

Supplement 2

SCOPE OF WORK PHASE II DESIGN ENGINEERING FOR HIGH LAKE ROAD AND SUNSET AVENUE INTERSECTION IMPROVEMENT DUPAGE COUNTY DIVISION OF TRANSPORTATION SECTION 09-00122-03-TL

SCOPE SUMMARY

This supplemental scope of work is for the completion of Phase II Design Engineering services for the proposed improvements of High Lake Road and Sunset Avenue Intersection. To complete Phase II and obtain approval for letting, it is anticipated that IDOT will require updates to certain Phase I documents and approvals due to expiration or design decisions made during the Phase II work. The scope of work provided below is proposed to meet the requirements of the Illinois Department of Transportation (IDOT) District 1 and DuPage County Division of Transportation (DuDOT) for the necessary Phase I and Phase II work.

This supplement addresses the following scope changes and tasks resulting from field investigations and continued coordination with DuDOT, Winfield Township Highway Department, ICC, UPRR, & IDOT as well as addressing comments from UPRR / Olsson:

- **Closure of Blair Street** - The Winfield Township Highway Department is planning the closure of the west and east legs of Blair Street at its intersection with Sunset Ave approximately 50 feet south of the UPRR Crossing. This closure will improve safety at the crossing and support railroad signal requirements.
- **UPRR Review Comments** - Prefinal plan comments provided by Olsson, on behalf of UPRR, resulted in modifications to the drainage and traffic signal design which are outside of the original scope. These modifications, and additional meetings and coordination with ICC, Olsson/UPRR, and DuDOT to resolve comments required additional effort beyond the scope of the Phase II contract. Tasks required include re-evaluation of key design components, preparation of response memo, meeting with ICC/DuDOT on July 10, 2025, and updating of design documents to reflect comment resolution.
- **Sunset Profile Redesign** - During Phase II coordination with Winfield Fire Protection District, a need to modify the profile of Sunset Avenue was identified to accommodate fire trucks which are currently unable to navigate the slope. This need was confirmed at a fire truck demonstration on June 18, 2025. Benesch and DuDOT reviewed the demonstration video and identified design revisions required to accommodate this change. Design revisions include redesign of the profile of both Sunset Ave and High Lake Road, modification of roadway design from resurfacing to full reconstruction, updates to grading, drainage structures, turning-performance analysis, and preparation of exhibits. These changes include substantial revisions to previously prepared Phase I and design documents.

Tasks required to address the above changes and complete the Phase II contract documents are covered in the following sections.

PROJECT TEAM

Alfred Benesch & Company (Benesch) will serve as the prime consultant for the project and will be responsible

for completing the required services. Benesch is being assisted by the subconsultant GZA who will continue with Environmental Services.

REVISED PROJECT LIMITS

The project limits are:

Blair Street

- Blair Street – East edge of pavement of Calvin Avenue to Hathaway Avenue
- Sunset Avenue – Approximately 110 feet south of the railroad tracks at the intersection with Blair St.
- Hathaway Avenue – Approximately 50 feet along Hathaway Ave south of its intersection with Blair Street

High Lake Road and Sunset Ave.

- High Lake Road – Approximately 850 feet west of Sunset Ave. to 1000 feet east (no change)
- Sunset Avenue – Approximately 200 feet north of High Lake Road (no change)
- Modifications to limits along the railroad are not included in this scope of work

See attached exhibits for original High Lake Road and Sunset Avenue and Blair St. project limits.

DETAILED SCOPE OF SERVICES

The tasks listed below supplement the previously approved scope of Phase II design engineering services that are required to complete the intersection improvement of High Lake Road and Sunset Avenue for the limits as specified above.

1.0 Phase I Update

Based on correspondence between IDOT and DuPage County, IDOT accepted the tech memo submitted by DuPage County in March 2026 as documentation to all updates made after the Phase I approval. Benesch will update traffic analysis, intersection design study, design variances and environmental clearances and necessary for project letting.

1.1 Environmental Studies

Benesch will prepare and submit an Addendum ESR (AESR) and coordinate with GZA who will perform updates to expired environmental documents. The following environment clearances have expired.

- Natural Resources - 2 years (clearance issued on 4/8/2019)
- Wetland Delineations - 5 years (report dated 10/23/2018)
- Cultural Resources - Does not expire – no impact anticipated for extended limits
- PESA - 3 Years (report dated 10/6/2018)
- PSI - 5 Years (report dated 2/10/2020)

The scope of work and hours from GZA are included at the end of this scope narrative. In accordance with BLRS Manual Section 20-12.08 new investigations/reports are required for both the PESA and PSI.

1.2 Traffic Analysis

Benesch will perform updates to the Phase I traffic analysis as required by IDOT and as directed by DuDOT. It is anticipated that traffic capacity analysis for 2050 traffic projections may be required due to the change in scope from resurfacing to reconstruction at the intersection of Sunset Avenue and High Lake Road. The following tasks are anticipated to support the Phase I

documentation updates:

1.2.1 Traffic Volumes

Current 24-hour turning volume and vehicle classification traffic counts for Sunset Avenue and High Lake Road will be provided by DuDOT. Benesch will review provided traffic data to establish AM and PM peak periods, Design Hourly Volumes (DHV), and Average Daily Traffic (ADT). Benesch will coordinate with CMAP to determine 2050 traffic projections to be used as design year traffic for any required capacity or network analyses. Existing and projected traffic data will be compared with the original Phase I volumes to support coordination on whether additional analysis is necessary for project approvals.

1.2.2 Traffic Operations Analysis

Benesch will analyze design year traffic for both the AM and PM peak periods using the current version of HCS software and will update the phasing to include a flashing yellow arrow for the westbound left-turn movement at the High Lake/Sunset intersection. IDOT Red-Time Formula calculation table will be prepared for the AM and PM peak periods as part of this analysis.

1.3 Geometric Submittal

1.3.1 IDS Updates

Benesch will update the Intersection Design Study to incorporate the westbound flashing yellow arrow and updated traffic and capacity analysis information. Additionally, the revised profiles for High Lake Road and Sunset Ave will be reflected in the IDS updates. Labels and callouts will be updated as necessary to reflect any striping revisions. It is assumed that the five previously approved design exceptions will still be required and will be updated to reflect the improved values for the Sunset Avenue profile.

1.3.2 Design Variances

Time for updates to previous design variances (3 variances @ 4 hrs/variance) and three additional design variance forms is included (8 hrs/design variance). Alternative designs to eliminate the need for design variance(s) are not included. Design variance work will only be done if required.

2.0 Blair Street Contract Design Plan Documents

DuDOT has provided Benesch with a concept exhibit showing the closing of the west and east legs of Blair St at the Sunset Ave intersection south of the UPRR Railroad Crossing. This exhibit will be revised and be used as the basis of developing the design plans for the removal of Blair St and the proposed Cul-de-Sac at the north end of Hathaway Ave where it turns into Blair St. This will allow Sunset Ave south of the tracks to be controlled by the proposed pre-signal with the traffic in the northbound direction only. The closure and removal of Blair St. and the restoration plans for Blair St. including the design of the Cul-de-Sac for Hathaway Ave. will be a separate contract plan document.

2.1 Coordination for the Closure of Blair Street

It is understood that a Road Closure Hearing will be hosted by the Winfield Township Highway Department and will not require Benesch to participate with either providing meeting materials, support and preparation, coordination with residents, emergency responders, and school districts, traffic O-D studies, meeting attendance, notifications, etc. Currently the direction from DuDOT is that there is no intention of vacating the Blair Street Right-of-Way (ROW). The plan is to just close Blair St. and remove the pavement. Potential uses after the Blair St. removal or the treatment of utilities along Blair St., installing fences and gates, or the re-purposing of the roadway ROW is not part of this scope.

2.2 Investigation for Temporary Easements or Agreements with Township

Benesch will investigate whether the proposed modifications will require temporary/permanent easements or agreements for the proposed pre-signal placement, operation, and maintenance.

Benesch will work with DuDOT to secure a letter from the Winfield Township Highway Department documenting and approving the road closure.

2.3 Supplemental Survey

Benesch will perform a field check to verify the topographic survey for Blair St. previously completed in this Phase II to note differing conditions. Topographic features such as added utility lines, any recent change to the roadway such as resurfacing, signing and pavement marking, or driveway modifications will be picked up in the supplemental survey. Existing Right-of-Way at the intersection of Blair St. and Hathaway Ave. will be verified.

The following sections describe the tasks associated with the plan preparation for Blair St. to produce the contract documents.

2.4 General

COVER SHEET

- The cover sheet will be prepared of a separate plan document for Blair St.

INDEX OF DRAWINGS AND LIST OF STANDARDS

- The index of sheets will include the sheets for Blair St. removal and restoration and will follow IDOT format and List of Standards will include applicable IDOT Highway Standards, District 1 Standards, and DuDOT Standards or Design Details.

GENERAL NOTES

- The IDOT Standard General Notes supplemented by DuPage notes will be used.

SUMMARY OF QUANTITIES

- This will include the pay items applicable to Blair St. The preparation of the Summary of Quantity sheets will consist of formatting the summary of quantity tables and inputting the required information from the quantities that are calculated separately. Benesch will coordinate with DuDOT to determine the appropriate funding columns. Pay items shall be shown on the Summary of Quantity sheets and per assigned funding.
- The work effort to calculate the quantities will be included in the hours for the preparation of the respective plan sheets on which the items appear.

SCHEDULE OF QUANTITIES

- The schedule of quantities will be prepared accordingly after the pay items and summary of quantities are verified.

ALIGNMENT, TIES, AND BENCHMARKS

- An alignment and ties sheet Information for Blair St. will be prepared using the control points and benchmarks from High Lake and Sunset.

EXISTING AND PROPOSED TYPICAL SECTIONS

- Request existing pavement data from DuDOT for Blair St. Add the typical section for Blair St.
- Show removal and restoration on the typical section.

2.5 Maintenance of Traffic (MOT) – At the County’s discretion

MOT plan sheets will show the traffic patterns be revised to reflect changes in the roadway design to include the closing of Blair St and includes the following:

- Maintenance of Traffic Notes and Sequence of Construction
- MOT Stages to show traffic rerouting patterns for closure of Blair St.
- Intersection Staging Plans (Sunset Ave. and Blair St.)

2.6 Roadway Plans

REMOVAL PLAN

- Removal plan will show the Blair St. pavement removal. The section on Sunset Ave. south of the railroad tracks will be evaluated for either repaving or pavement rehabilitation.

PROPOSED PLAN AND PROFILE

- Proposed plan will show the grading plan for Blair St. and the Cul-de-Sac at Hathaway Ave.
- Proposed Plan and Profile for Sunset Ave south of the railroad tracks. The profile along Sunset Ave. south of the railroad tracks will be examined if the existing profile needs to be corrected in the same manner as the approach grade north of the tracks.

2.7 Drainage and Utility Plans

Benesch will obtain the existing utility information for Blair St. with a new utility search.

UPDATE EXISTING UTILITY INFORMATION

- The existing utilities will be shown on the plan limits for Blair St.

DRAINAGE AND UTILITY PLAN

- Drainage design will be limited to showing the drainage patterns for the restoration of Blair St., evaluation of drainage patterns south of the railroad tracks and the reconfiguration of the Sunset Ave. due to the closing of Blair St. No hydrologic and hydraulic analysis is included in the scope of work for Blair St.
- Roadway Plan base sheets will be utilized as the basis of the drainage sheets.

2.8 Landscaping and Erosion and Sediment Plans (Blair St. Restoration)

Landscaping plans will be limited to providing topsoil, temporary and permanent seeding for the portion of the Blair St. as shown on the removal and grading plan using IDOT and DuDOT guidelines.

EROSION AND SEDIMENT CONTROL DETAILS

- The applicable ESC details from IDOT and DuDOT will be included in the plan set

BLAIR ST. RESTORATION PLAN

- Restoration of Blair St. will be limited to replacing the required embankment to restore the original pavement grades, providing positive drainage, and adding topsoil. Seeding will be applied to the topsoil and will be shown.

2.9 Grading Plan

In lieu of cross sections, a grading plan will be prepared for the limits of the Blair St. removal and will include the cul-de-sac at Hathaway Ave.

2.10 Specifications

Specifications for the Blair St. contract plans will follow DuDOT guidelines for a locally let project.

2.11 Cost Estimate

As separate cost estimate for the Blair St. contract plans will be prepared.

2.12 Milestone submittals

- Prepare Preliminary (60%) engineering plans specifications and estimate (PS&E) for submittal to DuDOT
- Prepare pre-final (90%) PS&E submittal to DuDOT with disposition of comments from Preliminary Submittal
- Prepare final (100%) contract plans and documents with disposition of comments which resolve all previous comments on the pre-final (90%)
- Prepare PS&E to be issued for letting led by DuDOT

3.0 Continued Olsson/UPRR and ICC Coordination

3.1 Prepare Final Responses to Comments for ICC:

Prepare and submit responses to the traffic signal comments without major plan revisions, as directed by the ICC.

- Advance and submit Prefinal Plans, for ICC approval.

3.2 Future Coordination with Olsson/UPRR/ICC

Address additional comments from UPRR/Olsson/ICC following the submission of Prefinal Plans and the updated disposition of comments.

4.0 Sunset Avenue Profile Revisions

The previously provided interim plan sheets still need to be reviewed and approved. Hours are included to address any changes resulting from plan reviews from DuDOT. MOT plans will be revised resulting from the grade differential that will now exist between Stage 1 and Stage 2 based on the modification of the profile of High Lake Rd. Additionally, due to the profile change for Sunset Avenue, intersection staging plans will be required and is included in this supplemental scope.

5.0 Coordination with IDOT Local Roads and DuDOT

Comments received after the pre-final plan submittal have not been incorporated as the design changes may have an impact on the pertinency of the comments. The comments will be reviewed, revisited as necessary and addressed. Tasks included are as follows:

5.1 DuDOT Pre-Final comments

Comments received from DuDOT that were previously addressed will be reviewed and cross referenced with IDOT Legacy comments as the change in design scope would require revisiting comments.

6.0 Project Coordination Meetings

This task includes coordination with various agencies to complete the project. Benesch will coordinate with the following agencies with estimated number of meetings shown below:

6.1 DuDOT Coordination

2 meetings, 2 people, 2 hours each

6.2 IDOT Local Roads Coordination

1 meeting, 2 people, 1.5 hours each

6.3 ICC and UPRR Coordination

1 meeting, 2 people, 1.5 hours each

6.4 Winfield Township Highway Department, City of West Chicago, and Village of Winfield Coordination

Coordination via email correspondence

7.0 Supplemental Survey & UPRR ROW Verification

7.1 Supplemental Survey for High Lake Road and Sunset Ave.

Benesch will perform a field check to verify the topographic survey previously completed for High Lake Road and Sunset Ave, in this Phase II to note differing conditions. Topographic features such as added utility lines, any recent change to the roadway such as resurfacing, signing and pavement marking, or driveway modifications will be picked up in the supplemental survey. Top of rail elevations will be picked up in the supplemental survey.

8.0 Storm Water Permit Application

This task assumes that the in-progress stormwater permit application will need to be revised to reflect the revised project scope of work and added improvements limits. A meeting with DuPage County Stormwater Management department is encouraged to confirm that the in-progress permit application will be resumed. An online application will be required and the tab submittals procedure and required components of each tab submittal will be followed.

8.1 Prepare Tab Submittal

A Stormwater Report will be required in a Tabular format. Detailed maps, calculations and plans will need to be compiled into the Tabular sections as denoted by DCSCMC.

8.2 Application Form and Submittal

A DCSCMC Application form will be required. This includes compiling and filling out the basic application fields as well as routing for signatures to the County. The Tab submittal and application form will all be submitted via the Online Stormwater Application Portal

9.0 High Lake Rd and Sunset Ave. Design Plans and Contract Documents Revisions

Plans sheets affected by the design revision for High Lake Rd and Sunset Ave. are as follows:

9.1 General

COVER SHEET

- The cover sheet will be updated to reflect changes in signatories as well as any change in traffic data and changes as per DuDOT.

INDEX OF DRAWINGS AND LIST OF STANDARDS

- The index of sheets will be updated to include the additional sheets due to plan changes and will follow IDOT format and List of Standards will include applicable IDOT Highway Standards, District 1 Standards, and DuDOT Standards or Design Details.

GENERAL NOTES AND PROJECT COMMITMENTS

- Verification of the IDOT Standard General Notes supplemented by DuPage notes used and Project Commitments included as shown in Phase I.

SUMMARY OF QUANTITIES

- This will include the additional pay items due to plan changes. The preparation of the Summary of Quantity sheets will consist of formatting the summary of quantity tables and inputting the required information from the quantities that are calculated separately. Benesch will coordinate with DuDOT to determine the appropriate funding columns. Pay items shall be shown on the Summary of Quantity sheets and per assigned funding.
- The work effort to calculate the quantities will be included in the hours for the preparation of the respective plan sheets on which the items appear.

SCHEDULE OF QUANTITIES

- The schedules will be updated accordingly after the pay items and summary of quantities are verified.

9.2 Maintenance of Traffic (MOT)

MOT plan sheets will be revised to reflect changes in the roadway design to include the changes to MOT due to the grade differential resulting from the profile revisions at High Lake Road and Sunset Ave. Changes impacting updates to other discipline sheets based on the inclusion of temporary pavement and revised staging are noted below.

- MOT alternative investigation to determine limits, extents of the temporary pavement, drainage impacts, traffic impacts, grading impacts, and revised limits of construction.
- HMA mix table update
- MOT Typical Section denoting temporary pavement
- Maintenance of Traffic Notes and Sequence of Construction
- MOT Stage 1 plan revisions
- MOT Stage 2 plan revisions (including revised stage 2 existing conditions showing temporary pavement limits)
- Intersection Staging Plans (Sunset Ave. and High Lake Rd.)

9.3 Roadway Plans

The tasks for the High Lake Road roadway plan sheets are as follows:

PLAN AND PROFILE

- Upon review from DuDOT, comments from the revised interim plans submitted will be addressed and roadway plan and profile sheets will be updated.

9.4 Drainage and Utility Plans

With the extended limits, Benesch will obtain the existing utility information and update the previous utility information with a new utility search.

UPDATE EXISTING UTILITY INFORMATION

- The current drainage design will be updated due to plan revisions.

DRAINAGE AND UTILITY PLAN AND PROFILE

- Drainage design will be revisited due to the High Lake and Sunset profile revisions that will result in revision of ditches.
- Roadway Plan and Profile base sheets will be utilized as the basis of the drainage sheets.

DRAINAGE SCHEDULES

- A drainage schedule with drainage pay items from the quantity take-offs will be generated and included at the end of the drainage plans.

DRAINAGE CALCULATIONS

- Drainage calculations will need to be re-run to include the additional roadway limits using the applicable software to model the drainage patterns for both the storm sewers and the roadside ditches working together.

9.5 Landscaping and Erosion and Sediment Control Plans updates to High Lake and Sunset

Minimal work for landscaping plans will be updated and are limited to providing temporary and permanent sodding and seeding for the project as per IDOT and DuDOT guidelines. Erosion and Sediment Control (ESC) plans will be developed following the stages of the Maintenance of Traffic plans and simplified to depict both stages in one set of ESC Plans as follows:

EROSION CONTROL PLAN GENERAL NOTES

- Standard text for erosion control measures from DuDOT standard notes is being used.

EROSION AND SEDIMENT CONTROL PLAN

EROSION AND SEDIMENT CONTROL DETAILS

- The applicable ESC details from IDOT and DuDOT will be included in the plan set

9.6 Pavement Marking and Signing Plans

Pavement Marking and Signing plans will be updated as per changes required from the roadway design changes and from resulting plan reviews from the various agencies. Sheets will include:

PAVEMENT MARKING AND SIGNING PLANS AND DETAILS

9.7 Traffic Signal Plans

Traffic signal plans will be revised and updated to reflect the proposed current direction provided by the DuDOT explained in the sections above.

9.7.1 Traffic Signal Plan Revisions

Benesch will update the traffic signal plan sheets to incorporate the westbound flashing yellow arrow and any blank-out signs that are recommended. Two reviews/revisions are anticipated.

- Update Traffic signal modernization plan sheet
- Update Traffic signal cable plan
- Update Normal Sequence of Operation
- Update Traffic signal preemption sequencing plan
- Update Standard detail drawings

9.7.2 Deliverables for the Traffic Signal Design

- Intersection Design Study plans with AutoTurn exhibits and profile sheets
- Design Exception Table and BLR 22120
- Updated traffic signal plan sheets

9.7.3 Additional Assumptions

- The intersection previously followed MUTCD Traffic Signal Warrant 9 (Intersection near a railroad crossing) for the initial IDS preparation. The Benesch scope does not need include an updated traffic signal warrant for this intersection.
- The AutoTurn sheets that were previously prepared for the IDS will not be impacted and the scope does not include updates to these sheets. The previous versions of these sheets will be included in the updated IDS submittal.
- No additional ADA designs included in the scope.
- No site visits or in-person meetings are included in the scope for the traffic signal design.

9.8 Lighting Plans

There is no continuous roadway lighting proposed along High Lake Road or Sunset Avenue. Intersection lighting calculations will be required by DuDOT for the signalized intersection of High Lake Road and Sunset Avenue. Intersection lighting will be shown on the traffic signal plans. The following items are included for lighting:

- Revise Intersection Lighting Calculations at High Lake and Sunset for new luminaires
- New vertical lighting calculations at the RR tracks per D1 lighting requirements
- Special Provisions

9.9 Cross Sections

Cross sections will be updated only for the changes to the plans for any comments from the revised High Lake Road and Sunset Ave. plans and shall depict the existing final cross section configuration. Existing ROW, Proposed ROW, and Temporary Easement will be shown. Existing underground utility information will be shown horizontally where the utility is located. Depths of existing utilities will not be shown on the cross sections but will be depicted as a vertical line. Proposed drainage features will be shown on the cross sections. Areas for Cut and Fill will be shown only for the final proposed condition. Staged cross sections will not be utilized for this project. Sections will also be included for the driveways. Cross sections will be presented as per original scope.

10.0 Public Involvement

Benesch will coordinate with DuDOT, IDOT and FHWA to confirm if a Public Information Meeting (PIM), or an advertisement offering a PIM, will be required for approval of the revised design. If required, Benesch will help with preparing meeting materials for public information meeting or public hearing for the closure of Blair Street, per the County's instructions. A meeting summary and comment responses will be prepared by DuDOT following the meeting.

11.0 Unforeseen or Unexpected Work

At the direction of DuDOT, to account for unforeseen or unexpected work and additional tasks if requested by the County, 200 hours will be included in this line item. Each task assignment will be agreed upon by Benesch and DuDOT before proceeding. Usage of the hours will be tracked and reported.

12.0 Specifications

Benesch will revisit and update the Special Provisions following the requirements of IDOT District 1 Bureau of Local Roads and DuDOT procedures. All communication and coordination with IDOT/BLRS will be handled by the DuDOT Project Coordinator. This task also includes the coordination with Local Roads for any special items not covered by the standard specifications and may require a proprietary letter from the Local Agency. The submittals for specifications will be done at the following levels:

- Pre-Final Special Provisions to DuDOT
- Pre-Final Special Provisions to IDOT (after DuDOT approval)
- Final Special Provisions for additional items due to increased scope

13.0 Estimate of Time and Estimate of Cost

BDE 220A will be utilized to prepare the estimate of construction time required.

BDE 213 will be utilized to prepare the estimate of cost.

Benesch will prepare the estimate of time and estimate of cost at every submittal stage. The estimate of cost will be broken down by funding sources and by responsible agency.

Plans, Specifications and Estimate will be reviewed for conformance to current design standards. The contract pay items and corresponding specifications will be reviewed to align with current standardized DOT and DuDOT pay items list. The construction cost estimate will be assessed as current unit costs may no longer be accurate because of lapsed time and the effect of the current market inflation.

Benesch will provide the County with a quantity calculation book to serve as a reference during Phase III construction.

14.0 Quality Control/Quality Assurance

Throughout the project Benesch will provide senior level independent reviews of the design and plans. The QAQC process will be documented with evidence of plan reviews and will be included in the project records.

15.0 Project Administration

Project Administration consists of project management responsibilities such as project scheduling activities, invoicing, staffing resource management, and internal/external project team meetings. Benesch will prepare progress reports and invoices on a four-week cycle. These progress reports and invoices will be in accordance with requirements of DuDOT.

This task also includes:

- Monitoring the Project Design Schedule including baseline and critical paths
- Compliance with the Benesch Project Management Plan
- Preparation and distribution of correspondence, meeting minutes, records of conversation and other project documentation necessary to track and document the project decisions.

16.0 Milestone submittals

16.1 Prepare pre-final (90%) engineering plans specifications and estimate (PS&E) for submittal to DuDOT

16.2 Prepare pre-final (90%) PS&E submittal to IDOT Local Roads. Expected 2 iteration of pre-final plans before final plan preparation.

16.3 Prepare final (100%) contract plans and documents which resolve all previous comments on the pre-final (90%) submittals (as per original scope)

16.4 Prepare PS&E to be issued for letting (as per original scope).

17.0 Phase III Coordination

Benesch will provide Phase III services to respond to bidder inquiry and address contractor Requests for Information (RFI's). Shop drawing review is not included as shop drawings are not anticipated for this project. Due to increased scope, we estimate the following additional hours for Phase III Coordination:

- Attend Pre-Construction Meeting – 4 hours
- Response to Bidder Inquiry during the letting process - 4 hours
- RFIs (assume 6 at 3 hours each) - 18 hours



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February 26, 2026

Mr. Josel N. Reambillo, PE
Project Manager
Benesch
1230 East Diehl Road, Suite 109
Naperville, IL 60563

Re: Updated Scope Items and Labor Hours Estimate –
High Lake Road at Sunset Avenue Improvements Project
West Chicago, DuPage County, IL

Dear Mr. Reambillo:

Per our discussion, GZA Illinois, Inc. (GZA) is pleased to provide you with Scope Items and associated estimate of labor hours for High Lake Road at Sunset Avenue Improvements Project (Project). Per your request GZA has removed the Scope Item for a Tree Survey.

GZA was previously involved during Phase I and Phase II of the project and completed environmental studies including Wetland Delineation (October 2018), a Preliminary Environmental Site Assessment (PESA) (October 2018), and a Preliminary Site Investigation (PSI) (February 2020). The previously completed environmental studies are considered to be expired, requiring new field activities and new full reports for the Wetland Delineation (expired October 2020), PESA (expired October 2023), and PSI (expired February 2025). The previously completed environmental reports are considered expired based on guidance provided in the IDOT Bureau of Local Roads and Streets (BLRS) Manual and County requirements.

Based on your e-mail and subsequent discussion, the limits of the Project have changed. GZA understands that the current project limits include proposed improvements along High Lake Road extending approximately 850 feet west and 1,000 feet east of Sunset Avenue and along Sunset Avenue approximately 200 feet north and 350 feet south of High Lake Road. Additionally, the project limits include areas of Blair Street from Calvin Avenue to Hathaway Avenue. Based on the expanded project limits, Cultural Resources may need to be updated in addition to the expired environmental studies noted above.

Based on our understanding of the project limits and the time since completion of the previous deliverables; GZA suggests the following Scope Items and associated labor hour estimate:

- Wetland and Waterway Screening Memorandum, including a review of State and Federal Threatened and Endangered Species Databases; 27 hours.
- Biological Clearances through IDOT ESR; 7 hours.
- Preliminary Environmental Site Assessment (PESA); 43 hours.
- Preliminary Site Investigation (PSI); 57 hours.
- Project Administration; 5 hours
- QAQC; 11 hours

GZA appreciates continued involvement in the project and we look forward to providing a formal proposal inclusive of labor hours and associated direct cost information. If you have any questions, please contact me at Shane.Cuplin@gza.com.

With thanks and yours sincerely,
Signature on file

Shane Cuplin
Associate Principal

BUREAU OF LOCAL ROADS & STREETS

Jul 2013

SPECIAL ENVIRONMENTAL STUDIES - Federal Funds

20-12(11)

The request for design approval must include documentation of the LPA's determination that the cost and effort involved in addressing the site is acceptable. When the proposed project is on existing alignment or involves only a single alignment alternative, the LPA may request design approval prior to receiving the results of the PSI. Prior to initiation of the PSI, the LPA should re-screen the project to evaluate whether anything has changed in the project area that would affect the results of the PESA and should update the PESA as necessary. If design approval has been given and federal funds will be used to purchase ROW, the PSI and subsequent studies must be completed prior to the acquisition of any parcels that contains a REC(s).

If the identified contaminated area is located on property that is held or will be acquired in the name of the State or if contract plans will be prepared by IDOT, the LPA may submit a request to the district for design approval before the special waste procedures are completed provided that the special waste screen on the PMA shows the project is cleared for design approval. The district will coordinate the request with the district SWC. The waiver request will be submitted to the Central BLRS.

If the identified contaminated area is located on property that is held or will be acquired in the name of the LPA, the LPA may submit a request to the district for design approval before the special waste procedures are completed if one of the determinations stated above apply. The request will be given via a special waste waiver. The waiver request will be submitted to Central BLRS.

20-12.07 Relationship of Special Waste Process Results to Contract Letting

Anytime design approval is requested before a PSI has been completed a commitment stating that the PSI will be completed before the project is included on a letting must be included in the PDR or environmental document. The LPA will be required to complete the PSI, when applicable, and ensure all commitments in the Project Development Report, Design Report, or environmental document regarding the monitoring and management of regulated substances are included in the contract documents prior to letting. The LPA will provide the district with written notification that all required special waste studies has been completed.

20-12.08 Validity of Special Waste Assessment Results

If significant changes in land use, or more than 180 days and less than 3 years have elapsed since the last examination of a project for special waste/regulated substance contamination (i.e., LPA screening/sign-off or PESA), the LPA must validate the examination results before proceeding with arrangements for further special waste/regulated substance investigations before submitting the Project Development Report or environmental document for approval, if required, or before initiating land acquisition. The validation review should include a site reconnaissance and a check of the databases; see Section 20-12.08, for new reported releases and new land uses of potential concern. If changes are identified, a PESA should be conducted to evaluate the new reported release(s) and/or new potential land use concern(s).

BUREAU OF LOCAL ROADS & STREETS

20-12(12)

SPECIAL ENVIRONMENTAL STUDIES - Federal Funds

Jul 2013

If 3 years or more have elapsed since the last examination for special waste/regulated substance contamination, LPA screening and sign-off or completion of a PESA, the entire project should be re-evaluated as a new action, that is, a new PESA should be performed, prior to proceeding with arrangements for further special waste/regulated substance investigations, before submitting for approval, or before initiating land acquisition. If a project was initially screened and cleared by the LPA and no PESA was completed, the re-evaluation after 3 years may again consist of LPA screening using the Level 2 screening tool, and clearance provided no changes have occurred in the project area that would alter the findings upon which the original clearance was based.

If a PSI was conducted for a project and 5 years or more have elapsed since it was completed, the entire project should be evaluated for regulated substances as a new action and a new PESA must be conducted prior to proceeding with the aforementioned project actions. In any case, a valid PESA is required and must be current up until the time of project letting. Completion of a PSI does not negate the need for an up-to-date PESA.

When validation of the results of special waste/regulated substance evaluations is necessary, the review should consider any changes in the proposed action, the affected environment, anticipated special waste/regulated substance involvement, and proposed measures for addressing the special waste/regulated substance.

20-12.09 Resources

The Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) list can be found on the EPA website. The Environmental Protection Agency's current list of Leaking Underground Storage Tanks (LUST) can be found on the Illinois EPA website. The list of LUST sites is an unconfirmed list and should not be used as a final determination regarding whether releases have occurred at sites on the list. BDE Manual Chapter 27, Figure 27-3.B contains a listing of all the databases required for a Level II screening.

If a project involves a property on which the existence of an UST is suspected and does not appear on the list, contact the State Fire Marshal's office to check the most current registrations. The *Standard Specifications for Road and Bridge Construction* also contains guidance on proper procedures for UST removal.



Original Project Limits

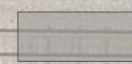
Section where profiles were raised to eliminate vehicles bottoming out on Sunset Ave transition of the UPRR Crossing

HIGH LAKE RD. AND SUNSET AVE. ORIGINAL PROJECT LIMITS





PAVEMENT REMOVAL



REPAVE OR NEW PAVEMENT

EX ROW
ONE WAY SIGN
WESTBOUND

360'

BLAIR ST

EX ROW

220'

BLAIR ST

EX ROW

R 35

EX ROW

EX ROW

EX ROW

CALVIN AVE

SUNSET AVE

HATHAWAY AVE

24'

30'

BLAIR ST. REMOVAL AND RESTORATION PROJECT LIMITS

NO OUTLET SIGN

NEAR DONALD AVE INTERSECTION