



CITY OF AURORA, ILLINOIS

RESOLUTION NO. R19-071
DATE OF PASSAGE March 26, 2019

A Resolution Authorizing the Director of Purchasing to Execute the Engineering Services Agreement in the amount of \$52,801.28 with HR Green, Inc. for the Paramount Riverwalk Promenade Project Phase II Engineering.

WHEREAS, the City of Aurora has a population of more than 25,000 persons and is, therefore, a home rule unit under subsection (a) of Section 6 of Article VII of the Illinois Constitution of 1970; and

WHEREAS, subject to said Section, a home rule unit may exercise any power and perform any function pertaining to its government and affairs for the protection of the public health, safety, morals, and welfare; and

WHEREAS, it is necessary and desirable to make repairs to the Paramount Riverwalk from Downer Place to Galena Boulevard; and

WHEREAS, there is a need for an Engineering Agreement with HR Green, Inc., 420 N. Front Street, McHenry, Illinois 60050 in an amount not to exceed \$52,801.28, a copy of which agreement is attached hereto and incorporated herein as Exhibit 'C'; and

WHEREAS, the 2018 City Budget provides \$53,000 for this item in account no. 340-4460-431-73.80, (CapA).

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Aurora, Illinois, as follows: that the Director of Purchasing is hereby authorized to execute the Engineering Agreement with HR Green as set forth in Exhibit 'C'; and

BE IT FURTHER RESOLVED that the Mayor is hereby authorized to execute any other related Agency Documents or Permit items that may be required for advancement and completion of said project.

RESOLUTION NO. R19.071
DATE OF PASSAGE March 26, 2019

PASSED AND APPROVED ON March 26, 2019

AYES 11 NAYS 0 NOT VOTING 0 ABSENT 1

Kristina Bohman
Alderman Bohman, Ward 1

[Signature]
Alderman Mesiacos, Ward 3

Carl Franco
Alderman Franco, Ward 5

Ache Hart-Burns
Alderman Hart-Burns, Ward 7

[Signature]
Alderman Bugg, Ward 8

[Signature]
Alderman Jenkins, At Large

[Signature]
Alderman Garza, Ward 2

[Signature]
Alderman Donnell, Ward 4

Michael B. Saville
Alderman Saville, Ward 6

[Signature]
Alderman Mervine, Ward 8

[Signature]
Alderman Lofchie, Ward 10

[Signature]
Alderman O'Connor, At Large

ATTEST:

Wendy McCambridge
City Clerk

Richard C. [Signature]
Mayor

18-0903

R E C O M M E N D A T I O N

TO: THE COMMITTEE OF THE WHOLE

FROM: THE FINANCE COMMITTEE

The Finance Committee at the regular scheduled meeting on Tuesday, March 12, 2019

Recommended **APPROVAL** of a Resolution Authorizing the Director of Purchasing to Execute the Engineering Services Agreement in the amount of \$52,801.28 with HR Green, Inc. for the Paramount Riverwalk Promenade Project Phase II Engineering.

Vote 3-0

Submitted By

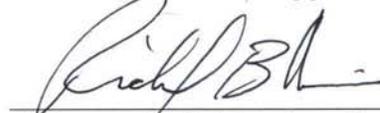


Alderman Robert O'Connor, Chairman

Alderman Ted Mesiacos



Alderman Edward Bugg



Alderman Rick Mervine, alternate

Dated this 12th day of March, 2019

Technical Memorandum

Riverwalk Promenade Inspection

October 28, 2016

HR Green No. 86150480.02

Prepared For:

City of Aurora

Prepared By:



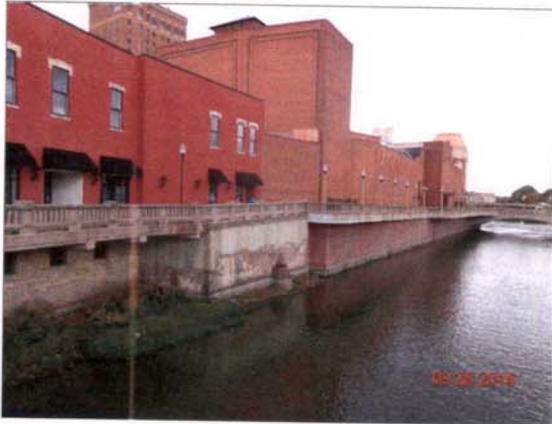
HRGreen

INTRODUCTION

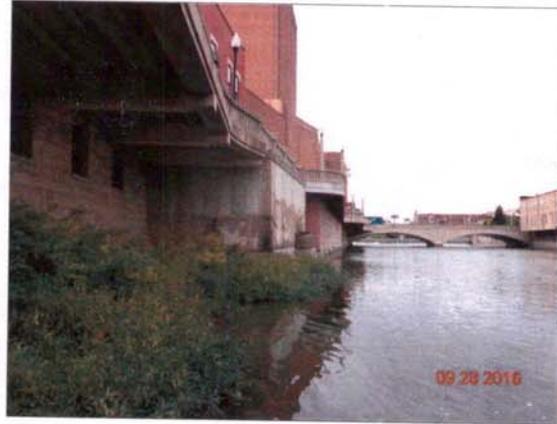
The City of Aurora requested that HR Green inspect the Riverwalk Promenade for public safety. The following report gives a summary of the inspection including a brief description, structural condition, photos, maintenance/repair recommendations, and a safe load limit.

OVERVIEW/HISTORY

The approximately 405 foot long Riverwalk Promenade runs over the west bank of the Fox River's East Channel between the Galena Boulevard Bridge and Downer Place Bridge. It runs alongside 23 E. Galena (Paramount Theater) and 28 Downer (Fox Theater Building/Paramount Theater Costume Shop).



Overall Elevation View



Overall Underside View

The Sylvandell Dance Hall and Amusement Park opened in 1915 at the location of the present Paramount Theater. Looking at historical photos, it appears the main structural components of the cantilever (steel beams, river walls and foundations) most likely date back to this original construction. These photos indicate that the Riverwalk along the Downer Building were not part of the original construction, but likely added during a remodel. After a fire in 1928, the Paramount was built at its present location on top of portions of the existing foundations. The plans show existing foundation walls and the promenade (Riverwalk) to remain. Plans indicate major renovations to the Paramount Theater and Riverwalk were done in 1977 and to the Downer Riverwalk in 1994.

The main structural system to support the Riverwalk is a "back span cantilever" system. It used everywhere except at the slab on grade which separates the Paramount Theater and the Downer Building cantilevers. The beams that support the overhang are continuous over the exterior support wall and span back and connect to an interior support wall or foundation. This back span is required as the supporting masonry walls cannot take the bending moment generated by the cantilever Riverwalk. In this case, the back span and supports system are also an integral part of the privately owned structure's floor system and foundation.

The Riverwalk Promenade has been broken up into two separate sections in the following report. See Riverwalk Promenade Plan (attached).

October 28, 2016



The first section runs for approximately 290 feet adjacent to the Paramount Theater. It ties into the Galena Bridge at the north end and ends at the slab on grade at the south end.

The second section runs for approximately 121 feet adjacent to the Downer Building. It includes 40 linear feet of slab on grade at the north end and ties into the Downer Bridge at the south end.

The following report pieces together all the available information HR Green was able to gather including historical pictures, descriptions, and elements visible during field inspections. Partial plan sets used include:

- 1908 Original Downer Bridge Plans (5 Sheets)
- 1931 Paramount Theater Plans (20 Sheets)
- 1977 Paramount Promenade Rehabilitation Plans (1 As-Built Sheet)
- 1994 Downer Promenade Rehabilitation Plans (4 Sheets)
- 1995 Galena Bridge Rehab Plans (1 Sheet)

OBSERVATIONS

Paramount Theater Promenade:

Description:

The Paramount back span cantilever system has two slightly different configurations based on the theater's geometry. The north 150 feet are adjacent to the lobby. The south 140 feet are adjacent to the auditorium. See Riverwalk Promenade Plan (attached).

The Paramount Lobby section of the Riverwalk is typically a 7" concrete slab overlaid with brick pavers on a drainage layer. This 13 foot cantilever and back span is supported by pairs of steel I shaped beams (circa 1910's) completely encased in concrete. The as-built plans indicate these beams are typically 20 I 80 sections spaced 15 feet on center. To tie into the Galena Boulevard Bridge at the north end, the beams fan out to support wider walkway with concrete pavers. A reinforced concrete edge beam ties the cantilever beam ends together under the parapet. The beams are supported by the river wall and the back span connects basement walls of the Paramount Theater. The back span is part of the Paramount Lobby floor and is over unexcavated fill. At the south end of this section, the Riverwalk walkway widens around the south end of the lobby where the exterior wall juts in at the auditorium. Here the back span also supports the Riverwalk and acts as a ceiling over the basement of the Paramount. There is an expansion joint in the slab located 81'-9" south of where the brick pavers meet the concrete pavers near Galena Boulevard. The joint is only visible from underneath because it has been covered with brick pavers. At the joint, one encased beam is north of the joint and three are south.

The Paramount Auditorium section is very similar to the south end of the Lobby with a 6" concrete overlaid with brick pavers on a drainage layer. However, the cantilever is much shorter and varies from 1'-6" at the north end to 6'-0" at the south end. The beams here are typically smaller single steel I

shapes encased in concrete. The beam spacing varies from 4' to 8'. Similar to the south end of the Lobby section, the back span also supports the Riverwalk and acts as a ceiling over the basement of the Paramount. The slab has two heavy integral planters as part of the walkway. Plans indicate four additional planter boxes were to be included, but have since been removed or were never built.

The 1977 Paramount Promenade Rehabilitation Plans indicate the existing top slab and concrete beam encasements were completely removed and replaced along the entire length of the Paramount Theater. Two new steel wide flange beams were added to each side of the expansion joint at that time, possibly to address deterioration. Several other new wide flanges were installed at this time, typically to support the planter boxes that were adding during the rehab. We believe the remaining steel members are from the original Sylvandell structure.

The total thickness of the brick pavers and drainage system above the top slab is unclear. The 1977 plans indicate 2 ¼" total thickness whereas the 1995 plans indicate 4". The 1977 plans indicate that a waterproof membrane of unknown type was applied to top of the concrete slab, below the drainage layer. A neoprene water stop was detailed at the expansion joint.

The river wall that supports the encased cantilever beams also predates the Paramount and was either constructed as part of the Sylvandell foundation or possibly even earlier. The base of the wall is reinforced concrete. The top of the wall is brick and mortar. The footing for the wall is unknown but may be set into bedrock or tied back to the building foundation.

Precast parapets were added in 1995 as part of the Galena Bridge repairs. Plans indicate the widened cantilever slab that connects to the Galena Bridge was also replaced at this time.

Condition:

The top of the slab, neoprene joint and waterproof membrane are not visible due to the brick pavers. The brick paver surface is uneven which may cause water to pool. At the slab underside, transverse cracks with efflorescence, rust stains, and evidence of leakage were visible in the exterior cantilever and the interior back span. The worst of this slab deterioration occurs in the atypical spans near Galena Bridge.

The deterioration below the expansion joint in slab is extensive. The concrete cover on the bottom of the encased beams is mostly gone exposing the beam bottom flange on either side of the joint. The bottom flanges have significant pack rust and section loss. The beam appears to have little of its initial capacity north of the joint. There was not significant cracking in the slab or notable deflection that would indicate the slab north of the joint is under duress.

There are several locations of spalls in the concrete edge beam with exposed reinforcement. One pair of encased beams north of the expansion joint has lost a portion concrete cover, exposing the steel beams. Several other encased beams have cracks forming in the concrete.

The river wall is in good to fair condition. The concrete base has wide spread spalls with reinforcement exposed in some cases. Spalls have been worsened by areas of poorly consolidated concrete and decades of abrasive action by the river. Some locations appear to have been patched or overlaid at some point, but portions of these repairs have failed. The bricks above the concrete are generally in good condition, but there are several locations where bricks are disintegrating or missing.



Riverwalk at Paramount Lobby



Uneven Brick Pavers at Paramount



Cantilever Underside at Paramount Lobby



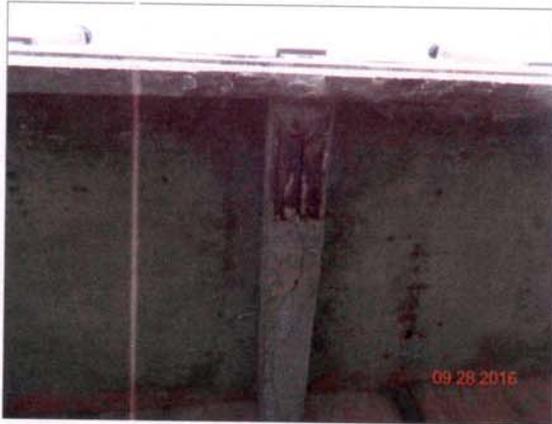
Underside of Expansion Joint



Steel Deterioration at Expansion Joint



Spalls on Fascia of Edge Beam



Exposed Beams North of Joint



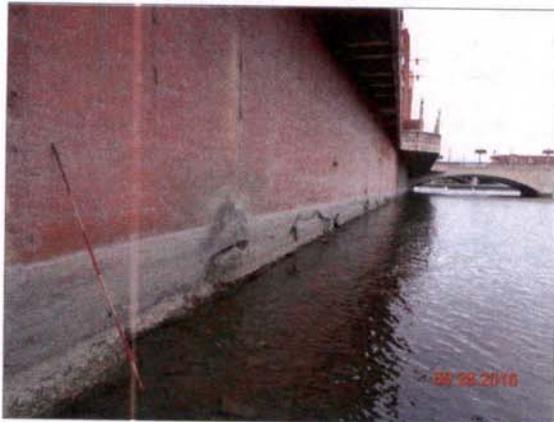
Underside near Galena Bridge



Back Span Underside at Paramount Auditorium



Riverwalk at Paramount Auditorium



Paramount River Wall



Cantilever Underside at Paramount Auditorium

Downer Building Promenade:

Description:

The Promenade adjacent to the Downer Building consists of two distinct structures: approximately 81 linear feet of back span cantilever and 40 linear feet of slab on grade. See Riverwalk Promenade Plan (attached).

The Downer cantilever section of the Riverwalk is a 3" slab on a pan joist system. The joists are 6" wide and 8" deep for a total system thickness of 11". The joists are spaced 3'-0" on center and span between the cantilever beams. The approximate 12'-6" cantilever and back span are supported by pairs of steel I shaped beams, similar to the Paramount Promenade. The beams are encased in concrete only outside of the building. The beams are exposed inside the basement of Downer Building. The beam spacing varies between 10' and 16' on center. The beams are supported by the stacked limestone river wall/building exterior and the back span connects to an interior basement wall. The back span is the first floor of the Downer Building and the ceiling of the basement. The walkway widens to tie into the slab on grade at the north end and the Downer Bridge at the south end.

The 1994 Downer Promenade Rehabilitation Plans indicate the existing ribbed concrete slab system was removed and replaced with the current pan joist system. The rehab plans indicate the 3" slab is reinforced with a single layer of welded wire mesh (uncoated) and #4 bars at 12" on centers running parallel to the joists (supposed to be epoxy coated). Repair details were included for the steel beams and concrete encasement, but because these plans do not appear to be "as built" it is not clear if or where the steel repairs were made. The extent of the steel deterioration at that time is also unknown. We have assumed that the repairs performed in 1994 were intended to bring the much older existing steel beams up to their original capacity. The rehab plans do not show the size of the existing steel beams. Field measurements indicate the Downer cantilever beams are the same or very similar to the size and shape as those used for the Paramount. The precast parapet was also added up to the new Downer Place Bridge during this rehabilitation.

The limestone wall appears to be much older. The 1908 plans for the Downer Place Bridge show the bridge abutments poured against this building's foundation walls. The building was labeled "Beacon Building."

The Downer slab on grade consists of a concrete slab on fill behind the concrete river wall. This portion of the promenade separates the Downer and Paramount cantilevers. The base of wall appears original and may date back to the early 1900's. The top of the river wall is newer and the repairs may coincide with other work performed on promenade in the mid 1990's. The precast parapet is mounted to the top of the river wall. The foundation type is unknown.

Condition:

The Downer cantilever is in good to fair condition. Longitudinal and transverse cracks with rust stains show through the top of the slab at approximately 12" centers. This most is likely caused by a lack of

cover above the slab reinforcement. The caulked joint between the pan joist slab and the masonry building wall is in fair condition. There does not appear to be any flashing between the slab and wall. Transverse cracks also show at the underside with efflorescence and are typically at the pan joist span quarter points between the cantilever beams. The bottom cover has spalled off on several encased beams leaving the steel exposed. Only surface rust with initial section loss was observed. The remaining encased beams all have wide cracks near the bottom indicating the concrete is delaminated and will soon spall off as well. The stacked limestone is in good condition.

The Downer slab on grade was in good condition. The base of the wall has numerous spalls and abrasion near the waterline. There are also several wide vertical and diagonal cracks. No differential movement was observed. The newer top portion of the river wall was in good condition.



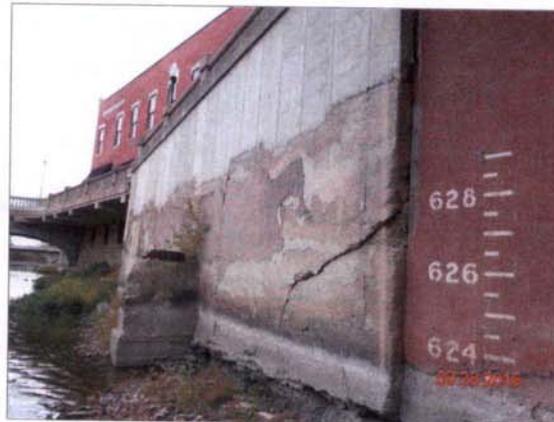
Downer Cantilever Topside



Downer Cantilever Underside



Downer Underside at Bridge



Slab on Grade River Wall

RECOMMENDATIONS

Paramount Theater:

We recommend performing structural steel repairs at the expansion joint as soon as possible. The beam north of the joint is of particular concern. Without physically removing the remaining concrete and steel pack rust, it is not possible to determine what capacity remains. Until repairs are made, no vehicles should be allowed on the Riverwalk. The slab north of the joint should be closely monitored for vertical movement that would indicate a significant loss of capacity and potential failure.

Other repairs include concrete patching in edge beams with exposed reinforcement, concrete patching and epoxy crack injection for river wall foundation, and brick and mortar repairs in the river wall.

It appears the drainage layer under the pavers is holding water. This will lead to deterioration of any waterproofing that may be present between the slab and the drainage layer and will eventually cause the slab to deteriorate. Any water that is able to penetrate the joint between the building wall and the slab will lead to deterioration of the cantilevered steel beams at the location where they carry the highest shear and moment. If a renovation of the surface of the Riverwalk is planned, sampling and testing should be included in the process. We would also recommend a different type of pavement, flashing, and drainage system that will better protect the concrete slab and the steel beams by assuring rapid run off.

Downer Building:

We recommend sealing the cracks in the top surface of pan joist slab and adding coving/sealant between the building and slab to help prevent further deterioration. We also recommend removing the delaminated concrete from the encased beams. Afterwards, any area of the steel beams that are exposed should be cleaned and painted. We also recommend concrete patching and epoxy crack injection for the slab on grade portions of river wall foundation.

LOAD RATING

The ratings below are based on no deterioration or section loss of the structural components. We have assumed that any deterioration or damage to the existing steel that occurred prior to the 1977 Paramount Rehab Plans and the 1994 Downer Rehab Plans were adequately repaired during construction.

The pedestrian live load ratings are based on the current AASHTO standards of 90 psf. The vehicle inventory ratings are based on the current AASHTO maintenance vehicle configuration.

Paramount Theater:

The calculated available pedestrian live load capacity is 78 psf. This is slightly under the current design load, but is adequate for typical usage. Situations that would cause the entire Paramount Promenade to be tightly packed with pedestrians should be avoided.

The calculated vehicle live load capacity is 3.5 tons.

Please note that rating above is based on a typical section with no section loss. Until the deterioration at the expansion joint is repaired, we recommend that no vehicles be on the Paramount Promenade.

Downer Building:

The calculated pedestrian live load capacity exceeds the 90 psf design load.

The calculated vehicle live load capacity is 1 ton.

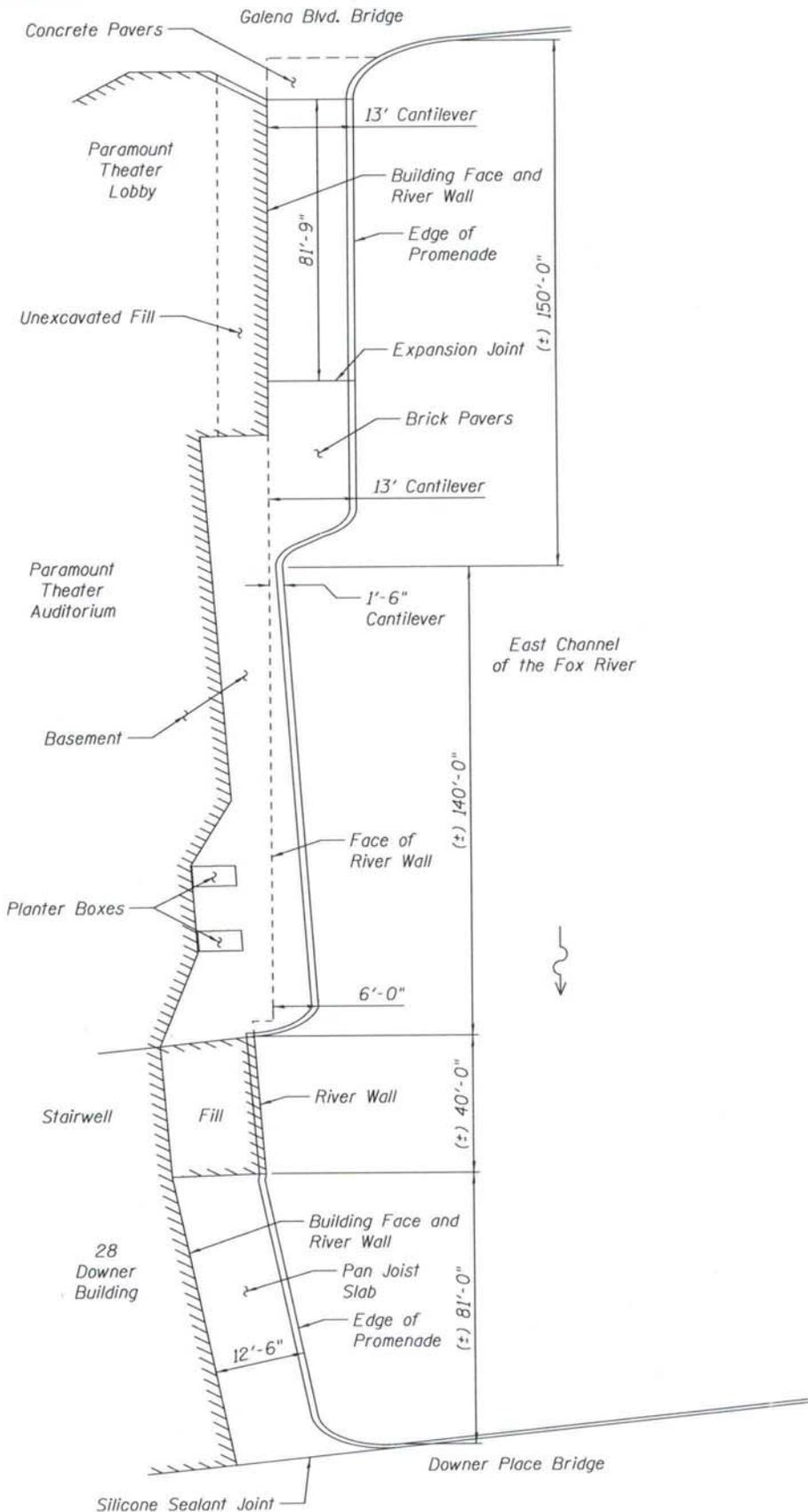
Please note that the pan joist system handles area loads well, but is not able to take large concentrated loads resulting in the low vehicle capacity.

CONCLUSIONS

The joint deterioration at the Paramount Promenade is a major concern and should be addressed as soon as possible. No motorized vehicle should be allowed on Riverwalk until joint repairs are made. Modern design standards would indicate a 90 psf design load which would translate to a 6' x 10' vehicle weighing slightly less than 3 tons. We do not know if these loads were used for design nor do we know what capacity has been lost due to corrosion.

Please note that repairs made to the Riverwalk Promenade should be coordinated with the owner of the Paramount Theater and Downer Building because the promenade and river wall are integral with both buildings and the limits of ownership are unclear.

The Downer Promenade should be limited to 1 ton vehicles.



RIVERWALK PROMENADE PLAN

PROJECT CONTRACT:	DRAWN BY: <u>BJM</u>	JOB DATE: <u>10/04/2015</u>
	APPROVED: <u>SEC</u>	JOB NUMBER: <u>86150480.02</u>
	CAD DATE: <u>10/26/2015</u>	
	CAD FILE: <u>86150480.02_S14_riverwalk.dwg</u>	

NO.	DATE	BY	REVISION DESCRIPTION

 HRGreen.com
HRGreen

**RIVERWALK INSPECTION
DOWNER PLACE AND GALENA BLVD.
CITY OF AURORA**

SHEET NO.

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Technical Memorandum

Riverwalk at Downer Place & Galena Boulevard Repair & Replace Options Aurora, Illinois

December 27, 2017

Revised January 31, 2018

HRG Project No. 170711

Prepared For:

City of Aurora

Prepared By: Steven Schwarz, S.E.
Jason M. Whyte, P.E.



In October of 2016, HR Green completed an inspection and technical memorandum for the City of Aurora for a portion of the Riverwalk located in downtown Aurora along the west bank of the Fox River east channel between Downer Place and Galena Boulevard. The structural framing of the Riverwalk in this area can be separated mainly into two distinct existing conditions along 1.) Paramount Theater, and 2.) Downer Building.

Paramount Theater Riverwalk.

The Riverwalk along the Paramount Theatre consists of a concrete deck that varies from 6" to 7" thick overlaid with brick pavers/ drainage layer and membrane system totaling 2.25" to 4" thick. The pavers in the system are 1 ½" thick. During a recent field investigation, the sand layer was found to be completely saturated. The concrete deck is supported on concrete encased steel cantilever beams. The original waterproofing membrane applied over the top of the concrete deck (under the surface pavers and drainage layer) is in unknown condition, but has likely deteriorated to the point where it no longer provides an adequate barrier. Field observations indicate evidence of ponding of water and leakage through the deck. There is an existing expansion joint located within the deck at the Paramount Theatre location, but no other expansion joints were observed. Where the existing Riverwalk meets the existing buildings, an unflushed, caulked construction joint was observed.

Downer Building Riverwalk

The Riverwalk along the Downer Building consists of a 3" concrete deck supported on a concrete pan joist system. The concrete joists are supported on concrete encased steel cantilever beams. The thinner deck at the Downer Building combined with observed deterioration of the deck pan joists limits the load capacity of the existing deck at the Downer Building.

At both locations the steel beams cantilever out from existing building structures along the Riverwalk. Overall, the main structural components of the Riverwalk in this area date back to 1915 with some renovations completed in 1977 and 1994.

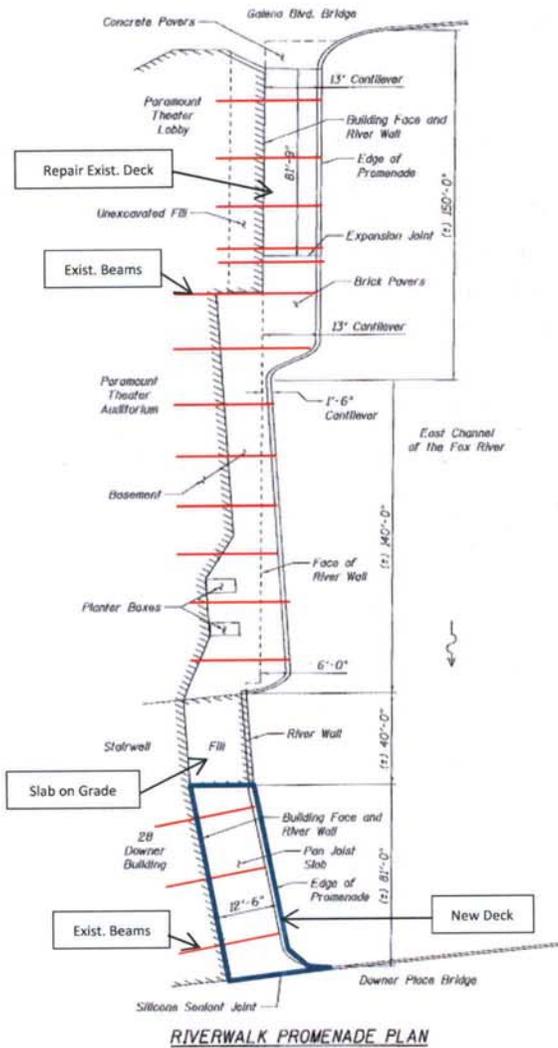
Slab on Grade connection

The two sections of Riverwalk are separated by a short length of riverwalk within the Downer Building segment that represents a third structure type consisting of a slab on grade supported on concrete retaining walls.

The original technical memorandum is attached for your reference. The purpose of this technical memorandum is to provide the City of Aurora with further developed repair and/or replacement options including typical concept details and preliminary concept costs for each option.

Option 1: Repair and Re-Use.

Because the Paramount Theatre and Downer building locations represent two different types of existing deck and framing, the viable repair options at each location differ and are broken into two separate descriptions below.



Paramount Theatre: The Paramount Theatre portion of the Riverwalk represents more than 70% of the Riverwalk segment considered for rehabilitation. Repairs would consist of removing all surface material (pavers, drainage layer, & waterproofing membrane) down to the top of the concrete slab and removal and replacement of all unsound concrete in the slab. Existing railing, lighting, planters and benches would be preserved for reinstallation after repairs. Some of the concrete slab repairs may require full depth patches, others locations would require partial depth patching. The concrete encased I-beams would also have all unsound concrete removed. Existing steel exposed by removal of deteriorated concrete would be cleaned and coated (either field painted or cold galvanized) and reinforced in locations where steel section loss due to corrosion warrants it. The existing expansion joint within the deck of the Paramount Theatre location would be rebuilt. The construction joint between the Paramount Theatre building and the Riverwalk would be rebuilt with flashing added. Once repairs are completed, a new walking surface consisting of a lightweight concrete wearing surface with a stamped, stained and sealed finish would be installed over the repaired concrete slab. As an alternative, the existing concrete slab would be modified to reinstall the existing pavers with a drainage system which does not hold water. The repaired Riverwalk would be capable of supporting current AASHTO pedestrian live loads (90 psf) and a 3-Ton

vehicle load limit for small vehicle snow removal equipment. Repair work will necessitate the use of a construction barge in the River. Accessibility to the concrete base of the river wall along the Theatre for repairs (patching of spalled concrete and epoxy crack injection) will depend on water levels.

Preliminary Construction Cost (Stamped concrete) = \$340,000

Preliminary Construction Cost (Pavers with drainage) = \$350,000

Downer Building: Repairs to the existing deck and pan joist system at this location would not improve or restore live load capacity. Therefore, partial reconstruction is recommended consisting of removal of the surface material and the existing deck down to the steel beams cantilevered from the building. Existing railing, lighting, planters and benches would be preserved for reinstallation after repairs. All unsound concrete on the encased cantilever steel beams would be removed and replaced. Spalled concrete would be patched and cracks repaired with epoxy crack injection. Existing steel exposed by removal of deteriorated concrete would be cleaned, coated and reinforced in locations where steel section loss due to corrosion warrants it. The construction joint between Downer Building and Riverwalk would be rebuilt and flashing added. Once repairs to the cantilever steel beams are completed, a new lightweight concrete slab would be installed. The top of the new concrete slab would include a stamped, stained and sealed finish. An alternate would be to add a waterproof membrane and install brick pavers similar to the areas next to the Paramount Theatre. The area with the slab on grade which is currently supported by fill would also receive the brick paver surface. The repaired Riverwalk would be capable of supporting current AASHTO pedestrian loads (90 psf) and a 3-Ton vehicle load limit for small vehicle snow removal equipment. Reconstruction work will necessitate the use of a construction barge in the River. Repairs to river wall foundation that supports the slab on grade portion of the Riverwalk would also be completed (epoxy crack injection and concrete patching).

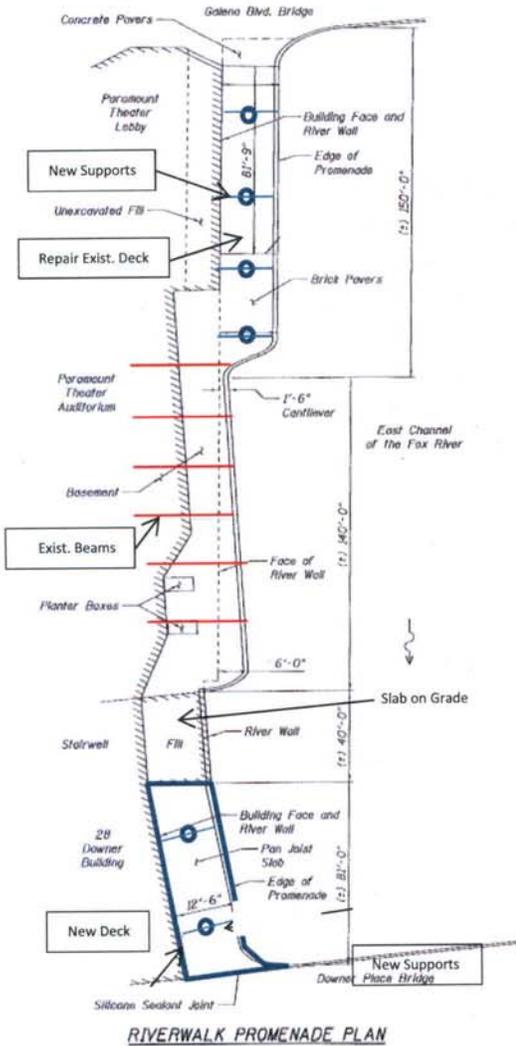
Preliminary Construction Cost (stamped concrete) = \$200,000

Preliminary Construction Cost (brick pavers) = \$220,000

Option 1 Total Preliminary Construction Cost = \$540,000

Option 1 Total Preliminary Construction Cost (with pavers) = \$570,000

Option 2: Repair and Build New Foundations



This option would include many of the repairs described in Option 1. However, it includes additional framing making the Riverwalk mostly independent of the existing buildings. An independent structural support system offers the following advantages.

1. The Riverwalk's structural integrity becomes independent of the existing building walls, framing and foundations. No future repair needs of the existing buildings will impact the Riverwalk.
2. Likewise, future maintenance on the Riverwalk need not impact the existing buildings (which are considered Historic Buildings).

The difference between this option (Option 2), and the next option (Option 3), is that this option would leave in place the existing Riverwalk support over the Paramount Theatre Auditorium basement as there is not sufficient room to install new column and beam supports in this area and keep the existing Riverwalk alignment.

Paramount Theatre: New columns and foundation supports would be added under the existing I-Beams so that these existing beams could have their connection to the existing building structure permanently severed. The finished Riverwalk along the Paramount Theatre would then consist of

repaired beams supported on new columns and foundations independent of the existing buildings, and a repaired deck with a new wearing surface and finishing as described in Option 1. The rehabilitated Riverwalk would be capable of supporting current AASHTO pedestrian loads (90 psf) and a 3-Ton vehicle load limit for small vehicle snow removal equipment. To facilitate the improvements listed in this option, a floating barge in the river and cofferdam(s) would be required. The required cofferdams would also provide the City with an opportunity to incorporate, if desired, utility improvements for the existing sanitary sewer line that runs along building foundations in the river (type of improvements and costs to be determined). While cofferdams are in place, repairs to the concrete base of the river wall along the Theatre can be completed (concrete patching and epoxy crack injection).

Preliminary Construction Cost = \$2,200,000

Downer Building: The existing deck is not considered salvageable for snow removal equipment loads, so once the existing steel cantilever beams passing through the existing building wall are severed, the beams would then be removed and replaced with new steel beams supported on new columns and foundations. The Riverwalk framing along the Downer Building would then consist of all new foundations, columns, and beams. A new normal weight concrete deck would be constructed with a stamped, stained and sealed finish. The replaced Riverwalk along Downer Building would be capable of supporting current AASHTO pedestrian loads (90 psf) and a 5-Ton vehicle load limit for small vehicle snow removal equipment. A cofferdam would be required at each column foundation location for installation of the new foundations. The required cofferdam(s) would also provide the City with an opportunity to incorporate, if desired, utility improvements for the existing sanitary sewer line that runs along building foundations in the river (type of improvements and costs to be determined). Repairs to the river wall foundation that supports the slab on grade portion of the Riverwalk would also be completed (epoxy crack injection and concrete patching).

Preliminary Construction Cost = \$750,000

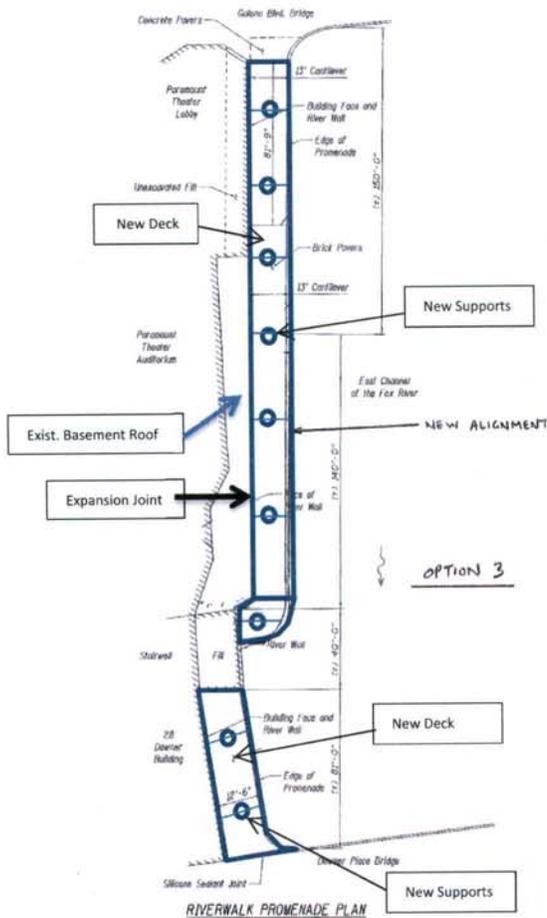
Option 2 Total Preliminary Construction Cost = \$2,950,000

Option 3: Complete Replacement

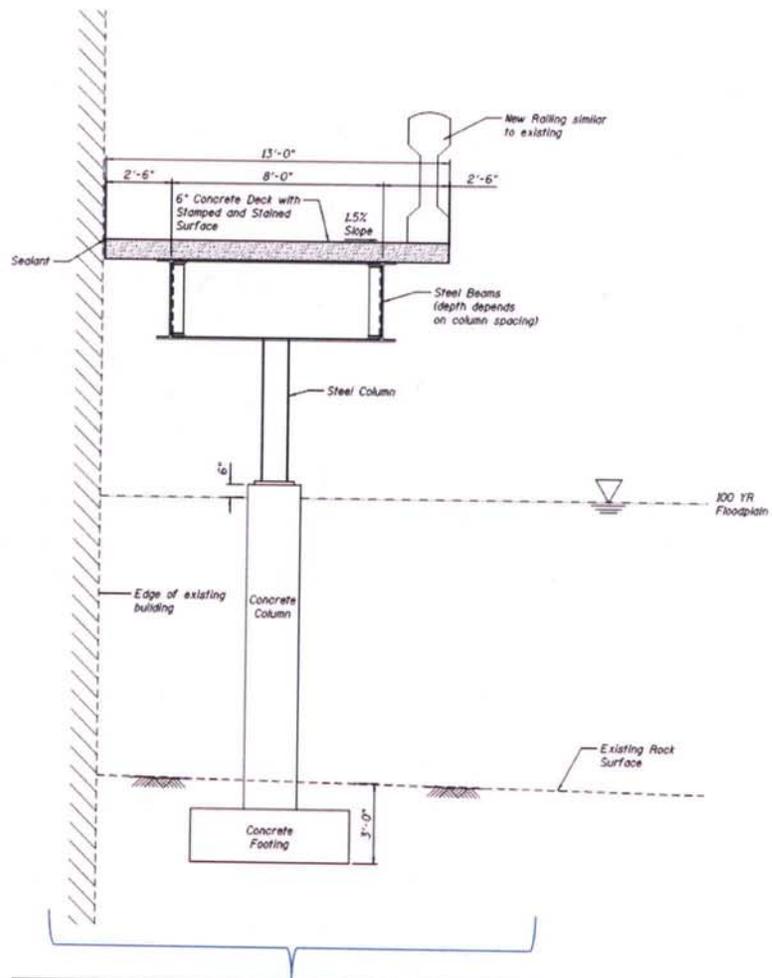
This option would not include repair or reuse any portion of the existing Riverwalk along either the Paramount Theatre or the Downer Building.

The existing deck for the entire subject length would be removed. The existing cantilevered beams would be severed from the connection to the existing buildings and removed, including the portion over the auditorium basement. A new concrete slab with stamped, stained and sealed finish would be supported on new steel beams, columns and foundations everywhere except where existing retaining walls and fill material provide adequate support for a new concrete slab on grade (the short portion located within the Downer Building segment). The new construction along the Auditorium basement would project the Riverwalk there further out over the river and allow for smoothing out the alignment of the Riverwalk to make it more uniform (see plan view image, left). New railings (similar to existing) would be installed since the existing railing layout will not match the improved Riverwalk alignment in this option. Existing lighting, planters & benches can be reused and reinstalled. The existing roof over the Paramount Theatre Auditorium basement would no longer support a portion of the Riverwalk, thus making future maintenance of the building and the Riverwalk independent of each other. A cofferdam would be required at each column foundation location for installation of the new foundations. The required cofferdams would also provide the City with an opportunity to complete repairs

along the base of the river wall in each segment of the Riverwalk. The City would also have the opportunity to incorporate, if desired, improvements to the existing sanitary sewer that runs along the buildings and in the river (type of improvements and costs to be determined).



Option 3 Total Prelim. Constr. Cost = \$3,570,000



Typical Section of Complete Replacement. Applies to all of Riverwalk in Option 3 and to Downer Building location in Option 2. North half of Paramount Theatre Riverwalk in Option 2 would re-use existing deck but add new columns and beams.

Municipality Aurora	L O C A L A G E N C Y	Preliminary Engineering Services Agreement	C O N S U L T A N T	Name HR Green, Inc.
Township				Address 420 N. Front Street
County Kane				City McHenry
Section NA				State Illinois 60050

THIS AGREEMENT is made and entered into this _____ day of _____, _____ between the above Local Agency (LA) and Consultant (ENGINEER) and covers certain professional engineering services in connection with the improvement of the above SECTION. ~~Motor Fuel Tax Funds, allotted to the LA by the State of Illinois under the general supervision of the State Department of Transportation, hereinafter called the "DEPARTMENT", will be used entirely or in part to finance ENGINEERING services as described under AGREEMENT PROVISIONS.~~

Section Description

Name Riverwalk Promenade Repair/Rehabilitation: Paramount Theater and south to Downer Place

Route NA Length 0.00 Mi. 0.00 FT (Structure No. NA)

Termini NA

Description:
Scope of Services more particularly described in Exhibit A

Agreement Provisions

The Engineer Agrees,

1. To perform or be responsible for the performance of the following engineering services for the LA, in connection with the proposed improvements herein before described, and checked below:
 - a. Make such detailed surveys as are necessary for the preparation of detailed roadway plans
 - b. Make stream and flood plain hydraulic surveys and gather high water data, and flood histories for the preparation of detailed bridge plans.
 - c. Make or cause to be made such soil surveys or subsurface investigations including borings and soil profiles and analyses thereof as may be required to furnish sufficient data for the design of the proposed improvement. Such investigations are to be made in accordance with the current requirements of the DEPARTMENT.
 - d. Make or cause to be made such traffic studies and counts and special intersection studies as may be required to furnish sufficient data for the design of the proposed improvement.
 - e. Prepare Army Corps of Engineers Permit, Department of Natural Resources-Office of Water Resources Permit, Bridge waterway sketch, and/or Channel Change sketch, Utility plan and locations, and Railroad Crossing work agreements.
 - f. Prepare Preliminary Bridge design and Hydraulic Report, (including economic analysis of bridge or culvert types) and high water effects on roadway overflows and bridge approaches.
 - g. Make complete general and detailed plans, special provisions, proposals and estimates of cost and furnish the LA with five (5) copies of the plans, special provisions, proposals and estimates. Additional copies of any or all documents, if required, shall be furnished to the LA by the ENGINEER at his actual cost for reproduction.
 - h. Furnish the LA with survey and drafts in quadruplicate of all necessary right-of-way dedications, construction easement and borrow pit and channel change agreements including prints of the corresponding plats and staking as required.

Note: Four copies to be submitted to the Regional Engineer

- i. Assist the LA in the tabulation and interpretation of the contractors' proposals
 - j. Prepare the necessary environmental documents in accordance with the procedures adopted by the DEPARTMENT's Bureau of Local Roads & Streets.
 - k. Prepare the Project Development Report when required by the DEPARTMENT.
- (2) That all reports, plans, plats and special provisions to be furnished by the ENGINEER pursuant to the AGREEMENT, will be in accordance with current standard specifications and policies of the DEPARTMENT. It is being understood that all such reports, plans, plans and drafts shall, before being finally accepted, be subject to approval by the LA ~~and the DEPARTMENT.~~
- (3) To attend conferences as noted in Exhibit A ~~at any reasonable time when requested to do so by representatives of the LA or the Department.~~
- (4) In the event plans or surveys are found to be in error during construction of the SECTION and revisions of the plans or survey corrections are necessary, the ENGINEER agrees that he will perform such work without expense to the LA, even though final payment has been received by him. He shall give immediate attention to these changes so there will be a minimum delay to the Contractor.
- (5) That basic survey notes and sketches, charts, computations and other data prepared or obtained by the Engineer pursuant to this AGREEMENT will be made available, upon request, to the LA ~~or the DEPARTMENT~~ without cost and without restriction or limitations as to their use.
- (6) That all plans and other documents furnished by the ENGINEER pursuant to this AGREEMENT will be endorsed by him and will show his professional seal where such is required by law.

The LA Agrees,

1. To pay the ENGINEER as compensation for all services performed as stipulated in paragraphs above and Exhibit A for a Time and Material, Not to Exceed Amount noted in Exhibit B, 1a, 1g, 1i, 2, 3, 5 and 6 ~~in accordance with one of the following methods indicated by a check mark:~~

- a. A sum of money equal to _____ percent of the awarded contract cost of the proposed improvement as approved by the DEPARTMENT.
- b. A sum of money equal to the percent of the awarded contract cost for the proposed improvement as approved by the DEPARTMENT based on the following schedule:

Schedule for Percentages Based on Awarded Contract Cost

Awarded Cost	Percentage Fees	
Under \$50,000	_____	(see note)
	_____	%
	_____	%
	_____	%
	_____	%
	_____	%

Note: Not necessarily a percentage. Could use per diem, cost-plus or lump sum.

2. To pay for services stipulated in paragraphs 1b, 1c, 1d, 1e, 1f, 1h, 1j & 1k of the ENGINEER AGREES at actual cost of performing such work plus _____ percent to cover profit, overhead and readiness to serve - "actual cost" being defined as material cost plus payrolls, insurance, social security and retirement deductions. Traveling and other out-of-pocket expenses will be reimbursed to the ENGINEER at his actual cost. Subject to the approval of the LA, the ENGINEER may sublet all or part of the services provided under the paragraph 1b, 1c, 1d, 1e, 1f, 1h, 1j & 1k. If the ENGINEER sublets all or part of this work, the LA will pay the cost to the ENGINEER plus a five (5) percent service charge.

"Cost to Engineer" to be verified by furnishing the LA and the DEPARTMENT copies of invoices from the party doing the work. The classifications of the employees used in the work should be consistent with the employee classifications for the services performed. If the personnel of the firm, including the Principal Engineer, perform routine services that should normally be performed by lesser-salaried personnel, the wage rate billed for such services shall be commensurate with the work performed.

3. That payments due the ENGINEER for services rendered in accordance with this AGREEMENT will be made as soon as practicable after the services have been performed in accordance with the following schedule:
 - a. Upon completion of detailed plans, special provisions, proposals and estimate of cost - being the work required by paragraphs 1a through 1g under THE ENGINEER AGREES - to the satisfaction of the LA and their approval by the DEPARTMENT, 90 percent of the total fee due under this AGREEMENT based on the approved estimate of cost.
 - b. Upon award of the contract for the improvement by the LA and its approval by the DEPARTMENT, 100 percent of the total fee due under the AGREEMENT based on the awarded contract cost, less any amounts paid under "a" above.

By Mutual agreement, partial payments, not to exceed 90 percent of the amount earned, may be made from time to time as the work progresses.

4. That, should the improvement be abandoned at any time after the ENGINEER has performed any part of the services provided for in paragraphs 1a, through 1h and prior to the completion of such services, the LA shall reimburse the ENGINEER for his actual costs plus 166 percent incurred up to the time he is notified in writing of such abandonment - "actual cost" being defined as in paragraph 2 of THE LA AGREES.
5. That, should the LA require changes in any of the detailed plans, specifications or estimates except for those required pursuant to paragraph 4 of THE ENGINEER AGREES, after they have been approved by the DEPARTMENT, the LA will pay the ENGINEER for such changes on the basis of actual cost plus 166 percent to cover profit, overhead and readiness to serve - "actual cost" being defined as in paragraph 2 of THE LA AGREES. It is understood that "changes" as used in this paragraph shall in no way relieve the ENGINEER of his responsibility to prepare a complete and adequate set of plans and specifications.

It is Mutually Agreed,

1. That any difference between the ENGINEER and the LA concerning their interpretation of the provisions of this Agreement shall be referred to a committee of disinterested parties consisting of one member appointed by the ENGINEER, one member appointed by the LA and a third member appointed by the two other members for disposition and that the committee's decision shall be final.
2. This AGREEMENT may be terminated by the LA upon giving notice in writing to the ENGINEER at his last known post office address. Upon such termination, the ENGINEER shall cause to be delivered to the LA all surveys, permits, agreements, preliminary bridge design & hydraulic report, drawings, specifications, partial and completed estimates and data, if any from traffic studies and soil survey and subsurface investigations with the understanding that all such material becomes the property of the LA. The ENGINEER shall be paid for any services completed and any services partially completed in accordance with Section 4 of THE LA AGREES.
3. That if the contract for construction has not been awarded one year after the acceptance of the plans by the LA and their approval by the DEPARTMENT, the LA will pay the ENGINEER the balance of the engineering fee due to make 100 percent of the total fees due under this AGREEMENT, based on the estimate of cost as prepared by the ENGINEER and approved by the LA and the DEPARTMENT.
4. That the ENGINEER warrants that he/she has not employed or retained any company or person, other than a bona fide employee working solely for the ENGINEER, to solicit or secure this contract, and that he/she has not paid or agreed to pay any company or person, other than a bona fide employee working solely for the ENGINEER, any fee, commission, percentage, brokerage fee, gifts or any other consideration, contingent upon or resulting from the award or making of this contract. For Breach or violation of this warranty the LA shall have the right to annul this contract without liability.

IN WITNESS WHEREOF, the parties have caused the AGREEMENT to be executed in quadruplicate counterparts, each of which shall be considered as an original by their duly authorized officers.

Executed by the LA:

ATTEST:

By Wendy M Cambridge

City Clerk
(Seal)

City of Aurora of the
(Municipality/Township/County)
State of Illinois, acting by and through its

By CITY COUNCIL
[Signature]
Title DIRECTOR OF PURCHASING

Executed by the ENGINEER:

ATTEST:

By [Signature]

Title Sr. Structural Engineer

HR Green, Inc.
420 N. Front Street
McHenry, IL 60050
By Abraham Chaueky

Title Vice President

Approved

Date
Department of Transportation

Regional Engineer



EXHIBIT A

To

**Engineering Services Agreement
(BLR 05510)**

For

**City of Aurora
Design Phase Engineering
for the
Repair and Rehabilitation of the Existing Promenade
on the
West Side of the East Branch of the Fox River
Between
Galena Blvd. and Downer Place**

Christopher Lirot, PE
City of Aurora
44 E. Downer Place
Aurora, IL 60507-2067
630-256-3242

Robert G. Davies, SE PE
HR Green, Inc.
420 N. Front Street
McHenry, IL 60050
170711.01

10/04/2018

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- 1.0 PROJECT UNDERSTANDING
- 2.0 SCOPE OF SERVICES
- 3.0 DELIVERABLES AND SCHEDULES INCLUDED IN THIS AGREEMENT
- 4.0 ITEMS NOT INCLUDED IN AGREEMENT/SUPPLEMENTAL SERVICES
- 5.0 SERVICES BY OTHERS
- 6.0 CLIENT RESPONSIBILITIES

THIS **AGREEMENT** is between City of Aurora (hereafter "CLIENT") and HR GREEN, INC. (hereafter "COMPANY").

1.0 Project Understanding

- 1.1 The existing promenade is cantilevered out from the east walls of the Paramount Theater (23 E. Galena) and the 26 E. Downer Place Building. The condition of the promenade is discussed in more detail in the report under HR Green project 86150480.02. The City then reviewed three possible renovation options furnished to them in a preliminary engineering technical memorandum by HR Green. The City selected a repair and reuse option that is the basis for the scope herein. The repair and reuse option includes deck repairs along the Paramount Theatre, removal and replacement of the reinforced concrete deck at the Downer Place Building, and repair and reinforcement of the existing concrete encased steel beams along the entire promenade. Repairs to the foundation/river walls are not included.

Stolp Island is a historic district and the Paramount Theater Building has historic status. We understand repairs of the nature proposed are not alterations and (as such) coordination with the NPS will not be required. The ACOE permit process will require coordination with IHPA to confirm this assumption.

This Phase of the Project will consist of generation of design plans and specifications for bid and initiating coordination with Permitting Agencies and obtaining construction permits from those agencies as listed in the scope herein.

1.2 Design Criteria/Assumptions

AASHTO criteria for pedestrian loading will be used for design and analysis. A default of 90 pounds per square foot of live load or an 3-ton vehicle loading will be used. Railing loads of 50 pounds per linear foot (horizontal or vertical) applied to the top of the railing will be used to design the reattachment of old railing. The design will include the installation of new pavers similar to the existing brick pavers along the Paramount Theatre portion of the existing promenade with detailing to accommodate either a drainage layer within the paver subbase or a water tight, concrete embedded paver design. The existing railing, light poles, benches, and planters are to either remain in place or be removed, stored and reset. Work inside of the theater and the 26 E. Downer Building will be avoided. Design will account for the regular use of deicing chemicals.

The proposed repairs and rehabilitation are assumed to require the use of a barge within the east Branch of the Fox River. ACOE coordination will be required and a permit from the ACOE will require clearances for Endanger Species, wetlands, Kane-DuPage Soil and Water Conservation District and Cultural/Historic impacts. We have assumed that the IHPA will confirm no historic impact after review of Initial Documentation submitted to them in the required format, which HR Green will complete.

An HR Green Environmental Specialist will complete the wetland delineation and impact report as well as the joint jurisdictional determination coordination with ACOE and IDNR/OWR. It is assumed that submittal for Regional Permit(s) with ACOE will be sufficient to obtain construction permits for this project and that an individual 404 permit

will not be required. Once the wetland delineation and impact report is completed HR Green will complete a submittal to ACOE for joint jurisdictional determination and the applicable ACOE Regional Permit(s) concurrent with a permit submittal to Kane-DuPage Soil and Water Conservation District. Coordination with IDNR to verify the repair/maintenance using a barge is exempt from individual permit requirements under IDNR 3708 rules is included.

HR Green will complete an EcoCAT and Section 7 (USFWL) review for the project area. It is assumed that an on-line review of EcoCAT by the Engineer with a memo explaining that the proposed improvements and construction activities will not impact existing habitat for endangered species within Kane County will be sufficient. If for any reason an IEPA Consultation is found to be required, then the associated IEPA fee and the additional engineering time to coordinate this consultation will be considered extra to the scope and fees listed herein.

2.0 Scope of Services

The CLIENT agrees to employ COMPANY to perform the following services:

HR Green will complete detailed construction plans and specifications as part of this design phase. The City will let the project, and HR Green will assist in answering bid phase questions. Construction phase services are highly recommended for a repair project of this type (where existing construction details and condition of existing materials can only be verified as the Contractor starts the demolition process). The construction phase services can be provided by HR Green under a separate agreement.

The anticipated sheet list for the plans is as follows:

1. Cover Sheet
2. Summary of Quantities and General Notes Sheet
3. Site Plan with erosion control plan, utilities, etc.*
4. Demolition, Removal and Salvage Plan
5. Deck Repair Plan and typical sections *
6. Deck Repair Details
7. Beam Repair Details
8. Railing Details
9. Erosion Control Details*
10. Typical Construction Details
11. Traffic Control Details
12. Electrical Plan (rewiring of the light poles to be removed and reinstalled).

“*” signifies drawings to be included with the 60% permit submittal

Reports and permit coordination that will be completed prior to 60% include the following:

1. The wetlands delineation and impact report.
2. Coordination with IHPA to obtain a concurrence letter of no historical impacts for the project if required by the ACOE.
3. EcoCAT review for project area. This will consist of an online review of the project area for endangered species in Kane County and a memo by the Engineer stating why the proposed improvements do not represent an impact to the habitat of those species.

4. ACOE & IDNR Joint Jurisdictional Determination. There may be limits on when the anticipated barge may be present in the River due to spawning seasons for certain fish that IDNR may stipulate.
5. ACOE Regional Permit(s) for Construction.
6. Kane-DuPage Soil and Water Conservation District Permit.
 - a. Note, there is an estimated Permit Fee = \$2,500 for KDSWCD that is the responsibility of the Client to pay, and is included in the Direct Cost portion of the engineering fee here-in.
7. Utility Design Ticket (J.U.L.I.E.) and coordination with existing utilities for Atlas' and review of potential utility conflicts.
8. Engineer's Opinion of Probable Construction Costs at 60%, 90% and Final Plan submittal.

HR Green will provide up to one (1) site visit with plans in hand for review of the proposed improvements with the City during the design phase. Timing of the site visit to be determined with the Client. It is our assumption that HR Green will not be involved with contacting adjacent property owners during the design process and the City will handle communications and coordination with property owners.

HR Green will attend a Construction Kickoff meeting during Phase III. HR Green will respond to Contractor questions during Phase III as directed by the City and its Phase III representative. No additional Phase III site visits, besides the construction kickoff meeting, and no Phase III construction observation services are included in this contract.

3.0 Deliverables and anticipated Schedule Included in this Agreement

- EcoCAT Review and Engineer's memo: One week after Notice To Proceed
 - Utility Design Ticket Request and Atlas Coordination: One week after Notice to Proceed
 - IHPA Submittal: Two weeks after Notice to Proceed
 - Wetland Delineation and Impact Report: 8 weeks after Notice to Proceed (or, 8 weeks after start of Spring if N.T.P. occurs in fall or winter)
-
- ACOE and IDNR Joint Jurisdictional Determination submittal (or Request for Letter of No Objection): 4 weeks after Wetland Impact Report (12 weeks from N.T.P. received in spring or summer).
 - 60% Set of Plans Submittal: 4 weeks after Wetland Impact Report (12 weeks from N.T.P. if received in spring or summer).
 - Kane-Dupage Soil and Water Conservation District Permit Submittal: 4 weeks after Wetland Impact Report (12 weeks from N.T.P. received in spring or summer).
 - Plan submittal to Utilities: 4 weeks after Wetland Impact Report (12 weeks from N.T.P. if received in spring or summer).
 - Meet with City Staff for project walk through with 60% plans in hand: 5 weeks after Wetland Impact Report (13 weeks from N.T.P. if received in spring or summer)
 - Final Set of Plans and Specifications Submittal: 20 weeks after Notice to Proceed (allowing time for City review and comments on 60% submittal)
 - Note: ACOE permit and Kane/DuPage County Soil and Water Conservation District permit can be assumed to require a 4 month review period before the construction permits are issued.

This schedule was prepared to include reasonable allowances for review and approval times required by the 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 the 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 agreement:

Public Meetings, Public Notification(s), and/or coordination with local property owners.

Review of existing right-of-way and or easements, or services to establish temporary and/or permanent easements with property owners.

Non-destructive material testing, geotechnical investigation, off-site compensatory storage, analysis of existing buildings adjacent to the promenade.

Photometric studies, coordination with ComEd to supply power to Riverwalk (other than service already in place).

Mockups, renderings, etc. for solicitation of public input. A traffic control or detour plan is not included.

Recording historical details, public comments, documentation of adverse effects, historical research and other documentation required to obtain a Memorandum of Agreement from the IHPA and NPS should they determine there is an impact to historic properties.

Televising and/or repair of sanitary sewers within and near the project site. We will locate sanitary sewers where visible or indicated on City Atlas information and show them on the plans to be preserved and protected.

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

Nothing contained in this Agreement shall create a contractual relationship with or a cause of action in favor of a third party against either the CLIENT or the COMPANY. The COMPANY's services under this Agreement are being performed solely for the CLIENT's benefit, and no other party or entity shall have any claim against the COMPANY because of this Agreement or the performance or nonperformance of services hereunder. The CLIENT and COMPANY agree to require a similar provision in all contracts with contractors, subcontractors, subconsultants, vendors and other entities involved in this project to carry out the intent of this provision.

COMPANY is not responsible for accuracy of any plans, surveys or information of any type including electronic media prepared by any other consultants, etc. provided to COMPANY for use in preparation of plans. The CLIENT agrees, to the fullest extent permitted by law, to indemnify and hold harmless the COMPANY from any damages, liabilities, or costs, including reasonable attorneys' fees and defense costs, arising out of

or connected in any way with the services performed by other consultants engaged by the CLIENT.

CLIENT hereby understands and agrees that COMPANY has not created nor contributed to the creation or existence of any or all types of hazardous or toxic wastes, materials, chemical compounds, or substances, or any other type of environmental hazard or pollution, whether latent or patent, at CLIENT's premises, or in connection with or related to this project with respect to which COMPANY has been retained to provide professional engineering services. The compensation to be paid COMPANY for said professional engineering services is in no way commensurate with, and has not been calculated with reference to, the potential risk of injury or loss which may be caused by the exposure of persons or property to such substances or conditions. Therefore, to the fullest extent permitted by law, CLIENT agrees to defend, indemnify, and hold COMPANY, its officers, directors, employees, and consultants, harmless from and against any and all claims, damages, and expenses, whether direct, indirect, or consequential, including, but not limited to, attorney fees and Court costs, arising out of, or resulting from the discharge, escape, release, or saturation of smoke, vapors, soot, fumes, acid, alkalis, toxic chemicals, liquids gases, or any other materials, irritants, contaminants, or pollutants in or into the atmosphere, or on, onto, upon, in, or into the surface or subsurface of soil, water, or watercourses, objects, or any tangible or intangible matter, whether sudden or not.

It is acknowledged by both parties that COMPANY'S scope of services does not include any services related to asbestos or hazardous or toxic materials. In the event COMPANY or any other party encounters asbestos or hazardous or toxic materials at the job site, or should it become known in any way that such materials may be present at the job site or any adjacent areas that may affect the performance of COMPANY'S services, COMPANY may, at its option and without liability for consequential or any other damages, suspend performance of services on the project until the CLIENT retains appropriate specialist consultant(s) or contractor(s) to identify, abate and/or remove the asbestos or hazardous or toxic materials, and warrants that the job site is in full compliance with applicable laws and regulations.

Nothing contained within this Agreement shall be construed or interpreted as requiring COMPANY to assume the status of a generator, storer, transporter, treater, or disposal facility as those terms appear within the Resource Conservation and Recovery Act, 42 U.S.C.A., §6901 et seq., as amended, or within any State statute governing the generation, treatment, storage, and disposal of waste.

5.0 Services by Others

See Applied Ecological Services scope and fee attached for Wetland Delineation and Impact Report services and ACOE & IDNR/OWR Joint Application Permit services.

6.0 Client Responsibilities

Coordinate access with adjacent properties. Utility information for City owned facilities impacted by this project.

Exhibit B-1: AVERAGE HOURLY PROJECT RATES

FIRM
PSB
PRIME/SUPPLEMENT

HR Green

DATE 08/29/18

SHEET 1 OF 1

PAYROLL CLASSIFICATION	TOTAL PROJECT RATES			Wetland Delineation & Report			Field Visit (design)			Design Plans to 60%			Permit Coordination			Utility Coordination			Design Plans to Final			Prof. Admin. & QA/QC		
	AVG HOURLY RATES	Hours	% Part.	Hours	Wgtd Avg	% Part.	Hours	Wgtd Avg	% Part.	Hours	Wgtd Avg	% Part.	Hours	Wgtd Avg	% Part.	Hours	Wgtd Avg	% Part.	Hours	Wgtd Avg	% Part.	Hours	Wgtd Avg	% Part.
Sen. Engineer	75.00	26.00	6.91%																					
Lead Engineer	55.37	44.00	11.70%																					
Project Engineer 2	48.00	78.00	20.74%																					
Staff Engineer 2	28.72	58.00	15.43%																					
Sr. Design Technician	36.58	114.00	30.32%																					
Administrative Assistant 2	23.60	12.00	3.19%																					
Operations Manager	70.00	0.00																						
Project Land Surveyor 1	43.14	0.00																						
Staff Land Surveyor 2	32.21	0.00																						
Environmental Planner	47.85	44.00	11.70%	44	45.77	95.65%																		
TOTALS		376	100%	46	\$46.80	100.00%	12	\$51.69	100%	65	\$43.30	100%	42	\$35.63	86%	12	\$29.18	86%	167	\$41.74	100%	26	\$60.12	100%

City of Aurora
Paramount Theater Riverwalk Repairs

Exhibit C: Direct Costs

Inspection Trips and Meeting

In-House Direct Costs

Field Checks

2 trips x 88 miles x \$0.545 \$95.92

Meetings

In-House Direct Costs

Field Checks

2 trips x 88 miles x \$0.545 \$95.92

Wetlands Delineation

In House Direct Costs

mileage

2 trips x 88 miles x \$0.545 \$95.92

Sub-Total \$287.76

EcoCAT Clearance Fee

Outside Direct Costs

Individual engineer review (with no IEPA consultation) \$0

KDSWCD Permit application

Outside Direct Costs

One application fee \$2,570

Sub-Total \$2,570.00