Statement of Qualifications

RFQ #21-045
John Humphrey Drive at
143rd Street Intersection
Phase II Design Engineering Services

ORLAND PARK

Village of Orland Park

August 24, 2021

CONSULTING ENGINEERS

BLA, Inc.

CONSULTING ENGINEERS

BLA, Inc.
333 Pierce Road, Suite 200 ▪ Itasca, IL 60143
630 438 6400 ▪ FAX 630 438 6444 ▪ www.bla-inc.com

August 24, 2021

John Mehalek – Village Clerk
Village of Orland Park
Office of the Village Clerk
14700 S. Ravinia Avenue, 2nd Floor
Orland Park, Illinois 60462

Re: Statement of Qualifications for RFQ #21-045
John Humphrey Drive at 143rd Street Intersection; Phase II Design Engineering Services

Mr. Mehalek:

BLA appreciates the opportunity to submit our qualifications to provide engineering services for the Village. BLA has the experience and expertise necessary to service the Village since we have worked on similar projects and have the local staff available. BLA has demonstrated the ability to work with the community, contractors and municipal officials to accomplish projects on schedule and within budget.

We are giving you our "A" team because we know how important this work is to the Village. We would love nothing more than to work on the completion of this project and be proud to say we did to all when successfully completed. We also believe we can address any needs or emergencies quickly before they become larger problems.

BLA acknowledges receipt of Addenda 1 and 2.

Our firm would perform this work out of our Itasca office. Our mailing address and contact information is presented below:

Corporate Office
333 Pierce Road, Suite 200
Itasca, Illinois 60143
Phone: 630-438-6400

Daniel B. Bruckelmeyer, P.E.
President & Chief Executive Officer
dbruckelmeyer@bla-inc.com
630-438-6400

We sincerely appreciate the opportunity to submit our Statement of Qualifications to the Village and look forward to answering any questions you may have to further clarify our submittal.

Sincerely,
BLA, Inc.

Daniel B. Bruckelmeyer, P.E.
President & Chief Executive Officer

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BLA History, Experience and Qualifications

BLA, Inc. (BLA) is an Illinois corporation established in 1978 as a professional civil engineering consulting firm. Our corporate office is in Itasca (acting primary office) and we have an office in Indiana.

BLA has a full-time staff of 60+ professional, technical and support personnel offering extensive expertise in the fields of civil engineering, structural engineering, construction engineering and environmental services. That expertise is utilized on municipal engineering, roadway/transportation projects, environmental studies, traffic engineering, structural engineering, construction engineering, feasibility studies and design reports for federal, state and local government agencies.

We have worked on municipal projects for roadway, traffic, stormwater, utility and structural needs in many municipalities. Our knowledge of roadway projects is enhanced because of our work with many municipalities and IDOT BLRS; we have worked with towns and government agencies to arrive at solutions where everyone is happy. Our structural department has the experience to make sound engineering decisions involving roadway bridges and retaining walls. We also have exhibited an outstanding facet of working with the public and residents in numerous municipalities regarding drainage/stormwater issues.

Since its inception, BLA has earned and maintained a consistent reputation of professional competence and integrity. Many clients perform reviews/evaluations of our firm and we repeatedly have exceptional ratings.

BLA Qualifications

BLA is prequalified by IDOT in the following categories:

- **Highways – Roads and Streets**
- **Highways – Freeways**
- **Hydraulic Reports – Waterways: Typical**
- **Hydraulic Reports – Waterways: Complex**
- **Location Design Studies – New Construction/Major Reconstruction**
- **Location Design Studies – Reconstruction/Major Rehabilitation**
- **Location Design Studies – Rehabilitation**
- **Special Plans – Pumping Stations**
- **Special Plans – Traffic Signals**
- **Special Services – Construction Inspection**
- **Special Services – Sanitary**
- **Special Services – Surveying**
- **Special Studies – Feasibility**
- **Special Studies – Location Drainage**
- **Special Studies – Safety**
- **Special Studies – Traffic Studies**
- **Structures – Highway: Simple**
- **Structures – Highway: Typical**
- **Structures – Highway: Advanced Typical**
- **Transportation Studies – Railway Engineering**

LOCAL PRINCIPALS AND DIRECTORS

DAN BRUCKELMEYER, P.E.
PRESIDENT AND CEO

JOEL IHDE, P.E., S.E.
DIRECTOR OF STRUCTURAL

ED LEBBOS, CFM, CWS, DECI
DIRECTOR OF ENVIRONMENTAL

JENNIFER MITCHELL, P.E., PTOE
DIRECTOR OF PRELIMINARY SERVICES

KERRY FIELD, P.E.
DIRECTOR OF CONSTRUCTION

MATT CESARIO, P.E.
VICE PRESIDENT/PROJECT MANAGER

LICENSED STAFF

DESIGN
24 PROFESSIONAL ENGINEERS (P.E.)
2 STRUCTURAL ENGINEERS (S.E.)

CONSTRUCTION
8 PROFESSIONAL ENGINEERS (P.E.)

Project Challenges

Village Challenge 1: Dryland Bridge Removal/Replacement

The Village provided three challenges to be evaluated with this project. BLA agrees and believes the greatest challenge will be the poor soils. *We encountered these same poor soils during the structural design for the bridge and walls carrying IL 7 (Southwest Highway) over US 45 (LaGrange Road) no more than a half-mile from this project.* In addition, BLA's River Road project for Lake County DOT had similar poor soil issues to the same extent; that project spanned wetlands with 50 to 60 feet of peat below the roadway. Possible solutions and associated costs to the poor soils below River Road included a land bridge, a conventional bridge, aggregate columns, geofoam, soiling mixing and excavation. The soils were so saturated and the moisture content extremely elevated that aggregate columns could not provide the required stability and were eliminated as an alternative. We concur with the comments in the Phase I that aggregate columns are not a viable option here for those same reasons. Because of the depth of the poor soils on River Road, undercuts were not practical; BLA worked with IDOT and the FHWA to initiate and prepare an experimental feature for **rigid inclusions** ground improvement rather than traditional ground improvement techniques. That project was funded by CMAQ grants and was required to go through the IDOT review process to obtain the approval of the experimental feature, where BLA led the way. Rigid inclusions push a steel tube down into the firm stratum below the compressible material, then withdraw the tube while filling the void with grout. The rigid inclusions are installed on a grid and capped with layers of aggregate and geogrid if required. The roadway embankment is then constructed on top of the cap. This option eliminates the expense of construction of bridge structures and their future maintenance. This work significantly reduced construction cost over other alternatives and cut ***six months*** off construction. BLA's project was the first one in Illinois to use rigid inclusions. The existing land bridge is supported by drilled shafts. If rigid inclusions are used to support the roadway rather than bridges, it may be possible to leave the existing drilled shafts in place and incorporate them into the grid of rigid inclusions. Part of the River Road project, as well as others where soils are a concern, was working around past attempts to alleviate the settlement. On similar past projects, we encountered granular fill, rock fill, mixed soils and more under existing pavements. These previous methods require identification and remediation in the Phase II plans to provide a clean construction site to install current stabilization measures, in particular the foundation for the land bridge. If not correctly identified and quantified in the design stage, change orders and cost increases in construction will almost certainly occur.

Village Challenge 2: Design/Coordination of Three Deliverables for the Intersection and Bridge

The intricacies of a major intersection and bridge replacement job create a variety of design challenges. The possibility of splitting the design to be built separately will introduce another layer of complexity that needs detailed attention from the start. The first priority will be to begin the process and explore all avenues to secure as much funding as possible to fund the *entire* project. Unfortunately, the process to secure funding takes time and, to keep this project on schedule, planning for multiple scenarios must be done to be able to adjust as funding options become clearer. The goal will be to establish continuity between the design of the intersection and the bridge, so they are *not* mutually inclusive. This means making sure the profiles, maintenance of traffic (MOT), roadway geometrics and drainage are designed in a way where if the bridge is constructed later, the design can still be built and functional. This requires constant communication between the geometrics, structural and drainage teams (all in-house performed by BLA). BLA takes pride in our ability to have constant communication and integrate all design elements into one

cohesive project. BLA understands this goes beyond matching lines on paper. If the bridge were to be built after the intersection, BLA will ensure the excavation limits and soil improvement limits are still reasonable and will not cause disruption to the intersection. Also, we understand the sensitivity in reconstructing recent/new infrastructure. Temporary widening to the north will need to be in place for MOT and for the new intersection geometrics – but the design should not include proposed elements within the bridge reconstruction footprint just for those elements to be removed and replaced in the near future. This includes not proposing the barrier median along 143rd Street to allow for bridge construction as well as MOT lane shifts. Temporary drainage structures shall be examined to make sure the intermediate phases of construction can still drain effectively prior to project completion. Temporary signals will still need to be evaluated after the intersection is completed for future bridge construction. Utility relocations will need to be evaluated to ensure these relocations will only need to be done *once* – especially regarding utilities in easements or Village watermain where the expense of relocating twice would be absorbed by the Village. The other aspect is being able to communicate externally about the progress and intention of the project. IDOT and the Southwest Conference of Mayors (SWCM) will need to be informed if the project will be designed and built together or separately to review and schedule appropriately as well as allot the appropriate amount of funding. BLA has built valuable relationships with IDOT and SWCM to quickly address any concerns that may arise before those concerns become delays.

Village Challenge 3: Availability of Funds

Reviewing the SWCM STP Program 2021-2025 list, it appears this project is funded for Phase II Design Engineering with the construction funding on the Contingency List at 12 out of 19. Navigating the Surface Transportation Program will be crucial in securing the needed funds and moving the construction of this project from the contingency list to the active program/funded list. BLA has extensive experience and success assisting clients with funding applications and obtaining federal funding. Council of Mayors meetings throughout the CMAP area are regularly attended and researched by BLA representatives as a means of discovering insight on customizing grants to maximize scoring. We firmly believe no project is too small or too big to apply for funding, *especially when the dollars are available!*

Sometimes there is nothing to do but wait your turn; but that is no excuse to be ill-prepared. Understanding how the John Humphrey Drive/143rd Street improvement will rank relative to other submittals will be a major factor in securing the most funding possible when application submittals are open. With 143rd Street classified a minor arterial with high ADT (25,900), direct access to the high commercial properties, benefits to freight movement and anticipated significant changes to congestion mitigation, the project will be viewed as **high** priority when funding allotments are distributed.

The existing dryland bridge replacement/rehabilitation and extension north allows opportunity for the project to receive STP-Bridge funding if the sufficiency rating is 80 or less. BLA will investigate, coordinate and lead the efforts in applying for and securing bridge funds to offset the cost of the improvement.

CMAQ is another potential source of grant money with the addition of turn lanes at every leg reducing delays and ultimately reducing vehicle emissions. CMAQ funding is not new to BLA; we have successfully worked with multiple municipalities and IDOT to obtain funding for projects including numerous Schaumburg projects, the City of Geneva's East State Street reconstruction and Kane County DOT's Longmeadow Parkway project.

Our relationships with those involved in the funding process, the mayors and managers liaisons and IDOT are strong, intangible assets. These assets, in conjunction with our knowledge and success of retrieving funding, are demonstrated in the partial list of projects below.

PROJECT	CLIENT	COST	FUNDING TYPE
75th Street	DuPage County DOT	$13,000,000	STP
Abbeywood Drive	Lisle	$523,000	STP
Benedictine Parkway	Lisle	$800,000	STP
Chicago Avenue	River Forest	$1,800,000	STP
Colfax Street	Palatine	$900,000	STP
Crystal Lake Welfare Facility	Metra	$2,000,000	FTA

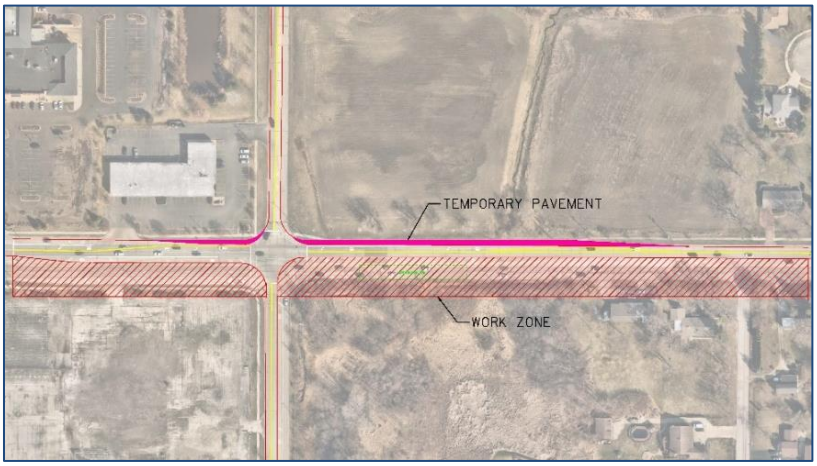
Division Street	River Forest	$1,200,000	STP
East State Street	Geneva	$15,000,000	STP, ITEP, CMAQ, IDOT
Four Lakes Avenue	Lisle	$2,000,000	STP Bridge
Golf Road Bike Path	Schaumburg	$500,000	CMAQ
Green Trails Drive	Lisle	$600,000	STP
Irving Park Road Bike Path	Schaumburg	$1,100,000	CMAQ
Jefferson Avenue	Naperville	$1,000,000	STP Bridge
Jefferson Street	Bensenville	$700,000	STP
Longmeadow Parkway (B)	Kane County DOT	$34,000,000	STP, CMAQ
Meacham Road Bike Path	Schaumburg	$800,000	CMAQ
Palatine Road	Palatine	$6,000,000	STP, CMAQ, ARRA
Plum Grove Road	Palatine	$2,200,000	STP
River Road at Roberts Road	Lake County DOT	$8,000,000	CMAQ
Shermer Road/Cherry Lane	Northbrook	$3,100,000	MWRDGC
Short Street Bridge	Lisle	$1,600,000	STP Bridge
Spring Road	Elmhurst	$500,000	STP
West Avenue	Elmhurst	$500,000	STP
Wise Road	Schaumburg	$6,500,000	STP
Wright Boulevard	Schaumburg	$6,000,000	STP
York Road	Bensenville	$1,700,000	STP
York Street	Elmhurst	$600,000	STP

Challenge 4: Maintenance of Traffic (MOT) and Access Control

MOT is a very important part of project planning that often goes overlooked. Providing an efficient MOT design in the engineering plans allows the contractor to maintain his production goals while minimizing delays to the motoring public. Identifying and generating a plan early to maintain traffic during construction will be a high priority during the design. MOT plays such a large role in the design, constructability and cost of the improvement. A streamlined and complete MOT plan allows the contractor to bid a lower price than would a complex MOT plan. There are several major considerations that need to be evaluated early in the design:

- → *Ensuring residents and businesses always have access.*
- → *Ensuring the motoring public can navigate the intersections efficiently and safely.*

With a current ADT of more than 25,000 along 143rd Street, addressing MOT details during the design phase will be important. This includes providing details and notes to the contractor to ensure all driveways (residential and commercial) always remain safely accessible. This is especially crucial with John Humphrey Drive providing access to Orland Square Shopping Center and the west leg of 143rd Street with its heavy commercia/residential population. This also includes providing notice that safety for pedestrians shall also be always a priority during construction.



The impacts for each stage must be minimized and detailed out as much as possible because of the heavy commercial/residential presence along the west leg of 143rd Street and the south leg of John Humphrey Drive. As stated in the PDR, one lane of traffic in each direction will be maintained. It appears the traffic staging impacting 143rd Street will begin at the railroad tracks just west of Beacon Avenue and terminate just east of Oakwood Court. This is because of the three tightly spaced signalized intersections of 95th Avenue, LaGrange Road (IL 45) and Ravinia Avenue. The amount of necessary

space to do proper lane shifts must be accomplished individually between the intersections while maintaining as much of the existing intersection movements as possible. Temporary signals will be required at the intersections of 143rd Street and John Humphrey Drive, 95th Avenue, LaGrange Road (IL 45) and Ravinia Avenue. The existing barrier medians will need to be replaced with temporary pavement to accommodate the temporary lane configurations during construction. Temporary pavement will be required along the north side of the east leg of 143rd Street to provide the necessary four-lane cross section at the intersection of John Humphrey Drive. Special care will be given to avoid existing utilities with the temporary pavement.

The staging impacts along John Humphrey Drive will begin at 144th Place and terminate north of 142nd Street. As stated in the PDR, one lane of traffic in each direction will be maintained, but left turn lanes will be removed to minimize the need for temporary pavement.

Challenge 5: Drainage/Utilities

Widening the roadway will contribute to hydraulic evaluation and drainage improvements to the storm sewer, culverts and ditches; however, the major impact to the proposed drainage will be evaluating the existing/proposed drainage system with the new Bulletin 75 rainfall data. Even though the data has only been introduced to design projects over the past 18 months, BLA already has experience with several projects including intersection improvements and roadway widening where the new rainfall data was evaluated to determine the impacts on the existing outlets. The new data can result to upwards of a 13% increase in flows compared to the old rainfall data. This means all outlets need to be evaluated to determine if upsizing the system is needed to accommodate the additional flow. The existing 54-inch RCP underneath the land bridge is not proposed to be replaced; it drains the existing depressional storage along the wetland areas in the southeast corner of the intersection. Even though the increase of flow because of the increased impervious area will be minimal within that drainage area, using the updated rainfall data will influence the capacity of the pipe as well a potential increase in compensatory storage. BLA would analyze the hydraulics early to determine if any additional drainage improvements are necessary including increases in detention requirements.

Any drainage or utility improvements will need to consider the poor soils within the project limits. With the existing watermain being on piles and the Village's request of having the main not be relocated, the storm sewer will need to be designed to avoid impacting the watermain. Again, BLA understands this is not just lines on paper; excavation and trench limits shall be defined for every pipe and structure to ensure the watermain remains undisturbed.

Along the west side of John Humphrey Drive, there is a high-pressure petroleum gas main that needs special attention. Early coordination will be needed to determine the size and depth of the main and design the storm sewer and traffic signals to avoid the main. Based on the proposed improvements, the proposed roadway and sidewalk will encroach and impact the existing main. Verifying if the main is within an easement will also be crucial in the early stages to determine if the cost of possible relocation will be absorbed by the Village. Understanding the sensitivity of impacts and relocations of the gas main along with other utilities will have significant influence in the design of the intersection along with the project construction cost.

Challenge 6: Permits

Throughout the Phase II, BLA will submit for permits and ensure all permits can be secured prior to the anticipated letting. For the work within the existing wetlands along the east portion of the project, a 404 permit will need to be submitted to the USACOE for review. Also, BLA will obtain the Highway permit from IDOT for temporary signal work involving LaGrange Road (IL 45). BLA will coordinate and submit for permit to the Metropolitan Water Reclamation District of Greater Chicago (MWRD) since the outfalls into the depressional area are under MWRD jurisdiction. Additional permits that may be required include the Will-South Cook SWCD, IEPA water and/or sanitary sewer permits (if any localized watermain and sanitary sewer is needed) and self-issuing NPDES permit (we will prepare the NOI form and SWPPP). BLA not only has extensive experience in securing permits, but BLA understands the importance in early coordination so permits can be secured prior to letting to guarantee no delays to the project which would risk the already approved funding.

Project Approach

BLA proposes to complete Phase II engineering design activities with preliminary design elements for the John Humphrey Drive at 143rd Street intersection project. The reconstruction limits have been identified as 95th Avenue to 200 feet east of 92nd Court along 143rd Street and 142nd Street to 94th Avenue along John Humphrey Drive. The overall project length is approximately 0.54 miles. The project involves the reconstruction and modernization of the intersection of 143rd Street and John Humphrey Drive. The intersection reconstruction will include new traffic signals, lighting, storm sewer, barrier medians, sidewalks and sidewalk ramps. The existing dryland bridge in the eastbound lanes along the west leg of 143rd Street will be removed and widened to include the full pavement width of 143rd Street.

Scope of Engineering Design Activities

Data Collection

BLA will contact the JULIE One-Call system to obtain existing utility atlases for private "dry" facilities (*gas main, telephone, cable, fiber optic, overhead/underground electric, etc.*) in the area in addition to working with Orland Park to obtain public utility atlases and GIS files (*water, sanitary, etc.*). Those utilities which do not have an auto-respond system shall be contacted by mail/email to obtain the necessary atlases. BLA will also obtain zoning maps, school and park district maps and plans and develop a photo log of the site.

Topographic Survey – *Compass Surveying, Ltd.*

BLA will obtain a supplemental survey within the project limits as needed.

Environmental Coordination

An investigation of the project site will be completed to determine the extent of the wetlands within the project. A wetland delineation will be completed based on the methodology established by the USACOE/Cook County Regulations. Also, during the site visit, wildlife and plant community qualities will be assessed. The limits of the wetland community will be field staked/flagged so they can be located in relation to the project coordinate system. The survey of wetland flags will be included in this investigation. An Illinois Department of Natural Resources (IDNR) ECOCAT consultation shall be filed to determine the presence of any threatened or endangered species. A consultation letter shall be sent to the Illinois Historic Preservation Agency (IHPA) for presence of any state historical properties. We will identify, locate and tag all native species trees greater than or equal to six-inch diameter at breast height (DBH) within the corridor. A tree survey identifying condition, species or quality will not be conducted.

Geotechnical – *SEECO Consultants, Inc.*

The geotechnical investigation is a significant focus in the early stages of this project. SEECO will prepare a Structure Geotech Report (SGR) and/or a Roadway Geotechnical Report (RGR) based on an alternative analysis of utilizing a Dryland Bridge versus Rigid Inclusions or other subsurface ground improvements (Soil Mixing, Geogrid, etc.) to bridge the soft soils which are present. We have worked with SEECO for many years on some of our most difficult projects related to soft soils and trust their analysis, recommendations and judgment to provide a cost-effective and functional solution to Orland Park.

PSI/CCDD – *Huff & Huff, Inc.*

Laboratory analysis of soil samples is proposed to be consistent with constituents of concern (COCs) as determined from the PESA as presented below. Boring locations where petroleum products or other volatile organic compounds

represent the primary concern, samples will be field screened with a photoionization detector (PID). The sample with the highest PID reading in each boring will be analyzed for:

→ *Volatile Organic Compounds – volatile compounds found in gasoline and related to various solvents.*
→ *Benzene, toluene, ethylbenzene and total xylenes (BTEX) as well as methyl-tertbutyl-ether (MTBE) – volatile compounds found in gasoline.*
→ *Polynuclear Aromatic Compounds (PNAs) and pH – semi-volatile compounds commonly formed during incomplete combustion of organic compounds; PNAs can be formed by the combustion of wood, coal and petroleum products; they are also found in less refined, nonvolatile petroleum products and can be used to identify potential for diesel or fuel oil contamination in soil.*

Other field screening factors such as visual or proximity to potential sources of known contamination to determine which samples will be analyzed to identify the presence of:

→ *RCRA Metals, total and SPLP methods – Federal environmental regulations identify eight heavy metals as hazardous if present in a solid waste at concentrations above varying threshold concentrations; samples will be analyzed for select RCRA Metals, some of which may require further SPLP for consideration as CCDD.*

PSI Report Preparation: A report summarizing the results of the soil sample collection activities and analytical results will be prepared, including results of the updated database search for a PESA update. This document will present information pertinent for the bidding documents regarding conditions of soils tested, handling and final disposition considerations.

CCDD (LPC-Form) Documentation: The soil sample results will be compared to the Maximum Allowable Concentrations (MACs) associated with CCDD facility acceptance, including the soil pH range of 6.25 to 9.0. If results achieve the MAC values, Consultant will prepare the LPC-663 document that will be signed/stamped by the Consultant. This proposal assumes the potential for requiring a separate form for each area to account for this currently unknown situation. The results of the samples will be submitted to the CCDD facilities for "pre-certification" prior to letting. The "pre-certification" letters will be placed in the special provisions. Any locations that do not achieve the MACs (including soil pH range) will be identified as exclusion zones, not acceptable for CCDD facility disposal.

Detailed Engineering Plan Preparation

Title Sheet

BLA will prepare the title sheet according to Village standards. Title sheet will include Index of Sheets, Highway Standards, Scale Bars, Location Map, Signature Block and Design Designation.

General Notes

BLA will prepare a General Notes sheet which includes Village and project-related notes pertinent to the contract. These notes will include (but are not limited to) Utility Notes, Sewers/Watermains, Sediment/Erosion Control, Staking, Backfill, Signing, Pavement Marking and Miscellaneous Notes. These notes will also specify which items are incidental/included in the cost of other items such as protecting underground utilities, resetting mailboxes, etc. A list of project contacts will also be included on the general notes sheet including all known "dry" utility companies in the vicinity of the proposed improvements along with name, phone number and email (if known) for the person coordinating any relocation efforts or, in the event a utility is hit, the primary contact. The General Notes sheet will also include an Existing and Proposed Legend for common symbols, hatch patterns, line styles and other denotations which will appear elsewhere in the plans to provide clarity.

Alignment, Ties and Benchmarks

The sheet will include complete alignment with curve data, ties with northing and easting and benchmarks for the roadway per the alignment determined in preliminary design. Each PI, PC, PT and POT will be listed along with coordinate data for the project surveyor to establish geometric control, both horizontal and vertical.

Existing and Proposed Typical Sections

The typical section sheets will be prepared to include existing and proposed typical sections along with the hot-mix asphalt mixture requirement chart and notes and the applicable legend items including curb and gutter type, pavement surface/binder/base course thicknesses, subgrade, sidewalk, restoration, etc. One Existing and Proposed typical section will be prepared for each section of roadway that has consistency; should the roadway geometry differ noticeably; additional typical sections will be prepared.

For purposes of this project, we anticipate four sets of Existing and Proposed Typical Sections:

- ✓ *John Humphrey Drive between 94th Avenue to 143rd Street and 143rd Street to 142nd Street*
- ✓ *John Humphrey Drive between 143rd Street Stevens to 142nd Street*
- ✓ *143rd Street between John Humphrey Drive to 92nd Court*
- ✓ *143rd Street between 95th Avenue to John Humphrey Drive*

If additional Typical Sections are required, they will be prepared at no additional cost.

Summary of Quantities

BLA will prepare and provide the Village a Summary of Quantities as part of the Estimate of Project Cost.

Schedule of Quantities

These sheets will have all pay items except lump sum and estimated items scheduled according to plan location preparation requirements and will help locate hard-to-find quantities, including an earthwork schedule.

Removal Plan

These sheets will depict existing features to be removed. This includes (but is not limited to):

- *pavement removal*
- *sidewalk removal*
- *curb removal*
- *driveway removal (HMA, brick or concrete)*
- *watermain removal/abandonment*
- *watermain appurtenance removal (services, b-boxes, hydrants, valves, valve vaults, plugs, etc.)*
- *storm sewer removal/abandonment*
- *storm sewer appurtenance removal (inlets, catch basins, manholes, etc.)*

The Removal Plans will also include callouts for Capping of Mains, Plugging of Sewers, Tree Protection Fencing and Pavement Marking Removal as applicable. The removal plans will be prepared at 1" =20" scale.

Maintenance of Traffic (MOT)

MOT plans will be prepared for proposed traffic staging while the roadway is being reconstructed. The various MOT Stage Typical Sections sheet, MOT General Notes, Sequence of Operations and Sign Legend sheets will be provided. We anticipate a minimum of three stages for the intersection and bridge reconstruction with each side of the road being reconstructed per stage. Details will be prepared if substaging is necessary to construct side streets. These sheets will also depict any necessary temporary pavement for truck turning maneuvers or driveway access. These sheets will be prepared at 1" =20' or 1" =50' scale (depending on clarity).

Plan and Profile

The roadway plans will be a 1" =20" scale. They will have a top plan view showing the existing topography and proposed roadway geometry; the bottom view will show the profile. This sheet will include (but is not limited to):

- → *Proposed pavement reconstruction including surface and binder (measured in tons), base and subgrade (measured in square yards)*
- → *Proposed sidewalk reconstruction including granular base course, measured in square feet and square or cubic yards, respectively*
- → *Driveway restoration (HMA, concrete or brick, measured in square yards or square feet)*
- → *Concrete curb and gutter (measured in feet)*
- → *Driveways will be stationed and labeled according to type (private entrance, commercial entrance, etc.)*
- → *Limits of driveway replacement will be stationed and offset*
- → *Horizontal dimensions of pavement, sidewalk, right-of-way and any locations of pavement cores/soil borings will be shown*
- → *Angular dimensions of side streets intersecting the primary street (John Humphrey Drive) will be measured from centerline to centerline*
- → *Curve radii will be shown and measured about the edge of pavement; each PI, PC or PT along the curb and gutter according to project stationing will be labeled*
- → *Addresses will be shown between known or estimated property lines*

Drainage and Utilities

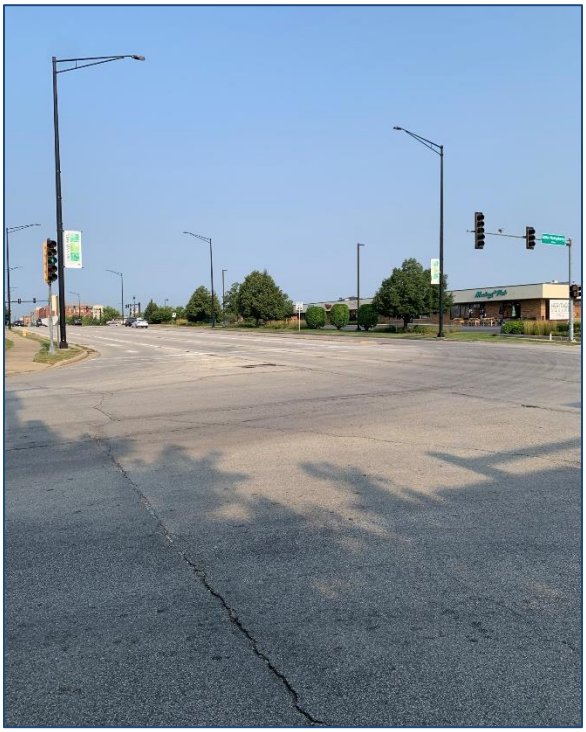
The drainage/utility plans will be a 1" =20" scale; the top plan view will show the existing topography and proposed roadway geometry; the bottom view will show the profile. This sheet will also include (but is not limited to):

- → *Proposed storm sewer structures and pipes (labeled according to structure number or pipe number which will be displayed on the drainage tables)*
- → *Proposed watermain and watermain appurtenances including bends, tees, valve vaults, valves, hydrants, auxiliary boxes, b-boxes, services, etc.; station/offset will be provided for each applicable structure and proposed elevation depicted for at-grade structures*
- → *Potential utility conflict callouts will be designated*
- → *Structures requiring adjustment will be designated*
- → *Storm services (if desired) will be labeled and designated*

Additionally, all known utilities will be profiled with proposed improvements shown as solid line style improvements with structure callouts and existing utilities shown in a greyscale "dashed" format.

Erosion and Sediment Control Plans

These sheets will be prepared at 1" =20' or 1" =50' scale (depending on clarity). BLA will prepare permanent and temporary erosion control plans for the roadway and bridge during construction and will indicate all locations requiring Inlet Filters, Pipe Protection, Riprap, Tree Protection, Silt Fence, Construction Entrances, Concrete Washout Locations and all other devices used to provide adequate Erosion and Sediment Control. These will be prepared only for the final condition and not prepared per stage.



Pavement Marking, Signing and Landscaping Plans

The plan will illustrate the striping and signing plans for the project and depict all existing and proposed signs to be installed/adjusted as well as any reflective pavement markers which will need to be installed or replaced. Signs will be graphically depicted on the page, according to size, MUTCD designation and location. This sheet will also depict areas of Parkway Restoration, Crosswalk Markings, Stop Bars and other Pavement Markings (letters and symbols, etc.) designated by type and color.

ADA Ramp Elevation Plans

Each curb ramp will be graded to ADA compliance. These plans will be prepared at 1" =5' scale and depict all key points for contract layout including an ADA Ramp Elevation Table which identifies Point Number, Station, Offset and Elevation for all key points per ramp. Each ramp may have 10 or more points associated with it, depending on the complexity of the grading and curb ramp. Type B Curb and/or Detectable Warnings will be shown and quantified on each sheet/detail.

Traffic Signal Plans

Included in the scope is preparation of traffic signal plans at the intersection of 143rd Street and John Humphrey Drive. This shall consist of temporary signal sheets, temporary cable sheets, proposed signal sheets, proposed cable sheets, street name sign sheets, temporary and permanent interconnect sheets, interconnect schematic sheet and one summary of signal quantity sheets. Scope will also include coordination with IDOT's signal department for review and obtaining all interconnect information pertaining to that system. Temporary signal plans will also be provided for all signalized intersections impacted by the maintenance of traffic staging.

Lighting Plan – *AMES Engineering, Inc.*

Plans will be prepared for the removal and replacement of Orland Park's existing roadway and intersection lighting. Full photometrics with a full lighting plan are included. The photometrics will include one design for beacon lighting at the intersections only. IDOT review is not included for the photometrics and lighting plans.

Structural Plans

BLA will first coordinate with our project geotechnical engineer, SEECO, on viable and economical alternatives to address the poor soils under John Humphrey Drive. Our first priority will be to evaluate improvement options that do not require construction of a conventional bridge. BLA has successfully done this on other projects with SEECO, most notably on River Road at Roberts Road for Lake County DOT. On that project the roadway was underlain by 60 feet of peat. The use of rigid inclusions on that project proved to be the most cost-effective option and it eliminated the need to construct the more expensive land bridge which the County would have had to maintain.

Rigid inclusions are essentially a bridge constructed below grade without traditional structural bridge elements. Rigid inclusions utilize underground grout columns constructed on a grid and capped with crushed stone and layers of geogrid. The roadway and embankment are then constructed on top of the stone cap. This option can also provide economical support for sidewalks and bridge approach slabs. It may be possible to reduce the number of rigid inclusions required by incorporating the existing drilled shafts into the grid of rigid inclusions. The required plan sheets and design/detailing effort for this option are minimal. Generally, all that is needed for the contract documents is a plan showing limits for areas requiring ground improvement and a special provision with performance criteria for the rigid inclusions. Plans for temporary sheet piling at stage construction lines will be included. Our work will also include coordinating with the IDOT Local Bridge Unit and the Foundations and Geotechnical Unit.

If it is determined that a new land bridge is the preferred solution, we will determine the optimum span arrangement that balances deep foundation spacing with sufficient clearances to the existing foundations. Land bridges are typically a series of slab bridges as the reinforced concrete slabs are the most durable superstructure type for this. BLA is aware that belled drilled shafts are typically the recommended foundation for the land bridges. Plan sheets for the land bridge will include construction staging, reinforced concrete slab superstructure details, expansion joint details, approach slab details, foundation layout, pier cap details and drilled shaft details.

Construction Details

These details will depict all non-standard construction items that are unable to fit on the plans. This includes but is not limited to Orland Park Watermain Details, Orland Park Sidewalk Details, Standard Specifications for Water and Sewer Construction in Illinois Details (latest versions), IDOT District 1 Standard Details, Illinois Urban Manual Details or other items determined to be necessary during design activities.

Cross Sections

The cross section sheets will have cross sections every 50 feet or at driveways (whichever spacing is tighter) and will show the existing and proposed roadway, entrances/accesses, culvert crossings at low points, utilities, right-of-way, driveways, earthwork cut and fill, etc. These will be prepared at a scale of 1" =5' vertical and 1" =10' horizontal.

Other Deliverables/Work Tasks

Estimate of Time

An estimate of time shall be prepared for the final submittal; it is anticipated this project will be built in one construction season.

Estimate of Cost

Detailed estimates of cost will be prepared and provided at the conceptual stage, prefinal and final submittals. The forms will be prepared and updated per each submittal.

Permits

IEPA Stormwater Pollution Prevention Plan (SWPPP): BLA will prepare the SWPPP form BDE 2342 and erosion control plan measures as required to comply with the provisions of the NPDES Permit Number ILR10, by IEPA for the stormwater discharges from construction activities in a project with greater than one-acre disturbances.

IDOT Highway Permit: As IDOT is not a partner in this project, the plans will be submitted to IDOT for a permit for any temporary signal work which occurs within IDOT right-of-way which affects LaGrange Road (IL 45). This permit shall require preparation of the permit application package as well as addressing received comments.

Cook County Highway Permit: BLA will prepare and submit the CCDTH permit.

IEPA Watermain Permit: BLA will prepare and submit the IEPA watermain permit for construction, if necessary.

USACOE Joint Permit Application for Regional 404 Permit: The required exhibits, specifications, data and project information will be compiled and assembled in a permit application submittal package to the USACOE and IEPA for Section 404 of the Clean Water Act compliance. We will coordinate development of documents with the Lake County DOT and submit them for your review in draft form. This task may require meeting with the USACOE, U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, Illinois Department of Natural Resources, Lake County and potentially other federal, state and local agencies to coordinate permitting activities. BLA will prepare the Threatened and Endangered Species Consultation Act as required in Section 7 of the USACOE permitting process in compliance with the U.S. Fish and Wildlife Service. We will also prepare and submit an IDNR Threatened and Endangered Species Agency Action Report.

Metropolitan Water Reclamation District of Greater Chicago (MWRD) Permit: BLA will prepare and submit the MWRD for review.

Will-South Cook SWCD: BLA will prepare and submit the Soil Erosion Control Plans for review.

Agency Involvement and Meetings

We are proposing the following meetings (12) and agency involvement:

- *Consultant and Village Kick-off Meeting (1)*
- *Will South-Cook SWCD Preapplication Meeting (1)*
- *Village of Orland Park (3)*
- *IDOT (2)*
- *USACOE Meeting (1)*
- *Property Owner Meetings (2)*
- *Private Utility Company Meetings (2)*

Specifications and Special Provisions

BLA will prepare necessary special provisions and/or specifications for inclusion into the Village of Orland Park bidding documents. These will be prepared individually and sent to the Village as individual Microsoft Word files.

Utility Coordination

BLA will make submittals to all impacted utilities with the proposed impacts at the prefinal and final milestones. If it appears significant utilities are present and unavoidable, early coordination will occur to facilitate relocation efforts.

Coordination/Deliverables

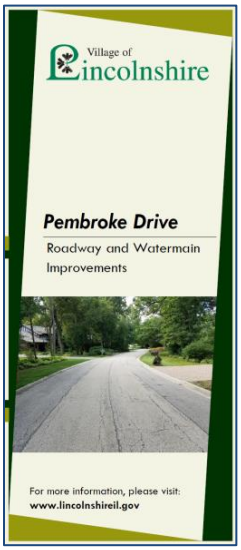
Deliverables to the Village will consist of the Word, Excel, CADD Software Files (DGN or .DWG) and PDF files that comprise the soils/geotechnical report, final plans, specifications and estimates prepared for this project.

Land Acquisition and Negotiations – *Santacruz Associates, Ltd.*

The project will require the acquisition of six parcels for temporary easements and/or proposed right-of-way. BLA has partnered with Santacruz to perform the land acquisition services in accordance with IDOT and Village requirements. BLA understands the importance of beginning these negotiations early – which means BLA will provide details of the impacts early in the design process. *Compass will perform the necessary legal documentation, appraisals, title reports and plats of highways for any of the right-of-way acquisition.*

Public and Agency Involvement

BLA anticipates one open house-style public meeting at Village Hall in the evening. BLA will prepare a meeting brochure, handouts and exhibits; BLA will attend the meeting. BLA will coordinate with the Village of Orland Park (three meetings: kick-off, coordination, prefinal plan review). Additional meetings will be held as necessary for successful completion of the project; no charges will be assessed unless significant public opposition requiring substantial additional effort occurs.



Reimbursables

BLA will track all expenses (consultant invoices and land acquisitions) throughout the Phase II design and submit them to IDOT Bureau of Local Roads and Streets on the Village's behalf. BLA will provide the necessary documentation to the Village and answer all questions.

Public Communication

BLA will serve as the Village's point of contact with residents, commuters and businesses. BLA is always available to attend public meetings and assist with the descriptions of work areas. As part of the work, BLA will prepare and print materials for distribution. Those materials will be our first contact with the public; they will not only describe the process but will help set expectations. These printed materials will also provide contact information.

Phase III Scope

BLA will prepare the Phase III Construction Observations Scope for the Village to use in the RFQ process. BLA has a great deal of experience putting together Phase III scopes with the assistance of our large Phase III Construction Engineering Services Department.

Quality Control and Quality Assurance (QC/QA) Plan

An essential element of all projects is the preparation and implementation of our QC/QA Plan. Adherence to the Plan is vital for assuring the quality of all studies, reports and plans. In addition to the QC/QA Plan, BLA pays attention to all project details by anticipating potential problems before they happen and providing regular communication. During the project, we may require information/input from other Village Departments. Coordination between all parties involved in a project is maintained by the Project Manager. BLA will be responsive to the changing needs of all reviewing agencies as the planning process progresses. The project team will apply their expertise during the planning process to produce designs that are technically correct and address the needs of all users. One of our strengths is communication. We do not wait for answers to come to us. BLA is in constant contact, not just at times when projects are due. We look forward to meeting with the Village, utility companies, schools and stakeholders. We feel staying in close contact establishes friendly relationships. Our QC/QA Plan has checklists, assigned responsibilities and procedures that set our internal goals prior to any documents leaving the office. The Project Manager is responsible for schedule and budgetary adherence. Schedule adherence is achieved through establishing and monitoring a project schedule. Effective monitoring of the schedule will be achieved not just through adhering to the target date for deliverables, but also by monitoring the timely collection of data required to prepare the deliverables. Man-hours are allocated for each task and each subtask. Cost control accounting is done on a bi-weekly basis. Expenditures for each subtask are monitored and measured against work accomplished.

Bid and Awards Services

The final stage of the Phase II will be assisting the Village with the bidding and awarding process. This includes responding potential bidders, assisting in bid evaluations and providing recommendations to contract award.

Milestone Submittals

→ Watermain layout/details; alignment/location will be submitted to the Village at concept level for concurrence.
→ Submittals include preliminary (60%) prefinal (90%) and final (100%) plans at 11”x17”, 22”x34” or a combination thereof; specifications will be provided at the prefinal and final milestone stages.
→ BLA will meet with Village staff, as required, to discuss review comments for each submittal.
→ The final submittal package will be any combination of 11”x17” or 22”x34” plan sheets requested; BLA is able to provide bid sets and/or facilitate the project bidding process by serving as plan holder if desired.
→ A USB with all project files, PDFs and backup calculations for contract quantities will be given to the Village.
→ Final plan submittal will be signed and sealed by a Registered Professional Engineer in the State of Illinois.

Schedule

We understand the project will only be seen as successful if the schedule is kept. BLA will make sure issues that can delay a project are addressed before they become a problem. BLA will use our same staff that worked on similar STP funded Village projects and is very familiar with the process and what is needed to ensure a successful project during design to meet the letting. To BLA, the design starts as soon as our Notice to Proceed is received and does not stop until the project is confirmed by IDOT on the desired letting. BLA is proposing the anticipated schedule as follows:

- ***November 1, 2021*: Notice to Proceed**
- *April 1, 2022*: Preliminary Plans (30%) to Village for review
- *June 10, 2022*: Prefinal Plans (90%) to Village, IDOT, CCDTH, utilities
- ROW Negotiations; ROW Certified
- *September 12, 2022*: Final PS&E and Draft Agreements to IDOT
- *November 18, 2022*: Letting

Administration and Management

This item includes project setup, invoicing and in-house coordination of the project.

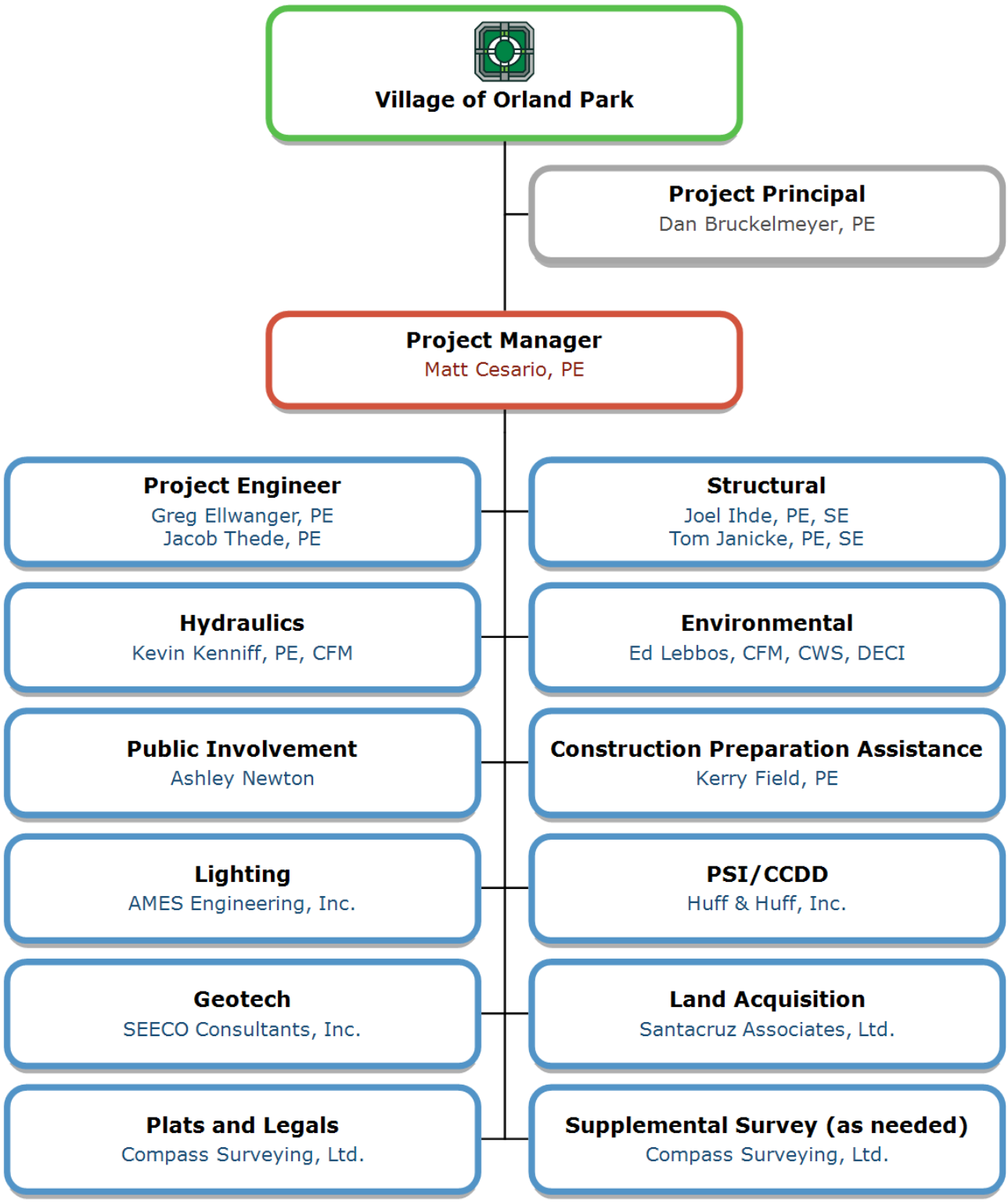
Not-Included Scope of Work Items

The following are not included in the scope, but can be added at the Village’s request under supplemental proposal:

✓ *generation of dry utility relocation plans*
✓ *noise study*
✓ *air quality study*

Project Team

All staff in the Organization Chart is available to serve the Village of Orland Park. The personnel shown will be assigned to the project based on the requirements and need for their engineering expertise.



DANIEL B. BRUCKELMEYER, P.E.

Project Principal

Education

Purdue University – B.S. Civil Engineering, 2004

Professional Registration

Professional Engineer

State of Illinois: 062-063352, 2010

State of Indiana: 11500042, 2015

Professional Societies

ACEC

APWA Lake Branch Executive Committee, 2015-19

APWA Lake Branch Education Committee, 2011-14

APWA Chicago Metro Chapter Education Committee, 2019

ASCE

IRTBA

Specialized Software

AutoCAD Civil 3D

AutoCAD Land Desktop

AutoDesk Storm & Sanitary Analysis

Autoturn v.4.0-7.0+

Bentley FlowMaster/CulvertMaster

Geopak

HEC-RAS

Highway Capacity Analysis (HCS)

MicroStation V8 and V8i

Paydirt Sitework

PondPack

StormCAD/StormNET

SYNCHRO 7.0+

Experience Summary

Dan has experience in complete design and management for municipal and county transportation projects including roadway corridors, intersections and bridge improvements as well as utility replacements and extensions. Experience with locally funded and federally funded design projects let locally or though IDOT. Responsible for management of staff, contract preparation, design completion, obtaining permits and presentations.

Representative Projects

Project Principal for Lemont Road; DuPage County – Work included Phase II plans and contract documents for the intersection widening at Lemont/87th, intersection widening at Lemont/83rd and resurfacing of Lemont Road and 87th Street. Full traffic signal modernization and lighting warrants were required at each intersection and design at the 83rd intersection. Several retaining walls were needed because of the widenings.

Project Principal for Cermak Road; IDOT – BLA performed Phase II for three bridge improvements under one IDOT contract. Cermak Road is a high ADT four-lane divided roadway in a dense commercial/industrial area in Broadview. Scope included bridge rehabilitation of the superstructures for two bridges and replacement for the third. The bridge over IHB Railroad/Gardner Road required superstructure replacement because of structural deficiencies and to elevate the deck to meet clearance requirements over the railroad. Railroad coordination was necessary to obtain the right of entry permit. The superstructure over 25th Avenue required replacement because of a low structure rating. The bridge over Addison Creek required replacement except for the piles. The existing piles were encased to increase structural capacity.

Senior Project Manager for Longmeadow Parkway (Section B); Kane County DOT – The primary scope included widening Longmeadow Parkway from two to five lanes with a landscaped median from Randall Road to White Chapel Lane; from east of White Chapel Lane to the easterly project limits, Longmeadow Parkway was constructed as a new road on a new alignment. A multi-use trail was also included with the design, continuous throughout almost the entire project. Three new traffic signals were constructed. A grade separation carrying Longmeadow Parkway over IL 31 was designed which included a slip ramp on a new alignment from IL 31 to Longmeadow Parkway. Total project section cost was $40 million.

Senior Project Manager for River Road at Dowell Road; McHenry County DOT – Phase I and II consisted of a complete intersection study to improve a stop-controlled t-intersection into a roundabout. Phase I included a comprehensive alternative analysis of a traffic signal and a roundabout for improving the 30-degree angle of entry from Dowell Road. Phase II activities involved PS&E and significant early coordination with McHenry County Planning & Development regarding floodplain and potential detention requirements. Plans included evaluation of traffic maintenance and time and cost evaluations for full construction closure, partial detour and fully open to traffic.

Senior Project Manager for River Road at Roberts Road; Lake County DOT – Phase II PS&E for a $7M intersection conversion to a multi-lane roundabout. The project required significant coordination with structural engineers and geotechnical subconsultants to provide plans for a relocated intersection center located largely over organic material. Evaluation of aggregate columns, soil mixing, and sheet pile remove/replace options were studied for analysis prior to selecting the most cost-effective and constructible option. Selection of preferred alternative ground improvement Controlled Stiffness Columns required coordination of an Experimental Feature work plan through the FHWA.

MATTHEW T. CESARIO, P.E.

Vice President and Project Manager

Education

University of Iowa – B.S. Civil Engineering, 2007

Professional Registration

Professional Engineer

State of Illinois: 062-066160, 2014

State of Indiana: 11400733, 2014

State of Wisconsin: 43929-6, 2014

Certifications

IDOT Documentation of Contract Quantities

Professional Societies

American Public Works Association (APWA) Fox Valley Branch

APWA Fox Valley Branch Membership Committee

American Council of Engineering Companies (ACEC) – Tollway

ACEC – Regional Informational Meeting Committee

Civil 3D User Group

Specialized Training

GEOPAK, Civil 3D, Soil and Erosion Control, Permitting, IDOT Documentation, WisDOT Construction Standards, WisDOT Local Program, WisDOT Signage, Field Manager/Fit Course, IL Tollway Barrier Guidelines

Specialized Software

AutoCAD Civil 3D 2010-2012, StormCAD, MicroStation V8 & V8i, GEOPAK, Auto-Turn, Hy-8 Culvert Design, Field Manager, Synchro 7.0, HCS+ Traffic Software, HCS+ Signal Warrants, Estimator 2.8, Trans.prt, Haestad Methods: PondPack, TR-20, StormNET, Axiom

Experience Summary

Consulting engineer since 2007; experience with design and coordination of site and transportation projects including reconstruction, expansion, traffic modeling, stormwater management and roundabouts. Design experience involves stormwater modeling and management reports; stormwater pollution prevention plans; roadway geometry; storm and sanitary sewer; hydraulic and hydrology analysis of streams, creeks and rivers for bridges/culverts; roadside barrier warrants; horizontal and vertical alignment; roundabout; traffic signals and contract plans. Tasks include permitting process; construction plan preparation; cost estimating; utility design; utility coordination; public meetings; field survey and inspections.

Representative Projects

Project Manager for Cermak Road; IDOT – BLA performed Phase II for three bridge improvements under one IDOT contract. Cermak Road is a high ADT four-lane divided roadway in a dense commercial/industrial area in Broadview. Scope included bridge rehabilitation of the superstructures for two bridges and replacement for the third. The bridge over IHB Railroad/Gardner Road required superstructure replacement because of structural deficiencies and to elevate the deck to meet clearance requirements over the railroad. Railroad coordination was necessary to obtain the right of entry permit. The superstructure over 25th Avenue required replacement because of a low structure rating. The bridge over Addison Creek required replacement except for the piles. The existing piles were encased to increase structural capacity.

Project Manager for Buffalo Grove Road; Lake County DOT – BLA performed preliminary and final design for the widening of Buffalo Grove Road from two lanes to five lanes between IL 22/Half Day Road and US 45 including intersection improvements with US 45 in Buffalo Grove and Vernon Hills for 1.5 miles. Multiple intersections were evaluated for signalization improvement including the intersections of Sandalwood Road, Port Clinton Road (West) and Main Street. The project also included widening Buffalo Grove Road across the Wisconsin Central tracks requiring ICC coordination and coordination with Metra.

Project Manager for Lemont Road; DuPage County DOT– Work included Phase II plans and contract documents for the intersection widening at Lemont/87th, intersection widening at Lemont/83rd and resurfacing of Lemont Road and 87th Street. Full traffic modernization and lighting warrants were required at each intersection and design at the 83rd intersection. Several retaining walls were needed because of the widenings. The existing storm sewer system was utilized where possible, but full hydraulic analysis/storm sewer design was required to verify/determine sizing of existing and proposed storm sewer.

Project Manager for Miller Road at US 12; Lake County DOT – Work included Phase I and II for the improvement of Miller Road at US 12. Coordinating with Lake Zurich and the Lake County DOT was essential to determine the appropriate geometry alternative to meet the needs of both agencies while improving safety and reducing intersection congestion. Manual traffic counts were performed for three different locations to best understand the travel patterns and turning movements in the vicinity. Future traffic projections were obtained from CMAP based on the traffic volumes without the IL 53 extension and with the IL 53 extension; the geometric alternatives will be designed based on the larger volume to allow the maximum congestion relief. US 12 is under IDOT jurisdiction and therefore coordination with IDOT was a large component. There is a legal "U-Turn" on northbound US 12 at Miller Road which allows vehicles to access a neighborhood which would be otherwise be inaccessible from the northbound direction. Studying the crash data history, many accidents at the Miller Road and US 12 are a direct result from "U-Turn" movements.

GREGORY J. ELLWANGER, P.E.

Project Engineer

Education

Bradley University – B.S. Civil Engineering, 2009

Professional Registration

Professional Engineer

State of Illinois: 062-067088, 2015

Certifications

IDOT Documentation of Contract Quantities 17-12693

Professional Societies

Member – American Public Works Association (APWA) Lake Branch

Co-Chair – APWA Education Committee

Chair – APWA Young Professionals

Specialized Software

AutoCAD – Civil 3D

Autoturn

Axiom

Geopak Open Roads

HCS+ Signal Warrants

HCS+ Traffic Software

MicroStation V8i

ProjectWise

SignCAD

StormCAD

Synchro 7.0+

Experience Summary

Experience as a transportation engineer with responsibilities of contract plan preparation, planning, design, drawing, cost estimation and bidding documents for various projects for IDOT, municipalities and counties. Experience includes traffic signal plan preparation, geometrics, and responsibilities of full Phase II PS&E bidding documents.

Representative Projects

Project Engineer for Lemont Road; DuPage County DOT – Prepared Phase II PS&E for widening and resurfacing 1.65 miles of Lemont Road from and including 87th Street to 83rd Street. The project required new storm sewer design, reconstruction of a small section of 87th Street, new traffic signals, new interconnect, pedestrian improvements, landscaping, land acquisition from both public and private parcels and permits and coordination with DuPage County, DuPage County DEC, USACOE, the City of Darien and the City of Woodridge.

Project Engineer for Miller Road at US 12; Lake County DOT – Provided Phase I and II engineering services for the improvement of the Miller Road at US 12 intersection in Lake Zurich. Coordination with Lake Zurich and LCDOT was essential to determine the appropriate geometry alternative to meet the needs of both agencies while improving safety and reducing the congestion at the intersection. Manual traffic counts were performed for three different locations within the project area to best understand the travel patterns and turning movements in the vicinity.

Project Engineer for Buffalo Grove Road; Lake County DOT – BLA performed preliminary and final design for widening Buffalo Grove Road from two lanes to five between IL 22/Half Day Road and US 45 (1.5 miles) including US 45 intersection improvements in Buffalo Grove and Vernon Hills. With engineering locally funded by LCDOT, a formal Phase I was not required; the project incorporated Phase I elements into a preliminary design phase. Multiple intersections were evaluated for signalization improvement including the intersections of Sandalwood Road, Port Clinton Road (west) and Main Street. The project included widening Buffalo Grove Road across the Wisconsin Central tracks requiring ICC and Metra coordination.

Project Engineer for 75th Street; DuPage County DOT – Project included storm sewer design, detention calculations, resurfacing, widening, reconstruction, and new traffic signals. Work included extensive storm sewer and detention redesign utilizing StormCAD and TR20. In addition, coordination with the villages and utilities was required for the roadway widening and new storm sewers. BLA also prepared the DEC permit, wetland permit and the contract plans, specifications and estimate of cost.

Project Engineer for Hicks Road at First Bank Drive; Village of Palatine – Work consisted of new intersection design for a proposed police station and grocery store site development. This project included design of an access driveway from full access to three-quarter access. Both the intersection and the access geometry were designed to allow for specified design vehicles using Autoturn software. A highway capacity analysis was completed to aid in the Intersection Design Study for the signals.

Project Engineer for East State Street; City of Geneva – Prepared Phase II PS&E for 1.25 miles of East State Street from the Fox River to Kirk Road. The project required new storm sewers, watermain, replacing sanitary manholes, full pavement reconstruction and widening (with changes to the profile to improve site distance), replacing signals, pedestrian improvements, and streetscape. In addition, coordination with the City and public utilities was required for the roadway widening and new storm sewers and watermain. Land acquisition from both public and private parcels. Permits and significant coordination with IDOT, Kane County and Geneva was required.

JOEL J. IHDE, P.E., S.E.

Vice President and Director of Structural Engineering

Education

University of Illinois, M.S. Civil Engineering (Structures), 1989

University of Wisconsin, B.S. Civil Engineering, 1985

University of Wisconsin, B.S. Mining Engineering, 1981

Professional Registration

Professional Engineer:

State of Illinois: 062-046287, 1990

State of Indiana: 10707723, 2007

State of Wisconsin: 39560-6, 2008

Structural Engineer:

State of Illinois: 081-005051, 1992

Certifications

National Bridge Inspection Standard (NBIS) Program Manager: State of Illinois and Wisconsin

Team Member: State of Indiana

Professional Societies

Member – Structural Engineers Association of Illinois; Precast/Prestressed Concrete Institute; American Council of Engineering Companies of Illinois (ACEC/Illinois)

Specialized Training

National Highway Institute: Safety Inspection of In-Service Bridges

Experience Summary

Over 30 years in structural design of bridges and structures. Responsible for preliminary and contract plans, inspections, cost estimates, specifications and design support during construction for a variety of major civil engineering projects. Structural design experience includes complete design for new and rehabilitated highway and railroad structures, foundation selection, substructure design and steel and concrete superstructure design, seismic analysis and fatigue evaluation; experience also includes rail maintenance facilities, deep tunnel projects, underground stormwater storage structures, parking garages, retaining walls, box culverts and tower foundations.

Representative Projects

Structural Engineer for IL 7 (Southwest Highway) over US 45; IDOT – Responsible for the design of a two-span steel plate girder bridge supported on vertical face abutments for the structure. Over 1,000 feet of retaining walls supported on stone columns were also included in the project. Scope of work ranged from TS&Ls to the completion of final plans and specifications. Several architectural enhancements were incorporated into the design so that the bridge could serve as a gateway to the community. Planning and design for the bridge required extensive coordination between BLA, IDOT, the project architect and the Village of Orland Park.

Structural Engineer for Cermak Road over IHB RR, 25th Avenue and Addison Creek; IDOT – The bridge over Gardner Avenue and the Indian Harbor Belt Railroad consisted of 10 spans of steel beams. The project included raising the spans over the railroad for vertical clearance and removing and replacing the concrete deck. The bridge over 25th Avenue consisted of three spans of steel beams. The project included converting the bridge to semi-integral and removing and replacing the concrete deck. The Addison Creek bridge was completely removed and replaced with a three-span slab bridge; existing pier piles were reused. Construction for all three bridges was completed with multiple construction stages while maintaining traffic in each direction. Phase II work included preparation of TS&Ls and contract plans for all three bridges.

Structural Engineer for IL 64 over Des Plaines River; IDOT – Phase II included design for the complete replacement of the three-span concrete beam structure with a longer three-span steel wide flange beam bridge. The east abutment and approach slab are located within an intersection and a MWRD outfall structure outlets into the Des Plaines River through the east abutment. BLA prepared the plans, specifications and cost estimates for the replacement of IL 64 (FAP 307) structure over Des Plaines River and roadway reconstruction along IL 64 with a total length of 1122 feet and 350 feet of reconstruction on Thatcher Avenue. The work included TS&L and structure plans.

Project Manager and Structural Engineer for Hill Avenue over the East Branch of the DuPage River; Village of Lombard – Prepared Phase I Report and Phase II design. Project required bridge inspection, Bridge Condition Report, Bridge Type Study and TS&L. Project included geometrics, environmental reports, drainage reports and hydraulic studies. Many alternatives and architectural elements were considered for the structure and were reviewed with the Village for incorporation. Final design included plans and specifications for complete bridge and roadway reconstruction.

Structural Engineer for Jefferson Avenue over the DuPage River; City of Naperville – In charge of all Phase I and II tasks from inspection reports through final plan preparation for the reconstruction of the Jefferson Avenue Bridge over the DuPage River. The new structure is a three-span steel beam bridge supported on semi-integral abutments. Substructures are supported on drilled shafts socketed into rock.

KERRY FIELD, P.E.

Vice President and Director of Construction Engineering

Education

University of Illinois Urbana-Champaign – B.S. Civil Engineering, 1981

Professional Registration

Professional Engineer

State of Illinois: 062-043291, 1984

Certifications

IDOT Documentation of Contract Quantities 17-12694

Professional Societies

Member – IRTBA

Member – ACEC

Member – APWA Fox Valley Branch

Specialized Software

ICORS

CMMS

e-Builder

MISTIC

Industry Activities

10+ years on IRTBA and IDOT District 1 Forum, Co-Chair for four years

Experience Summary

Highway construction experience since 1982. Senior Project Manager (Plote Construction) for 11 years overseeing the scheduling and construction of $20-140 million/year of road construction projects. Vice President (Harry W. Kuhn) of $80-100 million/year heavy highway contractor (six years). 17 years in IDOT Bureau of Construction; beginning as an inspector providing construction layout, inspection and documentation. Worked as a Resident Engineer on multi-million-dollar Expressway projects, ultimately becoming the District 1 Expressway Construction Supervisor overseeing all expressway projects in Chicago and the six-county area.

Representative Projects

Project Manager for Algonquin and Meacham Roads; Village of Schaumburg – BLA provided construction management for the $9.5 million IDOT project. Work included resurfacing 0.85 miles of Algonquin Road and 0.28 miles of Meacham Road. A new dual right turn lane for eastbound traffic on Algonquin helps move traffic to the new Meacham/I-90 interchange. An added eastbound lane on Algonquin from Meacham to the east project limit enhances the roadway capacity. The project also included a new storm sewer system, revisions to the existing watermain system, new roadway lighting and new traffic signals. Other items included watermain relocation, curb replacement, concrete sidewalks, an HMA pedestrian path and new signage.

Project Manager for Main Street; City of Batavia – BLA provided Phase III construction engineering for the $6.9 million STP-funded roadway reconstruction in downtown Batavia from S. Van Nortwick Avenue to Water Street including widening improvements along IL 31. BLA monitored contractors' daily operations including inspection of watermain and storm sewer installation, curb and sidewalk placement, earth excavation, aggregate placement, pavement marking and final landscaping. The work required a one-way detour to accommodate stage construction for the installation of 48-inch storm sewer, eight-inch watermain and replacement of 16-inch force main.

Project Manager for Plum Grove Road (Higgins Road to Wiley Road); Village of Schaumburg – BLA provided construction management, public relations and utility coordination services for the $13.7 million IDOT project. Work included the complete reconstruction of Plum Grove Road with full-depth HMA pavement and the Village's first roundabouts at the Remington and State Parkway intersections. The project also included a new storm sewer system, revisions to the existing watermain system, new roadway lighting and extensive landscaping. Preconstruction work included extensive utility relocation and coordination. Other work items included curb removal and replacement, concrete sidewalks, an HMA pedestrian path and new signage.

Project Manager for Locust Road; Village of Wilmette – Provided Phase III construction engineering for the $4.1 million STP-funded roadway reconstruction from Lake Avenue to Wilmette Avenue. Oversaw Resident Engineer and inspector activities including inspection and documentation. Monitored contractors' daily operations including inspection of watermain and storm sewer installation, curb and sidewalk placement, earth excavation, aggregate placement, pavement marking and final landscaping.

Project Manager for IL 64 (North Avenue); IDOT – Located in Lombard, Addison and Villa Park, the $30 million project reconstructed IL 64, a four-lane road through a very busy business district, to a six-lane road. This 3.5-mile, two-year project included a 2,500-foot retaining wall constructed on spread footings and near a newly relocated 16-inch-high pressure gas main. Utility relocations were extensive including the installation of 2,000 feet of watermain. Pavement structure included 12 inches of aggregate subgrade with 10 inches of jointed PCC concrete pavement, divided landscaped median, curb/gutter and PCC shoulders.

Related Experience

SIGNALIZED INTERSECTIONS AND GROUND IMPROVEMENT DESIGN EXPERIENCE

Miller Road at US 12 (2018-present) — Lake Zurich, IL

LCDOT ..... Tom Somodji: 847-377-4185; tsomodji@lakecountyil.gov
BLA Team ..... Matt Cesario, P.E. (PM); Duncan McGlincy, P.E. (PE); Kevin Kenniff, P.E., CFM (drainage)
Project Budget/BLA Fee ..... $2.7 million/$257,000

BLA provided Phase I and II engineering for the improvement of Miller Road at US 12 in Lake Zurich. Coordinating with Lake Zurich and the Lake County Division of Transportation was essential to determine the appropriate geometry alternative to meet the needs of both agencies and improve the safety while reducing congestion at the intersection. Manual traffic counts were performed for three different locations within the project area to best understand the travel patterns and turning movements in the vicinity. Future traffic projections were obtained from CMAP based on the traffic volumes without the IL 53 extension and with the IL 53 extension factored in; the geometric alternatives were designed based on the larger volume to allow the maximum congestion relief. US 12 is under IDOT jurisdiction and therefore coordination with IDOT was also a large component of this project. There is a legal U-Turn on northbound US 12 at Miller Road which allows vehicles to access a neighborhood which would be otherwise be inaccessible from the northbound direction. Studying the crash data history, many accidents which occur at the Miller Road and US 12 intersection are a direct result from U-Turn movements. BLA prepared an IDS and environmental report as part of the Phase I approval process prior to moving into plan assembly during Phase II requiring full permitting of signal plans.

Park Boulevard at IL 53 (2014-2017) — Lisle, IL

DuDOT ..... Chris Snyder: 630-407-6910; christopher.snyder@dupageco.org
BLA Team ..... Dan Bruckelmeyer, P.E. (PM); Matt Cesario, P.E. (PE); Kevin Kenniff, P.E., CFM (drainage)
Project Budget/BLA Fee ..... $6 million/$480,000

BLA prepared final PS&E for 1.5 miles of Park Boulevard from Butterfield Road to IL 53. Park Boulevard was a two-lane collector that was widened to a three-lane section through a dense residential area of DuPage County. BLA provided engineers responsible for the preparation of a Phase I report, final contract plans, special provisions, specifications, bid documents, construction observation and construction management responsibilities. This project was on an expedited schedule so that construction was completed prior to the busy fall season at the Morton Arboretum. BLA coordinated with IDOT Bureau of Local Roads and the Morton Arboretum. The Phase I report was prepared to evaluate existing Park Boulevard and determine what improvements were necessary. The improvements included the extension of Park Boulevard to create the new Morton Arboretum entrance, exclusive left turn and right turn lanes associated with the new entrance and the widening of Park Boulevard. The Phase I report included traffic counts, accident information review, Intersection Design Study (IDS), alternative designs, utility coordination, construction cost estimates, anticipated right-of-way acquisitions and a detailed preliminary engineering design for the preferred alternative. Work also included a town hall-type meeting to present the proposed alternative to the public. Phase II final contract plans, special provisions, specifications and bid documents were also prepared. Work included traffic signal design and modernization, maintenance of traffic plans, storm sewer design, cross sections, a DuPage County Stormwater Management Report, special provisions, specifications and bid documents, preconstruction meeting and liaison with IDOT, DuPage County DOT and the Morton Arboretum.

Hicks Road at First Bank Drive (2014-2015) — Palatine, IL

Village of Palatine ..... *Matt Barry: 847-202-6960; mbarry@palatine.il.us*
BLA Team ..... *Dan Bruckelmeyer, P.E. (PM/traffic lead); Greg Ellwanger, P.E. (PE)*
Project Budget/BLA Fee ..... *$1.2 million/$80,000*

The Hicks Road at First Bank Drive intersection was realigned to add turn lanes for local development and a new police station. BLA completed Phase I engineering including traffic counts, a traffic impact study, HCS and capacity analysis, intersection design study, meetings with IDOT and the Village, IDS approval from IDOT, coordination of the access driveway across the police station at Hicks/First Bank, modernization of the traffic signal at Hicks/First Bank and both the temporary and permanent interconnect. Traffic analysis was performed using the traffic modeling software SYNCHRO for the intersections of Hicks/First Bank, Hicks/Northwest Highway and Northwest Highway/First Bank to prove the Hicks and Northwest signal systems would not be impacted by the proposed modifications at the Hicks/First Bank intersection. Following approval of the Phase I, Phase II engineering was completed; the plans locally let by the Village of Palatine.

River Road at Roberts Road (2013-2015) — Lake Barrington, IL

LCDOT ..... *Chuck Gleason: 847-377-7400; cgleason@lakecountyil.gov*
BLA Team ..... *Dan Bruckelmeyer, P.E. (PM); Greg Ellwanger, P.E. (PE); Kevin Kenniff, P.E., CFM (drainage)*
Project Budget/BLA Fee ..... *$6.5 million/$600,000*

BLA performed the Phase I and II for the intersection improvements to River Road and Roberts Road to relieve congestion. The analysis included investigating alternative geometry of a standard signalization with turn lanes versus the installation of a roundabout. A roundabout was ultimately selected as the preferred alternative; it was the first multi-lane roundabout in Lake County. With each alternative, BLA evaluated the impacts to the adjacent endangered species, extreme grade/wall issues, wetland and floodplain impacts, poor soils alternatives and land acquisition from the Lake County Forest Preserve and an Environmental Conservancy group. Possible solutions and their associated costs to the poor soils encountered 60 feet below River Road included a land bridge, a conventional bridge, aggregate columns, geofoam, soiling mixing and excavation. This project was funded by CMAQ. BLA worked with the FHWA to initiate and prepare an Experimental Feature for the use of rigid inclusions ground improvement rather than tradition ground improvement techniques. This work significantly reduced construction cost and the construction time by six months. The project also included a soldier pile retaining wall with formliner, staining and a decorative railing.

River Road at Dowell Road (2013-2018) — Island Lake, IL

LCDOT ..... *Joe Korpalski: 815-334-4960; jrkorpalski@mchenrycountyil.gov*
BLA Team ..... *Dan Bruckelmeyer, P.E. (PM); Greg Ellwanger, P.E. (PE); Kevin Kenniff, P.E, CFM (drainage)*
Project Budget/BLA Fee ..... *$3.5 million/$290,000*

BLA represented MCDOT on the reconfiguration of the River Road and Dowell Road intersection in Nunda Township between Island Lake and Holiday Hills. The intersection was a high-accident location caused by Dowell Road's 30-degree angle intersecting River Road. The intersection is surrounded by environmentally sensitive areas and both roadways were partially enveloped within adjacent Griswold Lake floodplain. BLA performed traffic counts, survey, wetland delineation, threatened and endangered species investigations and intersection capacity analysis options of a roundabout as well as a standard traffic signal configuration. BLA compared the cost level of magnitude in relationship to the level of service provided and the impacts to the environmentally sensitive area as well as right-of-way acquisition. Ultimately, a roundabout was selected as the preferred alternative.

Making this project challenging was obtaining the necessary compensatory storage required because of the widening of the intersection in existing floodplain. Land within the existing right-of-way was below the 100-year BFE which required obtaining land from a nearby horse farm to provide the water quality benefits and compensatory storage required for permitting. This led to a series of alternative basin location designs as well as complicated land acquisition which delayed the project letting by several years before obtaining resolution. Additionally, two (eight- and 12-inch) Northern Moraine Wastewater Reclamation District forcemains (NMWRD) were underneath the pavement and required relocation. This redesign was challenging in that NMWRD was not financially able to relocate the entirety of both mains because of budget constraints. BLA was able to facilitate the redesign utilizing HDPE with a series of plug valves, directional boring and locator stations to avoid the proposed roadway improvements.

Additionally, unsuitable soils were a challenge. Undercuts were recommended up to 15 feet below grade which was not feasible given the project was to be constructed under live traffic. BLA worked with the DOT and Tensar to specify multiple layers of triaxial geogrid to stabilize the subgrade. This allowed for a significant cost savings as well as increased speed of construction duration.

STRUCTURAL DESIGN EXPERIENCE

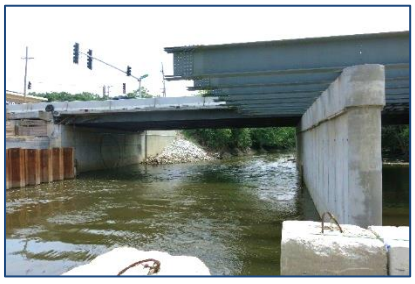
Jefferson Avenue (2010-2012) — Naperville, IL

City of Naperville ..... *Bob Kozurek: 630-420-6113; kozurekr@naperville.il.us*
BLA Team ..... *Joel Ihde, P.E., S.E. (PM); Matt Cesario, P.E. (PE); Kevin Kenniff, P.E., CFM (drainage)*
Project Budget/BLA Fee ..... *$1.8 million/$220,000*

BLA performed complete Phase I and II design services for the reconstruction of the Jefferson Avenue Bridge and adjacent roadway, including a bike path across the DuPage River. Reconstruction of the bridge and adjacent roadway was necessary because of the deteriorated condition of the bridge and the horizontal geometry which contributed to an unsafe driving condition. To eliminate these problems, an improved horizontal alignment was proposed which included realigning the bridge on a curve. The proposed bridge included bike lanes alongside the traffic lanes and low flow walkways beneath the structure. Realignment of the bridge was required to meet FHWA requirements for funding. This project also required streetscape final design to match the existing Riverwalk and Fireman's Memorial Park.

IL 64 over Des Plaines River (2012-2014) — River Forest, IL

IDOT ..... *Kim Harvey: 847-705-4055; kim.harvey@illinois.gov*
BLA Team ..... *Joel Ihde, P.E., S.E. (PM); Matt Cesario, P.E. (PE); Kevin Kenniff, P.E., CFM (drainage)*
Project Budget/BLA Fee ..... *$8.1 million/$560,000*



BLA performed the Phase II design of the IL 64 roadway reconstruction, removal and replacement of the bridge over the Des Plaines River, traffic staging plans, permits (404, IDNR floodway, MWRD, SWCD, SWPPP, etc.), cofferdams, structural calculations, quantities, erosion control plans, in-stream work details, special provisions, utility coordination, calculations of associated roadway quantities for the plans, specifications and cost estimates. Also included were temporary/permanent traffic signals with interconnect.

BLA provided both inspection and design services for the reconstruction of the IL 64 Bridge over the Des Plaines River. BLA provided services from the TS&L phase to the final plans and specifications. BLA designed a three-span, seven-lane, steel beam bridge to be constructed in stages while maintaining traffic in both directions. Bridge work also

included accommodations for a multi-use path. Because of hydraulic requirements, one abutment was a closed vertical face abutment and the other was an open abutment. Cofferdams were required for construction of the piers and one of the abutments. Substructures were supported on steel piles driven to bedrock. Coordination with MWRD was required because of an eight-foot diameter sewer passing through the east abutment.

IL 7 over US 45 (2006-2007) — Orland Park, IL

IDOT.....Kim Harvey: 847-705-4055; kim.harvey@illinois.gov
BLA Team..... Joel Ihde, P.E., S.E. (PM); Kevin Kenniff, P.E., CFM (drainage)
Project Budget/BLA Fee.....$6 million/$425,000

BLA was responsible for structural plans for the bridge and adjacent roadway carrying Southwest Highway over LaGrange Road in Orland Park. Replacement of the existing bridge was necessary because of the widening of LaGrange Road from a four-lane cross section to a six-lane cross section. Phase I and II design services were provided by BLA from the TS&L phase to the preparation of final plans and specifications. BLA designed a two-span steel girder bridge supported on vertical face abutments after investigating numerous bridge types and configurations. Because of the location of the bridge, Orland Park requested the bridge include several architectural enhancements so it could serve as a gateway to the community. BLA, working in conjunction with the Village's architectural consultant, incorporated provisions for a decorative arch facade to be attached to the face of the bridge to meet the Village's request. The project also included a MSE wall and extensive aggregate column ground improvement.

Cermak Road over IHB Railroad, 25th Avenue and Addison Creek (2020-2021) — Broadview, IL

IDOT.....Matthew Rothenberg: 847-705-4230; matthew.rothenberg@illinois.gov
BLA Team.....Matt Cesario, P.E. (PM); Joel Ihde, P.E., S.E. (structural); Henry Brierton, P.E. (PE); Kevin Kenniff, P.E., CFM (drainage)
Project Budget/BLA Fee.....$12 million/$900,000

BLA prepared the Phase II design engineering plans for three bridge improvements under one IDOT contract. Cermak Road is a high ADT, four-lane divided roadway in a dense commercial/industrial setting in the Village of Broadview. The scope included rehabilitation of the superstructures for two of the bridges and a replacement for the other.

The bridge over the IHB Railroad/Gardner Road required superstructure replacement because of existing structural deficiencies and to elevate the deck to meet clearance requirements over the railroad. Coordination was necessary with the railroad to obtain the right of entry permit to perform the construction. The superstructure over 25th Avenue required replacement as well because of a low structure rating. The bridge over Addison Creek required a complete replacement apart from the existing piles; the existing piles were to be encased to increase structural capacity. A shared-use path was added to the bridge deck, widening the deck, requiring the addition of extra piles. The slope walls were removed, embankment regraded and rip rap installed to provide compensatory storage.

The project was funded by federal bridge money that expired one year from notice to proceed creating an extremely expedited schedule. Constant coordination occurred between BLA, IDOT and the permitting agencies to meet the letting schedule. This work included TS&L preparation and approval, three stages of engineering plans and specifications submittals and permitting. Permitting was necessary through the USACOE and IDNR for wetlands/waters of US impacts as well as floodplain impacts. Cermak Road is a heavily utilized PACE bus route. The condition of the bridge could no longer support the weight of a fully loaded bus, so it was load posted. BLA worked with PACE to develop alternate routes during construction until the improvement was complete. In addition, BLA worked with PACE to implement new bus stops along Cermak Road within the project limits.

ORLAND PARK

QUALIFICATION SUMMARY SHEET

RFQ #21-045
John Humphrey Drive at 143rd Street Intersection
Phase II Design Engineering Services

IN WITNESS WHEREOF, the Parties hereto have executed this Qualification as of date shown below.

Organization Name: BLA, Inc.

Street Address: 333 Pierce Road, Suite 200

City, State, Zip: Itasca, Illinois 60143

Contact Name: Dan Bruckelmeyer - President and Chief Executive Officer

Phone: 630-438-6400 Fax: 630-438-6444

E-Mail Address: dbruckelmeyer@bla-inc.com

Signature of Authorized Signee: 

Title: Dan Bruckelmeyer - President and Chief Executive Officer

Date: August 4, 2021

ACCEPTANCE: This Qualification is valid for ninety (90) calendar days from the date of submittal.

ORLAND PARK

CERTIFICATE OF COMPLIANCE

The undersigned Dan Bruckelmeyer, as President/CEO
(Enter Name of Person Making Certification) *(Enter Title of Person Making Certification)*

and on behalf of BLA, Inc., certifies that:
(Enter Name of Business Organization)

1) BUSINESS ORGANIZATION:

The Proposer is authorized to do business in Illinois: Yes [✓] No [ ]

Federal Employer I.D.#: 36-4263432
(or Social Security # if a sole proprietor or individual)

The form of business organization of the Proposer is (*check one*):

___ Sole Proprietor
___ Independent Contractor *(Individual)*
___ Partnership
___ LLC
___✓ Corporation Illinois 12-16-1978
(State of Incorporation) *(Date of Incorporation)*

2) ELIGIBILITY TO ENTER INTO PUBLIC CONTRACTS: Yes [✓] No [ ]

The Proposer is eligible to enter into public contracts, and is not barred from contracting with any unit of state or local government as a result of a violation of either Section 33E-3, or 33E-4 of the Illinois Criminal Code, or of any similar offense of "Bid-rigging" or "Bid-rotating" of any state or of the United States.

3) SEXUAL HARASSMENT POLICY: Yes [✓] No [ ]

Please be advised that Public Act 87-1257, effective July 1, 1993, 775 ILCS 5/2-105 (A) has been amended to provide that every party to a public contract must have a written sexual harassment policy in place in full compliance with 775 ILCS 5/2-105 (A) (4) and includes, at a minimum, the following information: (I) the illegality of sexual harassment; (II) the definition of sexual harassment under State law; (III) a description of sexual harassment, utilizing examples; (IV) the vendor's internal complaint process including penalties; (V) the legal recourse, investigative and complaint process available through the Department of Human Rights (the "Department") and the Human Rights Commission (the "Commission"); (VI) directions on how to contact the Department and Commission; and (VII) protection against retaliation as provided by Section 6-101 of the Act. (Illinois Human Rights Act). (emphasis added). Pursuant to 775 ILCS 5/1-103 (M) (2002), a "public contract" includes "...every contract to which the State, any of its political subdivisions or any municipal corporation is a party."

4) EQUAL EMPLOYMENT OPPORTUNITY COMPLIANCE: Yes [✓] No [ ]

During the performance of this Project, Proposer agrees to comply with the "Illinois Human Rights Act", 775 ILCS Title 5 and the Rules and Regulations of the Illinois Department of Human Rights published at 44 Illinois Administrative Code Section 750, et seq. The

Proposer shall: (I) not discriminate against any employee or applicant for employment because of race, color, religion, sex, marital status, national origin or ancestry, age, or physical or mental handicap unrelated to ability, or an unfavorable discharge from military service; (II) examine all job classifications to determine if minority persons or women are underutilized and will take appropriate affirmative action to rectify any such underutilization; (III) ensure all solicitations or advertisements for employees placed by it or on its behalf, it will state that all applicants will be afforded equal opportunity without discrimination because of race, color, religion, sex, marital status, national origin or ancestry, age, or physical or mental handicap unrelated to ability, or an unfavorable discharge from military service; (IV) send to each labor organization or representative of workers with which it has or is bound by a collective bargaining or other agreement or understanding, a notice advising such labor organization or representative of the Vendor's obligations under the Illinois Human Rights Act and Department's Rules and Regulations for Public Contract; (V) submit reports as required by the Department's Rules and Regulations for Public Contracts, furnish all relevant information as may from time to time be requested by the Department or the contracting agency, and in all respects comply with the Illinois Human Rights Act and Department's Rules and Regulations for Public Contracts; (VI) permit access to all relevant books, records, accounts and work sites by personnel of the contracting agency and Department for purposes of investigation to ascertain compliance with the Illinois Human Rights Act and Department's Rules and Regulations for Public Contracts; and (VII) include verbatim or by reference the provisions of this Equal Employment Opportunity Clause in every subcontract it awards under which any portion of this Agreement obligations are undertaken or assumed, so that such provisions will be binding upon such subcontractor. In the same manner as the other provisions of this Agreement, the Proposer will be liable for compliance with applicable provisions of this clause by such subcontractors; and further it will promptly notify the contracting agency and the Department in the event any subcontractor fails or refuses to comply therewith. In addition, the Proposer will not utilize any subcontractor declared by the Illinois Human Rights Department to be ineligible for contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations. Subcontract" means any agreement, arrangement or understanding, written or otherwise, between the Proposer and any person under which any portion of the Proposer's obligations under one or more public contracts is performed, undertaken or assumed; the term "subcontract", however, shall not include any agreement, arrangement or understanding in which the parties stand in the relationship of an employer and an employee, or between a Proposer or other organization and its customers. In the event of the Proposer's noncompliance with any provision of this Equal Employment Opportunity Clause, the Illinois Human Rights Act, or the Rules and Regulations for Public Contracts of the Department of Human Rights, the Proposer may be declared non-responsible and therefore ineligible for future contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations, and this agreement may be canceled or avoided in whole or in part, and such other sanctions or penalties may be imposed or remedies involved as provided by statute or regulation.

5) TAX CERTIFICATION: Yes [✓] No [ ]

Contractor is current in the payment of any tax administered by the Illinois Department of Revenue, or if it is: (a) it is contesting its liability for the tax or the amount of tax in accordance with procedures established by the appropriate Revenue Act; or (b) it has entered into an agreement with the Department of Revenue for payment of all taxes due and is currently in compliance with that agreement.

6) AUTHORIZATION & SIGNATURE:

I certify that I am authorized to execute this Certificate of Compliance on behalf of the Contractor set forth on the Proposal, that I have personal knowledge of all the information set forth herein and that all statements, representations, that the Proposal is genuine and not collusive, and information provided in or with this Certificate are true and accurate. The undersigned, having become familiar with the Project specified, proposes to provide and furnish all of the labor, materials, necessary tools, expendable equipment and all utility and transportation services necessary to perform and complete in a workmanlike manner all of the work required for the Project.

ACKNOWLEDGED AND AGREED TO:

Signature of Authorized Officer

Dan Bruckelmeyer
Name of Authorized Officer

President/CEO
Title

August 4, 2021
Date

REFERENCES

Provide three (3) references for which your organization has performed similar work.

Proposer's Name: BLA, Inc.
(Enter Name of Business Organization)

1. ORGANIZATION Village of Palatine
   ADDRESS 148 W. Illinois Avenue - Palatine, Illinois 60067
   PHONE NUMBER 847-202-6960
   CONTACT PERSON Matt Barry [mbarry@palatine.il.us]
   YEAR OF PROJECT various projects; client since 1997

2. ORGANIZATION Village of Wilmette
   ADDRESS 711 Laramie Avenue - Wilmette, Illinois 60091
   PHONE NUMBER 847-853-7627
   CONTACT PERSON Brigitte Berger-Raish [bergerb@wilmette.com]
   YEAR OF PROJECT various projects; client since 2018

3. ORGANIZATION Kane County Division of Transportation
   ADDRESS 41W011 Burlington Road - St. Charles, Illinois 60175
   PHONE NUMBER 630-584-1170
   CONTACT PERSON Carl Schoedel [schoedelcarl@co.kane.il.us]
   YEAR OF PROJECT various projects; client since 2008

ORLAND PARK

INSURANCE REQUIREMENTS

WORKERS' COMPENSATION & EMPLOYER LIABILITY
Full Statutory Limits - Employers Liability
$500,000 – Each Accident $500,000 – Each Employee
$500,000 – Policy Limit
Waiver of Subrogation in favor of the Village of Orland Park

AUTOMOBILE LIABILITY (ISO Form CA 0001)
$1,000,000 – Combined Single Limit Per Occurrence
Bodily Injury & Property Damage

GENERAL LIABILITY (Occurrence basis) (ISO Form CG 0001)
$1,000,000 – Combined Single Limit Per Occurrence
Bodily Injury & Property Damage
$2,000,000 – General Aggregate Limit
$1,000,000 – Personal & Advertising Injury
$2,000,000 – Products/Completed Operations Aggregate
Additional Insured Endorsements: ISO CG 20 10 or CG 20 26 and
CG 20 01 Primary & Non-Contributory
Waiver of Subrogation in favor of the Village of Orland Park

☑ PROFESSIONAL LIABILITY
$1,000,000 Limit - Claims Made Form, Indicate Retroactive Date
Deductible not-to-exceed $50,000 without prior written approval

☐ UMBRELLA LIABILITY (Follow Form Policy)
$2,000,000 – Each Occurrence $2,000,000 – Aggregate
EXCESS MUST COVER: General Liability, Automobile Liability, Employers' Liability

☐ UMBRELLA/EXCESS PROFESSIONAL LIABILITY
$1,000,000 Limit – Claims Made Form, Indicate Retroactive Date
Deductible not-to-exceed $50,000 without prior written approval

☐ BUILDERS RISK
Completed Property Full Replacement Cost Limits -
Structures under construction

☐ ENVIRONMENTAL IMPAIRMENT/POLLUTION LIABILITY
$1,000,000 Limit for bodily injury, property damage and remediation costs
resulting from a pollution incident at, on or mitigating beyond the job site

☐ CYBER LIABILITY
$1,000,000 Limit per Data Breach for liability, notification, response,
credit monitoring service costs, and software/property damage

Any insurance policies providing the coverages required of the Consultant, excluding Professional Liability, shall be specifically endorsed to identify **"The Village of Orland Park, and their respective officers, trustees, directors, officials, employees, volunteers and agents as Additional Insureds on a primary/non-contributory basis with respect to all claims arising out of operations by or on behalf of the named insured."** The required Additional Insured coverage shall be provided on the Insurance Service Office (ISO) CG 20 10 or CG 20 26 endorsements or an endorsement at least as broad as the above noted endorsements as determined by the Village of Orland Park. Any Village of Orland Park insurance coverage shall be deemed to be on an excess

or contingent basis as confirmed by the required (ISO) CG 20 01 Additional Insured Primary & Non-Contributory Endorsement. The policies shall also contain a Waiver of Subrogation in favor of the Additional Insureds in regard to General Liability and Workers' Compensation coverage. The certificate of insurance shall also state this information on its face. Any insurance company providing coverage must hold an A-, VII rating according to Best's Key Rating Guide. Each insurance policy required shall have the Village of Orland Park expressly endorsed onto the policy as a Cancellation Notice Recipient. Should any of the policies be cancelled before the expiration date thereof, notice will be delivered in accordance with the policy provisions. Permitting the contractor, or any subcontractor, to proceed with any work prior to our receipt of the foregoing certificate and endorsements shall not be a waiver of the contractor's obligation to provide all the above insurance.

Consultant agrees that prior to any commencement of work to furnish evidence of Insurance coverage providing for at minimum the coverages, endorsements and limits described above directly to the Village of Orland Park, Nicole Merced, Purchasing Coordinator, 14700 S. Ravinia Avenue, Orland Park, IL 60462. Failure to provide this evidence in the time frame specified and prior to beginning of work may result in the termination of the Village's relationship with the contractor.

ACCEPTED & AGREED THIS 4th DAY OF August, 2021

_____

Signature

Authorized to execute agreements for:

Dan Bruckelmeyer, President/CEO

Printed Name & Title

BLA, Inc.

Name of Company

Note: Sample Certificate of Insurance and Additional Insured Endorsement attached.

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 8/4/2021

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME: Lizzy Ringness
Risk Strategies Company 650 Dundee Road Suite 170 Northbrook IL 60062	PHONE (A/C, No, Ext): FAX (A/C, No): E-MAIL ADDRESS: eringness@risk-strategies.com

INSURED	INSURER(S) AFFORDING COVERAGE	NAIC #
BLA, Inc. 333 Pierce Road, #200 Itasca IL 60143	INSURER A : Continental Casualty Company	
	INSURER B :	
	INSURER C :	
	INSURER D :	
	INSURER E :	
	INSURER F :	

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
	COMMERCIAL GENERAL LIABILITY						EACH OCCURRENCE	$
	☐ CLAIMS-MADE ☐ OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$
							MED EXP (Any one person)	$
							PERSONAL & ADV INJURY	$
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$
	☐ POLICY ☐ PRO-JECT ☐ LOC						PRODUCTS - COMP/OP AGG	$
	☐ OTHER:							$
	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident)	$
	☐ ANY AUTO						BODILY INJURY (Per person)	$
	☐ ALL OWNED AUTOS ☐ SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	☐ HIRED AUTOS ☐ NON-OWNED AUTOS						PROPERTY DAMAGE (Per accident)	$
								$
	☐ UMBRELLA LIAB ☐ OCCUR						EACH OCCURRENCE	$
	☐ EXCESS LIAB ☐ CLAIMS-MADE						AGGREGATE	$
	☐ DED ☐ RETENTION $							$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N						☐ PER STATUTE ☐ OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? ☐ N / A (Mandatory in NH)						E.L. EACH ACCIDENT	$
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$
							E.L. DISEASE - POLICY LIMIT	$
A	Professional Liability			AEH004313026	7/16/2021	7/16/2022	Per Claim	3,000,000
							Aggregate	3,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Project: John Humphrey Dr at 143rd St; PH II Design Engineering

CERTIFICATE HOLDER

Village of Orland Park
ATTN: Nicole Merced, Purchasing Coordinat
14700 S. Ravinia Avenue
Orland Park, IL 60462

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Michael Christian/ELR

Client#: 53679 BOLLLACH

ACORD™ CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 8/05/2021

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer any rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME: Trudy Henry	
Greyling Ins. Brokerage/EPIC 3780 Mansell Rd. Suite 370 Alpharetta, GA 30022	PHONE (A/C, No, Ext): 770-552-4225	FAX (A/C, No): 866-550-4082
	E-MAIL ADDRESS: Trudy.Henry@greyling.com	

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Hartford Accident & Indemnity Company	22357
INSURER B : Hartford Fire Insurance Co.	19682
INSURER C : Hartford Underwriters	30104
INSURER D :	
INSURER E :	
INSURER F :	

INSURED
BLA, Inc.
333 Pierce Road, Suite 200
Itasca, IL 60143

COVERAGES **CERTIFICATE NUMBER: 21-22** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY			20SBWBV0316	05/01/2021	05/01/2022	EACH OCCURRENCE	$1,000,000
	CLAIMS-MADE X OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$1,000,000
							MED EXP (Any one person)	$10,000
							PERSONAL & ADV INJURY	$1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$2,000,000
	POLICY X PRO-JECT LOC						PRODUCTS - COMP/OP AGG	$2,000,000
	OTHER:							$
C	AUTOMOBILE LIABILITY			20UEGRY9514	05/01/2021	05/01/2022	COMBINED SINGLE LIMIT (Ea accident)	$1,000,000
	X ANY AUTO						BODILY INJURY (Per person)	$
	OWNED AUTOS ONLY / SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	X HIRED AUTOS ONLY / X NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
A	X UMBRELLA LIAB X OCCUR			20SBWBV0316	05/01/2021	05/01/2022	EACH OCCURRENCE	$9,000,000
	EXCESS LIAB CLAIMS-MADE						AGGREGATE	$9,000,000
	DED X RETENTION $10000							$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N			20WBGBJ8884	05/01/2021	05/01/2022	X PER STATUTE / OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? N	N / A					E.L. EACH ACCIDENT	$1,000,000
	(Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$1,000,000
							E.L. DISEASE - POLICY LIMIT	$1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Re: John Humphrey Dr at 143rd St; PHII Design Engineering.
The Village of Orland Park, and their respective officers, trustees, directors, officials, employees, volunteers and agents are named as Additional Insureds on the above referenced liability policies with the exception of workers compensation & professional liability where required by written contract.
Waiver of Subrogation is applicable where required by written contract & allowed by law.
(See Attached Descriptions)

CERTIFICATE HOLDER

Village of Orland Park
14700 S. Ravinia Avenue
Orland Park, IL 60462

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

DESCRIPTIONS (Continued from Page 1)

The above referenced liability policies with the exception of workers compensation and professional liability are primary & non-contributory where required by written contract.
Should any of the above described policies be cancelled by the issuing insurer before the expiration date thereof, 30 days' written notice (except 10 days for nonpayment of premium) will be provided to the Certificate Holder.

ADDITIONAL COVERAGES WHEN REQUIRED BY WRITTEN CONTRACT

This is a summary of the coverage provided under the following form (complete form available):

COMMERCIAL AUTOMOBILE COVERAGE FORM HA 99 16 03 12

Additional Insured if Required by Contract

Paragraph A.1. - WHO IS AN INSURED - of Section II - Liability Coverage is amended to add:

When you have agreed, in a written contract or written agreement, that a person or organization be added as an additional insured on your business auto policy, such person or organization is an “insured”, but only to the extent such person or organization is liable for “bodily injury” or “property damage” caused by the conduct of an “insured” under paragraphs a. or b. of Who is and Insured with regard to the ownership, maintenance or use of a covered “auto.”

Primary and Non-Contributory

Only with respect to insurance provided to an additional insured in 1.D. – Additional Insured If Required by contract, the following provisions apply:

1) **Primary Insurance When Required By Contract**: This insurance is primary if you have agreed in a written contract or written agreement that this insurance be primary. If other insurance is also primary, we will share with all that other insurance by the method described in Other Insurance Clause.
2) **Primary and Non-Contributory To Other Insurance When Required By Contract:** If you have agreed in a written contract or written agreement that this insurance is primary and non-contributory with the additional insured’s own insurance, this insurance is primary and we will not seek contribution from that other insurance.

   Paragraphs (1) and (2) do not apply to other insurance to which the additional insured has been added as an additional insured.

When this insurance is excess, we will have no duty to defend the insured against any "suit" if any other insurer has a duty to defend the insured against that "suit". If no other insurer defends, we will undertake to do so, but we will be entitled to the insured's rights against all those other insurers.

When this insurance is excess over other insurance, we will pay only our share of the amount of the loss, if any, that exceeds the sum of:

(1) The total amount that all such other that this insurance would pay for the loss in the absence of this insurance; and
(2) The total of all deductible and self-insured amounts under all that other insurance.

We will share the remaining loss, if any, by method described in Other Insurance 5.d.

Waiver of Subrogation

We waive any right of recovery we may have against any person or organization with whom you have a written contract that requires such waiver because of payment we make for damages under the Coverage Form.

ADDITIONAL COVERAGES BY WRITTEN CONTRACT, AGREEMENT OR PERMIT

This is a summary of the coverage provided under the following form (complete form available):

BUSINESS LIABILITY COVERAGE FORM SS 00 08 04 05

Additional Insured When Required by Written Contract, Written Agreement or Permit

WHO IS AN INSURED under Section **C.** is amended to include as an additional insured, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf**:**

(a) In the performance of your ongoing operations;
(b) In connection with your premises owned by or rented to you; or
(c) In connection with "your work" and included within the "products completed operations hazard", but only if
  (i) The written contract or written agreement requires you to provide such coverage to such additional insured; and
  (ii) This Coverage Part provides coverage for "bodily injury" or "property damage" included within the "products completed operations hazard".

The person(s) or organization(s) are additional insureds when you have agreed, in a written contract, written agreement or because of a permit issued by a state or political subdivision, that such person or organization be added as an additional insured on your policy, provided the injury or damage occurs subsequent to the execution of the contract or agreement, or the issuance of the permit.

A person or organization is an additional insured under the provision only for that period of time required by the contract, agreement or permit.

With respect to the insurance afforded to the additional insured, this insurance does not apply to: "Bodily injury", "property damage" or "personal and advertising injury" arising out of the rendering of, or failure to render, any professional architectural, engineering or surveying services, including:

(a) The preparing, approving, or failure to prepare or approve, maps, shop drawings, opinions, reports, surveys, field orders, change orders, designs or drawings and specification: or
(b) Supervisory, inspection, architectural or engineering activities.

The limits of insurance that apply to additional insureds are described in Section D. Limits Of Insurance.

How this insurance applies when other insurance is available to an additional insured is described in the Other Insurance Condition in Section E. Liability And Medical Expenses General Conditions.

No person or organization is an insured with respect to the conduct of any current or past partnership, joint venture or limited liability company that is not shown as a Named Insured in the Declarations.

Other Insurance

If other valid and collectible insurance is available for a loss we cover under this Coverage Part, our obligations are limited as follows:

When You Add Others As An Additional Insured To This Insurance: That is other insurance available to an additional insured. However, the following provisions apply to other insurance available to any person or organization who is an additional insured under this Coverage Part:

(a) Primary Insurance When Required By Contract: This insurance is primary if you have agreed in a written contract, written agreement or permit that this insurance be primary. If other insurance is also primary, we will share with all that other insurance by the method described in **c.** below.

(b) Primary And Non-Contributory To Other Insurance When Required By Contract: If you have agreed in a written contract, written agreement or permit that this insurance is primary and non-contributory with the additional insured's own insurance, this insurance is primary and we will not seek contribution from that other insurance.

Paragraphs **(a)** and **(b)** do not apply to other insurance to which the additional insured has been added as an additional insured.

c. Method Of Sharing

If all the other insurance permits contribution by equal shares, we will follow this method also. Under this approach, each insurer contributes equal amounts until it has paid its applicable limit of insurance or none of the loss remains, whichever comes first.

If any of the other insurance does not permit contribution by equal shares, we will contribute by limits. Under this method, each insurer's share is based on the ratio of its applicable limit of insurance to the total applicable limits of insurance of all insurers.

Waiver of Subrogation

If you have waived any rights of recovery against any person or organization for all or part of any payment, including Supplementary Payments, we have made under this Coverage Part, we also waive that right, provided you waived your rights of recovery against such person or organization in a contract, agreement or permit that was executed prior to the injury or damage

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

NOTICE OF CANCELLATION TO CERTIFICATE HOLDER(S)

Policy Number: 20WBGBJ8884 **Endorsement Number:** 1
Effective Date: 05/01/2021 Effective hour is the same as stated on the Information Page of the policy.
Named Insured and Address: BLA, Inc.
333 Pierce Road, Suite 200
Itasca, IL 60143

This policy is subject to the following additional Conditions:

A. If this policy is cancelled by the Company, other than for non-payment of premium, notice of such cancellation will be provided at least thirty (30) days in advance of the cancellation effective date to the certificate holder(s) with mailing addresses on file with the agent of record or the Company.

B. If this policy is cancelled by the Company for non-payment of premium, or by the insured, notice of such cancellation will be provided within ten (10) days of the cancellation effective date to the certificate holder(s) with mailing addresses on file with the agent of record or the Company.

If notice is mailed, proof of mailing to the last known mailing address of the certificate holder(s) on file with the agent of record or the Company will be sufficient proof of notice.

Any notification rights provided by this endorsement apply only to active certificate holder(s) who were issued a certificate of insurance applicable to this policy's term.

Failure to provide such notice to the certificate holder(s) will not amend or extend the date the cancellation becomes effective, nor will it negate cancellation of the policy. Failure to send notice shall impose no liability of any kind upon the Company or its agents or representatives.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

WAIVER OF OUR RIGHT TO RECOVER FROM OTHERS ENDORSEMENT

Policy Number: **Endorsement Number:**

Effective Date: Effective hour is the same as stated on the Information Page of the policy.

Named Insured and Address:

We have the right to recover our payments from anyone liable for an injury covered by this policy. We will not enforce our right against the person or organization named in the Schedule.

This agreement shall not operate directly or indirectly to benefit anyone not named in the Schedule.

SCHEDULE

NA	ANY PERSON OR ORGANIZATION FROM WHOM YOU ARE REQUIRED BY WRITTEN CONTRACT OR AGREEMENT TO OBTAIN THIS WAIVER OF RIGHTS FROM US.

Countersigned by

Authorized Representative

CONSULTING ENGINEERS

BLA, Inc.

Office Locations

Corporate Office
333 Pierce Road
Suite 200
Itasca, IL 60143
630-438-6400
Fax 630-438-6444

Indianapolis Office
8720 Castle Creek Parkway
Suite 329
Indianapolis, IN 46250
317-842-4500
Fax 317-842-4506