

## **SAMUEL M. LAHOOD, EI**

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*Mr. LaHood has professional experience in the Civil Engineering field in the following areas: Roadway Design (Local & State), Erosion-Sedimentation-Storm Water Control, Storm Sewer Design, Sanitary Sewer Design, Water Main Design, Site Development (Residential and Commercial), Quantity Take-off, Cost Estimating and Construction Observation and Inspection.*

### **EDUCATION:**

Southern Illinois University Edwardsville, Bachelors of Science in Civil Engineering, December 2016

### **PROFESSIONAL LICENSES:**

Professional Engineer Intern - Illinois, License No. 061-039592

### **PROFESSIONAL HISTORY:**

Austin Engineering Co., Inc., Peoria, IL  
Engineer Intern – January 2017 to Present  
Summer Technical Intern – May 2015 to August 2016

### **SUBDIVISION DESIGN:**

#### **BHAVANI SUBDIVISION PHASE 1 – PEORIA, IL**

Bhavani Subdivision is a 10-lot commercial subdivision located along Yoga Way, linking Illinois Route 91 and Orange Prairie Road. Bhavani Subdivision Phase 1 consists of 6 commercial lots along the East side of Yoga Way, a 1,250-foot length of road. The Subdivision is designed to allow 24 Acres of offsite stormwater runoff to pass through the site utilizing two detention basins on the South and Southwest of the property. To maintain a gradual grade for the large parking areas, 15,000 cubic feet of structural borrow was stripped from the northern lots and spread across the southern lots. A 12-inch sanitary trunk sewer was extended 4,100 feet to service the subdivision. A public water main was extended 1,250 along Yoga Way and was bored under IL Rte. 91 and connected to the existing main. A new intersection was designed to accommodate a WB-67 design vehicle and a temporary striping and traffic control plan was approved prior to the construction. Erosion control, grading, storm sewer, and stormwater control calculations were a part of this project as well as the acquisition of Access, Utility, and Stormwater Permits from the Illinois Department of Transportation.

#### **HANLIN'S CROSSING – DAVENPORT, IA**

Hanlin's Crossing is a 5-lot commercial subdivision located along E. 53<sup>rd</sup> Street in Davenport IA. Hanlin's Crossing was a redevelopment of Hanlin's Addition and nine residential homes were removed to prepare the landscape for the development. Hanlin's Crossing also included a signalized intersection and a right-in/right-out intersection that accommodated a WB-67 design vehicle. The north two blocks of Fairhaven Road were vacated and a turn-around was designed to accommodate a school bus, garbage truck, and a fire truck. The development of Hanlin's Crossing was also incorporated with the City of Davenport's improvements to E. 53<sup>rd</sup> Street where an existing median was partially removed to allow for a signalized left turn into the development. A future deceleration and turn lane was simultaneously designed and incorporated into the development and an overhead electric pole was relocated in anticipation of the construction. A concrete block retaining wall was built along the south and west property lines of the development, reaching 12 ft at its highest point. A shared access lane was also constructed that leads into the neighboring Aldi parking lot to the East. Public sidewalks and crosswalks were fitted with push button poles that was incorporated into the comprehensive signalized intersection for the vehicles and pedestrians of both Hanlin's Crossing and Costco. A two-phase temporary striping and traffic control plan was set in place for both the modification of the 53<sup>rd</sup> Street median and the construction of the comprehensive signalized intersection. A public storm sewer was constructed to carry offsite water through the site and discharged into the R.O.W. near the newly constructed Fairhaven turn around. A 12" water main was also extended across the frontage of the site. The existing 8" watermain that was located in the vacated Fairhaven R.O.W. was abandoned and a new water main was constructed through the centerline of the right-in/right-out access lane. 70,000 cubic feet of underground detention were provided by two separate underground detention basins along with erosion control, grading, storm sewer, and stormwater control calculations

