

Nick Hammonds

From: mnebel@crystallake.org
Sent: Tuesday, August 15, 2023 8:46 AM
To: ehelm@crystallake.org; emaxwell@crystallake.org; kcowlin@crystallake.org
Subject: FW: VOTE NO to Re-Zoning

FYI



Melanie Nebel | Executive Assistant | City Manager's Office



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-459-2020 x4084

From: Judy [REDACTED]
Sent: Sunday, August 13, 2023 3:09 PM
To: Melanie Nebel <mnebel@crystallake.org>
Subject: VOTE NO to Re-Zoning

CAUTION: This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

I've been a Crystal Lake resident for 10+ years. Our Zoning Board is currently considering a re-zoning request by NVA Transportation.

There are MULTIPLE reasons that this should not be granted.

According to a recent study done by the Respiratory Health Association, Illinois ranks fifth among all states with the highest number of deaths from PM2.5 diesel engine pollution per capita in 2023. McHenry County is listed as one of the "Dirty Dozen" counties with the highest concentrations of diesel vehicle pollution. Our county doesn't need more diesel exhaust.

The streets cannot support the volume of dangerous vehicles which would immediately put multiple children's safety at risk. There are no sidewalks. They wait for school buses on the roadside as well as ride bikes.

This expansion will also cause more flooding for this area.

I would appreciate it if the board would reach out to the Environmental Defenders of McHenry County for their input- 815-338-0393.

110 S Johnson St Suite 106
Woodstock, IL

Thank you for your time and dedication to serving our community.

Judy Jackowiak.

Nick Hammonds

From: mnebel@crystallake.org
Sent: Tuesday, August 15, 2023 9:04 AM
To: judy_jackowiak@yahoo.com
Subject: RE: VOTE NO to Re-Zoning

Good morning –

Thank you for email. Your concerns will be forwarded to the Mayor and City Council.

Sincerely,

Melanie



Melanie Nebel | Executive Assistant | City Manager's Office



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-459-2020 x4084

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Nick Hammonds

From: Judy [REDACTED]
Sent: Tuesday, August 15, 2023 8:56 PM
To: jallain@crystallake.org
Subject: Help Needing from the Sustainability Committee

CAUTION: This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

I understand the Sustainability Committee has continued the efforts of the former Ad Hoc Clean Air Counts Advisory Committee and as a citizen of Crystal Lake I am extremely grateful for the dedication of this committee.

I've been a Crystal Lake resident for 10+ years. Our Zoning Board is currently considering a re-zoning request by NVA Transportation.

There are MULTIPLE reasons that this should not be granted.

As you may already know, according to a recent study done by the Respiratory Health Association, Illinois ranks fifth among all states with the highest number of deaths from PM2.5 diesel engine pollution per capita in 2023. McHenry County is listed as one of the "Dirty Dozen" counties with the highest concentrations of diesel vehicle pollution. Our county doesn't need more diesel exhaust.

The streets cannot support the volume of dangerous vehicles which would immediately put multiple children's safety at risk. There are no sidewalks. They wait for school buses on the roadside as well as ride bikes.

This expansion will also cause more flooding for this area.

I would appreciate it if the Sustainability Committee members would reach out to the Crystal Lake Zoning Board and provide your input so they can make the best decision for our community. Their next board meeting which will address this matter is September 6, 2023 at 7:00pm.

For more information, please see the following link.

[Petition · Stop NVA Transportation REZONING · Change.org](#)

Thank you for your time and dedication to serving our community.

Judy Jackowiak

Nick Hammonds

From: Tony Boston [REDACTED]
Sent: Thursday, August 17, 2023 1:54 PM
To: mnebel@crystallake.org
Subject: NVA zoning petition

CAUTION: This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Melanie,

If you could please forward my email to the council members, I would appreciate it. I am reaching out to voice my concern over the current zoning change that NVA Transportation is requesting, along with the special use permits. I live at 6707 Sands Rd, which is right up the street from their property. I have reviewed a lot of the information, for and against the proposed truck terminal site. Based on info I have been able to gather, I feel the below points need to be reiterated as to why this site should not be granted the zoning change, or permits. The cons vastly outweigh any pros.

- There is no current hardship that NVA is going thru. They are at maximum allowable capacity for which the property is zoned.
- The rezoning and subsequent truck terminal would not benefit the community, especially the residents directly adjacent to the proposed site.
- Traffic would most certainly be negatively affected by an increase of 350+ semi trucks in the immediate area of Sands Rd and Rt14/Rt31 intersections.
- Light, noise, air and water pollution will most certainly be increased due to the amount of diesel trucks that would be operating and stored on the location.
- Property values will be negatively affected by a large heavy industry located directly adjacent to a residential community.
- There are already flooding issues in some residential areas from the Rt31 reconstruction, that was not properly accounted for by engineering. Turning 20+ acres into a parking lot will compound those run-off/flooding issues.
- Before and after comparison studies have been made on crime rates where trucking terminals currently reside. Typical surges in crime were the result, with cargo theft, prostitution and human trafficking being the most significant. Prostitution...human trafficking...not topics I would normally associate with Crystal Lake!

I have lived at my current address for 13yrs, and my whole adult life in the Cary/Crystal Lake area. If the zoning and permits are granted for this particular location, I feel that the immediate and long term affects of this trucking terminal would negatively impact the Crystal lake community as a whole, not just the immediately adjacent neighborhoods.

In closing, I sincerely ask that city council members take a very hard look at this, and all of the potential implications resulting from an approval of NVA's requests. This isn't their home, its ours, so please keep Crystal Lake a nice place to live!

Respectfully,

Anthony Boston

Nick Hammonds

From: mnebel@crystallake.org
Sent: Thursday, August 17, 2023 2:06 PM
To: [REDACTED]
Subject: RE: NVA zoning petition

Hi Tony –

Thank you for your email. We will provide it to the Mayor and City Council.

Have a great day!

Melanie



Melanie Nebel | Executive Assistant | City Manager's Office



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-459-2020 x4084

From: Tony Boston [REDACTED]
Sent: Thursday, August 17, 2023 1:54 PM
To: Melanie Nebel <mnebel@crystallake.org>
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Nick Hammonds

From: mnebel@crystallake.org
Sent: Thursday, August 17, 2023 2:07 PM
To: ehelm@crystallake.org; kcowlin@crystallake.org; emaxwell@crystallake.org
Subject: FW: NVA zoning petition

FYI



Melanie Nebel | Executive Assistant | City Manager's Office



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Respectfully,

Anthony Boston

Nick Hammonds

From: David Westergreen <dwestergreen@gha-engineers.com>
Sent: Thursday, August 17, 2023 3:59 PM
To: Abigail Wilgreen PE CFM
Cc: Matt Turk
Subject: RE: Crystal Lake - Traffic Study Request
Attachments: 2023.T109 Crystal Lake Sands Road Proposal.pdf

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Abigail,

Please find GHA's proposal for the requested Traffic Impact Study.

Let us know if you have any questions or comments regarding this proposal.

Thank you,

David Westergreen (He/Him)

Traffic Engineer

GHA GEWALT HAMILTON
ASSOCIATES, INC.

625 Forest Edge Drive | Vernon Hills, Illinois 60061

Office: (847) 478-9700 | Fax: (847) 478-9701

Direct: (224) 352-2709 | Email: dwestergreen@gha-engineers.com

www.gha-engineers.com

From: Abigail Wilgreen PE CFM <awilgreen@crystallake.org>

Sent: Tuesday, August 15, 2023 2:57 PM

Subject: Crystal Lake - Traffic Study Request

Good afternoon,

We have a petitioner who came forward in July for proposed truck storage. I did not have them do a traffic analysis as it was just storage. They received extensive opposition from the residents and are now evaluating warehouse distribution as an option. Truck storage needs approval from City Council whereas warehouse distribution does not. They have provided two proposed site plans with both these uses and would like to know the impacts and required improvements that would be necessary for both uses.

I would like to do this in two phases with phase 1 being the traffic counts at Route 14/Sands Road and along Sands Road (?). Just north of the property, Sands Road becomes a township road and has a weight limit restriction so technically not trucks will be going north or coming from the north. Phase 2 would be writing the actual traffic study report.

Of course they want this done as quickly as possible. Can you let me know if you have time to complete this study, if you want too and then when can you provide me with a quote. I'm sure I am missing things too so feel free to ask any questions.

Thank you!

Abby



Abigail Wilgreen PE CFM | City Engineer | Public Works



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-356-3605

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August 17th, 2023

Ms. Abigail Wilgreen, PE, CFM
City Engineer / Community Development
City of Crystal Lake
100 West Woodstock Street
Crystal Lake, Illinois 60014

Re: Traffic Impact Study
NVA Trucking Facility Expansion
Sands Road
Crystal Lake, Illinois
GHA Proposal No. 2023.T109

Dear Ms. Wilgreen:

Gewalt Hamilton Associates, Inc., (GHA) is pleased to submit our proposal for traffic engineering consulting services for the above referenced project.

Our proposal is based on GHA's understanding of the project including the preliminary plan and City comments provided via email, past work with the City, and our general familiarity with the site area.

We appreciate the opportunity to propose on this project and look forward to working with the City of Crystal Lake and the developer. Should you have any questions or if we can be of additional assistance, please do not hesitate to contact me at [REDACTED]

Sincerely,
Gewalt Hamilton Associates, Inc.



David W. Westergreen, E.I.
Traffic Engineer
dwestergreen@gha-engineers.com

Encl: GHA proposal No. 2023.T109

CC: Matt Turk, - GHA

Proposal for Professional Services
Traffic Impact Study
NVA Trucking Facility Expansion
Sands Road
Crystal Lake, Illinois
GHA Proposal No. 2023.T109

The City of Crystal Lake (Client / City) having an address of 100 W Woodstock Street in Crystal Lake, Illinois 60014 and Gewalt Hamilton Associates, Inc. (GHA), having an office at 625 Forest Edge Drive, Vernon Hills, Illinois 60061, agree and contract as follows:

I. Project Understanding

Gewalt Hamilton Associates, Inc. (GHA) will provide transportation planning and engineering services for the NVA Trucking Facility Expansion is to be constructed at the 21.48 Acre lot west of Sands Road, bordered by IL Route 31, north of US Route 14, and located in Crystal Lake, Illinois. Per the attached August 3rd and 9th, 2023 Concept Site plans, the development will consist of either a large warehouse expansion or a smaller truck storage expansion.

Access to the development is proposed via one full-access driveway off Sands Road, which connects to US Route 14. Sands Road is under the jurisdiction of the City of Crystal Lake. US Route 14 is under the jurisdiction of the Illinois Department of Transportation (IDOT). The intersection between US Route 14 and Sands Road is signalized.

Our work will be performed in two phases, at the request of the City of Crystal Lake. Phase I will consist of traffic counts at the US Route 14 and Sands Road intersection, as well as an intersection along Sands Road to determine how much local traffic is passing the proposed entrance. Phase II will consist of the preparation of a Traffic Impact Study in accordance with the City of Crystal Lake standards, including all necessary exhibits, for the impacts of both development types. It will also include project coordination with the project team and the City of Crystal Lake, as necessary.

II. Phase I: Traffic Counts

Upon written authorization from the Client, GHA will:

1. Conduct weekday (T-TH) morning (6-9 AM), weekday evening (3-6 PM), and Saturday midday (11 AM – 2 PM) peak period traffic turning movement counts (including pedestrian and bicycle) at the following intersections:
 - a. US Route 14 at Sands Road
 - b. Sands Road at Barrington Hardwoods Entrance

III. Phase II: Traffic Impact Study Document

The scope of services is based on guidelines published by the Institute of Transportation Engineers (ITE) and followed by most municipalities, as well as our experience with previous studies in the area. Upon written authorization from the Client, GHA will:

1. Collect available background information (e.g., historical traffic volume data, intersection, and roadway plans, etc.) and observe operations in the site vicinity.
2. Obtain available daily traffic counts along the study area roadways from the Illinois Department of Transportation's website: www.gettingaroundillinois.com and/or other sources.
3. Request 2050 traffic projections for the area roadways from the Chicago Metropolitan Agency for Planning (CMAP). The 2050 projections will be utilized to develop an appropriate "no-build" traffic model.
4. Identify and tabulate a "no-build" base model that includes existing traffic and any anticipated background growth and roadway improvement projects within the study area. We will evaluate the impacts of the no-build traffic in advance of the site traffic (total) evaluation. A buildout plus 5-year base model will be prepared to help ensure the impacts of the development on the local roadway system are accurately assessed.
5. Request the most recent 5-years of crash data in the site vicinity from the IDOT Bureau of Safety and/or Crystal Lake Police Department and document our findings in the Traffic Impact Study. Recommendations will be made if appropriate.
6. Develop an estimate of the traffic volumes associated with each of the two proposed development options and prepare exhibits detailing the site traffic of both developments. GHA will estimate the number of trips that each subject development will generate based on published rates contained in the ITE Trip Generation Handbook, 11th Edition, user information provided by the Client, and/or other approved sources. GHA will confirm the development assumptions – land use, size, and site access prior to completion of this task.
7. Conduct intersection capacity analyses at the study intersections under existing and future conditions (no-build and total traffic).
8. Determine, and make recommendations for, any roadway / operational improvements, if necessary, such as geometric improvements, traffic control improvements, and/or access modifications/restrictions to accommodate existing and future traffic conditions for the new development.
9. Prepare a Traffic Impact Study document, including exhibits and appendices to help explain our findings. The report will be appropriate for submittal to the City of Crystal Lake.
10. Correct one (1) round of comments from the City.

IV. Information Request

The following information will be required prior to completing our analyses:

1. Confirmation on expected usage type for each development for both the warehouse and the truck storage.
2. Expected address of development.
3. Anticipated build-out year of the development.

V. Schedule

GHA is prepared to commence work upon receipt of written authorization to proceed. GHA will work with the Client to adjust the project schedule to meet its submission deadlines, as appropriate. Traffic data collection can normally commence within 7-10 business days after authorization.

Typically, a Traffic Impact Study takes two to three weeks to be ready for review. The final study can be ready for submittal one week after we receive your comments. GHA will work with the client to meet desired deadlines as appropriate, including holding work on Phase II until work on Phase I is complete.

VI. Key Personnel

Mr. David Westergreen, E.I., Civil Engineer, will function as the Project Manager. Mr. Westergreen will be assisted by other professional and technical staff, as needed.

VII. Compensation for Services

Based upon the scope of services identified above, GHA proposes a **Lump Sum** fee as shown below.

Service	Cost
Traffic Data Collection & Observations (Phase I) <i>2 locations, 18 hours total, includes video processing and travel</i>	\$1,350.00
Traffic Impact Study (Phase II)	\$8,500.00
Reimbursable Expenses	\$150.00
Total Lump Sum Fee	\$10,000.00

The proposed fee includes detailed analyses, operational review, and completion of the summary document, supporting exhibits, appendices, and reimbursable expenses. Reimbursable expenses include items such as printing, mileage, photos, postage, messenger services, etc.

For any additional services beyond the scope of services identified above, the Client shall pay GHA in accordance with the attached *GHA Hourly Rates*. GHA will request prior approval of any Additional Services in writing prior to proceeding and will not proceed without written approval from the Client. The Client acknowledges that delayed approvals of additional effort requests may impact overall project schedule.

Invoices will be submitted on a monthly basis and will detail services performed. This permits the Client to review the status of the work in progress and the charges made.

VIII. Services Not Included

The following services are not included in this agreement: Should additional services be required beyond those outlined in *Section II: Scope of Services* of this Agreement, GHA will request written authorization prior to commencing the work.

1. Additional traffic and/or parking data collection or analyses beyond what is identified in Section II.
2. Parking data collection or parking analysis.
3. Revisions to the study resulting from changes in site plan, development components, project density, access operations or access points from the plan referenced.
4. Additional development scenarios or design horizons.
5. Revisions required by more than one submittal to the City for review.
6. Attendance, assistance, and/or testimony at Public Meetings and or Hearings, including preparation and travel time.

IX. General Conditions

The delineated services provided by Gewalt Hamilton Associates, Inc., (GHA) under this Agreement will be performed as reasonably required in accordance with the generally accepted standards for civil engineering and surveying services as reflected in the contract for this project at the time when and the place where the services are performed.

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 GHA. GHA'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 GHA because of this Agreement or the performance or nonperformance of services hereunder. In no event shall GHA be liable for any loss of profit or any consequential damages.

GHA shall not have control of and shall not be responsible for construction means, methods, techniques, sequences or procedures, or for job site safety measures. Such control is the sole responsibility of the Client's contractor.

The Client and GHA agree that all disputes between them arising out of or relating to this Agreement or the Project shall be submitted to nonbinding mediation in Chicago, Illinois unless the parties mutually agree otherwise.

This Agreement, including all subparts and *Attachment A*, which is attached hereto and incorporated herein as the General Provisions of this Agreement, constitute the entire integrated agreement between the parties which may not be modified without all parties consenting thereto in writing.

X. Authorization

By signing below, you indicate your acceptance of this Agreement in its entirety.

Sincerely,

Gewalt Hamilton Associates, Inc.



David Westergreen, E.I.
Traffic Engineer

City of Crystal Lake

Date: _____

Encl: August 3rd, 2023 Site Plan
August 9th, 2023 Site Plan
GHA Hourly Rates
Attachment A

2023.T109 Crystal Lake Sands Road Proposal.docx

**ATTACHMENT A TO GEWALT HAMILTON ASSOCIATES, INC.
PROFESSIONAL SERVICES AGREEMENT**

1. Standard of Care. The services provided by Gewalt Hamilton Associates, Inc., (GHA) under this Agreement will be reasonably performed consistent with the generally accepted standard of care for the Scope of Basic Services called for herein at the time when and the place where the services are provided. GHA will use reasonable care to comply with applicable codes and laws in effect at the time its services are provided.

2. Duration of Proposal. The terms of this Agreement are subject to renegotiation if not accepted within 60 calendar days of the date indicated on this Agreement. Requests for extension beyond 60 calendar days shall be made in writing prior to the expiration date. The fees and terms of this Agreement shall remain in full force and effect for one year from the date of acceptance of this Agreement, and shall be subject to revision at that time, or any time thereafter if GHA gives written notice to the other party at least 60 calendar days prior to the requested date of revision. In the event that the parties fail to agree on the new rates or other revisions, either party may terminate this Agreement as provided for herein.

3. Client Information. Client shall provide GHA with all project criteria and full information for its Scope of Basic Services. GHA may rely, without liability, on the accuracy and completeness of the information Client provides, including that of its other consultants, contractors and subcontractors, without independently verifying that information.

4. Payment. Payments are due within 30 calendar days after a statement is rendered. Statements not paid within 60 calendar days of the end of the calendar month when the statement is rendered will bear interest at the rate of one percent (1.0%) per month until paid. The provision for the payment of interest shall not be construed as authorization to pay late. Failure of the Client to make payments when due shall, in GHA's sole discretion, be cause for suspension of services without breach or termination of this agreement. Upon notification by GHA of suspension of services, Client shall pay in full all outstanding invoices within 7 calendar days. Client's failure to make such payment to GHA shall constitute a material breach of the Agreement and shall be cause for termination by GHA. GHA shall be entitled to reimbursement of all costs actually incurred by GHA in collecting overdue accounts under this Agreement, including, without limitations, attorney's fees and costs. GHA shall have no liability for any claims or damages arising from either suspension or termination of this Agreement due to Client's breach. The Client's obligation to pay for GHA's services is in no way dependent upon the Client's ability to obtain financing, rezoning, payment from a third party, approval of governmental or regulatory agencies or the Client's completion of the project.

5. Instruments of Service. The Client acknowledges GHA's plans and specifications, including field data, notes, calculations, and all documents or electronic data, are instruments of service. GHA shall retain ownership rights over all original documents and instruments of service. All instruments of service provided by GHA shall be reviewed by Client within 10 calendar days of receipt. Any deficiencies, errors, or omissions the Client discovers during this period will be reported to GHA and will be corrected as part of GHA's Basic Services. Failure to provide such notice shall constitute a waiver. The Client shall not reuse or make, or permit to be made, any modifications to the instruments of service without the prior written authorization of GHA. The Client waives all claims against GHA arising from any reuse or modification of the instruments of service not authorized by GHA. The Client agrees, to the fullest extent permitted by law, to defend and indemnify and hold GHA harmless from any liability, damage, or cost, including attorneys' fees, arising from the unauthorized reuse or modification of the instruments of service by any person or entity. The parties agree that if elements of the Scope of Basic Services identified in this Agreement are reduced and/or eliminated by Client, then Client waives, releases and holds GHA harmless from all claims and damages arising from those reduced and/or eliminated services. If GHA's Scope of Basic Services does not include construction administration phase services, Client assumes responsibility for interpretation of the instruments of service and construction observation, and waives all claims against GHA for any act, omission or event connected thereto. Unless included in GHA's Scope of Basic Services, GHA shall not be liable for coordination with of the services of Client's other design professionals.

6. Electronic Files. The Client acknowledges that differences may exist between the electronic files delivered and the printed instruments of service. In the event of a conflict between the signed / sealed printed instruments of service prepared by GHA and the electronic files, the signed / sealed instruments of service shall control. GHA's electronic files shall be prepared in the current software GHA uses and will follow GHA's standard formatting unless the Scope of Basic Services requires otherwise. Client accepts that GHA makes no warranty that its software will be compatible with other systems or software.

7. Applicable Codes. The Client acknowledges that applicable laws, codes and regulations may be subject to various, and possibly contradictory, interpretations. Client accepts that GHA does not warrant or guarantee that the Client's project will comply with interpretations of applicable laws, codes, and regulations as they may be interpreted to the project. Client agrees that GHA shall not be responsible for added project costs, delay damages, or schedule changes arising from unreasonable or unexpected interpretations of the laws, codes, or regulations applied to the project, nor for changes required by the permitting authorities due to changes in the law that became effective after completion of GHA's instruments of service. Client shall compensate GHA for additional fees required to revise the instruments of service to comply with such interpretations. Client shall also compensate GHA for additional fees required to revise the instruments of service if Client changes the project scope after GHA's completes its instruments of service.

8. Utilities and Soils. When the instruments of service include information pertaining to the location of underground utility facilities or soils, such information represents only the opinion of the engineer as to the possible locations. This information may be obtained from visible surface evidence, utility company records or soil borings performed by others, and is not represented to be the exact location or nature of these utilities or soils in the field. Client agrees that GHA may reasonably rely on the accuracy and completeness of information furnished by third parties respecting utilities, underground conditions and soils without performing any independent verification. Contractor is solely responsible for utility locations, their markings in the field and their placement on the plans based on information they provided. Client agrees GHA is not liable for damages resulting from utility conflicts, mistaken utility locates, unfavorable soils, and concealed or unforeseen conditions, including but not limited to added construction costs and/or project delays. If the Client wishes to obtain the services of a contractor to provide test holes and exact utility locations, GHA may incorporate that information into the design and reasonably rely upon it. If not included in the Scope of Basic Services, such work will be compensated as additional services.

9. Opinion of Probable Construction Costs. GHA's Scope of Basic Services may include the preparation of an opinion of probable construction costs. Client acknowledges that GHA has no control over the costs of labor, materials, or equipment, or over the contractor's methods of determining prices, or over competitive bidding or market conditions. Opinions of probable costs, shall be made on the basis of experience and qualifications applied to the project scope contemplated by this Agreement as well as information provided by Client (the accuracy and completeness of which GHA may rely upon), and represent GHA's reasonable judgment. Client accepts that GHA does not guarantee or warrant that proposals, bids, or the actual construction costs will not vary from opinions of probable cost prepared for the Client. GHA shall not be liable for cost differentials between the bid and/or actual costs and GHA's opinion of probable construction costs. Client agrees it shall employ an independent cost estimator if, based on its sole determination, it wants more certainty respecting construction costs,

10. Contractor's Work. Client agrees that GHA does not have control or charge of and is not responsible for construction means, methods, techniques, sequences or procedures, or for site or worker safety measures and programs including enforcement of Federal, State and local safety requirements, in connection with construction work performed by the Client or the Client's construction contractors. GHA is not responsible for the supervision and coordination of Client's construction contractors, subcontractors, materialmen, fabricators, erectors, operators, suppliers, or any of their employees, agents and representatives of such workers, or responsible for any machinery, construction equipment, or tools used and employed by contractors and subcontractors. GHA has no authority or right to stop the work. GHA may not direct or instruct the construction work in any regard. In no event shall GHA be liable for the acts or omissions of Client's construction contractors, subcontractors, materialmen, fabricators, erectors, operators or suppliers, or any persons or entities performing any of the work, or for failure of any of them to carry out their work as called for by the Construction Documents. The Client agrees that the Contractor is solely responsible for jobsite and worker safety and warrants that this intent shall be included in the Client's agreement with all prime contractors. The Client agrees that GHA and GHA's personnel and consultants (if any) shall be defended/indemnified by the Contractor for all claims asserted against GHA which arise out of the Contractor's or its subcontractors' negligence, errors or omissions in the performance of their work, and shall also be named as an additional insured on the Contractor's and subcontractors' general liability insurance policy. Client warrants that this intent shall be included in the Client's agreement with all prime contractors. If the responsible prime contractor's agreement fails to comply with the Client's intent then the Client agrees to assume the duty to defend and indemnify GHA for claims arising out of the Contractor's or subcontractors' negligence, errors or omissions in the performance of their work.

11. Contractor Submittals. Shop drawing and submittal reviews by GHA shall apply only to the items in the submissions that concern GHA's scope of Basic Services and only for the purpose of assessing if, upon successful incorporation in the project, they are generally consistent with the GHA's Instruments of Service. Client agrees that the Contractor is solely responsible for the submissions and for compliance with the Instruments of Service. Owner agrees that GHA's review and action in relation to the submissions does not constitute the provision of means, methods, techniques, sequencing or procedures of construction or extend to jobsite or worker safety. GHA's consideration of a component does not constitute acceptance of an assembled item.

12. Hazardous Materials. Client agrees that GHA has no responsibility or liability for any hazardous or toxic materials, contaminants or pollutants.

13. Record Drawings. If required by the Scope of Basic Services, record drawings will be prepared which may include unverified information compiled and furnished by others, the accuracy and completeness of which GHA may reasonably rely upon. Client accepts that GHA shall not verify the information provided to it and agrees GHA will not be responsible for any errors or omissions in the record drawings due to incorrect or incomplete information furnished by others to GHA.

14. Disputes. Client agrees to limit GHA's total aggregate liability to the Client for GHA's alleged acts, errors or omissions to \$50,000 or the amount of GHA's paid fees for its services on the project, whichever is greater. GHA's liability to Client shall be limited to twelve months from the last invoice submitted to Client by GHA, regardless of payment by Client. GHA makes no guarantees or warranties, either expressed or implied, including any warranty of habitability or fitness for a particular purpose. The parties agree to waive all claims against the other for any and all consequential damages, including attorneys' fees. The parties agree to waive against each other all rights and claims otherwise covered by property insurance, by builder's risk insurance or by all risk insurance, including but not limited to subrogation rights regardless of whether the claims arise during or post-construction and regardless of final payment to GHA.

All disputes arising out of or relating to this Agreement shall first be negotiated between the parties. If unresolved, the dispute shall be submitted to mediation as a condition precedent to litigation. Mediation shall take place in Chicago, Illinois unless the Client and GHA mutually agree otherwise. The fees and costs of the mediator shall be apportioned equally between the parties. If mediation is unsuccessful, litigation shall be the form of dispute resolution and shall be filed in the jurisdiction where the project was pending. The controlling law shall be the law of the jurisdiction where the project was located. Client agrees that all causes of action under this Agreement shall be deemed to have accrued and all statutory limitations periods shall commence no later than the date of GHA's services being substantially completed. Client agrees that any claim against GHA arising out of this Agreement shall be asserted only against the entity and not against GHA's owners, officers, directors, shareholders, or employees, none of whom shall bear any liability and may not be subject to any claim.

15. Miscellaneous. Either Client or GHA may terminate this Agreement without penalty at any time with or without cause by giving the other party ten (10) calendar days prior written notice. The Client shall, within thirty (30) calendar days of termination pay GHA for all services rendered and all costs incurred up to the date of termination in accordance with compensation provisions of this Agreement. Client shall not assign this Agreement without GHA's prior written consent. There are no third-party beneficiaries to this Agreement.

GHA PROFESSIONAL SERVICES HOURLY RATE GUIDE:
2023

The following rates will remain in effect until December 31, 2023, at which time they are subject to an annual increase:

PRINCIPAL	\$ 260.00
CIVIL ENGINEER VI	\$ 230.00
CIVIL ENGINEER V	\$ 218.00
CIVIL ENGINEER IV	\$ 202.00
CIVIL ENGINEER III	\$ 180.00
CIVIL ENGINEER II	\$ 170.00
CIVIL ENGINEER I	\$ 148.00
LAND SURVEYOR IV	\$ 200.00
LAND SURVEYOR III	\$ 165.00
LAND SURVEYOR II	\$ 145.00
LAND SURVEYOR I	\$ 135.00
GIS PROFESSIONAL III	\$ 190.00
GIS PROFESSIONAL II	\$ 156.00
GIS PROFESSIONAL I	\$ 148.00
ENVIRONMENTAL CONS. I	\$ 138.00
ENGINEERING TECHNICIAN V	\$ 210.00
ENGINEERING TECHNICIAN IV	\$ 160.00
ENGINEERING TECHNICIAN III	\$ 142.00
ENGINEERING TECHNICIAN II	\$ 125.00
ENGINEERING TECHNICIAN I	\$ 95.00
ACCOUNTING II	\$ 182.00
ACCOUNTING I	\$ 125.00
ADMINISTRATIVE I	\$ 88.00

Services provided under this Agreement will be billed according to the rates in effect at the time services are rendered.

Nick Hammonds

From: jallain@crystallake.org
Sent: Thursday, August 17, 2023 5:05 PM
To: [REDACTED]
Subject: RE: Help Needing from the Sustainability Committee

Hello Judy,

Thank you for reaching out and supporting the Sustainability Committee. The Committee is charged with spreading awareness on environmental issues at local events, attending seminars to continue our education, and providing recommendations to the City Council about implementing projects, policies, or programs.

The Committee does not review or comment on zoning related matters, the proper Commission to review such matters is the Planning and Zoning Commission as it is their duty to review zoning requests and make a recommendation to the City Council. We will forward your concerns to the Planning and Zoning Commission for their consideration.

The City wide topic of vehicle emissions falls within the scope of the Sustainability Committee and we would happily consider that topic in our future meetings.

Thank you again for reaching out,
Josh



Joshua Allain | Management Analyst | City Manager's Office



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-356-3687

From: Judy [REDACTED]
Sent: Tuesday, August 15, 2023 8:56 PM
To: Joshua Allain <jallain@crystallake.org>
Subject: Help Needing from the Sustainability Committee

CAUTION: This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

I understand the Sustainability Committee has continued the efforts of the former Ad Hoc Clean Air Counts Advisory Committee and as a citizen of Crystal Lake I am extremely grateful for the dedication of this committee.

I've been a Crystal Lake resident for 10+ years. Our Zoning Board is currently considering a re-zoning request by NVA Transportation.

There are MULTIPLE reasons that this should not be granted.

As you may already know, according to a recent study done by the Respiratory Health Association, Illinois ranks fifth among all states with the highest number of deaths from PM2.5 diesel engine pollution per capita in 2023. Mchenry County is listed as one of the "Dirty Dozen" counties with the highest concentrations of diesel vehicle pollution. Our county doesn't need more diesel exhaust.

The streets cannot support the volume of dangerous vehicles which would immediately put multiple children's safety at risk. There are no sidewalks. They wait for school buses on the roadside as well as ride bikes.

This expansion will also cause more flooding for this area.

I would appreciate it if the Sustainability Committee members would reach out to the Crystal Lake Zoning Board and provide your input so they can make the best decision for our community. Their next board meeting which will address this matter is September 6, 2023 at 7:00pm.

For more information, please see the following link.

[Petition · Stop NVA Transportation REZONING · Change.org](#)

Thank you for your time and dedication to serving our community.

Judy Jackowiak

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Nick Hammonds

From: Judy [REDACTED]
Sent: Thursday, August 17, 2023 5:12 PM
To: Joshua Allain
Subject: Re: Help Needing from the Sustainability Committee

CAUTION: This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Thank you for your response Josh and for considering the topic of vehicle emissions at future meetings.

Judy

On Thursday, August 17, 2023 at 05:04:54 PM CDT, Joshua Allain <jallain@crystallake.org> wrote:

Hello Judy,

Thank you for reaching out and supporting the Sustainability Committee. The Committee is charged with spreading awareness on environmental issues at local events, attending seminars to continue our education, and providing recommendations to the City Council about implementing projects, policies, or programs.

The Committee does not review or comment on zoning related matters, the proper Commission to review such matters is the Planning and Zoning Commission as it is their duty to review zoning requests and make a recommendation to the City Council. We will forward your concerns to the Planning and Zoning Commission for their consideration.

The City wide topic of vehicle emissions falls within the scope of the Sustainability Committee and we would happily consider that topic in our future meetings.

Thank you again for reaching out,

Josh



Joshua Allain | Management Analyst | City Manager's Office



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-356-3687

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There are MULTIPLE reasons that this should not be granted.

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Nick Hammonds

From: mybodomychoice [REDACTED]
Sent: Friday, August 18, 2023 8:53 AM
To: mnebel@crystallake.org
Subject: NVA 7013 Sands Rd

CAUTION: This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Our local family opposes the rezoning of the once forested 26 acre property now owned by NVA Transportation at 7013 Sands Rd. NVA's current operation runs around 50 semi-trucks and their request to expand with an additional 350 semi-trucks will be a detriment to Crystal Lake with added traffic, noise, light and air pollution. The de-forestation has already left the area blighted and the proposed designs for an enormous truck lot will be an ugly sight at the corridor of Rt 31 and Rt 14. Crystal Lake has a noted history of maintaining sensible zoning standards for businesses and residents alike and we hope the City Council will see fit to limit NVA in accordance with said standards.

Thank you,

The Anders Family

Nick Hammonds

From: Tom Brennan [REDACTED]
Sent: Friday, August 18, 2023 2:21 PM
To: mnebel@crystallake.org
Subject: NVA Re-zoning...why is this on the agenda?

CAUTION: This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

I am a 30+ year resident of Lor-el Estates neighborhood and am voicing my opposition to the proposed rezoning of the 20+ acres purchased by NVA Transportation on Sands Rd. Frankly I'm confused on why this is even on the agenda of the zoning board. Obviously bringing in 350 semi's into a residential neighborhood is detrimental to the community on multiple levels. Other local townships in McHenry County have turned down similar endeavors, why is Crystal Lake even entertaining this project? Especially in a residential neighborhood! The criteria established by the city to rezone speaks of 'do no harm'. NVA poses significant threats to property values, drinking water safety, local wildlife population, water drainage and increased crime. Help me out here, why is this on the agenda?

Sincerely,

Tom Brennan
4502 S. Nancy Dr.
Crystal Lake, IL 60014

Nick Hammonds

From: mnebel@crystallake.org
Sent: Friday, August 18, 2023 2:24 PM
To: emaxwell@crystallake.org; kcowlin@crystallake.org
Subject: FW: NVA Re-zoning...why is this on the agenda?

FYI



Melanie Nebel | Executive Assistant | City Manager's Office



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-459-2020 x4084

From: Tom Brennan [REDACTED]
Sent: Friday, August 18, 2023 2:21 PM
To: Melanie Nebel <mnebel@crystallake.org>
Subject: NVA Re-zoning...why is this on the agenda?

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Sincerely,

Tom Brennan
4502 S. Nancy Dr.
Crystal Lake, IL 60014

Nick Hammonds

From: mnebel@crystallake.org
Sent: Friday, August 18, 2023 2:24 PM
To: brennanlsinc@att.net
Subject: RE: NVA Re-zoning...why is this on the agenda?

Thank you for your email. We will provide it to the Mayor and City Council.

Sincerely,

Melanie



Melanie Nebel | Executive Assistant | City Manager's Office



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-459-2020 x4084

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Tom Brennan
4502 S. Nancy Dr.
Crystal Lake, IL 60014

Nick Hammonds

From: Tom Brennan [REDACTED]
Sent: Friday, August 18, 2023 3:03 PM
To: Melanie Nebel
Subject: Re: NVA Re-zoning...why is this on the agenda?

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Thank you, not an answer to my question but truly appreciate your help and support!

Best,

Tom Brennan

Sent from my iPhone

On Aug 18, 2023, at 2:24 PM, Melanie Nebel <mnebel@crystallake.org> wrote:

Thank you for your email. We will provide it to the Mayor and City Council.

Sincerely,

Melanie

Melanie Nebel | Executive Assistant | City Manager's Office [<image365812.PNG>](#)

[<imaged16669.PNG>](#)

[<imageaccce0.PNG>](#)

[<imagea26e85.PNG>](#) | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-459-2020 x4084

From: Tom Brennan [REDACTED]
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Tom Brennan
4502 S. Nancy Dr.
Crystal Lake, IL 60014

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Nick Hammonds

From: mnebel@crystallake.org
Sent: Friday, August 18, 2023 3:05 PM
To: [REDACTED]
Subject: RE: NVA Re-zoning...why is this on the agenda?

Hi Tom –

Happy to help. I have also forwarded your email to Planning Department staff, who will be able to answer your question.

Melanie



Melanie Nebel | Executive Assistant | City Manager's Office



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-459-2020 x4084

From: Tom Brennan [REDACTED]
Sent: Friday, August 18, 2023 3:03 PM
To: Melanie Nebel <mnebel@crystallake.org>
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<imaged16669.PNG>

Melanie Nebel | Executive Assistant | City Manager's Office

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Tom Brennan
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Crystal Lake, IL 60014

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Nick Hammonds

From: emaxwell@crystallake.org
Sent: Friday, August 18, 2023 3:10 PM
To: ivannartsev@gmail.com
Subject: FW: NVA Re-zoning...why is this on the agenda?



Elizabeth Maxwell AICP | City Planner | Community Development



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-356-3738

From: Melanie Nebel <mnebel@crystallake.org>
Sent: Friday, August 18, 2023 2:24 PM
To: Elizabeth Maxwell AICP <emaxwell@crystallake.org>; Kathryn Cowlin AICP <kcowlin@crystallake.org>
Subject: FW: NVA Re-zoning...why is this on the agenda?

FYI



Melanie Nebel | Executive Assistant | City Manager's Office



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-459-2020 x4084

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To: Melanie Nebel <mnebel@crystallake.org>
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Tom Brenman
4502 S. Nancy Dr.
Crystal Lake, IL 60014

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Nick Hammonds

From: mnebel@crystallake.org
Sent: Friday, August 18, 2023 3:11 PM
To: emaxwell@crystallake.org
Subject: FW: NVA Re-zoning...why is this on the agenda?

Hi Liz –

Would you please respond to Mr. Brennan – not sure if he knows the process.

Thanks!

Mel



Melanie Nebel | Executive Assistant | City Manager's Office



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-459-2020 x4084

From: Melanie Nebel
Sent: Friday, August 18, 2023 2:24 PM
To: 'Tom Brennan' [REDACTED]
Subject: RE: NVA Re-zoning...why is this on the agenda?

Thank you for your email. We will provide it to the Mayor and City Council.

Sincerely,

Melanie

From: Tom Brennan [REDACTED]
Sent: Friday, August 18, 2023 2:21 PM
To: Melanie Nebel <mnebel@crystallake.org>
Subject: NVA Re-zoning...why is this on the agenda?

CAUTION: This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

I am a 30+ year resident of Lor-el Estates neighborhood and am voicing my opposition to the proposed rezoning of the 20+ acres purchased by NVA Transportation on Sands Rd. Frankly I'm confused on why this is even on the agenda of the zoning board. Obviously bringing in 350 semi's into a residential neighborhood is detrimental to the community on multiple levels. Other local townships in McHenry County have turned down similar

endeavors, why is Crystal Lake even entertaining this project? Especially in a residential neighborhood! The criteria established by the city to rezone speaks of 'do no harm'. NVA poses significant threats to property values, drinking water safety, local wildlife population, water drainage and increased crime. Help me out here, why is this on the agenda?

Sincerely,

Tom Brennan
4502 S. Nancy Dr.
Crystal Lake, IL 60014

Nick Hammonds

From: emaxwell@crystallake.org
Sent: Friday, August 18, 2023 3:19 PM
To: [REDACTED]
Cc: mnebel@crystallake.org; kcowlin@crystallake.org
Subject: RE: NVA Re-zoning...why is this on the agenda?

Hello Mr. Brennan,

Thanks for contacting us. When a property owner looks to develop their property staff reviews the request and determines if it needs any zoning approvals. The proposed request did require zoning approvals so for him to move forward he needed to request these approvals. The process is to schedule a public hearing before the planning and zoning commission and then City Council for the votes.

I hope this helps
Thanks



Elizabeth Maxwell AICP | City Planner | Community Development



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-356-3738

From: Tom Brennan <>
Sent: Friday, August 18, 2023 2:21 PM
To: Melanie Nebel <mnebel@crystallake.org>
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Sincerely,

Tom Brenman
4502 S. Nancy Dr.
Crystal Lake, IL 60014

Nick Hammonds

From: Tom Brennan [REDACTED]
Sent: Friday, August 18, 2023 5:11 PM
To: Elizabeth Maxwell AICP
Cc: Melanie Nebel; Kathryn Cowlin AICP
Subject: Re: NVA Re-zoning...why is this on the agenda?

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Thank you for the quick response...lots of angst in the neighborhood over what's going on. Part of everything the McHenry County Board President instead of being our advocate is settled firmly in the opposing camp...oh what a world!

Thanks again...enjoy your weekend.

T

Sent from my iPhone

On Aug 18, 2023, at 3:19 PM, Elizabeth Maxwell AICP <emaxwell@crystallake.org> wrote:

Hello Mr. Brennan,

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Elizabeth Maxwell AICP | City Planner | Community Development

[<image6cb883.PNG>](#)

[<imagedb6126.PNG>](#)

[<imageb80493.PNG>](#)

[<image1749d3.PNG>](#) | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-356-3738

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Nick Hammonds

From: Raechel Marino [REDACTED]
Sent: Saturday, August 19, 2023 7:27 AM
To: mnebel@crystallake.org
Cc: comments@crystallake.org
Subject: NVA Transportation Rezoning

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Hello,

I am a resident of Crystal Lake, and I strongly oppose the proposal for NVA rezoning near route 31 & 14. Please help us keep the Crystal Lake community the best place to live in northern Illinois.

Thank you,
Nick and Raechel Marino

Nick Hammonds

From: Judy [REDACTED]
Sent: Saturday, August 19, 2023 6:49 PM
To: emaxwell@crystallake.org
Subject: Protect Crystal Lake

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Ms Maxwell,

I'm reaching out to you, because as the City Planner, I realize your responsibility in current projects, development and zoning cases. I also am aware that you promote the City in hopes of attracting and retaining business. With this in mind, I'd like to bring to your attention reasons to reject the request NVA Transportation has made to re-zone their property on Sands Rd.

Here are *many* reasons that re-zoning should not be allowed.

1.) **Potential train accident.** Many years ago, a student - who was on the bus in Fox River Grove - described how they screamed for the bus driver to pull off the tracks, the mass of students that ran forward in terror (knowing the train would hit them), and then blacking out and waking up with blood all over her from a deceased schoolmate. Imagine the terror these students and their parents experienced and continue to experience.

The NVA Truck Terminal could create the same situation - Sands Road is a bus route with railroad tracks. It's tricky and scary for traffic to navigate the road, tracks and lights. As we approach the flu season, there's more substitute bus drivers. And, there's a shortage of bus drivers. Drivers have to cover more routes and worry about making the schedule on time. This is a recipe for disaster.

2.) We have a growing number of children in the area with the diagnosis of asthma. No doubt the air pollution from the trucks would add to their issues.

3.) **Property values would plummet** if NVA is allowed to build their terminal. Who in their right mind would purchase a home near a truck terminal...unless it was dirt cheap? This would be devastating for the residents and decrease the taxes contributed to the Crystal Lake Schools, etc. Some homes are a key asset in the owner's financial portfolio. Some single parents, who struggle to make ends meet, couldn't possibly fill the gap that a property value loss would create.

4.) **Runoff from the terminal** which would pollute the drinking water. These residents depend on wells. NVA would, in effect, shorten life spans and create health issues for many people in our community.

5.) **Undo stress NVA would cause on our roads** and the bridge at Routes 14 and 31 is another concern. That particular older bridge was never intended for hundreds of semis to pass through daily. A collapse could kill people on and below the bridge.

- 6.) It's suspected that NVA's "Truck Terminal" will, in effect be doing some sort of brokerage...kind of like renting out, but with another layer of protection for NVA. Unfortunately, NVA will not be screening what is in the cargo. Truck terminals have been known as a venue for human trafficking.
- 7.) There are NO fire hydrants in the residential area which the terminal backs to. A fire would be devastating and result in property and potential loss of human lives.
- 8.) Residents of the surrounding communities, will no doubt avoid the area around the trucking terminal and Route 14. If they need to shop, they will turn to other communities and avoid the increased traffic and frustration caused by NVA.
- 9.) Businesses could potentially be economically affected by the inability to easily get into the Crystal Lake area from the east.
 - 10.) MCC students who rely on Route 14 would struggle to get to college easily. Route 14 is already a traffic mess, why in the world would we want to add an additional 350 semis travelling it daily?

The only entity truly benefitting from the rezoning would be the owner of NVA. Even though he would pay taxes to Crystal Lake, any benefit to Crystal Lake would be offset by the decreased tax base (for entities likes schools) from the home owners who have lower valued properties, loss of income to businesses that have become more frustrating to get to and road issues. Crystal Lake will become a bit of an "armpit" to avoid.

Thank you for your time and service to our community,

Judy Jackowiak
Crystal Lake Resident

Nick Hammonds

From: Judy [REDACTED]
Sent: Saturday, August 19, 2023 6:56 PM
To: awilgreen@crystallake.org
Subject: Protect Crystal Lake

CAUTION: This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Ms Wilgreen,

I'm reaching out to you, because as the City Engineer, I realize your responsibility regarding drainage, flooding, traffic and capital improvements is so important to our city. With this in mind, I'd like to bring to your attention reasons to reject the request NVA Transportation has made to re-zone their property on Sands Rd.

Here are *many* reasons that re-zoning should not be allowed.

- 1.) **Potential train accident.** Many years ago, a student - who was on the bus in Fox River Grove - described how they screamed for the bus driver to pull off the tracks, the mass of students that ran forward in terror (knowing the train would hit them), and then blacking out and waking up with blood all over her from a deceased schoolmate. Imagine the terror these students and their parents experienced and continue to experience. The NVA Truck Terminal could create the same situation - Sands Road is a bus route with railroad tracks. It's tricky and scary for traffic to navigate the road, tracks and lights. As we approach the flu season, there's more substitute bus drivers. And, there's a shortage of bus drivers. Drivers have to cover more routes and worry about making the schedule on time. This is a recipe for disaster.
- 2.) **We have a growing number of children in the area with the diagnosis of asthma.** No doubt the air pollution from the trucks would add to their issues.
- 3.) **Property values would plummet if NVA is allowed to build their terminal.** Who in their right mind would purchase a home near a truck terminal...unless it was dirt cheap? This would be devastating for the residents and decrease the taxes contributed to the Crystal Lake Schools, etc. Some homes are a key asset in the owner's financial portfolio. Some single parents, who struggle to make ends meet, couldn't possibly fill the gap that a property value loss would create.
- 4.) **Runoff from the terminal which would pollute the drinking water.** These residents depend on wells. NVA would, in effect, shorten life spans and create health issues for many people in our community.
- 5.) **Undo stress NVA would cause on our roads and the bridge at Routes 14 and 31 is another concern.** That particular older bridge was never intended for hundreds of semis to pass through daily. A collapse could kill people on and below the bridge.

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- 10.) MCC students who rely on Route 14 would struggle to get to college easily. Route 14 is already a traffic mess, why in the world would we want to add an additional 350 semis travelling it daily?

The only entity truly benefitting from the rezoning would be the owner of NVA. Even though he would pay taxes to Crystal Lake, any benefit to Crystal Lake would be offset by the decreased tax base (for entities like schools) from the home owners who have lower valued properties, loss of income to businesses that have become more frustrating to get to and road issues. Crystal Lake will become a bit of an "armpit" to avoid.

Thank you for your time and service to our community,

Judy Jackowiak
Crystal Lake Resident

Nick Hammonds

From: emaxwell@crystallake.org
Sent: Monday, August 21, 2023 8:27 AM
To: [REDACTED]
Subject: RE: Protect Crystal Lake

Thank you for the email. We will include this in any packets for the Planning and Zoning Commission and City Council members.



Elizabeth Maxwell AICP | City Planner | Community Development



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-356-3738

From: Judy [REDACTED]
Sent: Saturday, August 19, 2023 6:49 PM
To: Elizabeth Maxwell AICP <emaxwell@crystallake.org>
Subject: Protect Crystal Lake

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Nick Hammonds

From: emaxwell@crystallake.org
Sent: Monday, August 21, 2023 8:27 AM
To: kcowlin@crystallake.org
Subject: FW: Protect Crystal Lake

FYI



Elizabeth Maxwell AICP | City Planner | Community Development



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-356-3738

From: Elizabeth Maxwell AICP
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Crystal Lake Resident

Nick Hammonds

From: mnebel@crystallake.org
Sent: Monday, August 21, 2023 8:48 AM
To: [REDACTED]
Subject: RE: NVA Transportation Rezoning

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Sincerely,

Melanie

Melanie Nebel | Executive Assistant | City Manager's Office City of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: <http://www.crystallake.org> | Direct: 815-459-2020 x4084

-----Original Message-----

From: Raechel Marino [REDACTED]
Sent: Saturday, August 19, 2023 7:27 AM
To: Melanie Nebel <mnebel@crystallake.org>
Cc: Melanie Nebel <mnebel@crystallake.org>
Subject: NVA Transportation Rezoning

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Hello,

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Thank you,
Nick and Raechel Marino

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Sent: Monday, August 21, 2023 8:48 AM
To: emaxwell@crystallake.org; kcowlin@crystallake.org
Subject: FW: NVA Transportation Rezoning

FYI

Melanie Nebel | Executive Assistant | City Manager's Office City of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014
Website: <http://www.crystallake.org> | Direct: 815-459-2020 x4084

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From: emaxwell@crystallake.org
Sent: Monday, August 21, 2023 9:17 AM
To: ivannartsev@gmail.com
Subject: FW: Protect Crystal Lake



Elizabeth Maxwell AICP | City Planner | Community Development



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-356-3738

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Nick Hammonds

From: emaxwell@crystallake.org
Sent: Monday, August 21, 2023 9:18 AM
To: ivannartsev@gmail.com
Subject: FW: NVA Transportation Rezoning

Elizabeth Maxwell AICP | City Planner | Community Development City of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014
Website: <http://www.crystallake.org> | Direct: 815-356-3738

-----Original Message-----

From: Melanie Nebel <mnebel@crystallake.org>
Sent: Monday, August 21, 2023 8:48 AM
To: Elizabeth Maxwell AICP <emaxwell@crystallake.org>; Kathryn Cowlin AICP <kcowlin@crystallake.org>
Subject: FW: NVA Transportation Rezoning

FYI

Melanie Nebel | Executive Assistant | City Manager's Office City of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014
Website: <http://www.crystallake.org> | Direct: 815-459-2020 x4084

-----Original Message-----

From: Raechel Marino [REDACTED]
Sent: Saturday, August 19, 2023 7:27 AM
To: Melanie Nebel <mnebel@crystallake.org>
Cc: Melanie Nebel <mnebel@crystallake.org>
Subject: NVA Transportation Rezoning

CAUTION: This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I am a resident of Crystal Lake, and I strongly oppose the proposal for NVA rezoning near route 31 & 14. Please help us keep the Crystal Lake community the best place to live in northern Illinois.

Thank you,
Nick and Raechel Marino

Nick Hammonds

From: awilgreen@crystallake.org
Sent: Monday, August 21, 2023 10:03 AM
To: emaxwell@crystallake.org
Subject: FW: Protect Crystal Lake



Abigail Wilgreen PE CFM | City Engineer | Public Works



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-356-3605

From: Judy [REDACTED]
Sent: Saturday, August 19, 2023 6:56 PM
To: Abigail Wilgreen PE CFM <awilgreen@crystallake.org>
Subject: Protect Crystal Lake

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Ms Wilgreen,

I'm reaching out to you, because as the City Engineer, I realize your responsibility regarding drainage, flooding, traffic and capital improvements is so important to our city. With this in mind, I'd like to bring to your attention reasons to reject the request NVA Transportation has made to re-zone their property on Sands Rd.

Here are *many* reasons that re-zoning should not be allowed.

- 1.) **Potential train accident.** Many years ago, a student - who was on the bus in Fox River Grove - described how they screamed for the bus driver to pull off the tracks, the mass of students that ran forward in terror (knowing the train would hit them), and then blacking out and waking up with blood all over her from a deceased schoolmate. Imagine the terror these students and their parents experienced and continue to experience. The NVA Truck Terminal could create the same situation - Sands Road is a bus route with railroad tracks. It's tricky and scary for traffic to navigate the road, tracks and lights. As we approach the flu season, there's more substitute bus drivers. And, there's a shortage of bus drivers. Drivers have to cover more routes and worry about making the schedule on time. This is a recipe for disaster.
- 2.) We have a growing number of children in the area with the diagnosis of asthma. No doubt the air pollution from the trucks would add to their issues.

- 3.) Property values would plummet if NVA is allowed to build their terminal. Who in their right mind would purchase a home near a truck terminal...unless it was dirt cheap? This would be devastating for the residents and decrease the taxes contributed to the Crystal Lake Schools, etc. Some homes are a key asset in the owner's financial portfolio. Some single parents, who struggle to make ends meet, couldn't possibly fill the gap that a property value loss would create.
- 4.) Runoff from the terminal which would pollute the drinking water. These residents depend on wells. NVA would, in effect, shorten life spans and create health issues for many people in our community.
- 5.) Undo stress NVA would cause on our roads and the bridge at Routes 14 and 31 is another concern. That particular older bridge was never intended for hundreds of semis to pass through daily. A collapse could kill people on and below the bridge.
- 6.) It's suspected that NVA's "Truck Terminal" will, in effect be doing some sort of brokerage...kind of like renting out, but with another layer of protection for NVA. Unfortunately, NVA will not be screening what is in the cargo. Truck terminals have been known as a venue for human trafficking.
- 7.) There are NO fire hydrants in the residential area which the terminal backs to. A fire would be devastating and result in property and potential loss of human lives.
- 8.) Residents of the surrounding communities, will no doubt avoid the area around the trucking terminal and Route 14. If they need to shop, they will turn to other communities and avoid the increased traffic and frustration caused by NVA.
- 9.) Businesses could potentially be economically affected by the inability to easily get into the Crystal Lake area from the east.
- 10.) MCC students who rely on Route 14 would struggle to get to college easily. Route 14 is already a traffic mess, why in the world would we want to add an additional 350 semis travelling it daily?

The only entity truly benefitting from the rezoning would be the owner of NVA. Even though he would pay taxes to Crystal Lake, any benefit to Crystal Lake would be offset by the decreased tax base (for entities likes schools) from the home owners who have lower valued properties, loss of income to businesses that have become more frustrating to get to and road issues. Crystal Lake will become a bit of an "armpit" to avoid.

Thank you for your time and service to our community,

Judy Jackowiak
Crystal Lake Resident

Nick Hammonds

From: emaxwell@crystallake.org
Sent: Monday, August 21, 2023 10:06 AM
To: awilgreen@crystallake.org
Subject: RE: Protect Crystal Lake

She sent me the same email as the City Planner

Thanks



Elizabeth Maxwell AICP | City Planner | Community Development



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-356-3738

From: Abigail Wilgreen PE CFM <awilgreen@crystallake.org>
Sent: Monday, August 21, 2023 10:03 AM
To: Elizabeth Maxwell AICP <emaxwell@crystallake.org>
Subject: FW: Protect Crystal Lake



Abigail Wilgreen PE CFM | City Engineer | Public Works



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Website: www.crystallake.org | Phone: 815-356-3605

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Thank you for your time and service to our community,

Judy Jackowiak
Crystal Lake Resident

Nick Hammonds

From: Raechel Marino [REDACTED]
Sent: Monday, August 21, 2023 1:16 PM
To: Melanie Nebel
Subject: Re: NVA Transportation Rezoning

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Thank you!

On Mon, Aug 21, 2023 at 8:48 AM Melanie Nebel <mnebel@crystallake.org> wrote:

Thank you for your email. We will provide it to the Mayor and City Council.

Sincerely,

Melanie

Melanie Nebel | Executive Assistant | City Manager's Office
City of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014
Website: <http://www.crystallake.org> | Direct: 815-459-2020 x4084

-----Original Message-----

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Thank you,
Nick and Raechel Marino

This electronic message and any attached files contain information intended for the exclusive use of the individual or entity to whom it is addressed and may contain information that is proprietary, confidential and/or exempt from disclosure under applicable law, including protected health information (PHI). If you are not the intended recipient, you are hereby notified that any viewing, copying, disclosure or distribution of the

Nick Hammonds

From: Samantha Houk [REDACTED]
Sent: Monday, August 21, 2023 9:24 PM
To: mnebel@crystallake.org
Subject: Opposition for rezoning (NVA)

CAUTION: This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I am a local Crystal Lake resident voicing my strong opposition to the proposed rezoning of the 20+ acres purchased by NVA Transportation (7013 Sands Rd), which is currently seeking a Special Use Permit and three variances to develop a 350+ trailer capacity-trucking terminal. My family and I live on Oak Valley Dr and therefore live very close to the open land right off 31 that was cleared by this company. Among my concerns are increased traffic, road wear, excessive noise, as well as detrimental air, water, and light pollution. This is simply not the spot for this type of project and business! The request to re-zone the land directly adjacent to a residential area fails to meet the criteria established by the city and poses significant threats to property values, well water safety and the local wildlife population. Please hold this proposal to the high standards developed to ensure Crystal Lake businesses bring both quality and value to the community.

Sincerely,

Samantha Houk

Nick Hammonds

From: mnebel@crystallake.org
Sent: Tuesday, August 22, 2023 9:04 AM
To: [REDACTED]
Subject: RE: Opposition for rezoning (NVA)

Good morning -

Thank you for your email. We will provide it to the Mayor and City Council.

Sincerely,

Melanie



Melanie Nebel | Executive Assistant | City Manager's Office



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-459-2020 x4084

From: Samantha Houk [REDACTED]
Sent: Monday, August 21, 2023 9:24 PM
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Subject: Opposition for rezoning (NVA)

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Sincerely,

Samantha Houk

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Nick Hammonds

From: mnebel@crystallake.org
Sent: Tuesday, August 22, 2023 9:04 AM
To: emaxwell@crystallake.org; kcowlin@crystallake.org
Subject: FW: Opposition for rezoning (NVA)

FYI



Melanie Nebel | Executive Assistant | City Manager's Office



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-459-2020 x4084

From: Samantha Houk [REDACTED]
Sent: Monday, August 21, 2023 9:24 PM
To: Melanie Nebel <mnebel@crystallake.org>
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Sincerely,

Samantha Houk

Nick Hammonds

From: David Westergreen <dwestergreen@gha-engineers.com>
Sent: Thursday, August 24, 2023 2:53 PM
To: Abigail Wilgreen PE CFM
Cc: Matt Turk
Subject: RE: Crystal Lake - Traffic Study Request
Attachments: 2023.T109 Crystal Lake Sands Road Proposal - Resubmitted.pdf

CAUTION: This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Abigail,

I have added the meetings as requested.

Please let us know if you have any further questions, and whether you plan to move forward with us for this proposal.

Thank you,

David Westergreen (He/Him)

Traffic Engineer

GHA GEWALT HAMILTON
ASSOCIATES, INC.

625 Forest Edge Drive | Vernon Hills, Illinois 60061

Office: (847) 478-9700 | Fax: (847) 478-9701

Direct: (224) 352-2709 | Email: dwestergreen@gha-engineers.com

www.gha-engineers.com

From: Abigail Wilgreen PE CFM <awilgreen@crystallake.org>
Sent: Thursday, August 24, 2023 1:43 PM
To: David Westergreen <dwestergreen@gha-engineers.com>
Cc: Matt Turk <mturk@gha-engineers.com>
Subject: RE: Crystal Lake - Traffic Study Request

Thank you for this! Could you add attendance at PZC and City Council please in case it goes that route.

From: David Westergreen <dwestergreen@gha-engineers.com>
Sent: Thursday, August 17, 2023 3:59 PM
To: Abigail Wilgreen PE CFM <awilgreen@crystallake.org>
Cc: Matt Turk <mturk@gha-engineers.com>
Subject: RE: Crystal Lake - Traffic Study Request

CAUTION: This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Abigail,

Please find GHA's proposal for the requested Traffic Impact Study.

Let us know if you have any questions or comments regarding this proposal.

Thank you,

David Westergreen (He/Him)

Traffic Engineer



625 Forest Edge Drive | Vernon Hills, Illinois 60061

Office: (847) 478-9700 | Fax: (847) 478-9701

Direct: (224) 352-2709 | Email: dwestergreen@gha-engineers.com

www.gha-engineers.com

From: Abigail Wilgreen PE CFM <awilgreen@crystallake.org>

Sent: Tuesday, August 15, 2023 2:57 PM

Subject: Crystal Lake - Traffic Study Request

Good afternoon,

We have a petitioner who came forward in July for proposed truck storage. I did not have them do a traffic analysis as it was just storage. They received extensive opposition from the residents and are now evaluating warehouse distribution as an option. Truck storage needs approval from City Council whereas warehouse distribution does not. They have provided two proposed site plans with both these uses and would like to know the impacts and required improvements that would be necessary for both uses.

I would like to do this in two phases with phase 1 being the traffic counts at Route 14/Sands Road and along Sands Road (?). Just north of the property, Sands Road becomes a township road and has a weight limit restriction so technically not trucks will be going north or coming from the north. Phase 2 would be writing the actual traffic study report.

Of course they want this done as quickly as possible. Can you let me know if you have time to complete this study, if you want too and then when can you provide me with a quote. I'm sure I am missing things too so feel free to ask any questions.

Thank you!

Abby



Abigail Wilgreen PE CFM | City Engineer | Public Works



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-356-3605

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August 24th, 2023

Ms. Abigail Wilgreen, PE, CFM
City Engineer / Community Development
City of Crystal Lake
100 West Woodstock Street
Crystal Lake, Illinois 60014

625 Forest Edge Drive, Vernon Hills, IL 60061
TEL 847.478.9700 ■ FAX 847.478.9701

www.gha-engineers.com

Re: Traffic Impact Study
NVA Trucking Facility Expansion
Sands Road
Crystal Lake, Illinois
GHA Proposal No. 2023.T109

Dear Ms. Wilgreen:

Gewalt Hamilton Associates, Inc., (GHA) is pleased to submit our proposal for traffic engineering consulting services for the above referenced project.

Our proposal is based on GHA's understanding of the project including the preliminary plan and City comments provided via email, past work with the City, and our general familiarity with the site area.

We appreciate the opportunity to propose on this project and look forward to working with the City of Crystal Lake and the developer. Should you have any questions or if we can be of additional assistance, please do not hesitate to contact me at [REDACTED]

Sincerely,
Gewalt Hamilton Associates, Inc.



David W. Westergreen, E.I.
Traffic Engineer
dwestergreen@gha-engineers.com

Encl: GHA proposal No. 2023.T109

CC: Matt Turk, - GHA

Proposal for Professional Services
Traffic Impact Study
NVA Trucking Facility Expansion
Sands Road
Crystal Lake, Illinois
GHA Proposal No. 2023.T109

The City of Crystal Lake (Client / City) having an address of 100 W Woodstock Street in Crystal Lake, Illinois 60014 and Gewalt Hamilton Associates, Inc. (GHA), having an office at 625 Forest Edge Drive, Vernon Hills, Illinois 60061, agree and contract as follows:

I. Project Understanding

Gewalt Hamilton Associates, Inc. (GHA) will provide transportation planning and engineering services for the NVA Trucking Facility Expansion is to be constructed at the 21.48 Acre lot west of Sands Road, bordered by IL Route 31, north of US Route 14, and located in Crystal Lake, Illinois. Per the attached August 3rd and 9th, 2023 Concept Site plans, the development will consist of either a large warehouse expansion or a smaller truck storage expansion.

Access to the development is proposed via one full-access driveway off Sands Road, which connects to US Route 14. Sands Road is under the jurisdiction of the City of Crystal Lake. US Route 14 is under the jurisdiction of the Illinois Department of Transportation (IDOT). The intersection between US Route 14 and Sands Road is signalized.

Our work will be performed in two phases, at the request of the City of Crystal Lake. Phase I will consist of traffic counts at the US Route 14 and Sands Road intersection, as well as an intersection along Sands Road to determine how much local traffic is passing the proposed entrance. Phase II will consist of the preparation of a Traffic Impact Study in accordance with the City of Crystal Lake standards, including all necessary exhibits, for the impacts of both development types. It will also include project coordination with the project team and the City of Crystal Lake, as necessary.

II. Phase I: Traffic Counts

Upon written authorization from the Client, GHA will:

1. Conduct weekday (T-TH) morning (6-9 AM), weekday evening (3-6 PM), and Saturday midday (11 AM – 2 PM) peak period traffic turning movement counts (including pedestrian and bicycle) at the following intersections:
 - a. US Route 14 at Sands Road
 - b. Sands Road at Barrington Hardwoods Entrance

III. Phase II: Traffic Impact Study Document

The scope of services is based on guidelines published by the Institute of Transportation Engineers (ITE) and followed by most municipalities, as well as our experience with previous studies in the area. Upon written authorization from the Client, GHA will:

1. Collect available background information (e.g., historical traffic volume data, intersection, and roadway plans, etc.) and observe operations in the site vicinity.
2. Obtain available daily traffic counts along the study area roadways from the Illinois Department of Transportation's website: www.gettingaroundillinois.com and/or other sources.
3. Request 2050 traffic projections for the area roadways from the Chicago Metropolitan Agency for Planning (CMAP). The 2050 projections will be utilized to develop an appropriate "no-build" traffic model.
4. Identify and tabulate a "no-build" base model that includes existing traffic and any anticipated background growth and roadway improvement projects within the study area. We will evaluate the impacts of the no-build traffic in advance of the site traffic (total) evaluation. A buildout plus 5-year base model will be prepared to help ensure the impacts of the development on the local roadway system are accurately assessed.
5. Request the most recent 5-years of crash data in the site vicinity from the IDOT Bureau of Safety and/or Crystal Lake Police Department and document our findings in the Traffic Impact Study. Recommendations will be made if appropriate.
6. Develop an estimate of the traffic volumes associated with each of the two proposed development options and prepare exhibits detailing the site traffic of both developments. GHA will estimate the number of trips that each subject development will generate based on published rates contained in the ITE Trip Generation Handbook, 11th Edition, user information provided by the Client, and/or other approved sources. GHA will confirm the development assumptions – land use, size, and site access prior to completion of this task.
7. Conduct intersection capacity analyses at the study intersections under existing and future conditions (no-build and total traffic).
8. Determine, and make recommendations for, any roadway / operational improvements, if necessary, such as geometric improvements, traffic control improvements, and/or access modifications/restrictions to accommodate existing and future traffic conditions for the new development.
9. Prepare a Traffic Impact Study document, including exhibits and appendices to help explain our findings. The report will be appropriate for submittal to the City of Crystal Lake.
10. Attend meetings with the Crystal Lake City Council or Planning and Zoning Commission as needed.
11. Correct one (1) round of comments from the City.

IV. Information Request

The following information will be required prior to completing our analyses:

1. Confirmation on expected usage type for each development for both the warehouse and the truck storage.
2. Expected address of development.
3. Anticipated build-out year of the development.

V. Schedule

GHA is prepared to commence work upon receipt of written authorization to proceed. GHA will work with the Client to adjust the project schedule to meet its submission deadlines, as appropriate. Traffic data collection can normally commence within 7-10 business days after authorization.

Typically, a Traffic Impact Study takes two to three weeks to be ready for review. The final study can be ready for submittal one week after we receive your comments. GHA will work with the client to meet desired deadlines as appropriate, including holding work on Phase II until work on Phase I is complete.

VI. Key Personnel

Mr. David Westergreen, E.I., Civil Engineer, will function as the Project Manager. Mr. Westergreen will be assisted by other professional and technical staff, as needed.

VII. Compensation for Services

Based upon the scope of services identified above, GHA proposes a **Lump Sum** fee as shown below.

Service	Cost
Traffic Data Collection & Observations (Phase I) <i>2 locations, 18 hours total, includes video processing and travel</i>	\$1,350.00
Traffic Impact Study (Phase II)	\$9,500.00
Reimbursable Expenses	\$150.00
Total Lump Sum Fee	\$11,000.00

The proposed fee includes detailed analyses, operational review, and completion of the summary document, supporting exhibits, appendices, meetings, and reimbursable expenses. Reimbursable expenses include items such as printing, mileage, photos, postage, messenger services, etc.

For any additional services beyond the scope of services identified above, the Client shall pay GHA in accordance with the attached *GHA Hourly Rates*. GHA will request prior approval of any Additional Services in writing prior to proceeding and will not proceed without written approval from the Client. The Client acknowledges that delayed approvals of additional effort requests may impact overall project schedule.

Invoices will be submitted on a monthly basis and will detail services performed. This permits the Client to review the status of the work in progress and the charges made.

VIII. Services Not Included

The following services are not included in this agreement: Should additional services be required beyond those outlined in *Section II: Scope of Services* of this Agreement, GHA will request written authorization prior to commencing the work.

1. Additional traffic and/or parking data collection or analyses beyond what is identified in Section II.
2. Parking data collection or parking analysis.
3. Revisions to the study resulting from changes in site plan, development components, project density, access operations or access points from the plan referenced.
4. Additional development scenarios or design horizons.
5. Revisions required by more than one submittal to the City for review.

IX. General Conditions

The delineated services provided by Gewalt Hamilton Associates, Inc., (GHA) under this Agreement will be performed as reasonably required in accordance with the generally accepted standards for civil engineering and surveying services as reflected in the contract for this project at the time when and the place where the services are performed.

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 GHA. GHA'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 GHA because of this Agreement or the performance or nonperformance of services hereunder. In no event shall GHA be liable for any loss of profit or any consequential damages.

GHA shall not have control of and shall not be responsible for construction means, methods, techniques, sequences or procedures, or for job site safety measures. Such control is the sole responsibility of the Client's contractor.

The Client and GHA agree that all disputes between them arising out of or relating to this Agreement or the Project shall be submitted to nonbinding mediation in Chicago, Illinois unless the parties mutually agree otherwise.

This Agreement, including all subparts and *Attachment A*, which is attached hereto and incorporated herein as the General Provisions of this Agreement, constitute the entire integrated agreement between the parties which may not be modified without all parties consenting thereto in writing.

X. Authorization

By signing below, you indicate your acceptance of this Agreement in its entirety.

Sincerely,

Gewalt Hamilton Associates, Inc.



David Westergreen, E.I.
Traffic Engineer

City of Crystal Lake

Date: _____

Encl: August 3rd, 2023 Site Plan
August 9th, 2023 Site Plan
GHA Hourly Rates
Attachment A

2023.T109 Crystal Lake Sands Road Proposal.docx

**ATTACHMENT A TO GEWALT HAMILTON ASSOCIATES, INC.
PROFESSIONAL SERVICES AGREEMENT**

1. Standard of Care. The services provided by Gewalt Hamilton Associates, Inc., (GHA) under this Agreement will be reasonably performed consistent with the generally accepted standard of care for the Scope of Basic Services called for herein at the time when and the place where the services are provided. GHA will use reasonable care to comply with applicable codes and laws in effect at the time its services are provided.

2. Duration of Proposal. The terms of this Agreement are subject to renegotiation if not accepted within 60 calendar days of the date indicated on this Agreement. Requests for extension beyond 60 calendar days shall be made in writing prior to the expiration date. The fees and terms of this Agreement shall remain in full force and effect for one year from the date of acceptance of this Agreement, and shall be subject to revision at that time, or any time thereafter if GHA gives written notice to the other party at least 60 calendar days prior to the requested date of revision. In the event that the parties fail to agree on the new rates or other revisions, either party may terminate this Agreement as provided for herein.

3. Client Information. Client shall provide GHA with all project criteria and full information for its Scope of Basic Services. GHA may rely, without liability, on the accuracy and completeness of the information Client provides, including that of its other consultants, contractors and subcontractors, without independently verifying that information.

4. Payment. Payments are due within 30 calendar days after a statement is rendered. Statements not paid within 60 calendar days of the end of the calendar month when the statement is rendered will bear interest at the rate of one percent (1.0%) per month until paid. The provision for the payment of interest shall not be construed as authorization to pay late. Failure of the Client to make payments when due shall, in GHA's sole discretion, be cause for suspension of services without breach or termination of this agreement. Upon notification by GHA of suspension of services, Client shall pay in full all outstanding invoices within 7 calendar days. Client's failure to make such payment to GHA shall constitute a material breach of the Agreement and shall be cause for termination by GHA. GHA shall be entitled to reimbursement of all costs actually incurred by GHA in collecting overdue accounts under this Agreement, including, without limitations, attorney's fees and costs. GHA shall have no liability for any claims or damages arising from either suspension or termination of this Agreement due to Client's breach. The Client's obligation to pay for GHA's services is in no way dependent upon the Client's ability to obtain financing, rezoning, payment from a third party, approval of governmental or regulatory agencies or the Client's completion of the project.

5. Instruments of Service. The Client acknowledges GHA's plans and specifications, including field data, notes, calculations, and all documents or electronic data, are instruments of service. GHA shall retain ownership rights over all original documents and instruments of service. All instruments of service provided by GHA shall be reviewed by Client within 10 calendar days of receipt. Any deficiencies, errors, or omissions the Client discovers during this period will be reported to GHA and will be corrected as part of GHA's Basic Services. Failure to provide such notice shall constitute a waiver. The Client shall not reuse or make, or permit to be made, any modifications to the instruments of service without the prior written authorization of GHA. The Client waives all claims against GHA arising from any reuse or modification of the instruments of service not authorized by GHA. The Client agrees, to the fullest extent permitted by law, to defend and indemnify and hold GHA harmless from any liability, damage, or cost, including attorneys' fees, arising from the unauthorized reuse or modification of the instruments of service by any person or entity. The parties agree that if elements of the Scope of Basic Services identified in this Agreement are reduced and/or eliminated by Client, then Client waives, releases and holds GHA harmless from all claims and damages arising from those reduced and/or eliminated services. If GHA's Scope of Basic Services does not include construction administration phase services, Client assumes responsibility for interpretation of the instruments of service and construction observation, and waives all claims against GHA for any act, omission or event connected thereto. Unless included in GHA's Scope of Basic Services, GHA shall not be liable for coordination with of the services of Client's other design professionals.

6. Electronic Files. The Client acknowledges that differences may exist between the electronic files delivered and the printed instruments of service. In the event of a conflict between the signed / sealed printed instruments of service prepared by GHA and the electronic files, the signed / sealed instruments of service shall control. GHA's electronic files shall be prepared in the current software GHA uses and will follow GHA's standard formatting unless the Scope of Basic Services requires otherwise. Client accepts that GHA makes no warranty that its software will be compatible with other systems or software.

7. Applicable Codes. The Client acknowledges that applicable laws, codes and regulations may be subject to various, and possibly contradictory, interpretations. Client accepts that GHA does not warrant or guarantee that the Client's project will comply with interpretations of applicable laws, codes, and regulations as they may be interpreted to the project. Client agrees that GHA shall not be responsible for added project costs, delay damages, or schedule changes arising from unreasonable or unexpected interpretations of the laws, codes, or regulations applied to the project, nor for changes required by the permitting authorities due to changes in the law that became effective after completion of GHA's instruments of service. Client shall compensate GHA for additional fees required to revise the instruments of service to comply with such interpretations. Client shall also compensate GHA for additional fees required to revise the instruments of service if Client changes the project scope after GHA's completes its instruments of service.

8. Utilities and Soils. When the instruments of service include information pertaining to the location of underground utility facilities or soils, such information represents only the opinion of the engineer as to the possible locations. This information may be obtained from visible surface evidence, utility company records or soil borings performed by others, and is not represented to be the exact location or nature of these utilities or soils in the field. Client agrees that GHA may reasonably rely on the accuracy and completeness of information furnished by third parties respecting utilities, underground conditions and soils without performing any independent verification. Contractor is solely responsible for utility locations, their markings in the field and their placement on the plans based on information they provided. Client agrees GHA is not liable for damages resulting from utility conflicts, mistaken utility locates, unfavorable soils, and concealed or unforeseen conditions, including but not limited to added construction costs and/or project delays. If the Client wishes to obtain the services of a contractor to provide test holes and exact utility locations, GHA may incorporate that information into the design and reasonably rely upon it. If not included in the Scope of Basic Services, such work will be compensated as additional services.

9. Opinion of Probable Construction Costs. GHA's Scope of Basic Services may include the preparation of an opinion of probable construction costs. Client acknowledges that GHA has no control over the costs of labor, materials, or equipment, or over the contractor's methods of determining prices, or over competitive bidding or market conditions. Opinions of probable costs, shall be made on the basis of experience and qualifications applied to the project scope contemplated by this Agreement as well as information provided by Client (the accuracy and completeness of which GHA may rely upon), and represent GHA's reasonable judgment. Client accepts that GHA does not guarantee or warrant that proposals, bids, or the actual construction costs will not vary from opinions of probable cost prepared for the Client. GHA shall not be liable for cost differentials between the bid and/or actual costs and GHA's opinion of probable construction costs. Client agrees it shall employ an independent cost estimator if, based on its sole determination, it wants more certainty respecting construction costs,

10. Contractor's Work. Client agrees that GHA does not have control or charge of and is not responsible for construction means, methods, techniques, sequences or procedures, or for site or worker safety measures and programs including enforcement of Federal, State and local safety requirements, in connection with construction work performed by the Client or the Client's construction contractors. GHA is not responsible for the supervision and coordination of Client's construction contractors, subcontractors, materialmen, fabricators, erectors, operators, suppliers, or any of their employees, agents and representatives of such workers, or responsible for any machinery, construction equipment, or tools used and employed by contractors and subcontractors. GHA has no authority or right to stop the work. GHA may not direct or instruct the construction work in any regard. In no event shall GHA be liable for the acts or omissions of Client's construction contractors, subcontractors, materialmen, fabricators, erectors, operators or suppliers, or any persons or entities performing any of the work, or for failure of any of them to carry out their work as called for by the Construction Documents. The Client agrees that the Contractor is solely responsible for jobsite and worker safety and warrants that this intent shall be included in the Client's agreement with all prime contractors. The Client agrees that GHA and GHA's personnel and consultants (if any) shall be defended/indemnified by the Contractor for all claims asserted against GHA which arise out of the Contractor's or its subcontractors' negligence, errors or omissions in the performance of their work, and shall also be named as an additional insured on the Contractor's and subcontractors' general liability insurance policy. Client warrants that this intent shall be included in the Client's agreement with all prime contractors. If the responsible prime contractor's agreement fails to comply with the Client's intent then the Client agrees to assume the duty to defend and indemnify GHA for claims arising out of the Contractor's or subcontractors' negligence, errors or omissions in the performance of their work.

11. Contractor Submittals. Shop drawing and submittal reviews by GHA shall apply only to the items in the submissions that concern GHA's scope of Basic Services and only for the purpose of assessing if, upon successful incorporation in the project, they are generally consistent with the GHA's Instruments of Service. Client agrees that the Contractor is solely responsible for the submissions and for compliance with the Instruments of Service. Owner agrees that GHA's review and action in relation to the submissions does not constitute the provision of means, methods, techniques, sequencing or procedures of construction or extend to jobsite or worker safety. GHA's consideration of a component does not constitute acceptance of an assembled item.

12. Hazardous Materials. Client agrees that GHA has no responsibility or liability for any hazardous or toxic materials, contaminants or pollutants.

13. Record Drawings. If required by the Scope of Basic Services, record drawings will be prepared which may include unverified information compiled and furnished by others, the accuracy and completeness of which GHA may reasonably rely upon. Client accepts that GHA shall not verify the information provided to it and agrees GHA will not be responsible for any errors or omissions in the record drawings due to incorrect or incomplete information furnished by others to GHA.

14. Disputes. Client agrees to limit GHA's total aggregate liability to the Client for GHA's alleged acts, errors or omissions to \$50,000 or the amount of GHA's paid fees for its services on the project, whichever is greater. GHA's liability to Client shall be limited to twelve months from the last invoice submitted to Client by GHA, regardless of payment by Client. GHA makes no guarantees or warranties, either expressed or implied, including any warranty of habitability or fitness for a particular purpose. The parties agree to waive all claims against the other for any and all consequential damages, including attorneys' fees. The parties agree to waive against each other all rights and claims otherwise covered by property insurance, by builder's risk insurance or by all risk insurance, including but not limited to subrogation rights regardless of whether the claims arise during or post-construction and regardless of final payment to GHA.

All disputes arising out of or relating to this Agreement shall first be negotiated between the parties. If unresolved, the dispute shall be submitted to mediation as a condition precedent to litigation. Mediation shall take place in Chicago, Illinois unless the Client and GHA mutually agree otherwise. The fees and costs of the mediator shall be apportioned equally between the parties. If mediation is unsuccessful, litigation shall be the form of dispute resolution and shall be filed in the jurisdiction where the project was pending. The controlling law shall be the law of the jurisdiction where the project was located. Client agrees that all causes of action under this Agreement shall be deemed to have accrued and all statutory limitations periods shall commence no later than the date of GHA's services being substantially completed. Client agrees that any claim against GHA arising out of this Agreement shall be asserted only against the entity and not against GHA's owners, officers, directors, shareholders, or employees, none of whom shall bear any liability and may not be subject to any claim.

15. Miscellaneous. Either Client or GHA may terminate this Agreement without penalty at any time with or without cause by giving the other party ten (10) calendar days prior written notice. The Client shall, within thirty (30) calendar days of termination pay GHA for all services rendered and all costs incurred up to the date of termination in accordance with compensation provisions of this Agreement. Client shall not assign this Agreement without GHA's prior written consent. There are no third-party beneficiaries to this Agreement.

GHA PROFESSIONAL SERVICES HOURLY RATE GUIDE:
2023

The following rates will remain in effect until December 31, 2023, at which time they are subject to an annual increase:

PRINCIPAL	\$ 260.00
CIVIL ENGINEER VI	\$ 230.00
CIVIL ENGINEER V	\$ 218.00
CIVIL ENGINEER IV	\$ 202.00
CIVIL ENGINEER III	\$ 180.00
CIVIL ENGINEER II	\$ 170.00
CIVIL ENGINEER I	\$ 148.00
LAND SURVEYOR IV	\$ 200.00
LAND SURVEYOR III	\$ 165.00
LAND SURVEYOR II	\$ 145.00
LAND SURVEYOR I	\$ 135.00
GIS PROFESSIONAL III	\$ 190.00
GIS PROFESSIONAL II	\$ 156.00
GIS PROFESSIONAL I	\$ 148.00
ENVIRONMENTAL CONS. I	\$ 138.00
ENGINEERING TECHNICIAN V	\$ 210.00
ENGINEERING TECHNICIAN IV	\$ 160.00
ENGINEERING TECHNICIAN III	\$ 142.00
ENGINEERING TECHNICIAN II	\$ 125.00
ENGINEERING TECHNICIAN I	\$ 95.00
ACCOUNTING II	\$ 182.00
ACCOUNTING I	\$ 125.00
ADMINISTRATIVE I	\$ 88.00

Services provided under this Agreement will be billed according to the rates in effect at the time services are rendered.

Nick Hammonds

From: Judy [REDACTED]
Sent: Friday, August 25, 2023 12:59 PM
To: EBrady@crystallake.org; bhopkins@crystallake.org; chubbard@crystallake.org; MMontfort@crystallake.org; IPhilpot@crystallake.org; DSmith@crystallake.org; JGreenman@crystallake.org; WGrownow@crystallake.org; KRepholz@crystallake.org; ASkluzacek@crystallake.org; SSmith@crystallake.org; NTeetsov@crystallake.org
Subject: Protect Crystal Lake

CAUTION: This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon,

Thank you for your dedication to keeping Crystal Lake a wonderful place to live and work.

I'm reaching out to voice my extreme concern regarding the re-zoning request NVA Transportation has submitted regarding their property at 7013 Sands Rd. Here are the multiple concerns for her review.

1.) **Potential train accident.** A student, who was on the fatal bus/train crash in Fox River Grove, described how they screamed and ran forward in terror (knowing the train would hit them), then blacked out and woke up with blood all over her from a deceased schoolmate.

NVA Truck Terminal could create the same situation – Sands Road is a single lane road with bus routes and railroad tracks. It's tricky for traffic to navigate. This is a recipe for disaster.

2.) A chief concern is air pollution. Respiratory Health Association's study ranks Illinois 5th among all states with the highest number of deaths from PM2.5 diesel engine pollution per capita in 2023. McHenry county is one of the "Dirty Dozen" counties with the highest concentrations of diesel vehicle pollution. We have a growing number of children in the area with the diagnosis of asthma.

3.) Property values would plummet if NVA is allowed to build their terminal. Who in their right mind would purchase a home near a truck terminal...unless it was dirt cheap?

4.) Runoff from the NVA terminal would pollute the drinking water. The neighboring residents depend on their wells.

5.) The site is just over a half mile from The Hollows Conservation Area and even closer to several public parks. There are no sidewalks in the area. Kids ride their bikes in the streets.

6.) The stress NVA trucks would cause on our roads and the bridge at Routes 14 and 31 is another concern. That particularly older bridge was never intended for hundreds of semis to pass through daily. A collapse could be deadly.

7.) It's suspected that NVA's "Truck Terminal" will, in effect be doing some sort of brokerage...kind of like renting out, but with a layer of protection for NVA. NVA will not be screening what is in the cargo.

- 8.) There are NO fire hydrants in the residential area which the terminal backs to. A facility fire would be devastating and result in property and potential loss of human lives.
- 9.) Residents of the surrounding communities, will no doubt avoid the area around the trucking terminal and Route 14. They will avoid the increased traffic and turn to other communities for their shopping.
- 10.) Businesses could potentially be economically affected by the inability to easily get into the Crystal Lake area from the east.
- 11.) MCC students who rely on Route 14 would struggle to get to college easily. Route 14 is already a traffic mess, why in the world would we want to add an additional 350 semis travelling it daily?

Thank you for your time and attention to this matter.

Judy Jackowiak
Crystal Lake Resident

Nick Hammonds

From: awilgreen@crystallake.org
Sent: Monday, August 28, 2023 8:06 AM
To: emaxwell@crystallake.org
Subject: NVA Traffic Study
Attachments: Gewalt Hamilton Proposal.pdf; Civiltech Proposal.pdf

Of the 5 traffic consultants, 3 are unable to provide the study in a quick timeframe and declined.

Gewalt Hamilton (\$11,000) and Civiltech (\$16,600) provided the attached proposals.

Please tell them to email me who they would like to select or what they would like to do. We will then need a deposit for the full amount of the traffic study and I will need them to sign a form.



Abigail Wilgreen PE CFM | City Engineer | Public Works



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-356-3605

August 24th, 2023

Ms. Abigail Wilgreen, PE, CFM
City Engineer / Community Development
City of Crystal Lake
100 West Woodstock Street
Crystal Lake, Illinois 60014

625 Forest Edge Drive, Vernon Hills, IL 60061
TEL 847.478.9700 ■ FAX 847.478.9701

www.gha-engineers.com

Re: Traffic Impact Study
NVA Trucking Facility Expansion
Sands Road
Crystal Lake, Illinois
GHA Proposal No. 2023.T109

Dear Ms. Wilgreen:

Gewalt Hamilton Associates, Inc., (GHA) is pleased to submit our proposal for traffic engineering consulting services for the above referenced project.

Our proposal is based on GHA's understanding of the project including the preliminary plan and City comments provided via email, past work with the City, and our general familiarity with the site area.

We appreciate the opportunity to propose on this project and look forward to working with the City of Crystal Lake and the developer. Should you have any questions or if we can be of additional assistance, please do not hesitate to contact me at [REDACTED]

Sincerely,
Gewalt Hamilton Associates, Inc.



David W. Westergreen, E.I.
Traffic Engineer
dwestergreen@gha-engineers.com

Encl: GHA proposal No. 2023.T109

CC: Matt Turk, - GHA

Proposal for Professional Services
Traffic Impact Study
NVA Trucking Facility Expansion
Sands Road
Crystal Lake, Illinois
GHA Proposal No. 2023.T109

The City of Crystal Lake (Client / City) having an address of 100 W Woodstock Street in Crystal Lake, Illinois 60014 and Gewalt Hamilton Associates, Inc. (GHA), having an office at 625 Forest Edge Drive, Vernon Hills, Illinois 60061, agree and contract as follows:

I. Project Understanding

Gewalt Hamilton Associates, Inc. (GHA) will provide transportation planning and engineering services for the NVA Trucking Facility Expansion is to be constructed at the 21.48 Acre lot west of Sands Road, bordered by IL Route 31, north of US Route 14, and located in Crystal Lake, Illinois. Per the attached August 3rd and 9th, 2023 Concept Site plans, the development will consist of either a large warehouse expansion or a smaller truck storage expansion.

Access to the development is proposed via one full-access driveway off Sands Road, which connects to US Route 14. Sands Road is under the jurisdiction of the City of Crystal Lake. US Route 14 is under the jurisdiction of the Illinois Department of Transportation (IDOT). The intersection between US Route 14 and Sands Road is signalized.

Our work will be performed in two phases, at the request of the City of Crystal Lake. Phase I will consist of traffic counts at the US Route 14 and Sands Road intersection, as well as an intersection along Sands Road to determine how much local traffic is passing the proposed entrance. Phase II will consist of the preparation of a Traffic Impact Study in accordance with the City of Crystal Lake standards, including all necessary exhibits, for the impacts of both development types. It will also include project coordination with the project team and the City of Crystal Lake, as necessary.

II. Phase I: Traffic Counts

Upon written authorization from the Client, GHA will:

1. Conduct weekday (T-TH) morning (6-9 AM), weekday evening (3-6 PM), and Saturday midday (11 AM – 2 PM) peak period traffic turning movement counts (including pedestrian and bicycle) at the following intersections:
 - a. US Route 14 at Sands Road
 - b. Sands Road at Barrington Hardwoods Entrance

III. Phase II: Traffic Impact Study Document

The scope of services is based on guidelines published by the Institute of Transportation Engineers (ITE) and followed by most municipalities, as well as our experience with previous studies in the area. Upon written authorization from the Client, GHA will:

1. Collect available background information (e.g., historical traffic volume data, intersection, and roadway plans, etc.) and observe operations in the site vicinity.
2. Obtain available daily traffic counts along the study area roadways from the Illinois Department of Transportation's website: www.gettingaroundillinois.com and/or other sources.
3. Request 2050 traffic projections for the area roadways from the Chicago Metropolitan Agency for Planning (CMAP). The 2050 projections will be utilized to develop an appropriate "no-build" traffic model.
4. Identify and tabulate a "no-build" base model that includes existing traffic and any anticipated background growth and roadway improvement projects within the study area. We will evaluate the impacts of the no-build traffic in advance of the site traffic (total) evaluation. A buildout plus 5-year base model will be prepared to help ensure the impacts of the development on the local roadway system are accurately assessed.
5. Request the most recent 5-years of crash data in the site vicinity from the IDOT Bureau of Safety and/or Crystal Lake Police Department and document our findings in the Traffic Impact Study. Recommendations will be made if appropriate.
6. Develop an estimate of the traffic volumes associated with each of the two proposed development options and prepare exhibits detailing the site traffic of both developments. GHA will estimate the number of trips that each subject development will generate based on published rates contained in the ITE Trip Generation Handbook, 11th Edition, user information provided by the Client, and/or other approved sources. GHA will confirm the development assumptions – land use, size, and site access prior to completion of this task.
7. Conduct intersection capacity analyses at the study intersections under existing and future conditions (no-build and total traffic).
8. Determine, and make recommendations for, any roadway / operational improvements, if necessary, such as geometric improvements, traffic control improvements, and/or access modifications/restrictions to accommodate existing and future traffic conditions for the new development.
9. Prepare a Traffic Impact Study document, including exhibits and appendices to help explain our findings. The report will be appropriate for submittal to the City of Crystal Lake.
10. Attend meetings with the Crystal Lake City Council or Planning and Zoning Commission as needed.
11. Correct one (1) round of comments from the City.

IV. Information Request

The following information will be required prior to completing our analyses:

1. Confirmation on expected usage type for each development for both the warehouse and the truck storage.
2. Expected address of development.
3. Anticipated build-out year of the development.

V. Schedule

GHA is prepared to commence work upon receipt of written authorization to proceed. GHA will work with the Client to adjust the project schedule to meet its submission deadlines, as appropriate. Traffic data collection can normally commence within 7-10 business days after authorization.

Typically, a Traffic Impact Study takes two to three weeks to be ready for review. The final study can be ready for submittal one week after we receive your comments. GHA will work with the client to meet desired deadlines as appropriate, including holding work on Phase II until work on Phase I is complete.

VI. Key Personnel

Mr. David Westergreen, E.I., Civil Engineer, will function as the Project Manager. Mr. Westergreen will be assisted by other professional and technical staff, as needed.

VII. Compensation for Services

Based upon the scope of services identified above, GHA proposes a **Lump Sum** fee as shown below.

Service	Cost
Traffic Data Collection & Observations (Phase I) <i>2 locations, 18 hours total, includes video processing and travel</i>	\$1,350.00
Traffic Impact Study (Phase II)	\$9,500.00
Reimbursable Expenses	\$150.00
Total Lump Sum Fee	\$11,000.00

The proposed fee includes detailed analyses, operational review, and completion of the summary document, supporting exhibits, appendices, meetings, and reimbursable expenses. Reimbursable expenses include items such as printing, mileage, photos, postage, messenger services, etc.

For any additional services beyond the scope of services identified above, the Client shall pay GHA in accordance with the attached *GHA Hourly Rates*. GHA will request prior approval of any Additional Services in writing prior to proceeding and will not proceed without written approval from the Client. The Client acknowledges that delayed approvals of additional effort requests may impact overall project schedule.

Invoices will be submitted on a monthly basis and will detail services performed. This permits the Client to review the status of the work in progress and the charges made.

VIII. Services Not Included

The following services are not included in this agreement: Should additional services be required beyond those outlined in *Section II: Scope of Services* of this Agreement, GHA will request written authorization prior to commencing the work.

1. Additional traffic and/or parking data collection or analyses beyond what is identified in Section II.
2. Parking data collection or parking analysis.
3. Revisions to the study resulting from changes in site plan, development components, project density, access operations or access points from the plan referenced.
4. Additional development scenarios or design horizons.
5. Revisions required by more than one submittal to the City for review.

IX. General Conditions

The delineated services provided by Gewalt Hamilton Associates, Inc., (GHA) under this Agreement will be performed as reasonably required in accordance with the generally accepted standards for civil engineering and surveying services as reflected in the contract for this project at the time when and the place where the services are performed.

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 GHA. GHA'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 GHA because of this Agreement or the performance or nonperformance of services hereunder. In no event shall GHA be liable for any loss of profit or any consequential damages.

GHA shall not have control of and shall not be responsible for construction means, methods, techniques, sequences or procedures, or for job site safety measures. Such control is the sole responsibility of the Client's contractor.

The Client and GHA agree that all disputes between them arising out of or relating to this Agreement or the Project shall be submitted to nonbinding mediation in Chicago, Illinois unless the parties mutually agree otherwise.

This Agreement, including all subparts and *Attachment A*, which is attached hereto and incorporated herein as the General Provisions of this Agreement, constitute the entire integrated agreement between the parties which may not be modified without all parties consenting thereto in writing.

X. Authorization

By signing below, you indicate your acceptance of this Agreement in its entirety.

Sincerely,

Gewalt Hamilton Associates, Inc.



David Westergreen, E.I.
Traffic Engineer

City of Crystal Lake

Date: _____

Encl: August 3rd, 2023 Site Plan
August 9th, 2023 Site Plan
GHA Hourly Rates
Attachment A

2023.T109 Crystal Lake Sands Road Proposal.docx



Civiltech Engineering, Inc.
www.civiltechinc.com

Two Pierce Place, Suite 1400
Itasca, IL 60143
Phone: 630.773.3900
Fax: 630.773.3975

30 N LaSalle Street, Suite 3220
Chicago, IL 60602
Phone: 312.726.5910
Fax: 312.726.5911

Transportation Design
Traffic Engineering
Civil Engineering
Construction Engineering
Environmental Studies
Water Resources
Structural Design
Right of Way
Urban Design
Transportation Planning
Program Management

August 24, 2023

Ms. Abigail L. Wilgreen, P.E., CFM
City of Crystal Lake
100 W. Woodstock Street
Crystal Lake, IL 60014

**Re: Proposed Scope of Services and Fee Estimate
Traffic Impact Study
Proposed Truck Storage/Warehousing Development
Sands Road North of U.S. Route 14
Crystal Lake, Illinois**

Dear Ms. Wilgreen:

It is our understanding that a developer is petitioning the City to develop a roughly 21.5-acre property located along Sands Road. The property is a currently a vacant parcel encompassed by IL Route 31, the Union Pacific Railroad Line, and Sands Road. The proposed parcel wraps around two existing industrial sites located along the frontage of Sands Road north of the Union Pacific lines.

There are two proposed uses for the development site. The first is a 226,300 square foot warehousing facility with parking for 108 cars and 87 semitrailers. The second is a truck storage facility for up to 325 semitrailers with a 33,200 square foot office and 64 car parking spaces.

Both proposed uses have a single unsignalized access driveway to Sands Road that is located along the north edge of the existing industrial uses to the east of the proposed development site. This driveway is proposed to intersect Sands Road approximately 850 feet north of the existing Union Pacific Railroad crossing.

Civiltech's proposed scope of services is comprised of traffic analyses for both proposed land uses and the preparation of a draft and final technical memorandum. Attendance at one Planning and Zoning Commission and one City Council meeting is included should it be necessary. Following is a detailed scope of services for this study.



I. Scope of Services

PART 1 – DATA COLLECTION

Item 1. Traffic Counts

- a. Capture 24-hours-worth of intersection turning movement count video using Miovision Scout video cameras on a typical weekday and Saturday at the following intersections:
 - i. U.S. Route 14 (Northwest Highway)/Sands Road
 - ii. Sands Road/Smitana Road
- b. Process A.M. and P.M., and Saturday peak hours of video data at these two intersections
- c. Prepare a 2023 Existing Traffic exhibit summarizing the existing traffic count data within the study area.

PART 2 – TRAFFIC ANALYSIS

Item 1. Traffic Analysis

- a. Perform an existing conditions intersection capacity analysis for the following intersections using Highway Capacity Software (HCS) for the weekday morning, weekday evening, and Saturday peak hours.
 - i. U.S. Route 14 (Northwest Highway)/Sands Road
 - ii. Sands Road/Smitana Road
- b. Obtain 2050 traffic projections from CMAP to determine a growth factor to apply to existing traffic volumes to estimate background traffic volumes five years after construction of the development is completed (Design Year). Prepare a Design Year Background Traffic exhibit.
- c. Perform intersection capacity analysis for the design year background traffic conditions at the following intersections using HCS for the weekday morning, weekday evening, and Saturday peak hours.
 - i. U.S. Route 14 (Northwest Highway)/Sands Road
 - ii. Sands Road/Smitana Road
- d. Evaluation of Truck Storage Development Alternative
 - i. Estimate the anticipated number of vehicle trip ends that will be generated by the proposed truck storage development alternative using information from the developer, information published in the latest *Trip Generation Manual* (Institute of Transportation Engineers), and other sources in the literature. Do this for the weekday morning, weekday evening, and Saturday peak hours as well as a typical overall weekday. Any subsequent revisions to the site plan requiring changes to the trip generation analysis will require revisiting this scope of services.
 - ii. Estimate how new development trips will be distributed to points outside the study area during the weekday and Saturday peak hours.
 - iii. Assign estimated site-generated traffic to the proposed access locations and the adjacent roadway network intersections based on the assumed distribution percentages and prepare a Site-Generated Traffic exhibit for the weekday morning, weekday evening, and Saturday peak hours.
 - iv. Add the estimated trip generation volumes to the background traffic volumes and prepare a Total Traffic exhibit.



- v. Perform future conditions intersection capacity analyses using HCS for the weekday morning, weekday evening, and Saturday peak hours for the following intersections.
 - A. U.S. Route 14 (Northwest Highway)/Sands Road
 - B. Sands Road/Smitana Road
 - C. Sands Road/Site Access Driveway
- vi. Recommend improvements to the roadway network and at the site access driveway locations based on the results of the capacity analysis.
- e. Evaluation of Warehousing Alternative
 - iii. Repeat items i. through vii. listed above for the truck storage alternative.

Item 2 – Traffic Impact Study Report

- a. A draft written report in the form of a technical memorandum summarizing the analyses of both proposed development alternatives will be prepared and electronically submitted to the City for review, and revised one time based on City comments.
- b. The draft report will subsequently be submitted to the developer for review, and revised one time based on one complete set of comments.

Any comments requiring significant changes to intersection configurations, site plan layout and/or trip generation estimates will require revisiting this proposed scope and fee estimate.

Item 3 – Meetings and Coordination

- a. Attendance at one Planning and Zoning Commission meeting and one City Council meeting.
- b. Any additional meetings will be on an as-needed time and material basis. Assuming four hours per meeting (including travel time), an estimate of fee per meeting is approximately \$700.

Item 4 – Project Supervision and Administration

- a. Project setup, monthly invoicing, and internal coordination meetings.

II. Project Staff

The staff members who we will assign to this project have experience on project which involved all of the elements which will be encountered on this project. We proposed to employ the following staff on this project:

Project Manager:	James R. Woods, P.E., PTOE
Traffic Lead:	Brian R. DeSalle, P.E., PTOE
Traffic Engineer:	Mark R. Shorey

Civiltech's Statement of Qualifications and resumes of the above individuals are attached to this proposal.



III. Project Schedule

A draft report can be provided to the City within six weeks of notice to proceed.

IV. Fee Calculation

We propose to perform the work on a lump-sum fee basis. The lump-sum fee includes reimbursement of direct labor costs for the scope of services described above, overhead, direct, and indirect costs, fringe benefit and salary burden costs, plus profit. Our lump-sum fee is based on the workhour estimate and fee calculations shown below:

PART 1. DATA COLLECTION

Item	Task	Workhours
1.	Traffic Counts	18
Total		18

Part 1 Fee Estimate:	18 hrs. x \$46/hour x 2.8 =	\$ 2,318.40
	Direct Costs (Miovision + mileage estimate) =	\$ 1,834.96
	Part 1 Fee Estimate =	\$ 4,160.00

PART 2. TRAFFIC ANALYSIS

Item	Task	Workhours
1.	Traffic Analysis	24
2.	Traffic Impact Study Report	48
3.	Meetings and Coordination	12
4.	Supervision and Administration	4
Total		88

Part 2 Fee Estimate:	88 hrs. x \$50/hour x 2.8 =	\$ 12,320.00
	Direct Costs (mileage estimate) =	\$ 120.00
	Part 2 Fee Estimate =	\$ 12,440.00
	Total Fee for Parts 1 and 2 =	\$16,600



Additional Services:

During the course of the project, it may become necessary to perform additional services beyond the scope of this contract including but not limited to attendance at public meetings, additional traffic counts, analysis of additional phases of development, additional traffic analyses, additional geometric analyses/plans, or additional plan, exhibit, and report revisions. Should some of this work become necessary, the additional fee for extra work would be billed on a time-and-material basis. No additional work would be commenced without notifying client approval. Billing rates are as follows:

Project Manager:	\$65.50/hour x 2.80 = \$183.40/hour
Project Engineer:	\$55.00/hour x 2.80 = \$154.00/hour
Traffic Engineer:	\$42.25/hour x 2.80 = \$118.30/hour

This proposal assumes the scope of services will be complete within one year of notice to proceed.

Thank you for considering Civiltech for this assignment. We look forward to continuing our relationship with the City and assisting you and your staff with this and future assignments. If this proposal is acceptable to you, we will contact the City and provide them with the necessary information such that we can enter into our standard agreement with them regard this type of service. If you have any questions or require additional information, please call me at (630) 735-3942.

Very truly yours,

James R. Woods, P.E., PTOE
Project Manager
Civiltech Engineering, Inc.

Approved (Print Name): _____

Title: _____

Signature: _____

Date: _____



TALENT

Diverse Specialized Expertise
 Since Civiltech was founded, we have grown to a staff of **over 140 professionals** including **54 Licensed Professional Engineers**.

Abc Director
 Licensed Professional Engineer
 Other Licensed Professional

OUR TRANSPORTATION ENGINEERING SERVICES STAFF

Environmental & Design Studies
Jen Hyman, P.E.

Design
Jon Vana, P.E.

Construction Engineering
Jim Ewers, P.E.

Urban Design + Traffic
Mike Folkening, P.E., PTOE

Planning **Traffic**

Water Resources
Tom Liliensiek, P.E., CFM

Chicago Office
Chris Wolff, P.E.

Structures
Greg Hatlestad, P.E., S.E.

Right of Way
Dave White

Landscape Architecture
Phil Hutchinson, LEED AP, PLA

Licensed Professional Engineer	54
Certified PTOE	8
Certified Floodplain Manager	5
Licensed Drone Pilot	2
LEED Certified Professional	3
Licensed Appraiser	2
AICP Certified Planner	2
Lighting Engineer	2
Licensed Structural Engineer	2
Traffic Signal Engineer	1
Road Safety Professional	1
Professional Landscape Architect	1
Professional Geologist	1

Years of Experience at Civiltech Among Our Transportation Services Staff

≤4	56
5-10	30
11-15	11
16+	37

Our Operations Staff **Kyle Mishler**

Finance **Bob Atchison** | **Human Resources**

Information Technology | **Marketing**

Civiltech's Operations Staff partner with our Engineering team and provide robust services that keep the firm and our projects running smoothly.



TRANSPORTATION ENGINEERING SERVICES

A Full Suite of Services

Our multi-disciplinary team provides comprehensive transportation engineering services for whatever your project requires.

Transportation Design

Expressway and Highway Design

- Freeway and Tollway Design
- Arterial Highway Design
- Pedestrian and Bicycle Design
- Drainage and Utility Design
- Lighting Design



Traffic Signals and Intelligent Transportation Systems

- Traffic Signal Design
- Signal System Design
- Surveillance and Communication Systems

Traffic Engineering

- Traffic Counts and Data Analyses
- Crash Analyses and Safety Studies
- Traffic Modeling and Simulation
- Traffic Impact Studies Feasibility Studies
- Intersection and Interchange Design Studies
- Neighborhood Traffic Management and Traffic Calming



Civil Engineering

Municipal Engineering

- Infrastructure Management
- Street Rehabilitation and Reconstruction
- State and Federal-aid Grant Applications
- Project and Program Planning and Implementation
- Pedestrian and Bicycle Facilities
- Storm Drainage Studies
- Water and Sewer Systems Rehabilitation and Replacement
- Traffic Signals and Signal Systems
- Street Lighting
- Streetscape Enhancement
- Topographic and Route Surveys

Civil Site Engineering

- Site Evaluation, Planning, and Engineering
- Parking Lot Design
- Traffic Impact Studies
- Site Access and Off-Site Roadway Improvements
- Storm Drainage Design
- Water and Sewer Systems
- Utility Coordination and Permitting
- Site Lighting
- Park Design

Environmental Studies

- Environmental Impact Statements and Assessments
- Location and Design Studies
- Project Development Reports
- Location Drainage Studies
- Highway Noise Analyses
- Context Sensitive Solutions
- Historic Preservation Coordination
- Public Involvement Programs
- Design Visualizations

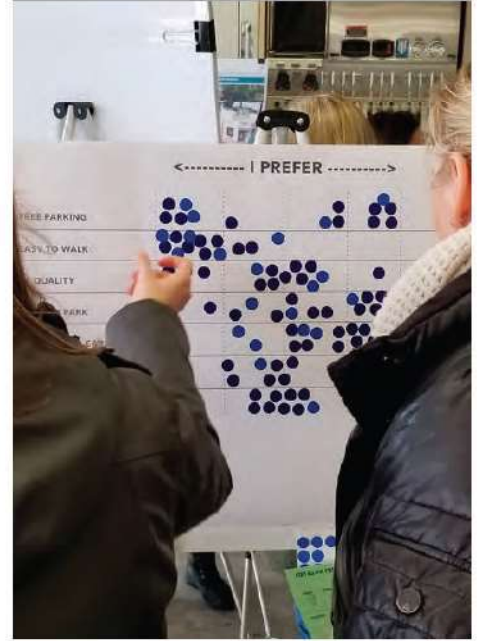


Construction Engineering

- Preconstruction Plan Review
- Constructability Reviews
- Construction Inspection
- Documentation
- Project Management
- Scheduling
- Materials Coordination Utilities Coordination
- Quality Control
- Quality Assurance of Material Testing
- Pay Estimates
- Construction Layout Verification
- Project Communication/Website Development & Hosting
- Stakeholder Coordination/Public Notification
- Erosion Control Inspection
- Traffic Control Inspection
- Final Inspection/Documentation



TRANSPORTATION ENGINEERING SERVICES



Water Resources

- Drainage and Utility Design
- Storm Sewer and Detention Basin Design
- Culvert and Bridge Hydraulic Structures Design
- Bridge Scour Evaluations
- Bank Stabilization
- Floodplain Permitting and Analysis
- Hydrologic and Hydraulic Modeling and Analysis
- Stormwater and Environmental Permitting
- Best Management Practices
- Stormwater Pump Stations

Structural Design

- Bridge Inspections
- Load Ratings
- Highway Bridges
- Railroad Bridges
- Pedestrian and Bicycle Bridges
- Underpasses
- Retaining Walls
- Bridge Inventory Program Management
- Drainage Structures
- Braced Excavations
- Vaulted Sidewalks

Right of Way

- Appraisals
- Appraisal Review
- Negotiation
- Relocation
- State Agency Coordination
- Right of Way Consulting
- Litigation Support Services
- Expert Testimony
- Specialty Reports

Urban Design

Streetscape Design

- Pedestrian Plaza Design
- Lighting
- Street Furnishings
- ADA Compliance
- Pedestrian and Bicycle Facilities
- Community Identifiers and Place Making

Landscape Architecture

- Trail System Design
- Park and Recreational Design
- Tree and Planting Design
- Gateway Treatments
- Graphics and Rendering
- Green Infrastructure

Transportation Planning

- Data Analytics
- Community, Neighborhood, and Corridor-level Planning
- Complete Streets
- Pedestrian and Bicycle Facilities
- Access to Transit Design
- Project Idea Generation and Grant Writing
- Creative Community Engagement
- Public Involvement Tech Tools
- Plangineering: Planning within a Phase I or II Engineering Project
- GIS/Mapmaking/Visual Display of Information

Program Management

- Field Survey and Asset Inventory
- Cost Estimating and Budget Programming
- Design and Permitting
- Agency and Stakeholder Coordination
- Project Sequencing and Construction Administration
- QC/QA
- Mapping and Exhibit Preparation
- Documentation and Reporting
- Development of Standards and Manuals
- Data Management



CLIENT PARTNERS

A Vast Network of Local Knowledge

Civiltech provides our clients a partner they can count on to deliver meaningful improvements and positive project outcomes for all of the users of their transportation networks and infrastructure.

Municipalities

- Village of Addison
- Village of Arlington Heights
- City of Aurora
- Village of Barrington
- City of Batavia
- Village of Bensenville
- Village of Berkeley
- Village of Bloomingdale
- Village of Bridgeview
- Village of Brookfield
- Village of Buffalo Grove
- City of Crystal Lake
- Village of Deer Park
- Village of Deerfield
- City of Des Plaines
- Village of Downers Grove
- Village of East Hazel Crest
- City of Elgin
- Village of Elk Grove Village
- City of Elmhurst
- City of Evanston
- Village of Fox Lake
- Village of Glendale Heights
- Village of Glen Ellyn
- Village of Glenview
- Village of Grayslake
- Village of Gurnee
- Village of Hanover Park
- Village of Hazel Crest
- Village of Hinsdale
- City of Highland Park
- Village of Hoffman Estates
- Village of Homewood
- Village of Huntley
- Village of Itasca
- City of Joliet
- Village of Lake Barrington
- City of Lake Forest
- Village of Lemont
- Village of Libertyville
- Village of Lisle
- City of Lockport
- Village of Lombard
- City of McHenry
- City of Marengo
- City of Milwaukee, WI
- Village of Morton Grove
- Village of Mount Prospect



- Village of Mundelein
- City of Naperville
- Village of Niles
- Village of Northbrook
- Village of Oak Brook
- Village of Orland Park
- Village of Palatine
- Village of Park Forest
- City of Park Ridge
- Village of Robbins
- Village of Schaumburg
- Village of Vernon Hills
- Village of Villa Park
- City of West Chicago
- Village of Wilmette
- Village of Winnetka
- Village of Winfield
- City of Woodstock

Regional Agencies

- Chicago Metropolitan Agency for Planning
- Cook County Department of Transportation and Highways
- DuPage County Division of Transportation
- Forest Preserve District of Cook County
- Illinois Department of Transportation
- Illinois Tollway
- Kane County Division of Transportation
- Lake County Division of Transportation
- Lake County Forest Preserve District
- McHenry County Division of Transportation
- Will County Division of Transportation

Other Client Partners

- Addison Fire Protection District
- Addison School District #4
- Arlington Heights School District 25
- Bloomingdale Fire Protection District
- Chicago Department of Transportation
- Chicago Park District
- Chicago Zoological Society
- College of DuPage
- Crystal Lake Park District
- Huntley Park District
- Libertyville High School District #128
- Mission Hills
- Morton Arboretum
- Palatine Public Library
- Palatine Fire Protection District
- River Forest School District 90
- South Suburban Mayors & Managers Association
- United States Postal Service
- Vernon Township
- Villa Park Fire Department



Jim Woods, P.E., PTOE

Project Manager



Expertise

Environmental Assessment
and Design Studies
Feasibility Studies
Traffic Engineering and Impact Studies
Highway Traffic Noise Analysis

Education

B.S. Civil Engineering, 1997
Valparaiso University

Professional Registrations

Professional Engineer - Illinois;
062-055445
Professional Traffic Operations
Engineer - National Certification; 2114

Certifications

FHWA Traffic Noise Model
Training Course, August 1998
Bowlby & Associates, Inc.
Phase I Process Overview and Location and
Environmental Studies, May 2004
Illinois Department of Transportation
Beginner - Advanced Synchro
and Sim Traffic Course, July 2000
University of Nebraska at Lincoln
VISSIM Intro Training, May 2006
PTV America
Context Sensitive
Solutions Approach, May 2007
Illinois Department of Transportation
Introduction to NEPA and Transportation
Decision Making, November 2009
FHWA/National Highway Institute
Course No. 142052
Highway Traffic Noise, August 2010
FHWA/National Highway Institute
Course No. 142051

Professional Organizations

Institute of Transportation Engineers

Jim has been employed in private consulting at Civiltech since June 1997. He currently serves as a Project Manager for the preparation of environmental and location-design studies and traffic engineering and impact studies. He also specializes in highway noise measurement, modeling, analysis and reporting. In addition, Jim has expertise in transportation modeling and simulation packages including Synchro, VISSIM and CORSIM.

Representative Projects

Environmental Assessment and Design Studies

Rockland Road (IL Route 21 to St. Mary's Road) Phase I Study; Village of Libertyville and Libertyville Township Highway Department

Industrial Drive Roadway Improvements; City of Elmhurst; \$2.0 million

York/Harger Intersection and Underpass Improvement; Village of Oak Brook; \$7.4 million

Greentree Drive/Red Top Drive/Fourth Avenue Resurfacing; Village of Libertyville

Golf Road Resurfacing STP Improvement; Village of Libertyville

Environmental Impact Statement, North DuSable Lake Shore Drive, Grand Avenue to Hollywood Avenue; City of Chicago; \$2.5 billion

Environmental Assessment and Design Report, U.S. Route 14 at CN Railroad Grade Separation; Village of Barrington; \$62.8 million

Categorical Exclusion Group I, IL 83 at Greenleaf Avenue and Pratt Avenue Intersection Improvements; Village of Elk Grove Village

Project Development Report, Thorndale Avenue Improvements, IL Route 53 (Rohlwing Road) to Arlington Heights Road; DuPage County Division of Transportation

Environmental Class of Action Determination and Design Report, IL Route 22, Quentin Road to IL Route 83; Illinois Department of Transportation; \$36.0 million

Project Development Report, Ridge Avenue Improvements, Howard Street to Lyons Street; City of Evanston; \$6.6 million

Project Development Report, 95th Street Park and Ride; City of Naperville; \$1.1 million

Environmental Class of Action Determination and Combined Design Report, Fairway Drive Extension, U.S. Route 45 to IL Route 60; Village of Vernon Hills; \$17.0 million

Project Report, Washington Street, IL Route 83 to U.S. Route 45; Lake County Division of Transportation; \$6.5 million

Project Development Report, Rollins Road, U.S. Route 45 to IL Route 132; Lake County Division of Transportation; \$5.0 million

Feasibility Studies

Hamilton Lakes/Elgin-O'Hare Expressway Access Study; Hamilton Partners

I-90 Corridor Study Local Agency Master Plan, IL Route 59 to Arlington Heights Road; Village of Schaumburg

Strategic Regional Arterial Study – Subset No. 5; Illinois Department of Transportation



Jim Woods, P.E., PTOE

Project Manager

Representative Projects (Continued)

Feasibility Studies (Continued)

North-South Arterial Traffic Study; Village of Barrington

Naperville Road/Warrenville Road/I-88 Interchange Feasibility Study; DuPage County Division of Transportation

Traffic Engineering and Impact Studies

General Traffic Engineering Services; Cook County Department of Transportation and Highways

Various Traffic Engineering Studies; Village of Libertyville

Motorola Campus Redevelopment Traffic Studies; Village of Schaumburg

On-call Traffic Engineering Services; Village of Schaumburg

Various Traffic Engineering Studies; Village of Libertyville

Various Traffic Engineering Studies; City of Crystal Lake

Various Traffic Engineering Studies; City of Highland Park

CN Railway Acquisition of the E, J & E Railway Traffic Impact Study; Village of Barrington

Fairground/Farm Bureau Property Traffic Impact Study; Lake County Division of Transportation

Vernon Hills Traffic Engineering Services; Village of Vernon Hills

City-Wide Traffic Engineering Study; City of Aurora

City Centre Traffic Circulation Study; City of Elmhurst

Highway Traffic Noise Analyses

Mobility Improvements to Support the South Lakefront Framework Plan/Obama Presidential Center; City of Chicago

North York Road/Harger Road Intersection Improvement Phase I Study; Village of Oak Brook

Darrell Road Phase I Study; Lake County Division of Transportation

Environmental Assessment and Design Report, Weiland Road/Lake Cook Road, Lake Cook Road to IL Route 22 and Buffalo Grove Road to Hastings Lane; Village of Buffalo Grove and Cook County Highway Department; \$80.0 million

Environmental Assessment and Design Report, Quentin Road, U.S. Route 12 to IL Route 22; Lake County Division of Transportation; \$24.0 million

Noise Analysis Technical Memorandum, Templeton Woods Traffic Noise Study, IL Route 83 from 31st Street to U.S. Route 34 (Ogden Avenue); TK Templeton Woods, LLC

Noise Analysis Technical Memorandum, Village of Oak Brook Noise Monitoring, Interstate 294 from IL Route 38 (Roosevelt Road) to 31st Street; Village of Oak Brook

Environmental Assessment and Design Report, Caton Farm Road and Bruce Road, Gaylord Road to Cedar Road; Will County Department of Highways

Environmental Class of Action Determination and Combined Design Report, IL Route 22, Quentin Road to IL Route 83; Illinois Department of Transportation; \$36.0 million

Jane Addams Memorial Tollway (I-90) Master Planning Study, IL Route 53 to Higgins Road; Illinois Tollway

Environmental Assessment and Design Report, IL Route 31 Western Bypass, Edgewood Drive to Rakow Road; McHenry County Division of Transportation; \$64.0 million

Environmental Class of Action Determination and Project Development Report, Orchard Road, U.S. Route 30 to Jericho Road; Kane County Division of Transportation; \$23.6 million



Brian DeSalle, P.E., PTOE

Engineer V



Expertise

Traffic Signal and Signal System Design
Traffic Engineering and Impact Studies
Traffic Signal Timing and Optimization
Traffic Modeling and Simulation
Safety Studies

Education

M.S. Civil Engineering, 2002
Purdue University

B.S. Civil Engineering, 1999
University of Missouri-Rolla

Professional Registrations

Professional Engineer – Illinois; 062-058689

Professional Traffic Operations
Engineer – National Certification; 2550

Certifications

Traffic Signal Seminar, October 2009

CECI/Illinois Department of Transportation

Traffic Signal Workshop, April 2008

Northwestern University Center
for Public Safety

VISSIM Intro Training, May 2006
PTV America

VISSIM Advanced Training, July 2011 PTV
America

Synchro/SimTraffic Level II Training August 2011
Trafficware

Professional Organizations

Institute of Transportation Engineers

Brian has been employed in the field of transportation engineering consulting for over 15 years. He serves as a Senior Project Engineer with specialization in traffic signal design, signal coordination and timing (SCAT), traffic simulation and modeling, and traffic engineering and impact studies. He has expertise in advanced transportation software and modeling packages such as Synchro and VISSIM.

Representative Projects

Traffic Signal and Signal System Design

Various Traffic Signal Designs; Illinois Department of Transportation – District One

Weiland Road Improvements (Lake Cook Road to IL Route 22); Lake County Division of Transportation

Lake Cook Road Phase II; Village of Buffalo Grove; \$43.5 million

Quentin Road, U.S. Route 12 to IL Route 22; Lake County Division of Transportation; \$22.8 million

Elgin-O'Hare Western Access (EOWA) IL Route 390, Lively Boulevard to Supreme Drive; Illinois Tollway; \$88.9 million

Traffic Signal Interconnect – Broadway/Sheridan Road, Hollywood Avenue to Devon Avenue; EJM Engineering, Inc.

Brookfield Zoo – Phase II Design; Chicago Zoological Society; \$3.4 million

Fairfield Road/IL Route 176 Phase II ; Lake County Division of Transportation; \$15.0 million

Kreutzer Road Phase II; Village of Huntley; \$4.7 million

Wilson Street Interconnect; City of Batavia; \$2.6 million

IL Route 31 at Klasen Road and Virginia Road; McHenry County Division of Transportation; \$9.0 million

IL Route 31 Western Algonquin Bypass; McHenry County Division of Transportation; \$60.0 million

Traffic Engineering and Impact Studies

York/Harger Intersection and Underpass Improvement; Village of Oak Brook; \$7.4 million

2016 Indefinite Quantities Traffic Engineering Services; City of Highland Park

Crystal Lake Traffic Engineering Services; City of Crystal Lake

TE-1 On-Call Traffic Engineering Services; Village of Schaumburg

CVS Traffic Study; City of Crystal Lake

Edwards Elementary School Annex Traffic Study; Public Building Commission of Chicago

Traffic Engineering Services; Village of Libertyville

2013 Maple Avenue/Fairview Avenue Traffic Study; Village of Downers Grove

Roselle Road/Bethel Lane Intersection Study; Village of Schaumburg

2013 Pleasant Square Traffic Impact Study Update; M/I Homes of Chicago, LLC

Centegra Health System – Huntley Hospital; Centegra Health System



Brian DeSalle, P.E., PTOE

Engineer V

Representative Projects (Continued)

Traffic Engineering and Impact Studies (Continued)

Second Street One-Way/Two-Way Study; City of Elmhurst

Memory Gardens Traffic Impact and Parking Study; SCI Illinois Services, Inc.

Lake County Fairgrounds/Farm Bureau Property Traffic Impact Study; Lake County Division of Transportation

Vernon Hills Traffic Engineering Services; Village of Vernon Hills

Park Ridge Comprehensive Traffic and Parking Study; City of Park Ridge

The Ravines Traffic Impact Study; The Harp Group

Hamilton Lakes/Elgin-O'Hare Expressway Access Study; Hamilton Partners

I-90 at Meacham Road/Roselle Road Interchange Study; Village of Schaumburg

Traffic Signal Timing and Optimization

Thorndale Avenue, Arlington Heights Road to IL Route 53; DuPage County Division of Transportation

Van Buren Street and Elgin Avenue Reconstruction; Gerald L. Heinz and Associates

Various Traffic Control Warrant and Signal Timing Studies; City of Chicago

Cubs Post-Game Timing Study – Irving Park Road; City of Chicago Office of Emergency Management & Communications

Traffic Modeling and Simulation

Stony Island Avenue Cycle Track (Synchro); Chicago Department of Transportation

North Lake Shore Drive Phase I Study (Synchro and VISSIM); City of Chicago

Ford Chicago Assembly Plant Traffic Simulation 2011 Update (VISSIM); Alfred Benesch & Company

CN Railway Acquisition of the E.J. & E. Railway – Traffic Impact Study (VISSIM); Village of Barrington

I-90/I-290/Meacham Road (Synchro); Village of Schaumburg

IL Route 176/Fairfield Road Phase I Study (VISSIM); – Lake County Division of Transportation

Thorndale Avenue Phase I Study (Synchro)– DuPage County Division of Transportation

Interstate 55 at IL Route 59 Interchange Study (Synchro)– City of Joliet

Jane Addams Memorial Tollway (I-90) Master Planning Study, IL Route 53 to Higgins Road (VISSIM); Illinois Tollway (VISSIM)

Ridge Avenue, Howard Street to Lyons Street, Phase I, II, and III (Synchro); City of Evanston

Lake Cook Road/Arlington Heights Road CFI Study (VISSIM); Lake County Division of Transportation

Nick Hammonds

From: emaxwell@crystallake.org
Sent: Monday, August 28, 2023 8:16 AM
To: ivannartsev@gmail.com
Subject: FW: NVA Traffic Study
Attachments: Gewalt Hamilton Proposal.pdf; Civiltech Proposal.pdf

Ivan,

Please review and select and get back with Abby about moving forward. We broke it into two phases so that they could evaluate each site plan. Then the full traffic study would only be on the plan you chose to move forward with.

Thanks



Elizabeth Maxwell AICP | City Planner | Community Development



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-356-3738

From: Abigail Wilgreen PE CFM <awilgreen@crystallake.org>
Sent: Monday, August 28, 2023 8:06 AM
To: Elizabeth Maxwell AICP <emaxwell@crystallake.org>
Subject: NVA Traffic Study

Of the 5 traffic consultants, 3 are unable to provide the study in a quick timeframe and declined.

Gewalt Hamilton (\$11,000) and Civiltech (\$16,600) provided the attached proposals.

Please tell them to email me who they would like to select or what they would like to do. We will then need a deposit for the full amount of the traffic study and I will need them to sign a form.



Abigail Wilgreen PE CFM | City Engineer | Public Works



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-356-3605

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Nick Hammonds

From: awilgreen@crystallake.org
Sent: Friday, September 1, 2023 11:56 AM
To: emaxwell@crystallake.org
Subject: RE: NVA Trucking
Attachments: NVA Task Order.pdf

Please ask them to sign this task order on the first page, project beneficiary. Then they need to send me a check made out to City Of Crystal Lake for \$16,600 before we can start. Any money that isn't used will be returned to them.



Abigail Wilgreen PE CFM | City Engineer | Public Works



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-356-3605

From: Abigail Wilgreen PE CFM
Sent: Wednesday, August 30, 2023 1:01 PM
To: Elizabeth Maxwell AICP <emaxwell@crystallake.org>
Subject: RE: NVA Trucking

I forwarded the traffic task order to Civiltech for them to sign.

From: Elizabeth Maxwell AICP <emaxwell@crystallake.org>
Sent: Wednesday, August 30, 2023 11:28 AM
To: Abigail Wilgreen PE CFM <awilgreen@crystallake.org>
Subject: FW: NVA Trucking

Looks like they are selecting CivilTech. They need to sign one of the proposals and return it correct?



Elizabeth Maxwell AICP | City Planner | Community Development



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-356-3738

From: Mark Daniel <mark@thedaniellawoffice.com>
Sent: Tuesday, August 29, 2023 4:23 PM
To: Elizabeth Maxwell AICP <emaxwell@crystallake.org>; Kathryn Cowlin AICP <kcowlin@crystallake.org>
Cc: Joe Abel <jlabel@ameritech.net>; Ivan Nartsev <ivannartsev@gmail.com>
Subject: NVA Trucking

CAUTION: This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Kathryn and Elizabeth,

Please see the correspondence attached regarding new counsel for NAV and Civiltech. I am available most of Thursday morning from 7:30 AM until noon at the moment.

Mark W. Daniel
DANIEL LAW OFFICE, P.C.
17W733 Butterfield Road
Unit F
Oakbrook Terrace, Illinois 60181
(630) 833-3311
Fax: (630) 833-3511
mark@thedaniellawoffice.com

TASK ORDER

In accordance with Section 1.2 of the Master Contract dated May 1, 2018 between the City and the Consultant, the Parties agree to the following Task:

Task Name: NVA Trucking

- 1. **Contracted Services (attach proposal if appropriate):** See attached
- 2. **Project Schedule (attach separate schedule if appropriate):** NA
- 3. **Project Completion Date:** All Contracted Services must be completed on or before October 20, 2023 assuming all paperwork and deposit check is received by September 8, 2023.
- 4. **Cost:** \$16,600
- 5. **Additional Changes to the Master Contract (if applicable):** N/A

6. Consultant's Acknowledgement

The Consultant acknowledges that it is providing the Services on behalf of the firm or company identified below (the Project Beneficiary as defined in the Master Contract. Payment for the Services will be provided by the Project Beneficiary.

CITY

CONSULTANT – Civiltech

Signature
City Manager

James B. Woods
Signature

James B. Woods / project mgr.
Name and title (printed or typed)

_____, 20____
Date

August 31, 2023
Date

Acknowledgement of Project Beneficiary:

Name of Project Beneficiary: _____

The Project Beneficiary acknowledges and agrees that the Services provided by the Consultant under this Task Order for this Task are for the benefit of the Project Beneficiary, that the Project Beneficiary approves the scope and cost of this Task, and that the Project Beneficiary agrees and binds itself to pay to the City that cost.

By: _____

Printed name: _____

Title: _____

Date: _____, 20____



Civiltech Engineering, Inc.
www.civiltechinc.com

Two Pierce Place, Suite 1400
Itasca, IL 60143
Phone: 630.773.3900
Fax: 630.773.3975

30 N LaSalle Street, Suite 3220
Chicago, IL 60602
Phone: 312.726.5910
Fax: 312.726.5911

Transportation Design
Traffic Engineering
Civil Engineering
Construction Engineering
Environmental Studies
Water Resources
Structural Design
Right of Way
Urban Design
Transportation Planning
Program Management

August 24, 2023

Ms. Abigail L. Wilgreen, P.E., CFM
City of Crystal Lake
100 W. Woodstock Street
Crystal Lake, IL 60014

**Re: Proposed Scope of Services and Fee Estimate
Traffic Impact Study
Proposed Truck Storage/Warehousing Development
Sands Road North of U.S. Route 14
Crystal Lake, Illinois**

Dear Ms. Wilgreen:

It is our understanding that a developer is petitioning the City to develop a roughly 21.5-acre property located along Sands Road. The property is a currently a vacant parcel encompassed by IL Route 31, the Union Pacific Railroad Line, and Sands Road. The proposed parcel wraps around two existing industrial sites located along the frontage of Sands Road north of the Union Pacific lines.

There are two proposed uses for the development site. The first is a 226,300 square foot warehousing facility with parking for 108 cars and 87 semitrailers. The second is a truck storage facility for up to 325 semitrailers with a 33,200 square foot office and 64 car parking spaces.

Both proposed uses have a single unsignalized access driveway to Sands Road that is located along the north edge of the existing industrial uses to the east of the proposed development site. This driveway is proposed to intersect Sands Road approximately 850 feet north of the existing Union Pacific Railroad crossing.

Civiltech's proposed scope of services is comprised of traffic analyses for both proposed land uses and the preparation of a draft and final technical memorandum. Attendance at one Planning and Zoning Commission and one City Council meeting is included should it be necessary. Following is a detailed scope of services for this study.



I. Scope of Services

PART 1 – DATA COLLECTION

Item 1. Traffic Counts

- a. Capture 24-hours-worth of intersection turning movement count video using Miovision Scout video cameras on a typical weekday and Saturday at the following intersections:
 - i. U.S. Route 14 (Northwest Highway)/Sands Road
 - ii. Sands Road/Smitana Road
- b. Process A.M. and P.M., and Saturday peak hours of video data at these two intersections
- c. Prepare a 2023 Existing Traffic exhibit summarizing the existing traffic count data within the study area.

PART 2 – TRAFFIC ANALYSIS

Item 1. Traffic Analysis

- a. Perform an existing conditions intersection capacity analysis for the following intersections using Highway Capacity Software (HCS) for the weekday morning, weekday evening, and Saturday peak hours.
 - i. U.S. Route 14 (Northwest Highway)/Sands Road
 - ii. Sands Road/Smitana Road
- b. Obtain 2050 traffic projections from CMAP to determine a growth factor to apply to existing traffic volumes to estimate background traffic volumes five years after construction of the development is completed (Design Year). Prepare a Design Year Background Traffic exhibit.
- c. Perform intersection capacity analysis for the design year background traffic conditions at the following intersections using HCS for the weekday morning, weekday evening, and Saturday peak hours.
 - i. U.S. Route 14 (Northwest Highway)/Sands Road
 - ii. Sands Road/Smitana Road
- d. Evaluation of Truck Storage Development Alternative
 - i. Estimate the anticipated number of vehicle trip ends that will be generated by the proposed truck storage development alternative using information from the developer, information published in the latest *Trip Generation Manual* (Institute of Transportation Engineers), and other sources in the literature. Do this for the weekday morning, weekday evening, and Saturday peak hours as well as a typical overall weekday. Any subsequent revisions to the site plan requiring changes to the trip generation analysis will require revisiting this scope of services.
 - ii. Estimate how new development trips will be distributed to points outside the study area during the weekday and Saturday peak hours.
 - iii. Assign estimated site-generated traffic to the proposed access locations and the adjacent roadway network intersections based on the assumed distribution percentages and prepare a Site-Generated Traffic exhibit for the weekday morning, weekday evening, and Saturday peak hours.
 - iv. Add the estimated trip generation volumes to the background traffic volumes and prepare a Total Traffic exhibit.



- v. Perform future conditions intersection capacity analyses using HCS for the weekday morning, weekday evening, and Saturday peak hours for the following intersections.
 - A. U.S. Route 14 (Northwest Highway)/Sands Road
 - B. Sands Road/Smitana Road
 - C. Sands Road/Site Access Driveway
- vi. Recommend improvements to the roadway network and at the site access driveway locations based on the results of the capacity analysis.
- e. Evaluation of Warehousing Alternative
 - iii. Repeat items i. through vii. listed above for the truck storage alternative.

Item 2 – Traffic Impact Study Report

- a. A draft written report in the form of a technical memorandum summarizing the analyses of both proposed development alternatives will be prepared and electronically submitted to the City for review, and revised one time based on City comments.
- b. The draft report will subsequently be submitted to the developer for review, and revised one time based on one complete set of comments.

Any comments requiring significant changes to intersection configurations, site plan layout and/or trip generation estimates will require revisiting this proposed scope and fee estimate.

Item 3 – Meetings and Coordination

- a. Attendance at one Planning and Zoning Commission meeting and one City Council meeting.
- b. Any additional meetings will be on an as-needed time and material basis. Assuming four hours per meeting (including travel time), an estimate of fee per meeting is approximately \$700.

Item 4 – Project Supervision and Administration

- a. Project setup, monthly invoicing, and internal coordination meetings.

II. Project Staff

The staff members who we will assign to this project have experience on project which involved all of the elements which will be encountered on this project. We proposed to employ the following staff on this project:

Project Manager:	James R. Woods, P.E., PTOE
Traffic Lead:	Brian R. DeSalle, P.E., PTOE
Traffic Engineer:	Mark R. Shorey

Civiltech's Statement of Qualifications and resumes of the above individuals are attached to this proposal.



III. Project Schedule

A draft report can be provided to the City within six weeks of notice to proceed.

IV. Fee Calculation

We propose to perform the work on a lump-sum fee basis. The lump-sum fee includes reimbursement of direct labor costs for the scope of services described above, overhead, direct, and indirect costs, fringe benefit and salary burden costs, plus profit. Our lump-sum fee is based on the workhour estimate and fee calculations shown below:

PART 1. DATA COLLECTION

Item	Task	Workhours
1.	Traffic Counts	18
Total		18

Part 1 Fee Estimate:	18 hrs. x \$46/hour x 2.8 =	\$ 2,318.40
	Direct Costs (Miovision + mileage estimate) =	\$ 1,834.96
	Part 1 Fee Estimate =	\$ 4,160.00

PART 2. TRAFFIC ANALYSIS

Item	Task	Workhours
1.	Traffic Analysis	24
2.	Traffic Impact Study Report	48
3.	Meetings and Coordination	12
4.	Supervision and Administration	4
Total		88

Part 2 Fee Estimate:	88 hrs. x \$50/hour x 2.8 =	\$ 12,320.00
	Direct Costs (mileage estimate) =	\$ 120.00
	Part 2 Fee Estimate =	\$ 12,440.00
	Total Fee for Parts 1 and 2 =	\$16,600



Additional Services:

During the course of the project, it may become necessary to perform additional services beyond the scope of this contract including but not limited to attendance at public meetings, additional traffic counts, analysis of additional phases of development, additional traffic analyses, additional geometric analyses/plans, or additional plan, exhibit, and report revisions. Should some of this work become necessary, the additional fee for extra work would be billed on a time-and-material basis. No additional work would be commenced without notifying client approval. Billing rates are as follows:

Project Manager:	\$65.50/hour x 2.80 = \$183.40/hour
Project Engineer:	\$55.00/hour x 2.80 = \$154.00/hour
Traffic Engineer:	\$42.25/hour x 2.80 = \$118.30/hour

This proposal assumes the scope of services will be complete within one year of notice to proceed.

Thank you for considering Civiltech for this assignment. We look forward to continuing our relationship with the City and assisting you and your staff with this and future assignments. If this proposal is acceptable to you, we will contact the City and provide them with the necessary information such that we can enter into our standard agreement with them regard this type of service. If you have any questions or require additional information, please call me at (630) 735-3942.

Very truly yours,

James R. Woods, P.E., PTOE
Project Manager
Civiltech Engineering, Inc.

Approved (Print Name): _____

Title: _____

Signature: _____

Date: _____

Nick Hammonds

From: emaxwell@crystallake.org
Sent: Friday, September 1, 2023 11:58 AM
To: ivannartsev@gmail.com
Subject: FW: NVA Trucking
Attachments: NVA Task Order.pdf

Please see Abby's email below, sign and return and send the check.

Thanks



Elizabeth Maxwell AICP | City Planner | Community Development



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-356-3738

From: Abigail Wilgreen PE CFM <awilgreen@crystallake.org>
Sent: Friday, September 1, 2023 11:56 AM
To: Elizabeth Maxwell AICP <emaxwell@crystallake.org>
Subject: RE: NVA Trucking

Please ask them to sign this task order on the first page, project beneficiary. Then they need to send me a check made out to City Of Crystal Lake for \$16,600 before we can start. Any money that isn't used will be returned to them.



Abigail Wilgreen PE CFM | City Engineer | Public Works



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-356-3605

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Nick Hammonds

From: awilgreen@crystallake.org
Sent: Tuesday, September 5, 2023 11:32 AM
To: JWoods@civiltechinc.com
Subject: RE: Traffic Study

No don't call him back. We talked to him and he is on his way with a check.

From: James R. Woods, P.E., PTOE <JWoods@civiltechinc.com>
Sent: Tuesday, September 5, 2023 11:28 AM
To: Abigail Wilgreen PE CFM <awilgreen@crystallake.org>
Subject: RE: Traffic Study

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Thanks Abby. I did not yet digest everything he was saying below.

Our receptionist did get a voicemail, perhaps from "Ivan of NBA Transportation" (if we heard him correctly). Is that related to the subject project? He asked how to pay us. Are you able to set them straight that they should go through the City, or should we call him back?

Thanks,
Jim

From: Abigail Wilgreen PE CFM <awilgreen@crystallake.org>
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To: James R. Woods, P.E., PTOE <JWoods@civiltechinc.com>
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FYI.....hoping they just agree to this.



Abigail Wilgreen PE CFM | City Engineer | Public Works



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Sent: Tuesday, September 5, 2023 10:47 AM
To: 'Mark Daniel' <mark@thedaniellawoffice.com>
Cc: Ivan <ivannartsev@gmail.com>; Elizabeth Maxwell AICP <emaxwell@crystallake.org>
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Abby

From: Mark Daniel <mark@thedaniellawoffice.com>
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Cc: Ivan <ivannartsev@gmail.com>; Abigail Wilgreen PE CFM <awilgreen@crystallake.org>
Subject: Re: Traffic Study

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Elizabeth, if you and Abigail can reach out to Civiltech and clarify with them that there are not to proposed uses as stated in the following paragraph of their proposal, that would help keep all of us on task:

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The NVA's only proposal is the one they describe as the second proposal. The warehousing and distribution drawing is offered only to allow a reasonable comparison for site development and traffic. We just want to be certain the the TIS is not confusing or weighted down by

Part One is fine as stated, though their investigation may show that they should consider our peak hour if the heaviest usage does not overlap with the area AM/PM peaks.

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Mr. Woods might see that this does not affect tasks or cost, but if it does, we would appreciate knowing that.

Ivan will sign the proposal as written and get a check/wire to the City today, but that is all subject to the above comments. If you feel that a Zoom call with one of the folks from Civiltech, staff and our side makes sense, we can set that up. They will eventually want to know the operational side of this and they should have a full discussion of the truck traffic restriction for Sands Road north of the site so that is adequately spelled out.

Mark W. Daniel
DANIEL LAW OFFICE, P.C.
17W733 Butterfield Road
Unit F
Oakbrook Terrace, Illinois 60181
(630) 833-3311
Fax: (630) 833-3511

mark@thedaniellawoffice.com

On Tue, Sep 5, 2023 at 10:09 AM Mark Daniel <mark@thedaniellawoffice.com> wrote:

I'll have a response for you shortly. The only issue is whether we do the full scope as proposed or curtail it to eliminate counts for warehousing. The warehousing and distribution is only a comparison approach, so as you and I discussed, the question is whether that affects the amount of work to be done and cost. The proposal indicates that two projects are proposed, but only the revised version of the initial plans is what is proposed (not the warehousing and distribution). Normally, Civiltech would need some information from Ivan on the operations so they understand the volume peaks and can determine impact during our peak hour as well as during the normal peak hours (if they do not overlap). I believe the warehousing and distribution peaks are generally known. Ivan is going to track down Alex and allow me a chance to get back to you once I understand the discussion you referred to at the end of last week.

If you two feel that you need a call once I email you, please let me know. My cell is [REDACTED] and I am available all day. I should have a response to you by noon and they will need to do counts in any event, so please feel free to forward this to them.

Thank you

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Thanks

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Sent: Tuesday, September 5, 2023 12:07 PM
To: Abigail Wilgreen PE CFM
Subject: RE: Traffic Study

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Ok, we will get the count rolling. I will look for dates/times for a call.

Jim

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Nick Hammonds

From: James R. Woods, P.E., PTOE <JWoods@civiltechinc.com>
Sent: Wednesday, September 6, 2023 7:55 AM
To: Abigail Wilgreen PE CFM
Cc: Steven A. Pautsch, P.E., PTOE
Subject: RE: Traffic Study

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Abby, is there a time slot Friday, 10 to noon, or 1 to 2 PM?

From: Abigail Wilgreen PE CFM <awilgreen@crystallake.org>
Sent: Tuesday, September 5, 2023 11:48 AM
To: James R. Woods, P.E., PTOE <JWoods@civiltechinc.com>
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Abigail Wilgreen PE CFM | City Engineer | Public Works



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-356-3605

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(630) 833-3311
Fax: (630) 833-3511
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From: Abigail Wilgreen PE CFM <awilgreen@crystallake.org>
Sent: Tuesday, September 5, 2023 11:48 AM
To: James R. Woods, P.E., PTOE <JWoods@civiltechinc.com>
Subject: RE: Traffic Study

Got the Check! Please schedule the traffic counts.

Also let me know some days and times you could have a conference call to all be on the same page.

From: James R. Woods, P.E., PTOE <JWoods@civiltechinc.com>
Sent: Tuesday, September 5, 2023 11:28 AM
To: Abigail Wilgreen PE CFM <awilgreen@crystallake.org>
Subject: RE: Traffic Study

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Thanks Abby. I did not yet digest everything he was saying below.

Our receptionist did get a voicemail, perhaps from "Ivan of NBA Transportation" (if we heard him correctly). Is that related to the subject project? He asked how to pay us. Are you able to set them straight that they should go through the City, or should we call him back?

Thanks,
Jim

From: Abigail Wilgreen PE CFM <awilgreen@crystallake.org>
Sent: Tuesday, September 5, 2023 10:47 AM
To: James R. Woods, P.E., PTOE <JWoods@civiltechinc.com>
Subject: FW: Traffic Study

FYI.....hoping they just agree to this.



Abigail Wilgreen PE CFM | City Engineer | Public Works



City Of Crystal Lake | 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-356-3605

From: Abigail Wilgreen PE CFM
Sent: Tuesday, September 5, 2023 10:47 AM
To: 'Mark Daniel' <mark@thedaniellawoffice.com>
Cc: Ivan <ivannartsev@gmail.com>; Elizabeth Maxwell AICP <emaxwell@crystallake.org>
Subject: RE: Traffic Study

Good morning,

That is essentially the scope and Phase 1 of the project. In the interest of time and moving forward, I think the best approach is to provide the \$16,600 TODAY is possible so Civiltech can do the counts and then let's schedule a conference call with Civiltech, myself, Liz, you, and Ivan to make sure we are all on the same page. Will that work?

Abby

From: Mark Daniel <mark@thedaniellawoffice.com>
Sent: Tuesday, September 5, 2023 10:33 AM
To: Elizabeth Maxwell AICP <emaxwell@crystallake.org>
Cc: Ivan <ivannartsev@gmail.com>; Abigail Wilgreen PE CFM <awilgreen@crystallake.org>
Subject: Re: Traffic Study

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Elizabeth, if you and Abigail can reach out to Civiltech and clarify with them that there are not to proposed uses as stated in the following paragraph of their proposal, that would help keep all of us on task:

There are two proposed uses for the development site. The first is a 226,300 square foot warehousing facility with parking for 108 cars and 87 semitrailers. The second is a truck storage facility for up to 325 semitrailers with a 33,200 square foot office and 64 car parking spaces.

The NVA's only proposal is the one they describe as the second proposal. The warehousing and distribution drawing is offered only to allow a reasonable comparison for site development and traffic. We just want to be certain the the TIS is not confusing or weighted down by

Part One is fine as stated, though their investigation may show that they should consider our peak hour if the heaviest usage does not overlap with the area AM/PM peaks.

Part Two is the area of concern. Part 2 should be done in full for the truck storage proposal (the warehousing and distribution plan is provided as a comparison of what could be done). Since the warehousing and distribution use is not the subject of the application and only a comparison, Civiltech's focus should be on the truck storage with analysis and commentary on how it compares to a warehouse and distribution facility.

Mr. Woods might see that this does not affect tasks or cost, but if it does, we would appreciate knowing that.

Ivan will sign the proposal as written and get a check/wire to the City today, but that is all subject to the above comments. If you feel that a Zoom call with one of the folks from Civiltech, staff and our side makes sense, we can set that up. They will eventually want to know the operational side of this and they should have a full discussion of the truck traffic restriction for Sands Road north of the site so that is adequately spelled out.

Mark W. Daniel
DANIEL LAW OFFICE, P.C.
17W733 Butterfield Road
Unit F
Oakbrook Terrace, Illinois 60181
(630) 833-3311
Fax: (630) 833-3511
mark@thedaniellawoffice.com

On Tue, Sep 5, 2023 at 10:09 AM Mark Daniel <mark@thedaniellawoffice.com> wrote:

I'll have a response for you shortly. The only issue is whether we do the full scope as proposed or curtail it to eliminate counts for warehousing. The warehousing and distribution is only a comparison approach, so as you and I discussed, the question is whether that affects the amount of work to be done and cost. The proposal indicates that two projects are proposed, but only the revised version of the initial plans is what is proposed (not the warehousing and distribution). Normally, Civiltech would need some information from Ivan on the operations so they understand the volume peaks and can determine impact during our peak hour as well as during the normal peak hours (if they do not overlap). I believe the warehousing and distribution peaks are generally known. Ivan is going to track down Alex and allow me a chance to get back to you once I understand the discussion you referred to at the end of last week.

If you two feel that you need a call once I email you, please let me know. My cell is [REDACTED] and I am available all day. I should have a response to you by noon and they will need to do counts in any event, so please feel free to forward this to them.

Thank you

Mark W. Daniel
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Oakbrook Terrace, Illinois 60181
(630) 833-3311
Fax: (630) 833-3511
mark@thedaniellawoffice.com

On Tue, Sep 5, 2023 at 9:09 AM Elizabeth Maxwell AICP <emaxwell@crystallake.org> wrote:

Hello Ivan,

The traffic consultant has a small window to take traffic counts tomorrow, otherwise it may not be until October. If the scope is changing please provide us with the information asap. We need to get the scope signed today to start the work. The payment will need to be mailed in or dropped off.

Thanks

Elizabeth Maxwell AICP | City Planner | Community Development

| 100 W. Woodstock St. | Crystal Lake, IL 60014

Website: www.crystallake.org | Phone: 815-356-3738

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