August 24, 2021

Statement of Qualifications (RFQ#21-045)
Phase II Design Engineering
John Humphrey Drive at 143rd Street Intersection

Village of Orland Park, Illinois

Robinson ENGINEERING

10045 West Lincoln Highway, Frankfort, IL 60423 (815) 806-0300
www.reltd.com

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August 24, 2021
(Via BidNet Direct)

To: The Village of Orland Park
Office of the Village Clerk
14700 South Ravinia Avenue
Orland Park, Illinois 60462

Attn: RFQ #21-045 Selection Team

RE: Request for Qualifications
Phase II Design Engineering Services
John Humphrey Drive at 143rd Street Intersection

Dear Selection Team:

Robinson Engineering, Ltd. is pleased to submit our Statement of Qualifications to furnish Phase II Design Engineering Services for the referenced John Humphrey Drive at 143rd Street Intersection improvement. If selected, we will provide quality services for all items identified in your Request for Qualifications that will exceed the Village's expectations. We acknowledge receipt and review of Addendums 1 & 2 issued August 13, 2021.

Our history of partnering with Chicagoland municipalities spans over 80 years, affording us the expertise, experience, and dedication required to provide transportation engineering services to communities of any size, shape, or stage of development. When evaluating Robinson, we ask that you consider our company's unique qualifications that differentiate us from other firms:

- We are fully dedicated to public sector engineering, with over 95% of our annual revenues derived from municipal clients. As municipal engineers appointed to over 60 communities, including 28 continuously for over 50 years, we have a unique familiarity with all types of transportation engineering, construction, and funding issues. Our long-standing ability to provide municipal expertise and community commitment while working effectively to satisfy IDOT and other project stakeholders has resulted in decades of dedicated service to our clients.

- Our experience with federally funded transportation projects spans nearly half a century. Since 2010 we have designed and overseen the construction of over 175 federally funded transportation projects totaling over $320 million in construction value. Each of these had a Chicagoland Local Agency similar to Orland Park as its prime sponsor.

- Our seasoned team of over 160 in-house experts possess the technical proficiency and genuine dedication to service that enables us to serve the Village's engineering needs for this project. We have enhanced our project team by partnering with four firms who bring specialized areas of expertise; TranSystems to provide structural engineering and bridge removal/replacement, Geocon Professional Services for geotechnical investigations, Peralte-Clark, LLC to complete traffic signal design, and Mathewson Right of Way Company to provide land appraisal and negotiation services.

- Design engineering services for this project would be managed through our local office in Frankfort, a mere 9 miles from the project site. This proximity enables us to provide the prompt and on-demand service this project warrants.

Robinson will use an integrated, qualified project team ready to serve the Village's needs for the engineering and project management services for this project. The key staff that we will assign for this project include:

Project Assignment	Name	Experience (years)
Principal-in-Charge	Aaron E. Fundich, PE	39
Client Liaison/QA/QC Engineer	Harry L. Gilmore, Jr., PE	45
Senior Project Manager	William P. Dolan, PE, CFM, PTOE	22
Project Engineer	John D. Hilsen, PE	21
Lighting Engineer	David W. Shilling, PE	16
Drainage Engineer	Jonathan J. Dykstra, CFM	33
Environmental Scientist	Erin E. Curley	29
Chief Land Surveyor	Randell E. Gann, PLS	30
Land Surveyor	Brad Lueders, PLS	36
Lead Structural Engineer (TranSystems)	Matthew Santeford, PE, SE	18
Structural Engineer (TranSystems)	Anna Marie Dukes, PE, SE	28
Geotechnical Engineer (Geocon)	Kenneth K. Rippy, PE	31
MOT Design (Peralte-Clark)	John A. Clark, P.E., ENV SP	24
Traffic Signal Design (Peralte-Clark)	Jean-Alix Peralte, PE, PTOE	32
Land Acquisition Negotiations (MROWCO)	Mark D. Mathewson	34

It has always been our top priority to maintain the prominent level of service and professionalism that our clients expect and deserve. It is this level of service together with our solid reputation for providing the highest quality work that separates us from other consulting firms. We thank you for the opportunity to submit our proposal and we look forward to the possibility of continuing our service to the Village of Orland Park.

Very truly yours,

Aaron E. Fundich, PE
Executive Vice President
(815) 412-2701
afundich@reltd.com

Harry L. Gilmore, Jr., PE
Senior Project Manager
(815) 412-2711
hgilmore@reltd.com

Project Understanding, Approach & Assessment - 1

Robinson Engineering, Ltd. (Robinson) is grateful for the opportunity to partner with the Village of Orland Park to provide all necessary Phase II Design Engineering Services for the improvements to the John Humphrey Drive/143rd Street Intersection. As shown throughout our Statement of Qualifications (SOQ), our demonstrated technical and project management expertise with federally funded, public sector transportation improvements, combined with our decades-long municipal engineering focus, distinguish us as a firm well-suited to serve Orland Park in this endeavor. Since 2010 alone, we have successfully engineered over 275 federally funded transportation projects totaling over $320 million in construction value, with each having a Local Agency as its prime sponsor.

The entire Robinson team works to lead a rigorous, collaborative process with which to make sustainable, functional, and inspiring projects that serve the public interest, while providing excess value to our client communities. Our transportation engineering department brings a strong blend of municipal engineering and federal transportation experience that affords us the ability to view all transportation projects from the viewpoint of the local municipality, ensuring that important local concerns and details are addressed throughout the project duration. And our lead engineer for this project, Harry Gilmore, is uniquely qualified to serve the Village because as a resident of Orland Park he brings a vested interest in high-quality improvements with wise expenditure of funds. We have reviewed the Request for Qualifications (RFQ) documents, the Phase I State Approved Categorical Exclusion documents, and performed field reconnaissance visits of the project limits, and offer a few strategic considerations that will aid the Village in moving effectively, expeditiously, and in a cost-effective manner toward the successful completion of its John Humphrey Drive/143rd Street Intersection Improvement Project.

Strategic Considerations

Stakeholder Coordination. Achieving a balance between vehicular and bicycle/pedestrian transportation needs along a transportation corridor, and the associated effects of an improvement on property owners (residential and business) and other stakeholders, is one of many keys to the successful completion of each project. By facilitating early involvement of multiple stakeholders, potential project concerns that were not identified or resolved as part of the Phase I Study can be further investigated during the early stages of the design phase rather than incorporated in subsequent revisions during construction. Major stakeholders for this project include Heritage Square Plaza, Orland Square Mall, Christ Lutheran Church, Mariano's, Orland Park Post Office, Orland Park Fire Protection District/Station 5, the Illinois Department of Transportation (IDOT)/Federal Highway Administration (FHWA), and, most importantly, the neighborhood businesses and residents. By virtue of our extensive involvement with managing hundreds of transportation projects, Robinson is well versed in the significance of coordinating and documenting communication with multiple stakeholders. We anticipate stakeholder coordination to include a public information meeting, postings on the Village's website (consideration for a separate project website), as well as individual meetings with concerned parties.

UNITED STATES POSTAL SERVICE

ORLAND FIRE PROTECTION DIST.

Illinois Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

Structural Design. While the overall improvements will improve the safety and operations of the intersection, a key improvement will include mitigating pavement settlement issues due to poor soils under the east approach of 143rd Street, including repairs to the existing dryland bridge. The existing roadway has settled along the westbound lanes adjacent to the existing dryland bridge. The Village has continued to provide interim "band-aid" improvements by overlaying and patching the pavement, but the settlement continues.

TranSystems

To address the structural deficiencies observed and defined in the Phase I Report, we have enhanced our project team with the inclusion of TranSystems to provide their specialized structural engineering expertise for the proposed dry-land bridge rehabilitation and expansion. TranSystems has a talented team of structural engineers experienced with bridge repairs, poor soil mitigation, deep foundations through poor soils, and retaining walls installed in wetlands. They have also worked on complex projects, such as the Circle Interchange project which required several different contract packages to complete the work. For this project, their support staff will investigate multiple options in order to achieve the most cost-effective soil mitigation solution to improve safety, reduce cost, and minimize long-term maintenance. Most recently they successfully completed a pile ground improvement system on a Randall Road project in McHenry County that supported a widened roadway section through poor soils, in lieu of using a costly dry-land bridge. Together we will leverage their extensive experience with poor soils and bridge design to provide a quality structural solution that integrates seamlessly with the roadway design.

Funding Opportunities. While federal STP funds have already been programmed for design engineering, through the Southwest Conference of Mayors (SCM) for FFY 2021 ($640,000 federal share), the SCM shows that construction plus construction engineering are part of their Contingency Program, meaning no guaranteed funding. Therefore, we will assist the Village in their continuing search for construction funding during the Phase II design process. Robinson has had significant success in seeking and receiving Federal funding for transportation projects and maintains a strong working relationship with IDOT, the Southwest Conference of Mayors and the Chicago Metropolitan Agency for Planning (CMAP). In addition to continuing to pursue STP funds through the SCM, we envision that this John Humphrey Drive/143rd Street Intersection Project could be eligible for funding through multiple avenues, such as:

- STP Shared Fund through CMAP (next Call in 2023)
- IDOT Surface Transportation Bridge Program
- Congestion Mitigation and Air Quality (CMAQ) program
- Invest In Cook Program
- COVID Relief Funds as provided by Title IV of the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (HIP-CRRSAA). [*Note that CMAP's guidelines for this program are anticipated by October 2021.*]
- Potential new programs as part of the $1.2 trillion Federal Infrastructure Bill.
- Rebuild Illinois and Motor Fuel Tax funds not previously allocated toward this project.

Wetland Encroachments. Protection of wetlands are governed by Executive Order 11990 and in compliance with the National Environmental Policy Act (NEPA). The Phase I study included a delineation of wetlands present along the John Humphrey Drive/143rd Street corridor, and IDOT cleared the wetlands for both Design Approval and Letting effective 04/08/2020. The Wetland Impact Evaluation (WIE) indicated that 4 wetlands would be permanently impacted with impacts totaling 0.1335 acres. Mitigation is proposed at the Mill Creek Wetland Mitigation Bank in Lake County, which is in-basin, with both the project and bank located within the Des Plaines and Lake Michigan Tributaries IWPA drainage basin. The mitigation ratio is 1.5:1.0 which results in a mitigation acreage of 0.20025 acres. Robinson has previously been successfully in assisting the Village of Homer Glen in securing "in-basin credits", as part of the 143rd Street/Lemont Road improvements, and we will use that experience assisting Orland Park in securing credits for this project.

ADA Accessibility Standards. While there are currently sidewalks serving pedestrians along portions of this corridor, to ensure compliance with the Americans with Disabilities Act (ADA) of 1990, together with PROWAG, all sidewalks require a detailed evaluation of the pedestrian access route (PAR). We have observed pedestrian street crossings along this corridor that do not meet these ADA guidelines, and IDOT has introduced specific guidelines for documentation to ensure these locations are addressed. The ADA guidelines not only include specific requirements for detectable warnings, but also provide specific trip-hazard design criteria that needs to be evaluated. One of our roles will be to guide the Village through the daunting IDOT/FHWA review and compliance process.

Environmental Concerns. While the Phase I studies completed initial coordination to evaluate the potential environmental impacts through IDOT, with the implementation of regulations by the Illinois Environmental Protection Agency (IEPA) in 2010 regarding Clean Construction and Demolition Debris (CCDD), there are additional evaluations that need to be addressed during both the design and construction phases of a project. The PESA prepared for the Phase I study identified numerous sites exhibiting RECs that require preparation of a Preliminary Site Investigation (PSI). In addition, CCDD sites and the IEPA are strict on the enforcement of these environmental issues. To minimize the potential for a delay at the start of construction, we will provide appropriate environmental soils testing to document the existing soil conditions, including completion of soil testing and completion of the PSI and IEPA Form LPC-663 (Uncontaminated Soil Certification). This documentation of environmental concerns will be completed by our in-house environmental team.

Public & Private Utility Coordination. Identification and coordination with all existing underground and overhead utilities is always a critical component of keeping the ultimate project schedule intact. This tends to be critical at intersections, where clearances between various utilities are often minimal in tight right of ways. Our early investigations have identified two particular and unique concerns. First, there is an existing petroleum pipeline along the west side of John Humphrey Drive that will not only require avoidance when developing the contract plans but will require special protection during construction. Second, since portions of the Village's existing water main along the north side of 143rd Street, east of John Humphrey Drive, are supported by piles, avoidance and protection of this utility is imperative. To minimize delays due to utility relocations and/or special protection measures, we recommend conducting an advance Utility Coordination Meeting early in the design phase to receive schedule commitments from the utility companies for their relocations.

Scope of Phase II Design Engineering Services

The Phase II Engineering Services for this John Humphrey Drive/143rd Street Intersection project will consist of the preparation of contract plans, specifications, construction permits and other supporting documentation in sufficient detail to secure competitive bids and accomplish the construction of the infrastructure improvements. Since the Village intends to use, in part, Federal funds for construction and construction engineering, the contract plans and supporting documents will be completed in accordance with appropriate policies and procedures developed by IDOT for federal-aid projects and their *Local Roads and Streets Manual*, as well as the guidelines of the Village of Orland Park. We have developed the following scope of services that meets or exceeds these criteria and supplements the guidelines provided in the Request of Proposals (RFO):

Task 1 – Early Coordination and Data Collection: This task includes collecting available existing information and processing necessary environmental documents, including the following:

- Project kick-off meeting with Village Staff.
- Project kick-off meeting with IDOT/District 1/Local Roads & Streets.
- Perform a project-area reconnaissance and prepare a photo log.
- Review all Phase I documents; including the Location Drainage Study
- Update environmental clearances obtained as part of the Phase I Study, including assistance in securing a wetland bank.
- Obtain and review right of way and GIS data from the Village.
- Our proposed design team includes securing the specialized expertise of our affiliate **Geocon Professional Services (Geocon)**, an IDOT-certified firm in the areas of professional geotechnical services. **Geocon** would provide supplemental pavement cores and/or additional soils/structure borings along the dry-land bridge location, including a geotechnical report by a licensed professional engineer.
- Site visits and soil sampling in accordance with the IEPA requirements for Clean Construction and Demolition Debris; including completion of IEPA Form LPC-663 (as required by IDOT).

Task 2 - Field Survey and Preparation of Base Maps: A supplemental topographic survey will be completed within the right-of-way (ROW) throughout the project limits to account for any changes subsequent to the survey work completed during the Phase I Study. The field survey work will also document the condition and conformity of all sidewalk crossings with the requirement of the Americans with Disabilities Act (ADA) of 1990. This work item would include inputting topographic information into a computer-aided design workstation. The preparation of the base sheets would include identification and "plotting" of all existing utilities within the project limits. Existing cross sections would be gathered and plotted and would serve as a basis for earthwork quantities. All utilities within the vicinity of the project will be identified and coordinated to ensure that potential conflicts are identified at the preliminary

stages of the design. This will help to ensure that construction is not delayed due to utility conflicts. Right of way/boundary survey work tasks have been included in the scope of work for **Task 5 – Land Acquisition Services**.

Task 3 – Pre-Final Contract Plans: Based on the findings and recommendations of the approved Phase I Project Development Report, we will prepare pre-final contract plans in accordance with Orland Park standards and IDOT requirements for Federal-aid Projects. As noted in the prior project approach segment of our SOQ, the contract may be split into two contracts – Contract 1 = Bridge Replacement/Extension Improvements and Contract 2 = Intersection Improvements. Robinson is currently preparing contract plans for the reconstruction of 143rd Street between Lemont Road and Bell Road for the Will County Division of Transportation (WCDOT), and similar to this project the preliminary plans were prepared for the full length of the project whereas the pre-final plans have been split into two contracts. It is anticipated that for the option of maintaining a single construction contract the set of contract plans will include the following drawings:

- Cover Sheet
- Index of Sheets, Highway Standards & General Notes
- Schedule of Quantities
- Typical Cross Sections
- Maintenance of Traffic Plans
- Removals/Demolition Plan
- Path Plan & Profile Sheets
- Drainage & Utility Sheets
- Traffic Signal Plans/Details
- Intersection Lighting Plans/Details
- 143rd Street Dry-land Bridge Plans and TS&L Plan
- Stormwater Pollution Prevention Plan
- Landscaping, Signing & Striping Plans/Details
- ADA Ramp Details
- Roadway Cross Sections
- IDOT District 1 Construction Details

The design phase will also include a walk-through of the project to verify ADA compliance of the entire pedestrian access route (PAR) at all ramps as well as the identification of any trip-hazards. Existing and proposed improvements will be reviewed to determine any potential conflicts with private utilities. Any conflicts that cannot be resolved during the initial design process will be identified, and plans will be sent to the appropriate utility companies for their input and action.

As noted in our Strategic Considerations section of this SOQ, we have enhanced our project team with the inclusion of **TranSystems** to provide their specialized structural engineering expertise for the proposed dry-land bridge rehabilitation and expansion along the east approach of 143rd Street. **TranSystems** will capitalize on their extensive experience with various bridge provided on several IDOT/Bureau of Local Roads projects to deliver an efficient design that minimizes project costs and maximizes the support of the roadway.

Finally, recognizing the importance of minority participation in federally funded projects and the region, we have included traffic engineering services by Peralte-Clark LCC (*IDOT pre-qualified & certified DBE firm*). Peralte-Clark will complete the traffic signal design and the detailed maintenance of traffic components of the contract plans. Their transportation experts, including John Clark and Jean-Alix Peralte, are currently teamed with Robinson and TranSystems by providing identical transportation engineering services for our ongoing 143rd Street Reconstruction Project (Lemont Road to Bell Road) for WCDOT.

Task 4 – Special Provisions, Bid Documents, Quantities & Estimates: Special provisions and other supporting documents will be prepared to supplement IDOT's *Standard Specifications for Road and Bridge Construction.* Plan quantities will be calculated, and an Engineer's Estimate of Probable Cost will be prepared and broken out by funding source. A detailed construction schedule, including an IDOT Estimate of Time, will also be prepared and serve as a basis for the construction phase completion schedule.

Task 5 – Land Acquisition Services: These services will be completed in accordance with the "Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970", together with the criteria stipulated in IDOT's *Land Acquisition Manual*. Following is a brief summary of the right of way (ROW) acquisition process that applies to Federally Funded projects for Local Agencies:

- Step 1: Review the identify limits of acquisition performed as part of the Phase I Engineering Study.
- Step 2: After confirmation of ROW needs, obtain new or updated title commitment reports to confirm ownership and legal description of affected property. This process typically takes 4 to 6 weeks, depending on the number of parcels.
- Step 3: Preparation of ROW plats and legal descriptions; including "additional" field survey work to confirm actual field locations of property lines/monuments. This task typically would not occur until after title commitments are obtained. The preparation of the Plats can normally be completed within 4 to 6 weeks. This step concludes with submittal to IDOT for review/approval.
- Step 4: IDOT approval of Plats/Legals. Process takes 2 to 4 weeks.
- Step 5: The preparation of appraisal, and if necessary, review appraisals, begin after approval of the ROW Plans/plats. This task can normally be completed in 4 to 6 weeks; depending on the number of parcels to be acquired.
- Step 6: IDOT approval of appraisals. Process takes 2 to 4 weeks.
- Step 7: Negotiations include the preparation of offer packages; initial contacts & presentation of offer to owners; issuance of 60-day notice (if necessary) and either closing or filing of complaint for condemnation proceedings. Assuming no condemnation proceedings are necessary, this step can be completed in a timeframe as short as 3 months; although most projects would extend to 5 or 6 months due to the number of parcels.

In summary, the preparation and approval process for the plats and legal descriptions would typically take 8 to 12 weeks. After this portion of the work is completed, the "closing" of the acquisition process (appraisals, negotiations, etc.) would typically take an additional

5 to 9 months (assuming no donations and no condemnations). Without quick-take power, the timeline for the condemnation process is not well defined but would normally well exceed 1 year.

Robinson Engineering has provided similar surveying services to over 60 diversified, local communities as well as for the Cook County Department of Transportation and Highways (CCDOTH). As noted in earlier in our SOQ, to meet the Federal Law, appraisal, review appraisal and land negotiation services will be required by IDOT. To that end for the appraisal, review appraisal and land negotiation services subtasks, Robinson will partner with Mathewson Right of Way Company (MROWCO). MROWCO has been providing these services to IDOT and local agencies since 2006, and they are headed by Mark D. Mathewson who has been an IDOT Approved Negotiator since 1989.

Task 6 – Final Contract Plans: Once the preliminary (30% complete) and pre-final (90% complete) contract documents have been completed, we will submit the documents concurrently to the Village, IDOT, and each private utility company. After completion of the Village's review and resolution of comments by IDOT and other agencies, the contract plans, bidding documents, cost estimate, and construction schedule will be finalized with a final QC/QA review and readied for bidding. Once the timeline for the use of any federal, state, county or local funding is confirmed, the final contract documents will be submitted to IDOT/District 1 for their advertisement, IDOT state letting, and contract administration. *[Note that because Federal funds are anticipated to be used for this John Humphrey Drive/143rd Street Intersection Project, advertisement for bids, distribution of bid documents, attendance at the bid opening and the award of the construction contract would be completed by IDOT.]*

Task 7 – Project Coordination, Administration & QC/QA: This task will include a review meeting with Village staff to discuss their comments on the pre-final plans, specifications, and estimates. We will include time for a joint "plan-in-hand" field check with the Village staff to review any areas of concern and to verify the constructability of the improvements, as well as a 90% plan QC/QA review. Together with the Village, we will hold a public information meeting after the 30% plan review stage to discuss the proposed improvements with an emphasis on the construction staging to ensure all stakeholder concerns are received and addressed.

Coordination with Federal, State and County regulatory agencies is on the critical path for the successful implementation/construction of this intersection/bridge improvement. The Robinson team will meet and correspond early-and-often with IDOT/FHWA, Southwest Conference of Mayors, CMAP, and if necessary, Cook County Department of Transportation and Highways, with a particular focus on the following key elements:

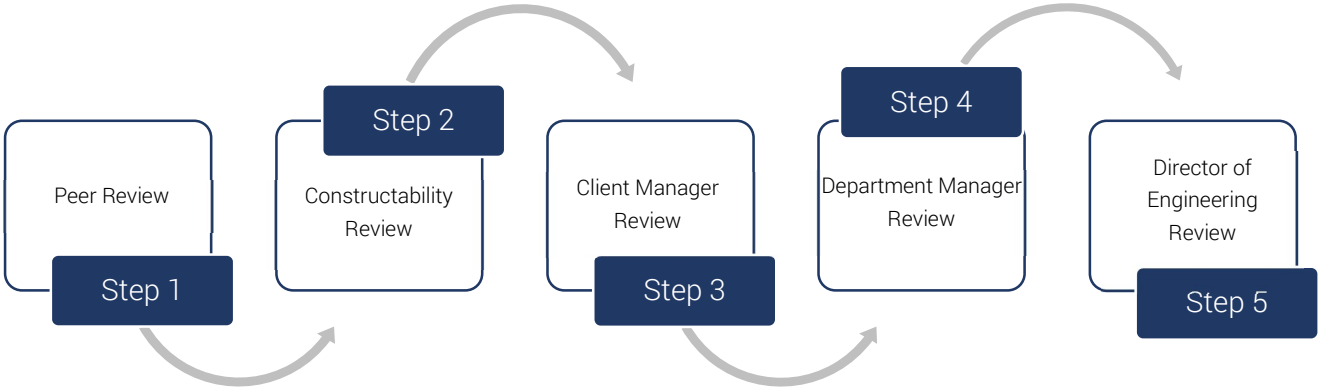
- Securing a wetland bank.
- Achieving ADA accessibility standards.
- Securing of Federal, State, and/or County funding participation; including any inter-governmental agreements for cost participation.

This work task will include providing quality control/quality assurance work, including technical reviews of plans and specifications, in-house staff coordination meetings, submittal of funding reimbursements to IDOT, preparation of client status reports and assisting the Village in developing the scope of work for the Phase III Construction Observation Engineering service as part of the Phase III RFQ selection process.

Quality Assurance/Quality Control (QA/QC)

Robinson Engineering places client satisfaction as its paramount goal with every project we undertake; we know through our experience that this is achieved by providing high-quality professional services at agreed-to schedules and within project budgets. A key component of our cost control approach is our dedication to Quality Assurance/Quality Control (QA/QC).

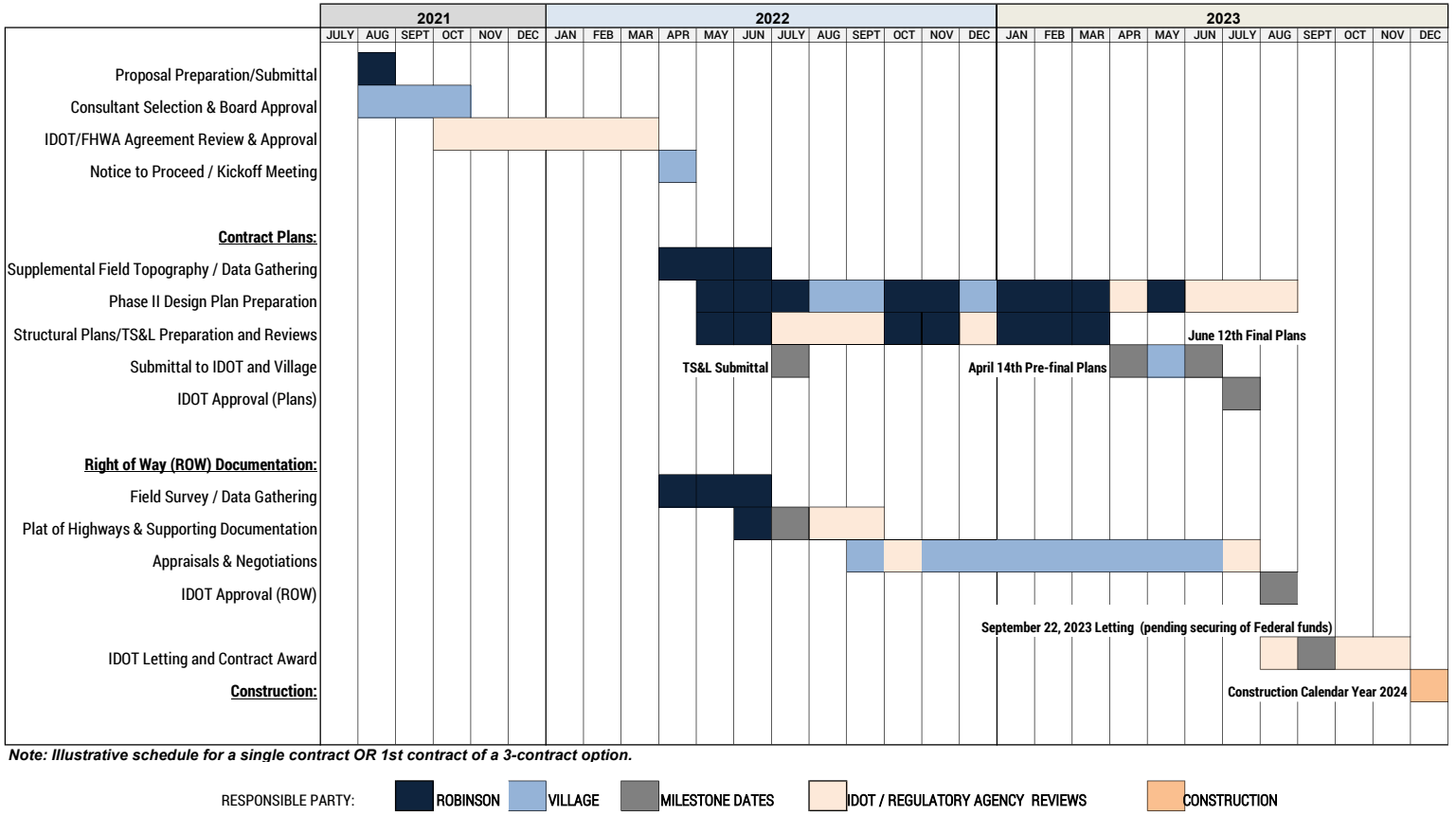
We utilize our in-house QA/QC policy during all design projects. Our internal QA/QC program includes two technical engineering reviews; a field check and constructability review by a seasoned resident engineer, a municipal review conducted between our project manager and the Village's liaison, and a final review by our Director of Engineering.



Our internal policy requires our staff to conduct QA/QC reviews at various points as the project progresses (as opposed to just near the end) so that the Village's project schedule is met without late surprises. These internal reviews will ensure that each component of the Phase II Design meets applicable standards of the Illinois Department of Transportation, the Federal Highway Administration, and the Village of Orland Park.

Project Schedule - 2

PROJECT SCHEDULE
143rd Street at John Humphrey Drive Intersection
Village of Orland Park
Phase II Design Engineering Services



Note: Illustrative schedule for a single contract OR 1st contract of a 3-contract option.

RESPONSIBLE PARTY: ROBINSON | VILLAGE | MILESTONE DATES | IDOT / REGULATORY AGENCY REVIEWS | CONSTRUCTION

Robinson has the abilities and staffing necessary to complete the coordination and activities required to meet the Village's desire to start the design services as soon as practical and go to bid as soon as all regulatory agency agreements and approvals are in place. While at this time federal funds through the Southwest Conference of Mayors (SCM) or the Illinois Bridge Fund (or other funding options) for construction engineering services and construction have yet to be secured, from a design standpoint it is viable to achieve construction in calendar year 2024. Should Federal funds be approved in Spring 2022, we have developed the above schedule which targets a September22, 2023 IDOT Letting. Based on current workload and long-term projections, we do not foresee any issues with the selected staff beginning and working on this important 143rd Street/John Humphrey Drive Intersection Project for the Village of Orland Park.

Transportation

- Phase I Engineering (Preliminary Planning and Environmental Studies)
- Phase II Engineering (Preparation of Contract Plans, Specifications and Estimates)
- Right Of Way (ROW) Engineering (Preparation of Plats and Legal Descriptions for Land Acquisitions)
- Phase III Engineering (Construction Observation and Documentation)
- Annual MFT Maintenance Programs
- Street Resurfacing
- Roadway Reconstruction
- Multi-use and Bike Trails
- Complete Street Designs
- Sidewalks/ADA Compliance
- Federal and State Funding Assistance
- Intersection Design Studies
- Traffic Signals
- Roundabout Design
- Street and Parking Lot Lighting
- Stakeholder Coordination
- Location Drainage Studies
- Traffic Studies
- Transportation Planning
- Feasibility Studies
- Streetscaping Redevelopment
- Commuter Parking Lots
- Accident Analysis
- Cost Estimates and Bidding Assistance

Our transportation engineering department brings a strong blend of municipal engineering and federal transportation experience that affords us the ability to view all transportation projects from the viewpoint of the local municipality, ensuring that important local concerns and details are addressed during construction. In the last decade, our transportation teams have managed both the design and construction phases for over $70 million in construction value for various Motor Fuel Tax (MFT) projects, plus over $350 million in construction value for federally funded transportation projects.

We act on behalf of our client communities by guiding projects through state and federal transportation agencies and leading stakeholder engagements. Our entire team works to lead a rigorous, collaborative process to make sustainable, functional, and inspiring projects that serve the public interest, while providing added value to our client communities. We are intricately familiar with various federal and state funding sources for infrastructure improvements, and we regularly assist our communities in coordinating multi-jurisdictional projects with multiple funding sources, thereby minimizing local funding participation.

Robinson ENGINEERING

Federally Funded Transportation Projects
2010 - 2020

Year	Municipality	FAU Project	Construction	Engr. Phases	Reference	Phone
2010	Alsip	FAU Sidewalk	$130,000	E2, E3	John D. Ryan	708.385.6902
2010	Alsip	115th Street Lighting	$276,000	E2, E3	John D. Ryan	708.385.6902
2010	Blue Island	Western Ave Intersection Enhancement	$420,000	E2, E3	Jim Poelsterl	708.597.8604
2010	Bridgeview	Bridgeview FAU Sidewalk	$700,000	E2, E3	Steven Landek	708.594.2525
2010	Bridgeview	Harlem Ave Widening at 70th Street	$850,000	E2, E3	Steven Landek	708.594.2525
2010	Crown Point	Greenwood Improvement	$300,000	E2, E3	David Uran	219.662.3240
2010	Crown Point	Court Street Improvement	$410,000	E2, E3	David Uran	219.662.3240
2010	Crown Point	Main St. from Joliet to Frans	$800,000	E2	David Uran	219.662.3240
2010	Crown Point	Summit from Taft to Broadway	$960,000	E2	David Uran	219.662.3240
2010	Dolton	Emergency Vehicle Preemption	$100,000	E2, E3	Tiffany Henyard	708.849.4000
2010	Ford Heights	Woodlawn Avenue LAPP - Construction	$400,000	E2, E3	Annie Coulter	708.758.3131
2010	Frankfort	Sauk Trail ARRA Resurfacing	$242,000	E2, E3	Terry Kestel	815.469.2177
2010	Gary	15th Avenue Improvement	$642,600	E2, E3	Marianetta L.Barber, SHRM-CP, MSM	219.881.1310
2010	Gary	49th Avenue Improvement	$1,273,000	E2, E3	Marianetta L.Barber, SHRM-CP, MSM	219.881.1310
2010	Gary	35th Avenue Improvement	$1,416,000	E2, E3	Marianetta L.Barber, SHRM-CP, MSM	219.881.1310
2010	Glenwood	Holbrook & Gl-Ch Hts. Road Intersection	$350,000	E1, E2, E3	Ronald Gardiner	708.753.2309
2010	Glenwood	Main Street Widening	$2,100,000	E1, E2, E3	Ronald Gardiner	708.753.2309
2010	Harvey	Broadway Lighting	$400,000	E2, E3	Rufus Fisher	708.210.5340
2010	Hickory Hills	Roberts Road Enhancements	$300,000	E2, E3	Susan Lehr	708.598.7855
2010	Hickory Hills	76th Avenue LAPP	$820,000	E2, E3	Susan Lehr	708.598.7855
2010	Lake Co, IN	Cedar Lake Road Improvement	$205,000	E2, E3	Duane Alverson	219.663.0525
2010	Lake Co, IN	Morse Street Improvement	$420,000	E2, E3	Duane Alverson	219.663.0525
2010	Lansing	Bernice Road Street Lighting	$250,000	E3	Dan Podgorski	708.895.7200
2010	LaSalle	Bucklin Street Improvements	$465,000	E2	Brian Brown	815.223.7041
2010	Manhattan	Manhattan Road Sidewalk at US 52	$100,000	E2, E3	John Tyk	815.418.2051
2010	Merrillville	73rd Avenue Resurfacing	$300,000	E2, E3	Shawn Pettit	219.712.3973
2010	Merrillville	Madison Avenue Resurfacing	$300,000	E2, E3	Shawn Pettit	219.712.3973
2010	Merrillville	Colorado Street Resurfacing	$500,000	E2, E3	Shawn Pettit	219.712.3973
2010	Merrillville	101st St over I-65 Bridge Replacement	$5,000,000	E1	Shawn Pettit	219.712.3973
2010	Minooka	Ridge/McEvilly Road Street Lighting	$198,200	E2, E3	Dan Duffy	815.467.2151
2010	Munster	West 45th Resurfacing	$850,000	E2, E3	Dustin Anderson	219.836.6900
2010	Palos Park	121st/127th Street LAPP	$235,000	E2, E3	Mike Sibrava	708.448.2700
2010	Peotone	Rathje Road STP Reconstruction - Stage 1	$1,550,000	E1, E2, E3	Aimee Ingalls	708.258.3279
2010	Robbins	139th St LAPP	$800,000	E2, E3	Darren Bryant	708.385.8940
2010	Romeoville	135th Street Resurfacing	$350,000	E2, E3	Dawn Caldwell	815.886.7200
2010	Romeoville	IL 53 & Lewis University Intersection	$1,000,000	E1, E2, E3	Dawn Caldwell	815.886.7200
2010	Romeoville	Normantown Road Improvements	$1,800,000	E1, E2, E3	Dawn Caldwell	815.886.7200
2010	South Holland	Wausau Avenue Extension @ US Route 6	$1,200,000	E1, E2, E3	J Wynsma	708.210.2915
2010	South Holland	168th St & State St Intersection	$2,440,000	E1, E2, E3	J Wynsma	708.210.2915
2010	Tinley Park	191st Street Lighting	$700,000	E2, E3	Colby Zemaitis, PE	708.444.5000
2010	Tinley Park	Oak Park Avenue Resurfacing	$1,555,000	E2, E3	Colby Zemaitis, PE	708.444.5000
2010	Tinley Park	183rd St Extension & Railroad Crossing	$12,000,000	E1, E2, E3	Colby Zemaitis, PE	708.444.5000
2010	Watseka	5th & 8th Street Resurfacing	$230,000	E2, E3	John Allhands	815.432.2711
2010	Whiting	FAU Sidewalk	$200,000	E2, E3	Steve Spebar	219.659.7700
2011	Bridgeview	Harlem Avenue Beautification	$3,100,000	E2, E3	Steven Landek	708.594.2525
2011	Burnham	Burnham Ave Lighting	$250,000	E2, E3	Robert Polk	708.862.9150
2011	Calumet City	River Oaks & Paxton Ave Intersection	$1,100,000	E1, E2, E3	Thaddeus Jones	708.891.8116
2011	Crown Point	Traffic Signals - 2 Intersections	$370,000	E1, E2, E3	David Uran	219.662.3240
2011	Homer Glen	Community Bike Trail	$1,100,000	E1, E2, E3	George Yukich	708.301.0632
2011	Midlothian	Kostner Avenue LAPP	$300,000	E2, E3	Joe Sparrey	708.389.9658
2011	Ottawa	Entry Corridor Tree Planting	$200,000	E1, E2, E3	Dave Noble	815.433-0161
2011	Plano	Safe Routes To School	$215,000	E1	Darrin Boyer	630.552.8007
2011	South Holland	Prince Drive LAPP	$500,000	E2, E3	J Wynsma	708.210.2915
2011	Tinley Park	Harlem Ave ITEP-Median Beautification	$1,000,000	E2, E3	Colby Zemaitis, PE	708.444.5000
2011	Whiting	Laporte & Atchison Sidewalk	$260,000	E2, E3	Steve Spebar	219.659.7700
2011	Whiting	117th & White Oak Street Resurfacing	$500,000	E2, E3	Steve Spebar	219.659.7700
2011	Will County	Weber Road Widening	$3,200,000	E2	Matthew Novander	815.722.9412
2011	Will County	Cedar Road & Division Street Intersection	$3,400,000	E1, E2, E3	Matthew Novander	815.722.9412
2012	Alsip	Central Avenue Lighting	$220,000	E2, E3	John D. Ryan	708.385.6902
2012	Alsip	Central Avenue Resurfacing	$300,000	E2, E3	John D. Ryan	708.385.6902
2012	Blue Island	127th & Sacramento Intersection	$1,400,000	E1, E2	Jim Poelsterl	708.597.8604
2012	Bridgeview	Harlem Avenue, Beautification-Signing	$260,000	E2, E3	Steven Landek	708.594.2525
2012	Bridgeview	Harlem Frontage Road Street Lighting	$330,000	E2, E3	Steven Landek	708.594.2525
2012	Bridgeview	Harlem Ave Street Lighting 71st-92nd	$1,800,000	E2, E3	Steven Landek	708.594.2525
2012	Bridgeview	71st Street Grade Separation - CREATE	$21,000,000	E2, E3	Steven Landek	708.594.2525
2012	Calumet City	State Street LAFO	$275,000	E2, E3	Thaddeus Jones	708.891.8116
2012	Calumet City	Sibley Blvd Resurfacing	$1,010,000	E2, E3	Thaddeus Jones	708.891.8116

Robinson ENGINEERING

Federally Funded Transportation Projects
2010 - 2020

Year	Municipality	FAU Project	Construction	Engr. Phases	Reference	Phone
2012	Crescent City	Safe Routes to School	$247,000	E2, E3	Mark Rabe	815.683.2363
2012	Crown Point	Summit & Merrillville Road	$800,000	E1, E2	David Uran	219.662.3240
2012	Dolton	Woodlawn Avenue LAFO	$115,000	E2, E3	Tiffany Henyard	708.849.4000
2012	Dolton	Ellis Avenue LAFO	$275,000	E2, E3	Tiffany Henyard	708.849.4000
2012	Glenwood	Dante Ave LAFO	$151,000	E2, E3	Ronald Gardiner	708.753.2309
2012	Glenwood	Minerva Ave LAFO	$185,000	E2, E3	Ronald Gardiner	708.753.2309
2012	Hickory Hills	Safe Routes to School	$200,000	E1, E2	Susan Lehr	708.598.7855
2012	IDOT	IDOT Specialty Reports - Various/Various		E2	Jose Rios	847.705.4118
2012	Lynwood	Joe Orr Road Reconstruction	$7,000,000	E1, E2	Jada Curry	708.758.6101
2012	Lynwood	Main Street Extension IL/IN	$7,000,000	E1	Jada Curry	708.758.6101
2012	Merrillville	Mississippi Reconstruction	$8,000,000	E1, E2	Shawn Pettit	219.712.3973
2012	South Holland	170th St Reconstruct - South Park to I-94	$7,500,000	E1, E2	J Wynsma	708.210.2915
2012	Tinley Park	167th Street Federal-Aid Resurfacing	$500,000	E2, E3	Colby Zemaitis, PE	708.444.5000
2012	Tinley Park	167th Street Federal-Aid Resurfacing	$700,000	E2, E3	Colby Zemaitis, PE	708.444.5000
2012	Tinley Park	Harlem Ave & 175th St Intersection	$1,200,000	E1, E2, E3	Colby Zemaitis, PE	708.444.5000
2013	Alsip	Cicero Avenue Sidewalk	$475,000	E2, E3	John D. Ryan	708.385.6902
2013	Bridgeview	Safe Routes to School	$200,000	E2, E3	Steven Landek	708.594.2525
2013	Calumet City	State Street (Stage II) LAFO	$225,000	E2, E3	Thaddeus Jones	708.891.8116
2013	Hickory Hills	Safe Routes to School	$200,000	E1, E2	Susan Lehr	708.598.7855
2013	Lansing	Ridge Road LAFO Resurfacing	$345,000	E3	Dan Podgorski	708.895.7200
2013	Lynwood	Joe Orr Road Reconstruction (Stage II)	$9,000,000	E1, E2	Jada Curry	708.758.6101
2013	Olympia Fields	Governors Hwy\207th Safety Improvement	$550,000	E1, E2, E3	James Landini	708.503.8200
2013	Romeoville	IL 53 & Romeoville HS/Material Services	$1,300,000	E1, E2, E3	Dawn Caldwell	815.886.7200
2013	Romeoville	Taylor Road LAFO	$1,700,000	E2, E3	Dawn Caldwell	815.886.7200
2013	Sauk Village	223rd Street LAFO	$650,000	E2, E3	Derrick Burgess	708.758.3330
2013	Tinley Park	80th Avenue Complete Streets	$260,800	E2, E3	Colby Zemaitis, PE	708.444.5516
2013	Worth	Safe Routes to School	$200,000	E2, E3	Mary Werner	708.448.1181
2013	Worth	Depot/110th LAFO	$230,000	E2, E3	Mary Werner	708.448.1181
2014	Bridgeview	78th Avenue Resurfacing	$460,000	E2, E3	Steven Landek	708.594.2525
2014	Bridgeview	Oketo Avenue Resurfacing	$590,000	E2, E3	Steven Landek	708.594.2525
2014	Bridgeview	Community Bike Trail	$2,100,000	E1	Steven Landek	708.594.2525
2014	Hazel Crest	Charlemagne Avenue Resurfacing	$225,000	E2, E3	Vernard Alsberry	708.335.9600
2014	Hazel Crest	Fountainbleau Drive Resurfacing	$500,000	E2, E3	Vernard Alsberry	708.335.9600
2014	Homer Glen	143rd & Lemont Road	$3,900,000	E1, E2, E3	George Yukich	708.301.0632
2014	Itasca	Park Boulevard Resurfacing	$889,000	E3	Mike Subers	630.773.2455
2014	Manhattan	Bruns Road Resurfacing	$360,000	E2, E3	John Tyk	815.418.2051
2014	Merrionette Park	Safe Routes to School Sidewalk Replacements	$200,000	E1, E2, E3	Jose Nevarez	708.396.3183
2014	Posen	Walter Zimny LAFO	$342,000	E2, E3	Frank Podbielniak	708.385.0139
2014	Romeoville	Taylor Road West LAFO	$800,000	E2, E3	Dawn Caldwell	815.886.7200
2014	South Holland	Vincennes Road Resurfacing	$256,000	E2, E3	J Wynsma	708.210.2915
2014	South Holland	154th Street Resurfacing	$275,000	E2, E3	J Wynsma	708.210.2915
2014	South Holland	Cottage Grove Resurfacing	$750,000	E2, E3	J Wynsma	708.210.2915
2014	Tinley Park	Oak Park Ave Complete Streets	$850,000	E1, E2, E3	Colby Zemaitis, PE	708.444.5516
2014	Will County	Veterans Memorial Trail	$11,000,000	E1	Matthew Novander	815.722.9412
2015	Matteson	Safe Routes to School	$210,000	E1, E2, E3	Gordon Hardin	708.283.4900
2015	Matteson	Central Avenue Resurfacing	$1,100,000	E2, E3	Gordon Hardin	708.283.4900
2015	Matteson	Cicero Avenue Lighting	$1,800,000	E1, E2, E3	Gordon Hardin	708.283.4900
2015	Merrionette Park	Kedzie Ave & 115th Street Sidewalk Replacements	$100,000	E1, E2, E3	Jose Nevarez	708.396.3183
2015	Merrionette Park	Safe Routes to School Sidewalk Replacements	$180,000	E1, E2, E3	Jose Nevarez	708.396.3183
2015	University Park	Safe Route to School	$210,000	E1, E2, E3	Darrell Byther	708-534.4823
2016	Cook County	Center Street Reconstruction 171st-159th	$7,000,000	E1, E2	Jennifer Killen	312.603.1700
2016	Elmhurst	York Street LAFO Resurfacing	$850,000	E2, E3	Jim Grabowski	630.530.3010
2016	Glenwood	IL Route 1 & 187th Street Intersection	$870,000	E1, E2, E3	Ronald Gardiner	708.753.2309
2016	Glenwood	187th & Ch Hts.-Glenwood Road Reconstruction	$4,000,000	E1	Ronald Gardiner	708.753.2309
2016	Highland Park	Clavey Road Reconstruction	$10,000,000	E1	Emmanuel Gomez	847.432.0807
2016	Itasca	Safe Routes to School Pedestrian Improvement	$930,000	E3	Mike Subers	630.773.2455
2016	Lansing	Ridge Road and Torrence Ave. Intersection	$900,000	E1, E2, E3	Dan Podgorski	708.895.7200
2016	Munster	Calumet Ave Grade Separation	$18,000,000	E1, E2	Dustin Anderson	219.836.6900

Robinson ENGINEERING

Federally Funded Transportation Projects
2010 - 2020

Year	Municipality	FAU Project	Construction	Engr. Phases	Reference	Phone
2016	Olympia Fields	Vollmer Bike Path	$350,000	E1	James Landini	708.503.8200
2016	Olympia Fields	Vollmer Road Reconstruction & Rail Bridge	$45,000,000	E1	James Landini	708.503.8200
2016	South Holland	US 6 & Cottage Grove Traffic Signal	$200,000	E1, E2, E3	J Wynsma	708.210.2915
2016	Tinley Park	191st Street Extension	$6,000,000	E1, E2	Colby Zemaitis, PE	708.444.5516
2016	University Park	Cicero Avenue Shared Use Path	$279,000	E1	Darrell Byther	708-534.4823
2016	Romeoville	Belmont Drive LAFO Resurfacing	$628,000	E2, E3	Dawn Caldwell	815.886.7200
2016	Romeoville	Crossroads Parkway LAFO Resurfacing	$1,056,000	E2, E3	Dawn Caldwell	815.886.7200
2016	Lynwood	198th Street LAFO Resurfacing	$527,000	E2, E3	Dawn Caldwell	815.886.7200
2016	Hazel Crest	170th Street LAFO Resurfacing	$321,000	E2, E3	Vernard Alsberry	708.335.9600
2016	Calumet Park	124th Street LAFO Resurfacing	$700,000	E2, E3	Ronald Denson	708.926.7414
2016	Alsip	122nd Street LAFO Resurfacing	$475,000	E2, E3	John D. Ryan	708.385.6902
2016	Alsip	Kostner Avenue LAFO Resurfacing	$350,000	E2, E3	John D. Ryan	708.385.6902
2016	Midlothian	144th Street LAFO Resurfacing	$350,000	E2, E3	Joe Sparrey	708-389.9658
2016	Midlothian	149th Street LAFO Resurfacing	$400,000	E2, E3	Joe Sparrey	708-389.9658
2016	Ottawa	Columbus Street Lighting & Enhancement	$875,000	E1, E2	Dave Noble	815.433.0161
2016	Calumet City	Torrence Avenue Bike Path	$200,000	E1	Thaddeus Jones	708.891.8116
2016	University Park	University Parkway Bike Path	$440,000	E1	Darrell Byther	708.534.4823
2016	Merrillville	Multi-Jurisdiction EVP Improvement	$3,500,000	E1, E2	Shawn Pettit	219.712.3973
2016	Monee	Manhattan-Monee/Cleveland STP Intersection	$2,500,000	E1	Ed Johnson	708.534.0205
2016	Phoenix	Safe Routes to School Program	$200,000	E2	Terry Wells	708.703.5770
2016	Midlothian	147th Street CMAQ/RTA Improvements	$920,000	E1, E2	Joe Sparrey	708.389.9658
2017	Romeoville	Grand Boulevard LAFO Resurfacing	$317,000	E2, E3	Dawn Caldwell	815.886.7200
2017	Villa Park	Summit Avenue LAFO Resurfacing	$500,000	E3	Richard Keehner, Jr.	630.834.8500
2017	Olympia Fields	RTA Access - Lincoln Highway	$500,000	E1	James Landini	708.503.8200
2017	Hazel Crest	163rd Street LAFO Resurfacing	$330,000	E2, E3	Vernard Alsberry	708.335.9600
2017	Markham	170th Street LAFO Resurfacing	$480,000	E2, E3	Roger Agpawa	708.331.4905
2017	University Park	University Parkway Reconstruction - Cicero	$4,600,000	E3	Darrell Byther	708-534.4823
2018	University Park	University Parkway Reconstruction - Crawford	$4,800,000	E3	Darrell Byther	708.534.4823
2018	Manhattan	US 52 at Gougar Road Intersection	$1,000,000	E1, E2, E3	John Tyk	815.418.2051
2018	Peotone	IL 50 at Corning Ave. Intersection Improvement	$1,300,000	E1, E2, E3	Aimee Ingalls	708.258.3279
2018	Tinley Park	Oak Park Ave Reconstruction-167th St.	$2,000,000	E1	Colby Zemaitis, PE	708.444.5516
2018	Peotone	Rathje Road Reconstruction, Stage 2	$2,000,000	E1, E2, E3	Aimee Ingalls	708.258.3279
2018	Matteson	US Route 30 & Kostner Ave	$1,200,000	E1, E2, E3	Gordon Hardin	708.283.4900
2018	Minooka	McEvilly Road ITEP Multi-use Trail	$1,544,000	E1, E2, E3	Dan Duffy	815.467.2151
2018	South Holland	Woodlawn Avenue Bridge Replacement	$4,000,000	E1, E2, E3	J Wynsma	708.210.2915
2018	Frankfort	Pfeiffer Road Bike Trail	$440,000	E1, E2, E3	Terry Kestel	815.469.2177
2018	Romeoville	Metra Station and Commuter Parking	$6,000,000	E1, E2, E3	Dawn Caldwell	815.886.7200
2018	Robbins	135th Street LAFO Resurfacing	$1,600,000	E1, E2	Darren Bryant	708.385.8940
2019	East Hazel Crest	174th/175th Street at Halsted	$2,400,000	E2, E3	Patricia Lazuka	708.798.0213
2020	Frankfort	St. Francis Road Improvements	$3,800,000	E1, E2, E3	Terry Kestel	815.469.2177
2020	Itasca	Arlington Heights Road Reconstruction	$810,000	E1, E2, E3	Mike Subers	630.773.2455
2020	Itasca	Bloomingdale Road Reconstruction	$2,350,000	E1, E2	Mike Subers	630.773.2455
2020	Itasca	Devon / Park / Pierce Intersection Improvements	$3,100,000	E1, E2	Mike Subers	630.773.2455
2020	Lansing	Wentworth Avenue Resurfacing	$800,000	E3	Dan Podgorski	708.895.7200
2020	Minooka	Minooka Road Resurfacing STP (2020-In Progress)	$2,000,000	E1	Dan Duffy	815.467.2151
2020	Peotone	Corning Avenue LAFO Resurfacing	$500,000	E1, E2, E3	Aimee Ingalls	708.258.3279
2020	South Holland	US Route 6 & Van Dam Improvement	$1,800,000	E1, E2, E3	J Wynsma	708.210.2915
2020	South Holland	Vincennes Rd., Armory Dr. & Westview Ave. LAFO Resurfacing	$1,235,000	E1, E2, E3	J Wynsma	708.210.2915
TOTAL			$323,160,600			

143rd Street and Lemont Road Federal-Aid Intersection

Village of Homer Glen, IL

Project Manager
Harry L. Gilmore, Jr., PE

Construction Cost
$2,355,000

Completed
2015

Overview

- Intersection design study to address significant changes in traffic patterns as a result of the I-355 extension
- Alternate geometric studies and development of revised road profile
- Construction layout and construction observation

Scope

- Prepared right–of-way and easement documents, and monitored property negotiation services
- Multi-stage maintenance of traffic plans, including partial detour to maintain traffic patterns and access during construction
- Prepared contract plans and supporting documents for the intersection reconstruction
- Roadway lighting and traffic signal installation

Results

- Satisfied Federal and State requirements through preparation of a Project Development Report for a Group II Categorical Exclusion
- Developed Wetland Technical Report (with sub-consultant)
- Assistance in obtaining a Wetland Bank credit as part of the mitigation plan

Phase I, II & III Engineering

143rd Street and Lemont Road Federal-Aid Intersection

Village of Homer Glen, IL

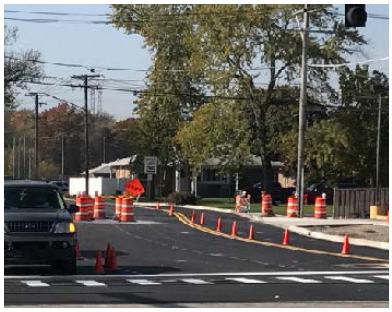
Construction Cost
$2,355,000

Project Manager
Harry L. Gilmore, Jr., PE

Completed: 2015

Contact: George Yukich, 708-548-3268

- Performed Phase I & II preliminary engineering
- Prepared an intersection design study
- Included multi-stage maintenance of traffic plans
- Prepared right-of-way easement documents
- Prepared a project development report
- Performed construction layout and construction observation



Torrence Avenue (IL 83) at Ridge Road

Village of Lansing, IL

Construction Cost
$950,000

Project Manager
Jeffrey C. Pintar, PE, CFM

Completed: 2016

Contact: Dan Podgorski, 708-895-7200

- Phase I and II preliminary and construction engineering
- Provided right-of-way documentation, plats and legals
- Added of eastbound right turn lane
- Significant right-of-way, including relocation
- Safety and Surface Transportation Program funding

US Route 30 at Kostner Avenue

Village of Matteson, IL

Construction Cost
$1,500,000

Project Manager
Carrie A. Pintar, PE, CFM, CPESC

Completed: 2017

Contact: Anthony Burton, 708-283-4950

- Phase I and II preliminary engineering
- All grades and curbs conform to the ADA guidelines
- Provided right-of-way documentation, plats and legals
- Provided construction engineering
- Matched roadway lighting to existing lighting

Rathje Road Federal-Aid Reconstruction

Village of Peotone, IL

Construction Cost
$3,900,000

Project Manager
Stage I - Harry L. Gilmore Jr., PE
Stage II - Troy A. Golem, PE

Completed: 2010/2018

Contact: Peter March, 708-258-3279

- Prepared the Phase I study and Phase II contract plans
- Reconstructed badly deteriorated rural roadway to a curb & gutter section with storm sewers
- Installed parking lanes and new 12" water main, in Stage I
- Maintained local access throughout construction
- Provided center median and left turn lane, in Stage II
- Replaced old culvert with dual 12'x6' Box culverts, in Stage II, to improve drainage in the area

Normantown Rd. STP Improvement Montrose Dr. to Luther Dr.

Village of Romeoville, IL

Construction Cost
$1,830,000

Project Manager
Harry L. Gilmore Jr., PE

Completed: 2011

Contact: Chris Drey, 815-886-1870

- Realigned of Rogers Road intersection
- Included intersection channelization at each local street
- Designs included main drain storm sewer
- Increased traffic safety at Rogers Road
- Improved roadway capacity and safety
- Maintained local access throughout construction

Robinson ENGINEERING

Phase I, II & III Engineering

191st Street Improvements Harlem Avenue to Oak Park Avenue

Village of Tinley Park, IL

Construction Cost
$3,300,000

Project Manager
William P. Dolan, PE, CFM, PTOE

Completed: 2018

Contact: Colby Zemaitis, 708-444-5000

- Increased roadway capacity and safety
- Additon of dedicated turn lanes
- Included right-of-way acquisition plats and legal descriptions
- Enhanced opportunities for commercial development
- Provided Phase I, II & III engineering services

Halsted Street at 174th Street

Village of East Hazel Crest, IL

Construction Cost
$2,425,000

Project Manager
Steven Kaminsky, PE

Completed: 2020

Contact:Patricia Lazuka , 708-798-0213

- Completed Phase II and Construction Engineering services
- 174th St. was completely reconstructed to include dual left-turn-lanes and an exclusive right-turn-lane were added at 174th St.
- A third southbound through lane was added at along Halsted St.
- The existing traffic signals at 175th St. were replaced, and new traffic signals were installed at 174th St.

Arlington Heights Road Reconstruction, STP

Village of Itasca, IL

Construction Cost
$808,000

Project Manager
John D. Hilsen, PE

Completed: 2020

Contact: Mike Subers, 630-773-2455

- Performed Phase I, II, & III engineering services
- Roadway reconstruction
- Added concrete curb and drainage system
- Added street lighting
- 1-way detour during construction

Joe Orr Road Reconstruction

Village of Lynwood, IL

Construction Cost
$7,000,000

Project Manager
William P. Dolan, PE, CFM, PTOE

Completed: Stage I - 2012
Stage II - Tentative 2020

Contact: Jada Curry, 708-758-6101

- Constructed roadway extension
- Created an alternative and efficient route through the region
- Replaced 2-lane cross section with 5-lane cross section
- Enclosed drainage system with stormwater detention basin
- Enhancement of economic development opportunities

Oak Park Avenue Reconstruction 167th Street to US Route 6

Village of Tinley Park, IL

Construction Cost
$1,165,000

Project Manager
James P. Hus Jr., PE, PTOE

Completed: 2019

Contact: Colby Zemaitis, 708-444-5000

- Reconstructed and installed over a half mile of off-road path
- Included complete street design
- Analyzed traffic characteristics of new section
- Installed on-route bike lanes
- Alternative transportation methods

Robinson ENGINEERING

Phase I, II & III Engineering

University Parkway Federal-Aid Reconstruction
East of Metra to Crawford Avenue

Village of University Park, IL

Construction Cost
$4,800,000

Project Manager
Ronald E. Smith, CFM

Completed: 2018

Contact: Darrell Byther, 708-534-6451

- Reconstructed badly deteriorated roadway
- Added turn lanes at Crawford Avenue
- Installed traffic signals at GSU entrance
- Installed curb and gutter and enclosed storm sewer
- Added a multi-use path on south side

St. Francis Road Reconstruction

Village of Frankfort, IL

Construction Cost
$4,378,000

Project Manager
Harry L. Gilmore Jr., PE

Completed: 2010 -2020 (projected)

Contact: Terry Kestel, 815 469-2177

- Reconstruction improvements extend from 88th Ave. to 84th Ave.
- 3-lane urbanized cross-section with curb, gutter, and storm sewer
- New bridge over Union Ditch, and a new bike path along the south pkwy
- Resurfacing improvements 84th Ave. to 80th Ave. include a 2" mill and overlay
- Project coordination with Village, Frankfort Twp, ComEd, NICOR, AT&T, IDOT and the residents along St. Francis Rd.

US Route 52 at Gougar Road

Village of Manhattan, IL

Construction Cost
$875,000

Project Manager
Steven Kaminsky, PE

Completed: 2020

Contact: John Tyk, 815-418-2100

- Channelization and pavement widening were provided along US Route 52 to include the addition of a protected left-turn-lane and exclusive right-turn-lane
- Replaced box culverts under US Route 52 and ditches were regraded
- Constructed protected left-turn-lane on Gougar Road
- Coordinate permitting with the FPDWC to realign the bike path

175th Street/Ridgeland Avenue

Village of Tinley Park, IL

Construction Cost
$15,000,000

Project Manager
William P. Dolan, PE, CFM, PTOE

Completed: Construction Est. 2022-23

Contact: Colby Zemaitis, 708-444-5000

- Reconstruction of three roadways
- Urban cross-section including curb and gutter, and an enclosed drainage system
- New sidewalks, on-street bike lanes along 175th Street and a multi-use path along the east side of Ridgeland Ave.
- Street lighting, new watermain, new force main and sanitary sewer lining and service replacements

Robinson ENGINEERING

RANDALL ROAD

Algonquin, IL

The McHenry County Division of Transportation selected TranSystems to reevaluate the previous Phase I design (by others) and develop Phase II contract plans for the 3.5 mile Randall Road Corridor. The roadway networks exhibited the following deficiencies:

- Severe congestion
- Inconsistent access
- Safety and accident concerns
- Lack of pedestrian and bicycle access

The original Phase I plan placed an emphasis on moving traffic at the expense of providing reasonable access to adjacent properties near the busy Randall Road and IL 62 (Algonquin Road) intersection. The County Board asked the TranSystems design team to reevaluate the intersection. During the reevaluation process, stakeholders were actively re-engaged to develop the best design for the County, three adjacent communities, daily users, and numerous businesses.

CLIENT
McHenry County Division of Transportation

CLIENT CONTACT
Jeff Young, PE
Assistant County Engineer
(815) 334-4969

CONSTRUCTION COST
$48,200,000

COMPLETION DATE
2017

The new design improves the corridor by widening and reconstructing this vital arterial to provide three through lanes in each direction, a fourth outside auxiliary lane within critical segments, improved access, and dual left turn lanes with exclusive right turn lanes at the major signalized intersections. Triple left turn lanes are proposed along Algonquin Road to accommodate significant storage queue lengths, while allowing critical left in access to anchor businesses. Other improvements include drainage and detention, eight (8) traffic signals, lighting, sidewalks, multi-use paths, bus pads, and pedestrian grade separations.

The project includes the design and construction to two new mechanically stabilized earth retaining walls along Randall Road through wetland areas with poor soils. In order to mitigate this issue, TranSystems along with our geotechnical partner Wang Engineering designed a timber pile ground improvement which provides the required bearing and greatly reduces future settlement. The timber piles are set in a grid pattern and a load transfer platform compacted on top to spread the bearing pressure of the wall through soil arching. This design provided an economical, reliable, and constructible solution

Wilson at Nippersink

Libertyville, IL

The The project consisted of Phase I and Phase II Engineering for the Wilson Road at Nippersink Road intersection improvement. Phase I consisted of evaluating a range of alternatives including both a single lane and multi-lane roundabout, aimed at determining the intersection alternative that best meet the mobility and safety goals of the project. Ultimately, a traffic signal with left turn lanes along all four legs was selected as the preferred alternative. Pedestrian and bicycle accommodations were also incorporated into the design to assist Grant Township in their Safe Routes to School program with the Big Hollow Elementary and Middle Schools located in the southwest quadrant of the intersection.

Complicating the project was the presence of wetlands and floodplain along the north leg of the intersection as well as wetlands and depressional storage in the southeast quadrant. This required working with the property owner in the southwest quadrant to compensate for lost storage due to the roadway widening while minimizing the loss of trees on the property. This also required evaluating retaining walls to minimize wetland and floodplain impacts. Structural design included in this project included two drilled soldier pile retaining walls totaling 1,043 feet in length. A Wall Type Study was completed in order to determine the optimal structure type, considering the existing soil conditions, present cost, and future maintenance.

TranSystems

CLIENT
Lake County Division of Transportation

CLIENT CONTACT
Matt Emde, PE
Project Manager
(847) 377-7452

CONSTRUCTION COST
$7.3 Million

COMPLETION DATE
2019

Services provided included:

- Project Coordination with Lake County Division of Transportation (LCDOT), Lake County Stormwater Management Commission (LCSMC), Grant Township, Village of Round Lake, Big Hollow School District, and utility companies
- Survey
- Alternative analysis
- Traffic and Safety Studies
- Hydraulic Report related to floodplain and depressional storage impacts
- Structural Design Wall Type Study and Concept Plan for two retaining walls
- Permitting
- Engineering services related to submittal of 404 permit joint application
- NPDES application, including Storm Water Pollution Prevention Plan (SWPPP) and Notice of Intent (NOI)
- LCSMC Watershed Development Ordinance (WDO) permit
- Plans, specs, cost estimate, and quantity calculations
- Phase III support services - attended pre-construction meeting, provided shop drawing review, and on-site meetings

143rd Street from Lemont Road to Bell Road

WILL COUNTY DIVISION OF TRANSPORTATION

LOCATION

Will County, IL

PROJECT TYPE

Traffic Signals / MOT

SERVICES

Phase II

PROJECT OWNER

WILL COUNTY DOT

CLIENT/PRIME

Robinson Engineering
Harry Gilmore, Jr., P.E.
127 North Walnut Street, Suite 200
Itasca, IL 60143
(815) 412-2711
hgilmore@reltd.com

PERIOD OF PERFORMANCE

March 2020 to Present

CONSTRUCTION COST

$27,000,000, ($391,300 fee)

PERALTE-CLARK TEAM

John Clark, PE, ENV SP - PM/Design
Andrew Hein, EI - Design
Cristiano Alguzzie - Design
Shrija Ayyarsamy, EI - Design
Jean-Alix Peralte, P.E., PTOE – QA/QC

Peralte-Clark is preparing Phase II traffic signal installation and maintenance of traffic (MOT) plans, specifications and estimates as part of the reconstruction of the 143rd Street corridor for WCDOT. Signal improvements are planned for the intersection of 143rd Street and Crème Road, 143rd Street and Parker Road and 143rd Street and Golden Oak Drive. The proposed improvement consists of widening and reconstructing from one lane in each direction to two 12' wide through lanes in each direction separated by a 16' wide mountable median, curb and gutter, and storm sewers to be constructed to match the adjacent sections of 143rd Street at Lemont Road. This 3.5-mile section has an estimated $27 million construction cost.

Peralte-Clark LLC

IL Route 53/68 (Dundee Road) At Park Place

VILLAGE OF PALATINE, ILLINOIS

LOCATION

Palatine, Cook County, Illinois

PROJECT TYPE

Traffic Signal Installation

SERVICES

Phase II Design

PROJECT OWNER

CLIENT/PRIME

Village of Palatine
Matt Barry, P.E.
148 West Illinois Avenue
Palatine, IL 60067
(847) 202-6960
MBarry@palatine.il.us

PERIOD OF PERFORMANCE

November 2017 to June 2018

CONSTRUCTION COST

$400,000

PERALTE-CLARK TEAM

John Clark, PE, ENV SP – PM/Design
Jean-Alix Peralte, P.E., PTOE – QA/QC

PHASE II TRAFFIC SIGNAL AND INTERCONNECT PLANS

Peralte-Clark prepared Phase II traffic signal and interconnect plans for the existing un-signalized intersection of IL Route 53/68 (Dundee Road) and Park Place in Palatine, IL for the Village of Palatine. During Phase I, IDOT confirmed that traffic signal warrants were met for this intersection as part of a comprehensive study of the IL Route 68 corridor. The improvements were considered "private benefit" and as such, the new signal improvements could not be funded by IDOT.

The Phase II traffic signal installation plans for this intersection included the design of new signals and interconnect plans to coordinate signal timing with the adjacent IDOT interconnected signal system. The scope of services included permitting through the IDOT Bureau of Local Roads for approval. Coordination with both the IDOT District One Bureau of Design and Bureau of Traffic was also required. The project includes coordination with proposed roadway geometric improvements and roadway reconstruction work to IL Route 68, constructed in 2020.

Operating History - 4

Robinson ENGINEERING

Beyond the Expected

The daily needs of our local municipalities are our top priority. We understand the unique regulatory agency landscape, community development issues and infrastructure funding challenges faced by Chicagoland municipalities. Our professionals are equipped with the knowledge and experience to support your team. We go beyond standard civil engineering services to help municipalities accomplish their vision for the future.

Beyond Engineering

- Land Surveying
- Geotechnical Drilling and Material Testing
- Environmental Services
- Infrastructure Operations and Management
- Geographic Information Systems (GIS) and Mapping

Why Robinson?

- Solutions to complex infrastructure challenges
- Effective compliance strategies
- Leaders in securing alternative funding for projects
- Experts in stakeholder communications and public outreach
- Vast network and knowledge of federal & state regulations and processes
- Rigorous Quality Assurance/Quality Control (QA/QC) process

84

Years in Business

160+

Professional Staff

40

Professional Engineers

6

Chicagoland Offices

Engineering & Related Services

Potable Water
- Supply & Distribution Systems
- Storage Facilities
- Pumping & Treatment Facilities
- System Modeling
- Master Planning & Studies

Wastewater
- Conveyance Systems
- Treatment Facilities
- Lift Stations & Force Mains
- EPA/MWRD Compliance
- SCADA Systems

Inflow and Infiltration
- Sewer Televising & Evaluation
- Smoke and Dyed Flood Testing
- System Start-Up & Flow Monitoring
- Sewer System Evaluation Study
- GPS Locating

Water and Wastewater Operations
- Facility Operations
- Maintenance Programs
- Monitoring & Sampling
- Troubleshooting & Process Control
- Regulatory Reporting & Compliance

Corrosion Mitigation
- Protective Coating
- Condition Evaluations
- Plan & Specification Preparation
- Construction Observation
- Inspections for Warranty

Transportation
- Phase I, II & III Engineering
- Roadway Resurfacing & Reconstruction
- Traffic Signals & Street Lighting
- Sidewalks/ADA Compliance
- Quiet Zones & Parking Lots

Stormwater
- Detention Calculations & Floodplain Modeling
- Storm Sewer & Culvert Design
- Floodplain Management & Map Revisions
- Location Drainage Studies
- NPDES/MS4 Compliance

Land Surveying
- Plats of Dedication, Easement, Annexation
- ALTA/NSPS Land Title Surveys
- Topographic & Boundary Surveys
- TIF Legal Descriptions & Exhibits
- Elevation Certificates

Construction Management
- Layout & Staking
- Observation of Completion & Quantities
- Oversee Pressure Test, Chlorination, Proof Roll
- Contractor Payout Review
- Record Drawing Preparations

Geotechnical and Material Testing
- Geotechnical Engineering
- Subsurface Drilling
- Laboratory Material Testing
- Construction Testing & Inspection
- Pavement Analysis & Design

Municipal Engineering
- Capital Improvement Plans
- Infrastructure Master Planning
- Financing & Grant Assistance
- Ordinance Updates & Compliance
- Stakeholder Communication & Public Outreach

Development Reviews
- Ordinance Compliance
- Adherence with Master Plans
- Permit Coordination & Assistance
- Letter of Credit Determinations/Administration
- Construction Observation

Planning and Zoning
- Application & Site Plan Reviews
- Municipal Code Interpretation & Updates
- Evaluate Land Use Regulations
- Development Handbook/Guidelines
- Zoning, Land Use, & US Census Maps

GIS / Mapping
- Asset Management
- Parcel Management
- Web Based Mapping
- Planning & Economic Development
- Safety & Law Enforcement

Environmental
- Site Assessments (ESA, PESA, Brownfield)
- Preliminary Site Investigations (PSI)
- Underground Storage Tank Management/LUST
- Clean Construction or Demolition Debris (CCDD)
- Spill Prevention Control & Countermeasure Plans

Registrations & Certifications

We stay ahead of the growing needs of our municipal clients. Our reputation and services enable us to provide quality engineering and related services. We can connect you with our staff of over 160 qualified professionals to meet your needs.

40 Professional Engineers (PE)

18 Certified Floodplain Managers (CFM)

6 Certified Professionals in Erosion & Sediment Control (CPESC)

2 Leadership in Energy & Environmental Design Accredited Professionals (LEED AP)

4 Professional Land Surveyors (PLS)

3 Professional Traffic Operations Engineers (PTOE)

1 Registered Professional Geologist (PG)

1 Geographic Information Systems Professional (GISP)

1 Certified Planner (AICP)

8 Professional Engineering Interns (PEI)

17 Resident Engineering Technicians

16 IDOT Documentation Certified Personnel

6 INDOT Certified Highway Inspectors

3 INDOT Certified Site Managers

4 Certified Public Infrastructure Inspectors

3 Certified Erosion, Sediment & Stormwater Inspectors (CESSWI)

3 IDOT Certified Bridge Inspectors

2 Certified Survey Technicians

7 Public Water Supply Operators

5 Wastewater Treatment Works Operators

5 Wastewater Collection System Operators

2 NACE Coating Inspectors

1 SSPC Protective Coatings Specialist

1 Certified Hazardous Materials Manager

1 UST Decommissionner Certification

1 US Army Corps of Engineers Construction Quality Management for Contractors

2 NASSCO Inflow & Infiltration Mitigation, PACP/MACP/LACP

1 Licensed Asbestos Building Inspector

3 OSHA 40-Hour HAZWOPER Materials Training 29 CRF 1910.120 & OSHA 8-Hour Hazardous Materials Annual Refresher Training

Our Commitment

Since 1937, Robinson Engineering has served Chicagoland municipalities with excellence in engineering and related services. We are committed to the communities we serve, and to achieving your objectives during the often-arduous process of planning, financing, permitting and constructing local infrastructure initiatives. We provide skilled professionals and an experience beyond the expected. Please feel free to contact any of our municipal references. We look forward to serving you.

References

- Village of Frankfort, *Client since 1996*
  Terry Kestel, Superintendent of Public Works
  (815) 469-2177
  tkestel@vofil.com
- Village of Romeoville, *Client since 1970*
  Dawn Caldwell, Village Manager
  (815) 886-7200
  dcaldwell@romeoville.org
- Village of South Holland, *Client since 1957*
  J.Wynsma, Village Manager
  (708) 210-2900
  jwynsma@southholland.org
- Village of Tinley Park, *Client since 1962*
  Colby Zemaitis, PE, Assistant Director of Public Works
  (708) 444-5000
  czemaitis@tinleypark.org

95%
Municipal Workload

100+
Municipalities Served

28
Municipal Clients for 50 years

$320M
Federally Funded Transportation Projects Since 2010

Our Core Values

Client-Focus
We put the needs of our clients first.

Competence
We hire experienced, skilled & certified staff.

Motivation
We strive for excellence and the common good.

Integrity
We act with honesty, fairness & sincerity.

Dependability
We build and maintain trust in all that we do.

Positivity
We lead with a positive outlook on the future.

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 19, 2021

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Christopher King
ROBINSON ENGINEERING, LTD.
17000 South Park Avenue
South Holland, IL 60473

Dear Christopher King,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending Mar 31, 2020. Your firm's total annual transportation fee capacity will be $35,200,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 171.57% are approved on a provisional basis. The rate used in agreement negotiations may be verified by our Bureau of Investigations and Compliance in a pre-award audit. Pursuant to 23 CFR 172.11(d), we are providing notification that we will post your company's indirect cost rate to the Federal Highway Administration's Audit Exchange where it may be viewed by auditors from other State Highway Agencies.

Your firm is required to submit an amended SEFC through the Engineering Prequalification & Agreement System (EPAS) to this office to show any additions or deletions of your licensed professional staff or any other key personnel that would affect your firm's prequalification in a particular category. Changes must be submitted within 15 calendar days of the change and be submitted through the Engineering Prequalification and Agreement System (EPAS).

Your firm is prequalified until March 31, 2021. You will be given an additional six months from this date to submit the applicable portions of the "Statement of Experience and Financial Condition" (SEFC) to remain prequalified.

Sincerely,
Jack Elston, P.E.
Bureau Chief
Bureau of Design and Environment

SEFC PREQUALIFICATIONS FOR ROBINSON ENGINEERING, LTD.

CATEGORY	STATUS
Special Studies - Traffic Studies	X
Special Plans - Traffic Signals	X
Special Services - Construction Inspection	X
Hydraulic Reports - Waterways: Typical	X
Special Studies- Location Drainage	X
Structures - Highway: Simple	X
Special Studies - Safety	X
Special Services - Mechanical	X
Special Plans - Pumping Stations	X
Location Design Studies - Rehabilitation	X
Highways - Roads and Streets	X
Special Services - Electrical Engineering	X
Location Design Studies - Reconstruction/Major Rehabilitation	X
Special Services - Surveying	X
Special Studies - Feasibility	X

X	PREQUALIFIED
A	NOT PREQUALIFIED, REVIEW THE COMMENTS UNDER CATEGORY VIEW FOR DETAILS IN EPAS.
S	PREQUALIFIED, BUT WILL NOT ACCEPT STATEMENTS OF INTEREST

FIRM INTRODUCTION

TranSystems specializes in providing comprehensive planning, design and construction engineering services to the transportation, municipal and private sectors since our firm's inception in 1966. Our experience includes local roadways, bridges, major highways, interchanges, bikeways, railroads, trucking, warehousing, transit, and other transportation improvements. TranSystems has a long and varied history of serving State, County, and municipal governments as well as private sectors.

We have extensive experience and knowledge to meet our clients' needs within today's challenging environment. With a unique focus on being the single source for integrated transportation solutions, TranSystems provides complete beginning-to-end service.

TranSystems has a single focus – to serve the transportation market.

National Experts with Local Understanding | TranSystems has over 30 offices located nationwide with over 900 employees. We have two local offices within the Chicagoland region with a combined staff of over 100 individuals. Our staff includes licensed professional engineers/architects, licensed structural engineers, design engineers, planners, surveyors, and technicians.

TranSystems has been providing structural design services to local agencies over 30 years. We have an outstanding reputation and extensive experience in providing Phase I and II engineering services for bridge and roadway projects. Our firm is prequalified by IDOT and uniquely qualified for this assignment since we provide:

- A Consultant who has **completed over 50 local, similar multi-use and bike path projects** from planning through construction utilizing Federal funding over the past 10 years. These similar projects have involved on-street paths, side paths, culvert design, retaining walls, pedestrian bridge design, environmental reporting, maintenance of traffic, grade crossings, public involvement, and project funding;
- A Consultant with strong relationships with all of the Class I Railroads, and the "go-to" firm for Metra with a long history of ICC coordination experience; and
- A Consultant that will provide added value to the Village by exploring **cost-effective retaining wall alternatives** and developing innovative engineering solutions.

LOCAL OFFICES
1475 East Woodfield Road, Suite 600
Schaumburg, IL 60173
(847) 605-9600

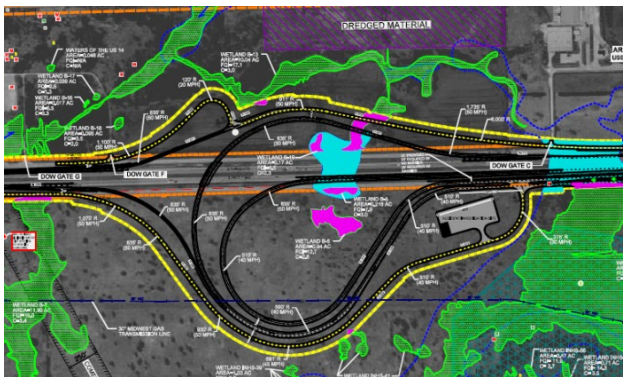
222 South Riverside Plaza, Suite 610
Chicago, IL 60606
(312) 669-9601

HIGHWAY & LOCAL ROADWAYS

- Highway & Local Roadway Design
- Rehabilitation, Reconstruction & Capacity Improvements
- Pavement Assessment & Design
- Toll Collection Facilities
- Architecture for Transportation Facilities
- Specifications & Contract Documents
- Cost Estimating & Bidding Assistance
- Landscape Architecture & Streetscapes
- Parking Lots & Structures

BRIDGES & STRUCTURES

- Bridges: Typical & Complex
- Rehabilitation & New Construction
- Major River Crossings & Continuous Spans
- Movable Bridge Evaluation & Design
- Highway & Railroad Grade Separations
- Bridge Condition Assessment & Rating
- Structural Design for Transportation Buildings
- Retaining Walls & Box Culverts
- Field Inspection & Non-Destructive Testing



TRAFFIC ENGINEERING

- Traffic Signalization & Coordination
- Intelligent Transportation Systems
- Signing, Pavement Marking & Channelization
- Interchange Justification Studies
- Intersection Design Studies
- Traffic Impact Studies
- Safety Studies
- Travel Demand Forecasting
- Traffic Simulation

DRAINAGE & UTILITIES

- Storm Sewer/Culvert Design
- Hydrology/Hydraulic Studies
- Stormwater Management Plans
- NPDES Permitting
- Roadway & Parking Lot Lighting
- Watermain & Sanitary Sewer
- Private Utility Analysis

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 31, 2020

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Charles Stenzel
TRANSYSTEMS CORPORATION
1475 East Woodfield Road
Suite 600
Schaumburg, IL 60173

Dear Charles Stenzel,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending Dec 31, 2019. Your firm's total annual transportation fee capacity will be $112,000,000.

Your firm's Home Rate rate of 148.69% and Field Rate rate of 128.26% are approved on a provisional basis. The rate used in agreement negotiations may be verified by our Office of Quality Compliance and Review in a pre-award audit.

Your firm is required to submit an amended SEFC through the Engineering Prequalification & Agreement System (EPAS) to this office to show any additions or deletions of your licensed professional staff or any other key personnel that would affect your firm's prequalification in a particular category. Changes must be submitted within 15 calendar days of the change and be submitted through the Engineering Prequalification and Agreement System (EPAS).

Your firm is prequalified until December 31, 2020. You will be given an additional six months from this date to submit the applicable portions of the "Statement of Experience and Financial Condition" (SEFC) to remain prequalified.

Sincerely,
Jack Elston, P.E.
Bureau Chief
Bureau of Design and Environment

SEFC PREQUALIFICATIONS FOR TRANSYSTEMS CORPORATION

CATEGORY	STATUS
Location Design Studies - Rehabilitation	X
Structures - Highway: Simple	X
Structures - Highway: Advanced Typical	X
Structures - Highway: Complex	X
Structures - Highway: Typical	X
Structures - Moveable	X
Structures: Major River Bridges	X
Structures - Railroad	X
Special Studies - Lighting: Typical	X
Environmental Reports - Environmental Assessment	X
Environmental Reports - Environmental Impact Statement	X
Airports - Design	X
Airports - Planning & Special Services	X
Special Studies - Signal Coordination & Timing (SCAT)	X
Special Studies - Traffic Studies	X
Special Studies - Traffic Signals	X
Transportation Studies - Railway Engineering	X
Special Services - Construction Inspection	X
Special Studies - Location Drainage	X
Hydraulic Reports - Waterways: Typical	X
Hydraulic Reports - Waterways: Complex	X
Hydraulic Reports - Pump Stations	X
Highways - Freeways	X
Location Design Studies - New Construction/Major Reconstruction	X
Special Studies - Feasibility	X
Special Services - Landscape Architecture	X
Special Studies - Safety	X
Highways - Roads and Streets	X
Location Design Studies - Reconstruction/Major Rehabilitation	X
Transportation Studies - Mass Transit	X

X	PREQUALIFIED
A	NOT PREQUALIFIED, REVIEW THE COMMENTS UNDER CATEGORY VIEW FOR DETAILS IN EPAS.
S	PREQUALIFIED, BUT WILL NOT ACCEPT STATEMENTS OF INTEREST

PREQUALIFIED ENVIRONMENTAL STAFF

Date: 04/20/20

TRANSYSTEMS CORPORATION

LEVEL REQUESTED: EIS **LEVEL GRANTED: EIS**

This list identifies individuals who meet the criteria for environmental lead(s) and environmental disciplines, including the level of report that each person is qualified to perform.

Only these individuals may be included in your firm's Statements of interest for projects advertised in Professional Transportation Bulletins. Please note that key personnel changes must be reported in writing to the Consultant Unit within 15 working days of the change.

Environmental Leads:		**EA**	**EIS**
1.	Dysico, Grace	☒	☒
2.	Schneider, Andrew	☒	☒
3.	Smith, Matthew	☒	☐
4.	Whately, Lynne Marie	☒	☒

Environmental Disciplines:		**EA**	**EIS**	**SUBCONSULTANT**
Community Impacts				
1.	Ray (Huff & Huff), Richard	☒	☒	
2.	Trimarco, Gina	☒	☒	
Ecology				
1.	Metz, Brian	☒	☒	
2.	Novak (Huff & Huff), James	☒	☒	
Noise				
1.	Holman, Brian	☒	☒	
2.	Kelly (Huff & Huff), Timothy	☒	☒	
3.	Krause, Timothy	☒	☒	
4.	Trzupek (Huff & Huff, Inc.), Gerry	☒	☒	
Water				
1.	Kluenenberg (Huff & Huff), Alycia	☒	☒	
2.	Metz, Brian	☒	☒	

Prequalified staff for Public Involvement

Dysico, Grace

Smith, Matthew

Stenzel, Charles

Prequalified staff for Technical Writing

Dysico, Grace

Frost, Barbara

Smith, Matthew

Stenzel, Charles

Whately, Lynne Marie

Geotechnical

Geotechnical Engineering

- Subsurface Explorations, including Soil Borings, Piezometer Wells, and Test Pit Excavations
- Geotechnical Engineering and Analysis for New Construction, Additions, and Renovations
- Pavement Analysis and Design for New Construction or Pavement Rehabilitation
- Retaining Wall Design and Analysis
- Slope Stability Analysis
- Settlement Analysis
- Foundation Subgrade Evaluations for New Footing Additions

Laboratory Testing

- AMRL/CCRL Accredited Laboratory Soils, Aggregates, Concrete, and Hot Mix Asphalt

Construction Testing

- Construction Testing and Inspection of Soils, Concrete, Mansonry and Structural Steel
- IDOT QC/QA Services
- Floor Flatness and Vapor Emission Testing
- Paint Thickness and Sprayed-on Fireproofing Inspection
- Nuclear Density Testing of Soils Stone Base and Asphalt Pavements
- Caisson and Pile Installation Inspection
- Foundation Excavation Inspection
- Infrared Building Inspections for Energy Loss and Moisture Intrusion

Geocon Professional Services is a full-service engineering firm specializing in geotechnical engineering, construction phase testing services, hot-mix-asphalt services, and subcontract drilling services.

We assist our commercial, governmental, industrial, and transportation clients in all phases of planning and development from start to finish, including recommendations for civil developments and associated structures, and construction testing to ensure compliance with project and building code requirements.

Our company's growth is the result of our experienced, talented, dedicated employees and principals working together toward a common goal: to provide quality services promptly, accurately and professionally, all at a competitive price and value.

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

March 23, 2021

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Jonathon Zabrocki
GEOCON PROFESSIONAL SERVICES, LLC
10045 W. Lincoln Highway
Frankfort, IL 60423

Dear Jonathon Zabrocki,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending Dec 31, 2019. Your firm's total annual transportation fee capacity will be $4,000,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 198.45% are approved on a provisional basis. The rate used in agreement negotiations may be verified by our Bureau of Investigations and Compliance in a pre-award audit. Pursuant to 23 CFR 172.11(d), we are providing notification that we will post your company's indirect cost rate to the Federal Highway Administration's Audit Exchange where it may be viewed by auditors from other State Highway Agencies.

Your firm is required to submit an amended SEFC through the Engineering Prequalification & Agreement System (EPAS) to this office to show any additions or deletions of your licensed professional staff or any other key personnel that would affect your firm's prequalification in a particular category. Changes must be submitted within 15 calendar days of the change and be submitted through the Engineering Prequalification and Agreement System (EPAS).

Your firm is prequalified until December 31, 2020. You will be given an additional six months from this date to submit the applicable portions of the "Statement of Experience and Financial Condition" (SEFC) to remain prequalified.

Sincerely,
Jack Elston, P.E.
Bureau Chief
Bureau of Design and Environment

SEFC PREQUALIFICATIONS FOR GEOCON PROFESSIONAL SERVICES, LLC

CATEGORY	STATUS
Special Services - Quality Assurance HMA & Aggregate	X
Geotechnical Services - Subsurface Explorations	X
Special Services - Quality Assurance PCC & Aggregate	X
Geotechnical Services - General Geotechnical Services	X
Geotechnical Services - Structure Geotechnical Reports (SGR)	X

X	PREQUALIFIED
A	NOT PREQUALIFIED, REVIEW THE COMMENTS UNDER CATEGORY VIEW FOR DETAILS IN EPAS.
S	PREQUALIFIED, BUT WILL NOT ACCEPT STATEMENTS OF INTEREST

MROWCO
MATHEWSON RIGHT OF WAY COMPANY

Firm Overview

Mathewson Right of Way Company (MROWCO) provides land acquisition services required under the Uniform Relocation Assistance and Real Property Acquisition Act (URA). Members of our firm have acquired thousands of parcels throughout the State of Illinois over the last 30 years.

We approach each project with the objectives of our clients in mind. Our focus is following the best practices of the URA to find agreement with property owners whenever possible. Our staff takes pride in consistently exceeding the expectations of our clients.

Much of our success is due to the cooperation and professionalism of our clients. We believe land acquisition is truly a team effort. Among the clients we are grateful to represent are the following:

- Illinois Department of Transportation
- Illinois State Toll Highway Authority
- Metropolitan Water Reclamation District
- McHenry County
- DuPage County
- Lake County
- Kane County
- Will County
- Boone County
- Kendall County
- Cook County
- City of Chicago

Firm Profile

The Peralte-Clark, LLC team has an established reputation as industry leaders who are highly qualified in the management, planning, design, and implementation of transportation projects. The firm's founders have spent their entire careers working in Illinois, primarily on transportation infrastructure projects for within the Chicago Metropolitan Area. They have combined over 50 years of experience in the transportation and infrastructure engineering field. Peralte-Clark has successfully grown threefold since the firm's founding in 2017.

As a certified African American owned DBE firm, Peralte-Clark is prequalified with the Illinois Department of Transportation in ten categories. Peralte-Clark serves public infrastructure clients including state, county, and municipal clients as well as other engineering consulting firms. To date, the firm has provided Phase I and II design engineering consulting services to the Illinois Tollway, Illinois Department of Transportation, Kane, Will and Lake County DOTs, and municipal clients including Palatine, Oak Lawn, Franklin Park and Gurnee. Their Phase III team is also growing and is currently providing CM services to the Illinois Tollway.

Their portfolio of projects varies from low to high complexity projects, and of varying in size to upwards of $100M. This experience makes Peralte-Clark an ideal teaming partner to both meet public agency DBE/MBE participation objectives and deliver significant value to the project team.

Peralte-Clark is one of the fastest growing transportation-focused firms in the Chicago region and added five additional staff in 2020.

Main Office
171 West Wing Street, Suite 204B
Arlington Heights, IL 60005

Our growing staff includes:

5 - Licensed Professional Engineers
1 - Certified PTOE
2 - Envision Sustainability Professionals
2 - Engineers in Training
2 – Recent Civil Engineering Graduates
2 – Full Time Phase III Inspectors

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

April 27, 2021

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Jean-Alix Peralte
PERALTE-CLARK LLC
171 W. Wing Street
204B
Arlington Heights, IL 60005

Dear Jean-Alix Peralte,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending Dec 31, 2019. Your firm's total annual transportation fee capacity will be $4,800,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 139.81% are approved on a provisional basis. The rate used in agreement negotiations may be verified by our Bureau of Investigations and Compliance in a pre-award audit. Pursuant to 23 CFR 172.11(d), we are providing notification that we will post your company's indirect cost rate to the Federal Highway Administration's Audit Exchange where it may be viewed by auditors from other State Highway Agencies.

Your firm is required to submit an amended SEFC through the Engineering Prequalification & Agreement System (EPAS) to this office to show any additions or deletions of your licensed professional staff or any other key personnel that would affect your firm's prequalification in a particular category. Changes must be submitted within 15 calendar days of the change and be submitted through the Engineering Prequalification and Agreement System (EPAS).

Your firm is prequalified until December 31, 2020. You will be given an additional six months from this date to submit the applicable portions of the "Statement of Experience and Financial Condition" (SEFC) to remain prequalified.

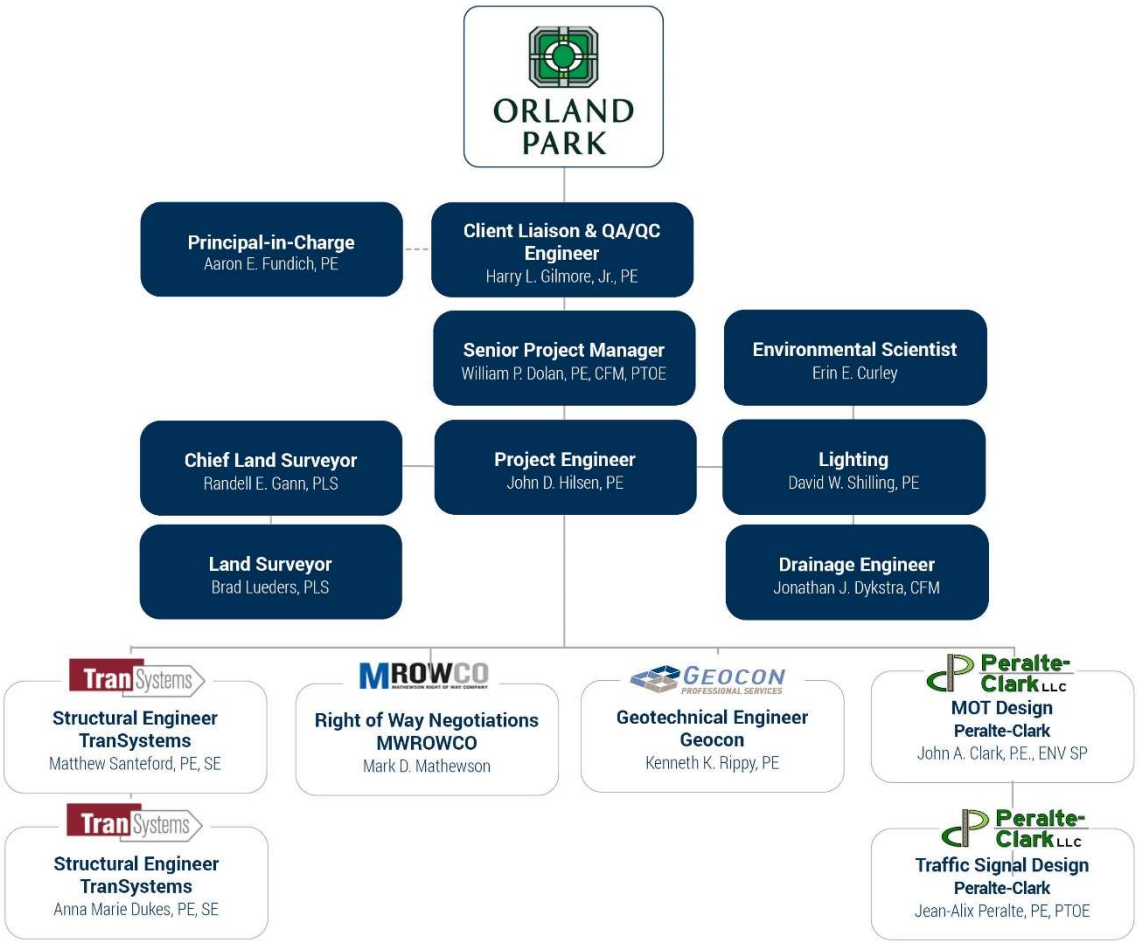
Sincerely,
Jack Elston, P.E.
Bureau Chief
Bureau of Design and Environment

SEFC PREQUALIFICATIONS FOR PERALTE-CLARK LLC

CATEGORY	STATUS
Special Services - Public Involvement	X
Special Studies- Location Drainage	X
Special Plans - Traffic Signals	X
Special Services - Construction Inspection	X
Transportation Studies - Railway Engineering	X
Highways - Freeways	X
Highways - Roads and Streets	X
Special Studies - Safety	X
Location Design Studies - Reconstruction/Major Rehabilitation	X
Location Design Studies - Rehabilitation	X
Special Studies - Traffic Studies	X
Special Studies - Feasibility	X

X	PREQUALIFIED
A	NOT PREQUALIFIED, REVIEW THE COMMENTS UNDER CATEGORY VIEW FOR DETAILS IN EPAS.
S	PREQUALIFIED, BUT WILL NOT ACCEPT STATEMENTS OF INTEREST

As evidenced by our 84-year history, Robinson possesses the expertise and dedication to provide the required staffing resources for the John Humphrey Drive at 143rd Street Intersection. While our Phase II Engineering Services will primarily be completed by our key in-house staff, we have enhanced our project team with the inclusion of TranSystems to provide their specialized structural engineering and Metra/Illinois Commerce Commission expertise. For geotechnical investigations and reports we propose the specialized expertise of our affiliate company Geocon Professional Services, and for the maintenance of traffic and traffic signal design we will use the specialized expertise of Peralte Clark, LLC, a certified DBE firm. Finally, recognizing the importance of the land acquisition negotiations to the timing of the project, we have included property appraisal and negotiation by Mathewson Right of Way Company (MROWCO), a IDOT certified firm since 2006. Each of our firms possess sufficient resource capacity and expertise to meet the technical and schedule objectives of the Village of Orland Park while effectively satisfying the local, state and federal stakeholder requirements.



Numerous other technical experts, field technicians and administrative assistants throughout our firm may assist the above key project team members as needed, including experienced professionals from our field, survey and CADD departments that work "behind the scenes" to ensure all project survey data are processed accurately and that the quality of all drawings and project exhibits meet the highest possible standards. Resumes of our key project team, including TranSystems, Peralte Clark, Mathewson Right of Way Company, and Geocon Professional Services can be viewed on the following pages.

Aaron E. Fundich, PE

Executive Vice President

Mr. Fundich is one of the managing partners of Robinson Engineering, Ltd., overseeing our DuPage, Lake, and Will County regional offices. He serves as one of the firm's primary liaisons with client communities and industry professionals, while staying abreast of current regulatory issues and grant funding opportunities. Mr. Fundich also represents the firm in contract negotiations and public presentations for client communities.

Municipal Engineering

Has served as the firm's Village Engineer for the following communities, all of which continue to utilize Robinson today:

• Itasca	2012-Present
• Frankfort	1997-2012
• Romeoville	2007-2009
• Manhattan	2005-2007
• South Holland	1999-2006
• Homer Glen	2001-2005
• South Palos Township	1995-2001
• Glenwood	1991-1999
• East Hazel Crest	1990-1999

Master Planning

Project management or principal authorship of the following master planning efforts on behalf of client communities:

• Downtown Infrastructure Master Plan	Manhattan
• Water System Master Plan	Manhattan
• FPA Master Plan Update	Frankfort
• Iron Removal System Plan	Frankfort
• Facilities Planning Area Amendments	Frankfort
• Wastewater Facilities Plan	South Palos Township SD

Project Design and Management

Design and manage more than $40 million in federally and locally funded transportation projects, including:

• Richton Road Reconstruction	Crete	$6,200,000
• Wolf Road Reconstruction	Frankfort	$1,470,000
• Munster Bike Path Network	Munster	$1,800,000
• 135th Street Reconstruction	Romeoville	$20,000,000
• 135th Street Traffic Signal	Romeoville	$240,000
• Veterans Memorial Trail	WCFPD	$9,000,000
• Directional Drilling, Berry Court	DuPage County	$800,000

Manager, ICAP Sewer Rehabilitation (1989-2000)

Prepared over 20 Sewer System Evaluation Surveys (SSES), including flow monitoring analyses, manhole inspections, smoke testing, dyed water flood testing, sewer televising, and private sector building inspections to isolate, identify, and quantify sources of infiltration/inflow (I/I) into separate sanitary sewer systems. He also designed more than 100 sewer rehabilitation projects totaling over $85 million of infrastructure improvements, including $20 million funded through the IEPA Water Pollution Control Revolving Fund.

Education

Master of Project Management (with Distinction)
Keller Graduate School of Management

Bachelor of Science, Engineering
University of Illinois Urbana - Champaign

Professional Registration

Registered Professional Engineer, Illinois, Indiana

Professional Affiliations

Illinois Society of Professional Engineers (ISPE)

American Council of Engineering Companies (ACEC), Government Affairs Committee

Illinois Association for Floodplain and Stormwater Management (IAFSM)

Will County Center for Economic Development

Co-chair, Diplomat Committee
Member, Government Affairs Committee

South Holland Business Association, Board of Directors, 2001-2005

Publication

"Infiltration Reduction Using Trenchless Technology,"

Mining Journal Ltd., May 1999

Employment History

Robinson Engineering, Ltd.
1989-Present

Robinson ENGINEERING

Harry L. Gilmore, Jr., PE

Senior Project Manager

With 45 years of transportation and municipal engineering expertise, Mr. Gilmore offers extensive knowledge and expertise in local and arterial roadways, bike/pedestrian facilities, accident analyses, traffic studies, traffic signals, and public involvement. His professional experience includes the management and preparation of project development reports, intersection design studies, and master transportation plans.

Municipal Engineering

Works alongside municipal engineers, providing transportation consulting to major community engineering projects. Provides transportation review and guidance for numerous development plans for various communities.

- Village of Peotone 2013-present
- Village of Posen 2013-present
- Village of Romeoville 2008-present
- Village of Manhattan 2006-present
- City of Highland Park 2015-present
- Village of Frankfort 2006-present

Transportation Studies & Environmental Reports

Prepare Phase I Engineering studies and environmental reports for federally funded Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) Improvement Program, and Illinois Transportation Enhancement Program (ITEP) projects for:

• Specialty Reports/Expert Testimony	IDOT	Ongoing
• McEvilly Road ITEP Multi-Use Path	Minooka	2018
• Arlington Heights Road Phase I Study	Itasca	2018
• Clavey Road Phase I Study	Highland Park	2018
• Multi-use Trail/ComEd ROW Phase I	Romeoville	2018
• Veterans Memorial Trail - 10 miles	FPDWC	2014
• St. Francis Road Phase I Study	Frankfort	2014
• 127th St./Sacramento Ave. Phase I Study	Blue Island	2009
• US 30 Locust St./80th Ave. Phase I Study	Frankfort	2009
• Community Bike Trail Phase I Study	Homer Glen	2009
• 143rd St/Lemont Road Phase I Study	Homer Glen	2007

Transportation Design

Designs and manages roadway improvements under local, county, and state jurisdiction, including:

• 143rd St./Lemont Rd. to Bell Rd.	WCDOT	$30,000,000	Ongoing
• IL 53 at Wilmington-Peotone Rd.	Wilmington/WCDOT	$2,200,000	2019
• McEvilly Road ITEP Multi-Use Path	Minooka	$1,580,000	2018
• St. Francis Road STP Reconstruction	Frankfort	$4,455,000	2018
• Central Court Permeable Pavers	Highland Park	$335,000	2017
• Sumac Road Reconstruction	Highland Park	$695,000	2016
• 143rd St./Lemont Rd. STP Intersection	Homer Glen	$3,900,000	2015
• 127th St./Sacramento Ave. STP Int.	Blue Island	$1,200,000	2013
• Weber Road Widening	Romeoville	$3,200,000	2014
• Cedar Rd./Division St. Intersection	Will County	$3,400,000	2011
• Western Ave. ARRA Intersections	Blue Island	$400,000	2010
• 116th St. at EJ&E/CN RR at-grade improvements	Frankfort & Mokena	$160,000	2010
• Rathje Rd. STP Reconstruction	Peotone	$2,000,000	2010
• Glen Re-development	Glenview	$60,000,000	2007

Transportation Planning

Completed transportation planning studies for local and area-wide transportation networks, including Master Plans for Peotone (2014), Dolton (2013), Romeoville (2010), Manhattan (2007/2018 update); and Markham (2014).

Education

Bachelor of Science, Civil Engineering
Valparaiso University

Professional Registrations

Registered Professional Engineer
Illinois

Professional Affiliations

American Society of Civil Engineers (ASCE)

American Consulting Engineers Council (ACEC)

Illinois Road and Transportation Builders (IRTBA)

Institute of Transportation Engineers (ITE)

National Society of Professional Engineers (NSPE)

Employment History

Robinson Engineering, Ltd.
2005-Present

Civiltech Engineering, Inc.
1990-2005

Midwest Consulting Engineers, Inc.
1981-1990

Robinson ENGINEERING

William P. Dolan, PE, CFM, PTOE

Senior Project Manager

Mr. Dolan is a Design Engineer with 22 years of technical experience working on various federal, state, and local transportation projects. Mr. Dolan's professional engineering duties include preparing and managing Phase I Studies, Location Drainage Studies and Phase II Design Plans for federally funded projects approved through the Illinois Department of Transportation (IDOT) and Cook County Department of Transportation and Highways (CCDOTH).

Municipal Engineering

Serving as the firm's Municipal Engineer for several communities; his responsibilities span daily engineering consultation and assistance in all aspects of municipal engineering projects.

- Alsip 2012-present
- Merrionette Park 2004-2011
- East Hazel Crest 2005-present

Transportation Design

Design and manage more than $50 million in roadway infrastructure projects. Projects include federal, state, motor fuel tax (MFT) and local funded improvements. Prepares and manages all aspects of Phase II Plans for the federally funded Surface Transportation Program (STP), Congestion Mitigation & Air Quality (CMAQ) Improvement Program, Highway Safety Improvement Program (HSIP), Illinois Transportation Enhancement Program (ITEP), and various other locally funded projects.

143rd St./Lemont Rd. to Bell Rd.	WCDOT	$30,000,000	Ongoing
80th Ave. / 191st St. Intersection	Tinley Park/WCDOT	$1,400,000	Ongoing
Halsted at 174th Street	E. Hazel Crest	$2,500,000	2016
183rd St. & Oak Park Ave. Roundabout	Tinley Park	$3,000,000	2015
Joe Orr Rd-Torrence Ave. to Burnham Ave.	CCDOTH	$11,000,000	2015
Center St. - 159th to 171st	CCDOTH	$9,000,000	2014
IL Rte. 53 @ Material Road	Romeoville	$1,800,000	2012
175th Street @ Harlem Ave.	Tinley Park	$1,700,000	2011
Joe Orr Rd.-Stoney Island to Torrence Ave.	CCDOTH	$6,000,000	2010
170th St. - South Park Ave. to I-94	CCDOTH	$5,400,000	2010
191st St. -IL Rte 43 to Ridgeland Ave.	Tinley Park	$6,000,000	2010
183rd St. - US 45 to 80th Ave.	CCDOTH	$12,000,000	2009
Main St. - N. Main to Campbell St.	Glenwood	$1,400,000	2009
IL Rte. 53 @ University Parkway	Romeoville	$1,000,000	2009
171st St. - Wood St. to Ashland Ave.	CCDOTH	$12,000,000	2008
Budler Rd. Airport Rd. to Taylor St.	Romeoville	$1,300,000	2007
Cottage Grove Ave. 170th St. -Rte 6	South Holland	$4,600,000	2007

Transportation Studies & Environmental Reports

Prepare Phase I Studies, Environmental Assessments, Traffic Studies and/or Drainage Reports for state and federally funded projects.

Monee - Manhattan / Cleveland Ave. Ph. I	Monee	2016
IL Route 50 / Corning Avenue, Phase I	Peotone	2015
US Route 52 / Smith Road, Phase I	Manhattan	2015
135th St./New Ave. Metra Station & Commuter Parking Lot	Romeoville	2014
Joe Orr Rd.-Torrence Ave.-Burnham Ave.	CCDOTH	2013
183rd St./Oak Park Ave. Roundabout, Ph. I	Tinley Park	2013
Center St. - 159th St. to 171st St., Phase I	CCDOTH	2012
170th St. - South Park Ave. to I-94	CCDOTH	2010
Joe Orr Rd.-Stoney Island to Torrence Ave.	CCDOTH	2010
IL Rte. 53/Material Service, Phase 1	Romeoville	2010
175th St./Harlem Ave., Phase 1 (HSIP)	Tinley Park	2009
171st St. - Wood St. to Ashland Ave.	CCDOTH	2008

Education

Bachelor of Science, Civil Engineering
University of Illinois Champaign-Urbana

Professional Registrations

Registered Professional Engineer
Illinois

Professional Certifications

Certified Floodplain Manager (CFM)

Professional Traffic Operations Engineer (PTOE)

Employment History

Robinson Engineering, Ltd.

2002-Present

Graef Anhalt Schlomer & Associates

2001-2002

Robert E. Hamilton Consulting Engineers

1999-2001

Robinson ENGINEERING

John D. Hilsen, PE

Senior Civil Engineer

Mr. Hilsen has over 21 years of professional experience, with an emphasis on Transportation and Municipal Engineering. Mr. Hilsen has served as Project Engineer and Manager for roadway and municipal infrastructure improvement projects throughout the Chicagoland/Northwest Indiana region. He is responsible for the design, review and management of roadway, sewer and water improvement projects, with an emphasis on geometrics, drainage and utilities for municipal and commercial development projects.

Transportation & Municipal Engineering Design

Design Engineer and Project Manager for local and federal transportation projects on routes under State, county and local jurisdiction. He also serves as the Village Engineer for South Holland, IL. Mr. Hilsen is the Project Manager & Lead Designer for the Village's annual Municipal Roadway, Sewer and Water Infrastructure Improvement Projects.

- 143rd Street Reconstruction, Phase II, WCDOT, Homer Glen, IL 2021
- 175th St & Ridgeland Ave Reconstruction, Phase I & II, Tinley Park, IL 2020
- 172nd St Water Main & Roadway Improvement, South Holland, IL 2020
- Multi-Use Path (2.2 Miles) – NGPL ROW – Romeoville, IL 2020
- 45th Street Grade Separation Project, Munster, IN 2019
- US Route 6 Illuminated Street Name Signs, South Holland, IL 2019
- Homerlee Ave Roadway Reconstruction, East Chicago, IN 2019
- 175th St & Ridgeland Ave Reconstruction, Phase I & II, Tinley Park, IL 2019
- 172nd St Water Main & Roadway Improvement, South Holland, IL 2019
- Arlington Heights Road Reconstruction, Phase I & II, Itasca, IL 2018
- US Rt. 6 at Van Dam Rd Reconstruction, Phase II, South Holland, IL 2018
- 161st Place Water Main & ROW Improvements – Including Lead Service Replacement, South Holland, IL 2018
- 131st Street Reconstruction, Phase I, Alsip, IL 2018
- Vollmer Road Multi-Use Path, Phase I, Olympia Fields, IL 2017
- 135th Street Improvements, Blue Island, IL 2017
- Jane Addams Tollway (I-90) at Elmhurst Road Diverging Diamond Interchange (DDI), Des Plaines, IL 2017
- Jane Addams Tollway (I-90) at Irene Road Interchange, Boone County 2016
- Streets for Cycling – Project 2, Phase II, CDOT, Chicago, IL 2015
- CUY/SUM-271/480-0.00, Cuyahoga & Summit Counties, OH 2015
- Willow Road Improvements, Northfield, IL 2014
- Jane Addams Tollway (I-90), Boone and Winnebago Counties, IL 2014
- US-30 at IL -31 Interchange Improvements, Kane County, IL, for IDOT 2014

Municipal Engineering Peer Review & Site Design

As the Village Engineer for South Holland he conducts peer reviews for proposed development projects within the Village. He also serves as Design Engineer on site development projects, including drainage, site utilities, grading design, stormwater management, permits, sanitary and water distribution, and cost estimates. Geometric designs include roadways and subdivisions.

- Numerous Development Peer Reviews, South Holland, IL 2018-Present
- John D. Rita Recreation Center, Blue Island, IL 2017
- Ellendale Farms, Crown Point, IN, subdivision development 2009
- Derby Plaza, Lemont, IL, 5-Ac office condo & retail development 2008

Pavement Management Systems & Reports (2017 & 2019)

Responsible for conducting field investigation of existing pavement condition data utilizing the PASAR Rating System and Managing Pavement Management Plans utilizing video technology to develop Pavement Condition Index (PCI) and recommendations for future improvements.

- South Holland, IL (PCI) 2019
- Logansport, IN & Mishawaka, IN (PASAR) 2017

Education

Bachelor of Science, Civil Engineering
Marquette University
2000

Professional Registration

Registered Professional Engineer
Illinois, Indiana

Employment History

Robinson Engineering, Ltd
2017-Present

RWA/DLZ
2010-2017

Burke Engineering Corp
2000-2010

Robinson ENGINEERING

David W. Shilling, PE

Project Engineer

Mr. Shilling serves numerous municipalities as municipal engineer. He is responsible for assisting in the design and preparation process for various local and federally funded transportation projects. His tasks include, but are not limited to, drainage design, geometric design, pavement preservation, street lighting analysis and design, and construction and project management.

Municipal Engineering

- Village of Glenwood, IL 2013-present
- Village of Lynwood, IL 2012-present
- Village of Burnham, IL 2007-present
- City of Gary, IN 2017-present
- Performs development plan reviews for compliance with municipal standards
- Coordinates and designs numerous local, state, and federal projects
- Works to obtain federal and grant funding for transportation, infrastructure, and beautification projects
- Assists with operation and maintenance of infrastructure

Transportation Design

Serves on numerous transportation projects, designing roadway, lighting, and beautification projects.

• Pulaski Road Lighting	Alsip	$870,000	2013
• MacGregor Road Reconstruction	Lockport	$600,000	2012
• Ridge and McEvilly ARRA Lighting	Minooka	$200,000	2011
• Broadway Avenue ARRA Lighting	Harvey	$360,000	2010
• 95th St. ITEP Decorative Lighting	Hickory Hills	$850,000	2009
• Wentworth Avenue Lighting	Calumet City	$425,000	2008
• Mondamin Street Reconstruction, Beautification, and Lighting	Minooka	$550,000	2007
• Lighting for 45th Ave. Grade Separation	Munster	$460,000	2018

Project Design And Management

Serves as Project Management on construction projects, serving as a liaison between client, sub-consultants, and contractors.

• 3rd District Street Reconstruction and Lighting	Hammond	$200k-$2.8M	2006-present
• Village-wide street resurfacing	Various	$100k-$400k	2005-present
• Main Street Force Main and	Glenwood	$2,200,000	2012
• Sanitary Sewer			
• Proesel Park Sports Lighting	Lincolnwood	$150,000	2012
• Route 53 Landscaped Medians	Romeoville	$600,000	2010

Stormwater Management

• Schoon Ditch Combined Sewer Overflow Elimination	Munster	$1,650,000	2013
• Wicker Park Estates Storm Sewer Imprv.	Munster	$2,290,000	2012

Education

Bachelor of Science, Civil Engineering
Purdue University

Professional Registrations

Professional Engineer
Illinois, Indiana

Professional Affiliations

Illuminating Engineering Society of North America (IESNA)

Employment History

Robinson Engineering, Ltd.
2005-Present

Robinson ENGINEERING

Jonathan J. Dykstra, CFM

Senior Engineer

Mr. Dykstra has 33 years of technical experience in water resources engineering including watershed modeling and planning. He is responsible for leading drainage and floodplain related planning, analysis, and design for projects including hydrologic and hydraulic modeling, floodplain and floodway determinations, FEMA map revision support and watershed and feasibility studies. He also conducts stormwater and floodplain management reviews for various municipalities in Cook, DuPage and Will Counties in Illinois and Lake County, Indiana.

Stormwater Management

Extensive experience in stormwater management, including developing hydrologic and hydraulic models to determine flow rates, establishing floodplain and floodway limits, supporting FEMA map revisions, evaluating proposed designs and modifications, and performing dam breach analyses.

• 143rd St./Lemont Rd. to Bell Rd.	WCDOT	$30,000,000	Ongoing
• Central Park	Dyer	$2,500,000	2017
• 45th St. Grade Separation	Munster	$34,000,000	2015
• Stony Island Drainage Ditch	Lansing	$1,000,000	2013
• Joe Orr Road New Extension II	Lynwood	$10,000,000	2013
• 167th Street Reconstruction	Harvey	$4,000,000	2011
• Joe Orr Road New Extension I	Lynwood	$7,100,000	2010
• Crete Protestant Ref. Church	Crete	$1,500,000	2009
• 170th Street Reconstruction	South Holland	$11,000,000	2009
• Highlands of Ellendale Subdivision	Crown Point	$2,750,000	2007
• Misty Ridge Subdivision	Lake County	$5,000,000	2007
• Glenwood-Lynwood Public Library	Lynwood	$2,000,000	2007
• Ellendale Old Town Subdivision	Crown Point	$2,500,000	2006
• Fey & Graefen Industrial Park	Frankfort	$3,000,000	2006
• Misty Glen Subdivision	Lowell	$1,700,000	2006
• Schmidt Farms Subdivision	Crown Point	$2,000,000	2005
• Hidden Creek Subdivision	Homer Glen	$1,500,000	2005
• Spring Grove Subdivision	Lockport	$2,000,000	2005

Floodplain Management

Significant experience in floodplain management and FEMA map revisions, including Letter of Map Revisions (LOMR) and Letter of Map Amendments for floodplain determination.

• Clavey Road Bridge Replacement	Highland Park	$1,000,000	2017
• Vollmer Road Culvert Replacement	Olympia Fields	$800,000	2016
• Rathje Road Culvert Replacement	Peotone	$300,000	2016
• Dredge Fill Site Dam Breach	Aroma Park	$200,000	2014
• 191st Street Culvert Replacement	Lansing	$250,000	2012
• Country Club Drive Bridge Rplcmnt	Olympia Fields	$450,000	2011
• Weber Road Widening	Romeoville	$2,500,000	2010
• Lily Cache Slough LOMR	Romeoville	N/A	2010
• Midlothian Culvert Replacements	Midlothian	$900,000	2009
• McLindon Road Improvement	Minooka	$3,100,000	2009
• Oak Park Avenue LOMA	Tinley Park	N/A	2008
• Butternut Ridge Subdivision	Manhattan	$4,500,000	2006

Education

Bachelor of Science, Civil Engineering
Illinois Institute of Technology

Professional Certifications

Certified Floodplain Manager (CFM)

Professional Affiliations

American Society of Civil Engineers (ASCE)

Illinois Association for Floodplain and Stormwater Management (IAFSM)

Will County Stormwater Management Planning Committee (WCSMPC)

Metropolitan Water Reclamation District (MWRD) Technical Advisory Committee

Employment History

Robinson Engineering, Ltd.
2007-Present

Burke Engineering Corporation
2004-2007

Christopher B. Burke Engineering, Ltd.
1989-2004

Ciorba Group
1988

Robinson ENGINEERING

Erin E. Curley

Senior Project Scientist

Ms. Curley has 28 years of environmental consulting experience in the Chicagoland area. She joined Robinson Engineering, Ltd. in April 2018 from Robinson's affiliate company Geocon Professional Services and currently serves as a Senior Project Scientist for environmental services for the Robinson offices.

Environmental Engineering

Ms. Curley is responsible for all aspects of environmental projects that include:

- Phase I and II Environmental Site Assessments (ESAs)
- Preliminary Environmental Site Assessments (PESAs)
- Preliminary Site Investigations (PSIs)
- Clean Construction and Demolition Debris (CCDD) Soil Evaluations
- Leaking Underground Storage Tank (LUST) Investigation & Remediation
- Site Remediation Program (SRP) Investigation & Remediation
- Office of the State Fire Marshal (OSFM) UST Site Assessments
- Tiered Risk Assessments and Vapor Intrusion Evaluations

Ms. Curley has conducted subsurface investigations, contaminant risk assessments and remediation at numerous contaminated properties utilizing the Illinois Tiered Approach to Corrective Action (TACO) regulation as well as the USEPA Soil Screening Level (SSL) and the ASTM-Risk Based Corrective Action (RBCA) approaches. Ms. Curley has successfully completed hundreds of LUST projects in Illinois including all phases of IEPA LUST Program reporting; Early Action UST Removal/Abandonment, Site Investigation and Corrective Action; to obtain No Further Remediation Letters from the Illinois Environmental Protection Agency (IEPA) for a variety of clients. Ms. Curley has completed fifteen voluntary cleanup projects for clients within the IEPA Site Remediation Program (SRP) and formerly the IEPA Pre-Notice Site Program that included Focused/Comprehensive Site Investigations and Remedial Action at Brownfields, Resource Conservation and Recovery Act (RCRA) permitted facilities, and various other contaminated commercial, industrial and manufacturing properties.

Project Management

Ms. Curley has extensive experience as a Project Manager at several environmental consulting and engineering companies in the Chicagoland area. Her responsibilities included proposal preparation, plan and budget generation, technical report writing, coordination and supervision of subcontractors for drilling and rock coring for subsurface investigations, field sampling, Tier 2 and 3 soil and groundwater evaluations, waste characterization sampling, profiling and landfill disposal permitting, scheduling and oversight of UST removals and abandonments, groundwater modeling, conventional remediation and hazardous/non-hazardous waste management.

She has conducted soil gas sampling at several LUST and SRP contaminated sites to evaluate the need for building control technologies as part of volatile organic compound vapor intrusion mitigation. She prepared Illinois UST Fund reimbursement claims for LUST projects and drafted appeals of IEPA rulings to the Illinois Pollution Control Board. She has knowledge and experience with design, operation and maintenance of alternative remediation methods including groundwater pump and treat systems, air-sparging, low temperature thermal treatment units, soil vapor extraction systems and in-situ bioremediation systems. In addition to Illinois projects, Ms. Curley has completed Baseline Environmental Assessments and Due Care Plans in accordance with Michigan Department of Environmental Quality (DEQ) requirements and LUST closures in accordance with the Indiana Department of Environmental Management (IDEM), Wisconsin Department of Natural Resources (DNR) and Missouri DNR regulations.

Education

Bachelor of Arts; Environmental Policy & Analysis
Bowling Green State University

Professional Certifications

OSHA 40-hour Hazardous Materials Training 29 CFR 1910.120

OSHA 8-hour Hazardous Materials Annual Refresher Training

Employment History

Robinson Engineering, Ltd.
2018-Present

Geocon Professional Services, LLC
2007-2018

Midwest Engineering Services, Inc.
1998-2007

Environmental Protection Industries
1996-1998

Schrack Environmental Consulting, Inc.
1994-1996

Prairie Environmental Specialists, Inc.
1992-1994

Robinson ENGINEERING

Randell E. Gann, PLS

Manager, Land Surveying Department

Mr. Gann has 30 years of experience in all phases of land surveying, including public and private clients (e.g. school districts, municipalities, subdivisions). He has completed several federal aid and state projects for land surveys, land title surveys (ALTA), plat of highway and other right-of-way (ROW) documents, including horizontal and vertical controls, research of recorded documentation, reviewing and writing legal descriptions, drafting plats, client communications and interaction and Quality Assurance & Control (QA/QC).

Federal Aid and State Surveys

Handles various facets of land surveying as related to land boundaries, existing ROW determinations new ROW acquisitions, street ROWs, easement limits, and engineering topography for local route and state projects, including those for the Illinois Department of Transportation (IDOT).

• Illinois Route 22 New & Existing ROW	IDOT	In progress
• Joe Orr Rd. New ROW	Various	In progress
• Various Topographic & Boundary Surveys	East Chicago, Indiana	2017
• Lake, Porter, & LaPorte Indiana Various Boundary & Construction Surveys	LAMAR Advertising	2017
• DES No. 1173708 Summit at Old Merrillville Road	Crown Point, IN	2015
• DES No. 0900067 Mississippi Street 101st Avenue to US Route 30	Merrillville, IN	2015
• 170th Street New & Existing ROWs	South Holland	2014
• US Rte. 14 New & Existing ROW	IDOT	2013
• Wolf Road (at 183rd St.) New & Existing ROW	IDOT	2011
• IL Rte. 173 @ Nippersink Creek Existing ROW Determination	IDOT	2010
• US Rte. 30 Existing New & Exist. ROWs	IDOT	2010
• Standard Ave., 121st & Front St. Widening and Reconstruction	Whiting, IN	2010

Subdivision Survey and Right-of-Way

Oversight and responsibility for all facets of land surveying related to the determination of existing land boundaries, plats of subdivision, determination of existing ROW and the creation of new ROWs or easements necessary for engineering and site improvements.

• Knottingham Subdivision Roadway Reconstruction and Watermain Replacement	Downers Grove	2011
• Norfolk Southern Railroad Properties Survey	Manhattan	2010
• Re-subdivision Butternut Ridge	Manhattan	2010
• GC America Topographic ALTA/ACSM	Alsip	2009
• Town Center	South Holland	2008

Land Surveying Department Manager (May 2012-Present)

Handles estimating, budgeting, and reporting of department tasks for Robinson Engineering. Oversees project QA/QC, performs survey calculations, and coordinates field and office surveying activities necessary to verify adherence to scope of services, client satisfaction and standard field procedures.

Education

Bachelor of Science, Land Surveying
1991 Purdue University
West Lafayette, Indiana

Professional Registration

Professional Land Surveyor, Illinois, Indiana

Professional Affiliations

Illinois Professional Land Surveyors Association (IPLSA)

Indiana Society of Professional Land Surveyors (ISPLS)

National Society of Professional Surveyors (NSPS)

Employment History

Robinson Engineering, Ltd.
1991-Present

Robinson ENGINEERING

Brad Lueders, PLS

Land Surveyor

Mr. Lueders has 36 years of industry experience, with 30 years in all phases of land surveying, including public and private clients. Mr. Lueders is a high- level professional formerly serving as CAD Manager and Director of Surveying Operations. He has completed numerous federal aid and state projects for land surveys, land title surveys (ALTA), plat of highway and other right-of- way (ROW) documents, including horizontal and vertical controls, research of recorded documentation, reviewing and writing legal descriptions, drafting plats, client communications and interaction, and Quality Assurance & Control (QA/QC).

Federal Aid and State Surveys

Handles various facets of land surveying as related to land boundaries, existing ROW determinations, new ROW acquisitions, street ROWs, easement limits, and engineering topography for local route and state projects, including those for the Illinois Department of Transportation (IDOT).

Subdivision Survey and Right-of-Way

Oversight and responsibility for all facets of land surveying related to the determination of existing land boundaries, plats of subdivision, determination of existing ROW and the creation of new ROWs or easements necessary for engineering and site improvements.

• Halsted St. / IL Route 1 - Plat of Highways	East Hazel Crest	2016
• Rathje Road - Plat of Highways	Peotone	2016
• Posen Water Main Construction - ROW Determination	Posen	2016
• McEvilly Road - Plat of Highways	Minooka	2015
• St. Francis Road - Plat of Highways	Frankfort	2015
• Pleasant Ridge Wind Farm	Livingston County	2015
• Vollmer Road Reconstruction - Existing ROW Determination	Olympia Fields	2015
• Route 50 & Corning Road - Plat of Highways	Peotone	2015
• Oak Park Avenue Reconstruction -	Tinley Park	2015
• Existing ROW Determination		
• Monee - Manhattan Road Reconstruction Existing ROW Determination	Monee	2015
• 135th St. Resurfacing Project	Crestwood	2014
• Cal-Sag Road	Crestwood	2014
• Kostner Ave. Resurfacing Project	Crestwood	2014
• Will County Highway 62 Widening	Lockport	2014

Director of Surveying (2005-2014) Vantagepoint Engineering, LLC (2010-2014) Burke Engineering Corporation (2005-2010)

Handled cost estimating, budgeting, invoicing, proposals, job set-up, and reporting. Coordinated field and office surveying activities to verify adherence to scope of services, client satisfaction and standard field procedures. Also responsible for calculations and drafting to assist engineering department, field data analyses, boundary determination, drafting and signing of plats, Layout calculations and CAD to assist engineering department. Trained survey office personnel and performed field work as necessary.

Education

Bachelor of Science, Industrial Technology
Illinois State University

Professional Registrations

Professional Land Surveyor
Illinois

Professional Affiliations

Illinois Professional Land Surveyors Association (IPLSA)

Employment History

Robinson Engineering, Ltd.
2014-Present

VantagePoint Engineering, LLC
2010-2014

Burke Engineering Corporation, Ltd.
1985-2010

Robinson ENGINEERING

Matthew D. Santeford, PE, SE, LEED Green Associate
Structural Engineer

Matt has extensive professional structural experience in the inspection, design, and management of concrete and steel structures for highway, railroad and mass transit projects. His project experience includes bridge inspection, BCRs, TSLs, bridge design, retaining wall design, plan production, specifications, and estimates of cost.

Randall Road Widening, Phase II, McHenry County
Lead Structural Engineer for this $48M widening project which included widening the corridor to maintain three lanes in each direction. Matt led the design efforts for the retaining walls, culverts and timber pile ground improvements to support the new roadway section through wetland areas with poor soils. The proposed improvements used mechanically stabilized earth retaining walls, and load transfer platforms on top of the timbe pile ground improvement to spread the bearing pressure of the wall and pavement through soil arching. His design provided an economical, reliable, and constructible solution.

Wilson at Nippersink, Phase I and Phase II, Lake County
Lead Structural Engineer for this intersection improvement project that included mitigating poor soil conditions to accommodate the widened, signalized intersection. Structural elements included two drilled soldier pile retaining walls totaling 1,043 feet in length. Matt completed a wall type study to determine the optimal structure type, accounting for poor soils, present costs, and future maintenance. The soldier pile walls were backfilled with light weight fill in order to limit deflection and reduce the size and length of piles required.

Jane Byrne (Circle) Interchange (I-90/94 and I-290) (PTB 163/001), Phase I & II, Illinois DOT District 1
Structural Engineer on the AECOM/TranSystems IDOT JV team for the Phase I and II project to study and design the complete reconfiguration of the Circle Interchange between I-90/94 and I-290 in downtown Chicago. The scope of work includes Bridge Condition Reports, TSL, and PS&E. Design tasks included the new 5-span Halsted Street Bridge over I-290, Peoria Street Bridge over I-290, Van Buren Street Bridge over I-90/94, curved Ramp SE Bridge and numerous retaining walls.

Registrations
Professional Engineer (Civil): MI, 2015
Structural Engineer: IL, 2012
Professional Engineer (Civil): IL, 2008

Education
B.S., Civil Engineering
Southern Illinois University, Carbondale, 2003
M.S., Structural Engineering
IIT, 2009

Certifications
CSX/NS Roadway Worker Protection/Contractor Safety
E-Railsafe System
LEED Green Associate
NBIS Program Manager
NBIS Team Leader

Training
FHWA/NHI Bridge Inspection Refresher Training
FHWA/NHI Fracture Critical Inspection Techniques for Steel Bridges
FHWA/NHI Safety Inspection of In-Service Bridges
OSHA 10-Hour Construction Safety

Affiliations & Memberships
American Public Works Association
American Railway Engineering & Maintenance of Way Association (AREMA)
American Society of Civil Engineers

Years of Experience
18

Years with Firm
15

Willow Road Improvements (PTB 148/002 & PTB 159/008/WO3), Phase I & II, Illinois DOT, Northbrook, IL
Structural Lead for the improvement of Willow Road from IL 43 (Waukegan Road) to I-94 (Edens Expressway), a distance of approximately 1.75 miles. The improvement provided two, 10-foot wide through lanes in each direction separated by a landscaped median. The project entailed several pedestrian safety features, sidewalks, bike path connection, a pedestrian-only traffic signal, replacement of the bridge over the Middle Fork of the North Branch Chicago River, widening of the bridge over the Edens Expressway, retaining walls, lighting, six traffic signals and interconnection, utility relocation and replacement, landscaping, and aesthetic features.

IL 59, IL 52 to Caton Farm Road, Phase II, Illinois DOT, Will County, IL
Structural Engineer for the preparation of contract plans and documents for the widening and reconstruction of 3.0 miles of arterial highway to provide two 12-foot wide lanes in each direction with curb and gutter separated by a 16-foot mountable median transitioning to an 18-foot wide landscaped median. The project also included drainage and storm water detention design, traffic signal modernization and inter-connection plans, field survey, structure borings and analysis, box culvert design, retaining wall designs, and traffic staging plans.

Willow Road Improvements (PTB 148/002 & PTB 159/008/WO3), Phase I & II, Illinois DOT District 1
Lead Structural Engineer for Phase II services for the improvements of 1.75 miles of Willow Road from IL 43 to I-94. The proposed improvement provided geometric modifications through widening to provide two, 10-foot wide through lanes in each direction, barrier landscaped median, modernization of traffic signals, a new pedestrian-only signal to connect parks on the north and south sides of the roadway, and pedestrian/bicycle accommodations. TranSystems conducted an extensive public involvement program based upon the principles of Context Sensitive Solutions. TranSystems was the 2013 recipient of the Department's Exceptional Consultant Engineering Services Award for this project.

Channahon-Minooka Road Bridge, Phase I & II, Will County, IL
Lead Structural Engineer for design engineering services to restore the load carrying capacity of the Channahon-Minooka Road Bridge over the historic Illinois and Michigan (I&M) Canal. TranSystems provided a NBIS in-depth inspection of the bridge, a Bridge Condition Report, Type, Size and Location Plan and design plans and specifications for the recommended rehabilitation option. The inspection showed that the existing substructure was in good condition and could be repaired and maintained. The solution was to replace the existing PPC deck beams with a reinforced concrete slab, built in two stages. This was key to the success of this project, as the I&M Canal is a historic waterway, and this option limited the impacts to the canal. The traffic was maintained utilizing staged construction, with one lane being open to two-way traffic, and controlled by temporary signals.

Hart Road at US Route 14, Phase II, Lake County, IL
Structural Engineer for the Phase II intersection of US RT 14 at Hart Road. The project will include the addition of auxiliary turn lanes at the intersection including geometric studies, traffic analyses, drainage studies, pedestrian /bicyclist accommodations and traffic signal modernization.

Anna Marie Dukes, PE, SE
Structural QA/QC

Anna has 28 years of experience in bridge and structural design. She has worked on various Phase I and Phase II transportation projects as a Lead Structural Engineer, Project Manager, and QA/QC Reviewer. Her wide range of projects include highway bridge design and rehabilitation, transit structures, cut and cover tunnels and railroad bridges. Work includes preparation of Bridge Condition Reports, Project Design Reports, contract plans, specifications and cost estimates, and Phase III support including shop drawing review. As a Project Manager, Anna plans and coordinates work with other disciplines and performs project administration.

Illinois 92 over the Rock River and W. 27th Street, Rock Island, IL
Project Structural Engineer for the replacement of the deck and substructure repairs for twin eight-span continuous plate girder structures with back to back abutment lengths of 904 ft. The structures carry Illinois Route 92 over the Rock River south of 31st Street, Rock Island in Rock Island County. Engineering services were also included for the replacement of the superstructure and replacement of the slopewalls of twin three-span reinforced concrete slab structures with back to back of abutment lengths of 104 ft. These structures carry Illinois Route 92 over 27th Street and are located immediately south of the Rock River bridges. Between the two bridges, the existing Land Bridge was reconstructed and modified. New spread footings were installed to replace the existing timber pile bents and a modified bridge approach slab was used to span between the new foundations and the existing bridge substructures. Anna's responsibilities included preparation of drawings, specifications, cost estimates, and plan development outline.

Jane Byrne (Circle) Interchange (I-90/94 and I-290) (PTB 163/001), Adams Street Bridge, IDOT, Chicago, IL
Structural Engineer for the full replacement of the Adams Street Bridge over I-90/94 (S.N. 016-1701) under IDOT Contract 60X94. The new bridge consists of a four-span continuous steel plate girder bridge with a two-span entrance ramp that frames into the north fascia girder. The bridge spans over four different roadway alignments,

Registrations
Professional Engineer (General): IN, 2010
Professional Engineer (General): IA, 2011
Professional Engineer (General): MI, 2015
Structural Engineer: IL, 1999
Professional Engineer (General): IL, 1998

Education
M.S., Civil Engineering
University of Miami, 1993
B.S., Civil Engineering
University of Miami, 1991

Training
OSHA 10-Hour Construction Safety

Affiliations & Memberships
American Concrete Institute
American Institute of Steel Construction
American Society of Civil Engineers
Structural Engineers Association

Years of Experience
28

Years with Firm
2

including the I-90/94 mainline, Ramp SW and the Northbound CD road. Shallow depth steel plate girders, with a web depth of 28", were necessary to meet the vertical clearance requirements. Design tasks included analyzing the steel girders using advanced finite element analysis due to the complex framing between the mainline bridge and the ramp bridge, three multi-column piers supported by a single row of drilled shafts socketed in bedrock, one hammerhead pier on drilled shafts for the entrance ramp, drilled shaft retaining wall abutments, and MSE retaining walls at the end of the entrance ramp. Special design consideration was needed for the abutments due to their close proximity to nearby sensitive and historic structures.

Jane Byrne (Circle) Interchange (I-90/94 and I-290) (PTB 163/001), Jackson Boulevard Bridge, IDOT, Chicago, IL
Structural Engineer for the full replacement of the Jackson Boulevard Bridge over I-90/94 (S.N. 016-1702) under IDOT Contract 60X94. The new bridge consists of a three-span continuous steel plate girder bridge with a two-span entrance ramp that frames into the north fascia girder. The bridge spans over five different roadway alignments, including the I-90/94 mainline, Ramp SW, Ramp EN, and the Northbound CD road. Shallow depth steel plate girders, with a web depth of 30", were necessary to meet the vertical clearance requirements. Design tasks included analyzing the steel girders using advanced finite element analysis due to the complex framing between the mainline bridge and the ramp bridge, two multi-column piers supported by a single row of drilled shafts socketed in bedrock, one hammerhead pier on drilled shafts for the entrance ramp, drilled shaft retaining wall abutments, and MSE retaining walls at the end of the entrance ramp. Special design consideration was needed for the abutments due to their close proximity to nearby sensitive and historic structures.

Jane Byrne (Circle) Interchange (I-90/94 and I-290) (PTB 163/001), IDOT, Chicago, IL
Structural Engineer on the AECOM/TranSystems IDOT JV team for the Phase II project to design the complete reconfiguration of the Circle Interchange between I-90/94 and I-290 in downtown Chicago. Design tasks included the new 5-span Jackson Boulevard Bridge over I-90/94, Adams Street over I-90/94, and ramp retaining walls and numerous other retaining walls on the project.

Poplar Complex Roadway D (PTB 174/013/WO24), IDOT, East St. Louis, IL
Project Manager for the development of plans, specifications and estimates for the rehabilitation of five bridge structures and replacement of two sign truss structures that form the eastbound Collector-Distributer Roadway of the Poplar Street Bridge.

IL 47, South of IL 176 to Reed Road, IDOT
Anna served as Lead Structural Engineer providing Phase II engineering services as required for preparation of contract plans, specifications and cost estimates for the widening and resurfacing of IL 47 in each direction from south of IL 176 to Reed Road, a length of 4.2 miles. Structural elements include the design of a replacement bridge comprised of PPC I-beams supported on integral abutments.

US 41 at Deerpath Road Pump Station, IDOT
Anna served as Lead Structural Engineer responsible for structural engineering services for the relocation and design of Pump Station 38 replacement in Lake Forest, Illinois. The new pump station and related drainage improvements will address significant historical flooding of the U.S. Route 41 underpass with Deerpath Road. The project will include extensive storm sewer and storm water detention improvements that will protect against flooding of the underpass.

I-94 at Old Orchard Road, IDOT
Lead Structural Engineer for Phase II engineering services for the rehabilitation of the Old Orchard Road Bridge over I-94, the northbound entrance ramp and reconstruction of the northbound exit ramp. The bridge requires full superstructure replacement with a wider bridge deck to accommodate a shared use path, reconstruction and widening of the center pier in the expressway median and widening and repairs to the remaining piers and abutments. The northbound entrance ramp, which is on structure, will be rehabilitated with deck repairs and a new bridge deck overlay, along with repairs to the existing substructure. The northbound exit ramp structure will be removed and replaced with retained embankment utilizing a mechanically stabilized earth retaining wall system.

I-57 at I-294 Interchange, IDOT
Senior Structural Engineer for the bridge inspection and development of Bridge Condition Reports for the new I-57 Interchange at I-294 (Tri-State Tollway) in Cook County, Illinois. BCR's were developed for eight existing bridges and included coordination with the IDOT and the Illinois Tollway for traffic control and protection in order to inspect the structures. Coordination was also needed with the CSX Railroad to inspect the I-57 Bridges spanning the railroad tracks. The Phase I work investigated the project area, conducted studies, and made recommendations for a Combined Design Report with Structure Type, Size, and Location (TS&L) drawings. The TS&L's were prepared for 14 bridges, including two curved steel bridges, one at 2700 feet and one at 1900 feet long and 25 retaining walls, of various types. Anna's responsibilities included planning and coordination with the agencies and the railroad for the bridge inspection phase of the work, quality control review of the Bridge Condition Reports, and preliminary engineering as part of the TS&L development.

TOLLWAY

Tri-State Tollway Reconstruction, I-55 Ramps to Ogden Avenue, ISTHA
Structural Engineer for the reconstruction of the Central Tri-State Tollway (I-294), from the I-55 Interchange Ramps to Ogden Avenue. The reconstruction includes widening to provide up to six lanes in each direction plus a flex lane in the median, replacement of the mainline I-294 bridges over I-55 and the I-55 flyover entrance ramp structure, and reconstructing the ramp terminals at the Ogden Avenue interchange. In total Plans, Specifications and Estimates will be prepared for eight unique construction contracts, including three mainline reconstruction contracts, two bridge replacement contracts, two advanced retaining wall and noise wall contracts, and an advanced sanitary sewer relocation contract.

LOCAL / COUNTY

CDOT Canal Street Viaduct, Chicago, IL
Structural Engineer. The Canal Street Viaduct located in downtown Chicago is a two level viaduct running eight city blocks. TranSystems as a subconsultant to Patrick Engineering is responsible for the design of the new superstructure for the southernmost two blocks between Harrison and Taylor Street. In order to re-use as much of the existing elements as possible, the new superstructure is designed in a similar manner as the existing, which consists of a two-way deck slab supported by table top columns with fixed connections at the underside. The deck slab is conventionally reinforced concrete with a latex modified concrete overlay. The areas below the structure include an access road, parking areas and building access. Reconstruction of the viaduct will require phasing in order to maintain access to these facilities at all times and not impact operations to the adjacent U.S. Post Office. In addition, there are active utilities attached to the underside of the structure that will need to remain operational during construction. Anna's

work includes development of plans, specifications and estimates for the viaduct superstructure, peer review of the maintenance of traffic and constructability reviews at 60% and 90% design submittals.

Chicago Lock Chamber Wall Resurfacing, Value Engineering, Chicago, IL
Project Manager to design alternate concrete repairs for the Chicago Lock chamber walls.

CDOT Wells-Wentworth Connector, Chicago, IL
Anna served as Lead Structural Engineer responsible for structural engineering services for the development of the new Wells/Wentworth Street Connector, which includes the design of a new railroad bridge for the CN St. Charles Air Line intersecting the new Wells Street.

CDOT, 18th Street Bridge, Chicago, IL
Anna served as Lead Structural Engineer and provided Phase I engineering services for the deck replacement improvements of the 18th Street Bridge over the Railroad East of the Chicago River. Scope of work included data collection/evaluation, topographic survey, geotechnical investigations, ESR, PESA, asbestos determination, preparation of CE and various environmental documentation, public outreach, roadway studies, land acquisition services and structural studies.

Touhy Avenue Reconstruction, Elmhurst Road to Mount Prospect Road, Cook County, IL
Structural Engineer for engineering services for the design of Touhy Avenue (IL 72) from Elmhurst Road to Mount Prospect Road. Project work includes widening and reconstruction of Touhy Avenue and Elmhurst Road, grade separations over future I-490 and the Union Pacific Railroad, approach embankments and retaining walls, realignment of Mount Prospect Road at Touhy Avenue, new and upgraded traffic signals, storm sewer installation, detention pond construction, utility relocation, right-of-way acquisition, construction of a multi-use path serving regional multi-modal needs, landscaping and erosion control.

Cortland Street Movable Bridge over the North Branch of the Chicago River, Chicago, IL
Project Manager for the Phase I and II design engineering services for the rehabilitation of the double-leaf, trunnion type bascule bridge. The rehabilitation is not meant to restore the operability of this historic bridge, but rather restore this civil engineering landmark to prolong its service life. The services provided entail data collection, surveys, pavement cores, inspection of existing conditions including structural, electrical and architectural, and preparation of a Bridge Condition Report and a Project Development Report. As Project Manager, Anna lead the structural inspection and Bridge Condition Report preparation, coordinated the work with other disciplines, and performed project administration inducing progress reports and invoicing.

Bridge Rehabilitation of US 6/52 (McDonough Street) over the Des Plaines River, Joliet, IL
Senior Structural Engineer for Phase III services for the rehabilitation of the movable bridge that carries US 6/52 over the Des Plaines River. The river crossing is comprised of 227 linear feet of fixed-approach structure and a double-leaf rolling truss lift structure having a total span length of 174 linear feet. Engineering services included construction inspection, contract administration, on-site materials testing, and material quality assurance testing. Anna's responsibilities included structural engineering support for shoring and bridge balancing review and design modifications based on changed field conditions.

Interstate 55 at Central Avenue Interchange Replacement/Rehabilitation, Forest View, IL
Project Structural Engineer for Phase II plans, specifications, and estimates for the reconstruction and geometric modification of the existing Central Avenue interchange at I-55 (Stevenson Expressway). Existing

exit/entrance ramps and Central Avenue structures were reconstructed to create a single point urban interchange (SPUI). Traffic signals and underdeck lighting were also provided. Deck replacements and widenings were provided along with substructure modifications for 11 Central Avenue approach spans. New steel framing and deck were provided to span I-55 to form the intersection. Deck replacement and widening were provided for the four I-55 entrance and exit ramps. Additional substructure and the adjacent CNRR and BNSFRR widening was provided where required. As Project Structural Engineer, Anna provided oversight and management of the design team for the development of the Phase II Contract Documents. She also was involved in assisting the District during the bidding process and performed shop drawing review and addressed RFI's during construction.

Deck Study for the Mackinac Bridge, Michigan
Project Manager for a deck replacement study for the Mackinac Bridge, the third longest suspension bridge in the world. The historic Mackinac Bridge is located in northern Michigan at the Straits of Mackinac and it connects St. Ignace to Mackinaw City. The purpose of the study was to analyze and evaluate the Mackinac Bridge's deck and to provide recommendations and alternatives for a deck rehabilitation/ replacement plan to the Mackinac Bridge Authority (MBA). The team engineers developed an analytical model of the bridge deck, using nonlinear staged analysis to model composite action between the concrete deck and steel stringers. Anna was responsible for coordination with the prime consultant, development of specifications and cost estimates for the proposed work, and project administration including progress reports and invoicing.

Chicago Avenue Bridge over the North Branch of the Chicago River, Chicago, IL
Project Manager for the Phase I engineering services for the replacement of the Chicago Avenue Bridge over the North Branch of the Chicago River. Located less than two miles from downtown Chicago, the Chicago Avenue Bridge is a two-leaf bascule bridge that was constructed in 1914. Almost 100 years old, the bridge is functionally obsolete and in poor condition. The Phase I services included the necessary investigations and evaluations to determine the most appropriate rehabilitation effort for the structure. These services included data collection; surveys; geotechnical investigations; inspection of existing conditions, including structural, mechanical, electrical and architectural; and preparation of a Bridge Condition Report and a Project Development Report, that included a Section 106 Statement to address the impacts associated with a historic bridge. The proposed structure needed to accommodate vertical navigational clearances per U.S. Coast Guard requirements. A tied-arch bridge was selected that could be lifted in place using jacking and cribbing. Anna was responsible for overseeing the development of the Project Report, coordination with the Subconsultants, oversight of the Bridge Condition Report and TS&L design, and project administration including progress reports and invoicing.

I-80 Bridge Reconstruction, Bureau County, IL
Senior Structural Engineer for the Phase II engineering services for twelve bridges on I-80 in Bureau County. Dual structures over US 34 were widened and rehabilitated. Dual structures over the BNSF RR and Brush Creek and TR 351 were removed and replaced. Dual structures over an abandoned railroad track were removed and replaced with embankment. Approximately 5,900 feet of interstate pavement were reconstructed on a raised alignment adjacent to the BNSF RR and US 34 bridges. The pavement was resurfaced adjacent to the other bridge improvements. Anna was responsible for the design and checking of the substructure at several of the bridges.

Valley Line Bicycle Path from Devon Avenue to Bryn Mawr Avenue, Chicago, IL

Project Manager/Project Structural Engineer for design services for the construction of the Valley Line Bicycle Path from Devon Avenue to Bryn Mawr Avenue. The plan provided one mile of paved shared-used path with adjacent running surface along the former alignment of the C&NW Railroad through the Forest Glen and North Park Communities, and connections, through access ramps to the adjacent community, including Sauganash Park. The scope of work included the removal of the Rogers and Peterson Avenue bridges and replacement with 2 pre-fabricated pedestrian bridges 120 ft. long at Rogers and 103 ft. long at Peterson, construction of retaining walls to provide ADA access to the path at Rogers, and profile adjustments to the existing railroad bed grade, and incorporation of landscape planters.

U.S. 6 over Schaffer Creek, Rock Island County, IL
Project Manager for Phase II Engineering Services for the replacement of the two lane single span reinforced concrete rigid frame with a new three span structure, accommodating shoulders and adequate clearance for design flood flows. Engineering services included roadway and hydraulic surveys, a hydraulic report, TS&L drawings, location study, development of a project report and preparation of final plans. Field surveys were conducted to determine existing conditions along the roadway. Preparation of the project report included an Intersection Design Study, accident study and traffic management analysis, and the final Project Report. Anna was responsible for overseeing the development of Contract Plans, Specifications and cost estimates.

Franklin Street over Trail Creek Bascule Bridge Inspection, Michigan City, IN
Project Manager for the structural inspection of the Franklin Street Bascule Bridge over Trail Creek in Michigan City, Indiana (Structure No. 505). The first phase of work involved data gathering and inspection of the bridge's structural, mechanical and electrical systems. The second phase was development of a program to monitor the bridge to determine the cause of the misalignment of the leaves that is hindering the bridge operation and implementation of the tail locks, as well as a final report. The structure consists of a two-leaf Scherzer rolling lift bascule bridge with a fracture critical two-girder superstructure system, supported by two concrete abutments. The team performed the structural inspection of the bridge superstructure, which included the following: a detailed inspection of the bridge superstructure to document and inventory any needed structural steel repairs to the main girders, floor beam and stringer system, sidewalk support brackets, roadway surface and sidewalk walkway plates; development of an assessment report; and coordination with subconsultants for the misalignment investigation, tail lock operation, survey and future monitoring. Anna was responsible for coordination with the subconsultants, oversight of the overall Phase development of the inspection report, and project administration including progress reports and invoicing.

Reconstruction of the Wacker Drive Viaduct and Interchange from Congress Parkway to Adams Street, Chicago, IL
Project Structural Engineer for the Phase II design for the complete reconstruction of Wacker Drive from the interchange with Congress Parkway to Adams Street. The primary objectives for reconfiguring the Wacker Drive/Congress Parkway Interchange included: improve operational characteristics; enhance local street access to Wacker Drive; improve ingress and egress between Lower and Upper Wacker Drive; enhance open space and connection to the riverfront in the Southwest Loop area; and develop a Gateway feature streetscape concept that defines the entrance to the Chicago business district. Design includes a post-tensioned deck slab for the North-South section of Wacker Drive; new cut/cover tunnels with post-tensioned roof slabs; retaining walls founded on spread footings, drilled shafts, and piles, three-sided trough structures for below grade ramps; addition of ventilation to the lower level of Wacker Drive and the interchange ramps; and urban landscaping. As Project Structural Engineer, Anna was responsible for the preparation of contract plans and specifications associated with all the structural design, including retaining walls in the Interchange with heights reaching 20 or more feet with complex foundation to address site and

underground conditions. Anna was also responsible for coordination with the client, adjacent design consultants, building owners, local agencies, and utility companies. Due to the complexity of the project, Anna continued to lead the review of the Contractor submittals and developed responses to all RFIs during construction.

CDOT Barrier Free Cycling Planning Study, Chicago, IL
Structural Engineer for transportation and structural engineering services on the Metal Grate Bridges and Bicycle Safety project. The goal of the project was to determine bicycle safe alternatives for Chicago's metal grate bridge decking which is found on the majority of moveable bridges. This project required bridge inventory and data compilation, international research, bike demand prioritization, and structural analysis. Anna was responsible for the design of several bike lane alternatives, analyzing the existing bascule bridges for the additional loads from the proposed bike lanes and subsequent bridge balancing.

Chicago River Corridor, Lincoln Village Riverwalk, Chicago, IL
Senior Structural Engineer for engineering services for the construction of an all-weather surfaced recreational path along the riverbank of the North Branch of the Chicago River from Devon Avenue to Legion Park, south of Peterson Street. Additionally, a canoe launch site was constructed just north of Lincoln Avenue and a path was provided from the Lincoln Village Riverwalk to the canoe launch site. The Riverwalk path work also included new underbridge connections under the east ends of the Lincoln Avenue and Peterson Avenue bridges over the river and extended to connect to an existing path. The total project area of new construction was about 2,600 feet. The team prepared the plans for path construction, amenities, underbridge connectors and lighting, as well as specifications for materials and construction methods, and the preparation of cost estimates. The underbridge structures involved a pier wall adjacent to the river bank. The plans were prepared so as to minimize activities that would disturb the park area outside the work zone.

South Lake Shore Drive (US 41) Reconstruction-Burnham Park, Chicago, IL
Senior Structural Engineer for the complete reconstruction of the four to eight lane roadway with moderate vertical and horizontal modifications. Adjacent intersections were upgraded with the exception of the 47th Street interchange. Throughout the corridor, existing bridges were reconstructed, rehabilitated and new pedestrian underpasses were constructed. The entire drainage system was upgraded to meet current regulations. Roadway safety measures were included and lighting was addressed throughout the project limits. Since both sections traverse historic lakefront parks, landscaping and architectural features were important design considerations. The project was designed to use multiple construction contracts to allow the greatest competition and efficiency for the work while achieving an aggressive construction schedule. The project was constructed in four major phases: Phase I where major portions of the drainage system will be installed, Phase 2 – construction of the southbound lanes and northbound lanes and Phase 3, the installation of the landscaping elements. As Senior Structural Engineer, Anna was responsible for the structural plan preparation at the 31st bridge.

U.S. Route 41 at IL 132 Interchange Replacement, Gurnee, IL
Project Structural Engineer for the replacement of an existing interchange that had left-hand entrance and exit ramps as well as many other design deficiencies with a single point urban interchange (SPUI). Work included the preparation of type, size and location plans, structure plans, traffic signals, surveying, lighting, complete drainage design, traffic staging plans and all other work to complete the project. The structural services included a new three-span continuous highway bridge, eight new retaining walls and the extension of an existing box culvert. The new bridge has a back-to-back abutment length of approximately 700 feet and a main span of 300 feet. The retaining wall types included soldier pile walls and MSE walls. Proposed

drainage improvements included a closed drainage system with detention storage in the main drain pipe. The project was constructed in stages to maintain traffic on US 41 and IL 132, with detour plans for ramp closures. US 41 will pass over the SPUI, which will be signalized. Lighting for the SPUI was also provided. Anna was responsible for development of the TS&L plans Phase II structure plans. Including specifications, estimate of cost and estimate of time.

Maple Avenue over the East Branch of the DuPage River, Village of Lisle, IL
Senior Structural Engineer for a full bridge inspection and a Bridge Condition Report (BCR) to comply with the DCDOT, IDOT and FHWA requirements for the CH 17/Maple Avenue Bridge over East Branch of the DuPage River. After existing data was reviewed, a full detailed inspection of the deck, superstructure and substructure elements was performed. Additional non-destructive testing was performed on the precast concrete deck beams to assess strand integrity. Anna's responsibilities included development of the BCR which included a summary of the field inspection findings, notes and Photographs, and recommendations on repair and replacement and a cost estimate for the recommended improvement.

TRANSIT

Metra UP West 3rd Mainline, Phase II, Cook, DuPage and Kane Counties, IL
This project included the redesign of station facilities in Geneva, Melrose Park and Maywood, and a new superstructure to support the third track at the existing Des Plaines River Bridge. The firm assisted the station design team for station reconfiguration in Geneva and Melrose Park, Illinois, managing all station and parking design activities including leading the planning of the station and associated access facilities and providing all architectural, civil and structural design elements. Anna's responsibilities as lead engineer included overseeing the structural design of the station facilities and then new track structure.

Red Purple Modernization Project, Chicago, IL
This project included preliminary engineering services for Phase I of the Red and Purple Modernization Project (RPM), the largest capital improvement project in the CTA's history. Phase I improvements include two main components – the Red-Purple Bypass and the Lawrence to Bryn Mawr Modernization. The team developed Bridging Documents to allow for Alternative Delivery Method procurement of design-build services in the next phase. Anna's responsibilities included analysis of existing retaining wall structures and constructability reviews and scheduling.

Design Engineering Services for the New Rock Island District Commuter Rail Station at Auburn Park, Chicago, IL
This project included the design of the new Auburn Park Metra station on the Rock Island District Line. The station included vertical circulation to a new platform which involved construction of a tunnel, elevator shaft and stairwell within the existing embankment. Anna's duties as Lead Engineer included overseeing the tunnel and shaft structure design, structural design of a new canopy and warming shelter, and assessment of existing structures.

ELBROMI CTA Substations, Chicago, IL
This project consisted of the upgrade to the Broadway, East Lake, Milwaukee, and Illinois Traction Power Stations. These Stations serve numerous lines on the CTA's system. An increased demand for services requires improvements to the aging infrastructure to increase capacity and match the CTA's current standards of reliability, efficiency, and aesthetics. The firm developed a Work Plan to guide the engineering team. A challenge of this project is identifying the nuances of each station and changing the approach as

necessary. During Phase I, the team reviewed existing plans, completed field assessments of the existing systems and structures, projected future transit usage, and conducted Hazardous Material and Land surveys. Phase II consisted of preparation of design drawings, plans, and specifications for the 4 substations. Anna's duties included design of new beams, a new CMU wall and a concrete wall to support an overhead door.

Cermak - McCormick Place Elevated Green Line Station, Chicago, IL
Platform and Canopy Lead Structural Engineer for the Phase I and II design engineering and architectural services for the new Cermak Elevated Green Line Station for the Chicago Department of Transportation. The new station will be constructed with an island platform to accommodate eight cars and a canopy to shelter six cars. The new station track level platform will be accessible by stairs and elevators and will be fully ADA compliant. During construction, CTA service will be maintained and the designer will be required to develop maintenance of traffic/staging plans for pedestrians and vehicles to allow safe movement in the construction area. Also, the new station will include revenue collection equipment, a customer assistance kiosk, and toilet room. Anna served as the Lead Structural Engineer for the design of the platform canopy and new structure to support the canopy and platform.

Project Design Oversight Lead and Designer of Record for Segment A (16th/Clark to approximately 37th Street) for the Dan Ryan Track Renewal project for the Chicago Transit Authority, Chicago, IL
Lead Structural Engineer for the team, which was responsible for the technical oversight and coordination of professional services for the survey, preliminary design, and final design improvements between the South Subway Portal near 16th/Clark to the north to approximately 98th Street to the south, approximately 10.5 mile corridor. The Segment A project scope included analysis of existing conditions including bridge condition inspection and design and preparation of contract documents for renewal of approximately 14,700 lineal feet of double track on CTA's Dan Ryan rail services. This section includes four bridges and the tunnel and incline structures at 29th. As part of the oversight services the team was responsible for all the field services for the 10.5 mile corridor. Anna served as the Project Structural Engineer responsible for coordinating bridge inspection work and development of a Bridge Condition Report for three CTA bridges, including a curved girder structure. Her work also included a load rating of the three bridges and development of repair plans based on the inspection findings.

Metra 153rd Street Station and Parking Lot Design Services, Orland Park, IL
Project Structural Engineer for professional design engineering services of a new Metra parking lot at the 153rd Street Station. The design of the new 715- space parking lot included a new access road (approximately 1000 feet in length), a new roadway intersection, a pedestrian tunnel under the railroad tracks, sidewalks, utilities, landscaping, lighting, drainage, signage, geotechnical investigations, topographic survey, and environmental review. Anna was responsible for the design and plan development of the pedestrian tunnel and retaining walls.

Metra Vaulted Sidewalks, Chicago, IL
Project Manager for engineering design services for the vaulted sidewalk along Jackson Street. The limits of the sidewalk extend from the fascia of the building to the curb and from the third building column line to the alley running westerly along Jackson Blvd. for an area of approximately 1400 square feet. Design included structural (sidewalk and temporary shoring); civil (staging and pedestrian access); mechanical; electrical; and survey. An inspection of the existing vaulted sidewalk to remain was also performed. Contract plans and specifications were developed. The design also investigated repair and sealing options for the existing

portions of the vaulted sidewalk that were replaced approximately five years earlier, and exhibited significant cracking in the overlay.

Previous Professional Experience

Midway Airport Terminal Development Program, Chicago, IL
Provided construction engineering support to Edward E. Gillen Company for the design of an earth retention system for construction of an underground tunnel as part of the Midway Airport Terminal Development Program. The underground tunnel was part of a new baggage handling facility. Anna provided engineering services, including the design of a temporary earth retention structure to facilitate tunnel construction. The earth retention system was required because the airport was in full operation, and there was not enough clearance for an open cut. In addition, the earth retention system was design for surcharge loading from aircraft running along adjacent taxiways.

Elm Road Generating Station, Oak Creek, WI
Structural Engineer for design of the internal bracing for two 35' deep temporary cofferdams for the construction of a concrete dike wall and booster pump structure. Design of two filled cofferdams braced with pre-tensioned tie-rods. Design of a jacking frame for tension and compression testing of steel h-piles.

Rand Road Flood Control, Des Plaines, IL
Structural Engineer and project manager for micropile foundation to support flood control gates for Illinois Department of Natural Resources. The work included structural design of micropiles including anchor plates to the proposed foundation management of the installation and load testing of the micropiles.

CTA Brown Line Rehabilitation, Chicago, IL
Structural Engineer for value engineered redesign of the foundations for the elevated train structure. Micropiles supporting cast-in-place concrete grade beams were used to replace the existing spread footings. A structural casing was used at the top of the micropiles to temporarily support the elevated structures column during the foundation replacement. Coordinated with the City of Chicago Department of Construction and Permits for review and approval of the redesigned foundation system.

Chicago Skyway Plaza Reconstruction, Chicago, IL
Structural Engineer responsible for the design of a cantilever soldier pile retaining wall with a concrete moment slab to resist vehicular impact loads. The wall was a value engineering redesign of a sheet pile retaining wall. The presence a slag would have prohibited driving sheet piling.

Westbound E-W Connector over I- 88, ISTHA
Structural Engineer responsible for the design of a design/build 250 ton capacity micropile foundation for the E-W connector bridge abutment. Also, designed the load test frames for verification (compression) and proof (tension) testing of the micropiles.

Illinois 97 over Prairie Creek, Springfield, IL
Project Structural Engineer for the preparation of plans, special provisions and estimates for the construction of Illinois 97 over Prairie Creek. Work included the preparation of type, size and location plans, structure plans, drainage design, structure borings and all other work required to complete the project. The new bridges consisted of precast, prestressed I-beam bridges founded on integral abutments and pile bent piers. The structural design was performed under Anna's supervision, including the preparation

of drawings, cost estimates, plan development outline, and structure reports in accordance with IDOT Bridge Manual.

Stevenson Reconstruction Chicago River to Canal Street (Westbound), Chicago, IL
Structural Engineer for preparation of plans, special provisions and estimates for the reconstruction of the Stevenson (I-55) Expressway. Anna was responsible for the design of retaining walls, substructure and superstructure rehabilitation. She also performed Phase III consultant services including shop drawing review and responding to requests for information (RFI) for both the Eastbound and the Westbound reconstruction.

135th Street over CS and S Canal and I and M Canal, Romeoville, IL
Project Structural Engineer for the rehabilitation and repair of a historical truss swing bridge and design of new "high" replacement bridge over the Chicago Sanitary and Ship Canal. The truss bridge was over one hundred years old and closed to traffic. In order to preserve this historic structure, the bridge was relocated to the nearby Centennial Bike Trail. Anna was responsible for the load rating of the bridge, preparation of a Bridge Condition Report, and structural plans and specification detailing the repairs for the rehabilitation and new foundations for the structure. Anna was also responsible for the design of the new replacement bridge, which consists of two three-span and one four-span continuous composite welded plate girders with stiffened webs supporting a reinforced concrete deck. Her work included preparation of type, size and location plans, and final structure plans, specifications and cost estimates.

Pulaski Road over Interstate 55, Chicago, IL
Structural Engineer for the design of new superstructure for the expansion of Pulaski Road over I-55 and the widening of the access ramps to the expressway to accommodate the single point diamond interchange specified by the Illinois Department of Transportation. The new superstructure design consisted of composite two span continuous welded plate girders, and single span and two and three span continuous composite rolled steel wide flange beams, all supporting a reinforced concrete deck.

I-95 over Bells Road and Willis Road, Richmond, VA
Structural Engineer for the replacement of two single span bridge superstructures. At both locations, I-95 consisted of three lanes of traffic in each direction separated by a concrete median barrier. The substructures at both locations were inspected and rehabilitated. Bridge plans were developed for each bridge including design of a composite steel bridge, construction staging and maintenance of traffic plans keeping two lanes in each direction open at all times.

115th Street and 119th Street over Interstate 57, Chicago, IL
Structural Engineer for providing Phase I design engineering services for the rehabilitation of 115th Street and 119th Street over I-57. Anna was responsible for the inspection of both bridges and preparation of the Bridge Condition Reports.

Chicago/State Subway Station Reconstruction, Chicago, IL
Structural Engineer responsible for shop drawing reviews and office support to field staff for the Phase II construction management project.
Reference: John Yonan, Project Manager, Chicago Department of Transportation, Suite 500, 30 N. Lasalle Street, Chicago, Illinois 60606, (312) 744-3520

Shoreline East Railroad Stations, Phase II, Gilford, Clinton, Branford, Madison, and Westbrook, CT
Structural Engineer responsible for the design of five new train stations for the Shoreline East Railroad. Design included a pedestrian canopy structure, elevator and stain tower and a pedestrian bridge. Responsibilities also included coordination with subconsultants for platform and foundation design. Reference: Mr. John Bernick, Project Manager, Connecticut Department of Transportation, Room 3301, 2800 Berlin Turnpike, Newington, Connecticut, 06131 (860) 594-3304

CTA Green Line Reconstruction, Chicago, IL
Structural Engineer responsible for various construction engineering services for the CTA Green Line Reconstruction. Responsibilities included the design of shoring systems for foundation replacement under both dead and live loads; jacking system for track profile adjustment; temporary shoring/jacking system and design of the timber building framing for the Ashland/Lake Station.

Kemper Arena Building Expansion
Structural Engineer responsible for the design and analysis of jib truss under construction and wind loads at each stage of construction. Also responsible for design of construction accessories including lifting lugs, temporary spreaders, and temporary support brackets. The deflections and forces in the members were calculated using SAP90. The calculated deflections were used to develop the final camber in the jib truss arm.

Metra Bridge 205, Chicago, IL
Structural Engineer for the design of temporary earth retention system for reconstruction of pedestrian bridge foundation adjacent to Metra Bridge 205 for Edward E. Gillen Company.

Metra Bridges Renovations, Chicago, IL
Structural Engineer responsible for the design of several Metra Commuter Rail bridges (W2.0, W4.5, W5.5, W6.53, W6.75) in the Chicago area for Wil-Freds Construction Company.

Wisconsin Central Railroad Bridge Inspections, WI
Structural Engineer assisting in the report preparation for two railroad bridges in Wisconsin following an underwater inspection and the subsequent preparation of repair plan and specifications for one of the structures.

CC3P Railroad Bridge W17-6, Chicago, IL
Structural Engineer performing all necessary engineering and calculations for the roll-in operations of a 124' span, two-girder bridge. Design included guide channel, support bolsters for the girder and a jacking procedure for the bearing installation. For a smaller 50' span, was responsible for checking girder stresses during lifting operations and design of spreader beams.

South Shore Yacht Club, Milwaukee, WI
Design of in-kind replacement of boat dock that was damaged by ice. Structural elements included new concrete filled steel pipe piles, and steel framing to support a timber deck. The dock was designed for mooring loads from two vessels tied up.

DuSable Park, Chicago, IL

Design of a new sheet pile dock wall as part of the EPA remediation of a thorium contaminated site. The new sheeting was driven in front of the existing wall, and anchored with a sheet pile deadman. Work also included permit coordination with the City of Chicago, US Army Corps of Engineers, and the Illinois Department of Natural Resources.

Riverbank Stabilization 2211 Elston Avenue, Chicago, IL
Design of a new sheet pile dock wall as part of the riverbank stabilization for a private owner. The dock wall was designed to support a surcharge from an adjacent building with shallow spread footings. Sheeting was anchored with grouted tie-backs.

Riverbank Stabilization Ashland Avenue through the Santa Fe Slip, Chicago, IL
Design of a new sheet pile dock wall as part of the riverbank stabilization for the City of Chicago Department of Transportation. The new sheeting was driven in front of the existing dock wall and anchored with a sheet pile deadman. Sheeting along the Santa Fe Slip was cantilevered.

Shoreline Sightseeing Water Taxi Mooring Facilities
Design of two mooring facilities for water taxi service on the Chicago River. One facility consisted of cutting an opening in the existing sheet pile dock wall to accommodate a concrete stairwell and boarding platform. The second facility consisted of a barge with a metal ramp to access the boats. Design included the concrete stairwell, the metal ramp and the permanent mooring system for the barge.

Belmont Harbor Fuel Pier, Chicago, IL
Value engineered re-design of a cellular cofferdam for Walsh Construction. The new design consisted of two parallel rows of sheets tied together with high strength tie-rods. The fuel pier was design to withstand overturning forces from wave action that was developed by others.

Oak Creek Power Plant, Oak Creek, WI
Design of temporary deep water cofferdams to facilitate construction of a booster pump and dike wall structure for the expansion of the power plant. Both cofferdams has three levels of internal bracing retained heights were on the order of 35 ft.

US Gypsum Company, Jacksonville, FL
Design of a breasting dolphin for a ship unloading facility subject to both berthing loads and mooring loads. For the design, it was assumed the berthing energy would be absorbed by the fendering system and the structural design of the dolphin was only for mooring loads under wind and current. The dolphins consisted of vertical and battered steel h-piles supporting a precast concrete cap with a structural cast-in-place concrete topping slab.

Newport News Marine Terminal, VA
Design of a new turning fender at Pier C. The existing fender system was damaged from a ship collision. The new fender system was designed to act a fuse and would break off under excessive loading and could be replaced in-kind after an extreme event.

JEAN-ALIX PERALTE, P.E., PTOE

QA/QC REVIEWER

SUMMARY

Mr. Peralte is a leader with more than 30 years of experience in the design, management, planning, and implementation of major capital projects, including highways and roadways, bridges, transit systems, storm sewer systems, and other infrastructure. In addition to his technical qualifications, Mr. Peralte has also led profit centers of small to large firms. In those roles, he has been responsible for the entity's financial performance, and for managing project performance, staff, and engineering groups. Mr. Peralte has established the technical direction of projects, developed cost estimates and schedules, and established management controls used during project implementation. He also leads public involvement and community outreach efforts for highway reconstruction projects in Illinois.

PROJECT EXPERIENCE – HIGHWAYS AND ROADWAYS

Lake County Division of Transportation (LCDOT) – Arlington Heights Road Phase I/II Design Services – Principal-in-Charge
Principal-in-Charge providing executive oversight for the reconstruction of Arlington Heights Road between IL Route 83 and Lake-Cook Road. Mr. Peralte has been intimately involved in the traffic analysis of intersection operations for existing and 2050 projected traffic volumes at intersections at Lake Cook Road, Checker Road and Illinois Route 83. The project includes elements of Phase I Engineering, Environmental Studies and complete Phase II design. The project also includes public involvement and other stakeholder coordination. (3/20 – present)

Illinois Department of Transportation (IDOT) US 30 (Lincoln Highway) and IL 50 (Cicero Avenue) Intersection – Principal-in-Charge
Principal-in-Charge providing executive oversight for intersection widening and resurfacing. The scope includes the installation of traffic signals, improved channelization, and improved bicyclist and pedestrian access. Drainage and lighting design to accommodate the proposed improvement are part of the scope. (3/19 – present)

KDOT 2018 HSIP – Fabyan Parkway and IL Route 31, Orchard Road Safety Improvements. Phase I/II Engineering Services – Principal-in-Charge
Principal-in-Charge providing executive oversight for traffic signal improvement analysis and design at Fabyan Parkway and IL Route 31, and Orchard Road between Jericho Road and US 30. The work includes the installation of dilemma zone detectors and flashing yellow arrows at the Orchard Road intersections. (10/18 – present)

Lake County Division of Transportation (LCDOT) Ela Road at Long Grove Road Intersection Improvement Phase I - Principal-in-Charge
As Principal-in-Charge, Mr. Peralte provided executive oversight for Phase I preliminary civil engineering services for planned improvements to the intersection of Ela Road and Long Grove Road in Barrington and Deer Park, IL. The scope of this project for the Lake County Division of Transportation (LCDOT) involved an intersection design study; alternatives analyses, including roundabouts and traditional signalized intersections; traffic and crash analyses; preliminary plans with proposed horizontal and vertical alignments; field surveys, geotechnical analyses, and environmental studies; hydrologic/hydraulic analyses and the identification of detention requirements; utility coordination; and a determination of proposed ROW and/or easement issues. Mr. Peralte was responsible for establishing management controls for project implementation, and for overseeing coordination with LCDOT, the Lake County Storm Water Management Commission, the Lake County Forest Preserve District, permitting agencies, and the local community to develop a design that improves roadway safety and capacity while minimizing impacts to surrounding properties. (6/15 – 7/18)

EDUCATION

Master of Business Administration; Illinois Institute of Technology (1996)
Bachelor of Science, Civil Engineering; Illinois Institute of Technology (1989)

YEARS OF EXPERIENCE

32 years

PROFESSIONAL REGISTRATIONS& CERTIFICATIONS

Professional Engineer:

- Illinois (1994, #62049189, exp. 11/30/21)
- Michigan (1997, #6201042492, exp. 10/31/23)
- Missouri (2010, #2010015707, exp. 12/31/23)

Certifications:

- Professional Traffic Operations Engineer (PTOE)

MEMBERSHIPS

- Institute of Transportation Engineers (ITE)
- American Council of Engineering Consultants (ACEC)
- American Society of Civil Engineers (ASCE)

Illinois Department of Transportation (IDOT) IL-2 North of Elmwood Road to the Rockton Bypass Reconstruction - Project Manager
Project Manager for the design of the improvement of 6 miles of IL-2 from north of Elmwood Road to Rockton Bypass near Rockford, IL. This IDOT project involves converting a 2-lane undivided roadway to a 4-lane divided arterial and repaving the existing 2-lane highway and converting it into a frontage road. Mr. Peralte supervised the civil engineering staff, and he was responsible for the design and reconstruction, as well as all administrative duties. (8/06 – 7/15)

Illinois Department of Transportation (IDOT) IL-21 Reconstruction - Project Manager
Project Manager responsible for the overall management and design of the reconstruction of approximately 1.4 miles of IL-21, from Willow Road to north of Sanders Road, in Prospect Heights, Glenview, and Mount Prospect, IL. The project involved reconfiguring an existing Y-intersection to a T-intersection. The 4-lane section of IL-21 was widened to a 5-lane section consisting of an inside 12-foot-wide thru-lane, an outside 14-foot-wide thru-lane, and concrete curb and gutters in each direction separated by a variable-width median and a 2-way left-turn lane. The scope of work also included replacing the IL 21 structure over the Des Plaines River. The new bridge is a 3-span continuous rolled beam superstructure with four legs, sidewalks, a median, and a 7.5-inch-thick deck. The firm provided lighting and traffic signal modernization, complete drainage system design, floodwall construction, and fill-in-floodplain permitting for IDOT. Mr. Peralte oversaw the preparation of preliminary, pre-final and final plans, estimates, and specifications. He also supervised the civil engineering staff and performed quality control reviews of construction documents. (12/06 - 8/11)

TRAINING

- IDOT Documentation of Contract Quantities (2017) Certificate No. 17-12736
- Contract Review (2012)
- Ethics for Architects and Engineers (2012)
- Project Management (2007)
- Emotional Leadership (2013)
- Billing and the False Claims Act (2016)

COMPUTER SKILLS

MicroStation, MS Office, HCS

Illinois Department of Transportation (IDOT) IL-31 from IL-176 to IL-120 Phase I - Principal-in-Charge
As Principal-in-Charge, Mr. Peralte provided executive oversight for design services for the 7-mile, $70 million reconstruction and widening of IL-31 from IL-176 to IL-120 in McHenry County, IL. Mr. Peralte's team created the overall roadway design for 4-lane and 5-lane cross-sections, developed the Environmental Assessment (EA) documents, and completed drainage studies and hydraulic reports for several crossings within the corridor. The team's public involvement activities followed the principles of IDOT's Context Sensitive Solutions (CSS) Policy and include the preparation of detailed project exhibits; analysis of crash, environmental, and traffic data; preparation of a stakeholder involvement plan; an audio-visual presentation; and a project website. (1/11 – 2/17)

Chicago Department of Transportation (CDOT) Phase II Reconstruction of West Grand Avenue from Chicago Avenue to Damen Avenue - Principal-in-Charge
As Principal-in-Charge, Mr. Peralte provided executive leadership for the Phase II roadway PS&E for West Grand Avenue between Grand Avenue and Damen Avenue for CDOT. Mr. Peralte's team worked to redesign the roadway, improve drainage, install new utilities and improve the corridor aesthetics. The project also included data collection activities including a full topographic survey, a vaulted sidewalk survey, a geotechnical investigation with pavement cores and soil borings, a street signage inventory, videotaping of sewer mains, and preparation of plans, specifications, and estimates (PS&E) for approximately 1.25 miles of roadway. The original Phase I study was completed in the early 2000s and did not include provisions for bicycle accommodations. As a result, the design team investigated the feasibility of providing bicycle accommodations, as well as investigating other sustainable features for the project. This includes potential implementation of "Complete Streets," pedestrian access/ADA compliance, bicycle lanes, and streetscape features. (8/13 – 2/17)

Illinois Tollway Elgin O'Hare Western Access (EOWA) - Principal-in-Charge
As Principal-in-Charge, Mr. Peralte provided executive oversight during this $3.6 billion extension project to widen roadways and extend the expressway east to provide western access into O'Hare International Airport in a heavily populated region west of Chicago. The scope of work included design engineering services for various grade separations within the 127-square-mile project area and for improvements to the Bensenville Freight Yard, the Bryn Mawr Interlocking, and the B-17 Interlocking. Services included the development of detailed engineering layouts, environmental mitigation requirements, construction sequencing, and financing strategies for the construction of 15 miles of new tollway/freeway, 12 miles of improvements to existing tollways, nearly 30 miles of arterial improvements, and provisions for future transit facilities in Cook and DuPage Counties, IL. (8/13 – 2/17)

Illinois Department of Transportation (IDOT) High Speed Rail (HSR) Chicago to St. Louis Corridor - Joint Venture Board Member and QA/QC Manager
Mr. Peralte served on the joint venture board for the multibillion-dollar HSR project to enhance the passenger transportation network within the 284-mile-long Chicago to St. Louis corridor. The firm provided Phase I services for all work associated with the preparation of the Environmental Impact Statement (EIS) for the expansion of HSR service between Granite City, IL, and St. Louis, MO. As with the rest of the corridor, the 20-mile section of rail through Madison and St. Clair counties currently operates on one set of track. Mr. Peralte collaborated with IDOT and Federal Railroad Administration (FRA) and is provided QA/QC and overall project guidance. (2013 - 2017)

JOHN A. CLARK, P.E., ENV SP

ROADWAY ENGINEER

SUMMARY

Mr. Clark is a senior project manager with over 20 years of diverse management and design experience, including highway, railroad, drainage, hydraulic waterway modeling, municipal utility and roadway, traffic engineering, surveying, site development, and land planning projects. He is responsible for client coordination, resource planning, oversight of contract deliverables, and project performance for national and regional clients. Mr. Clark specializes in the development of engineering studies, plans, and specifications for multimillion-dollar transportation projects.

PROJECT EXPERIENCE – PHASE II HIGHWAY DESIGN

Lake County Division of Transportation (LCDOT) – Arlington Heights Road Phase I/II Design Services – Project Manager
Project Manager for the reconstruction of Arlington Heights Road between IL Route 83 and Lake-Cook Road. The project includes elements of Phase I Engineering, Environmental Studies and complete Phase II design. The project includes traffic analysis, preparation of intersection design studies, crash analysis, public involvement, geometric design, coordination with IDOT and Cook County Department of Transportation and Highways (CCDOTH) Phase II plan preparation including 3D modeling, geometric design, traffic signals, erosion control, specifications, estimates, pavement design and coordination with stakeholders. (3/20 – present)

Illinois Department of Transportation (IDOT) US Route 12/20/45 over the Des Plaines River and Chicago Sanitary and Ship Canal – Senior Highway Engineer
Senior Highway Engineer providing oversight for the preparation of maintenance of traffic (MOT), erosion control and roadway MOT crossover plans, specifications, and estimates for the bridge deck replacement of the US Route 12/20/45 bridge over the Des Plaines River and Chicago Sanitary and Ship Canal. Mr. Clark's responsibilities include oversight of the roadway geometry, maintenance of traffic, drainage, and roadway specifications on this IDOT project. (8/19 - present)

Will County Division of Transportation (WCDOT) – 143rd Street from Lemont Road to West of Bell Road, Phase II – Project Manager
Project Manager for the preparation of Phase II traffic signal installation and maintenance of traffic (MOT) plans, specifications and estimates as part of the reconstruction of the 143rd Street corridor for WCDOT. Signal improvements are planned for the intersection of 143rd Street and Crème Road, 143rd Street and Parker Road and 143rd Street and Golden Oak Drive. Mr. Clark is overseeing the preparation of traffic signal plans within the corridor and the preparation of maintenance of traffic plans for the proposed roadway widening. (03/20 – Present)

Illinois Department of Transportation (IDOT) US 30 (Lincoln Highway) and IL 50 (Cicero Avenue) Intersection – Project Manager
Project Manager for the Phase II design of intersection widening, new traffic signals and resurfacing. The scope includes the installation of new traffic signals and traffic signal modifications at various intersections, improved channelization, and improved bicyclist and pedestrian access. Drainage and lighting design to accommodate the proposed improvement are part of the scope. (3/19 – present)

Illinois Tollway - Tri-State Tollway, Advanced MOT Rehabilitation, East West Connector (Mile Post 29.1) to Balmoral Avenue (Mile Post 40.0). Contract I-17-4310 – Project Manager
Project Manager managing Peralte-Clark's prime contract for the preparation of advanced shoulder rehabilitation, temporary lighting and maintenance of traffic plans, specifications and estimates for four mainline counterflow crossovers as part of the reconstruction of the I-294 Central Tri-State

EDUCATION

Bachelor of Science,
Civil Engineering with Honors
University of Iowa (1997)

YEARS OF EXPERIENCE

24 years

PROFESSIONAL REGISTRATIONS & CERTIFICATIONS

Professional Engineer:
- Illinois (2002/#062.055684/ exp. 11/30/21)

Certifications:
- Institute for Sustainable Infrastructure (ISI) Envision Sustainability Professional, 2017

TRAINING

- OSHA 10-Hour Construction Health and Safety (2015)
- Phase 1 Training; ACEC-IL/Illinois Department of Transportation (IDOT) (2016 & 2017)
- Fundamentals of Storm Water Pollution and Erosion and Sediment Control; IDOT (2015)
- Inspection of Erosion and Sediment Control Best Management Practices; IDOT (2020) Certificate No. 20-16573
- Erosion and Sediment Control Planning and Design; IDOT (2020) Certificate No. 20-16605

Corridor for the Illinois Tollway. The project scope of work includes maintenance of traffic (MOT) to rehabilitate existing shoulders and crossover locations in anticipation of future I-294 mainline contracts. Extensive coordination with mainline contracts I-17-4300 and I-17-4301 as well as the Tollway DCM, Tollway staff and the project team to keep the project on task. (10/18 – present)

Illinois Tollway - Tri-State Tollway, Design Upon Request, Phase II Engineering Services. 1. Pedestrian Bridge; 2. Plainfield Road Bridge; 3. Demolition; 4. As Needed. Phase II Engineering Services. Contract I-17-4304 – Project Manager
Project Manager providing project engineering and maintenance of traffic (MOT) concept design for Peralte-Clark's role as a subconsultant on the development of concept 30%, 60%, 95% and 100% MOT plans for the bridge replacement of the Plainfield Road Bridge Over I-294 and Flagg Creek for the Illinois Tollway. The scope of work includes the preparation of concept plans and coordination with the Illinois Department of Transportation (IDOT), Cook County Department of Transportation and Highways (CCODTH) and the Flagg Creek Water Reclamation District. The firm is providing a comprehensive MOT concept report, exhibits, 60% MOT plans including the preparation of special provisions and quantities. Additionally, Mr. Clark is providing oversight for staff involved in the Phase II design of a pedestrian grade separation on the BNSF Railroad line in Western Springs, IL. The project engineering is funded by the Illinois Tollway on behalf of the Village of Western Springs. (2/19 - Present)

Illinois Tollway - Tri-State Tollway, Bridge Rehabilitation, Repairs, & Demolition, Various Locations. Phase II Engineering Services. Contract I-17-4305 – Project Manager
As Project Manager, Mr. Clark provided project management and maintenance of traffic (MOT) concept design for Peralte-Clark's role as a subconsultant on the development of concept 30% and 60% MOT plans for the bridge rehabilitation of the 55th Street Bridge Over I-294 and Flagg Creek, 5th Avenue Cutoff Over I-294, Ramp AB Over Commonwealth Avenue (Plaza 37), Willow Springs Road over I-294 and the demolition of the Hinsdale Oasis for the Illinois Tollway. The scope of work included the preparation of concept plans and coordination with IDOT, Cook County DOTH and the Flagg Creek Water Reclamation District. The firm provided a comprehensive MOT concept report, exhibits, 60% MOT plans including the preparation of special provisions and quantities. (12/17 – 4/18)

Illinois Tollway - Tri-State Tollway, Bridge Rehabilitation, Repairs, & Demolition, Various Locations. (I-17-4306) – Project Manager
As Project Manager, Mr. Clark is providing project management and maintenance of traffic (MOT) design for Peralte-Clark's role as a subconsultant on the development of plans for the bridge rehabilitation of the 47th Street, Wolf Road and O'Hare Oasis bridge structures over I-294 for the Illinois Tollway. The scope of work includes the preparation of concept plans and coordination with the Illinois Department of Transportation (IDOT) and the Cook County Dept. of Transportation and Highways (CCDOTH). The firm is providing comprehensive MOT plans including the preparation of special provisions and quantities. (12/17 – Present)

Chicago Department of Transportation Phase II Reconstruction of West Grand Avenue - Project Manager
As Project Manager, Mr. Clark provided oversight for the Phase II roadway plan preparation for West Grand Avenue in Chicago for CDOT. Data collection activities included a full topographic survey, a vaulted sidewalk survey, a geotechnical investigation with pavement cores and soil borings, a street signage inventory, videotaping of sewer mains, and preparation of plans, specifications, and estimates (PS&E) for approximately 1.25 miles of roadway. (8/13 – 2/17)

Illinois Department of Transportation (IDOT) IL-2 North of Elmwood Road to Rockton Bypass Reconstruction – Deputy Project Manager
As Deputy Project Manager, Mr. Clark provided design services for the reconstruction of 6 miles of IL-2 from north of Elmwood Road to the Rockton Bypass in Winnebago County, IL. The IDOT project involved the conversion of a 2-lane undivided roadway to a 4-lane divided arterial. Mr. Clark supervised the civil engineering staff and was responsible for the main line horizontal and vertical roadway design; drainage design, including the sizing design of roadway ditches; and frontage road geometric design. He also developed a proposed digital terrain model for detailed intersection grading plans. In addition, Mr. Clark coordinated public meeting exhibits, maintenance of traffic plans, and construction staging plans. (6/09 - 7/15)

Kane County Division of Transportation (KDOT) Fabyan Parkway at Van Nortwick Avenue Improvements - Deputy Project Manager
As Deputy Project Manager, Mr. Clark provided oversight for the preparation of Phase II engineering plans for the Fabyan Parkway and Van Nortwick Avenue intersection widening in Batavia, IL. The scope of work included road widening and the addition of a left-turn lane, as well as data collection, geotechnical services, and drainage design. Mr. Clark provided oversight for all engineering services, including utility coordination, and conducted drainage studies for this project. He also prepared construction documents in accordance with the Illinois Department of Transportation (IDOT) Bureau of Local Roads (BLR) manual and KDOT design standards. This project involved coordination with IDOT and the City of Batavia. (7/09 - 1/10)

- Using HEC-RAS to Model Bridges, Floodplains and Culverts; University of Wisconsin-Madison (2014)
- Microcomputer Applications in Signal Timing (2002)

MEMBERSHIPS

- Chair, ACEC-IDOT Central Office Committee (2018-2019)
- National Council of Examiners for Engineering and Surveying (NCEES), Council Record
- Treasurer, Lake Branch American Public Works Association (APWA)

COMPUTER SKILLS

MicroStation, GEOPAK, AutoCAD Civil 3-D, HCS7, TR20, TR55, HEC-RAS, HY8, StormCAD, PondPack, CulvertMaster, Flowmaster

MROWCO
MATHEWSON RIGHT OF WAY COMPANY

Mark D. Mathewson
President

Mark D. Mathewson founded Mathewson Right of Way Company in 2006 with a mission of providing the highest quality land acquisition services in the State of Illinois. Mr. Mathewson is a licensed attorney and has worked in the land acquisition field since 1987. During his career he has acquired thousands of parcels of property across much of the State of Illinois. Mr. Mathewson remains one of the most highly qualified and experienced negotiators in Illinois. Further, Mr. Mathewson provides project management capabilities that result in projects being completed in a timely and budget conscious manner. Mr. Mathewson has been on the list of Approved Negotiators published by the Illinois Department of Transportation since it was first prepared in 1989.

Education

Juris Doctor, 1985
Loyola University of Chicago, School of Law

B.S. Political Science, 1982
Loyola University of Chicago

Professional Registrations

Attorney at Law; Admitted to the State of Illinois Bar, November 7, 1985
IDOT Approved Fee Negotiator

Areas of Concentration

Right of Way Consulting & Project Management
Negotiations
Relocation Assistance

Representative Projects

Provided land acquisition negotiation services for the following projects

- IL 56 (Butterfield Rd) 40 parcels; Illinois Department of Transportation – District 1
- Various Routes – On-call contract, over 200 parcels; Illinois Department of Transportation – District 8
- Algonquin Road, 78 parcels; McHenry County Division of Transportation
- Irene Road and I-90 Interchange, 3 parcels acquired by negotiation; Boone County
- I-294 South Tri-State Widening, 170 parcels; Illinois State Toll Highway Authority
- Wacker Drive Reconstruction, 2 parcels acquired by negotiation ($2 million); Chicago Department of Transportation
- Hillside Strangler (I-290), 99 parcels; Illinois Department of Transportation – District 1
- Naperville Road at East-West Tollway, 1 parcel acquired by negotiation ($3.75 million); DuPage County Division of Transportation
- IL Route 32/33 Effingham, 46 parcels acquired by negotiation (no condemnation); Illinois Department of Transportation – District 7
- FAP 310 (IL 255) Turn-Key Project, 75 parcels; Illinois Department of Transportation – District 8

Required Submission Documents - 6

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: Robinson Engineering, Ltd.

Street Address: 10045 W. Lincoln Highway

City, State, Zip: Frankfort, IL 60423

Contact Name: Aaron Fundich, Executive Vice President

Phone: (815) 210-5680 Fax: (815) 806-0301

E-Mail Address: afundich@reltd.com

Signature of Authorized Signee: Aaron E. Fundich

Title: Executive Vice President

Date: August 22, 2021

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

ORLAND PARK

CERTIFICATE OF COMPLIANCE

The undersigned Aaron Fundich, as Executive Vice President
(Enter Name of Person Making Certification) *(Enter Title of Person Making Certification)*

and on behalf of Robinson Engineering, Ltd., 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.#: 36-2407339
(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 1962 (Current Co. Name) 1937 (R.W.Robinson)
(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

Aaron Fundich

Name of Authorized Officer

Executive Vice President

Title

August 22, 2021

Date

REFERENCES

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

Proposer's Name: Robinson Engineering, Ltd.

(Enter Name of Business Organization)

1. ORGANIZATION: Village of Frankfort
   ADDRESS: 432 W. Nebraska St., Frankfort, IL
   PHONE NUMBER: 815-469-2177
   CONTACT PERSON: Terry Kestel, Superintendent of Public Works
   YEAR OF PROJECT: Client since 1996

2. ORGANIZATION: Village of Romeoville
   ADDRESS: 1050 W. Romeo Rd., Romeoville, IL
   PHONE NUMBER: 815-886-5778
   CONTACT PERSON: Dawn Caldwell, Village Manager
   YEAR OF PROJECT: Client since 1970

3. ORGANIZATION: Village of South Holland
   ADDRESS: 16226 Wausau Ave., South Holland, IL
   PHONE NUMBER: 708-210-2900
   CONTACT PERSON: J. Wynsma, Village Administrator
   YEAR OF PROJECT: Client since 1962

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 12/23/2020

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 The Horton Group 10320 Orland Parkway Orland Park IL 60467	**CONTACT NAME:** Certificates Team **PHONE (A/C, No, Ext):** 708-845-3917 **FAX (A/C, No):** **E-MAIL ADDRESS:** certificates@thehortongroup.com
INSURED ROBIENG-01 Robinson Engineering Ltd 17000 South Park Avenue South Holland IL 60473	**INSURER(S) AFFORDING COVERAGE** — **NAIC #** **INSURER A :** Evanston Insurance Company — 35378 **INSURER B :** Travelers Casualty and Surety Company of Europe Lt **INSURER C :** Continental Casualty Company Canada Branch **INSURER D :** The Continental Insurance Company of New Jersey — 42625 **INSURER E :** **INSURER F :**

COVERAGES **CERTIFICATE NUMBER:** 1612680657 **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	
C	**GENERAL LIABILITY** [X] COMMERCIAL GENERAL LIABILITY [ ] CLAIMS-MADE [X] OCCUR [X] EDP (Blanket) [ ] GEN'L AGGREGATE LIMIT APPLIES PER: [ ] POLICY [X] PRO-JECT [ ] LOC	Y	Y	6023587947	1/1/2021	1/1/2022	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG EDP	$ 1,000,000 $ 100,000 $ 15,000 $ 1,000,000 $ 2,000,000 $ 2,000,000 $ 1,005,000
C	**AUTOMOBILE LIABILITY** [X] ANY AUTO [ ] ALL OWNED AUTOS [ ] SCHEDULED AUTOS [X] HIRED AUTOS [X] NON-OWNED AUTOS [ ]	Y	Y	6023587933	1/1/2021	1/1/2022	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) [ ]	$ 1,000,000 $ $ $ $
D	[X] **UMBRELLA LIAB** [X] OCCUR [ ] **EXCESS LIAB** [ ] CLAIMS-MADE [ ] DED [X] RETENTION $ 10,000	Y		6023587916	1/1/2021	1/1/2022	EACH OCCURRENCE AGGREGATE [ ]	$ 10,000,000 $ 10,000,000 $
C	**WORKERS COMPENSATION AND EMPLOYERS' LIABILITY** Y / N ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? [N] **(Mandatory in NH)** If yes, describe under DESCRIPTION OF OPERATIONS below	N / A	Y	6023587897	1/1/2021	1/1/2022	[X] WC STATU-TORY LIMITS [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000
A B C	Professional Cyber Liability Drone Liability			MKLV7PL0003318 106626323 6023587947	1/1/2021 1/1/2021 1/1/2021	1/1/2022 1/1/2022 1/1/2022	Occ / Agg Limit Limit	2,000,000 1,000,000 1,000,000

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

Additional insured on a primary and non-contributory basis with respect to the general liability and auto liability coverage only when required by written contract. Waivers of subrogation applies to the general liability, auto liability and workers compensation in favor of the stated additional insureds only when required by written contract. Umbrella follows form.

Additional Insured: The Village of Orland Park, and their respective officers, trustees, directors, employees and agents.

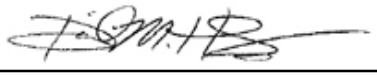
CERTIFICATE HOLDER

Village of Orland Park
14770 Ravinia Avenue
Orland Park IL 60462
USA

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



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 22nd DAY OF August, 2021

Susan J Maslanka

Signature

Authorized to execute agreements for:

Susan J. Maslanka, Chief Financial Officer

Printed Name & Title

Robinson Engineering, Ltd.

Name of Company

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