



**HR GREEN, INC.
PROFESSIONAL SERVICES AGREEMENT AMENDMENT NO. 4**

THIS AMENDMENT, made this 5th day of April, 2024 by and between, THE CITY OF AURORA, ILLINOIS (hereafter "CLIENT") and HR GREEN, INC. (hereafter "COMPANY"), for professional services concerning:

Downtown Two-Way Conversion and Broadway Avenue Improvements
Phase II – Contract Plans, Specifications and Estimates

hereby amends the original Professional Services Agreement dated June 8, 2016 as follows:

CLIENT and COMPANY agree to amend the Scope of Services of the original Professional Services Agreement and previous amendments as follows:

1.0 Project Understanding

General Understanding

CLIENT intends to convert both Galena Boulevard (currently one-way eastbound) and New York Street (currently one-way westbound) to two-way traffic, between Lake Street and Broadway Avenue. The project will provide for the signing and pavement marking necessary to accommodate two-way traffic along Galena Boulevard and New York Street within these segments. Associated traffic signal modifications at the following seven (7) intersections will also be provided:

- Galena Boulevard at Lake Street
- Galena Boulevard at River Street
- Galena Boulevard at Stolp Avenue
- Galena Boulevard at Broadway Avenue
- New York Street at Lake Street
- New York Street at River Street
- New York Street at Broadway Avenue

CLIENT also intends to convert Downer Place from one-way to two-way traffic, between Broadway Avenue and Lincoln Avenue. COMPANY is under contract (Purchase Order #283937, dated August 11, 2016) for the Phase II engineering services required for the conversion of Downer Place, Galena Boulevard and New York Street from one-way to two-way traffic within the segments described above. These services include, but are not limited to, the preparation of Intersection Design Studies (IDSs), contract plans, specifications and estimates. Originally, CLIENT planned to utilize only local funding for the project. Since there was no State and/or Federal funding involved, the project would be on a local letting. Due to the proposed work at Lake Street and Broadway Avenue, those five (5) IDSs (including Downer Place/Broadway Avenue) as well as the plans and specifications require review and approval by the Illinois Department of Transportation (IDOT). It was assumed that no Phase I studies would be required for this project.

Subsequent to the authorization of the original agreement, CLIENT requested that COMPANY include the conversion of Broadway Avenue from a four (4) lane to a three (3) lane cross-section between Benton Street and New York Street in the aforementioned plans, specifications and estimates. Due to the proposed work at the intersection of Benton Street and Broadway Avenue, CLIENT's request necessitated the preparation of one (1) additional IDS requiring IDOT review and approval.

The initial IDSs were submitted to IDOT for review on October 13, 2016. As a result of that initial review, IDOT requested updated 12-hour traffic counts and projections for the six (6) intersections involving Lake Street and Broadway Avenue. Coordination and execution of the additional traffic counts and analyses requested by IDOT was not included in the scope of the original agreement. The traffic counts used in the initial IDS were provided by CLIENT, courtesy of their Centralized Traffic Management System (CTMS).

Also subsequent to the authorization of the original agreement, CLIENT requested that the conversion of Downer Place from one-way to two-way traffic (between Broadway Avenue and Lincoln Avenue) be advanced as a separate, stand-alone project. CLIENT desired that this portion of the project be permitted ahead of the rest so the signing, pavement marking and traffic signal work could coincide with a sewer construction project. The work along Downer Place has since been completed.

AMENDMENT #1, dated May 11, 2017, added the following tasks to the scope of services:

- Inclusion of the Broadway Avenue lane reconfiguration from four (4) lanes to three (3) lanes in the plans, specifications and estimates;
- IDS for Broadway Avenue at Benton Street (due to lane reconfiguration);
- Traffic counts at six (6) intersections (due to IDOT comments), as well as subsequent coordination of revised 2040 projections with the Chicago Metropolitan Agency for Planning (CMAP) and redistribution of design traffic throughout the project street network;
- Permitting of Downer Place two-way conversion as a separate, stand-alone project; and
- Additional meetings and coordination.

The project was placed on hold in early 2017 due to a lack of support from Hollywood Casino for the proposed changes along Galena Boulevard and New York Street, and from IDOT for the proposed changes along Broadway Avenue. In late 2018, CLIENT resumed discussions with Hollywood Casino and intended to advance the conversion of Galena Boulevard and New York Street from one-way to two-way traffic, between Lake Street and Broadway Avenue. At that time CLIENT also desired to advance improvements to Broadway Avenue under a new concept plan, which consisted of widening the existing four (4) lane section instead of reducing the number of lanes. Due to the proposed widening along Broadway Avenue, approximately 25 to 30 existing sidewalk vaults will need to be closed and filled.

AMENDMENT #2, dated August 1, 2019, added the following tasks to the scope of services:

- Inclusion of Broadway Avenue widening and resurfacing in the development of the IDSs, plans, specifications and estimates;
- Updated 2050 traffic projections from Chicago Metropolitan Agency for Planning (CMAP), for comparison purposes only;
- The addition of roadway profiles, drainage and water main plan and profiles, quantity schedules, maintenance of traffic plans, typical sections, intersection pavement elevation plans and cross-sections;
- Inclusion of structural plans and specifications for the closing/filling of sidewalk vaults along Broadway Avenue; and
- Additional meetings and coordination.

The revised IDSs were submitted to IDOT on November 25, 2019, and IDOT returned comments that were dated January 31, 2020. COMPANY was working on the IDS revisions as well as the plans and specifications when CLIENT paused the project in June 2020 due to budget constraints. In late 2021, CLIENT submitted a grant application to the Illinois Department of Commerce and Economic Opportunity (DCEO) as part of the Rebuild Illinois Downtowns and Main Streets Capital

program. CLIENT's application was successful and the project was awarded \$3 million in August 2022. With the DCEO grant funding secured, CLIENT decided to advance the conversion of Galena Boulevard and New York Street from one-way traffic to two-way traffic between Lake Street and Broadway Avenue. CLIENT also decided to advance improvements to Broadway Avenue under a new concept plan, which consists of select elimination of parking, widening of the existing four (4) lane section, and pedestrian and streetscape improvements up to the face of the adjacent buildings. In 2021, IDOT completed a project along Lake Street that included roadway resurfacing and pedestrian / ADA improvements, which altered the existing conditions at Galena Boulevard and New York Street.

AMENDMENT #3, dated October 17, 2022, added the following tasks to the scope of services:

- Updates to five (5) IDSs (Lake Street at New York Street and Galena Boulevard; and Broadway Avenue at New York Street, Galena Boulevard and Downer Place);
- Updates to the contract plans, specifications and estimates, including quantity schedules, maintenance of traffic plans, typical sections, intersection pavement elevation plans, traffic signals and cross-sections;
- The preparation of ADA grading details and associated MEP coordination per current IDOT District One guidelines/standards (new policy since previous submittal);
- The development and presentation of concepts for streetscaping enhancements along Broadway Avenue, and the completion of associated plans, specifications, estimates and other related tasks;
- Full topographic survey along Broadway Avenue to support the detailed design of the roadway and streetscaping elements;
- Additional topographic survey on Lake Street at the intersections of Galena Boulevard and New York Street, due to construction of the IDOT project in 2021;
- Public involvement activities;
- Additional meetings and coordination; and
- Additional project administration.

The revised IDSs were submitted to IDOT on February 2, 2023, and IDOT returned comments that were dated April 11, 2023. IDOT's comments requested substantial changes to the roadway geometry and expansion of the project limits on Broadway Avenue. COMPANY was advancing the plans and specifications when CLIENT paused the project in April 2023 to have COMPANY examine IDOT's requested geometrics. Working closely with CLIENT, COMPANY evaluated IDOT's geometrics and the associated traffic impacts and prepared a rebuttal to IDOT's comments in May of 2023. On November 29, 2023, CLIENT met with IDOT and agreed upon a revised conceptual geometric plan for Broadway Avenue. The revised plan includes widening the existing four (4) lane section between New York Street and Galena Boulevard and implementing a road diet to three (3) lanes south of Galena Boulevard, which would also extend the project limits south to North Avenue. The proposed improvements south of Benton Street will consist of only pavement marking and signing.



In general, AMENDMENT #4 governs the following additional tasks requested by CLIENT, which were not included in the scope of the original agreement, AMENDMENT #1, AMENDMENT #2, and/or AMENDMENT #3:

- Broadway Avenue corridor geometric alternatives analysis, traffic analysis, exhibits development, and related correspondence;
- Update five (5) IDSs (Lake Street at New York Street and Galena Boulevard; and Broadway Avenue at New York Street, Galena Boulevard and Downer Place);
- Addition of one (1) new IDS at Broadway Avenue and Benton Street;
- Update the traffic analysis from HCS to Synchro;
- Update the contract plans, specifications and estimates, including quantity schedules, maintenance of traffic plans, typical sections, intersection pavement elevation plans, traffic signals, and cross-sections;
- Prepare ADA grading details and potential MEP coordination per current IDOT District One guidelines/standards (new policy since last submittal);
- Additional meetings and coordination; and
- Additional project administration.

For the purposes of this AMENDMENT, it is assumed that the Phase II engineering services will conclude 10 months from Notice to Proceed from CLIENT.

Design Criteria/Assumptions

The following design guidelines will apply to this project:

- A. Manual on Uniform Traffic Control Devices (MUTCD);
- B. IDOT District One, Traffic Signal Design Guidelines;
- C. City of Aurora, Standard Specifications for Improvements (as applicable);
- D. IDOT Bureau of Local Roads and Streets (BLRS) Manual (as applicable); and
- E. IDOT Bureau of Design and Environment (BDE) Manual (as applicable).

2.0 Scope of Services

CLIENT agrees to employ COMPANY to perform the following services:

2.1 Downer Place Permit

No additional services will be needed for the Downer Place Permit project as part of this ADDENDUM. This portion of the project has been completed. Proposed changes to the Downer Place intersection with Broadway Avenue will be included in the Broadway Avenue improvements (See Section 2.5).

2.2 Galena Boulevard and New York Street Two-Way Conversion

A. Early Coordination, Data Collection and Review

No additional services will be needed for this task as part of this ADDENDUM.

B. Survey Services

No additional services will be needed for this task as part of this ADDENDUM.

C. Intersection Design Studies (IDSs)

IDOT has requested a comprehensive traffic analysis of the downtown signal network for the proposed conditions, including both local routes and State routes. The traffic analysis will be updated to Synchro, which better analyzes interactions between signalized intersections



and optimizes signal timing more effectively than HCS.

The IDSs for the intersections of New York Street at River Street; Galena Boulevard at River Street; and Galena Boulevard at Stolp Avenue will require updating so the signalized capacity tables reflect the Synchro analysis.

D. Preparation of Contract Plans, Specifications and Estimates

No additional services will be needed for this task as part of this ADDENDUM.

2.3 Meetings and General Coordination

COMPANY will attend the following meetings, which are all assumed to be virtual:

- A. Four (4) CLIENT meetings to discuss the plan in progress and/or any CLIENT review comments; two (2) people;
- B. Eight (8) CLIENT meetings to discuss streetscape concepts and design; and
- C. Two (2) IDOT meetings to discuss the plan in progress and/or any IDOT review comments; two (2) people.

In addition to the aforementioned meetings, COMPANY will conduct general coordination throughout the project with CLIENT, IDOT, utility companies, and various stakeholders within the project limits. This item includes, but is not limited to letters, telephone and email correspondence, and the filing of information. This item also includes meeting preparation, composition of meeting minutes, and distribution of meeting minutes to attendees.

2.4 Administration

COMPANY will conduct general project administration throughout the extended duration of the project, including management and oversight of the project team; periodic review of the project execution; document control; scope, schedule and budget monitoring; billing and invoicing; contract file management; and preparation of monthly progress reports. For the purposes of this AMENDMENT, it is assumed that the Phase II engineering services will conclude 10 months from Notice to Proceed from CLIENT.

COMPANY will also conduct general administrative tasks associated with the development and execution of this AMENDMENT.

2.5 Broadway Avenue Improvements

A. Intersection Design Studies (IDSs)

COMPANY will revise the IDSs and supporting documentation for the Broadway Avenue intersections with New York Street, Galena Boulevard and Downer Place, per the revised concept geometric plan agreed to by CLIENT and IDOT. COMPANY will add one (1) new IDS and supporting documentation for the Broadway Avenue intersection with Benton Street. The IDSs and supporting documentation will be submitted to CLIENT and IDOT for review and approval at the 90 percent and 100 percent milestones. It is assumed that only two (2) submittals will be required to obtain CLIENT and IDOT approval. The IDS revisions will include the following:

1. Based on the revised concept geometric plan, COMPANY will revise the proposed CAD base map for the Broadway Avenue corridor between North Avenue and New York Street. The CAD base map will depict the final curb lines, pavement marking, sidewalk and streetscaping areas, and will serve as the basis for developing the plans, specifications, and estimates for both the streetscape and roadway improvements.

2. COMPANY will update the IDS exhibits for New York Street, Galena Boulevard and Downer Place, and create new IDS exhibits for Benton Street, to show the revised geometrics, capacity analysis results and general design considerations using the standard IDOT format. AutoTURN simulations of the design vehicle (single-unit truck) along with the IDOT requested WB-65 turning movements will be included with the IDS. Vertical profile information for the existing roadways will not be included.
3. COMPANY will add ADA detail exhibits for four (4) intersection corners at Broadway Avenue and Benton Street to include with the IDSs per IDOT policy.
4. COMPANY will update ADA detail exhibits for 12 intersection corners based on the revised geometrics of Broadway Avenue (4 at Downer Place, 4 at Galena Boulevard, and 4 at New York Street) to include with the IDSs per IDOT policy.
5. BDE 3100 (Design Exception Request Project Identification) forms will be updated based on the revised geometry for each design element that does not meet IDOT BDE policy on IDOT's latest BDE 3100 form for up to 28 design exceptions. Each BDE 3100 form will be prepared on IDOT's updated forms and will have an exhibit prepared illustrating the design element not meeting policy, as required by IDOT District One.

B. Preparation of Contract Plans, Specifications, and Estimates

COMPANY will revise the contract plans, specifications, and estimates based on the revised concept geometric plan agreed to by CLIENT and IDOT, as well as IDOT's current policies, pay items and specifications. The plans, specifications, and estimates for Broadway Avenue were substantially developed based on the previous, preferred geometrics when CLIENT paused the project in April 2023. The plans, specifications, and estimates will be submitted to CLIENT and IDOT for review and approval at the 90 percent and 100 percent milestones. It is assumed that only two (2) submittals will be required to obtain CLIENT and IDOT approval. The plans will not be submitted to any other agencies.

1. Roadway Plans

The following plan sheets will require revisions:

- a. Index of Sheets / List of Highway Standards;
- b. General Notes;
- c. Typical Sections;
- d. Schedules of Quantities;
- e. Alignment, Ties, and Benchmarks (Broadway Avenue alignment needs expanded);
- f. Removal Plans;
- g. Roadway Plan and Profile;
- h. Intersection Grading Plan;
- i. Pavement Marking and Signing Plan; and
- j. Cross Sections.

The following new plan sheets will be added to the contract:

- a. Drainage and Utility Plan and Profile (Storm Sewer & Water Main);
- b. Suggested Maintenance of Traffic Plans (assume maximum of three (3) stages); and



c. Lighting Plans.

2. Traffic Signal Modification Plans

COMPANY will revise the traffic signal modification plans for the following intersections with Broadway Avenue: New York Street, Galena Boulevard, Downer Place, and Benton Street. In general, the modifications will consist of the relocation of ancillary traffic signal equipment and their cables. However, it is also possible that that some mast arm, traffic signal post and controller foundations will need to be moved, due to either conflicts with the streetscaping plans or IDOT's comments.

COMPANY will provide an interconnect plan to update the existing interconnect on Broadway Avenue from wireless to fiber between Benton Street and New York Street. No additional interconnect plans will be provided. Per CLIENT request, COMPANY will also provide an interconnect schematic for the downtown business district and the four (4) main corridors extending from it. The schematic will not extend down other intersecting routes, such as Indian Trail or Farnsworth Avenue. The limits of this schematic are as follows:

- a. Broadway Avenue from North Avenue to Illinois Avenue;
- b. River Street from Prairie Street to New York Street;
- c. Lake Street from Prairie Street to Indian Trail;
- d. New York Street from Lake Street to Farnsworth Avenue; and
- e. Galena Boulevard from Constitution Drive to Ohio Street.

System re-optimization will be provided by CLIENT through its CTMS. Temporary traffic signal plans will not be provided. The revising, tabulation and checking of pay items and quantities will also be performed as part of the updating of traffic signal sheets.

3. Specifications

No additional services will be needed for this task as part of this ADDENDUM.

4. Quantities and Estimates

COMPANY will update the Engineer's Opinion of Probable Cost and Estimate of Time based on the changes to the pay items and quantities.

5. Quality Assurance and Quality Control

COMPANY will provide additional Quality Assurance and Quality Control (QA/QC) in accordance with COMPANY's current Quality Manual (QM), which outlines processes for project planning, including design input, outputs, review and verification. The QM also outlines internal processes, such as standardization, internal project audits, selection and rating of subconsultants, and monitoring of deliverables.

C. Location Drainage Technical Memorandum

Per coordination with IDOT District One on December 14, 2023, a formal IDOT Location Drainage Study (LDS) will not be required. COMPANY will prepare a Location Drainage Technical Memorandum (LDTM) for the proposed improvements. The scope of the LDTM is limited to the improvements of Broadway Avenue from Benton Street to New York Street. No hydraulic reports will be prepared, as there are no floodplains within the project limits and the project is not expected to impact any major existing culverts. Detention analysis is not included

as the impervious area will be less than or equal to the existing condition. COMPANY will complete the following drainage tasks as part of the LDTM:

1. Impervious Area Evaluation

COMPANY will calculate the existing and proposed impervious areas to confirm that detention is not required. COMPANY will prepare an exhibit for documentation purposes.

2. Site Visit

The existing storm sewer data provided by CLIENT indicates there are unlikely pipe configurations and some structures are missing invert data. COMPANY will perform one (1) site visit to confirm the existing storm sewer configuration and update the existing storm sewer network in the CAD base map.

3. Inlet Spacing

COMPANY will calculate the existing and proposed inlet spacing utilizing the rational method. The calculations will utilize the latest ISWS Bulletin #75 rainfall data. New laterals required for any new inlets will have their capacity calculated using manning's equation.

4. Storm Sewer Evaluation

There are several existing inlets on Broadway Avenue that drain into the existing combined sewer that is located in the middle of Broadway Avenue between Galena Boulevard and New York Street. There are existing storm sewer trunk lines that drain to the Fox River along Benton Street, Downer Place, and Galena Boulevard. There is no existing storm sewer trunk line along Broadway Avenue. CLIENT intends to construct a sewer separation project in advance of this project. The sewer separation project includes a new storm sewer outfall to the Fox River from New York Street and separates intersection drainage from the combined sewer at the intersections of Broadway Avenue with Galena Boulevard and New York Street.

The proposed Broadway Avenue improvements will include separating any additional storm sewer along Broadway Avenue from the known combined sewer system that is not part of CLIENT's sewer separation project. The proposed plans and calculations being completed by CLIENT for the sewer separation project will be checked by COMPANY. The modeling will not be corrected by COMPANY, but comments will be provided to CLIENT if necessary. The new storm sewer system will be designed for a 10-year design frequency and the 100-year hydraulic grade line (HGL) will be checked to ensure it is below the structure rims based on a starting tailwater at the top of the existing storm sewer connection. The existing side street storm sewers will not be evaluated. It is assumed that the pipes will not be oversized for detention and no detention will be required. It is assumed that the existing outlet is the Fox River and that this is a suitable outlet for continued use without the need for detention. Water quality (if needed) will be accomplished through the use of catch basins or vortex separators, but no water quality analysis will be completed.

5. Existing Drainage Plan and Proposed Drainage Plan

A separate Existing Drainage Plan (EDP) and Proposed Drainage Plan (PDP) will not be provided for this project. Instead, the existing and proposed drainage features will be combined and shown together on one (1) set of drainage plan sheets.

6. Location Drainage Technical Memorandum

The LDTM deliverable will include a brief narrative describing the drainage aspects of the project and various exhibits, including the combined EDP / PDP and all the storm sewer and impervious area calculations for the project.

2.6 Miscellaneous

No additional services will be needed for this task as part of this ADDENDUM.

2.7 Sidewalk Vaults

No additional services will be needed for this task as part of this ADDENDUM.

2.8 Broadway Avenue Streetscape Design and Plans

During the evaluation of the existing conditions and proposed streetscape enhancements, CLIENT requested that the scope of the streetscape improvements be expanded to include areas within the roadway itself and beyond the existing right-of-way. COMPANY will develop up to two (2) visions and streetscape concepts for each of the new spaces listed below. Upon receiving comments from CLIENT, stakeholders, and the public, COMPANY will develop a final concept plan including images, graphics, maps, and other visual aids. COMPANY will update the streetscaping plans, specifications, and estimates for the final concept plan selected by CLIENT. The expanded streetscape areas are limited to the following spaces for evaluation and design:

- A. Aesthetic intersection pavement;
- B. Urban space design of the area under the City's Development Services Center Building, commonly known as the Underpass;
- C. Urban space design of the property at the southwest corner of Broadway Avenue and Downer Place; and
- D. Urban space design of Mundy Park.

2.9 Broadway Avenue Full Topographic Survey

No additional services will be needed for this task as part of this ADDENDUM.

2.10 Public Involvement

No additional services will be needed for this task as part of this ADDENDUM.

2.11 2023 Broadway Avenue Road Diet Analysis

The IDOT comments dated April 11, 2023 requested changes to roadway geometry and expansion of the project limits on Broadway Avenue. The tasks listed below describe the out-of-scope work completed by COMPANY in 2023, at the direction of the CLIENT and in response to IDOT's geometric comments. COMPANY analyzed several geometric alternatives to obtain conceptual approval from IDOT before proceeding with detailed design and plan updates.

- A. Utilizing existing traffic count information provided by CLIENT, COMPANY solicited 2050 average daily traffic (ADT) projections from the Chicago Metropolitan Agency for Planning (CMAP) for the new lane configurations on Broadway Avenue. Based on the ADT projections provided by CMAP, COMPANY adjusted the anticipated 2050 design hour volumes (DHVs), including turning movements for the intersections.
- B. Using the 2050 DHVs, COMPANY completed 2050 capacity analyses for both the AM and PM peak periods. The capacity analyses were completed using Synchro software.
- C. Based on the results of the capacity analyses, COMPANY developed six (6) Broadway Avenue corridor alternatives to accommodate IDOT's proposed road diet from five (5) lanes to three (3) lanes.
- D. COMPANY attended one (1) IDOT geometrics meeting, which included the preparation of the meeting exhibits, agenda, and minutes; two (2) people attended.
- E. COMPANY prepared streetscape concepts for the road diet alternatives.
- F. COMPANY prepared streetscape cross section renderings for the block between Galena Boulevard and New York Street.

3.0 Deliverables Included in this Contract

- 3.1 The following deliverables will be generated for this project and are included in this AMENDMENT:
 - A. Revised IDSs, and any required BDE 3100 forms for four (4) Broadway Avenue intersections (New York Street, Galena Boulevard, Downer Place, and Benton Street) and two (2) Lake Street intersections (Galena Boulevard and New York Street);
 - B. One (1) overall, combined set of revised plans, specifications, and estimates for the Galena Boulevard and New York Street two-way conversion and Broadway Avenue improvements;

See Exhibit B for a detailed summary of recipients and estimated number of copies necessary for the various deliverables. CLIENT will be invoiced for any additional copies required above this estimate.
- 3.2 This AMENDMENT is based upon an extended project duration of 10 months, commencing with COMPANY's receipt of written Notice to Proceed from CLIENT. This schedule was prepared to include reasonable allowances for review and approval times required by CLIENT and public authorities having jurisdiction over the project. This schedule shall be equitably adjusted as the project progresses, allowing for changes in the scope of the project requested by CLIENT or for delays or other causes beyond the control of COMPANY.

4.0 Items not included in Agreement/Supplemental Services

The following items are not included as part of this AMENDMENT:

- A. Plats of Survey/Dedication/Highways/Easement;
- B. ROW survey;
- C. Building interior survey;
- D. Topographic survey;
- E. Tree species identification;
- F. Updated traffic counts;
- G. Accident analyses;



- H. Traffic signal modifications other than those required to accommodate the improvements defined herein;
- I. New traffic signal installations;
- J. Temporary traffic signal plans;
- K. IEPA water main and/or sanitary sewer permitting;
- L. Storm Water Pollution Prevention Plan (SWPPP) and Notice of Intent (NOI);
- M. Accident analyses;
- N. Screening for, and/or identification of, any hazardous materials within or adjacent to the sidewalk vaults (responsibility will be placed on contractor via special provisions);
- O. Phase I reports and/or environmental coordination;
- P. Public information meeting summary and/or responses to public comment;
- Q. Preparation of contractor bid documents and/or contractor bid review; and
- R. Construction layout and construction observation.

Supplemental services not included in the agreement can be provided by COMPANY under separate agreement, if desired.

5.0 Services by Others

- A. CLIENT will provide Clean Construction of Demolition Debris (CCDD) analysis and IEPA documentation for COMPANY to include in the overall contract document.
- B. TranSmart, Inc. will provide lighting plans, specifications, and quantity calculations for COMPANY to include in the overall contract (see Exhibit C).

6.0 Client Responsibilities

CLIENT will be responsible for providing the following:

- A. Updated accident analysis (if required);
- B. Streetscape and/or architectural lighting details for COMPANY to incorporate into the lighting plans and overall contract documents;
- C. Coordination with building owners regarding access to sidewalk vaults;
- D. Coordination with building owners and utility companies regarding relocation of utility services located within existing sidewalk vaults to be filled in;
- E. IEPA permitting for water main improvements (if necessary); and
- F. Existing utility GIS data and available atlas information.

COMPANY Project Number: 88160255

CLIENT and COMPANY agree to amend other provisions of the original Professional Services Agreement and previous amendments as follows:

N/A

In consideration for these services, the CLIENT AGREES to adjust the payment for services performed by COMPANY on the following basis:



Time and Materials Not to Exceed to be increased by Three Hundred Eighty-Three Thousand Fifty-Four and 35/100 Dollars (\$383,054.35).

The total authorized compensation after this AMENDMENT, including the original Professional Services Agreement and all previous Amendments, is One Million Forty-Two Thousand Seven Hundred Sixty-Six and 57/100 Dollars (\$1,042,766.57).

THIS AMENDMENT is subject to all provisions of the original Professional Services Agreement.

THIS AMENDMENT, together with the original Professional Services Agreement and all previous amendments represents the entire and integrated AGREEMENT between the CLIENT and COMPANY.

THIS AMENDMENT executed the day and year written above.

CITY OF AURORA

HR GREEN, INC.

By: _____

By



Andrew Mrowicki, President

EXHIBIT B -DIRECT COSTS

Downtown Two-Way Conversion and Broadway Avenue Improvements
City of Aurora
HR Green Job No.: 88160255

DATE: 04/05/24

2.1 - Downer Place Permit

Total: \$0.00

2.2 - Galena Boulevard and New York Street Two-Way Conversion

A - Early Coordination, Data Collection and Review

Total: \$0.00

B - Survey Services

Total: \$0.00

C - Intersection Design Studies (IDS) - 3 Intersections

Printing Costs (bond) =	\$0.45	per square foot (sq ft)
Reduced Sheets (11"x17") =	1.3	sq ft
Full-Size Sheets (22"x34") =	5.2	sq ft
Full-Size Mylar Sheets =	\$17.10	each

Number of Additional Sheets = **12**

Pre-final (90%) Submittal

	City	IDOT	Total
Reduced Plan Sets	0	2	2
Full-Size Plan Sets	0	2	2

Subtotal: \$70.20

Final (100%) Submittal

	City	IDOT	Total
Reduced Plan Sets	0	2	2
Full-Size Plan Sets	0	2	2
Full-Size Mylars	0	0	0

Subtotal: \$70.20

Total: \$140.40

D - Preparation of Contract Plans, Specifications and Estimates

Total: \$0.00

2.3 - Meetings and Coordination

Total: \$0.00

EXHIBIT B -DIRECT COSTS

**Downtown Two-Way Conversion and Broadway Avenue Improvements
City of Aurora
HR Green Job No.: 88160255**

2.4 - Administration

Total: \$0.00

2.5 - Broadway Avenue Improvements

A - Intersection Design Studies (IDS) - 4 Intersections (1 New)

Printing Costs (bond) =	\$0.45	per square foot (sq ft)
Reduced Sheets (11"x17") =	1.3	sq ft
Full-Size Sheets (22"x34") =	5.2	sq ft
Full-Size Mylar Sheets =	\$17.10	each

Number of Additional Sheets = **24**

Pre-final (90%) Submittal

	City	IDOT	Total
Reduced Plan Sets	0	2	2
Full-Size Plan Sets	0	2	2

Subtotal: \$140.40

Final (100%) Submittal

	City	IDOT	Total
Reduced Plan Sets	0	2	2
Full-Size Plan Sets	0	2	2
Full-Size Mylars	0	0	0

Subtotal: \$140.40

Total: \$280.80

B - Preparation of Contract Plans, Specifications and Estimates

Lighting Design and PS&E (TranSmart) \$124,293.00

Total: \$124,293.00

C - Location Drainage Technical Memorandum

Milage Rate: \$0.67

Destination	Mileage Round Trip	Number of Trips
HRG (Aurora) to Project Site	12	1

Total: \$8.04

EXHIBIT B -DIRECT COSTS

Downtown Two-Way Conversion and Broadway Avenue Improvements
City of Aurora
HR Green Job No.: 88160255

2.6 - Miscellaneous

Total: \$0.00

2.7 - Sidewalk Vaults

Total: \$0.00

2.8 - Broadway Avenue Streetscape Design and Plans

Total: \$0.00

2.9 - Broadway Avenue Full Topographic Surveying

Total: \$0.00

2.10 - Public Involvement

Total: \$0.00

2.11 - 2023 Broadway Road Diet Analysis

Total: \$0.00

GRAND TOTAL:	\$124,714.20
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EXHIBIT C**02/17/2024****City of Aurora, Illinois
S. Broadway from Benton Street to New York Street
Roadway, Sidewalk, Intersection, and Streetscape Lighting Designs**

H R Green, Inc is working on Phase II design engineering services for the downtown Aurora corridor and streetscape improvements on South Broadway, Benton Street to New York Street.

Scope of Work - Lighting

TranSmart will prepare Phase II PS&E roadway, sidewalk, intersection, and streetscape lighting designs to submit to the City of Aurora at 30/60/90/100 percent milestones. The submittal will include CADD Files and Agi32 photometric calculations. All base files and surveys to be used by TranSmart as referenced backgrounds will be provided by HR Green (HRG).

Lighting design engineering services will be provided for improvements to the S. Broadway corridor from Benton Street to New York Street, approximately 3 blocks (0.3 miles). The work will consist of preparing plans, specifications, quantities, and construction cost estimates for the roadway, sidewalk, intersection and the streetscape lighting systems to provide a complete set of Phase II contract plans. The lighting design will conform to the IESNA, NEC, IDOT and City of Aurora standards and requirements.

The following items will be provided/performed as part of this scope of work.

- Data Collection and Site Visits
- Gather and Review Record Drawings for the Existing S. Broadway Lighting Systems
- Attend Design Bi-Weekly Coordination Meetings
- Typical Lighting Calculations using AGI32 Software – Midblock, Sidewalk, and Intersection Lighting
- Coordination for Electric Service for Roadway and Streetscape Lighting Systems with Local Electric Company
- Coordination with the Traffic Signal Designer
- Coordination with the Architectural Lighting Designer
- General Notes and Abbreviations (1 Sheet)
- Existing/Removal Lighting Plans (3 Sheets @ 1" = 30' scale)
- Proposed Street and Sidewalk Lighting Plans (3 Sheets @ 1" = 30' scale)
- Proposed Streetscape Lighting Plans - Including Gateway Lighting, Overhead Lighting, Park Lighting, Decorative Lighting on Sidewalks, Planter Lighting and Festoon Receptacles. (3 Sheets @ 1" = 30' scale)
- Project Specific Lighting/Electrical Details (3 Sheets)
- Wiring Diagrams for the Controllers (2 Sheets)
- Insert Applicable 2024 IDOT and City of Aurora Standard Details into Contract Documents
- Voltage Drop Calculations for Lighting Circuits and Festoon Receptacles

- Special Provisions
- Develop Bill of Materials and Estimated Construction Costs (4 Submittals)
- Respond to City of Aurora Review Comments
- Administrative and Project Management
- QA/QC Reviews
- Phase 3 Work – Respond to Construction RFIs (24 hours)

Assumptions for the Lighting Design

- The Prime consultant will provide all the necessary CAD files and survey required for developing the backgrounds for the lighting plans.
- All deliverables will be provided in PDF format.
- This scope and associated hours are based on a 12-month design schedule for this project with the Final Submittal being completed in 4Q2024 and construction is anticipated to be in 2025.
- Project progress meetings will be held bi-weekly.
- The estimated hours for the lighting design for this project is based on using current standard City of Aurora lighting controllers, light poles, foundations, mast arms and luminaires.
- The City of Aurora will establish the roadway and sidewalk light poles, mast arms and luminaires will be installed for this project and provide specific direction to TranSmart.
- The City of Aurora and their architectural lighting consultant will provide TranSmart with specific directions on the streetscape luminaires and devices that will be installed for this project. All Non-Roadway Lighting Equipment will be specified by Others.
- Providing multiple lighting equipment (poles, mast arms and luminaires) options with photometric calculations to City of Aurora for their review and approval is not included in this scope.
- Street sign illumination is not included in this scope.
- Two typical roadway lighting photometric calculations will be provided: one calc for a typical straight roadway section of S. Broadway and one typical section for the proposed sidewalks. All lighting calculations will be performed using AGI32 software.
- No lighting calculations for the streetscape (non-roadway) lighting are included in this scope. Streetscape lighting includes gateway lighting, overhead lighting, park lighting, decorative lighting on sidewalks, and planter lighting.
- All or portions of the existing continuous roadway lighting system along S. Broadway can remain in service during the construction staging and no temporary lighting will be required during construction of the project.
- The roadway lighting units will be fed from a City of Aurora standard non-metered lighting controller.
- The streetscape lighting and festoon receptacles will be fed from a dedicated metered lighting controller which will be separate from the street lighting controller.
- The intersection lighting design will be shown on the street lighting plans.
- The streetscape lighting and festoon receptacle systems infrastructure design (controllers, poles, luminaires, conduits, and cables) will be shown on separate plans and will not be included on the roadway lighting plans.

- Limited hours (24 total) for Phase 3 work have been included in the final engineering cost estimate.
- Providing C-Sheets for pay items are not included in this scope.

Admin/PM

TranSmart will administer and manage the project for TranSmart's scope of work.

QAQC

TranSmart will perform QAQC before every milestone submittal on deliverables prepared by TranSmart.

PAYROLL ESCALATION TABLE FIXED RAISES

FIRM NAME TranSmart, LLC
 PRIME/SUPPLEMENT Prime
 Prepared By W. Stermer

DATE 02/27/24
 PTB-ITEM# 0

CONTRACT TERM 12 MONTHS
 START DATE 3/1/2024
 RAISE DATE 5/2/2024
 END DATE 2/28/2025

OVERHEAD RATE 141.31%
 COMPLEXITY FACTOR _____
 % OF RAISE 3%

ESCALATION PER YEAR

year	First date	Last date	Months	% of Contract
0	3/1/2024	5/2/2024	2	16.67%
1	5/3/2024	3/2/2025	10	85.83%

The total escalation = 2.50%

PAYROLL RATES

FIRM NAME TranSmart, LLC **DATE** 02/27/24
PRIME/SUPPLEMENT Prime
PTB-ITEM # 0

ESCALATION FACTOR **2.50%**

Note: Rates should be capped on the AVG 1 tab as necessary

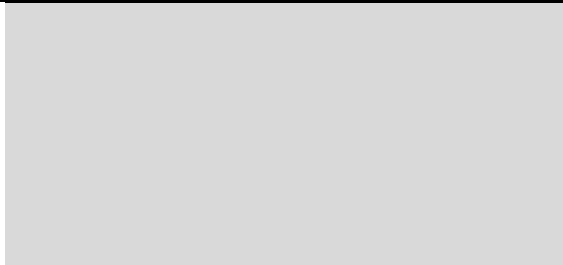
CLASSIFICATION	IDOT PAYROLL RATES ON FILE	CALCULATED RATE
Principal Engineer VIII	\$86.00	\$88.15
Senior Prof Eng VII	\$86.00	\$88.15
Senior Prof Eng VI	\$78.10	\$80.06
Senior Specialist	\$67.76	\$69.45
Specialist IV	\$60.00	\$61.50
Senior Database Administra	\$64.00	\$65.60
Field Engineer/Resident Eng	\$59.76	\$61.25
Senior Engr V/Planner	\$64.57	\$66.19
Engineer IV	\$52.36	\$53.67
Engineer III	\$42.95	\$44.02
Engineer II	\$37.59	\$38.53
Engineer I	\$36.86	\$37.78
Specialist III	\$41.13	\$42.16
Specialist II	\$33.77	\$34.61
Specialist I	\$27.56	\$28.25
Billing Specialist	\$35.53	\$36.42
Administrative	\$41.68	\$42.73
Staff Accountant	\$37.44	\$38.38
Construction Inspector	\$41.16	\$42.19
Intern	\$20.00	\$20.50

Subconsultants

FIRM NAME TranSmart, LLC
PRIME/SUPPLEMENT Prime
PTB-ITEM # 0

DATE 02/27/24

NAME	Direct Labor Total	Contribution to Prime Consultant
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Total 0.00 0.00

**COST PLUS FIXED FEE
COST ESTIMATE OF CONSULTANT SERVICES**

Bureau of Design and Environment

Prepared By: Consultant

FIRM

TranSmart, LLC

DATE

02/27/24

PTB-ITEM #

0

OVERHEAD RATE

141.31%

PRIME/SUPPLEMENT

Prime

COMPLEXITY FACTOR

0

DBE DROP BOX	ITEM	MANHOURS (A)	PAYROLL (B)	OVERHEAD & FRINGE BENF (C)	DIRECT COSTS (D)	FIXED FEE (E)	SERVICES BY OTHERS (G)	DBE TOTAL (H)	TOTAL (B-G)	% OF GRAND TOTAL
DBE	Meetings	48	3,540	5,002	477	1,310		10,329	10,329	8.31%
DBE	Lighting Design	768	34,625	48,928		12,811		96,364	96,364	77.53%
DBE	Admin/PM	60	3,379	4,775		1,250		9,404	9,404	7.57%
DBE	QA/QC	24	1,770	2,501		655		4,926	4,926	3.96%
DBE	Phase III Support	24	1,175	1,660		435		3,270	3,270	2.63%
DBE			-	-		-		-	-	
DBE			-	-		-		-	-	
			-	-		-		-	-	
			-	-		-		-	-	
			-	-		-		-	-	
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			-	-		-		-	-	
	Subconsultant DL					0				
	TOTALS	924	44,489	62,866	477	16,461	-	124,293	124,293	100.00%

107,355

DBE 100.00%

AVERAGE HOURLY PROJECT RATES

FIRM TranSmart, LLC
PTB-ITEM# 0
PRIME/SUPPLEMENT Prime

DATE 02/27/24

SHEET 1 OF 5

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJ. RATES			Meetings			Lighting Design			Admin/PM			QA/QC			Phase III Support		
		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 Engineer VIII	86.00	6.0	0.65%	0.56	2	4.17%	3.58	2	0.26%	0.22	2	3.33%	2.87						
Senior Prof Eng VII	86.00	94.0	10.17%	8.75	22	45.83%	39.42	40	5.21%	4.48	20	33.33%	28.67	12	50.00%	43.00			
Senior Prof Eng VI	80.06	0.0																	
Senior Specialist	69.45	0.0																	
Specialist IV	61.50	168.0	18.18%	11.18	24	50.00%	30.75	120	15.63%	9.61				12	50.00%	30.75	12	50.00%	30.75
Senior Database Administrator	65.60	0.0																	
Field Engineer/Resident Engr	61.25	0.0																	
Senior Engr V/Planner	66.19	0.0																	
Engineer IV	53.67	0.0																	
Engineer III	44.02	0.0																	
Engineer II	38.53	0.0																	
Engineer I	37.78	0.0																	
Specialist III	42.16	352.0	38.10%	16.06				352	45.83%	19.32									
Specialist II	34.61	254.0	27.49%	9.52				254	33.07%	11.45									
Specialist I	28.25	0.0																	
Billing Specialist	36.42	24.0	2.60%	0.95							12	20.00%	7.28				12	50.00%	18.21
Administrative	42.73	12.0	1.30%	0.55							12	20.00%	8.55						
Staff Accountant	38.38	14.0	1.52%	0.58							14	23.33%	8.95						
Construction Inspector	42.19	0.0																	
Intern	20.50	0.0																	
		0.0																	
		0.0																	
		0.0																	
		0.0																	
		0.0																	
		0.0																	
		0.0																	
		0.0																	
TOTALS		924.0	100%	\$48.15	48.0	100.00%	\$73.75	768.0	100%	\$45.08	60.0	100%	\$56.32	24.0	100%	\$73.75	24.0	100%	\$48.96



Direct Costs Check Sheet

Prime Consultant Name	PTB Number	State Job Number(s)
HR Green	203-001	DS-91-452-20
<input checked="" type="checkbox"/> Prime <input type="checkbox"/> Supplement Date <u>02/17/24</u>		

Consultant
 TranSmart, LLC

Item	Allowable	Utilize W.O. Only	Quantity J.S. Only	Contract Rate	Total
Per Diem (per GOVERNOR'S TRAVEL CONTROL BOARD)	Up to state rate maximum	<input type="checkbox"/>			
Lodging (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual cost (Up to state rate maximum)	<input type="checkbox"/>			
Lodging Taxes and Fees (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual cost	<input type="checkbox"/>			
Air Fare	Coach rate, actual cost, requires minimum two weeks' notice, with prior IDOT approval	<input type="checkbox"/>			
Vehicle Mileage (per GOVERNOR'S TRAVEL CONTROL BOARD)	Up to state rate maximum	<input checked="" type="checkbox"/>	200	\$0.66	\$132.00
Vehicle Owned or Leased	\$32.50/half day (4 hours or less) or \$65/full day	<input checked="" type="checkbox"/>	1	\$65.00	\$65.00
Vehicle Rental	Actual cost (Up to \$55/day)	<input checked="" type="checkbox"/>	1	\$55.00	\$55.00
Rental Vehicle Fuel	Actual cost (Submit supporting documentation)	<input checked="" type="checkbox"/>	20	\$3.75	\$75.00
Tolls	Actual cost	<input checked="" type="checkbox"/>	10	\$3.00	\$30.00
Parking	Actual cost	<input type="checkbox"/>			
Overtime	Premium portion (Submit supporting documentation)	<input type="checkbox"/>			
Shift Differential	Actual cost (Based on firm's policy)	<input type="checkbox"/>			
Overnight Delivery/Postage/Courier Service	Actual cost (Submit supporting documentation)	<input checked="" type="checkbox"/>	4	\$20.00	\$80.00
Copies of Deliverables/Mylars (In-house)	Actual cost (Submit supporting documentation)	<input type="checkbox"/>			
Copies of Deliverables/Mylars (Outside)	Actual cost (Submit supporting documentation)	<input checked="" type="checkbox"/>	2	\$20.00	\$40.00
Project Specific Insurance	Actual cost	<input type="checkbox"/>			
Monuments (Permanent)	Actual cost	<input type="checkbox"/>			
Photo Processing	Actual cost	<input type="checkbox"/>			
2-Way Radio (Survey or Phase III Only)	Actual cost	<input type="checkbox"/>			
Telephone Usage (Traffic System Monitoring Only)	Actual cost	<input type="checkbox"/>			

Item	Allowable	Utilize W.O. Only	Quantity J.S. Only	Contract Rate	Total
CADD	Actual cost (Max \$15/hour)	<input type="checkbox"/>			
Website	Actual cost (Submit supporting documentation)	<input type="checkbox"/>			
Advertisements	Actual cost (Submit supporting documentation)	<input type="checkbox"/>			
Public Meeting Facility Rental	Actual cost (Submit supporting documentation)	<input type="checkbox"/>			
Public Meeting Exhibits/Renderings & Equipment	Actual cost (Submit supporting documentation)	<input type="checkbox"/>			
Recording Fees	Actual cost	<input type="checkbox"/>			
Transcriptions (specific to project)	Actual cost	<input type="checkbox"/>			
Courthouse Fees	Actual cost	<input type="checkbox"/>			
Storm Sewer Cleaning and Televising	Actual cost (Requires 2-3 quotes with IDOT approval)	<input type="checkbox"/>			
Traffic Control and Protection	Actual cost (Requires 2-3 quotes with IDOT approval)	<input type="checkbox"/>			
Aerial Photography and Mapping	Actual cost (Requires 2-3 quotes with IDOT approval)	<input type="checkbox"/>			
Utility Exploratory Trenching	Actual cost (Requires 2-3 quotes with IDOT approval)	<input type="checkbox"/>			
Testing of Soil Samples*	Actual cost (Provide breakdown of costs to the Department for approval)	<input type="checkbox"/>			
Lab Services*	Actual cost (Provide breakdown of cost for each lab service to the Department's PM for approval)	<input type="checkbox"/>			
Equipment and/or Specialized Equipment Rental*	Actual cost (Rental - 2-3 quotes needed / Owned - provide depreciated value for IDOT approval)	<input type="checkbox"/>			
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<input type="checkbox"/>			
		<input type="checkbox"/>			
				Total Direct Cost	\$477.00

*If other allowable costs are needed and not listed, please add in the above spaces provided.

LEGEND

W.O. = Work Order

J.S. = Job Specific