction engineering) for every reach plan. Analysis, recommendations and estimates of cost must be provided for each individual reach to facilitate the ability to stage the improvements over a multi-year program.
 - b. Anticipated future maintenance costs for each recommended stabilization plan
 - c. Funding opportunities
 - d. Required permits for recommended plan
 - e. Identify construction accessibility locations for each reach
5. Deliverables:
- a. Existing Conditions Report
 - b. Public Outreach Plan
 - c. 90% Draft Study
 - d. Final Study

Tentative Schedule

Task	Target
Submit Technical & Cost Proposals	March 8, 2024
Select consultants for interview	March 22, 2024
Consultant interviews	Week of April 1, 2024
Select consultant	April 12, 2024
Award contract to consultant	May 7, 2024
Kick-Off Meeting with Village Staff	May 15, 2024
Complete 90% Draft Study	October 2024
Complete Final Study	November 2024

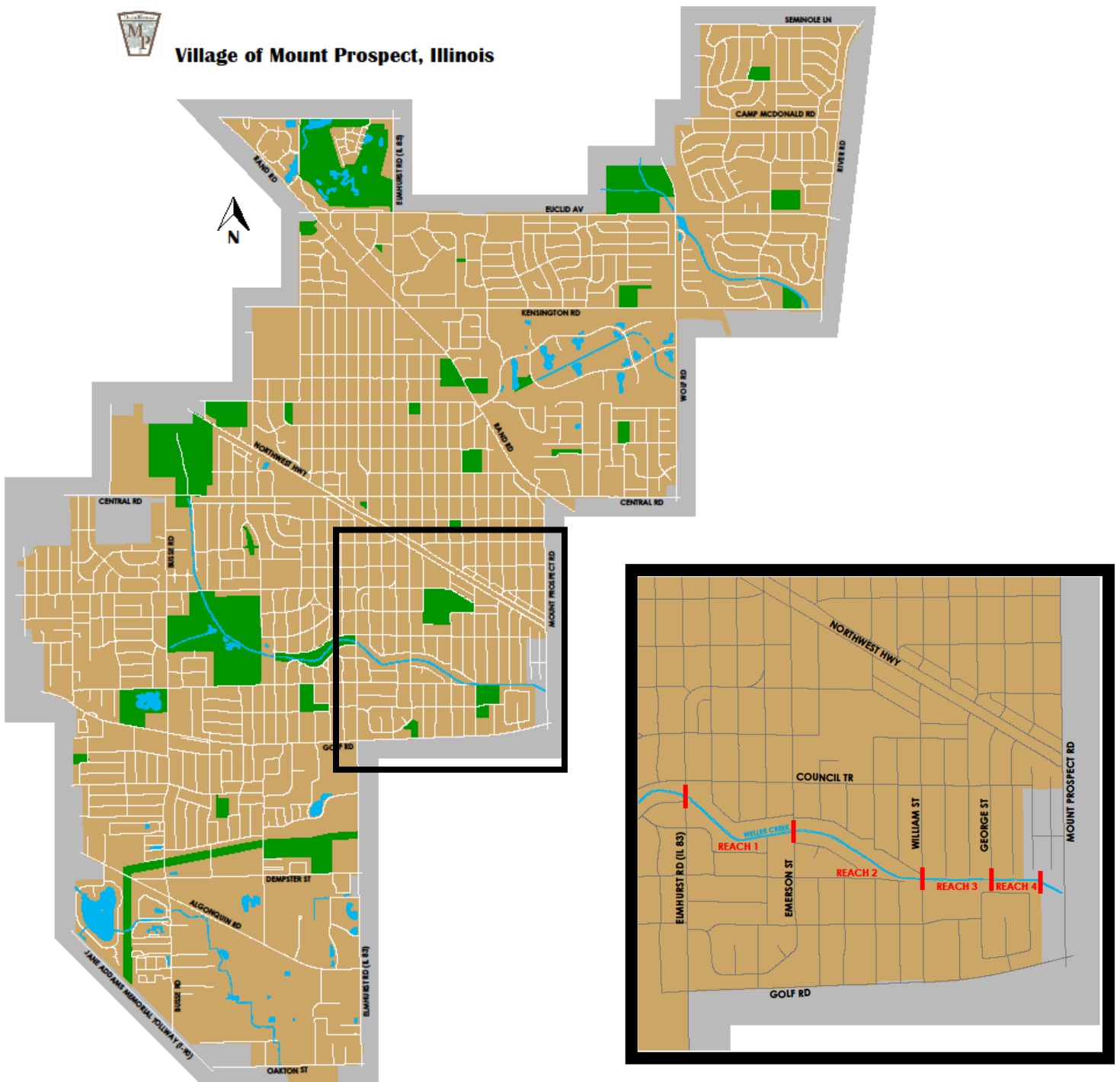
Exhibit C

Project Location/Limits Map

Agency: **Village of Mount Prospect**

Project: **Weller Creek Bank Stabilization Study**

Location: **Weller Creek from Elmhurst Road (IL Route 83) to Village Boundary (350' west of Mount Prospect Road)**





Item Cover Page

Subject	Motion to accept the lowest cost, responsive proposal for Fire Station 11 Apparatus Floor Rehabilitation for a cost not to exceed \$65,168.93.
Meeting	May 21, 2024 - VILLAGE BOARD/COMMITTEE OF THE WHOLE OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	Y
Dollar Amount	\$65,168.93
Budget Source	Capital Improvements Fund
Category	VILLAGE MANAGER'S REPORT
Type	Action Item

Information

Staff is self-performing the construction management of the Fire Station 11 renovation project by utilizing a mix of in-house labor and contract labor. As part of that function, staff inspected the existing condition of the apparatus floor and found a need for refinishing. Refinishing the floor will rejuvenate as well as preserve the concrete floor from continued deterioration. Work will consist of grinding the surface layers of existing materials (including the top layer of concrete), preparing the newly exposed concrete, and coating the floor with a durable epoxy finish.

Staff sought proposals from several qualified firms to refinish the floor, and received two proposals. Proposals were received from ConCare Protection and Restoration Company (ConCare) and Artlow Systems. Both proposals are attached. The total proposed costs are as follows:

BIDDER	Epoxy flooring system	10% Condition contingency	Total
ConCare	\$59,244.48	\$5,924.45	\$65,168.93
Artlow Systems	\$60,075.95	\$6,007.60	\$66,083.55

Discussion

Concare Protection and Restoration Company of Chicago, Illinois submitted the lowest cost proposal. ConCare has previously performed work for the Village including the original finishing of the Public Works garage and all subsequent refinishing, along with the Public Works washbay and Village Hall food pantry floor finishing. All floor finishing performance has

exceeded expectations.

Staff recommends a 10% contingency be included in the project award to accommodate unforeseen circumstances. A 10% contingency would increase the project award to \$65,168.93.

ConCare has indicated they can begin work as early as May 28, which would allow for the completion of Station 11 to remain on schedule for a planned June 30 completion.

Alternatives

1. Accept the lowest cost, responsive proposal for Fire Station 11 Apparatus Floor Rehabilitation
2. Action at the discretion of the Village Board.

Staff Recommendation

Staff recommends that the Village Board accept the lowest cost, responsive proposal for the Fire Station 11 Apparatus Floor Rehabilitation Project for an amount not to exceed \$65,168.93.

Attachments

1. Artlow PROPOSAL FORM
2. ConCare MtProspect-ElkGroveRural.Fire.UPDATED.P-9935.04- 24



ARTLOW PROPOSAL

170 S. Gary Avenue, Carol Stream, IL 60188, 1(800)5-ARTLOW, (630)653-8111, Fax (630)653-8171

"The Professional Concrete Protectors" ... Serving the Nation Since 1963

Sooner or Later You'll Use ARTLOW SYSTEMS... A Union Contractor

Customer ID: 12815

Proposal ID: 67388

Company: Village of Mount Prospect

Proposal Date: 5/1/2024

Attn: Scott Moe

Proj/Site Name: Mount Prospect Fire Station 11

Address: 50 S Emerson Street

Resinous Flooring

Room/PO Box:

Address: 1415 E Algonquin Road (Mt Prospect)

City, State, Zip: Mount Prospect IL 60056

Unit / Space:

City, State, Zip: Arlington Heights IL

We respectfully submit herewith our proposal for furnishing all labor, equipment, and material for...

PREPARATION

- | | |
|---|--|
| ☒ Scrape | ☐ Pressure Wash |
| ☒ Edge Grind | ☐ Shave Master |
| ☒ Hand Sweep ☐ Machine Sweep | ☐ Propane Burnish |
| ☐ Hand Scrub ☐ Machine Scrub | ☒ Shotblast |
| ☒ HTC Grind to Remove: | ☐ Grit Screen |
| ☐ Non-Asbestos Mastic | ☐ Sand |
| ☐ Leveling Compound | ☐ Solvent Tack |
| ☒ Existing Epoxy | ☐ Tile Removal |
| ☐ HTC Grind for Prep | ☐ Saw Cut Keyway(s) |
| ☐ Acid Etch ☐ Normal ☐ Mild | ☐ Rinse with Water |
| ☐ Scrub with Ardition | ☐ Walk Behind Scrub |
| ☒ Patch as needed included | |
| ☒ Restoration at overhead door 10" x 5" repair W/ Duracrete | |
| ☐ | |
| ☒ Cove Base is optional | |
| ☒ 4 Lines (Yellow) listed below | |

SYSTEM DESCRIPTION (SEE LINE A)

- | | |
|--|---|
| ☒ Primer | ☐ Membrane #4 WB |
| ☐ Overlay System | " avg depth |
| By: | |
| ☒ Quartz System | ☐ Single ☒ Double |
| ☐ Decorative Flake System | By: |
| ☐ Polishing System | By: |
| # of Steps: | up to Grit Level |
| ☐ Resin Polish | ☐ Salt and Pepper ☐ Large Aggregate |
| ☒ | 1/8" Shop Floor Solid Color Quartz System |
| ☒ | #4 Clear Binder for Broadcast (2 coats) |
| ☒ | Shop Floor Grout Coat (Pigmented) |
| ☒ | Pigmented ArmorTop W/ Wear additive |
| ☐ | |
| ☐ Clear | ☒ Color Solid of Choice |
| ☐ Spray | 0 Coats |
| ☒ Hand Apply | 5 Coats |

A) Prep/Misc/Coating	(per above):	3740	sq ft @	\$13.360	per sq ft	\$49,966.40
B) ☒ Cove	4 "	☐ Chamfer	353	lin ft @	\$19.950	per lin ft \$7,042.35
C) 4" Yellow	Lines	☐ Sprayed	☒ Hand Applied	240	lin ft @ \$12.780	per lin ft \$3,067.20
D) Underseal with			0	lin ft @ \$0.000	per lin ft	\$0.00
E) ☒	Moisture Mitigation Primer if needed (Will test for moisture prior to start) If needed switch #4 WB					\$0.00
F) ☐	to MVP. This will have an added cost of \$1.76 per sqft or \$6,582.40					\$0.00
G) ☒	10 Days to complete work including Cove and Lines (2 days cove, 1 day lines)					\$0.00
H) ☐						\$0.00
I) ☒	All joints and cracks will be filled with epoxy for a seamless system.					\$0.00
J) ☐						\$0.00
K) ☐						\$0.00

ProposalID: 67388

☐	Constr. Joints		x		fill with:			0 lin ft @		\$0.000	per lin ft		\$0.00
☐	Saw Cuts		x		fill with:			0 lin ft @		\$0.000	per lin ft		\$0.00
☐	Perimeter		x		fill with:			0 lin ft @		\$0.000	per lin ft		\$0.00
☐	Diamonds		x		fill with:			0 lin ft @		\$0.000	per lin ft		\$0.00
☐													\$0.00
☐													
☐													

Note: Caulking prior to manufacturer's specs may result in separation of joint sealant on either side or down the middle due to natural shrinkage of new concrete. See separate manufacturer's guidelines enclosed.

☐ Fill with		0 lin ft @	\$0.00	per lin ft	\$0.00
☐ Patch Miscellaneous		0 Holes @	\$0.00	per hole	\$0.00

☐ Saw Cut	☐ Break Out				
☐ Fill with		0 lin ft @	\$0.00 per lin ft	\$0.00	
☐				\$0.00	

☒ To be completed in phase(s), day(s) per phase. Add day(s) for caulking.

☒ Price based on ☒ Weekday ☐ Weekend

☐ mastic must be tested for asbestos with report prior to job start

☒ 240/480 volt 3-phase power required onsite or add per day for generator rental

0 % discount if payment, in full, is received within (5) working days of completion of said work.	
---	--

[illegible]

Accepted: _____ **Date:** _____



2081 N 15th Avenue / Melrose Park, Illinois 60160
Phone: (708) 681-8800 Fax: (708) 681-8929

April 9, 2024

Scott Moe
Village of Mount Prospect
1700 West Central Road
Mount Prospect, IL 60056

RE: P-9935 Mt Prospect Fire Station\Elk Grove Rural

Dear Mr. Moe:

Thank you for this opportunity to quote you on the following described floor repairs.

This proposal will first indicate the General Condition items specific to this project and then will describe the scope of work for each area or areas that are to be treated. If further notes or conditions are needed they will appear at the end of this proposal.

Updated 04/09/2024.

Recommendation. The recommendations we are providing in this proposal is intended to duplicate, as closely as possible, the clear coating application used at the Public Works Garage. There is no expectation that the concrete will be as substantial as PW (which has an original Mastercron mineral hardener). If the general appearance of the floor, once the preparation is complete and primer applied, is below expectations, we can add a color to the finish at no additional cost.

We have included repair and sealing of the joints, 4" integral cove base along the perimeter of the rooms, and striping lines in the garage, approximately 240 LF.

Requirements. This proposal includes **prevailing wage** labor rates.

Mobilizations. This proposal reflects all work to be completed in one mobilization during the normal work week. To be clear, by "mobilization" we mean a portion of the overall scope of work which is vacated by other trades and dedicated to Concare's scope of work from start to finish.

Surface Protection. Surface protection (after the new floor is installed) is not included.

Protective Barriers. The extent of and need for barriers to protect adjacent production or



work areas, including protection on behalf of other trades, adds time to a floor installation project, and it will need to be done by you, before we begin work, if needed.

Power. We have included bringing portable power to the site; 3 phase/480 power with up to 50 amps is required to operate our equipment.

OSHA Standards. Concare is compliant with the current OSHA silica dust standards, and all of our preparation tools include dust collection shrouds and dust collection vacuums. This state-of-the-art equipment, plus ongoing employee training and job hazard identification, complies with Table 1 of the standards.

General Conditions

We recommend a 7-day curing time after application of our material before apparatus is moved onto the floor. We also suggest providing cardboard or carpet remnants under the tires for the first 30 days, to minimize the contamination of the coating by rubber compounds.

You will provide trash containers for all waste material generated during this project: concrete dust and chips, packaging materials, old coating and flooring materials and other debris.

Concare will provide you with SDSs for all products we will use in the installation process.

Prior to our start-up, the area needs to be cleared and accessible, with open space surrounding the work area. The floor will be broom swept and dry and you will need to provide adequate light levels, environmental controls (the optimum is a 70-degree concrete slab temperature and 50% humidity), a material storage area; and 120-volt, single-phase power. 208@100 amp, 240@100 amp, or 480@50 amp three-phase power is also required, and we will provide a pigtail so you can make the needed connections ahead of time.

The area will be completely restricted from traffic during the course of our activity and for a period of up to twelve (12) hours after completion.

These guidelines will vary based on materials used and the extent of our scope of work. Be aware that full cure for chemical resistance, thermal exposures, impact/abrasion resistance and other physical properties may require a few days to achieve, and we recommend gentle use of your new surface during that period.

These conditions are critical to achieve the proper workability of materials and curing times, which can affect your scheduling requirements.

CLEAR COATING SYSTEM

General Conditions

Prevailing wage rates are included.

Logistics

We have included the cost to perform moisture vapor testing on the existing concrete slab. Moisture vapor can permeate concrete, leading to failure of resinous applications, and selecting this alternate will determine the level of such moisture to be sure that it is within currently acceptable guidelines. Concare's warranty does not extend to failure related to moisture vapor, but note that we have included a moisture vapor mitigation primer in this installation as a safety measure.

Preparation (2000)

Hand Preparation.

Manual preparation will be used to prepare areas with a minimum clearance of 18", where larger equipment cannot reach, and the vertical cove base areas. This includes handheld diamond grinders in combination with other tools. The debris is thoroughly swept, vacuumed, and discarded. These tools can generate airborne particulate in spite of our dust control methods. Hand prep removes surface contaminants to assure adhesion of the new flooring system.

Abrasive Blast Cleaning.

We are specifying abrasive blast cleaning to prepare this floor surface, a dry and nearly dust-free way to create the surface profile needed to assure adhesion of your flooring system. During this process, magnetic brooms, vacuums and power sweepers will be used to remove loose abrasive and contaminants.

Diamond Grinding.

Utilizing a combination of diamond blades and silicon carbide stones, we will prepare the surface by grinding to remove contaminants, laitance, and other surface materials. In the process of doing so, any minor imperfections will also be corrected. Embedded metal (bolts, angle iron) in the concrete are not removed with this method, but will be ground flat with the rest of the surface and corroded metal may discolor. This is then followed by a general cleaning and removal of all contaminants from the concrete surface.

Application (3000)

Flexible Sealant

At the intersection of metal, stainless steel, fiberglass, or insulated panels, and expansion joints around columns or outside walls, in place of the standard cove material we need to use a flexible two component pigmented polyurethane, Sikaflex 2CNS. The colors of this product differ from standard floor selections, and you will need to pick this color separately, prior to installation.

Vapor Mitigation Primer.

Areas of concrete with high moisture levels, exceeding the industry benchmark of 3 lbs/1000 sq.ft./24 hours (as measured with either calcium chloride tests or *in-situ* RH probes), require a remedial step to guard against failure of the applied flooring material, due to moisture vapor transmission. Protect 1300 MVR provides insurance against failure in these areas. This material accommodates vapor emissions measuring up to 15 lbs./1000 sq.ft./24 hours. If more severe conditions are determined to be present, that will be discovered during the testing, noted above.



Intermediate Coat.

One coat of clear, 100% solids epoxy coating is applied, selected for this application. This two-component material contains no solvent or solvent odors (except when field-added to improve adhesion or flowability). Your employees or others working in the vicinity may nonetheless object to its application. Since there is no loss due to solvent evaporation, all the material applied remains on the floor, achieving greater film thickness and contributing to better wear. It will also fill in some of the wear patterns and imperfections in the substrate, resulting in a smoother finished appearance. We intend to use Protect 1000 HB for this purpose.

Clear, UV Blocking Top Coat - Diamond Wear

One coat of clear, high-solids polyurethane, Protect 2100 UV - Diamond Wear, is applied. Protect 2100 UV - Diamond Wear is formulated to block and absorb damaging UV rays from penetrating and yellowing an epoxy basecoat. Protect 2100 UV - Diamond Wear is recommended as the clear finishing coat on decorative systems, or where color stability (notably with light colors) is essential.

This product is an aggregate reinforced coating designed to provide enhanced durability in high traffic areas where forklifts and other heavy service occur, and with a satin gloss.

To achieve appropriate delineation of safety zones, aisleways and related areas, Concure will install yellow safety line markings (standard 4" wide). These are carefully measured, masked off and hand applied to assure a crisp edge. When a clear finish is applied, we suggest that the line striping be installed under the final coat for added protection and wear. Where a pigmented floor system is used, striping must be installed over the final coat. We intend to use Protect TL for this purpose.

Clear Coating System	3,768 SF	\$59,244.48
TOTAL :		\$59,244.48



Included with this proposal is CONCARE INC.'s full (100% Labor and Material) warranty. Please see attached for full details.

Based upon this overall scope of work, I am pleased to quote you \$59,244.48 for the labor, materials, and equipment to prepare and install the , as noted above. Alternate items that are priced separately in the proposal are not included in this subtotal, so please refer to the pages above for those additional costs. We have based our offer on the quantities and details described, so if there is a significant scope change during your project, we'll adjust the final cost based on those changes, with your agreement.

This proposal is valid for 60 days, after which labor, material or other cost adjustments may be needed.

Schedule Changes and Emergency Scheduling

We are committed to meeting even the most demanding scheduling requirements and although we strive to maintain a flexible schedule, when a project is canceled with less than 7 business days' notice, significant costs are incurred. We will add a cancellation fee of 5%, or a minimum of \$1,500, to the total project cost, if you need to reschedule your work with less than 7 business days' notice.

If your confirmed schedule dates occur 7 days before and/or after a holiday (New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day), a cancellation fee of 5%, or a minimum of \$1,500, will be added to the total project cost, if you need to reschedule your work with less than 21 business days' notice. If less than 21 days' notice is given, a cancellation fee of 10%, or a minimum of \$3,000, will be added to the total project cost.

If you need immediate/emergency scheduling, and if it is available, your proposal will be adjusted to cover expedited material shipping costs, overtime or other fees.

Our terms are 1/3 prepay, balance due net 20 days after completion, unless other payment arrangements have been made in advance. In the event that you fail to perform any of your obligations set forth in this Proposal, specifically but not limited to the payment to CONCARE INC. of all amounts due, and any modifications thereto, you agree that CONCARE INC. shall be entitled to recover from you all of its reasonable attorney's fees, costs and expenses incurred in enforcing your obligations under this Proposal and any modifications thereto.

We welcome your review of our comprehensive proposal and very much look forward to working with you on this project.

Concare...Lowest life cycle cost. Done right. On time.

Sincerely,
CONCARE INC.

Ronald A. Puszynski



WARRANTY

CONCARE INC. extends a limited warranty (Warranty) to you, as its customer (Customer), the length of which is based on the flooring system you choose. For this project, the Warranty term is **1 year**.

The terms and limitations of the Warranty are described below. Your signature below confirms that you have read, understand and accept the terms and limitations of the Warranty as described herein and as supplemented by the information provided in the Manual.

The Warranty covers only the following:

- (a) Premature wear-through to the substrate of the applied flooring for the Term, based on the current use conditions in the area(s) as described under 'Scope of Work' in the [Proposal/Purchase Order/Contract]; and
- (b) Adhesion failure of the applied flooring for the Term due solely to poor workmanship or materials, and specifically not including adhesion failure due to moisture vapor transmission, substrate failure or abuse.
- (c) Cracks and joints, unless due to apparent structural changes, will be warranted for a period of one year only. Bulging or sinking of material placed in cracks or joints, where the finished flooring is intact with the exception of 'hairline cracks', is not included in these warranty provisions.

The Warranty will become effective upon the receipt by CONCARE INC. of full and final payment of all amounts due to CONCARE INC. under the Contract and will run from the date on which the work is 'substantially complete' through the last day of the Term. For purposes hereof, the work will be deemed to be 'substantially complete' when all work, other than "punch list" items, has been completed and Customer is able to utilize the floor in the ordinary course of its business.

In the event Customer makes a claim under the Warranty, CONCARE INC. shall perform, or engage a third party to perform, such testing as CONCARE INC. deems to be necessary and/or appropriate to determine whether or not the claim is covered by the Warranty. In the event that it is determined that the claim is not covered by the Warranty, the Customer shall be responsible for, and shall promptly pay to CONCARE INC., or such third party, as directed by CONCARE INC. all costs incurred in connection with such testing. If it is determined that the claim is covered by the Warranty, CONCARE INC. shall be responsible for the costs incurred in connection with the testing..

THE LIMITED WARRANTY DESCRIBED HEREIN IS EXCLUSIVE AND IS GIVEN AND ACCEPTED IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING, WITHOUT LIMITATION, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE WHICH ARE HEREBY EXPRESSLY WAIVED BY CUSTOMER TO THE FULLEST EXTENT PERMITTED BY LAW. FURTHERMORE, CONCARE INC.'S TOTAL LIABILITY UNDER THIS WARRANTY, WHETHER RELATED TO PRODUCTS, SERVICES AND/OR LABOR, AND WHETHER IN CONTRACT, TORT (INCLUDING NEGLIGENCE), STRICT LIABILITY OR OTHERWISE, SHALL NOT IN ANY CASE EXCEED THE AMOUNT PAID TO CONCARE INC. UNDER THE CONTRACT AND IN NO CASE SHALL CONCARE INC. BE LIABLE TO CUSTOMER OR ANY THIRD PARTY FOR ANY INCIDENTAL, CONSEQUENTIAL, PUNITIVE OR SPECIAL DAMAGES.

The undersigned Customer, for itself and its owners, officers, directors, successors and assigns, hereby acknowledges its review, understanding and acceptance of the Warranty.

By: Village of Mount Prospect

By: _____

Name: _____

Title: _____

Date: _____