Village of Lombard
2021 Community Development Assistance
Development Services Inspections and Reviews

Amendment #1

AGREEMENT

This Proposal, together with the General Contract Terms and Conditions attached hereto and made a part hereof, including any Amendments issued hereunder, constitutes the sole and only agreement of the parties hereto and supersedes any prior understandings or written or oral agreements between the parties. In the event of any conflict between the Proposal and the General Contract Terms and Conditions, the provisions of the General Contract Terms and Conditions shall apply. This Agreement may be amended only by written authorization. By signing below, the Village agrees to the terms of this Proposal. Please sign the bottom of this letter and return two (2) original copies to the following address:

Thomas Engineering Group, LLC
2625 Butterfield Road
Suite 209W
Oak Brook, Illinois 60523

TEG will begin services upon receipt of an original executed copy of this Agreement. Additional services beyond the Scope of Services described herein will be performed by TEG only after receipt of a signed authorization form.

ACCEPTED AND AGREED TO:
Thomas Engineering Group, LLC

By: _____
Authorized Signature

September 2, 2021
Date

Kevin VanDeWoestyne
Printed Name

Principal, Thomas Engineering Group, LLC
Title & Organization

ACCEPTED AND AGREED TO:
Village of Lombard

By: _____
Authorized Signature

September 16, 2021
Date

Keith Giagnorio
Printed Name

Village President
Title & Organization

EDWARD J. HERLIHY
P.E.

Mr. Herlihy is a registered professional engineer with over 25 years of experience. Ed is experienced in roadway construction program management and construction engineering. He is familiar with multiple construction management delivery systems and has managed projects from simple to complex. Mr. Herlihy has recently managed large multifaceted construction projects for the Illinois Tollway, DuPage County, CDOT and other local municipalities.

PROJECT EXPERIENCE

PHASE III, EDENS SPUR (I-94), TRI-STATE TOLLWAY (I-294), ROADWAY AND BRIDGE RECONSTRUCTION, M.P. 25.2 (TRI-STATE TOLLWAY) TO M.P. 30.0 (EDENS EXPRESSWAY) ILLINOIS STATE TOLL HIGHWAY AUTHORITY – Project Manager. TEG is providing construction management and construction inspection services for 4 miles of reconstruction of the Edens Spur from Lake Cook Road to US-41. The project consists of four separate contracts with an estimated construction cost of $75 million. Thirteen separate bridges will be reconstructed along with full pavement reconstruction, lighting, drainage and earthwork. TEG is performing on-site inspection, reviewing layout of contract including design changes, preparing records, maintaining documentation, submitting pay estimates and change orders.

PHASE III, ROOSEVELT ROAD WATER MAIN LINING REHAB, VILLAGE OF LOMBARD — Project Manager. The first phase of this two-stage project included the rehabilitation of approximately 7,000 linear feet of distribution main, ranging from 8" to 12" diameter watermain, along IL Route 38 (Roosevelt Road) from Finley Road to Wisconsin Avenue. The scope of work included lining the existing watermain in the Roosevelt Road right-of-way, temporary bypass watermain - including temporary water services from 1" to 6" diameter, maintaining and reinstating services, replacement of valves, hydrants and fittings, and segments of new watermain construction including all apprutanances. The project included stagedconstruction with lane closures on Roosevelt Road and posted detour routes.

PHASE III, DEERFIELD ROAD RECONSTRUCTION, VILLAGE OF DEERFIELD — Resident Engineer. Provided construction inspection services for 2.39 miles of full and partial pavement reconstruction in the Village of Deerfield and the City of Highland Park. Work includes HMA surface removal and resurfacing, pavement patching, pavement removal and replacement with full depth HMA and jointed PCC pavement, combination concrete curb and gutter, storm sewer, cured-in-place pipe lining of sanitary sewer and water main replacement in the Village of Deerfield, new sidewalk, bridge resurfacing over the Middle Fork and West Fork of the North Branch of the Chicago River, and modernization and interconnection of ten traffic signals. The project also includes the replacement of the superstructure for the Deerfield Road bridge over Berkeley Road and repairs to the Deerfield Road bridges over Union Pacific Railroad/Old Skokie Highway and US 41.

PHASE III, IL RT. 53 & MADISON STREET IMPROVEMENTS, VILLAGE OF LOMBARD — Project Manager for this $2.2 million roadway improvement and traffic signal installation project. The project scope included the widening and resurfacing of 0.25 mi of IL Route 53 and complete reconstruction of 0.2 mi of Madison Street between IL 53 and Finley Road, providing turn lane channelization on all three legs of the intersection and a dedicated bike lane on NB IL Route 53. In addition to the channelization, a new traffic signal is being installed, restoring all turning movements at this intersection. The project also included over 6000 CY of earth excavation to lower the profile on Madison Street by as much as 5.5 FT at some locations, thereby reducing the roadway profile to 6% at the intersection approach.

thomas engineering group
service at the highest grade®

EDUCATION
University of Illinois at Chicago
Chicago, IL
Bachelor of Science,
Civil Engineering

PROFESSIONAL REGISTRATIONS
Professional Engineer:
Illinois 062-054076
Issued: 07-20-2000

Michigan 62010409028
Issued: 06-07-2002

PROFESSIONAL ASSOCIATIONS
American Society of Civil Engineers
American Public Works Association
Illinois Road and Transportation Builders Association

SELECTED CONTINUING EDUCATION
IDOT QC/QA PROGRAM
- Documentation of Contract Quantities (#19-16087 exp. 12-18-2023)
- Hot Mix Asphalt Level I & II
- Portland Cement Conc. Level I & II
- Aggregate Technician Level I
- Bituminous Concrete Density Tester

IDOT OTHER
- ICORS
- Project Finalization Procedures Seminar
- MFT Accounting & Auditing
- Documentation of Contract Quantities
- Bridge Construction Inspection
- Material Management for Resident Engineers

OTHER
- ACEC/Tollway Work Zone Safety
- PSMJ Project Managers Bootcamp
- EMCI Storm Water Erosion Control

PHASE III, 2016 PAVEMENT MAINTENANCE - SOUTH REGION PROGRAM, DUPAGE COUNTY DIVISION OF TRANSPORTATION — Project Manager/Resident Engineer for the rehabilitation of over 17 lane miles of pavement in the southern portion of DuPage County. Roadways resurfaced had ADTs in excess of 30,000 and served schools, business districts, recreational areas and residential areas. The work included roadway milling and resurfacing using several HMA mix types including polymer enhanced and SMA mixes. Work also included pavement patching, longitudinal joint sealer, curb and gutter replacement, sidewalk replacement, drainage structure replacement and adjustments, underdrain installation, detector loop replacement, pavement markings and construction of nearly 100 ADA compliant sidewalk ramps. Responsibilities included inspection and documentation of milling and resurfacing of HMA pavement, concrete curb and gutter removal and replacement, concrete sidewalk removal and replacement and landscaping.

PHASE III, ELGIN O'HARE WESTERN ACCESS; I-290 & I-390 INTERCHANGE, ITASCA, ILLINOIS, ILLINOIS STATE TOLL HIGHWAY AUTHORITY — Project Manager. Project included Phase III engineering for ISTHA Contracts I-13-4606 and I-13-4607. Construction management included construction inspection, documentation, Quality Assurance, project cost and schedule controls, accounting & billing analysis and coordination with multiple state and local agencies. The work on these contracts was valued at over $100M and included construction of *fly-over ramps,* conventional ramps and the bridge structure carrying I-390 over I-290 to construct a full interchange of the new Elgin-O'Hare Tollway (I-390) with I-290. Other work included relocation of Park Boulevard in Itasca, placement of 200,000 cubic yards of embankment, extensive retaining wall and noise wall construction, large diameter sewer installation, sanitary sewer replacement, water main installation, roadway lighting, sign truss construction and incidental work. Most work was paid for by Tollway funding and upon completion is to be maintained by IDOT, County and other agencies requiring significant coordination and public relations effort.

PHASE III, 2012 ARTERIAL STREET RESURFACING, CHICAGO, ILLINOIS, CHICAGO DEPARTMENT OF TRANSPORTATION — Project Manager. Project included asphalt pavement resurfacing of over 50 miles of major arterial streets in the City of Chicago including six miles of North Lake Shore Drive and work was valued at $23M. Asphalt mixes included SMA and warm mixes of types N50 through N90 with additives including polymers, ground tire rubber and recycled asphalt shingles. High-early strength concrete pavement was installed at bus stop areas to guard against loading from bus traffic. Assisted in coordinating work with various utility conflicts, concurrent CDOT projects and Aldermanic offices as well as residents and business owners. Also oversaw the installation of 14 miles of new bike lanes with corresponding pavement markings and symbols.

PHASE III, 2010-2014 RESIDENTIAL CONCRETE & MISCELLANEOUS ASPHALT, CHICAGO, ILLINOIS, CHICAGO DEPARTMENT OF TRANSPORTATION — Project Manager. This work totaling over $25M included improvements to sidewalks, intersection ramps (Americans with Disabilities Act compliant), curb and gutter, Green Alleys and other requests made by Chicago Alderman from funds allotted annually to each Ward. Project sites were scattered throughout 13 City Wards and involved both residential and commercial environments. Over 2,000 individual sites were surveyed and cost-estimated and more than 1,500 individual sites were constructed. Responsibilities included inspecting and documenting all work requests, including tracking pay estimates tied to an array of different city funds (MENU, Tax Increment Financing, Chicago Transit Authority Bus Pads, DECO, Shared Cost Sidewalk Program, Green Alleys and others). Green Alleys were constructed using pervious concrete, permeable pavers and porous hot-mix asphalt. In addition, geofabric wrapped perforated underdrains, storm sewers and open-bottom detention trenches were constructed to allow for rainwater to infiltrate directly into the ground rather than flow into the combined sewer system.

PHASE III, REAGAN MEMORIAL TOLLWAY (I-88) ROAD & BRIDGE REHABILITATION, DEKALB, ILLINOIS, ILLINOIS STATE TOLL HIGHWAY AUTHORITY — Project Manager. Project included construction management services to rehabilitate more than 15 miles of Tollway pavement and bridges. This $24M project consisted of removal of the existing asphalt pavement overlay and replacement with a Stone Matrix Asphalt utilizing Warm Mix Asphalt technology. Several improvements to the Tollway's Intelligent Transportation System were part of this Project. ITS improvements included a Bluetooth® traffic sensors system measuring travel times, numerous FOC and wireless cameras, pavement and weather condition sensors and a microwave traffic counting and monitoring system to communicate real-time status to the Tollway. Additional scope of work included pavement patching and rehabilitation of six existing bridges including deck patching, sub-structure repairs and partial deck removals with latex concrete overlays. Incidental work included drainage improvements, lighting, guardrail replacement, pavement markings and landscaping. Services included complete project documentation via a web-based project management system, construction inspection and observation, verification of contractor's staking, quality assurance of construction materials and coordinating with counties and municipalities.