



Village of Mount Prospect
Village Board
Regular Meeting Agenda
50 S. Emerson St. Mount Prospect, IL 60056

August 7, 2024

Village Hall - 3rd Floor Board Room

7:00 PM

- 1. CALL TO ORDER**
- 2. ROLL CALL**
 - 2.1. Pledge of Allegiance - Trustee Vincent Dante
- 3. APPROVAL OF MINUTES**
 - 3.1. Minutes of the regular meeting of the Village Board - July 16, 2024
- 4. MAYORS REPORT**
- 5. COMMUNICATIONS AND PETITIONS - CITIZENS TO BE HEARD**
- 6. CONSENT AGENDA**
 - 6.1. List of Bills - July 10, 2024 to July 30, 2024 - \$5,413,291.72
 - 6.2. Motion to appoint Meltzer, Purtill & Stelle, LLC as special counsel regarding the Prestige Feed litigation.
- 7. OLD BUSINESS - None**
- 8. NEW BUSINESS - None**
- 9. VILLAGE MANAGER'S REPORT**
 - 9.1. Motion to accept proposal for preliminary engineering services (Phase 1) for the Central Road Railroad Crossing Improvements Project for an amount not to exceed \$399,940.
 - 9.2. As submitted
- 10. ANY OTHER BUSINESS**
- 11. 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, July 16, 2024 / 7:00 PM**

CALL TO ORDER

Mayor Hoefert called the Regular Meeting of the Village Board to order at 7:35 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 Vincent Dante

APPROVAL OF MINUTES

3.1. Minutes of the regular meeting of the Village Board - July 9, 2024

Motion by Colleen Saccotelli, second by Vincent Dante to approve minutes of the July 9, 2024 regular meeting of the Village Board:

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

Nay: None

Final Resolution: Motion Passed

MAYORS REPORT

4.1. PROCLAMATION: National Night Out - August 6, 2024

Mayor Hoefert read the proclamation into the record. Officer Greg Sill accepted the proclamation and thanked the Village Board for their ongoing support for this event and all the Police Department's community engagement events. Officer Sill invited the community to attend National Night Out on Tuesday, August 6 at Lion's Park Veterans Bandshell from 5:30 to 8:30 pm. This year's theme for the event is "tropical vibes".

Mayor Hoefert welcomed Reverend Father Chris Mihalopoulos, pastor of St. Nectarios Greek

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Orthodox Church in Palatine. Fr. Chris presented a donation of \$10,000 to benefit the victims of the recent fire at Orion ParkView apartments. Fr. Chris stated donations were collected by the St. Nectarios Ladies Phioptochus Society and proceeds from the Church's Greek Fest. On behalf of the Village Board and a grateful community, Mayor Hoefert expressed his heartfelt gratitude for this generous donation.

COMMUNICATIONS AND PETITIONS - CITIZENS TO BE HEARD

Steve Polit
601 N. Wilshire Drive

- Thanked the Board for placing "Citizens to be Heard" at the beginning of the meeting
- Requested drinking fountains be added along the walking paths at Kensington Business Center

Lucas Szczesny
Palm Drive
CCSD59 School Board member

- Thanked the Board for approving the Intergovernmental Agreement with SD59 for a School Resource Officer at Holmes Junior High. This collaboration with the Mount Prospect Police Department will provide a safe environment for our children.

Mark Johnson
Resident, Fairview Gardens

- Thanked the Village for the sewer solution.
- Thanked the Police department for taking his phone calls concerning the ongoing odor issue at Prestige Feed. Asked if the recent legal action against Prestige Feed will finally solve the issue.

Mayor Hoefert responded, stating that although this has been a slow process, staff is confident that a final resolution is near.

Ed Kulaga
Des Plaines resident

- The quality of life of those residing in the vicinity of Prestige Feed is being affected; stated the neighborhood community is willing to do whatever is necessary to help facilitate a solution.

Village Manager Michael Cassady responded, stating he appreciates the neighborhood's support of the Village's position. He added the Village is taking an aggressive approach and hopes to bring this problem to a close.

CONSENT AGENDA

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Motion by Bill Grossi, second by Terri Gens to approve the consent agenda:

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

Nay: None

Final Resolution: Motion Passed

6.1. A RESOLUTION AUTHORIZING AMENDMENTS TO THE RULES AND REGULATIONS OF THE BOARD OF FIRE AND POLICE COMMISSIONERS OF THE VILLAGE OF MOUNT PROSPECT

Resolution No. 30-24

6.2. List of Bills - June 26, 2024 to July 9, 2024 - \$6,269,836.82

OLD BUSINESS - None

NEW BUSINESS

8.1. Motion to waive the rule requiring two readings of an ordinance and adopt AN ORDINANCE AUTHORIZING THE EXECUTION OF A REDEVELOPMENT AGREEMENT BETWEEN THE VILLAGE OF MOUNT PROSPECT AND BERN III ENTERPRISES, LLC FOR KHEPRI CAFE

Director of Community and Economic Development Jason Shallcross presented an ordinance authorizing the execution of a redevelopment agreement between the Village and Bern III Enterprises, LLC for Khepri Cafe, located at 106 S. Emerson Street. The property was formerly occupied by Breton Chiropractic.

Mr. Shallcross stated the 4,000-square-foot property is being redeveloped into a cafe. The establishment will include a bar area, dining space, reading nook, small event and retail areas, and a kitchen buildout. This will be the petitioner's second location and their first suburban location. Mr. Shallcross displayed an image of the floor plan.

Mr. Shallcross stated the total project cost is \$655,944.70. The petitioners are requesting assistance of \$165,000, which represents 25% of the total project cost, and is consistent with other recently approved incentive requests. Khepri Cafe is scheduled to be completed by the end of August or early September. Mr. Shallcross shared the business' proposed hours of operation. A sample menu was displayed that featured smoothies, sandwiches and salads. Owners Tatum Drews and Issac Melton were present to answer questions.

Trustee Saccotelli stated the community has much anticipated a business such as this and is excited to see it come to fruition.

Trustee Saccotelli disclosed that through her preparation and research, she discovered that a member of her extended family works at the same firm as Mr. Melton. After consulting with the Village Attorney, it was determined that this does not present a conflict of interest.

Motion by Bill Grossi, second by Terri Gens to approve the ordinance as presented:

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

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Nay: None

Final Resolution: Motion Passed

Ordinance No. 6746

8.2. A RESOLUTION APPROVING THE COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM YEAR 2024 ACTION PLAN

Community Development Planner, Antonia Lalagos, presented a resolution approving the Community Development Block Grant (CDBG) 2024 Action Plan.

Ms. Lalagos provided background information on the CDBG program, stating the Village has received annual allocations of CDBG funds from the Housing and Urban Development (HUD) since 1981. Recipients of funding must meet certain requirements and criteria. One of the requirements is the creation of an Annual Action plan in conjunction with a Five-Year Consolidated Plan. The funded activities must benefit primarily low or moderate-income residents as identified in the Consolidated Plan. Ms. Lalagos stated income thresholds are established by HUD each year. She displayed a map of the CDBG-eligible areas in the Village as determined by the most recent Census data.

This annual plan is the last plan of the 2020-2024 Consolidated Plan. The Consolidated Plan for 2025-2029 will be adopted next year. The 2024 Action Plan requires a public participation process that began with a Planning and Zoning Commission public hearing (June 27) and a 30-day public comment period (June 3-July 2). There were no comments. Approval by the Village Board is the final step before the Plan is submitted to HUD.

Ms. Lalagos stated funding for the Action Plan comes from three (3) sources; annual grant, program income and carry-over funds from the previous year. The total funds available for the 2024 program year is \$283,285. HUD places a 15% cap on spending for public service activities. The total funds available for public service activities is \$42,493.

Ms. Lalagos provided details on the proposed 2024 CDBG budget that includes:

- \$21,100 - Homelessness/Continuum of Care Services
- \$21,393 - Public Service Needs
- \$50,000 - Affordable Housing
- \$25,000 - Public Facility needs
- \$165,792 - Public Improvement needs

Upon Board approval of the 2024 Action Plan, staff must submit the document to HUD by August 15, 2024; HUD has forty-five days to review and approve the Plan.

Ms. Lalagos provided updates to previously approved CDBG Action Plan projects including improvements to Lions Memorial Park and the installation of a soccer pitch at Euclid Elementary School (Connections Field).

Ms. Lalagos answered a few questions from the Village Board.

Public Comment:

Linda Waycie
Resident

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- Brought forward the need for affordable housing for workers in our community
- Asked the Board to consider an Inclusionary Housing Ordinance to help increase affordable housing options in the Village

Carole Martz
Resident

- Asked how the \$165,000 set aside for sidewalk improvements qualifies under the CDBG program

Ms. Lalagos stated the sidewalk replacement program would improve sidewalks in low and moderate-income areas, designated by HUD, and would replace or repair hazardous sidewalks that will improve accessibility for pedestrians.

Steve Polit
601 N. Wilshire Dr.

- Ms. Martz's comments were reiterated, and he questioned if funds reserved for sidewalk improvements could or should be reallocated to another eligible project not covered by existing Village projects.

No further discussion.

Motion by Colleen Saccotelli, second by Terri Gens to accept the subject resolution:

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

Nay: None

Final Resolution: Motion

Resolution No. 31-24

VILLAGE MANAGER'S REPORT

- 9.1. Motion to enter into land acquisition agreements for the Algonquin Road Shared Use Path & Lighting Project for a total amount not to exceed \$394,000.00

Director of Public Works Sean Dorsey presented a land acquisition agreement for the Algonquin Road Shared Use Path and Lighting Project.

Mr. Dorsey stated the Phase I Engineering Study for the project has been completed, and federal grant aid has been secured. The project is currently in Phase II Design Engineering.

The next step is to initiate the process for land acquisition. The total cost for this phase is \$394,000. Federal funding has been secured for \$315,200. The balance of \$78,800 will come from Village funds.

The consultant's scope of work for the land acquisition includes the preparation of plats and legal descriptions, property appraisals and negotiations with property owners. The anticipated

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cost for this work is \$226,372. The Village is required to enter into a separate joint funding agreement with IDOT (Illinois Department of Transportation). The estimated total cost of land acquisition is \$394,000. This includes consultant costs (\$226,372) and the actual acquisition costs of \$167,628. The Village will pay the consultant and property owners directly and then request reimbursement from IDOT for \$315,200.

Acquisition costs for the purchase of permanent right-of-way and temporary construction easements. A total of eleven (11) properties are affected by the land acquisition process and three (3) include permanent right-of-way and eight (8) are temporary construction easements. Mr Dorsey displayed a map of the proposed acquisition sites.

There were no questions from the Board.

Motion by Colleen Saccotelli, second by Terri Gens to approve the land acquisition agreement and accompanying resolution:

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

Nay: None

Final Resolution: Motion Passed

Resolution No.32-24

9.2. As submitted

No additional report.

ANY OTHER BUSINESS

Trustee Saccolettl confirmed that the next Village Board meeting is Wednesday, August 7, 2024 so the Board and the community can join the Police Department in celebrating National Night Out on Tuesday, August 6, 2024.

Mayor Hoefert recognized a scout in the audience who is working on his Eagle Scout and Citizenship in the Community merit badge.

ADJOURNMENT

With no additional business to conduct, Mayor Hoefert asked for a motion to adjourn. Trustee Dante seconded by Trustee Grossi motioned to adjourn the meeting. By unanimous voice vote, the July 16, 2024 Regular Meeting of the Village Board of Trustees adjourned at 8:46 p.m.

Respectfully submitted,

Karen M. Agoranos
Village Clerk



Item Cover Page

Subject **List of Bills - July 10, 2024 to July 30, 2024 - \$5,413,291.72**

Meeting August 7, 2024 - REGULAR MEETING 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 July 10, 2024, to July 30, 2024 - \$5,413,291.72

Discussion

Alternatives

1. Approve the attached List of Bills for July 10, 2024 to July 30, 2024 - \$5,413,291.72.
2. Action at the discretion of the Village Board.

Staff Recommendation

Staff recommends approval of the attached List of Bills for July 10, 2024 to July 30, 2024 - \$5,413,291.72

Attachments

1. List of Bills - July 10, 2024 to July 30, 2024

VILLAGE OF MOUNT PROSPECT

List of Bills

July 10, 2024 - July 30, 2024

Fund	Vendor Name	Invoice Description	Amount
001	General Fund		
	ACS State & Local Government Solutions	Illinois State Disbursement Unit	\$ 2,921.98
	Addison Building Material Co.	Tamper	43.19
		Storm sewer repair materials	71.60
		Concrete restoration material	202.00
		Concrete restoration material	212.89
		Concrete restoration material	254.14
		Concrete	267.89
		Concrete forming materials	41.25
		Asphalt paving materials	29.67
		Concrete	240.39
		Concrete	240.39
	Adolfo's Sealcoating & Landscape	Refund Permit Fee #RB24-001069 (14 Marcella)	500.00
	Advanced Tree Care	Removal of Parkway Trees 6/10-6/28/24	8,403.00
	Air One Equipment, Inc.	2- Halligan, 2-flat head axe	433.00
		Boots	569.00
		NY Hooks - X2	294.00
		Boots	569.00
		SCBA Parts and Supplies	102.40
		Gear Dryer ST12	7,995.00
		Spencer helmet and 5 more for stock	1,664.00
	Alexander Equipment Company Inc	Saw scabbard for bucket truck	269.95
	Allscape, Inc.	Turf Mowing throughout the Village 7/1/24	2,150.00
		Turf Mowing throughout the Village 7/8/24	2,150.00
		Turf Mowing throughout the Village 7/15/24	2,150.00
	Amazon Capital Services	Square Terminal - Credit Card Machine	223.99
		Cabinet hinges, cabinet bumpers & shower curtains for St 11	214.71
		Square Terminal - Credit Card Machine	277.30
		Kitchen and station supplies for St 11	2,012.81
		Credit memo - returned damaged fan	(47.99)
		Red Ribbon	39.91
		Kitchen and station supplies for St 11	293.80
		Supplies for prisoners, Dept. lunch room, Investigations 07/22/2	133.68
		Office supplies 07/03/24	71.94
		Coaxial cable/HDMI Splitters/cast iron skillet/drawer dividers	163.88
		Notebook and push pins	21.41
		Squad emergency supplies and supplies for prisoners 07/18/24	41.90
		Ozone Generator	379.00
		Magnetic board, soap dispensers, battery tender, tv mount, St 11	100.36
		Kitchen supplies, desk legs, key box and fan for St 11	778.53
		Reference book for CSO's 07/22/24	55.19
		Sticky Notes	32.97
		Toner Cartridge and planner	164.49
		Bosu ball for St 14	129.99
		Coffee decanter and certificate holders	62.01
		Fire Fire Hurry Hurry book for PubEd	12.67
		P-Touch label maker and TZ tapes for St 11	180.41
		Clip boards	32.90
		CD Office Coffee supply June 2024	164.92
		Bed pump remote, knife holders, Rt angle adapters St13	261.78
		Supplies for National Night Out 07/19/24	225.79
		Colored electrical tape for rig tools	68.53
		Kitchen and station supplies for St 11	137.07
		Acrylic Sign Holders	26.69
		Broom holders & cork boards for St 11	290.83
		4 Flash Drives	38.04
		Mop buckets for St 11	126.38
		Credit memo - broken dishes from shipment	(59.98)
		Shredder - St 11	258.75
		Dry Erase and bulletin boards, magnets and kitchen dishes - St11	1,099.26
		Kitchen and station supplies for St 11	1,646.43
	American Landscaping Inc.	Grass Cutting - 103 N. Louis, 5/20/24	627.00

VILLAGE OF MOUNT PROSPECT

List of Bills

July 10, 2024 - July 30, 2024

Fund	Vendor Name	Invoice Description	Amount
001	General Fund (continued)		
	American Landscaping Inc. (continued)	Grass Cutting - 224 S. Main, 5/21/24	425.00
		Grass Cutting - 316 Rand Rd. - 5/23/24	660.00
		Grass Cutting - 111 E. Busse, 5/24/24	231.00
		Grass Cutting - 1720 W. Algonquin/Busse - 5/22/24	378.00
		Grass Cutting - 507 E. Holly, 6/14/24	180.00
		Grass Cutting - 2006 Ivy Ln., 6/17/24	180.00
		Grass Cutting - 1116 S. Busse Rd. 6/20/24	2,280.00
		Grass Cutting - 1411 N. Burning Bush, 6/27/24	298.00
		Grass Cutting - 1813 Wood, 7/2/24	378.00
		Grass Cutting - 103 N. Louis, 7/9/24	447.00
		Grass Cutting - 2006 Ivy Ln. 7/12/24	298.00
		Grass Cutting - 909 N. Pecos, 7/16/24	236.00
		Grass Cutting - 1411 Burning Bush, 7/16/24	236.00
	Anders, Kyle	Paramedic License Renewal	40.00
	Anselmo, Jennifer	Fridays on the Green 8/9/24 - Prairie Station Band	1,000.00
	Armenakis Enterprises Ltd.	Water barrels for Parade	400.00
	Arrowhead Scientific Inc.	ET supplies 07/16/24	1,814.03
	AT & T Corp.	Tower dump for case #24-010950 07/12/24	120.00
	Avanti Cafe & Sandwich Bar, Inc.	Food for 2024 Block Party - Delivery 7/26/24	538.00
		Block Party Green Room Food 7/27/24	594.00
	Bald Eagle Window Cleaning	Window cleaning Village facilities July 2024	5,482.00
	Banner Sales and Consulting Inc	Tree fertilizer	393.00
	Baxter & Woodman, Inc.	GIS Migration Services 6/19-7/11/24	3,257.50
	Beary Landscape Management Inc	Hanging Basket Maintenance 6/1-6/30/24	2,020.00
	Bizar Entertainment Inc	DJ Services for Block Party 7/27/24	1,200.00
	Blue Cross Blue Shield Illinois	Refund Ambulance Service 4/28/22 - Burger	104.82
		Refund Ambulance Services 4/21/23 - Kalios	1,413.89
		Refund Ambulance Service 7/13/23 - Sasser	1,412.10
	Blue to Gold LLC	Training registration for On-Demand training class	179.00
	Board of Trustees of the University of Illinois	IFSI POC Training 2024	450.00
	Bond, Dickson & Associates PC	Adjudication legal billing 6-27-24	405.00
		Administrative adjudication services 06/26/24	450.00
	Bound Tree Medical, LLC.	Prosplint Wrist/Forearm Adult x2	42.82
	Bucko, Marek	Refund Rental License RL24-000046 (725 Hunt Comm)	75.00
	Builders Asphalt LLC	Patching Materials 6/3/24	134.64
		Patching Materials 6/4/24	139.92
		Patching Materials 6/6/24	283.80
		Patching Materials 6/10/24	267.96
		Patching Materials 6/14/24	180.18
		Patching Materials 6/5/24	67.32
		Patching Materials 6/19/24	66.00
		Patching Materials 6/21/24	139.92
	Capps Plumbing	Refund Permit Fee #RB24-000767 (1324 Mulberry)	150.00
	Caputo's New Farm Produce	Catering for 2024 Block Party - Delivery 7/27/24	398.71
	Carioti, Francis	Edit Mount Prospect update 06/21/2024	144.00
		Camera Operator for 4th of July Parade	300.00
	Case Lots, Inc.	Custodial Supplies	1,761.05
	CDW LLC	ATA for fax	114.00
		Deployment Software Renewal 08/09/24 – 08/08/25	2,736.50
	Checkpoint Press	Firefighter Testing Ad 2024 (6/24/24 - 8/21/24)	397.00
	Chem-Wise Pest Management	Monthly Pest Control inspection - 2000 E Kensington - Aug 2024	30.00
		Monthly Pest Control inspection - 911 E Kensington - Aug 2024	40.00
		Monthly Pest Control inspection - 111 E Rand - Aug 2024	40.00
	Chicago Federation of Musicians, AFM Local 10-208	Musical Performance for Play and Learn 8/6/24	173.05
	Chiovari, Johnloredo	Reimbursement - Per Diems from IFSI Training 6/7/24 - 6/9/24	68.00
	CIT Bank, N.A.	KIP Plotter Lease - June 2024	409.34
		KIP Plotter Lease - August 2024	409.34
	Clay, Brock	Safety shoe reimbursement	121.25
	Clerk of the Circuit Court of McHenry County	Garnishment	547.85
	Clowning Around Entertainment Inc	Ferris Wheel & Combo Express - DWT Block Party	2,969.50
	Comcast	Internet Service - 21 S Emerson 7/1-7/31/2024	167.90

VILLAGE OF MOUNT PROSPECT

List of Bills

July 10, 2024 - July 30, 2024

Fund	Vendor Name	Invoice Description	Amount
001	General Fund (continued)		
	Comcast (continued)	Cable Service 1700 W Central 6/18-7/17/2024	41.91
		Comcast business services 07/04/24-08/03/24	146.72
		Comcast business services 07/04/24-08/03/24	458.47
		Comcast subscription for VMO 07/12/2024 - 08/11/2024	20.96
		Cable Service 7/12/2024-8/11/2024	21.01
		Comcast Fiber Services July 2024	2,173.16
	Conrad Polygraph, Incorporated	Candidate Polygraph 6/20/24 & 6/21/24	300.00
	Constellation NewEnergy, Inc.	Electricity - 21 S Emerson - 5/10-6/11/24	54.49
		Electricity - 21 S Emerson - 6/11-7/11/24	53.79
	Cook County Government	2023 Second Install Property Tax Bill (310 Northwest Hwy)	14,690.77
		2023 Second Install Property Tax Bill (10 S Pine)	5,204.00
	Cook, Nathan	Paramedic National License Application Fee	160.00
		Initial IDPH Paramedic License Fee	60.00
	Cooper, Nicole	Refreshments for Aging in Community presenters	38.38
		Tote bags for aging in communities	34.99
	Costar Realty Information, Inc.	Monthly Commercial Real Estate Publication July 2024	978.93
	Crystal Court Shopping Center	Rent for the CCC - September 2024	7,648.56
	Deam, Caitlin	Refund Permit Fee #RB24-000622 (205 George)	100.00
	Dennison Leafblad, Deborah	Camera Operator for 4th of July Parade	300.00
	Des Plaines Material & Supply	Storm sewer repair materials	607.00
	Discover Products Inc	Services for investigation of case #24-6274 06/10/24	44.00
	Duff Entertainment Inc	Block Party Band, Stage Manager, Sounds/Lighting/Tech Fees	30,600.00
	EAS Group Inc	230 11X17 Posters for Open House	269.03
		Printing of 911 Brochures 7/10/24	412.60
	Eckert, Lisa	Veteran Banner Design Services 7/1/24	4,485.00
	Elite Striders Positive Youth Organization	2024 4th of July Parade Act	1,700.00
	Ellenbecker, Philip	Paramedic License Renewal	40.00
	Endeavor Health Medical Group	Medical exam 06/13/24	1,092.00
		Medical exam 06/28/24	1,046.00
		Medical exam 06/21/24	480.00
		Medical exam 06/18/24	811.00
		Medical exam 06/25/24	591.00
		Medical exam 06/27/24	280.00
		Medical exam 05/23/24	480.00
		Medical exam 07/02/24	746.00
		Medical exam 05/24/24	811.00
		Medical exam 06/27/24	563.00
	ERC Wiping Products Inc.	Green Towels and Rig Towels	277.92
	Evident, Inc.	ET supplies 03/04/24	58.00
	Federal Express Corp	Shipping 7/18/24 - Antennas to Foster Coach	18.95
	Fedor, Mark	Reimbursement - Per Diems from IFSI Training 6/7/24 - 6/9/24	68.00
	Finnegan, Joseph	Paramedic National License App. Fee & Initial IDPH License Fee	220.00
	Fire Pension Fund	Fire Pension	38,784.80
	Fire Service Management LLC	Turnout gear repairs	707.77
	Five Star Valet	Valet Services Mount Prospect Restaurant Row 5/30/24-06/29/24	4,650.00
	Flexicare Inc	ProVu stylets, large	140.00
	Fulton Technologies, Inc.	Monitoring for Outdoor Siren System (7/01/24 - 06/30/25)	494.62
		Annual Siren PMs 2024	2,642.64
	G & J Associates, Inc.	Block party banners final	3,736.60
		Sign for Kickin' It With the Cops soccer program 07/17/24	207.04
	G&D Enterprises Inc	2024 Block Party Shirts for Staff	2,200.45
		2024 Block Party Shirts for Sale	1,768.50
	Gambino Landscaping and Brick Paving, Inc.	Irrigation systems maintenance 7/9-7/10/24	2,005.00
	Gene's Village Towing Inc	3 Cars for 2024 FRAT	300.00
	Ginsberg, Scott	Reimbursement - Per Diems/Mileage IFSI Training 6/7/24 - 6/9/24	237.04
	Gomez, Jay	CDL Reimbursement	30.00
	Gordon Flesch Company, Inc.	Leasing Contract M204292 Fire Station 11 - 06/22/24-08/21/24	242.68
		Print Usage 06/22/24-07/21/24-Contract M204292	1,459.79
	Guagliardo, Owen	Safety Shoe Reimbursement	188.95
	Hardy, Diane A	Face Painter CCC 8/8/24	260.00
		Face Painting/Balloon Artists for Block Party 7/26-7/27/2024	2,400.00

VILLAGE OF MOUNT PROSPECT

List of Bills

July 10, 2024 - July 30, 2024

Fund	Vendor Name	Invoice Description	Amount
001	General Fund (continued)		
	Health Endeavors	Annual Physicals 2024 - Kelly 5/22/24	255.00
	Heartland Business Systems, LLC	Phone System Professional Services 6/28/24	360.00
	Home Depot USA Inc	Parts and supplies for multiple divisions	1,096.27
		Statement - 05/22/24 - 06/21/24	224.44
	Hook, Jordan	Paramedic License Renewal	40.00
	Huffman, William W.	Parkway trees for planting in various locations 7/18/24	400.00
	ICMA Retirement Trust - 457	MissionSquare 457	50,222.65
	Illinois American Water Company	Sewer Service 1415 Algonquin 6/1/24 - 7/1/24	35.89
		Water Service 2000 E Kensington Rd - 06/08 - 07/09/24	529.20
		Burning Bush Irrigation Meter Water 06/08-7/09/24	1,869.59
	Illinois Department of Revenue	IL State Withholding	63,957.70
	Illinois Phlebotomy Services LLC	Phlebotomy services 06/09/24 Case #24-11799	425.00
	Illinois State Police	Business License Background Checks Liu/Porter May 2024	56.50
	Illinois State Toll Hwy Authority	Tolls 4/1/24 - 6/30/24 Act #3407	30.50
	Image Specialties of Glenview Inc	New hire locker name tags	49.50
	Imaging Essentials Inc	KIP Plotter Lease - July 2024	60.00
	IMRF	IMRF EFT June 2024	161,354.03
	Insane Impact LLC	Jumbotron for 2024 block party - Balance due	3,200.00
	Internal Revenue Service	Federal Withholding	295,299.07
	International Union of Operating Engineers	IUOE PW Membership Dues	1,975.54
	IT Supplies Inc	Plotter paper	667.18
		Plotter Ink	1,181.00
	J C Embroidery & Screenprint Inc	Clothing VMO	364.96
	Jackson-Hirsh Inc	Lamination packets, 10 mil	71.82
	John M Bruns	ROW Survey for Busse Rd Sidewalk - 7/5-7/16/24	1,470.00
	Johnson, Tyler	Reimburse expenses for Peer Jury 07/22/24	122.75
	Emergency Assistance	Emergency Assistance	216.00
		Emergency Assistance	108.00
		Emergency Assistance	108.00
	Lands' End Business Outfitters	Clothing for staff	242.66
	Laner Muchin, LTD	Legal Services through 6/20/24	525.00
	Language Line Services, Inc.	Phone Interpretation - June 2024	27.30
		Over the phone interpretation - June 2024	549.33
	LexisNexis Risk Data Management Inc.	Background checks - June 2024	200.00
	Liebgott Jr., John	Paramedic License Renewal	40.00
	Lurvey Landscape Supply	Sod for Fire St 11	225.58
		Sod for parkway restoration	69.00
		Sod for parkway restoration	69.00
	Lyle Sumek Associates Inc	Strategic Planning expenses - May 2024	18,757.27
	Mac Strategies Group Inc	Consulting Services Legislative and Lobbying Services July 2024	5,000.00
	Magnum Electronics Inc	Replacement antennas for portable radios	456.89
	Major Case Assistance Team	MCAT Annual Dues 07/01/24-06/30/25	4,000.00
	Masimo Americas Inc	SpO2 Central Sensors	729.00
	Masterson, Danielle Marie	Announcer for 4th of July Parade	750.00
	Mathew, Achen K	4th of July Parade 2024	450.00
	Maxx Contractors Corp	Debris Hauling and Aggregate Material Delivery 7/3/24	41.95
		Debris Hauling and Aggregate Material Delivery 7/9/24	68.05
		Debris Hauling and Aggregate Material Delivery 7/16/24	302.08
		Debris Hauling and Aggregate Material Delivery 7/18/24	194.96
	McMaster-Carr Supply Co	Heat shrink tubing for radio equipment	26.12
	Meade Electric Co Inc	Traffic Signal Maintenance 7/3/24	1,816.39
	Meltzer, Purtill, & Stelle LLC	Legal Services for Prestige Feed - June 2024	23,980.00
	Menard Inc.	Patch cable wire	22.77
		Castors	125.96
		Marking paint and cable ties	75.87
		Light bulbs, extension cords, utility knife, level - St 11	38.31
	Merit Employ. Assess. Serv.inc	2024 lieutenant testing service and books	3,811.25
	Metro Federal Credit Union	MP Fire Local 4119 Dues	3,029.10
	Metropolitan Alliance - Police	MP Police Association Dues	1,732.50
	Michigan West Shore Nursery LLC	Open House geraniums	1,580.00
	Mighty Mites Awards & Sons	Office Supplies	54.75

VILLAGE OF MOUNT PROSPECT

List of Bills

July 10, 2024 - July 30, 2024

Fund	Vendor Name	Invoice Description	Amount
001	General Fund (continued)		
	Moran, Pat	Reimbursement - Per Diems from IFSI Training 6/7/24 - 6/9/24	68.00
	Morton Suggestion Co.	Kickin' It With the Cops supplies 07/15/24	1,570.10
		Supplies for National Night Out 07/17/24	1,476.94
		Supplies for cadet program 07/17/24	820.10
		Community engagement supplies 07/17/24	1,612.30
	Mr. Beef & Pizza of Mt. Prospect	Block Party Green Room Food Saturday 7/27	184.75
	Nafisco Inc	400 Barricades w/lights for 4th of July parade rental	1,616.00
	Nationwide Mutual Insurance Company	Nationwide 457	22,668.59
	NCPERS Group Life Insurance	NCPERS Group Life Insurance August 2024	409.60
	Neopost USA Inc.	Postage Machine Replenishment 7/11/24	3,000.00
	Nero, Jonathan	Safety Shoe Reimbursement	225.00
	NFPA	NFPA Membership Renewal 6/2024-6/2025	225.00
	Nicolosi, Angela	Yoga - July 2024	75.00
		Yoga - June 2024	75.00
	NICOR	Natural Gas 1709 Algonquin 6/19/24-7/19/24	44.30
		Natural Gas 1713 Algonquin 6/19/24-7/19/24	44.30
		Natural Gas 1711 Algonquin 6/19/24-7/19/24	44.30
	Northeastern IL Public Safety Training	Basic Ops Fire Academy 7/8/24 - 9/6/24	3,700.00
	Northern Illinois Police Alarm System	Language line for translation services - May 2024	19.20
	Northwest Central 9-1-1 System	WAVE Devices for 3 additional users - April - June 2024	135.00
		WAVE devices April, May & June 2024	180.00
	Northwest Central Dispatch System	Member Assessment - August 2024	33,102.73
	Northwest Community Hospital	2023 PCRs (5,181), 2023 Annual License & EMS Web Support	2,860.37
		New Candidate Physical 6/19/24	996.00
	Northwest Municipal Conference	2024 NWMC Gala 6/26/24	200.00
	ODP Business Solutions LLC	Various pens, post it notes, labels, tape	90.10
		Clerks linen paper	25.19
	Emergency Assistance	Emergency Assistance	1,338.18
	Paddock Publications, Inc.	CDBG Program Public Hearing Notices June 2024	91.80
	Patriot Pavement Maintenance	Crack Sealing Services 5/6/2024	7,300.00
	Peerless Network Inc	Phone Service 07/15/24 - 08/14/24	1,974.00
	Pesche's Flower Shop	Plants for Village Hall urns	54.94
	Petty Cash	Petty Cash Finance - Feb-Jun 2024	206.86
		Petty Cash VMO - May-June 2024	181.03
	Pipe View LLC	Catch basin and inlet cleaning 6/28/24	478.13
	Pizzo & Associates Ltd	Weed control in various Village locations 7/1/24	946.88
	Police Pension Fund	Police Pension	43,315.78
	Prosafety, Inc.	Replacement safety vests	255.00
	Purple Rose Florist Inc.	Congratulations and get well flowers June/July 2024	550.00
	Quadient Leasing USA Inc	Folder/Inserter Lease N21061836 8/4/24-11/3/24	996.09
	Quicket Solutions Inc	Quicket electronic ticketing supplies 07/19/24	2,570.00
	QuickSeries Publishing Inc.	Annual Subscription for EM App, 1/1/24 - 12/31/24 (year 1 of 3)	2,520.00
	Quill Corporation	Frames for Clerks office	39.45
	Ray O'Herron Co Inc	Body armor 07/09/24	842.00
		Body armor 07/09/24	842.00
	Record-A-Hit Inc	Generators for slide and bump cars	250.00
	Reliance Standard Life Insurance Co.	Short Term Disability - July 2024	3,829.81
	Renner, Michael	Reimbursement - Per Diems from IFSI Training 6/7/24 - 6/9/24	68.00
	Rentokil North America, Inc.	Pest control for the CCC - July 2024	53.50
	Resource Management Associates	Assessment Center Fees - Lieutenant Testing 2024	8,800.52
	RHW Customized Graphics & Promotions	Replacement cotton hats	949.17
	Ricks Sewer & Drain	Refund Permit Fee #RB24-001000 (1400 Central)	150.00
	Robert W. Hendricksen Co.	Tree Trimming throughout the Village 6/10-6/14/24	5,820.75
	Route 12 Rental Co., Inc.	Tiller rental for fire station 11	241.41
	RST Inc.	Safety Shoe Purchase	166.49
	Saddler, Keith	Reimbursement - Per Diems/Mileage IFSI Training 6/7/24 - 6/9/24	283.24
		Transfer Stamp Rebate - 3 W Orchard Pl	999.00
	Schenkenfelder, Chris	Reimbursement - Per Diems/Mileage IFSI Training 6/7/24 - 6/9/24	279.72
	Secretary of State	Municipal Plate Registration #319	8.00
		Municipal Plate Registration #325	8.00
		License Plate Renewal #DE39593 (#300)	151.00

VILLAGE OF MOUNT PROSPECT

List of Bills

July 10, 2024 - July 30, 2024

Fund	Vendor Name	Invoice Description	Amount
001	General Fund (continued)		
	Service Sanitation Inc	Handicap restrooms for 4th of July	1,050.00
	Solid Waste Association of North America	SWANA Membership Renewal 9/1/24-8/31/25	245.00
	Southern Glazers Wine and Spirits LLC	Wine for 2024 Block Party (11 cases)	744.27
		Additional Wine for 2024 Block Party	145.14
	Speed-GMX Mount Prospect LLC	Sales Tax Sharing - Final Payment	106,115.52
	Staples Contract & Commercial, Inc.	Wireless keyboard/mouse and labels	43.42
	Stryker Sales Corporation	Cot battery charger for new ambulance	1,150.38
		Lucas battery charger	1,133.66
	Sulak, Todd M.	Reimbursement - Per Diems/Mileage IFSI Training 6/7/24 - 6/9/24	277.71
	Terrace Supply Company	Oxygen	303.08
	The Stevens Group LLC	Business cards - HS Dept	290.00
		July 2024 Newsletter Printing	8,670.00
		2024 Strategic Planning Leadership Guide	2,285.00
		2024 Strategic Plan Executive Summary Guide	660.00
		Printing for Block Party 2024 Rack Cards	477.34
	Thompson Elevator Inspections Service Inc	2 Construction permit inspections 112 E Northwest Hwy 6/20/24	150.00
		Elevator plan review 800 E Northwest Hwy 6/24/24	75.00
		1 Permit Inspection 6/24/24- 1800 W Central	75.00
		9 Elevator Code inspects 1 VOMP requested inspect 6/12-6/24/24	370.00
		1 Elevator Permit Inspection 800 E Northwest Hwy 07/11/24	75.00
	TJ Conevera's, Inc.	Ammunition 07/18/24	5,700.00
	Traffic Control & Protection Inc	Water filled jersey walls for 4th of July Festival Central Ped	684.00
	Turnout Rental LLC	Gear Rental - Wind (7/8/24 - 9/6/24)	550.00
	U&V Blacktop Paving	Refund Contractors License CL13-002505	200.00
	UMB Card Services	Credit Card 6/1/24-6/30/24 (EFT 7/25/24)	27,218.01
	UniFirst Corporation	Uniform Rental Services6/28/24	284.07
		Uniform Rental Services7/5/24	259.62
		Uniform Rental Services7/12/24	259.09
	UniFirst First Aid Corp	AED Monthly Inspections/First Aid Kit PW 7/8/24	145.36
		AED Monthly inspections - 50 S Emerson - 7/8/24	308.10
		AED Monthly inspections - 111 E Rand - 7/8/24	25.20
		AED Monthly inspections - 911 Kensington - 7/8/24	63.00
		AED monthly inspections - 2000 Kensington 7/8/24	12.60
		AED Monthly Inspections - 1601 W Golf 7/8/24	12.60
		AED Monthly inspections 1711 W Algonquin 7/8/24	12.60
		AED Monthly inspections 111 E Rand 6/11/24	12.60
	United Health Care	Refund Ambulance Services 11/27/23 - Hobyl	44.39
	United Maintenance Company, Inc.	Parade clean-up 7/4/24	1,380.00
	VCG Uniform	Uniform supplies for POCs	412.00
	Veritas US Inc	Email Archive Renewal 07/02/24 - 07/01/25	13,786.05
	Verizon Wireless Services LLC	Cellular Service & Equipment Charges 6/20/24-7/19/24	5,848.13
	Village of Mount Prospect	Flex - Mass Transit	10,343.69
		Fringe Benefit - Auto	410.45
		Water 6/7/24 - 7/9/24 (Meter #21758)	14.19
		Water 6/7/24 - 7/9/24 (Meter #40928)	14.19
		Water 6/7/24 - 7/9/24 (Meter #40215)	84.87
	W. W. Grainger, Inc.	Hearing and vision protection for 4 fire stations	323.58
		12 Rolls of Red and Yellow Barricade Tape	59.16
		Rehab consumables, gloves, eye wash for Sta 11, eye wash bottles	244.99
		Eye wash bottles	48.72
	W.S. Darley & Co.	TFT Piercing Nozzle for E512	937.00
		Discharge caps for Tower 13	207.98
	White Cap LP	Oak lathe stake bundles	57.79
	Wolf, Lisa	On camera interviewer for Dish'n Out MP - Surfs Up 4/29/24	425.00
		On camera announcer for MP Update - 07/05/2024	200.00
		On camera announcer for MP Update - 07/19/2024	200.00
	Woogl Corp	FD card stationary	308.00
	Young, Christopher	Paramedic License Renewal	40.00
	Z Search Recruiting, Inc.	Photography Services May-July 2024 - FOTG, Bike Ride and Parade	1,250.00
	Zoll Medical Corporation	Zoll monitor battery	784.74
		4 lead cables for monitor	305.04

VILLAGE OF MOUNT PROSPECT

List of Bills

July 10, 2024 - July 30, 2024

Fund	Vendor Name	Invoice Description	Amount
001	General Fund Total		\$ 1,237,162.63
020	Capital Improvement Fund		
	Addison Building Material Co.	Concrete bollard St 11	\$ 1,203.79
		Parts for dryer vent	214.11
		Painting materials	72.80
		Concrete bollard St 11	1,162.54
	Air One Equipment, Inc.	Gear Lockers Apparatus Floor Fire Station 11	2,336.00
		Fire Station 11 Turnout Gear Dryer	7,995.00
		Oxygen and SCBA Storage Rack Fire Station 11	492.00
	Amazon Capital Services	Rackmount Switches	12.66
		Ethernet switch	72.99
	Anderson Lock Company	Fire Station 11 Interior Door Frames, Doors and hardware	33,000.00
		Replacement bad door strikes 7/22/24	1,394.00
		Parts And Supplies - Credit	(60.00)
	BOS of Illinois Inc	Training Room Table - St 11	3,706.78
		Lts Office Desk and Cabinets - St 11	9,169.62
	Bushnell, Incorporated	Ice machine piping	128.60
	Case Lots, Inc.	St 11 bathroom soap dispensers	299.50
		Mirrors and grab bars ADA	1,638.28
	Ciorba Group Inc	Melas-Meadows Ped Bridge - Phase II Eng Service 6/1-6/28/24	19,854.81
	Civiltech Engineering Inc	Arterial Bike Network Study 6/1-6/28/24	33,660.99
		Central-Weller Crosswalk Overhead RRFBs - Design Eng 6/1-6/28/24	1,740.61
	Combined Roofing Services LLC	Fire Station 11 Roof Repairs	3,925.00
	Crystal Maintenance Services Corp.	After Construction deep cleaning 7/9/24	840.00
	Custom Metal Home LLC	Installation Stainless Steel Countertops Fire Station 11 7/9/24	6,012.50
	Digicom Inc	Fire Station 11 Dispatch System Testing/Certification 5/14/24	2,288.78
	Earle M Jorgensen Company	Steel for St. 11 Fire hose drier	254.75
	Falls Mechanical Insulation Inc	Fire Station 11 Mechanical Insulation 6/30/24	10,750.00
	Gewalt Hamilton Assoc.	IL 83/Busse Av Crosswalk - Construction Eng Services 6/1-6/30/24	5,432.87
	Graybar Electric Co.	LED fixtures	6,458.60
	Henricksen & Company Inc	Fire Station 11 Kitchen Chairs Day Room Tables	2,181.00
	Home Depot USA Inc	Parts and supplies for multiple divisions	7,175.92
	Menard Inc.	Bathroom hardware	162.27
		Bathroom hardware	215.81
	Michael P Hartnett	Window Coverings for Fire Station 11	3,513.90
	Mount Prospect Paint, Inc.	Interior paint	74.99
		St 11 Interior paint	629.90
		Interior paint	749.90
		Interior paint	299.96
	Preform Traffic Control Systems, LTD.	Pavement Marking Thermo - Plastic - FS11 7/9/24	4,300.00
	RJ Stretch Inc	St 11 Workout room mirrors 6/4/24	4,500.00
	Sprovieri's Custom Counters	St 11 Counter tops	8,655.00
	Steiner Electric Company	Bathroom GFI	14.10
		Wire for lighting	307.50
		Lighting wire	95.45
		Lighting controls	45.84
		Exit signs for St 11	115.98
	The Sign Palace Inc	Fire Station 11 Exterior Building Signage	15,265.00
	UMB Card Services	Credit Card 6/1/24-6/30/24 (EFT 7/25/24)	2,309.84
020	Capital Improvement Fund Total		\$ 204,669.94
023	Street Improvement Construction Fund		
	Engineering Resource Associates	Schoenbeck Road Resurfacing Project Ph 1 and 2 Eng 6/30/24	\$ 5,147.37
	Traffic Control & Protection Inc	Traffic Calming In-Street Pedestrian Crosswalk Signs 6/19/24	1,969.61
023	Street Improvement Construction Fund Total		\$ 7,116.98
024	Flood Control Construction Fund		
	Christopher B. Burke Engineering Ltd	Stormwater Management Master Plan 5/26-6/29/24	\$ 16,573.75

VILLAGE OF MOUNT PROSPECT

List of Bills

July 10, 2024 - July 30, 2024

Fund	Vendor Name	Invoice Description	Amount
024 Flood Control Construction Fund (continued)			
	Constellation NewEnergy, Inc.	Electricity - Pump St - 5/3-6/17/24	1,011.05
	Engineering Resource Associates	Weller Creek Bank Stabilization Study 6/30/24	3,607.42
	Illinois EPA	Annual NPDES MS4-Fee 1700 W Central 7/1/24-6/30/25	20,000.00
024 Flood Control Construction Fund Total			\$ 41,922.22
040 Refuse Disposal Fund			
	ICMA Retirement Trust - 457	MissionSquare 457	\$ 5.00
	Illinois Department of Revenue	IL State Withholding	628.77
	IMRF	IMRF EFT June 2024	4,180.62
	Internal Revenue Service	Federal Withholding	3,964.23
	International Union of Operating Engineers	IUOE PW Membership Dues	154.57
	Nationwide Mutual Insurance Company	Nationwide 457	613.31
	NCPERS Group Life Insurance	NCPERS Group Life Insurance August 2024	16.00
	Republic Services, Inc.	Refuse Disposal Program - June 2024	15,306.27
		Municipal Refuse Disposal 6/1/2024-6/30/2024	261,471.61
	Solid Waste Agency of Northern Cook County	SWANCC - August 2024	106,243.00
	Third Millennium Associates Inc	E-Bill Server & Transaction Fees June 2024	58.25
		Utility Billing 7/15/24	47.11
	Tradebe GP	HHW Disposal and Collection 4/27/2024	57,687.16
	Village of Mount Prospect	Flex - Mass Transit	96.03
040 Refuse Disposal Fund Total			\$ 450,471.93
041 Motor Fuel Tax Fund			
	Constellation NewEnergy, Inc.	Electricity - 1901 1/2 Seminole - 5/14-6/13/24	\$ 83.71
		Electricity - Traffic lights - 5/3-6/14/24	17,140.38
		Electricity - 755 S Meier - 6/3-7/2/24	69.36
		Electricity - 1051 N Elmhurst - 6/5-7/5/24	276.68
		Electricity - 1901 1/2 Seminole - 6/13-7/15/24	56.49
	Lyons & Pinner Electric Companies	2024 Traffic Signal Maintenance 6/30/24	867.00
		2024 Traffic Signal Maintenance 5/23-6/11/24	1,023.70
		2024 Traffic Signal Maintenance 6/5/24	372.78
	Patriot Pavement Maintenance	Crack Sealing Services 5/6/2024	65,700.00
	Preform Traffic Control Systems, LTD.	Pavement Marking 7/3/24	76,044.80
041 Motor Fuel Tax Fund Total			\$ 161,634.90
042 CDBG			
	Chicago Title and Trust Company	CDBG PY2023 4 Judith Ann Title Search Single Family Rehab	\$ 50.00
	Children's Advocacy Center of NW Cook County	CDBG PY23 Q2 CAC Child Services 01/01/24-03/31/24	1,125.00
	Connections to Care	CDBG PY2023 Q2 1/1/24-3/31/24 Connections to Care	359.70
	Ibbotson Heating Co.	CDBG PY2023 Single Family Rehab Program 501 E Prospect #1J	5,200.00
	Northwest Center Against Sexual Assault	CDBG PY23 Q2 01/01/24-03/31/24 NW CASA Intervention Services	1,718.75
	Northwest Compass, Inc.	CDBG PY23 Q2 Housing Counseling 12/25/23-03/31/24	2,585.19
	Pads to Hope, Inc.	CDBG PY2023 Q2 Jan- Mar 2024 Resident Services	4,967.50
	Wings Program, Inc.	CDBG PY23 Q2 Program Services Jan 2024-Mar 2024	4,500.00
042 CDBG Total			\$ 20,506.14
044 Federal Equitable Share Funds			
	eLocker Limited	Asset Management System 7/10/24-10/10/24	\$ 13,409.73
044 Federal Equitable Share Funds Total			\$ 13,409.73
046 Foreign Fire Tax Board Fund			
	Comcast	Cable Service - 111 E Rand Rd, 07/03/24 - 08/02/24	\$ 250.51
		Cable Service - 2000 E Kensington, 07/01/24 - 07/31/24	103.04
		Cable Service - 1601 W Golf Rd, 07/15/24 - 08/14/24	81.98
	Cozzini Bros Inc	Knife Service - 111 E Rand Rd, 06/12/24	24.00
		Knife Service - 1601 Golf Rd, 06/18/24	24.00

VILLAGE OF MOUNT PROSPECT

List of Bills

July 10, 2024 - July 30, 2024

Fund	Vendor Name	Invoice Description	Amount
046 Foreign Fire Tax Board Fund (continued)			
	La-Z-Boy Inc	4 Recliners - St 11 & St 12	4,299.95
	Masimo Americas Inc	Rad 57 Handheld SpO2 Monitors x10 with cables & carrying case	5,524.95
	Parenti & Raffaelli, LTD	Custom Kitchen Table - St 11	11,685.00
	Select Comfort Corporation	7 Sleep number beds and 2 extra remotes	14,915.31
	Shree Mt Prospect Inc	Fire Department coffee service for all stations	880.00
046 Foreign Fire Tax Board Fund Total			\$ 37,788.74
049 Prospect and Main TIF District			
	Cook County Government	2022 TIF Surplus	\$ 636,604.77
049 Prospect and Main TIF District Total			\$ 636,604.77
050 Water and Sewer Fund			
	ACS State & Local Government Solutions	Illinois State Disbursement Unit	\$ 11.56
	Airy's Inc	NW Water interconnect Project 6/15-7/15/24	327,409.64
	Amazon Capital Services	B-box sockets	35.98
	Andrew Pearson	Utility Refund - 16 N Kenilworth Ave	37.64
	Backflow Solutions Inc	Backflow Final Notice Letter Fee 7/21/24	400.00
	Baxter & Woodman, Inc.	Sewer Lining Project - Inspection services 4/26-6/26/24	1,410.40
		Emergency Well Operations SOP development 6/25-7/11/24	2,507.50
	Burns & McDonnell Engineering Co.	NW Water Interconnection Proj Ph III Construction 6/30/24	23,799.39
		Oakton Water Main Ext Project - Design/Eng Services 6/30/24	15,000.00
	Constellation NewEnergy, Inc.	Electricity - Pump St - 5/3-6/17/24	6,260.25
	Fehr-Graham & Associates LLC	ILOSHA Safety training for seasonal/full time employees 6/13/24	2,526.77
	Foster, John	Overhead Sewer Rebate - 104 N Louis 6/12/24	6,218.06
	Gerardi Sewer & Water Co	Water Main Replacement Project 7/23/24	1,207,091.50
	Gordon Flesch Company, Inc.	Print Usage 06/22/24-07/21/24-Contract M204292	26.34
	HBK Water Meter Service	Meter reads 7/9/24	40.00
		Meter exchange and clear water elimination 7/15-7/17/24	3,695.00
	Home Depot USA Inc	Parts and supplies for multiple divisions	185.25
	ICMA Retirement Trust - 457	MissionSquare 457	2,033.64
	Illinois Department of Revenue	IL State Withholding	4,680.30
	Illinois State Toll Hwy Authority	Tolls 4/1/24 - 6/30/24 Act #3407	108.50
	IMRF	IMRF EFT June 2024	25,192.32
	Internal Revenue Service	Federal Withholding	28,580.42
	International Union of Operating Engineers	IUOE PW Membership Dues	1,635.08
	James Pfeiffer	Utility Refund - 5 N Elmhurst Ave	79.25
	John P. Buckley	Utility Refund - 213 Hanover Pl	37.64
	Marion L. Markham	Utility Refund - 811 S Emerson St	37.64
	Maxx Contractors Corp	Debris Hauling and Aggregate Material Delivery 7/3/24	214.93
		Debris Hauling and Aggregate Material Delivery 7/9/24	348.66
		Debris Hauling and Aggregate Material Delivery 7/16/24	1,547.74
		Debris Hauling and Aggregate Material Delivery 7/18/24	998.96
	McElligott, Shannon	Overhead Sewer Rebate - 411 S I Oka 6/20/24	7,500.00
	Menard Inc.	Repair material for water hook up at Melas Park	95.49
	Meyer, Kevin	Overhead Sewer Rebate - 806 W Dresser 7/9/24	7,500.00
	Nationwide Mutual Insurance Company	Nationwide 457	1,823.34
	NCPERS Group Life Insurance	NCPERS Group Life Insurance August 2024	121.60
	NICOR	Natural Gas - 117 N Waverly - 6/19-7/19/24	140.11
	NW Suburban Municipal Joint Action Water Agency	JAWA - June 2024	726,728.00
	Paddock Publications, Inc.	Newsprint Surcharge - 07/13/2024-09/7/2024	366.60
	Pipe View LLC	Catch basin and inlet cleaning 6/28/24	3,346.87
	Reliance Standard Life Insurance Co.	Short Term Disability - July 2024	254.64
	Republic Services, Inc.	Refuse Disposal Program - June 2024	2,746.32
	State Industrial Products Corporation	Waste water treatment program for Fats/oils/grease June 2024	869.47
	Suburban Laboratories, Inc.	2024 Water Sample Testing 6/28/24	1,231.00
	Third Millennium Associates Inc	E-Bill Server & Transaction Fees June 2024	516.84
		Green Bill Annual Maintenance 8/20/24 - 8/19/25	995.00
		Utility Billing 7/15/24	2,464.41
	UMB Card Services	Credit Card 6/1/24-6/30/24 (EFT 7/25/24)	1,041.25

VILLAGE OF MOUNT PROSPECT

List of Bills

July 10, 2024 - July 30, 2024

Fund	Vendor Name	Invoice Description	Amount
050 Water and Sewer Fund (continued)			
	UniFirst Corporation	Uniform Rental Services 6/28/24	99.44
		Uniform Rental Services 7/5/24	90.89
		Uniform Rental Services 7/12/24	90.70
	Verizon Wireless Services LLC	Cellular Service & Equipment Charges 6/20/24-7/19/24	628.00
	Village of Mount Prospect	Flex - Mass Transit	568.78
	W. W. Grainger, Inc.	Sewer tracing dye	25.29
050 Water and Sewer Fund Total			\$ 2,421,394.40
051 Village Parking System Fund			
	AT & T Corp.	Phone Service elevators Maple Street Deck 6/19-7/18/24	\$ 369.83
	Comcast	Internet Services 301 S Maple from 7/4-8/3/24	219.60
	Constellation NewEnergy, Inc.	Electricity - 301 S Maple - 5/10-6/11/24	645.85
		Electricity - 301 S Maple - 6/11-7/11/24	602.63
	Preform Traffic Control Systems, LTD.	Pavement Marking 7/3/24	4,284.80
051 Village Parking System Fund Total			\$ 6,122.71
052 Parking System Revenue Fund			
	Petty Cash	Petty Cash Finance - Feb-Jun 2024	\$ 13.00
	Preform Traffic Control Systems, LTD.	Pavement Marking 7/3/24	2,870.40
052 Parking System Revenue Fund Total			\$ 2,883.40
060 Vehicle Maintenance Fund			
	Advance Stores Company, Inc.	2717 A/C Compressor	\$ 221.40
		638 Heater hoses	163.40
		Filters for stock	45.56
		640 Drive shaft	807.26
	Al Warren Oil Co Inc	87 Octane fuel for June 2024	26,898.25
	Alexander Equipment Company Inc	Ball hitch	241.45
		Parts And Supplies - Credit	(241.45)
		Chipper knives for stock	343.80
	Amazon Capital Services	Flashlights for vehicles	424.52
		4561 Water pump spray down pump	39.99
	Arlington Heights Ford	2707 Water pump and gaskets	261.17
		2707 Timing chain and guides	448.11
		4529 Drivers seat cushion and cover	516.45
	Atlas Bobcat Inc.	4549 Bobcat hydraulic disconnect	128.05
	Burris Equipment Co	4536 Filters for stock	148.34
	Busse Automotive Inc	P-13 rear seat detail	70.00
	Chicago Parts & Sound LLC	Filters for stock	267.28
		Rod drag link	153.01
		4526 Draglink	153.01
		CPS parts for police interceptors Ford Fleet Reimburse program	1,288.23
		4526 Trans filter and filters for stock	413.71
		Explorer brake parts for stock	549.98
		611 Rear brakes	55.51
		4529 Lower Ball Joints and rear brakes	374.77
		601 Starter	189.18
		Parts And Supplies - Credit	(153.01)
		Parts And Supplies - Credit	(1,288.23)
		2713 Battery	121.85
		633 New battery	161.29
		514 2730B batteries	705.94
	Commercial Tire Services Inc	4555 tires	830.00
	D and B Auto Glass, Inc.	303 Rear quarter glass 6/20/24	425.00
		610 Windshield 6/28/24	450.00
		641 Windshield 7/10/24	325.00
	Elliott Auto Supply Co, Inc.	Stock filters	81.91
		Spark plugs for stock	77.28

VILLAGE OF MOUNT PROSPECT

List of Bills

July 10, 2024 - July 30, 2024

Fund	Vendor Name	Invoice Description	Amount
060	Vehicle Maintenance Fund (continued)		
	Elliott Auto Supply Co, Inc. (continued)	Filters for stock	69.80
		619 Radiator	119.08
		Gear lube for stock	92.82
		4526 Brake rotors	300.00
	Everclean Group LLC	Car Washes - May 2024	525.00
		Car Washes - June 2024	378.00
	Hotsy of Chicago, Inc.	Hotsy 555HE Hot Water Pressure Washer 6/24/24	5,050.00
	ICMA Retirement Trust - 457	MissionSquare 457	1,914.11
	IMRF	IMRF EFT June 2024	9,540.92
	Illinois Department of Revenue	IL State Withholding	2,009.04
	Illinois Recovery Group, Inc.	Parts washer service 9/1-12/31/24	160.00
	Internal Revenue Service	Federal Withholding	12,366.91
	International Union of Operating Engineers	IUOE PW Membership Dues	719.11
	Interstate Power Systems, Inc.	Air filters for stock	228.40
	James Drive Safety Lane LLC	Safety lane inspections - June 2024	984.00
	Jasper Engine Exchange, Inc.	Jasper Transmission for 319	3,094.00
		Warranty transmission for 319	4,025.00
		Credit for warranty trans 319	(4,025.00)
	JX Enterprises Inc.	Brake chambers for 2754	217.86
	MacQueen Equipment LLC	515 Turn Signal Switch	374.54
		516 front shocks	952.39
	NAPA Auto Parts	508 Calipers	303.46
		2744 Exhaust gasket	9.37
		2737B Oil filter	14.92
		4526 Tie rod	111.27
		4526 Caliper pin boots	23.76
		309 Front Brakes	60.15
		Parts And Supplies - Credit	(111.27)
		Trailer breakaway 4552	10.64
		640 Coolant Bottle	76.04
		525 A/C Seal	7.95
		2744 trailer ball	16.89
		Parts And Supplies - Credit	(163.12)
		309 Brake hoses	27.78
		4529 Rear axle boots and seals	35.18
		619 Radiator fan assembly	322.72
		619 Strut mount upper	103.16
		4571, 4572, 4582 Filters	100.32
		640 Engine Mount	78.73
		4529 Rear caliper bolts	13.28
	Napleton Arlington Heights Motors Inc	672 Extra key made 6/14/24	482.99
	Nationwide Mutual Insurance Company	Nationwide 457	22.50
	NCPERS Group Life Insurance	NCPERS Group Life Insurance August 2024	28.80
	Pat Mooney, Inc.	Shop band saw parts	269.22
	Reliance Standard Life Insurance Co.	Short Term Disability - July 2024	313.23
	Ronco Industrial Supply	Shop supplies discs	64.86
	Rubber Inc.	Tire repair supplies	183.97
	Rush Truck Centers of Illinois, Inc.	4509 Rear brakes	522.80
		Blend door actuator for 546	44.98
		Parts And Supplies - Credit	(705.60)
		Filters for stock	318.48
	Service Spring Co Inc	514 Rear Leaf springs emergency repair 7/8/24	3,671.42
	Standard Equipment Company	4502 Conveyor side skirts	18.68
	Stenstrom Petroleum Services Group	Repair waste oil level error for pump 3 6/12/24	457.71
	Terminal Supply Company	Electrical terminals for stock	314.73
	Terrace Supply Company	Gas tank rental June 2024	26.25
	Verizon Wireless Services LLC	Cellular Service & Equipment Charges 6/20/24-7/19/24	267.78
	Village of Mount Prospect	Flex - Mass Transit	230.66
	West Side Tractor Sales	John Deere filters for stock	695.29
060	Vehicle Maintenance Fund Total		\$ 83,063.97

VILLAGE OF MOUNT PROSPECT

List of Bills

July 10, 2024 - July 30, 2024

Fund	Vendor Name	Invoice Description	Amount
061 Vehicle Replacement Fund			
	UMB Card Services	Credit Card 6/1/24-6/30/24 (EFT 7/25/24)	\$ 143.00
061 Vehicle Replacement Fund Total			\$ 143.00
063 Risk Management Fund			
	Favia, Joseph	PSEBA Reimbursement - August 2024	\$ 1,927.79
	Intergovernmental Risk Management Agency	Deductible - June 2024	41,429.64
		TPA Claims - June 2024	378.28
	Mount Prospect Public Library	IMRF Health Insurance Deductions - June 2024	1,759.32
		IMRF Health Insurance Deductions - July 2024	1,759.32
	Parkside Auto Body Inc	Repair PW Truck 2736 - Accident 5/14/24	989.78
	Ricker, Jeffrey	PSEBA Reimbursement - July 2024	466.00
	UMB Card Services	Credit Card 6/1/24-6/30/24 (EFT 7/25/24)	100.63
	Village of Arlington Heights	Reimburse damaged fire equipment - Mt Prospect Fire 6/17/24	1,907.95
063 Risk Management Fund Total			\$ 50,718.71
073 Escrow Deposit Fund			
	A&J Construction Solutions Inc	Refund Escrow Permit #RB24-000892 (610 Na Wa Ta Ave)	\$ 100.00
	ABC Plumbing Heating Cooling	Refund Escrow Permit #RB21-002634 (1022 Boxwood Dr)	100.00
		Refund Escrow Permit #RB24-000597 (113 Audrey Ln)	100.00
		Refund Escrow Permit #RB24-001065 (912 Robert Dr)	100.00
	Adolfo's Sealcoating & Landscaping	Refund Escrow Permit #RB241069 (14 Marcella)	150.00
	ALA Architects & Planners	Refund Escrow Permit #RB22-004889 (119 S Louis St)	250.00
	Alvarez Lawn & Concrete Service	Refund Escrow Permit #RB24-000314 (20 S Edward St)	100.00
	ARS of Illinois	Refund Escrow Permit #RB24-000976 (1831 Locust Ln)	100.00
		Refund Escrow Permit #RB24-001009 (107 W Sunset Rd)	100.00
	Barter, Lawson	Refund Escrow Permit #RB22-005620 - Replace Check 849195	100.00
	Berman, Stephanie	Refund Escrow Permit #RB24-000515 (218 S I Oka Ave)	100.00
	Blue Construction Corp	Refund Escrow Permit #RB24-000711 (416 We Go Trl)	100.00
	Capps Plumbing	Refund Escrow Permit #RB240767 (11324 Mulberry)	100.00
	Chicago Bath Systems	Refund Escrow Permit #RB24-000780 (804 Harvest Ln)	100.00
	Deam, Caitlin	Refund Escrow Permit #RB240622 (205 George)	100.00
	Dufkis, Nicole	Refund Escrow Permit #RB24-000932 (206 Audrey Lane)	125.00
	Essential Property Management LLC	Refund Escrow Permit #CB24-000168 (609 N Main St 102)	200.00
	Fitzgerald, Ryan	Refund Escrow Permit #RB24-000948 (114 S Owen St)	100.00
	Fortis Ground Werks	Refund Escrow Permit #RB24-000217 (105 N Elmhurst Ave)	200.00
	Foster, John	Refund Escrow Permit #RB240072 (104 N Louis)	100.00
	Four Seasons Heating and Air Conditioning LLC	Refund Escrow Permit #RB24-000664 (114 Hi Lusi Ave)	100.00
		Refund Escrow Permit #RB24-000741 (2017 Celtic Glen Dr)	100.00
		Refund Escrow Permit #RB24-000883 (511 Carol Ln)	100.00
	Goodfellas Construction Co	Refund Escrow Permit #CB24-000116 (1502 Stonegate Mnr)	500.00
	Groshko, Vitaliy	Refund Escrow Permit #RB24-000907 (1219 W Sunset Rd)	100.00
	Helio Solar Power LLC	Refund Escrow Permit #RB24-000858 (320 N Elm St)	100.00
	Hipner, Michal	Refund Escrow Permit #RB23-008861 (513 S Elmhurst Rd)	100.00
	Home for Life Advantage	Refund Escrow Permit #RB24-000285 (5 N Edward St)	150.00
	J&J Pavement Repairs Inc	Refund Escrow Permit #RB24-000286 (1712 Burning Bush Ln)	100.00
	JKO Electric	Refund Escrow Permit #RB24-000807 (701 Meier Rd)	100.00
	JPG Construction and Builders	Refund Escrow Permit #RB24-000369 (213 S Lancaster St)	100.00
	JRS Concrete Construction	Refund Escrow Permit #RB24-000582 (1017 Sycamore Ln)	100.00
	Kapital Electric	Refund Escrow Permit #RB24-000308 (1110 Crabtree Ln)	100.00
	Kaplan Paving	Refund Escrow Permit #RB24-000516 (314 S Emerson St)	600.00
	Kobak, Deb	Refund Escrow Permit #RB23-008251 (1713 Liberty Ct)	100.00
	Koscinus, Stanley	Refund Escrow Permit #RB24-000507 (317 S Emerson St)	100.00
	Kulis, Angelika	Refund Escrow Permit #RB24-000866 (711 Hi Lusi Ave)	100.00
	LMV Electric Corp	Refund Escrow Permit #RB24-001014 (250 Parliament Pl 115)	100.00
	Marquardt, Don	Refund Escrow Permit #RB24-000933 (811 I Oka)	100.00
	Mirek Construction Inc	Refund Escrow Permit #CB24-000053 (1002 S Elmhurst Rd)	300.00
	Mociran, Lucian	Refund Escrow Permit #RB24-000540 (1418 E Emmerson Ln)	100.00
	Mount Prospect Public Library	2024 PPRT 5th Allocation	17,732.55
	New Bright Electric	Refund Escrow Permit #RB24-000815 (2011 Seneca Ln)	100.00

VILLAGE OF MOUNT PROSPECT

List of Bills

July 10, 2024 - July 30, 2024

Fund	Vendor Name	Invoice Description	Amount
073	Escrow Deposit Fund (continued)		
	Parks, Aaron	Refund Escrow Permit #RB24-000746 (401 North Fairview Avenue)	100.00
	Petty Cash	Change for Block Party 7/26/24	10,000.00
	Pitariu, Daniel	Refund Escrow Permit #RB24-000619 (505 W Lonnquist Blvd)	100.00
		Refund Escrow Permit #RB24-000903 (505 W Lonnquist Blvd)	100.00
	Platinum Decking	Refund Escrow Permit #RB24-000868 (307 Leonard Ln)	100.00
	Principle Construction	Refund Escrow Permit #CB22-000903 (350 N Wolf Rd)	1,350.00
	Red Brick Construction Inc	Refund Escrow Permit #CB24-000171 (416 W Northwest Hwy)	100.00
	Revel, George	Refund Escrow Permit #RB24-000505 (407 S Douglas Ave)	150.00
	Ricks Sewer and Drainage	Refund Escrow Permit #RB241000 (1400 Central)	100.00
	Ruiz Brick Paving Inc	Refund Escrow Permit #RB24-000708 (1102 Crabtree Ln)	100.00
	Solheim, Elizabeth	Refund Escrow Permit #RB24-000395 (10 N Elm St)	100.00
	Stahmer, Ann	Refund Escrow Permit #RB24-000719 (315 S Elmhurst Ave)	100.00
	Turf Industries Inc	Refund Escrow Permit #RB24-000429 (301 S Wille St)	100.00
	Twin Bros Paving & Concrete Damian	Refund Escrow Permit #CB24-000030 (1101 Hunt Club Dr)	500.00
		Refund Escrow Permit #CB24-000060 (502 Huntington Commons Rd)	500.00
	Unique Concrete Construction Inc	Refund Escrow Permit #RB24-000830 (1729 Magnolia Ln)	100.00
	Vertical Chimney Care	Refund Escrow Permit #RB23-008487 (804 E Central Rd)	100.00
		Refund Escrow Permit #RB24-000834 (308 Bobby Ln)	100.00
	Vowinkel, Julie	Refund Escrow Permit #RB24-000580 (1711 Pheasant Trl)	100.00
	Wojtowicz, Greg	Refund Escrow Permit #RB23-008197 (402 S Maple St)	800.00
	Wypych, Sabina	Refund Escrow Permit #RB24-000751 (204 Audrey Ln)	100.00
	Xclusive Concrete & Brick Paving	Refund Escrow Permit #RB24-000707 (211 N Maple St)	100.00
073	Escrow Deposit Fund Total		\$ 38,407.55
Grand Total			\$ 5,413,291.72



Item Cover Page

Subject	Motion to appoint Meltzer, Purtill & Stelle, LLC as special counsel regarding the Prestige Feed litigation.
Meeting	August 7, 2024 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	
Dollar Amount	
Budget Source	
Category	CONSENT AGENDA
Type	Action Item

Information

Staff contracted with Meltzer, Purtill & Stelle, LLC (MPS) to add this firm to the Village's legal team for the Prestige Feed Litigation; working with Village Attorneys, Lance Malina and Allen Wall. MPS has assisted with the enhanced 3rd amended counterclaim for injunctive relief filed on July 19 and MPS will take point in court.

Legal services with MPS will likely exceed the Village Manager's spending authority of \$50,000. The billing of services reflects a number of factors, including the complexity and time required to complete litigation. The Village's legal services budget is sufficient to handle this item at this time.

Discussion

Alternatives

1. Approve the engagement with Meltzer, Purtill & Stelle, LLC (MPS) to provide special council for the Prestige Feed Litigation.
2. Action at the discretion of the Village Board.

Staff Recommendation

Staff is seeking Village Board approval to continue the engagement with Meltzer, Purtill & Stelle, LLC (MPS) to provide special council for the Prestige Feed Litigation.

Attachments

None



Item Cover Page

Subject	Motion to accept proposal for preliminary engineering services (Phase 1) for the Central Road Railroad Crossing Improvements Project for an amount not to exceed \$399,940.
Meeting	August 7, 2024 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	Y
Dollar Amount	\$399,940.00
Budget Source	Capital Improvements Fund
Category	VILLAGE MANAGER'S REPORT
Type	Action Item

Information

Partnering with appropriate government agencies to resolve troublesome intersection issues is a key component of the Mount Prospect Strategic Plan. One such location is the area surrounding the Central Road at-grade crossing of the Union Pacific Railroad. This includes the railroad crossing and the intersection of Central Road with Northwest Highway (US 14) and Prospect Avenue. These intersections act as the western gateway to downtown Mount Prospect. Pedestrian and bicycle accommodations at these intersections are minimal and require long crossing distances. Vehicle delays are primarily due to the crossing being activated by trains, but the left turn movement from eastbound Central Road onto northwest-bound Northwest Highway (US 14) is particularly problematic due to limited storage for vehicles turning left.

Central Road and Northwest Highway (US 14) are under the jurisdiction of the Illinois Department of Transportation (IDOT). Prospect Avenue is under local jurisdiction. The traffic signals at Central Road and Prospect Avenue as well as Central Road and Northwest Highway (US 14) are owned and maintained by IDOT. The railroad crossing signals are owned and maintained by the Union Pacific Railroad (UPRR).

Improving pedestrian and bicycle facilities, enhancing safety for vehicles crossing the railroad tracks and traveling through the intersection, improving truck turning movements, addressing blocked through lane concerns on eastbound Central Road at the tracks, and enhancing the esthetics within the project area are primary goals of the project.

Staff is seeking to enter into a contract with a consulting engineering firm for Phase I Preliminary Engineering services to facilitate final design and construction of the improvements. The 2024 Village budget has allocated funds for preliminary engineering services.

Request for Proposals

A Request for Technical and Cost Proposals for engineering consultant firms to provide preliminary engineering services was posted on the Demandstar bidding website. Four (4) 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:

1. Collect vehicle counts, pedestrian counts, and crash data, along with other pertinent information as necessary.
2. Perform topographic and right-of-way surveys.
3. Perform intersection design studies and other traffic studies as required by IDOT.
4. Review the existing pedestrian infrastructure and provide recommendations to enhance safety and to create a complete pedestrian network.
5. Evaluate bicycle connectivity within the project area, including bicycle facilities separated from both vehicles and pedestrians where possible.
6. Evaluate and modify the timing program as necessary to improve traffic flow in the downtown.
7. Evaluate extending the eastbound left turn lane on Central Road through the railroad crossing to prevent turning vehicles queuing in the eastbound travel lane on Central Road.
8. Incorporate landscaping, wayfinding and gateway treatments into all alternatives.
9. Develop a comprehensive alternative analysis report based on the tasks outlined above that will increase pedestrian and bicycle access, enhance safety, and improve the operation of the crossing and intersections for the long-term based on quantitative analysis.
10. Coordinate with Village staff, IDOT, UPRR, ICC, businesses, and the community.
11. Prepare preliminary cost estimates for Phase II & III Engineering.
12. Identify potential funding sources for Phase II & III Engineering.
13. Obtain approval of a Project Development Report from IDOT in order to proceed to Phase II Engineering.

RFP Results

The consulting firms' Technical and Cost Proposals were reviewed based on their understanding of our goals and their methodology of 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	HDR	Patrick	Michael Baker	GSG
Background	20	19	18	18	15
Experience	20	19	18	18	15

Scope	25	24	22	18	16
Schedule	15	14	14	14	8
Work effort	10	10	10	8	8
Content	10	10	10	10	9
Total	100	96	92	86	71

Cost Proposals			
Firm	Hours	Total Cost	Cost / Hour*
HDR	2,672	\$399,940.00	\$143.24
Patrick Engineering	2,037	\$357,064.00	\$168.75
Michael Baker Intl.	6,668	\$1,313,471.00	\$191.49
GSG	2,348	\$337,690.00	\$133.79

*based on labor costs

Discussion

HDR, Inc. has put together a very strong project team with experience in preliminary engineering for several at-grade railroad crossing and roadway improvement 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. The firm also has extensive experience working on IDOT and Union Pacific Railroad projects and understands their processes and requirements for obtaining preliminary engineering approval.

HDR, Inc. has performed railroad crossing studies for the City of Wheaton, Lake County Division of Transportation, Kane County Division of Transportation, Chicago Department of Transportation, Cook County Department of Transportation, and Illinois Department of Transportation.

It is staff's opinion that HDR, Inc. will provide the best product and has allocated appropriate work effort to this project (2,672 hours). Phase I Preliminary Engineering is expected to take two years to complete.

It is also staff's opinion that HDR, Inc., has requested a reasonable fee for their services. A comparable project to the Central Road Railroad Crossing Improvements, based on estimated construction cost, is the Rand-Central-MP Intersection Improvements. The Village paid \$365,000 for a Phase I Study based on the original construction cost estimate of \$6,200,000. The Phase I Study was 5.9% of the original construction cost estimate.

The Phase I Study for the Central Road Railroad Crossing Improvements is \$400,000 based on an estimated construction cost of \$6,300,000. The Phase I Study cost is 6.3% of the estimated construction cost.

The higher percentage can be attributed to two factors. First, the Union Pacific Railroad and Illinois Commerce Commission will be key stakeholders in the project and require significant coordination. This is in addition to IDOT, which owns and maintains the affected roadways and traffic signals. Additional hours are necessary for meetings and reviews.

Second, IDOT requires more information in Phase I studies compared to years past, including the Rand-Central-MP Intersection Improvements. For example, sidewalk ramp design, noise analysis, and Maintenance of Traffic (MOT) plans were part of Phase II Engineering on past projects but now are required to be done in Phase I. Additional hours are necessary for survey and design.

Phase I Study costs are typically 8% - 10% of the estimated construction cost. At 6.3%, this cost is below the typical range and is reasonable for the scope of work.

Alternatives

1. Accept proposal for preliminary engineering services for the Central Road Railroad Crossing Improvements Project.
2. Action at the discretion of the Village Board.

Staff Recommendation

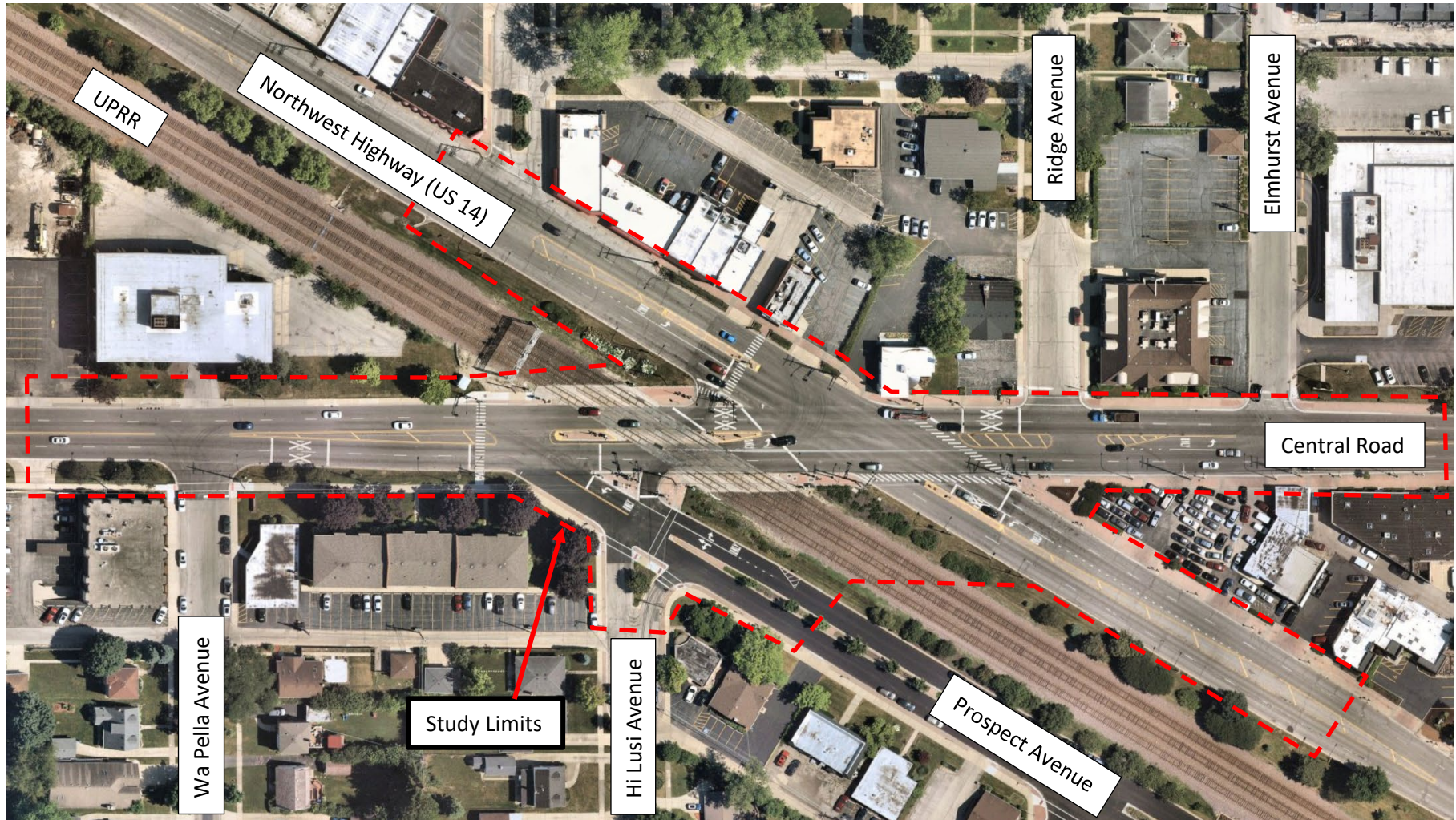
Staff recommends that the Village Board accept the proposal from HDR, Inc. of Rosemont, Illinois to provide preliminary engineering services for the Central Road Railroad Crossing Improvements Project for an amount not to exceed \$399,940.

Attachments

1. Location Map
2. Central RR Xing RFP
3. HDR Technical Proposal
4. HDR Cost Proposal

Central Road Railroad Crossing – Phase I Engineering Study

Location Map



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 5, 2024

FROM: Matthew Lawrie, P.E.
Village of Mount Prospect
Public Works Department

RE: Request for Technical & Cost Proposals
Central Road Railroad Crossing Phase I Engineering Study

The Village of Mount Prospect seeks *Technical & Cost Proposals* from engineering firms for Phase I Engineering services for the Central Road Railroad Crossing Improvement Project.

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. An aerial map identifying the project limits (Exhibit C).
4. Excerpts from relevant plans and studies (Exhibit D).

Your *Technical & Cost Proposals* should be emailed to the following address and received no later than 5:00 p.m. on Monday, February 26, 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: **Central Road Railroad Crossing Phase I Engineering Study**

Location: **Area around Central Road at its At-Grade Crossing of the Union Pacific Railroad Tracks including the intersections of Central Road with Northwest Highway (US 14) and Prospect Avenue.**

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. Phase I Engineering services for at-grade railroad crossing and roadway improvements on State roads.
 - b. Experience working with the Illinois Department of Transportation (IDOT) on roadway, intersection, traffic signal, and pedestrian/bicycle infrastructure projects.
 - c. Experience working with the Union Pacific Railroad and Illinois Commerce Commission on at-grade railroad crossing improvement projects.
 - d. Experience working with multiple interest groups including municipalities, state agencies, residents and businesses. Emphasis will be placed on effective communication tools and the ability to build consensus.
 - e. Identifying state/federal grant opportunities with a history of successfully securing Phase II and Phase III Engineering funds.
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: **Central Road Railroad Crossing Phase I Engineering Study**

Location: **Area around Central Road at its At-Grade Crossing of the Union Pacific Railroad Tracks including the intersections of Central Road with Northwest Highway (US 14) and Prospect Avenue.**

The Village is looking to address pedestrian, bicycle and vehicular issues at the Central Road Railroad crossing and the intersections of Central Road with Northwest Highway (US 14) and Prospect Avenue. The first step of rebuilding this crossing and intersections is a Phase I Engineering Study.

A key component of the Mount Prospect Strategic Plan is to partner with appropriate government agencies to resolve troublesome intersection issues. One such location is the area surrounding the Central Road at-grade crossing of the Union Pacific Railroad. This includes the railroad crossing and the intersections of Central Road with Northwest Highway (US 14) and Prospect Avenue. Together these intersections act as the western gateway to downtown Mount Prospect. Pedestrian and bicycle accommodations at these intersections are minimal and require long crossing distances. Vehicle delays are primarily due to the crossing being activated by trains, but the left turn movement from eastbound Central Road onto northwest bound Northwest Highway (US 14) is particularly problematic due to limited storage for vehicles turning left. The Village of Mount Prospect is committed to developing and implementing a plan that will provide significant enhancements to the transportation system benefiting pedestrians, bicyclists, motorists, nearby businesses, and our residents.

Central Road and Northwest Highway (US 14) are under the jurisdiction of the Illinois Department of Transportation (IDOT). Prospect Avenue is under local jurisdiction. The traffic signals at Central Road and Prospect Avenue as well as Central Road and Northwest Highway (US 14) are owned and maintained by IDOT. The railroad crossing signals are owned and maintained by the Union Pacific Railroad (UPRR).

The Village has completed numerous studies in the past that reference this railroad crossing, but none that directly address the issues described in this request. Exhibit D contains excerpts from various studies. The complete studies can be viewed at the following webpage:

<https://www.mountprospect.org/departments/community-development/planning-and-zoning/community-development-department-planning-zoning>

Improving pedestrian and bicycle facilities, enhancing safety for vehicles crossing the railroad tracks and traveling through the intersection, improving truck turning movements, addressing the blocked thru lane concerns on eastbound Central Road at the tracks, and enhancing the aesthetics within the project area are primary goals of the project. At a minimum, the following tasks are to be included in the scope of services. Additional tasks, at the consultant's recommendation, will be considered by the Village.

1. Complete all tasks required of the federal process to acquire Phase I Engineering approval.
2. Become familiar with the operation of the intersections and the railroad crossing including the traffic signal timing.
3. Collect vehicle & pedestrian counts and crash data along with other pertinent information as necessary.
4. Perform topographic and right-of-way surveys.
5. Identify any needed right-of-way or construction easements.
6. Perform Intersection Design Studies and other traffic studies as required by IDOT.
7. Review the existing pedestrian infrastructure and provide recommendations to enhance safety and to create a complete pedestrian network.
8. Evaluate bicycle connectivity within the project area, including bicycle facilities separated from both vehicles and pedestrians where possible.
 - a. Northwest Highway (US 14) is a Northwest Municipal Conference (NWMC) Regional Corridor
 - b. Central Road is a NWMC Regional Corridor
 - c. Prospect Avenue is local bike route
9. Investigate increased space for pedestrians and bicyclists at the northwest corner of the intersection of Northwest Highway (US 14) and Central Road through:
 - a. Right-of-way acquisition
 - b. Realigning or narrowing lanes on Central Road
 - c. Realigning or narrowing lanes or a road diet on Northwest Highway
10. The subject intersections are interconnected with the following intersections to form a single traffic signal system. Evaluate and modify as necessary the timing program to improve traffic flow in the downtown. A SCAT Study was last performed in 2016. It is not anticipated that the consultant will be required to perform a new SCAT Study.
 - a. Main Street (IL 83) and Central Road
 - b. Main Street (IL 83) and Northwest Highway (US 14)
 - c. Main Street (IL 83) and Prospect Avenue
 - d. Northwest Highway (US 14) and Emerson Street
11. Evaluate truck movements and possible turn prohibitions at the intersections.
12. Evaluate extending the eastbound left turn lane on Central Road through the railroad crossing to prevent turning vehicles queuing in the eastbound travel lane on Central Road.
13. Work with the UPRR and Metra to limit railroad crossing activation when an outbound train is stopping at the train station.
14. Incorporate landscaping, wayfinding and gateway treatments into all alternatives.
15. Ensure proposed alternatives are in line with previously completed studies and complement ongoing development in downtown Mount Prospect.
16. Develop a comprehensive Alternative Analysis Report based on the tasks outlined above that will increase pedestrian and bicycle access, enhance safety, and improve the operation of the crossing and intersections for the long-term based on quantitative analysis. Each alternative plan is to include a preliminary estimate of cost (proposal to include up to 4 alternatives). The report is to include a summary matrix the considers LOS and delay for each of the alternatives to help in determining the preferred alternative.
17. Present the alternatives and preferred alternative to the Village Board at a regularly scheduled Village Board meeting.
18. All alternatives shall maintain the quiet zone at the crossing.
19. Establish a process to identify the preferred alternative that will move forward to Phase II Engineering.
20. Coordinate with Village staff, IDOT, UPRR, ICC, businesses, and the community. Attend a kick-off meeting with IDOT to present the project scope and schedule. Attend monthly progress meetings with the Village.

21. Develop a public outreach program including at least one public meeting that meets the Phase I Engineering requirements to engage affected stakeholders, solicit input from the community, and keep interested people apprised of the study.
22. Prepare preliminary cost estimates for Phase II & III Engineering.
23. Identify potential funding sources for Phase II & III Engineering.

Tentative Schedule

Task	Target
Submit Technical & Cost Proposals	February 26, 2024
Select consultants for interview	March 8, 2024
Consultant interviews	Week of March 18, 2024
Select consultant	March 29, 2024
Award contract to consultant	April 16, 2024
Kick-Off Meeting with Village Staff	May 1, 2024
Complete Phase I Engineering	TBD by Consultant

Exhibit C

Project Location/Limits Map

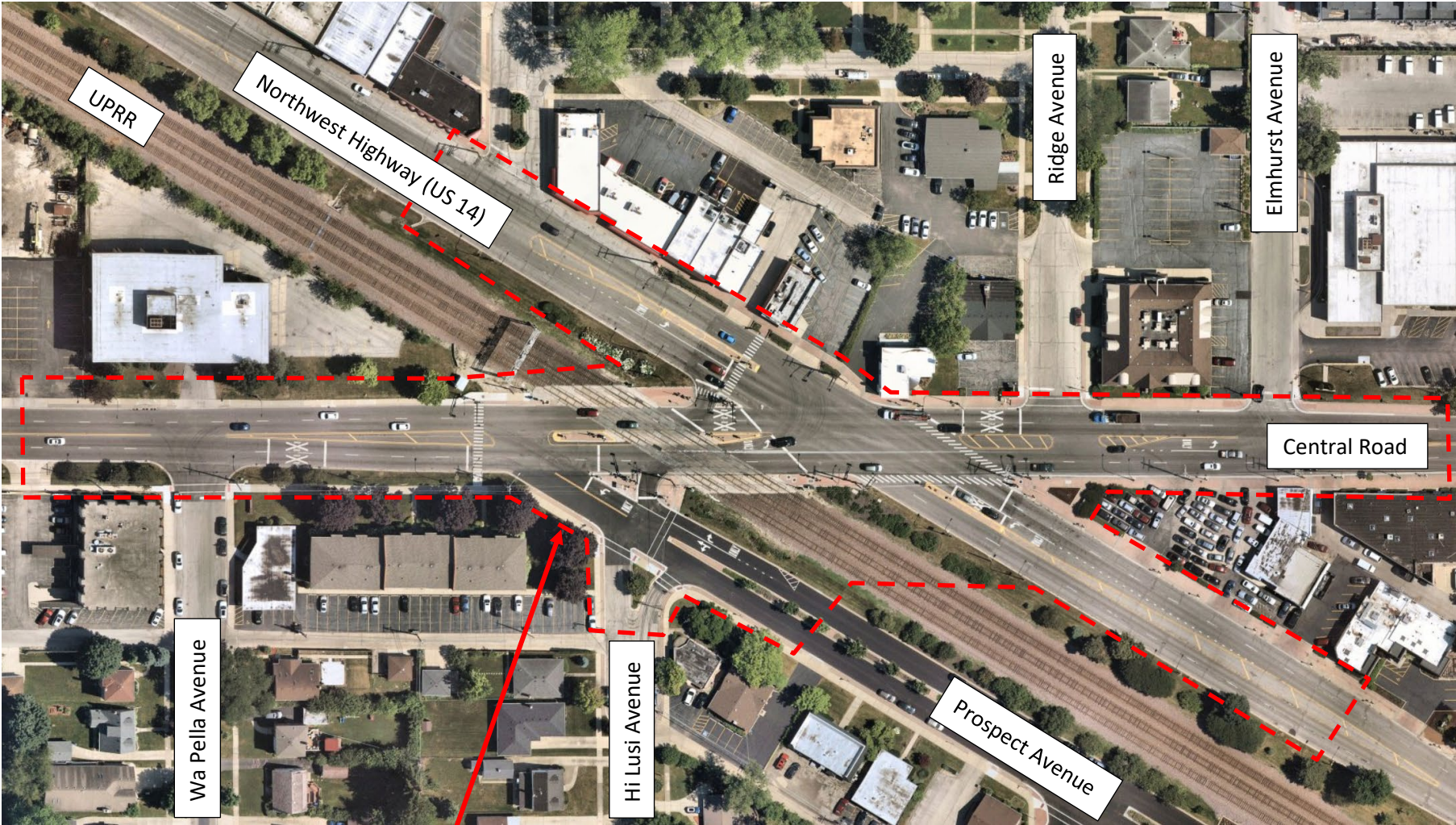
Agency: **Village of Mount Prospect**

Project: **Central Road Railroad Crossing Phase I Engineering Study**

Location: **Area around Central Road at its At-Grade Crossing of the Union Pacific Railroad Tracks including the intersections of Central Road with Northwest Highway (US 14) and Prospect Avenue.**

Project Location Map on next page.

Project Location Map



Study Limits
to be extended as needed



Exhibit D

Excerpts of Past Plans

Agency: **Village of Mount Prospect**

Project: **Central Road Railroad Crossing Phase I Engineering Study**

Location: **Area around Central Road at its At-Grade Crossing of the Union Pacific Railroad Tracks including the intersections of Central Road with Northwest Highway (US 14) and Prospect Avenue.**

Excerpts of Plans attached separately:

Downtown Implementation Plan – 2013

Northwest Highway Corridor Bicycle Facilities Plan – 2012

Mount Prospect Bike Plan – 2012





VILLAGE OF MOUNT PROSPECT

CENTRAL ROAD RAILROAD CROSSING PHASE I ENGINEERING STUDY

FEBRUARY 26
2024





February 26, 2024

Mr. Jason Leib
Deputy Director of Public Works
Village of Mount Prospect
1700 W. Central Road
Mount Prospect, IL 60056

Submitted via email to jleib@mountprospect.org on Monday, February 26th no later than 5PM

**RE: Request for Technical & Cost Proposals
Central Road Railroad Crossing Phase I Engineering Study**

Dear Mr. Leib:

HDR wants to continue our partnership with the Village of Mount Prospect (the Village) to deliver the Central Road Railroad Crossing Phase I Engineering Study focusing on developing achievable solutions that are consistent with the Village's vision – to be an exemplary, livable, resilient, and socially vibrant community in the region that is timeless yet contemporary. The Central Road Railroad Crossing Phase I Study offers the opportunity to move the Village's vision forward. At HDR, we are well positioned to assist the Village as we bring you:

- **An Experienced Project Manager. Jeff Young**, as your Project Manager with nearly 30 years of experience, has a history of evaluating improvements along and adjacent to Northwest Highway that includes the Arthur Avenue crossing in Arlington Heights as well as the Maplewood Extension Phase I Study for the Village of Cary creating a new frontage road south of the Union Pacific railroad tracks.
- **Extensive Phase I Project Experience.** HDR has extensive Phase I project experience involving State routes and railroad crossings that includes vehicle and pedestrian/bicycle crossings, most recently being conducted for the IDOT IL 120 PEL / Phase I Study in Lake County.
- **Proven Union Pacific Coordination Experience.** We are a partner with local experience that includes a detailed understanding of critical stakeholders such as IDOT and the Union Pacific Railroad. **Jeremy Miller**, the former Manager of Track Maintenance and Construction for Union Pacific in Illinois, will help identify and facilitate needed engagements to keep the project moving forward.

We have developed a cost effective, stepped approach to this project limiting the resource exposure of the Village in an effort to reduce risks and costs. Task 1 will be to engage, at a high-level, key stakeholders regarding potential alternatives. Task 2 will be the remainder of the Phase I tasks needed based on the conclusions developed during Task 1.

At HDR, we listen first to help you achieve your vision and we are excited about the opportunity to submit on this project and look forward to being a part of your team. Should you have any questions, please call me at 773.380.7943 or e-mail me at jeffrey.young@hdrinc.com.

Sincerely,
HDR ENGINEERING, INC.

Jeff Young, PE, PTOE
Project Manager

Thomas M. Hein, PE
Vice President & Area Manager

hdrinc.com

9450 West Bryn Mawr Avenue, Suite 400, Rosemont, Illinois 60018
T 773.380.7900 F 773.380.7979



1. FIRM OVERVIEW

At HDR, we do things right to make great things possible. Our multidisciplinary experts embrace opportunities to push boundaries and create new frameworks that can transform communities. For more than 100 years, we've created transportation, water, sewer and electric systems that modernize communities. Today, we design integrated systems, sustainable infrastructure and intelligent buildings that optimize operations and maximize cost savings.

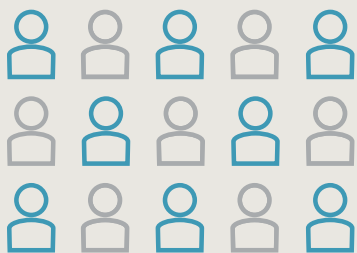
HDR has been recognized as a Top 5 Midwest design firm by Engineering News Record (ENR), and we are proud of our 105-year history providing world class engineering, architecture, environmental and construction services in the Midwest. What started in Omaha, Nebraska, in 1917 has grown to over 12,000 professionals across 250+ offices worldwide, including **four offices in Illinois**. We live and work alongside our municipal clients, engage our network to meet project schedules and build custom teams to tackle nearly any challenge municipalities face.



GEWALT HAMILTON ASSOCIATES, INC. | SURVEY LEAD & TRAFFIC COUNTS

We are partnered with Gewalt-Hamilton Associates (GHA) to have them perform the traffic counts and field survey work. HDR and GHA have collaborated over the years on several projects and is a trusted valued partner. They have become an extension of our staff making all work being performed seamless.

HDR has more than
12,000 EMPLOYEES
in more than **250**
OFFICES around the world



196

Local professionals with the skills and ability to tailor our approach to each situation. We deliver our best work by designing smart

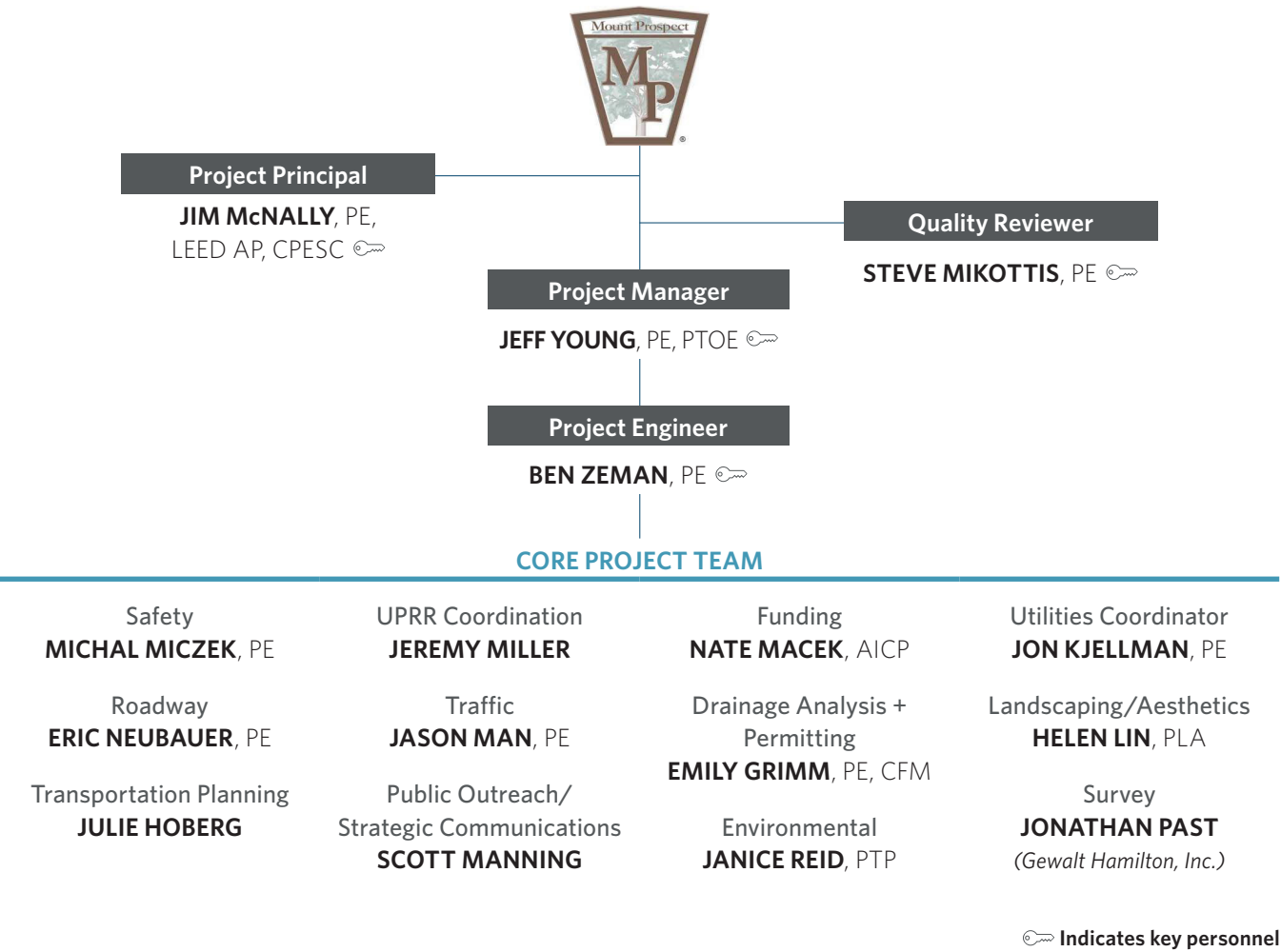


Providing roadway services in Illinois for more than **48 years**

2. PROJECT TEAM

Our organizational structure is built to serve the Village of Mount Prospect as a true extension of staff. We have assembled a team with specialized expertise, experience, and flexibility to meet the project objectives. **Jeff Young, your Project Manager**, has over 28 years of experience leading planning, traffic, and Phase I projects. Jeff has the experience presenting before Village Boards on high profile projects including the first roundabout in McHenry County, the Algonquin Bypass, and the Ackman Road extension where he sat at a resident’s kitchen table discussing the

project listening to their concerns. **All of these projects were successfully delivered under Jeff’s supervision.** Jeff will bring the same energy and dedication to the Central Road Railroad Crossing Phase I Engineering Study project. Our key personnel is fully committed to the project for its duration — regardless of what happens, we’re here, bringing together the right talent to help you develop the right solutions for your community. Resumes of key personnel to be assigned to this project are included on the following pages.





Jeff Young, PE, PTOE

Project Manager

Jeff is a Transportation Project Manager with 28 years of experience delivering safe, reliable, and economical infrastructure to a variety of clients through collaboration and innovation. His specialties include transportation planning and design studies for all users in addition to traffic impact studies, safety studies, and intersection evaluation. Having worked at McHenry County for over 16 years, he oversaw the McHenry County Council of Mayors program. He directed staff managing the local STP program and collaborated with appointed and elected officials at all levels representing McHenry County on the Council.

EDUCATION

Bachelor of Science in Civil and Environmental Engineering, University of Wisconsin-Madison, 1995

REGISTRATIONS

Professional Engineer, IL, #062-055033, 2001

Professional Engineer, IA, P26187, 2020

Professional Traffic Operations Engineer, IL, #4978, 2020

PROFESSIONAL MEMBERSHIPS

Institute of Transportation Engineers, Past President (Illinois Section, Midwest District)

ITE Great Lakes District Director – International Board of Direction, 2021-2023

Public Agency Council Chair, 2016-2018

American Public Works Association

ITE Illinois Section

PROFESSIONAL AWARDS

ITE Illinois Section John LaPlante Award, 2011 & 2022

INDUSTRY TENURE

28 Years

HDR TENURE

4 Years

RELEVANT EXPERIENCE

Village of Mount Prospect, Railroad Crossing Alternatives Feasibility Study, Mount Prospect, IL. Quality Control. The Village of Mount Prospect selected HDR Engineering to perform a feasibility study to improve safety for pedestrians, bicyclists, commuters, and motorists moving through the Village's downtown area. Special attention will be given to the Union Pacific railroad tracks adjacent to downtown that also serve the Metra Commuter heavy rail service for the Chicago region evaluating at-grade crossings, station platform locations, and the potential for a roadway grade separation with the tracks to meet the Village's goals. Jeff assisted with quality control so that the deliverables were addressing the needs of the project.

McHenry County Division of Transportation, 2050 Long Range Transportation Plan (LRTP), McHenry County, IL. Project Manager. Initiated during the pandemic and facing rapidly evolving transportation technology and a desire to address the needs for all, McHenry County received state and federal funding to update their LRTP within a 2-year period. HDR, with its vast array of experts in sustainability, transportation planning, technology, and public communication, will meet the needs for developing the LRTP for McHenry County within the grant schedule. The project will also address the needs of stakeholders that seldom are heard from through effective public engagement that includes easy to use online tools, virtual workshops, and in-person pop-up meetings engaging the public where they gathered. The process engaged the whole of McHenry County bringing people and groups together with different backgrounds and needs to develop a cohesive plan addressing the needs of all.

Cook County Department of Transportation and Highways, Phase I Studies - Various, Cook County, IL. Project Manager. HDR was selected

by CCDOTH to conduct Phase I engineering for various projects. Projects include Vollmer Road viaduct between Kedzie Road and Western Avenue in the communities of Olympia Fields and Flossmoor and the Burnham Multimodal Connector (BMC) in the Village of Burnham. Both projects involve railroad coordination and the BMC involved coordination with both the Illinois Commerce Commission (ICC) and IDOT. A pedestrian and bicycle feasibility study was also performed to help link the communities of River Forest and Maywood across the Des Plaines River along two corridors (one under IDOT's jurisdiction) that currently do not provide for non-motorized travel developing Road Diet alternatives. Project tasks include alternatives analyses, complete street analysis, traffic and safety studies, drainage studies, structural analyses, environmental evaluations, and public involvement.

Illinois Department of Transportation, Phase I Studies for IL 120 (PTB 195-13), Lake County, IL. Project Manager. HDR is preparing preliminary engineering environmental studies for the improvement of Illinois Route 120 in central Lake County. Services include environmental studies, Intersection Design Studies, geometric studies including ADA evaluation of pedestrian facilities, crash and safety analysis, signal warrant analysis, public involvement, facilitating a Community Advisory Group, and a project website. Jeff was responsible for the day-to-day activities for the project so that deliverables, timelines, and budget goals were achieved.

McHenry County Division of Transportation, Lakewood Road Shared Use Path and Miller Road Intersection Preliminary Engineering, McHenry County, IL. Project Manager. HDR was selected by McHenry County to develop Phase

Jeff Young (Continued)

I engineering for the Lakewood Road Shared Use Path and Miller Road Intersection. As a part of the shared used path, a structural crossing of the Kishwaukee Creek through culvert improvements or a new pedestrian bridge will be provided. In addition to the pedestrian improvements, roadway restoration will be performed and the intersection at Miller Road will be evaluated to determine a preferred alternative for traffic control. Documentation will be prepared to keep the project eligible for federal funding. The project will address congestion, safety, mobility, transportation options, and the environment. Jeff was responsible for project oversight so that the clients' goals were being met.

Village of Cary IL, Maplewood Extension Preliminary Engineering Study, Village of Cary, IL. Project Manager. HDR was selected by the Village of Cary to conduct a Preliminary Engineering Phase I for a new roadway (Maplewood Extension) linking Cary-Algonquin Road to the Metra Commuter Parking lot and Main Street. The project will evaluate roadway geometry, pedestrian and bicycle needs, environmental impacts, and a redevelopment of a former school site. The project will also coordinate with Metra regarding potential modifications to the commuter parking lot for the train station. Project tasks include alternatives analyses, complete street analysis, traffic and safety studies, drainage studies, environmental evaluations, and public involvement. The project will be processed to be eligible for potential future federal funding.

City of McHenry Comprehensive and Downtown Plans, McHenry, IL. Project Manager. HDR has been selected by the City of McHenry to develop citywide and downtown comprehensive plans. The development of an effective plan is to engage all of McHenry to build a vision for the city's future. Community leaders, downtown business merchants, high school students, elected officials, and the public will be engaged through a myriad of tools that includes classroom interaction, individual interviews, project website, design charrette, public meetings, and pop-up meetings by attending community events. The plans will identify the goals, recommendations, and strategies that city staff can use to carry forward the city's vision for the future.

Illinois Department of Transportation, Planning and Environmental Linkages (PEL) and Phase I Studies for IL 120 (PTB 195-13), Lake County, IL. Project Manager. HDR is conducting a Planning and Environmental Linkages (PEL) Study in addition to a Preliminary Engineering Environmental Study for the improvement of Illinois Route 120 corridor in central Lake County. The PEL will span 9 miles from IL Route 60 to Almond Road. Two at-grade railroad crossing will be evaluated that are adjacent to signalized intersections for improvements and/or grade separations. Upon the conclusion of the PEL, the eastern portion between Atkinson Road and Almond Road will move into the NEPA Phase I Study. Services include environmental studies, Intersection Design Studies, geometric studies including ADA evaluation of pedestrian facilities, crash and safety analysis, signal warrant analysis, public involvement, facilitating a Community Advisory Group, and a project website. Key to the project is

developing goals that meet the needs of the local community and that of the State's LRTP including mobility, resiliency, and stewardship. Jeff is responsible for the day-to-day activities for the project to ensure deliverables, timelines, and budget goals.

Illinois Department of Transportation, Phase I Studies for I-290 Bridges (PTB 169-16), Cook County, IL. Project Manager. As a subconsultant to Lin Engineering, HDR is preparing preliminary engineering environmental studies for the improvement of seven bridges along the I-290 corridor in Cook County. Services include environmental studies, Intersection Design Studies, geometric studies including ADA evaluation of pedestrian facilities, crash and safety analysis, signal warrant analysis, a Traffic Management Plan, and peer review of bridge condition reports. The project also included a Road Diet for Ogden Avenue to improve non-motorized travel along the corridor. Jeff was responsible for the day-to-day activities for the project so that deliverables, timelines, and budget goals were achieved.

Champaign-Urbana Mass Transit District, The Yards Project, Champaign-Urbana, IL. Traffic Lead. The Champaign-Urbana Mass Transit District (MTD) operates public transit service in east central Illinois in the cities of Champaign and Urbana, and the Village of Savoy. The Yards is a joint development project carried out by MTD, a private developer, and the City of Champaign. The Yards will renovate and expand MTD's multimodal center, Illinois Terminal, and add a mixed-use facility for expanded bus platforms, parking, and commercial space. The project footprint is about 7 acres. The current conditions of the project area are surface parking lots and the Illinois Terminal facility. An Environmental Assessment (EA) was completed receiving a Finding of No Significant Impact (FONSI). The development will utilize Federal Transit Administration (FTA) funding for construction and the National Environmental Policy Act (NEPA) process was carried out according to FTA requirements. Jeff was responsible for analyzing the traffic, parking, and nonmotorized travel demand for the project.

NON-HDR EXPERIENCE

McHenry County Division of Transportation, Woodstock, IL.

Assistant County Engineer. Jeff's major responsibilities included:

- Oversee Planning, Design, Construction, GIS, IT, Communications, and Administration for the Division of Transportation
- Develop annual budget with \$7 million operating and over \$40 million capital
- Collaborate with key elected and appointed officials at the state, county, and local levels presenting before elected bodies and the public regarding projects
- Oversee public outreach and presentation materials
- Manage land acquisition for capital improvement projects
- Review of consultant work products (roadway plans, traffic studies, and reports)
- Oversee the CMAP McHenry County Council of Mayors STP-Local program.



Jim McNally, PE, LEED AP, CPESC

Project Principal

Jim is a Senior Transportation Engineer with extensive project management experience. His work has varied from Phase I and Phase II roadway geometric design to permitting, stormwater management and erosion/sediment control design. Jim also has experience leading public involvement and visualization services.

EDUCATION

Bachelor of Science,
Civil Engineering, Illinois
Institute of Technology,
2004

Bachelor of Arts,
Engineering Science,
Benedictine University,
2004

REGISTRATIONS

Professional Engineer,
Illinois, #062.061255,
2008

LEED Accredited
Professional

Certified Professional in
Erosion and Sediment
Control

PROFESSIONAL MEMBERSHIPS

American Council of
Engineering Companies
– Environmental
Committee

Illinois Association
of Environmental
Professionals

INDUSTRY TENURE

20 Years

HDR TENURE

2 Year

RELEVANT EXPERIENCE

Lake County Division of Transportation, Fairfield Road PEL, IL. Project Manager.

Over 9 miles of roadway are being studied, including 17 intersections, for safety and traffic improvements with fifty percent of the adjacent land currently being farmed with the potential to be developed. The study will consider current and future travel demand, enhance north/south mobility in western Lake County, grade separation at IL 134 and will address safety concerns while being sensitive to the surrounding environment. The corridor includes the following: 1) 3 separate floodways - Round Lake Drain, Manitou (formerly Squaw) Creek, and Lake Helen Drain; 2) 7 separate flood plains; 3) over 30 Lake County mapped wetlands; and 4) the Four Corners watershed which is a large depressional storage basin. Additionally, Section 4(f) parkland properties with potential Section 6(f) impacts are located adjacent to Fairfield Road at various locations along the Corridor. Roundabouts are being analyzed at three of the intersections along the corridor.

Chicago Metropolitan Agency for Planning, Local Roads Safety Plans, Riverdale and Calumet City, IL. QC Review. HDR evaluated

the crashes that caused severe injuries and developed mitigation strategies and safety improvements to help reduce the number or severity of those crashes. Crash analysis and safety mitigations for each location were coordinated with CMAP and Calumet City. HDR also developed and implemented a public engagement plan to solicit feedback from residents and key stakeholders. As part of the public engagement, HDR developed paper- and web-based surveys to identify perceived safety concerns and understand what types of safety improvements are desired by the community. HDR developed planning level estimates of cost and quantified benefit based on expected crash reduction for each improvement, which were

used to develop Benefit-to-Cost Ratios (BCR's) to identify cost effective safety improvements.

Cook County Department of Transportation and Highways, Phase I Studies - Various, Cook County, IL. QC Review. HDR was selected by

CCDOTH to conduct Phase I engineering for various projects. Projects include Vollmer Road viaduct between Kedzie Road and Western Avenue in communities of Olympia Fields and Flossmoor and the Burnham Multimodal Connector in the Village of Burnham. A pedestrian and bicycle feasibility study was performed to help link the communities of River Forest and Maywood across the Des Plaines River along two corridors that currently do not provide for non-motorized travel developing Road Diet alternatives. Project tasks include alternatives analyses, complete street analysis, traffic and safety studies, drainage studies, structural analyses, environmental evaluations, and public involvement.

Cook County, 170th Street Phase I Study, Chicago, IL. QC Review. The scope of services

includes the preparation of preliminary engineering and environmental (Phase I) studies and design engineering (Phase II) plans and specifications for bridge and roadway improvements in accordance with policies from the County and the Illinois Department of Transportation (IDOT). These policies include and are not limited to Connecting Cook County: 2040 Long Range Transportation Plan, the IDOT Bureau of Local Roads and Streets Manual, the IDOT Bureau of Design and Environment Manual, the IDOT Bridge Manual, the IDOT Geotechnical Manual, the IDOT Drainage Manual, AASHTO LRFD Bridge Design Specifications, Cook County's design guide for Complete Streets Policy – Cook County, IL, 2011, and other policies adopted by the County or IDOT. The Consultant must

Jim McNally (Continued)

also perform these services in a manner which fulfills all criteria related to federal funding standards, codes, and procedures.

NON-HDR EXPERIENCE

Illinois Department of Transportation Various Intersection Improvement Projects. Roadway and Drainage Engineer for 14 Phase I Intersection Improvement Projects through an Illinois Department of Transportation (IDOT) District 1 Various Various Contract. Project locations are as follows:

- 183rd Street and Central Avenue (Cook County) – Roundabout vs. Signalized
- IL Route 72 at Beverly Road (Cook County) - Signalized
- IL Route 22 at Old Barrington Road (Lake County) - Signalized
- IL Route 173 at Wilmot Road (McHenry County) – Roundabout vs. Signalized
- US 12/IL Route 59 at Sullivan Lake Road (Lake County) – Signalized
- US 12/IL Route 59 at Fox Lake Road (Lake County) - Signalized
- US Route 20 at Brier Hill/Allen Road (Kane County) – Signalized vs. Relocate
- US Route 20 at Harmony Road (McHenry County) – Roundabout vs. Signalized
- US Route 20 at Marengo/Union Road (McHenry County) - Roundabout
- IL Route 176 at Haligus/Mt. Thabor Road (McHenry County) – Roundabout vs. Signalized
- IL Route 43 at 143rd Street (Cook County) - Signalized
- IL Route 43 at 151st Street (Cook County) - Signalized
- Kedzie Avenue and 119th Street (Cook County) - Signalized
- IL 56 (Butterfield Avenue) and Hart/Mitchell Road (Kane County) - Signalized

Intersections typically fall under the top 5% most dangerous intersections in the state. Improvements range from channelization, realignment, and signalization of the intersection to the design of roundabouts. Responsibilities include storm water management and detention design, review of environmental impacts, geometric design, traffic analysis, traffic control staging during construction, the preparation of technical drainage memorandums, hydraulic studies, and intersection design studies. Coordinate and review the project with local agencies (Counties, Townships, and Villages) and in some cases the general public.

Lake County Division of Transportation, Stearns School Road at US 41 Phase I/II Intersection Improvements, IL. Project Manager for Phase I/II Engineering and Environmental Studies for the intersection improvements at Stearns School Road and U.S. Hwy 41. US Hwy 41 is a divided four-lane road under IDOT jurisdiction. The traffic signals at the intersection of US Hwy 41 and Stearns School Road are interconnected with the intersection of US Hwy 41 and IL Route 21. Stearns School Road is primarily a two-lane road under the jurisdiction of LCDOT. Tasks included completing a crash analysis for identifying existing safety concerns, a traffic analysis for identifying capacity issues, and an alternative analysis to determine potential

improvements to address the safety concerns and capacity issues. The preferred alternative for this intersection included the addition of dual left turn lanes on the south leg of US Hwy 41; the addition of a right turn lane and left turn lane on the north leg of US Hwy 41; the addition of dual right turn lanes and a westbound through lane on the west leg Stearns School Road; traffic signal modifications at the intersection of Stearns School Road and US Hwy 41; and the addition of a left turn lane at the intersection of Stearns School Road and Fuller Road.

Lake County Division of Transportation, Hunt Club Road at Washington Street Phase I/II Intersection Improvements, IL.

Project Manager for Phase I/II Engineering and Environmental Studies in accordance with IDOT's Bureau of Local Roads & Streets Policies & Procedures for Federal-Aid Projects, for an intersection improvement at Washington Street and Hunt Club Road in Gurnee, IL. The intersection was evaluated for the following alternatives:

- Widening to accommodate dual left turn lanes and right turn lanes on all legs of the intersection with pedestrian accommodations
- Single Left Turn Lane Continuous Flow Intersection
- Michigan Left Turn Lane Intersection

Work included intersection design study; alternatives analysis, field survey; plats and legal descriptions for right-of-way and easement acquisitions; identification of detention requirements; flood plain determination; hydrology/hydraulic analysis; wetland delineation; soils investigation, aesthetics and analysis, public involvement, and an environmental assessment. Traffic Modeling included Highway Capacity Software, Synchro, and Vissum. Coordination with utility companies, permitting agencies, and local communities was required.

Jim also served as Public Involvement lead meeting with local stakeholders including church board members, Village, and property owners. Jim led a public information meeting for the preferred alternative and prepared presentation materials and virtual content for project website and social media (<https://www.lakecountyil.gov/4078/Hunt-Club-at-Washington>) including the preparation of a purpose and need video and the preferred alternative video.



Steve Mikottis, PE

Quality Reviewer

Steven has nearly four decades of experience in the areas of planning, preliminary engineering, final design, specifications, and management of arterial and Interstate highway projects. He is responsible for the successful implementation of projects for HDR's clients from initial scoping, developing meaningful project criteria, managing of project budgets and schedules, project staffing, as well as technical oversight to multi-disciplined teams comprised of HDR and subconsultants. Expertise includes Phase I preliminary engineering and Phase II contract plan preparation for transportation agencies and encompasses tasks such as maintenance bridge inspections, technical report writing, highway geometric design, location studies, roadside safety design, drainage studies, intersection analyses, public involvement contract plan preparation, writing of design specifications, and preparation of construction cost estimates. The success of Steven's projects directly relates to maintaining professional relationships, continuous and effective communication among the team and clients, and embracing the HDR Quality and Best Practices Program to confirm client requirements are met. Additionally, Steven serves as an in-house QC Reviewer, and as the Area Quality & Records Coordinator, responsible for training, compliance, and maintenance of quality processes.

EDUCATION

Bachelor of Science, Civil Engineering, Southern Illinois University, 1984

REGISTRATIONS

Professional Engineer, Illinois, #062-045280, 1989

PROFESSIONAL MEMBERSHIPS

American Society of Civil Engineers, Illinois Section

American Society for Quality

INDUSTRY TENURE

38 years

HDR TENURE

16 years

RELEVANT EXPERIENCE

Illinois Department of Transportation, Central Avenue/BRC Railroad Grade Separation Phase I Study, (CREATE GS2) Chicago, IL. Project Manager. HDR is preparing an Environmental Assessment and Combined Design Report for the grade separation of Central Avenue and the BRC Railroad which serves as the access for six Class I freight railroads to Clearing Yard on the south side of Chicago. As Project Engineer, Steven was responsible for the day-to-day coordination of technical disciplines and activities including development and refinement of geometric alternatives, environmental studies, drainage and pump station concepts, and coordination with agencies and the BRC railroad. In addition to being in a dense urban setting comprised of residential, commercial, and industrial uses, the location of the project at the northwest corner of Midway Airport directly under the flight path of Runway 13-31 further constrained possible grade separation solutions. A particular challenge was balancing the need to alleviate at-grade crossing delays with the substantial impacts of the large footprint required for a freight railroad grade separation, while also maintaining access between Central Avenue and Archer Avenue (IL 171). Steven was responsible for public involvement activities that included public meetings and stakeholder involvement using the principles of Context

Sensitive Solutions (CSS). This included the associated development of exhibits, presentations, newsletter, and animated visualization used in Community Advisory Group meetings and public meetings.

Chicago Department of Transportation, Pershing Rd (Wentworth Ave-Ashland Ave) Phase I, Chicago, IL. Project Manager. HDR conducted a Phase I study for the rehabilitation of two miles of 39th Street (Pershing Road) from Wentworth Avenue to Ashland Avenue in the densely urbanized Back of the Yards Neighborhood of Chicago. As Project Manager, Steven coordinated the efforts of the team to identify the elements of the corridor that are most important to the City and stakeholders and develop solutions that satisfy the purpose and need for the improvements. Unique challenges include the treatment of an existing viaduct over Racine Avenue and 2 rail spurs where there were once cattle passes and a bustling stockyards rail terminal, the proximity to the Racine Avenue Pumping Station and its 24' diameter interceptor that runs under Pershing Road, coordination with parking operations at Guaranteed Rate Field (Chicago White Sox), the implementation of a "road diet" that converts the 5-lane roadway cross section to 3-lanes with raised bike lanes. The proposed improvements also needed to retain

Steve Mikottis. (Continued)

the integrity of the existing trolley tracks that are embedded in the existing pavement but now serve to ground the ComEd electrical grid in this part of the city. The Project Development Report was approved by CDOT, IDOT, and FHWA in December 2020.

Illinois Department of Transportation, PTB 199-015, Various Phase II Pavement and Bridge Preservation Projects, District One, IL. QAQC Reviewer. HDR is responsible for providing professional engineering design services for numerous federally funded pavement and bridge preservation projects on the interstate system and on arterials located in District One. The Phase II task assignments include SMART pavement resurfacing with ADA corner design, pavement crack and joint sealing, and bridge deck resurfacing with joint repair, often developed under abbreviated timeframes. Engineering services include development of Plans, Specifications and Estimates at each of the independent project locations. Steven was responsible for roadway and maintenance of traffic QC reviews.

Illinois Department of Transportation, IL 19/Irving Park Road and York Road Intersection Phase II Design (CREATE GS 16), Bensenville, DuPage, IL. QAQC Reviewer. Phase II design of the reconstruction and widening of Irving Park Road at York Road intersection located immediately southwest of O'Hare International Airport. The \$50M project includes a grade separation of the CP at Irving Park Road pavement reconstruction and widening improved intersection geometry additional auxiliary lanes drainage system improvements and signal modernization. The project was coordinated to be compatible with the O'Hare Modernization Program and the Elgin O'Hare Bypass. Steven was responsible for roadway and maintenance of traffic QC reviews.

Illinois Department of Transportation-District 4, PTB 181 Item 2, US 150 Eastbound (McCluggage Bridge) over the Illinois River Value Engineering Study, IL. VE Team Member – Highway Design/Highway Planning. HDR facilitated a cost risk assessment and value engineering (CRAVE) study for IDOT District 4 for the US 150 Eastbound (McCluggage Bridge) over the Illinois River, Peoria and Tazewell Counties, Illinois. In total, the CRAVE Team generated 57 ideas for the project. These ideas were compared against the baseline concept developed by the project team. The ideas that performed the best were further developed by the CRAVE Team and resulted in 14 VE Recommendations being brought forward to either reduce risk, cost or schedule totaling \$59.0 – \$69.6 million in savings.

Illinois Department of Transportation, I-270 Bridges over Chain of Rocks Canal Phase I + II Engineering, Granite City, IL. Project Manager. HDR conducted a Phase I study for the replacement of the existing 50-year-old twin truss bridges carrying I-270 over the Chain of Rocks canal and the Chain of Rocks Levee outside of St. Louis. The canal handles all Mississippi River barge traffic passing through Lock & Dam #17, and the levee protects the Metro-East area from Mississippi River flooding. As Project Manager, Steven led the effort to develop

and screen bridge replacement concepts that could meet the requirements of the site conditions and the myriad federal, state, and local agencies. The project was on an expedited schedule because in addition to their age and condition, the existing twin truss bridges were from the same era and designer as the failed I-35 bridge in Minneapolis. To gain consensus on the approach and to accelerate reviews and approvals, the study kicked off with a multi-agency charette. Significant challenges overcome during the Phase I Study were finding a cost-effective means of achieving the nearly 500-foot clear span over the canal without compromising the levee with substructure elements, maintaining the existing I-270 / IL Rte. 3 interchange that is adjacent to the canal crossing, and keeping the Interstate, canal, and levee trails open to traffic during construction. In addition to IDOT, FHWA, and the typical regulatory agencies, stakeholders also included the US Army Corps of Engineers (USACE) and levee districts for levee coordination, the US Coast Guard, USACE, and barge operator's trade associations for canal operations, Madison County Transit, and Metro-East Parks & Recreation District for levee trail coordination.

Illinois Tollway, I-294 Central Tri-State Mile Long Bridge Reconstruction and Widening, Cook County, IL. QAQC Reviewer. HDR is providing Master Plan and Phase II engineering services for engineering studies and the preparation of contract plans and specifications for proposed bridge rehabilitation and bridge reconstruction and widening of the Mile-Long Bridge on the central Tri-State Tollway (I -294) in Cook County. As the Quality Assurance Manager for the Joint Venture team, Steven is responsible for the development of the Consultant Quality Plan and overseeing the implementation of the plan by all Joint Venture Team members.

Kane County, Randall Road at Weld Road Phase II, Elgin, Kane, IL. QAQC Reviewer. The Randall Road at Weld Road/US-20 project includes geometric and capacity improvements at the intersection of Randall Road and Weld Road/US-20 located in the City of Elgin. The proposed improvements include the construction of a new, dedicated NB-to-EB entrance ramp from Randall Road to US-20, removal of the Weld Road (East) connection to Randall Road and reconfiguration of existing traffic lanes on Randall Road to eliminate the NB left-turn movement at the Randall Road at Weld Road/US-20 intersection. The work includes the development of plans, specifications, and estimates. Plans will be prepared in accordance with Chapter 63 of the IDOT BDE Manual and Federal Aid guidelines. The Phase II Design will be funded locally, and Phase III Construction will be funded through CMAQ. Steven was responsible for roadway and maintenance of traffic QC reviews.



Ben Zeman, PE

Project Engineer

Ben is a respected leader who produces high-quality technical work and leads diverse teams on the delivery of challenging multi-disciplinary projects. His duties have encompassed leading large and diverse teams through the design of freeway and interchange projects in the development of concept plans, preliminary plans, and final contract documents. His project design experience focuses on the development of horizontal and vertical geometry, roadway sections, interchange layouts, maintenance of traffic, pavement marking and signage, and erosion control. He has experience developing comprehensive 3D design models of roadways and interchanges and analyzing earthwork volumes for staged construction of roadways and complex interchanges.

EDUCATION

Bachelor of Science,
Civil and Environmental
Engineering, University
of Illinois Urbana-
Champaign, 2011

REGISTRATIONS

Professional Engineer,
Illinois, #062-067545,
2015

PROFESSIONAL

MEMBERSHIPS
APWA Chicago

INDUSTRY TENURE

13 Years

HDR TENURE

12 Years

RELEVANT EXPERIENCE

Cook County, Various Preliminary (Phase I) Engineering Services, Cook County, IL.

Project Engineer. HDR was selected by Cook County to perform various preliminary engineering services and studies. HDR is providing various services including standalone Phase I studies, feasibility studies, engineering oversight/review, and GIS. As the Project Engineer, Ben is responsible for overseeing the engineering and conceptual design and coordination with the multi-disciplinary team. Specific projects include the following:

- **Burnham Multimodal Corridor (BMC) Phase I** – A grade separated multi-use path and bridge project spanning several railroad tracks providing a critical connection for the Burnham Greenway Trail. Project scope includes structural, public involvement, drainage, roadway, and shared use path analysis and design in addition to railroad and coordination with the ICC and IDNR.
- **Vollmer Road Viaduct Phase I** – A study of the current substandard clearance of the railroad viaduct over Vollmer Road located in Olympia Fields and Flossmoor. The viaduct is the site of multiple crashes with trucks due to the low clearance. Project scope includes environmental, public involvement, structural, drainage, roadway, and roadway analyses in addition to railroad coordination.
- **Chicago Avenue / Washington Boulevard Complete Streets Feasibility Study** – Performed a feasibility study evaluating the two corridors linking the communities of

Maywood and River Forest across the Des Plaines River. Concepts that were developed included road diets to identify potential improvements for non-motorized users. The study included crash evaluation and intersection capacity analyses.

- **Portwine Road Feasibility Study** – Performed a feasibility study to determine if/how motorized and nonmotorized traffic would react if Portwine Road were removed or access was otherwise reduced. The project included traffic projections, intersection capacity analyses, signal warrant analyses, cost estimates, stakeholder coordination, and public involvement.
- **Wolf Road Corridor Phase I** – A study of the existing roadway corridor to determine future capacity needs, evaluate multimodal improvements, and determine the optimal use of space within the existing right of way. Project scope includes roadway, multimodal improvements, drainage, public involvement, railroad coordination, and intersection analysis and design.
- Other services provided:
 - GIS Asset Management
 - Right-of-Way
 - Environmental

Kane County, Randall Road at Weld Road Phase I/II Engineering Services, IL.

Roadway Engineer. At this major intersection along a highly congested corridor, the HDR Team conducted traffic operational analyses and provided intersection design options with the

Ben Zeman (Continued)

goal of relieving congestion. A Project Development Report was developed for the preferred design alternative, which addresses project impacts such as wetlands, trees, noise and air quality. Upon acceptance of the PDR, Phase II design was performed to develop construction documents. Mr. Zeman was responsible for developing conceptual geometry for various design alternatives and staging and estimate of cost for the preferred alternative.

Chicago Metropolitan Agency for Planning (CMAP), Safety Planning Technical Assistance, Calumet City and Riverdale, IL. Project Manager. CMAP selected HDR to provide technical assistance to the City of Calumet City and Village of Riverdale to identify and propose measures to improve safety at the intersection of S Halsted Street and W 138th Street, the intersection of Burnham Avenue and River Oaks Drive, the intersection of Sibley Boulevard and Madison Avenue, and Pulaski Road from the Burnham Greenway Trail to State Line Road. HDR utilized crash data and engaged project stakeholders to identify safety concerns, then identified mitigation strategies and safety improvements to address each safety concern. A Benefit Cost Ratio was developed for each improvement by creating planning-level cost estimates and estimated reduction of crashes. The safety improvements were summarized in a report along with a description of actions that the municipality may take to secure funding and advance implementation for these improvements. As project manager, Mr. Zeman was responsible for leading the project team in identifying safety concerns and associated mitigation strategies, facilitating public engagement, coordination with project partners, identifying and describing potential funding streams for implementation of recommendations, and managing the schedule and budget of the project. The project report was recently completed and will be utilized by the municipalities to identify and implement safety improvements in their communities.

Illinois Department of Transportation, IL 19/Irving Park Road and York Road Intersection Phase II Design (CREATE GS 16), Bensenville, IL. Design Engineer. HDR performed Phase II Design for the reconstruction and widening of the Irving Park Road at York Road intersection. The project included the grade separation of the Canadian Pacific Railroad over Irving Park Road, intersection geometry improvements including additional auxiliary lanes, pavement widening and reconstruction, drainage system improvements, and signal modernization. The project was coordinated to be compatible with the O'Hare Modernization Program and the Elgin O'Hare Western Bypass. Mr. Zeman was responsible for Phase II plan preparation and quantity take-off's.

Illinois Department of Transportation, IL 53/56 Intersection Reconstruction Phase I (PTB 155, Item 16), Downers Grove, IL. Geometrics Engineer. HDR was selected to study the IL 53 / IL 56 intersection to determine improvements that will resolve existing deficiencies, enhance system linkage and continuity and alleviate traffic congestion. The recommendations resulting from the study suggested that the roadways be widened and turn lanes be added to meet future vehicular traffic demands. The team

also recommended that a separate shared-use path be provided as a vital connection to the Hidden Lakes Forest Preserve and Morton Arboretum for pedestrians and cyclists. Mr. Zeman was responsible for the development of and further revisions to conceptual geometry. He created plans and cross sections for alternative design concepts and calculated quantities to prepare an estimate of cost for the proposed improvements. A preferred alternative was selected and Phase I engineering was completed in 2014.

DuPage County Division of Transportation, Fabyan Parkway at IL Route 38 Intersection Improvements Phase II Design, West Chicago, IL. Project Engineer. This HDR-led intersection improvement project included the resurfacing and widening of IL Route 38 and the reconstruction of Fabyan Parkway from a 2-lane road to a 4-lane road. The improved intersection of these two strategic regional arterials has additional turn lanes on all four legs to vastly alleviate traffic congestion. The project was the first phase of proposed corridor-wide improvements to Fabyan Parkway. As project engineer, Mr. Zeman was responsible for the development of contract plans, specifications and estimate. He was also responsible for coordinating the design with teaming partners, sub-consultants and project stakeholders such as municipalities and utility companies.

Lake County Division of Transportation, Fairfield Road Intersection Improvements Phase II Design, Round Lake, IL. Roadway Engineer. Lake County DOT selected HDR to perform Phase II Design for the Fairfield Road at Metra Railroad / IL-134 intersection improvements in Round Lake, IL. The project included extensive roadway reconstruction, as well as resurfacing and widening and various geometric improvements such as additional auxiliary lanes. As an engineer on the project team, Mr. Zeman created and refined the maintenance of traffic and detour plans. He was also responsible for development of the roadway, cross sections, pavement marking, erosion control and traffic signal plans, and for formulating an estimate of cost for the proposed improvements.

Will County Illinois, 80th Avenue Corridor Improvements Phase I Study, Tinley Park, IL. Roadway Engineer. HDR provided Phase I engineering services to improve and widen the 80th Avenue corridor between 183rd and 191st Streets, which included the intersections at 183rd Street, 185th Street, 186th Street, 189th Street, and 191st Street. HDR completed traffic and crash data analysis, drainage and hydraulic studies, intersection design studies, preliminary design and public involvement that was summarized in an Environmental Class of Action Document (ECAD) which resulted in a Categorical Exclusion determination. Mr. Zeman was responsible for the operational analysis, traffic signal warrant analysis and safety analysis of the roadway. Mr. Zeman was also responsible for initial development of the conceptual geometry, including setting horizontal and vertical alignments and laying out the roadway to meet capacity requirements.

Additional Project Staff



Julie Hoberg **TRANSPORTATION PLANNING**

As a Transportation Planner, Julie brings 23 years of experience working on many projects in the Chicago region that were processed through IDOT Local Roads. This include the City of Wheaton

Manchester Road project over the UPRR, Pershing Road Phase I study that included railroad coordination, and several other Phase I studies for Lake, McHenry, Kane, and DuPage counties that included pedestrian and bicycle alternative analyses.



Michal Miczek, PE **SAFETY**

Michal has over 8 years of experience with a focus on safety studies that include intersections, corridors and communities. He has developed safety studies for the Village of Riverdale and

Calumet City on behalf of CMAP.



Eric Neubauer, PE **ROADWAY**

With over 23 years of experience, Eric has managed and designed numerous federally funded transportation projects with a focus on geometric design that addresses both vehicles

and non-motorized users. Most recently, Eric was the project manager for the Randall Road/Hopps Road Grade Separation Phase I for Kane County which is currently moving into Phase II after receiving an INFRA grant.



Emily Grimm, PE, CFM **DRAINAGE ANALYSIS + PERMITTING**

Emily brings 9 years of combined public and private experience to her drainage designs. She understands the needs of the public agency especially in Cook

County having worked at the Village of Winnetka as the Stormwater Manager / Assistant Village Engineer. She is currently leading the drainage designs for all HDR's led Phase I studies that includes complex designs such as the Cary Maplewood Phase I Study that is on a new alignment needing to incorporate drainage for a parking lot as well as two existing subdivision detention basins.



Jeremy Miller **UPRR COORDINATION**

His 20 years of experience includes project design reviews and preconstruction planning regarding railroad and roadway projects that converge. As the past Union Pacific

(UPRR) Track Maintenance and Construction Manager in Illinois, he can leverage his understanding of how the UPRR operates and coordinates design reviews; and he can help identify and facilitate needed engagements to keep the project moving forward.



Jason Man, PE **TRAFFIC**

Jason brings 6 years of experience having performed the traffic analysis most recently for the Lake County Fairfield Road Phase I Study and the IDOT IL 120 PEL Study. Both of these projects have an

at-grade railroad crossing immediately adjacent to an IDOT intersection. His understanding of the IDOT signal timing requirements allows him to have an initial grasp of how to approach the Central Road Phase I Study.



Scott Manning **PUBLIC OUTREACH/ STRATEGIC COMMUNICATIONS**

Scott is HDR's area Strategic Communications Lead. A former state strategic communications director, he has

been using his experience to create effective engagement with various stakeholders. He has most recently coordinated efforts for the Village of Cary, Lake County, Will County, IDOT Long Range Transportation Plan, and IDOT Phase I Studies lead by HDR. These engagements include online / virtual tools as well as traditional in-person settings.



Nate Macek, AICP **FUNDING**

Nate is HDR's Infrastructure Finance Director with over 20 years of experience helping HDR's clients secure federal funding for their projects. He assists agencies in evaluating funding options to

develop strategies to secure grants. His most recent efforts lead to a grant for CMAP for over \$3M to conduct Safe Streets for All Studies for the counties in the Chicago region.



Janice Reid, PTP ENVIRONMENTAL

Janice leads the areas environmental work for all of HDR's Illinois projects. With 30 years of experience, she brings a wealth of experience especially in coordinating with IDOT and

Environmental Justices issues.. This is extremely invaluable due to the ever-changing environmental regulations passed down from the federal government and how IDOT requires local agencies to apply these regulations to their projects. Having previously worked at Metra, she also has a keen understanding of railroad projects with respect to the environment.



Jon Kjellman, PE UTILITIES COORDINATOR

With over 15 years of experience, Jon is a Project Engineer on several local agency projects who brings his unique experience of working on not only Phase I projects, but Phase II as well as Phase III. This perspective is very useful when dealing with utilities during Phase I as he understands the importance how issues, if not addressed, can perpetuate into later phases.



Helen Lin, EDAC, RLA, LEED AP LANDSCAPING/AESTHETICS

Helen, a landscape architect, has worked on myriad of projects including recreation park planning/design, school campus planning/design, and streetscape design/development. She also has extensive experience working with IDOT on state roadway project for their landscape designs. In this role assisting IDOT, she has a full understanding of what is needed for IDOT State jurisdiction projects helping identify optimal design based on IDOT's landscaping criteria.



Jonathan Past SURVEY

Jon, with Gewalt Hamilton, Inc. (GHA), brings over 25 years of experience in transportation surveying. HDR and GHA have collaborated over the years including most recently the Village of Cary's Maplewood Extension Phase I Study. For this project, Jon used drone survey as well as ground survey to maximize their efforts. He also coordinated with the Metra regarding surveying on their property.



3. RELATED EXPERIENCE

Based on the Village's Request for Proposal (RFP), HDR has compiled its related experience in the following categories and is demonstrated in detail on the following pages.

- A. Phase I Engineering services for at-grade railroad crossing and roadway improvements on State roads**
- B. Experience working with the Illinois Department of Transportation (IDOT) on roadway, intersection, traffic signal, and pedestrian/bicycle infrastructure projects.**
- C. Experience working with the Union Pacific Railroad and Illinois Commerce Commission on at-grade railroad crossing improvement projects.**
- D. Experience working with multiple interest groups including municipalities, state agencies, residents and businesses. Emphasis will be placed on effective communication tools and the ability to build consensus.**
- E. Identifying state/federal grant opportunities with a history of successfully securing Phase II and Phase III Engineering funds.**

	A	B	C	D	E
IL 120 PEL Study - IL 60 to Almond Road ILLINOIS DEPARTMENT OF TRANSPORTATION	✓	✓	✓	✓	
Fairfield Road Throughway Intersection Improvements, Phase I+II LAKE COUNTY DIVISION OF TRANSPORTATION	✓	✓	✓	✓	
Central Avenue/BRC Railroad Grade Separation Phase I Study ILLINOIS DEPARTMENT OF TRANSPORTATION	✓	✓		✓	
Pershing Road Phase I Study CHICAGO DEPARTMENT OF TRANSPORTATION	✓	✓		✓	
MAPLEWOOD ACCESS ROAD EXTENSION - PHASE I VILLAGE OF CARY		✓	✓	✓	
Grade Separation Feasibility Study VILLAGE OF MOUNT PROSPECT			✓		
Lakewood Road Corridor Phase I+II Engineering MCHENRY COUNTY DIVISION OF TRANSPORTATION				✓	
Randall Road at Weld Road Phase I+II Engineering Services KANE COUNTY DIVISION OF TRANSPORTATION	✓	✓		✓	✓
Cook County Various Phase I Studies COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS	✓	✓	✓	✓	✓
Calumet City and Riverdale Safety Planning Technical Assistance CHICAGO METROPOLITAN AGENCY FOR PLANNING				✓	
Wesley Street/Manchester Road Bridge Replacement over the Union Pacific Railroad CITY OF WHEATON	✓	✓		✓	✓
ONTO 2050 Regionally Significant Projects & Program Support Services CHICAGO METROPOLITAN AGENCY FOR PLANNING					✓

ILLINOIS DEPARTMENT OF TRANSPORTATION

IL 120 PEL STUDY - IL 60 TO ALMOND ROAD

LAKE COUNTY, ILLINOIS



Illinois Department of Transportation
IL 120 STUDY
IL 120 from Route 60 to Almond Road

PROJECT STUDY LIMITS
IL 120 FROM IL ROUTE 60 TO ALMOND ROAD

HDR was selected by the Illinois Department of Transportation to conduct a Planning and Environmental Linkages (PEL) Study for Illinois Route 120 in Lake County. The project limits extend for over 9 miles in central Lake County from Illinois Route 60 east to Almond Road. A PEL Study encourages collaboration to evaluate environmental, communities' input, and project goals to develop alternatives prior to the NEPA (Phase I) process.

HDR will prepare geometric concepts, traffic and safety studies, environmental studies for the improvement of Illinois Route 120 in central Lake County. Services include environmental studies, and public involvement for the project. The PEL Study will also evaluate two highway-railroad grade crossings considering at-grade and/or grade separation alternatives. The public involvement will include a hybrid of in person and

virtual engagement tools working with stakeholders and the public. Jeff as the Project Manager is responsible for the day-to-day activities for the project so that deliverables, timelines, and budget goals were achieved.



LAKE COUNTY DIVISION OF TRANSPORTATION

FAIRFIELD ROAD THROUGHWAY INTERSECTION IMPROVEMENTS, PHASE I+II

LAKE COUNTY, ILLINOIS



The Fairfield Road and the Metra/IL 134 Intersection Improvements Study included Phase I engineering services for the improvement of the intersection of Fairfield Road and the Metra/IL 134 located in the Villages of Round Lake and Round Lake Beach.

During the Phase I study, a Project Development Report was prepared that provided a recommended design of the following study alternatives: a railroad grade separation with or without a grade separated interchange of the existing intersection, and an intersection improvement that retains the existing at-grade railroad crossing. This study complied with Federal Aid guidelines, as federal funding was anticipated. HDR's approach to this project integrated the project goals and NEPA guidelines to provide a comprehensive solution. The scope of work included data collection, operational analysis, drainage analysis, alternatives analysis and extensive public involvement including multiple

design workshops. Extensive traffic analyses were completed to evaluate roadway levels of service and other measures of effectiveness. The environmental analysis identified potential impacts to local resources and these findings were integrated into the preferred alternative identities.

HDR was also selected to provide Phase II services, which included the preparation of plans, specifications, and cost estimates. The improvements included roadway reconstruction and widening while staged under congested traffic. An at-grade rail crossing was located north of the intersection within the improvement limits which required coordinated with Metra and the Illinois Commerce Commission. The presence of residential and commercial properties within the project limits required the development of a plan to manage access to the properties during construction. In addition The presence of low income housing which required

careful consideration of environmental justice concerns. A shared use path was proposed as part of the complete streets initiative to accommodate pedestrian and bicyclists. The existing drainage system was upgraded to address the additional capacity requirements. HDR resolved an existing drainage issue by diverting storm water that caused flooding of a residential neighborhood without acquiring additional right-of-way.

HDR coordinated with nearly thirty utility owners to identify and resolve utility conflicts starting at the development of preliminary plans. The existing traffic signals were modernized with the addition of a PTZ camera and wireless capabilities.

ILLINOIS DEPARTMENT OF TRANSPORTATION

CENTRAL AVENUE/BRC RAILROAD GRADE SEPARATION PHASE I STUDY

CHICAGO, ILLINOIS

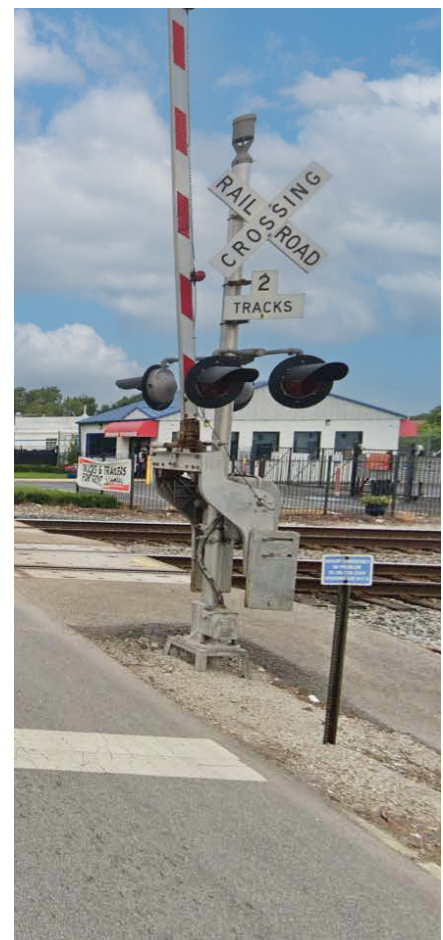


HDR was selected by the Illinois Department of Transportation (IDOT) to conduct a Phase I Study for the grade separation of Central Avenue and the BRC Railroad in Chicago, where an estimated 20 freight train crossings per day delay approximately 23,000 drivers. The study is being conducted using the principles of Context Sensitive Solutions (CSS) for stakeholder involvement, and includes the preparation of an Environmental Assessment and Combined Design Report.

The project study area is located at the northwest corner of Midway Airport directly under the flight path of Runway 13-31, and will also incorporate the intersections of Central Avenue with 55th Street and Central Avenue with Archer Avenue. Central Avenue serves as a key north-south route on the southwest side of Chicago, and will become an even more critical link to the Stevenson Expressway (I-55) once a planned

connection across the CSX Railroad intermodal rail yard to the south of Midway Airport is completed.

The goal of the engineering and environmental studies is to identify and gain approvals for a preferred alternative to separate the railroad and roadway traffic while minimizing adverse impacts to the vital rail operations, adjacent property owners, access for area residents and businesses, airport operations, and the environment. In addition to working closely with the BRC Railroad, the stakeholder involvement program has engaged a whole host of City of Chicago agencies, the Metropolitan Water Reclamation District, the FAA, area political representatives, homeowner and business associations, and residents of the local predominantly Polish and Hispanic communities.



CHICAGO DEPARTMENT OF TRANSPORTATION

PERSHING ROAD PHASE I STUDY

ILLINOIS



HDR provided Phase I Preliminary Engineering services on 39th Street (Pershing Road) from Wentworth Avenue to Ashland Avenue. The project study area is approximately two miles long with sixteen intersections, of which eight are signalized. HDR conducted studies regarding the improvements needed to rehabilitate the existing bridge and roadway within the project limits and the associated environmental impacts. The study included coordination with Norfolk Southern Railroad, Metropolitan Water Reclamation District, Chicago Department of Water Management, Illinois Commerce Commission, Chicago Transit Authority, and Chicago Area Joint Electrolysis Committee.

The project includes preliminary engineering, environmental studies, development of proposed roadway geometry, rail crossing alternatives, intersection design studies, bridge condition report, location drainage

study, maintenance of traffic concept, bridge Type, Size & Location study, and public involvement activities. HDR completed a Project Development Report and obtained approvals from Chicago DOT, Illinois DOT, and the Federal Highway Administration. HDR prepared a project brochure and mailings to area residents and businesses in advance of conducting a virtual public meeting. Unique features taken into account in this urban traffic environment included a mix of pedestrians, bicyclists, and trucks, access to and from I90/94, Chicago Transit Authority bus stops, multiple existing major sewer interceptors up to 22 feet in diameter passing under the bridge and retaining walls, existing trolley lines embedded in the Pershing Road pavement to be maintained for power grid grounding, truck movements associated with the Stockyards Industrial Park, and the at-grade crossings of main Norfolk Southern rail line running parallel to Pershing Road.

The preferred alternative includes new pavement, curbs, gutters, sewers, and sidewalks, on-street protected bike lanes, off-street bike lanes, updated ADA ramps at street crossings, median pedestrian refuge, energy efficient LED street lighting, traffic signal modernizations, streetscape features, sewer and drainage work, and reconstruction of bridge over Norfolk Southern railroad spurs and adjacent retaining walls.

VILLAGE OF CARY

MAPLEWOOD ACCESS ROAD EXTENSION - PHASE I

CARY, ILLINOIS



The Village of Cary selected HDR to provide Phase I engineering design services for the extension of a new access road to support the redevelopment of the former Maplewood School site between the North Metra Commuter Parking Lot and the Cary-Algonquin Road at Industrial Drive intersection. The new roadway, adjacent to the UPRR tracks, would be designed in accordance with the Village's Comprehensive Plan and Downtown Strategic Plan goals capitalizing on public transit assets, reducing inefficiencies and areas of congestion, providing missing linkages in the roadway network and expanding bike and pedestrian facilities.

The services provided include traffic and safety analysis, complete street design, intersection design studies, drainage and geometric analyses, environmental services including 4(f), public involvement with a project website, and a project develop report submitting to IDOT and FHWA.



VILLAGE OF MOUNT PROSPECT

GRADE SEPARATION FEASIBILITY STUDY

MOUNT PROSPECT, ILLINOIS



A Downtown area of Mount Prospect is the focus of significant transformation with the 10 N. Main, 20 West, and Park Terrace multi-family residential developments, each meeting the goals of the Downtown Implementation Plan. The street network that serves the new and existing land uses in the Downtown area has often been the subject of improvement. Specifically, a short term object of the Strategic Plan is to make Mount Prospect a more walkable, pedestrian-friendly community, while also improving the conveyance of vehicles by evaluating the downtown street network to reduce congestion, queuing, and the loss of time associated with signal interruptions and limited crossing options from freight and commuter activity along the Union Pacific Railroad.

As such, the Village of Mount Prospect hired HDR to perform a feasibility study to identify and assess alternatives for improving conveyance of vehicles, bicyclists, and pedestrians across the Union Pacific Railroad tracks. The purpose of this proposed project is to improve safety for pedestrians, bicyclists, commuters, and motorists moving through the Village's downtown area. In addition, the Village seeks to reduce traffic congestion, reduce long queue lengths, and taper the loss of time associated with traffic signal cycling interruptions and the limited options to cross the railroad tracks in the current street network configuration.

The scope of work includes collecting traffic and safety data needed to analyze existing highway rail at-grade crossings; identifying key stakeholders and conduct two focused workshops; identifying at-grade alternatives for reducing grade crossing area traffic conflicts; evaluating the feasibility of grade-separation, addressing the potential impacts of reasonable conflict reduction measures; identifying potential funding sources for recommended conflict reduction measures; and preparing and presenting a report of findings and recommendations for a course of action.

McHENRY COUNTY DIVISION OF TRANSPORTATION

LAKEWOOD ROAD CORRIDOR PHASE I+II ENGINEERING

LAKE IN THE HILLS, ILLINOIS



HDR was selected by McHenry County to develop Phase I & II engineering plans for the Lakewood Road Corridor Improvement project in Lake in the Hills, Illinois. HDR successfully completed the planning, design and construction phases of the initial project with traffic signals at Miller and Reed Roads in 2020 by improving safety, traffic operations, efficiency, and mobility for the corridor. HDR is now helping the County to examine alternatives for a shared use path and innovative intersection solutions, including roundabouts.

HDR has performed data collection, operational/crash analysis, alternatives analysis, environmental studies (biological, cultural, wetland, floodplains), drainage and hydraulic studies, conceptual staging plans, structure Type, Size and Location studies, and utility coordination.

The corridor is adjacent to Exner Marsh Conservation Area and crosses a tributary to Kishwaukee Creek. HDR has performed wetland delineations, jurisdictional determination requests, floodplain analysis, and measures to avoid impacts to the Exner Marsh and the Blanding's Turtle, an Illinois endangered species.

Agency coordination has occurred with the Illinois Department of Natural Resources, the Village of Lake in the Hills and the McHenry County Conservation District. HDR has also performed a Phase I Environmental Site Assessment.

KANE COUNTY DIVISION OF TRANSPORTATION

RANDALL ROAD AT WELD ROAD PHASE I+II ENGINEERING SERVICES

ELGIN, ILLINOIS



Recipient of the 2020 APWA

Public Works Project of the Year Award

The Randall Road at Weld Road/US 20 Intersection Improvement Phase I study evaluated alternatives and identified a preferred improvement that improved the safety and operations of the subject intersection. Currently a level of service F, the intersection experienced heavy congestion during peak hours causing left turn backups onto the mainline. The storage deficiencies and close proximity to an existing bridge over US Route 20 have presented safety issues and placed this intersection on the Daily Herald 2007 top 10 list for crashes. Randall Road is a suburban strategic regional arterial that utilized signal coordination through this intersection. The additional green time provided to Randall Road caused delay for vehicles exiting Route 20 and backups beyond the provided storage.

The Randall Road at U.S. 20/Weld Road Intersection included the development of Phase I engineering and preparation of preliminary design for improvements at this intersection in the City of Elgin. The HDR Team conducted traffic operational analyses and provided intersection design options.

Environmental Analyses were coordinated with the IDOT Bureau of Local Roads and Streets. The impacts included wetlands, trees, noise and air quality. A Project Development Report was prepared. IDOT coordination included environmental field reviews, meetings with the Bureau of Local Roads, and FHWA Coordination meetings. Design options included closure of on approach to the intersection and changing left turn movements to right turn movements.

HDR completed Phase II of the project. The final design included a retaining wall along US Route 20, new single slope barrier wall, a new traffic signal, roadway widening, and resurfacing along Randall Road, a cul-de-sac of an existing roadway, and the addition of a new ramp. From the onset, the goal was to move construction from 2020 to 2019. The HDR team made some modifications to the design which removed the need for right-of-way and lead us to successfully advance the bid documents up, moving the construction start up by an entire construction season.

COOK COUNTY DEPARTMENT OF HIGHWAYS

COOK COUNTY VARIOUS PHASE I STUDIES

**VOLLER ROAD GRADE SEPARATION; CHICAGO AVENUE / WASHINGTON BOULEVARD COMPLETE STREETS STUDY;
BURNHAM MULTIMODAL CONNECTOR; VARIOUS GRANT ASSISTANCE**

CHICAGO, ILLINOIS



HDR was selected by CCDOTH to conduct Phase I engineering for various projects. The Vollmer Road viaduct between Kedzie Road and Western Avenue in the communities of Olympia Fields and Flossmoor where Vollmer Road goes under a bridge providing rail service for freight and Metra trains. A federally processed Phase I study will evaluate the railroad viaduct that currently has a low clearance. Traffic, environmental, drainage, and geometrics studies will be performed to consider options to lower the existing road maintaining the existing railroad bridge, widen Vollmer Road with a new bridge, and construct a new bridge for Vollmer Road to go over the railroad tracks.

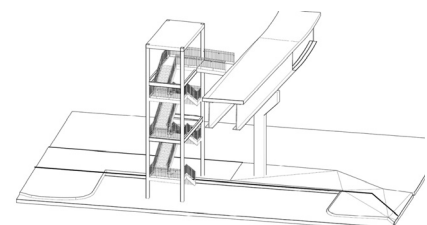
The Chicago Avenue and Washington Boulevard Complete Street / Road Diet feasibility study. The purpose is to help link the communities of River Forest and Maywood across the Des

Plaines River along these two corridors that currently do not provide for non-motorized travel.

The Burnham Multimodal Connector (BMC) in the Village of Burnham is a project to address regional and local pedestrian and bicycle connectivity. The community is bisected by seven (7) railroad tracks requiring extensive coordination with multiple railroads, the Illinois Commerce Commission (ICC) and IDOT. The preferred alternative consisted of a new structure over the tracks as well as at-grade rail crossing improvements.

Additionally, we identified grant opportunities and completed applications for the following projects:

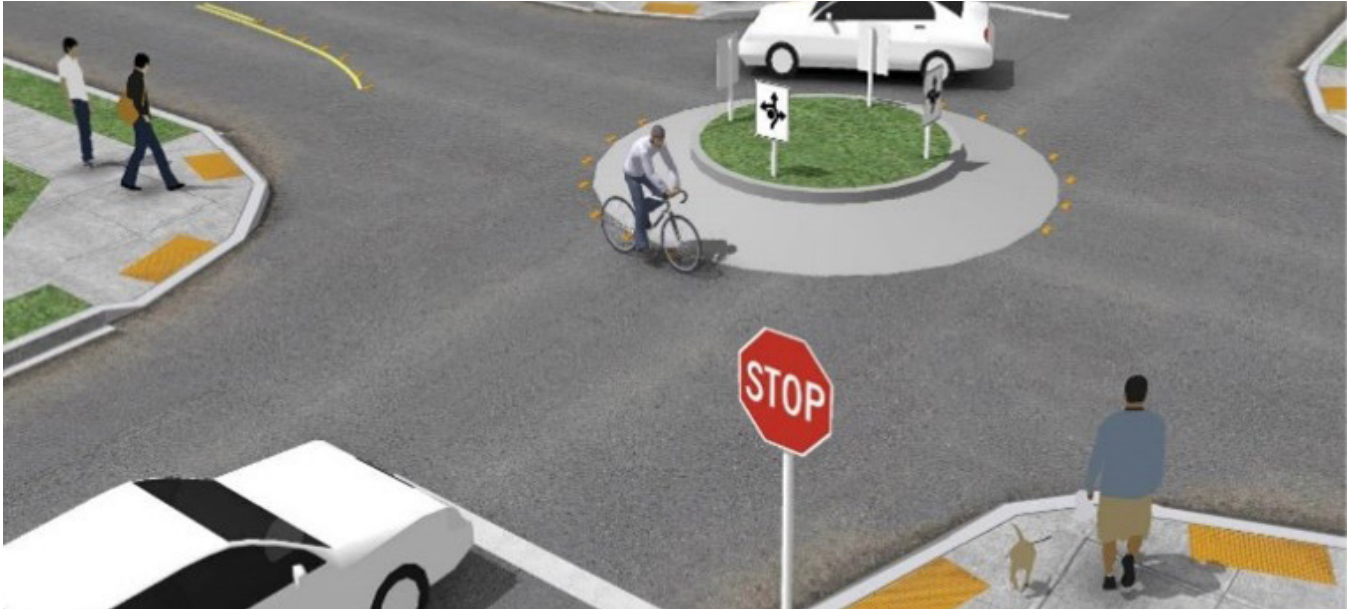
- Safe Routes to School - Francisco Avenue, Blue Island
- Illinois Special Bridge Program - Rohrssen Road Bridge, Hanover Township



CHICAGO METROPOLITAN AGENCY FOR PLANNING

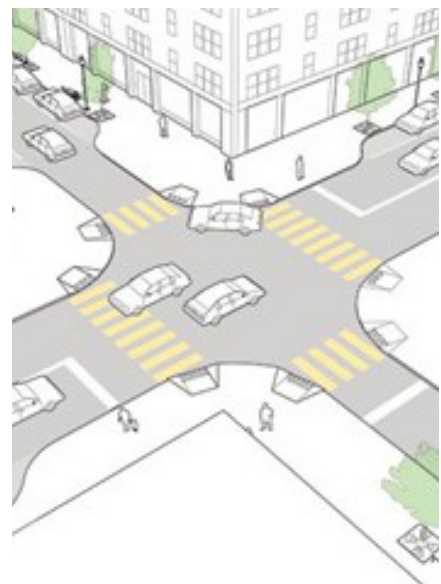
CALUMET CITY AND RIVERDALE SAFETY PLANNING TECHNICAL ASSISTANCE

CALUMET CITY AND RIVERDALE, ILLINOIS



HDR provided technical assistance to the City of Calumet City and the Village of Riverdale to identify and propose measures to improve safety on Pulaski Road (154th Street) from Burnham Greenway to State Line Road, the intersection of Burnham Avenue and River Oaks Drive, the intersection of Sibley Boulevard (IL Route 83) and Madison Avenue, and the intersection of 138th Street and Halsted Street through a consultant contract with the Chicago Metropolitan Agency for Planning (CMAP). These locations were selected by Calumet City and Riverdale because they experience a higher rate of severe (Type A) and fatal crashes than other similar locations in the municipalities. HDR evaluated the crashes that caused severe injuries and developed mitigation strategies and safety improvements to help reduce the number or severity of those crashes. Crash analysis and safety mitigations for each location were coordinated

with CMAP and the local partner agencies. HDR also developed and implemented a public engagement plan for each community to solicit feedback from residents and key stakeholders. As part of the public engagement, HDR developed paper- and web-based surveys to identify perceived safety concerns and understand what types of safety improvements are desired by each community. HDR developed planning level estimates of cost and quantified benefit based on expected crash reduction for each improvement, which were used to develop Benefit-to-Cost Ratios (BCR's) to identify cost effective safety improvements. HDR also identified potential funding sources and strategies for Calumet City and Riverdale to implement the safety improvements identified through the study.



CITY OF WHEATON

WESLEY STREET/MANCHESTER ROAD BRIDGE REPLACEMENT OVER THE UNION PACIFIC RAILROAD

WHEATON, ILLINOIS



Following the completion of a Feasibility Study, HDR provided Phase I preliminary engineering, Phase II final design and Phase III construction oversight services for the replacement of the Wesley Street/Manchester Road Bridge over the Union Pacific Railroad. The existing bridge, which was included on the Illinois Historic Bridge Survey, was determined to be functionally obsolete and structurally deficient.

The project included removal and replacement of the historic truss bridge; extensive retaining wall design; rehabilitation, partial reconstruction, and expansion of the adjacent Illinois Prairie Path Bicycle and Pedestrian Bridge (with the construction of four new spans and new substructure); and the realignment and profile adjustments of six impacted roadways to meet current railroad and roadway bridge clearance requirements.

HDR developed PS&E for reconstruction of the six adjacent roadways in addition to the roadway bridge and Illinois Prairie Path Bridge.

This project involved extensive stakeholder coordination with IDOT, the City of Wheaton, DuPage County, the Union Pacific Railroad, Illinois Prairie Path Volunteers Group, utility companies, local businesses, and residents throughout construction. The HDR team performed the contracted services meeting Federal, IDOT and City requirements for projects with local and Federal funding verified by successful independent project audits by IDOT.



CHICAGO METROPOLITAN AGENCY FOR PLANNING

WESLEY STREET/MANCHESTER ROAD BRIDGE REPLACEMENT OVER THE UNION PACIFIC RAILROAD

WHEATON, ILLINOIS



HDR supported CMAP's pursuit of federal Infrastructure Investment and Jobs Act (IIJA) grant opportunities. This effort aims to maximize the impact of funding from grants awarded to projects within the region. As the region's metropolitan planning organization (MPO), CMAP seeks to implement new policies impacting current programs, prepare for new regional funding eligibility, coordinate area funding access, and build consensus between regional stakeholders. HDR is supporting CMAP by defining, collecting, and evaluating data to help screen and prioritize projects in the region to pursue federal grants to advance large-scale regionally significant infrastructure projects.

In addition, HDR provided staff augmentation support for a USDOT Safe Streets and Roads for All (SS4A) grant application for coordinated, multicounty "Safe Travel for All Roadmap" safety action planning. CMAP was awarded a \$3.9 million planning grant by FHWA in February 2023. HDR's efforts are helping the Chicago metropolitan area to better prioritize and coordinate federal grant pursuits across the region.

HDR was recently selected to deliver a Safety Action Plan for Lake County that will meet federal guidelines for future SS4A implementation grants, promotes safety, establishes equitable investments in historically excluded communities, and aligns priorities with evidence-based projects and strategies. With the HDR team's focus on usable results, the safety action plan will emphasize a data-informed strategic approach to roadway safety through prioritization and implementation of improvement projects so that CMAP can apply for additional SS4A funding in 2025.



4. SCOPE OF WORK

Project Understanding

Mount Prospect, with its fair share of intersections along Northwest Highway that have at-grade crossings with the UPRR tracks, knows all too well the juxtaposition between moving rail traffic vs. roadway users. Trying to solve all the issues is no small task as HDR is aware of having worked on the *Rail Crossing Feasibility Study* for the Village. Common to many of the alternatives developed was the flexibility of the local roadway network that includes Central Road. While grand plans can be considered as ways to address issues, often a series of smaller improvements can have a positive impact such as the planned platform extension for the Metra station.

Evaluating the Central Road intersection with Northwest Highway is another opportunity to implement small changes that can have a lasting benefit for the area not only for vehicles but for non-motorized users as well. HDR is quite familiar with the operations of the Central Road intersection as our Area Manager, Tom Hein, travels through this intersection daily.



“Knowing the shortcuts and how the lights are timed, I use this intersection every day to avoid the more regional routes to save time. I see why the intersection functions the way it does and think there are opportunities worth exploring to see what can be done to improve the flow of traffic as well as routing for peds and bikes.”

Tom Hein, PE

AREA MANAGER, LOCAL RESIDENT

The intersection of Central Road with Northwest Highway has clear operational issues especially on the west leg of the intersection. It also has some inefficiencies with the mobility of non-motorized travelers through the area. On top of that, there are other minor aspects of the intersection that could be addressed such as improved corner radii. Developing solutions to these identified problems can be accomplished through analysis of data and engineering design. However, finding solutions that are also acceptable to the key stakeholders will be the challenge. HDR has the experience, resources, and people to engage IDOT, UPRR, ICC, and others to find common ground.

“



I cherish the opportunity to embark on a new challenge. Throughout my career, I take past experiences and use them to help approach once thought unsolvable problems. Having presented projects before elected officials throughout my career, I appreciate the time to interact helping them understand complex and often new ideas allowing them to make informed decisions. I look forward to the opportunity to see what we can do for Mount Prospect and this gateway to Downtown as there are great opportunities to make a positive difference in so many people's lives.

”

Jeffrey Young, PE, PTOE
PROJECT MANAGER

In addition to the technical objectives, there is the objective to be mindful of the Village's financial resources especially in this Phase I as it is funded entirely by the Village.

The goals of the project are to engage the key stakeholders strategically, find solutions to improve the intersection, and address the financial needs of the project.

Project Approach

To accomplish these goals, the Village has identified a Phase I Study following the federal process. A Phase I Study following the federal process will allow the Village to seek and remain eligible for future funding opportunities as the project moves forward into Phase II Design and ultimately, Phase III Construction. However, because of the complexities of an at-grade railroad crossing, there are several stakeholders that will have the ultimate say as to what can be done at the intersection. It is for this reason that HDR proposes a stepped approach to this project with consideration of the Village's budgets and needs. Based on our experience, a two-stepped approach is proposed.

Since passage of the Bipartisan Infrastructure Law in 2021, USDOT has awarded \$2.4B in discretionary grant funding to more than 100 HDR supported applications.

TASK 1 – INTERSECTION OPERATION ANALYSIS AND FEASIBLE ALTERNATIVES

The purpose of Task 1 is to make sure the Village does not expend unnecessary effort in terms of time and money finding solutions that could be rejected by IDOT or UPRR. Both Central Road and Northwest Highway are under

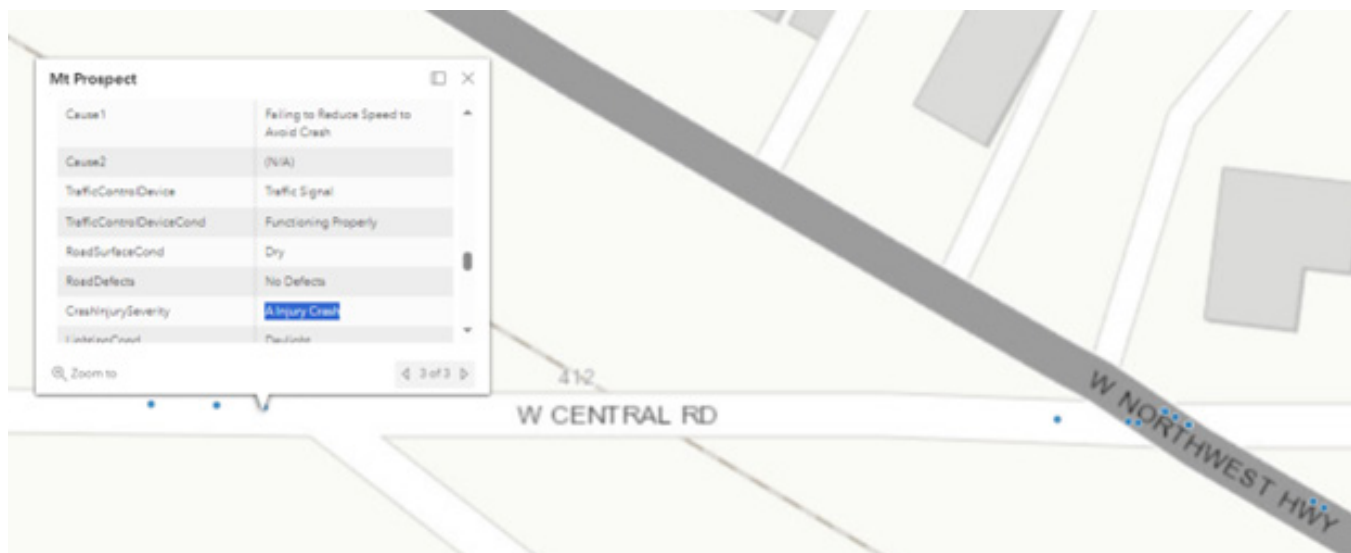
IDOT's jurisdiction and thus the intersection as well. The UPRR has jurisdiction over the railroad right-of-way. The Illinois Commerce Commission also will need to be engaged should geometric improvements be proposed at the intersection and/or changes to gate crossings. At any point in the process, the Village's ultimate plan for the intersection could be "derailed" by these entities. Therefore, it will be important to have flexibility in the project and begin coordination early.

The initial analyses performed along with potential geometric alternatives will be submitted to the stakeholders early to get their initial input. It is envisioned that they will have comments that may result in changes to what was developed or fatal flaws eliminating some designs. A key characteristic of the intersection that complicates potential changes is how Prospect Avenue is integrated with the railroad crossing and thus the traffic signal phasing. HDR is prepared for the possibility of some alternatives being eliminated having coordinated with IDOT and the UPRR on other projects. We could vet this likelihood with the Village first to identify potential fallback designs.

Because of the potential for back and forth with the stakeholders, a high-level evaluation of potential geometry is proposed to start. This was most recently done by HDR for Cook County when evaluating Road Diet options along an IDOT roadway. This evaluation can be accomplished using special CAD planning tools along with publicly available 2-foot contours to save time and funding during this task.

Safe Movement for All

Safety is an important factor at any intersection but is then heightened with a railroad grade crossing. The IDOT Safety



portal from 2018 to 2022 shows that the number of crashes overall at the intersection have increased steadily over this 5-year period. During the same period, the number of injury crashes appears to have also increased. It will be important to fully analyze the crashes to demonstrate to the stakeholders the safety record of the intersection. A review of the west leg, just west of Prospect Avenue also reveals a safety need with eastbound front to rear crashes that illustrate the geometric issues challenging the intersection.

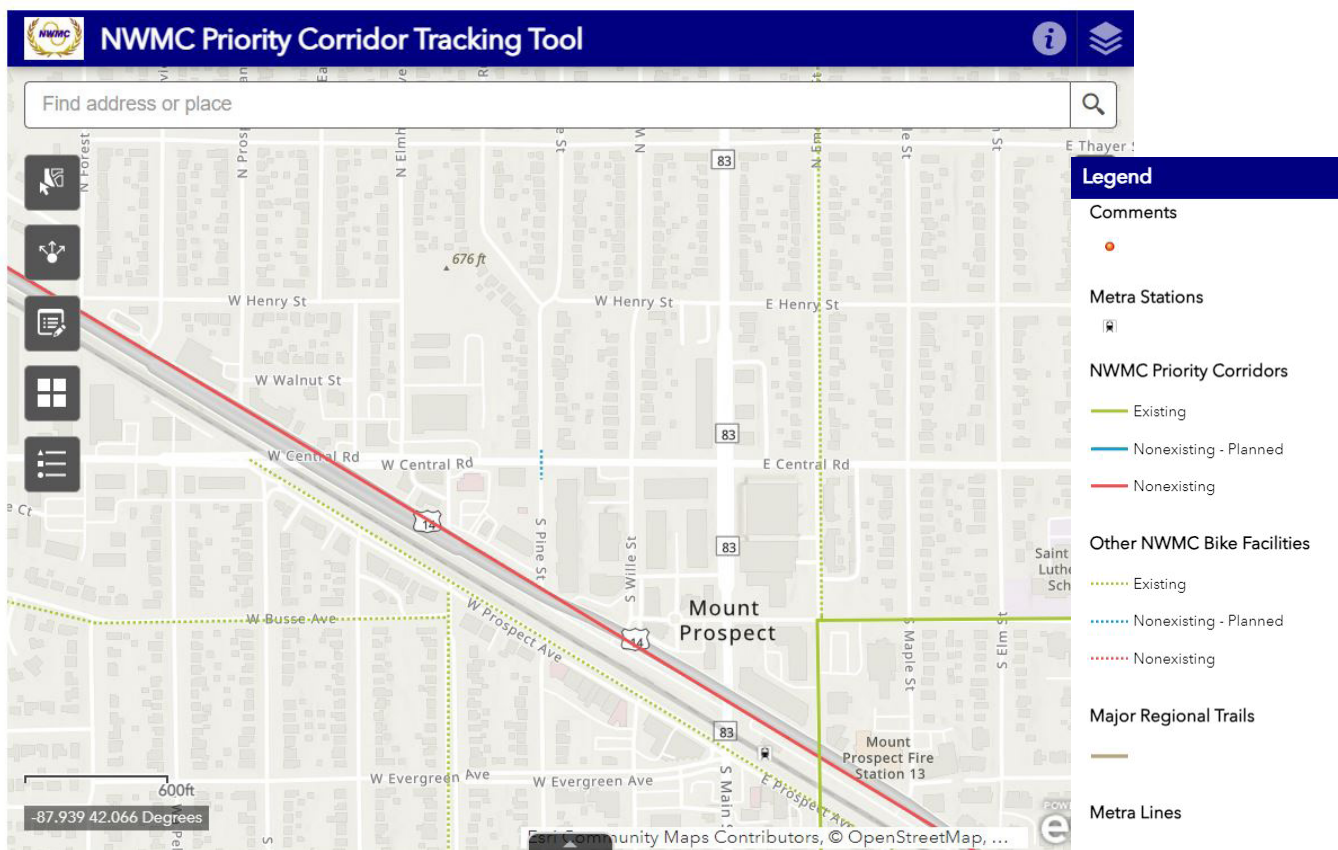
Pedestrian and Bicycle Opportunities – A Deeper Dive

The Mount Prospect Bicycle Plan conducted a survey of the High School students and staff that identified a series of roadways that are desired corridors to use, one of which being Central Road. With an Average Daily Traffic (ADT) volume of over 17,000 based on IDOT's ADT online portal, on road cycling is not the optimal solution. An off-road bike path separating pedestrians and cyclists from roadway traffic would enhance the safety of the area thereby encouraging more people to walk or ride a bike. Establishing a design for this project to help facilitate this overall corridor vision could be accomplished regardless of the outcome from Task 1.

Looking specifically at other opportunities for pedestrian and bicycle enhancements, the northwest corner presents a challenge with crossing Northwest Highway at Central

Road due to the small island that is used for a two-stage crossing. Again, looking at the ADT for Northwest Highway (just over 10,000 on the northwest leg of Central Road intersection), an opportunity may exist for a road-diet to develop a more Complete Street design to redistribute pavement from vehicles to non-motorized users. This review could have broad implications to improve not only pedestrian safety crossing but also improve mobility for non-motorized travelers as Northwest Highway has been identified as a Priority Corridor in the NWMC Multimodal Transportation Plan.

The overall objective of Task 1 is to conclude with the preliminary approval from the key stakeholders of one to two solutions for the intersection. Once these solutions are developed, then Task 2 can commence which would be the remaining activities performed in a Phase I Study. Because the alternatives have been vetted, the remaining scope of work for Task 2 can be more clearly defined resulting in a more efficient budget. This 2-stepped approach is vital to the success of the project because it is possible that a solution preferred by the Village is unable to gain support from the key stakeholders. This would conclude the project at the end of Task 1 without the Village expending the full Phase I budget.



Excerpt from the NWMC Online GIS portal



TASK 2 – COMPLETION OF PHASE I STUDY

HDR envisions that the project can move into Task 2 with two possibilities. The first is an alternative with roadway improvements to the intersection, especially on the west leg, that are acceptable to the key stakeholders. The other possibility is that only pedestrian and bicycle improvements can gain stakeholder support along with other minor improvements such as turning radii as well as overall aesthetics of the project area.

Either outcome from Task 1 will still allow the Village to move forward with improvements to the area that includes the following:

- Turning movement geometry especially for larger vehicles
- Pedestrian and Bicycle improvements
- Signal timing / phasing recommended modifications to the interconnected system
- Evaluate aesthetic treatments to the area including wayfinding

The following Task 2 subtasks have been developed where each task would be modified based on the anticipated preferred alternative.

Field Survey

Full field survey will be conducted upon determination of full extent of improvements to be designed. Initial alternatives in Task 1 can be developed using existing 2-foot contour data. A drone survey could be added to capture video of activity

worth sharing with key stakeholders to demonstrate issues in the project area.

Utility Coordination

Existing municipal utility atlases will be obtained, and if available in GIS, incorporated quickly into the project design files. A J.U.L.I.E. design locate will also be called prior to surveying to pick up all known utilities to verify Village documentation.

Environmental Studies

The Environmental Screening and subsequent ESR will be submitted to IDOT. A PESA should be performed by IDOT given both Central Road and Northwest Highway are under the State's jurisdiction; however, this could change depending on the extent of the improvements onto the local roadway system.

Preferred Alternative Development

The development of a preferred alternative will be finalized to determine the full extent of the project's needs. This will also include an Intersection Design Study (IDS) which is anticipated to be required by IDOT. This will include ADA detail ramp design. While this historically has been done during Phase II, IDOT requires this effort done in Phase I to make sure that the right-of-way needs are fully determined.

Location Drainage Technical Memorandum

The project area is not within the Weller Creek floodplain and once Task 1 is concluded; the drainage analysis can be scoped accordingly.

Aesthetics / Wayfinding development

Branding is an important part of communities to help give residents, businesses, and visitors a clear understanding of where they are. This can instill a sense of pride in the community. HDR will look at opportunities to extend the Village's vision for aesthetics into the project as applicable to reinforce and introduce Mount Prospect to travelers in the area.

Traffic Management Analysis evaluating construction staging

Should a detour be required, additional scope would be needed based on IDOT's input. This could include additional traffic analyses and coordination with the IDOT Detour Committee.

Public Involvement

It is possible that only one Public Information Meeting is needed based on the extent of variability of the alternatives and feedback from all stakeholders. A drone survey if added for data collection, could also be used to share operational issues with stakeholders.

Project Development Report for IDOT / FHWA approval

The current IDOT BLR form (recently updated as of February 9, 2024) will be used to document the project for IDOT Bureau of Local Roads and the Federal Highway Administration's approval.

Meetings

Additional project coordination meetings with key stakeholders will be provided based on the input during Task 1.

Quality Control / Quality Assurance

At HDR, we take Quality Control very serious developing a plan unique to each project. The plan, scrutinized through our Quality Assurance, is adhered to for all major deliverables where independent subject matter experts will conduct their review prior to submitting to the Village.

Grant funding assistance

Once the data has been analyzed, the available grants can be considered to determine which most align with the project's ultimate design. HDR will help identify the optimal grants for this project as some can be more selective or have greater competition. The purpose here is to make sure that the Village's budget is used strategically.

HDR has extensive grant experience. Some potential grants for this project are the following:

SS4A – HDR secured over \$3M for CMAP to conduct County Safety Studies that includes Cook County. HDR will be performing the safety study for CMAP for Lake County.

Grade Crossing Protection (GCP) - As this intersection involves a railroad crossing, it is an appropriate grant to apply for. That said, IDOT's own circular letter from last December stated that less emphasis is place on roadway approach projects. However, since this is an IDOT intersection, and with them as a key stakeholder, their support for this project could be well received when applying.

Safe Routes to School (SRTS) – With nearby schools and the potential for improved pedestrian and bicycle mobility, this grant could be considered for those pedestrian and bicycle improvements.





Illinois Transportation Enhancement Program (ITEP) –

Jim McNally has managed ITEP funded projects in the past include a sidewalk project for the Village of Grayslake on Illinois Route 83.

Highway Safety Improvement Program (HSIP) – While an excellent source for safety funding, because this is a state jurisdiction intersection, local projects cannot apply for the State's allotment. Jim McNally has direct experience in a locally led project on a state route applying for HSIP funding in Lake County. Also, without Type A injury crashes or fatalities, the cost-benefit analysis likely will not result in favorable selection.

Invest in Cook – HDR has worked closely with Cook County developing GIS tools for CCDOTH to evaluate applications for this grant. With a close understanding of this grant, it will help position the Village to determine whether this grant should be sought.

Surface Transportation Program (STP) - Local – Jeff Young, while at McHenry County, oversaw the McHenry County Council of Mayors (counterpart to the NWMC) developing and managing the Local STP program. This may prove to be a well suited grant for this project.

As with all grants, timing is very important. Oftentimes, applying too early in a project is not wise as projects are evaluated based on how close they are to construction. HDR will help identify not only which grants should be pursued, but when.

VALUE ADD SERVICES

HDR is a full-service engineering firm providing you with the expertise in many fields. In evaluating this project for the Village, there are several tasks that could be needed during Task 2. The need for additional subtasks during Task 2 will be dependent upon the outcome of Task 1.

Should improvements at the intersection require a full closure, coordination with IDOT regarding a detour will be needed. This will likely include additional traffic counts along a proposed detour route, additional traffic analyses, meeting with the IDOT Detour Committee, and the corresponding report. A potential detour route could use the triangle of Central Road, Arlington Heights Road, and Northwest Highway. HDR has the experience in coordinating with IDOT regarding detour needs.

HDR has used on many occasions, video obtained by UAV (unmanned aerial vehicles) or drones, to help tell the story of a project. This footage can be useful to convey traffic operations to key stakeholders such as IDOT as well as the public including elected officials. The drone footage can then be overlayed with isometric renderings of potential improvements to demonstrate oftentimes difficult to visualize concepts.

Preliminary Environmental Site Assessment (PESA) could be done entirely by IDOT since both Central Road and Northwest Highway are under their jurisdiction. Should some of the improvements extend onto the Village roadway network, it is possible that IDOT will require the Village to perform the PESA for these areas. HDR is fully equipped to conduct these assessments as do this routinely on all our Phase I studies.

SCHEDULE

		MONTH																							
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
TASK 1	Data Collection																								
	Surveys																								
	Traffic and Safety																								
	Intersection Alternatives Analysis																								
TASK 2	Surveys																								
	Utility Identification and Coordination																								
	Environmental Studies																								
	Traffic and Safety																								
	Intersection Alternatives Analysis																								
	Preferred Alternative Analysis																								
	Intersection Design Study																								
	Location Drainage Technical Memorandum																								
	Aesthetics / Wayfinding																								
	Traffic Management Analysis																								
	Public Involvement																								
	Project Development Report																								
	Grant Funding Assistance																								
	Meetings																								
	Project Administration																								
	Quality Control / Quality Assurance																								

LEGEND

- Stakeholder Meeting
- Public Involvement Meeting

COST PROPOSAL

HDR proposes a stepped approach with two primary tasks. The effort done during Task 1 will be used during Task 2 as the project moves forward to effort is maximized.

The hours for the various sub-tasks for Task 1 are listed below. The cost for Task 1 is \$62,439.

The cost for Task 2, as proposed here for this approach, is for an additional \$366,654. The cost for Task 2 may likely vary pending the outcome of Task 1, thus the reason to have the initial analysis and key stakeholder coordination occur in Task 1. The sub-tasks and their corresponding hour for Task 2 are also listed below.

	NUMBER OF PROPOSED STAFF HOURS		
	TASK 1	TASK 2	TASK TOTAL
Data Collection	67	-	67
Surveys	10	200	210
Utility Identification and Coordination	-	22	22
Environmental Studies	-	106	106
Traffic and Safety	95	154	249
Intersection Alternatives Analysis	143	215	358
Preferred Alternative Analysis	-	310	310
Intersection Design Study	-	112	112
Location Drainage Technical Memorandum	-	418	418
Aesthetics / Wayfinding	-	106	106
Traffic Management Analysis	-	65	65
Public Involvement	-	255	255
Project Development Report	-	210	210
Grant Funding Assistance	-	113	113
Meetings	83	53	136
Project Administration	44	132	176
Quality Control / Quality Assurance	10	82	92
PROJECT TOTAL	452	2,680	3,005

	TASK 1	TASK 2	TOTAL BILLABLE FEE
COST	\$62,439	\$366,654	\$429,093



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We practice increased use of sustainable
materials and reduction of material use.

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Village of Mount Prospect

Central Road at U.S. Route 14 Phase I Study

Scope of Work

June 24, 2024

The Village is looking to address pedestrian, bicycle and vehicular issues at the Central Road Railroad crossing and the intersections of Central Road with Northwest Highway (US 14) and Prospect Avenue. The first step of rebuilding this crossing and intersections is a Phase I Engineering Study.

A key component of the Mount Prospect Strategic Plan is to partner with appropriate government agencies to resolve troublesome intersection issues. One such location is the area surrounding the Central Road at-grade crossing of the Union Pacific Railroad. This includes the railroad crossing and the intersections of Central Road with US 14 and Prospect Avenue. Together these intersections act as the western gateway to downtown Mount Prospect. Pedestrian and bicycle accommodations at these intersections are minimal and require long crossing distances. Vehicle delays are primarily due to the crossing being activated by trains, but the left turn movement from eastbound Central Road onto northwest bound US 14 is particularly problematic due to limited storage for vehicles turning left. The Village is committed to developing and implementing a plan that will provide significant enhancements to the transportation system benefiting pedestrians, bicyclists, motorists, nearby businesses, and our residents.

Central Road and US 14 are under the jurisdiction of the Illinois Department of Transportation (IDOT). Prospect Avenue is under local jurisdiction. The traffic signals at Central Road and Prospect Avenue as well as Central Road and US 14 are owned and maintained by IDOT. The railroad crossing signals are owned and maintained by the Union Pacific Railroad (UPRR).

The Village has completed numerous studies in the past that reference this railroad crossing, but none that directly address the issues described in this request.

Improving pedestrian and bicycle facilities, enhancing safety for vehicles crossing the railroad tracks and traveling through the intersection, improving truck turning movements, addressing the blocked thru lane concerns on eastbound Central Road at the tracks, and enhancing the aesthetics within the project area are primary goals of the project.

The following scope of work details the tasks to be completed for the Central Road at U.S. Route 14 Phase I Study. The study will comply with IDOT Bureau of Local Roads and Streets (BLRS) and Bureau of Design and Environment (BDE) Manual guidelines to enable consideration of a variety of funding sources. The project will start the coordination IDOT and FHWA where ultimately their approval would be required to complete the Phase I Study. Coordination with the Illinois Commerce Commission (ICC) and the UPRR will be required for the Phase I Study. The project also requires coordination with other stakeholders including the Village Board and the public.

Task 1: Data Collection

Data will be collected and used throughout the study. A site visit will be conducted to document physical features, existing information will be collecting in GIS as available, current high-resolution aerial imager will be collected, and as-built plans and historical studies will also be collected.

A. TRAFFIC AND CRASH DATA

Traffic count information will be collected in 15-minute intervals for a 24-hour weekday period which will include vehicle classifications. The locations to be collected are as follows:

- Central Road at US 14
- Central Road at Prospect Avenue
- Central Road at South Wa Pella Avenue
- Prospect Avenue at Hi Lusi

The most recent five-years of crash data will be obtained through the IDOT online crash data portal for the area. The Village will provide additional information if available.

C. HYDRAULIC/DRAINAGE STUDIES

Any historical hydraulic/drainage studies completed for the area will be obtained from the Village and / or IDOT. In addition, HDR will request the following data regarding hydrology/hydraulics of the project area, if available:

- Records from the Village regarding the documentation, identification, repairing, and/or maintenance of drainage problems within the project area as well as projects for the area.
- USGS Hydrologic Investigation Atlas
- FEMA Flood Insurance Study

D. SITE VISIT

A site visit will be made to make field observations documenting operations during peak weekday traffic periods. Field photos will be taken, and a photo log will be created.

Task 1 Deliverables: Turning movement traffic, pedestrian, and bicycle counts; photo log; aerial map imagery; and inventory of existing data.

Task 2: Topographic Survey

A. EXISTING CONDITIONS TOPOGRAPHIC SURVEY

The survey will meet or exceed the Minimum Standards of Practice as set forth by Illinois Administrative Code for a Topographic Survey. GHA will utilize a combination of conventional robotic total station along with UAS Drone Photogrammetry and LiDAR. Appropriate railroad safety and entry regulations will be observed. Accordingly, we will provide the following services:

1. Obtain benchmark information (NAVD88) from USGS, the Village of Mt. Prospect, or Trimble VRS Now Network.
2. Horizontal coordinates shall be referenced to the State Plane Coordinate System, Illinois East Zone, NAD83 adjustment. Vertical elevations shall be referenced to the North American Vertical Datum of 1988 (NAVD88). All units shall be U.S. Survey feet and decimal parts thereof.

3. Establish 5 (five) permanent site benchmark(s) (i.e. crosses or boxes cut on concrete, flange bolts on fire hydrants, etc.) on site.
4. Contours will be provided at 1'-0" intervals, with an error not to exceed one-half the contour interval.
5. Elevations will be taken at 50-foot cross sections across the right-of-way width along the limits of survey, including spot grades at high points, low points, and grade changes. Points required are located at the right-of-way line, sidewalk, driveways and aprons, back of curb, flow line, centerline/concrete median, top of railroad rail, etc. The topography will extend approximately 15 feet beyond the existing roadway ROW. The survey limits will also extend 50 feet into the intersecting public side streets along the project limits. (See attached Limits of Survey exhibit)
6. The survey will show the location of the visible ground features, physical improvements with the project limits including location and elevation of light poles, utility poles, traffic lights, sidewalks, driveways, fences, guard rails, signage, striping, overhead wires, etc.
7. The location of underground utilities, both observed and from record information such as Village utility atlases, will be provided and will including location and size of water mains, fire hydrants and valves. The survey will show depth, size, and direction of flow for all sanitary, storm drains, and culverts serving the property. The location of all manholes, catch basins and all pipe inverts that are accessible from will be depicted.
8. Location of "dry" utilities such as telephone, electric, gas and cable T.V. lines, etc. will be depicted based on visual surface evidence and available utility atlas information from the respective utility companies. The cost for marking of private utilities is not included in this proposal, but GHA will include this information if the Village arranges to have private utilities marked in the field prior to the field visit.
9. Locate existing tree and brush lines in the right-of-way (ROW). Individual free-standing trees of 4" caliper or greater at breast height (DBH) will be individually located (tagging and identification are not included); and will be shown as deciduous or coniferous. Groupings of trees or landscaped areas will be shown in mass.

B. RIGHT-OF-WAY SURVEY – LEVEL THREE BOUNDARY

Obtain all necessary documentation and complete a survey of the right-of-way (ROW) within project limits for the purposes of establishing the ROW.

When doing a plat of highway, dedication, or easement, it is necessary to obtain title commitments or deed of the parcels that will dedicate right-of-way or grant easements. The effort and cost to obtain title commitments is not included and is assumed to be done during Phase II design engineering.

1. Research available plats and property records.
2. Locate and survey the existing property monumentation in the project area and establish the position of the ROW lines within the project limits.
3. Locate and survey monuments on side lot property lines along the ROW that will be within the project limits.
4. Side lot property line monuments will not be located or surveyed along the ROW within the project limits. If it is determined that the side lot property lines need to be surveyed due to acquisition of ROW or easements, a supplement of services will be needed time to research, field locate, and survey of any side lot property lines.



C. CREATE BASE MAPS

HDR will develop base maps from the ground survey, existing plan sheets, and aerial mapping from Nearmap. These maps will be used as the base for preliminary design plans and study exhibits.

Task 2 Deliverables: Topographic Survey, Base Maps, and Right-of-Way Survey.

Task 3: Utility Identification and Coordination

HDR will request and collect the utility data from existing service providers and incorporate it into CAD, conflicts between the proposed plan and utility infrastructure will be assessed to identify potential conflicts for Phase II Design. Record utility maps from the Village for all known local utilities will be obtained.

Task 3 Deliverables: Compiling of utility data provided by service providers.

Task 4: Environmental Studies

The project will be processed through the IDOT Bureau of Local Roads and Streets and is anticipated to be processed as a Categorical Exclusion that does not involve significant environmental impacts. Below are the steps that will be taken and special studies to be performed to identify environmental resources and the potential for impact.

A. ENVIRONMENTAL INVENTORY MAP

A GIS-based environmental inventory map will be prepared that includes identified environmental resources and existing and proposed right-of-way within the study area. This map can also be used for public discussions and to delineate locations of resources and potential for impact.

B. ENVIRONMENTAL SURVEY REQUEST (ESR) FORM

Prepare and submit the forms and exhibits as required for BDE 2715 Local Roads Natural Resources Screening. HDR anticipates that both a Level 1 screening and Level 2 screening will be required for this project. The form and all requisite exhibits are submitted to the District Bureau of Local Roads for review, who will then forward to the Central Office BLRS for review.

HDR anticipates that the biological and wetland resources will be cleared through the Level 2 screening. However, cultural resources and special waste will require the submittal of an ESR form to IDOT. This will include the Environmental Inventory Map and other supporting documentation.

C. SPECIAL WASTE

Both Central Road and U.S. 14 are under IDOT's jurisdiction. Therefore, it is assumed that all special waste work will be completed by IDOT including any nominal areas along Village right-of-way. If required, IDOT will conduct the Preliminary Environmental Site Assessment (PESA) on the State routes and along Village and railroad right-of-way. HDR will summarize the results in the PDR. A PESA validation is not included in the scope of this project.

D. TREE SURVEY

A survey to identify and evaluate trees within the study area will be performed. A report will be produced to summarize the quantity, quality and type of trees that would be and estimated mitigation cost.

Exclusions:

- a. Cultural Resources: This scope assumes that IDOT will conduct all cultural resource surveys and Section 106 consultation. HDR's scope is limited to that contained in Task 4B.
- b. Special Waste: This scope assumes that IDOT will conduct all special waste work. HDR's scope is limited to that contained in Task 4C.
- c. Section 4(f): Structures that are considered eligible for the National Register of Historic Places (NRHP) are protected under Section 4(f) of the USDOT Act of 1966. There are several buildings over 40 years old in the study area which IDOT will evaluate for NRHP-eligibility. This scope assumes that no buildings or structures are considered NRHP-eligible and therefore no Section 4(f) is required.
- d. Traffic Noise Study
- e. Bridge Bat Assessment Form

Assumptions:

- If changes are made to the design that require an Addendum ESR, a supplement will be required.
- No Section 4(f) or 6(f) properties are located in the project area.
- No cultural historic or archaeological work, other than stated in scope, is included.
- No environmental justice populations are present.
- No environmental regulatory agency coordination by HDR is included.
- Access to properties for fieldwork will be provided by Village.
- HDR is not responsible for the IDOT-prepared surveys and reports, including the schedule for completion and submittal.

Task 4 Deliverables: Natural Resource Screening Form & Exhibits; ESR Form & Exhibits; Tree report.

Task 5: Traffic and Safety Analyses

A. TRAFFIC ANALYSIS

The traffic counts collected will be reviewed for accuracy. A letter to CMAP will be sent with the existing Average Daily Traffic (ADT) to obtain No Build and Build 2050 traffic projections.

The AM and PM Peak Hour Design Hourly volumes will be determined to conduct traffic analyses. Traffic operational analyses will be performed for the existing and future conditions (No Build and Build) for the Central Road / Prospect Avenue / U.S. Route 14 intersection using Synchro software. The operational analyses will be conducted for the AM and PM weekday peak hours identified following the Highway Capacity Manual approach. A signal warrant analysis will be performed if required by IDOT.

Observe the performance of the traffic signal timings at the site and document those findings in a memorandum that will be submitted to Village and potentially IDOT. The purpose of the

observation will be to determine if there is room for improving traffic flow with a re-timing of the current IDOT interconnected signal system, as well as a request to IDOT to re-time the traffic signals, if applicable. The interconnected system includes the following intersections:

- U.S. 14 at Central Road
- U.S. 14 at IL 83
- U.S. 14 at Emerson Street
- IL 83 at Central Road

B. SAFETY ANALYSIS

The crash data collected will be tabulated in GIS, analyzed, and exhibits will be prepared that can be easily understood by all communicating critical areas and trends. A

The crash analysis will help inform the needs assessment for the study area, and potentially lend to project objectives during the alternatives' development. The effort will include the following:

- A crash diagram for up to 3 intersections and the segment of Central Road west of Prospect Avenue using the last 5 years of crash data.
- A crash analysis to evaluate the frequency, severity, and recommended countermeasures.
- It is assumed that the Crash Analysis will not be updated during Phase I study.

Task 5 Deliverables: Traffic and Safety Memorandum and a Signal System Observation Review Memorandum.

Task 6: Intersection Alternatives Analysis

The goal of the Central Road at U.S. Route 14 Phase I Study is to improve mobility and increase safety. Up to four (4) intersection alternatives will be developed to determine opportunities to achieve the project goals. During the alternatives development, the following will be developed:

- Horizontal and vertical alignments
- Multi-modal concepts
- Cross sections – existing and proposed
- Preliminary right-of-way needs
- High level cost estimates
- Exhibits to present the alternatives to stakeholders (Village staff, elected officials, IDOT, ICC, UPRR, public, etc.)
- Summary report documenting the alternatives studied along with their associated impacts and benefits to achieve the project goals

Task 7: Preferred Alternative Analysis

Once the preferred alternative has been identified, the final alignment can be designed at a Phase I level of detail adhering to IDOT BLRS and BDE design criteria. The following sheets will constitute the preliminary engineering design plans for Phase I.

- Plan & Profile
- Typical and Proposed Cross Sections
- Pavement Design
- Cost Estimate
- ADA Ramp Design
- Right-of-way needs (fee simple and temporary easements)
- Design exceptions – assumes up to two (2) may be needed

Task 7 Deliverables: Plan and Profile, Typical Sections, Cross-Sections, Cost Estimate, Design Exceptions, and Pavement Design.

Task 8: Intersection Design Study

An Intersection Design Study (IDS) is a comprehensive product that is a culmination of several analyses that are performed. These include vehicle design using the AutoTurn CAD tool, detailed ADA sidewalk and curb ramp design, geometric design, and operational analyses. One intersection is scoped for this project at the Central Road / Prospect Avenue / U.S. Route 14. The IDS will not be completed until after the preferred alternative has been identified.

Task 8 Deliverables: One Intersection Design Study.

Task 9: Drainage Study

HDR will prepare a Location Drainage Technical Memo (LDTM) consistent with IDOT criteria and standards to identify the drainage needs and/or problems associated with the project. Development of the drainage study is an opportunity to coordinate with stakeholders and to consider and document local agency concerns, regulations, and needs. Since Central Road and US 14 are state rights of ways, IDOT will review the LDTM.

The LDTM will include the analyses of the existing and proposed drainage conditions for the Preferred Alternative improvements within the project area. Tasks include:

A. EXISTING DRAINAGE SYSTEM

Prepare the General Location Drainage Map. Maps will show current drainage features, structures, floodplains, drainage divides, drainage patterns, sewer areas, and governmental boundaries.

Determine any identified drainage problems. Based on information obtained during Task 1 (Data Collection), existing drainage problems will be identified and documented.

Field visit. The existing site is tributary to Wellers Creek and the Des Plaines River and encompasses the Central Road closed drainage system. Perform field investigation of the existing corridor for review of the existing drainage system, identified problem areas, and other drainage features. Review of the corridor within the project limits will be performed for identification of possible major drainage features including detention facilities and drainage channels.

B. PROPOSED DRAINAGE SYSTEM

Identify Design Criteria used in the analysis. Permitting/ drainage criteria requirements of the Metropolitan Water Reclamation District (MWRD) Watershed Management Ordinance (WMO) and IDOT drainage criteria will be determined. Local regulatory requirements will be identified for stormwater detention, wetlands and buffers and soil erosion and sediment control. It is noted that preparation and submittal of a stormwater permit application is not included in this scope of work; it is assumed this application would be included in the Phase II design process.

Perform outlet evaluation. The project is in a highly developed downtown business district, and the drainage is collected in a closed system along Central Road. Qualitative evaluation, which may include review of written/ verbal records and field observations of drainage features will be performed for determination of unsuitable and/or sensitive outlets. Additional evaluation of outlets identified as unsuitable and/or sensitive will be performed as part of the “Stormwater Detention Analysis” and/or “Drainage Alternatives” subtasks described below, portion of the LDTM.

Stormwater Detention Analysis. This task involves the evaluation of detention requirements in accordance with the governing design criteria for those outlets in which detention was recommended during the Outlet Evaluation subtask described below. This scope assumes detention will not be required.

Drainage Alternatives. This task involves the qualitative analysis of feasible alternative drainage concepts and recommendation of a preferred drainage alternative. The drainage alternatives will be identified during the development of the proposed drainage plans and may include conceptual layout of drainage systems including approximate location, shape, and size. A maximum of two (2) drainage alternatives will be investigated, and the qualitative analysis performed in this task assumes no hydraulic modeling or detailed plan/profile sheets.

Right-of-Way Analysis. This task involves a determination of the drainage right of way and easement requirements. The proposed drainage improvements should be evaluated to see if additional right of way or drainage easements are needed. Review the proposed roadway plan and template cross sections and how they relate to the existing right of way. Review the right of way and easement needs for outlet pipes, pump stations, ditch drainage, culvert extensions and detention ponds.

Proposed Drainage Plan (PDP). This task involves the preparation of a PDP, with drainage symbols and notes on exhibit(s), and appropriate wording in the LDTM text which fully describes the proposed drainage concept. The configuration and size of the proposed “closed” portion of the storm sewer drainage system will be evaluated using the Geopak model prepared for detention analysis. The purpose of the PDP is to illustrate the proposed drainage features and overall concept to the extent necessary to identify:

- Reinstatement of the existing drainage patterns
- Sub areas to each outlet
- Diversions
- Potential utility conflicts
- Maintain, replace, or construct storm sewers and special drainage structures
- Maintain, re-grade, or construct ditches and/ or swales
- Location for proposed storm water detention

C. DRAINAGE REPORT

Compile the information developed for the existing and proposed drainage plans and prepare a draft LDTM for review and comment by the Village of Mount Prospect and IDOT. Finalize LDTM based on the Village's comments and distribute.

Task 9 Deliverables: Location Drainage Technical Memo.

Task 10: Aesthetics and Wayfinding

Referencing the Village's Streetscape standards, landscaping, wayfinding, and gateway treatment concepts will be developed that can be used with the roadway alternatives developed. Base templates will be developed and submitted for Village staff to review prior to incorporating into the roadway alternatives.

Task 10 Deliverables: Graphics Renderings of Streetscape Concepts

Task 11: Maintenance of Traffic Analysis

A Maintenance of Traffic (MOT) analysis will be developed with the expectation that the project will be constructed under staged traffic. Supporting intersection capacity analyses for the weekday peak hours will be analyzed to determine to effects of the construction upon the intersection. A report will be developed documenting the analyses and recommendations.

A detour analysis, report, and IDOT detour meetings are not included.

Task 11 Deliverables: MOT Report and Analyses.

Task 12: Public Meetings

A public involvement program will provide several methods for project stakeholders with different needs to provide their input and be involved in the project.

A Stakeholder Involvement Plan will be developed outlining the schedule of public involvement activities and materials to be developed during the project.

Based on processing as a Categorical Exclusion, it is anticipated one public information meeting will be hosted for the project. The public will be given the opportunity to provide feedback on the preferred alternative based off their experience in the area and share any concerns about the project. HDR will create up to 8 exhibits (24" by 36") and a PowerPoint Presentation for this meeting. The HDR Team will coordinate with the Village for a meeting location that is easily accessible for stakeholders.

The following tasks will be provided for the public meeting:

- Workback schedule to identify tasks leading up to and following the public meeting
- Newspaper legal notice (development and placement)
- Postcard or letter (content, layout, mailing) to properties along the project

- Stakeholder letter or email message
- Mailing list
- Stakeholder list
- Handout provided in paper at the meeting and provided to the Village for posting online (content, layout, printing)
- Exhibits boards, up to 10 anticipated, provided in 24" x 36" at the meeting and electronically for posting online (content, layout, printing)
- Presentation (if needed)
- Comment forms, sign-in sheets, nametags
- Meeting Plan and Dry Run
- Day of meeting execution
- Comment management and responses

HDR will support the Village's website by providing reports, exhibits, and other document deliverables the Village desires to post to its project website. The files will be provided in a format and file size that is conducive to being download and / or viewed online by the public. Social media graphics will be developed and provided to the Village to promote the project, online survey, and public meeting engagements.

An online survey will be developed that can be linked to the Village's website to obtain additional feedback from the public and stakeholders.

Task 12 Deliverables: Public Meeting, Website, Online Survey, Stakeholder Involvement Plan, and Social Media Materials.

Task 13: Project Development Report

It is anticipated, from what is currently known about the project area, that the proposed improvement and environmental studies performed will result in the following findings of the project:

- Does not induce significant impacts to planned growth or land use for the area
- Does not require the relocation of significant numbers of people
- Does not have a significant impact on any natural, cultural, recreational, historic, or other resource
- Does not involve significant air, noise, or water quality impacts
- Does not have significant impacts on travel patterns
- Does not otherwise, either individually or cumulatively, have any significant environmental impacts

The above stated findings will result in the preparation of a Project Development Report (PDR) resulting in a Categorical Exclusion determination. Coordination with IDOT/FHWA will be conducted for concurrence with this approach under Task 15.

HDR will develop the draft and final PDR for the study. The report will follow the IDOT Bureau of Local Roads and Streets guidelines for PDR's. The report will summarize all existing conditions, the design guidelines utilized, the proposed improvement, identification of all environmental resources, summarization of impacts, if any, and the proposed mitigation, and the public involvement processes and findings. Exhibits and figures will be prepared to document the processes and findings.

One draft report will be prepared for the Village of Cary. Upon addressing the Village comments, a draft report will be submitted to IDOT for review and comment. One final report will be submitted upon conclusion of the public hearing at which time design approval will be requested.

Task 13 Deliverables: Draft PDR to Village, Draft and Final PDR to IDOT.

Task 14: Grant Writing Assistance

HDR will support the Village's efforts to submit for grants for the project. The support from HDR will be to provide cost estimates, reports, exhibits, and other documents to support a grant application. HDR will also coordinate with IDOT and the ICC about the possibility of this project being eligible for State Grade Crossing Protection Funds or similar.

Task 14 Deliverables: Exhibits and Cost Estimates for grant applications

Task 15: Meetings

Multiple agencies are impacted or interested in the outcome of the proposed project. Continuous coordination with the agencies and the project owner is essential for the success of this project. A priority at all meetings will be review of progress related to the project schedule and timing of key deliverables. The following agency coordination is provided:

- A kickoff meeting with the Village will be held to discuss the project objectives, schedule, invoicing procedures, communication protocol, and deliverables.
- IDOT BLRS project kick-off meeting after the existing conditions have been defined. An overview to the project purpose and need, approach, special studies needed, and schedule are provided at the kick-off meeting. IDOT BDE staff will be engaged to help determine their objectives and expectations.
- An additional meeting will be held with the Village to discuss present the crash and traffic data along with high-level concepts of potential alternatives.
- Two (2) meetings with IDOT Traffic and Geometrics Studies Units are proposed. Both would be held during the development of alternatives. The first meeting would be to present the crash and traffic data along with high-level concepts of potential alternatives. The second meeting would be to present the refined alternatives for the intersection.
- Up to three (3) meetings with the Illinois Commerce Commission will be held. It is anticipated that one will occur during the development of high-level concepts and the other two will be to present the refined alternatives.
- Up to two (2) meetings with the Union Pacific Railroad will be held.
- One presentation to the Village Board is provided. The time for this presentation will be determined as the project progresses.

- Two (1) IDOT/FHWA Coordination Meeting will be held. After the findings of the environmental studies, the proposed improvement is defined, and mitigation detailed, a meeting will occur with the FHWA/IDOT. This meeting will detail the findings of the study and recommended actions. If there are any design variances for the project they would be presented and concurred upon. This meeting is intended to gain concurrence of no significant impact, that the project can be processed as a Categorical Exclusion, and to proceed to the public meeting. The second meeting would occur after the public meeting.

Task 15 Deliverables: Meeting Agendas, Handouts, and Meeting Minutes.

Task 16: Project Administration

Project administration including payroll, billing, monthly status reports, and filing will be performed. For budgeting purposes monthly progress meetings with the Village are assumed with 3 staff from HDR attending virtually. A 24-month schedule is assumed.

Task 16 Deliverables: Monthly invoices and status reports.

Task 17: QA/QC

The HDR team takes pride in their work and is committed that deliverables meet the standards for quality. A project Quality Assurance/Quality Control Plan(QA/QC) will be developed. This plan will outline the day-to-day activities, as well as milestone review activities.

A. DEVELOP PROJECT QA/QC PLAN

HDR is dedicated to providing quality services from the technical, scheduling, communications, and production cost control standpoints. To accomplish this, HDR will develop the QA/QC Plan for this project and its deliverables. As part of this plan, HDR will maintain a QA/QC project file containing documentation of the procedures followed for verifying the overall quality of key deliverables.

B. QA/QC REVIEW

Assumptions, calculations, memorandums, reports, and plans will be thoroughly reviewed for accuracy and consistency before submittal to the Village.

Exclusions

- Pavement and soils investigation.
- Wetland delineations, wetland impact evaluation forms, and coordination with agencies regarding wetlands.
- ESA, PESA, Special Waste, and Phase II Environmental Site Assessment.
- Air quality microscale or other quantitative air quality analyses.
- Noise analysis.
- Intersection / roadway lighting design.
- Detour analysis, report, and meetings.



EXHIBIT D
COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET
FIXED RAISE

Local Public Agency	County	Section Number
Village of Mount Prospect	Cook	
Prime Consultant (Firm) Name	Prepared By	Date
HDR Engineering, Inc	Aniko Shuey	4/16/2024
Consultant / Subconsultant Name	Job Number	
HDR Engineering, Inc		

Note: This is name of the consultant the CECS is being completed for. This name appears at the top of each tab.

Remarks

PAYROLL ESCALATION TABLE

CONTRACT TERM	24	MONTHS	OVERHEAD RATE	157.57%
START DATE	7/1/2024		COMPLEXITY FACTOR	0
RAISE DATE	12/29/2024		% OF RAISE	2.00%
END DATE	6/30/2026			

ESCALATION PER YEAR

Year	First Date	Last Date	Months	% of Contract
0	7/1/2024	12/29/2024	6	25.00%
1	12/30/2024	12/29/2025	12	51.00%
2	12/30/2025	6/29/2026	6	26.01%

Local Public Agency

Village of Mount Prospect

Consultant / Subconsultant Name

HDR Engineering, Inc

County

Cook

Section Number

Job Number

DIRECT COSTS WORKSHEET

List ALL direct costs required for this project. Those not listed on the form will not be eligible for reimbursement by the LPA on this project.
EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

ITEM	ALLOWABLE	QUANTITY	CONTRACT RATE	TOTAL
Lodging (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual Cost (Up to state rate maximum)			\$0.00
Lodging Taxes and Fees (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual Cost			\$0.00
Air Fare	Coach rate, actual cost, requires minimum two weeks' notice, with prior IDOT approval			\$0.00
Vehicle Mileage (per GOVERNOR'S TRAVEL CONTROL BOARD)	Up to state rate maximum	220	\$0.67	\$147.40
Vehicle Owned or Leased	\$32.50/half day (4 hours or less) or \$65/full day			\$0.00
Vehicle Rental	Actual Cost (Up to \$55/day)			\$0.00
Tolls	Actual Cost			\$0.00
Parking	Actual Cost			\$0.00
Overtime	Premium portion (Submit supporting documentation)			\$0.00
Shift Differential	Actual Cost (Based on firm's policy)			\$0.00
Overnight Delivery/Postage/Courier Service	Actual Cost (Submit supporting documentation)			\$0.00
Copies of Deliverables/Mylars (In-house)	Actual Cost (Submit supporting documentation)			\$0.00
Copies of Deliverables/Mylars (Outside)	Actual Cost (Submit supporting documentation)	380	\$0.90	\$342.00
Project Specific Insurance	Actual Cost			\$0.00
Monuments (Permanent)	Actual Cost			\$0.00
Photo Processing	Actual Cost			\$0.00
2-Way Radio (Survey or Phase III Only)	Actual Cost			\$0.00
Telephone Usage (Traffic System Monitoring Only)	Actual Cost			\$0.00
CADD	Actual Cost (Max \$15/hour)			\$0.00
Web Site	Actual Cost (Submit supporting documentation)			\$0.00
Advertisements	Actual Cost (Submit supporting documentation)	2	\$200.00	\$400.00
Public Meeting Facility Rental	Actual Cost (Submit supporting documentation)			\$0.00
Public Meeting Exhibits/Renderings & Equipment	Actual Cost (Submit supporting documentation)	1	\$1,750.00	\$1,750.00
Recording Fees	Actual Cost			\$0.00
Transcriptions (specific to project)	Actual Cost			\$0.00
Courthouse Fees	Actual Cost			\$0.00
Storm Sewer Cleaning and Televising	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Traffic Control and Protection	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Aerial Photography and Mapping	Actual Cost (Requires 2-3 quotes with IDOT approval)	1	\$300.00	\$300.00
Utlility Exploratory Trenching	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Testing of Soil Samples	Actual Cost			\$0.00
Lab Services	Actual Cost (Provide breakdown of each cost)			\$0.00
Equipment and/or Specialized Equipment Rental	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
GPS/Drone	Actual Cost	1	\$200.00	\$200.00
EDR Report	Actual Cost	1	\$350.00	\$350.00
				\$0.00
				\$0.00
TOTAL DIRECT COSTS:				\$3,489.40

Village of Mount Prospect

Cook

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HDR Engineering, Inc

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Village of Mount Prospect

Cook

HDR Engineering, Inc

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

SHEET 3 OF 3

PAYROLL CLASSIFICATION	AVG HOURLY RATES	Public Involvement			Project Development Report			Grant Funding Assistance			Meetings			Project Admin			QC		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Principal	86.00				2	1.63%	1.40				3	2.21%	1.90	12	6.82%	5.86			
Project Manager III	84.27	9	4.89%	4.12	4	3.25%	2.74	4	8.51%	7.17	29	21.32%	17.97	60	34.09%	28.73	62	67.39%	56.79
Senior Civil Engineer III	82.68	7	3.80%	3.15	2	1.63%	1.34	4	8.51%	7.04	12	8.82%	7.30						
Senior Civil Engineer I	66.61	5	2.72%	1.81				2	4.26%	2.83							12	13.04%	8.69
Civil Engineer III	55.36				72	58.54%	32.41	22	46.81%	25.91	44	32.35%	17.91	48	27.27%	15.10			
Civil Engineer I	37.21				43	34.96%	13.01	15	31.91%	11.88	48	35.29%	13.13						
Senior Transportation Planner	86.00																10	10.87%	9.35
Transportation Planner IV	73.83													8	4.55%	3.36			
Senior Environmental Scientist	64.63																		
Environmental Scientist I	31.40																		
Senior Communications Coordinator	62.24	86	46.74%	29.09															
Communications Coordinator	47.12	23	12.50%	5.89															
Senior Graphic Designer	42.68	54	29.35%	12.53															
Clerical IV	47.51													36	20.45%	9.72			
Clerical III	37.18													12	6.82%	2.54	8	8.70%	3.23
TOTALS		184.0	100%	\$56.58	123.0	100%	\$50.90	47.0	100%	\$54.83	136.0	100%	\$58.21	176.0	100%	\$65.30	92.0	100%	\$78.06



EXHIBIT D
COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET
FIXED RAISE

Local Public Agency Village of Mount Prospect	County Cook	Section Number
Prime Consultant (Firm) Name HDR, Inc.	Prepared By Matt Turk	Date 5/28/2024
Consultant / Subconsultant Name Gewalt Hamilton Associates	Job Number 	

Note: This is name of the consultant the CECS is being completed for. This name appears at the top of each tab.

Remarks

PAYROLL ESCALATION TABLE

CONTRACT TERM	24	MONTHS	OVERHEAD RATE	182.91%
START DATE	7/1/2024		COMPLEXITY FACTOR	0
RAISE DATE	4/1/2025		% OF RAISE	2.00%
END DATE	6/30/2026			

ESCALATION PER YEAR

Year	First Date	Last Date	Months	% of Contract
0	7/1/2024	4/1/2025	9	37.50%
1	4/2/2025	4/1/2026	12	51.00%
2	4/2/2026	7/1/2026	3	13.01%

Local Public Agency

Village of Mount Prospect

Consultant / Subconsultant Name

Gewalt Hamilton Associates

County

Cook

Section Number

Job Number

DIRECT COSTS WORKSHEET

List ALL direct costs required for this project. Those not listed on the form will not be eligible for reimbursement by the LPA on this project.
EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

ITEM	ALLOWABLE	QUANTITY	CONTRACT RATE	TOTAL
Lodging (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual Cost (Up to state rate maximum)			\$0.00
Lodging Taxes and Fees (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual Cost			\$0.00
Air Fare	Coach rate, actual cost, requires minimum two weeks' notice, with prior IDOT approval			\$0.00
Vehicle Mileage (per GOVERNOR'S TRAVEL CONTROL BOARD)	Up to state rate maximum			\$0.00
Vehicle Owned or Leased	\$32.50/half day (4 hours or less) or \$65/full day	7	\$65.00	\$455.00
Vehicle Rental	Actual Cost (Up to \$55/day)			\$0.00
Tolls	Actual Cost			\$0.00
Parking	Actual Cost			\$0.00
Overtime	Premium portion (Submit supporting documentation)			\$0.00
Shift Differential	Actual Cost (Based on firm's policy)			\$0.00
Overnight Delivery/Postage/Courier Service	Actual Cost (Submit supporting documentation)			\$0.00
Copies of Deliverables/Mylars (In-house)	Actual Cost (Submit supporting documentation)			\$0.00
Copies of Deliverables/Mylars (Outside)	Actual Cost (Submit supporting documentation)			\$0.00
Project Specific Insurance	Actual Cost			\$0.00
Monuments (Permanent)	Actual Cost			\$0.00
Photo Processing	Actual Cost			\$0.00
2-Way Radio (Survey or Phase III Only)	Actual Cost			\$0.00
Telephone Usage (Traffic System Monitoring Only)	Actual Cost			\$0.00
CADD	Actual Cost (Max \$15/hour)			\$0.00
Web Site	Actual Cost (Submit supporting documentation)			\$0.00
Advertisements	Actual Cost (Submit supporting documentation)			\$0.00
Public Meeting Facility Rental	Actual Cost (Submit supporting documentation)			\$0.00
Public Meeting Exhibits/Renderings & Equipment	Actual Cost (Submit supporting documentation)			\$0.00
Recording Fees	Actual Cost			\$0.00
Transcriptions (specific to project)	Actual Cost			\$0.00
Courthouse Fees	Actual Cost			\$0.00
Storm Sewer Cleaning and Televising	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Traffic Control and Protection	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Aerial Photography and Mapping	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Utlility Exploratory Trenching	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Testing of Soil Samples	Actual Cost			\$0.00
Lab Services	Actual Cost (Provide breakdown of each cost)			\$0.00
Equipment and/or Specialized Equipment Rental	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Traffic Count Data Collection	Actual Cost	1	\$7,296.00	\$7,296.00
Railroad Flagger/Insurance/Right-of-Entry	Actual Cost	1	\$5,000.00	\$5,000.00
				\$0.00
				\$0.00
TOTAL DIRECT COSTS:				\$12,751.00

Village of Mount Prospect

Cook

Gewalt Hamilton Associates

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EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

COMPLEXITY FACTOR	0
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27,238

COST EST

Village of Mount Prospect

Cook

Gewalt Hamilton Associates

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SHEET 1 **OF** 1



Item Cover Page

Subject

Meeting

Fiscal Impact (Y/N)

Dollar Amount

Budget Source

Category

Type

As submitted

August 7, 2024 - REGULAR MEETING OF THE MOUNT PROSPECT
VILLAGE BOARD

VILLAGE MANAGER'S REPORT

Presentation

Information

Discussion

Alternatives

Staff Recommendation

Attachments

None