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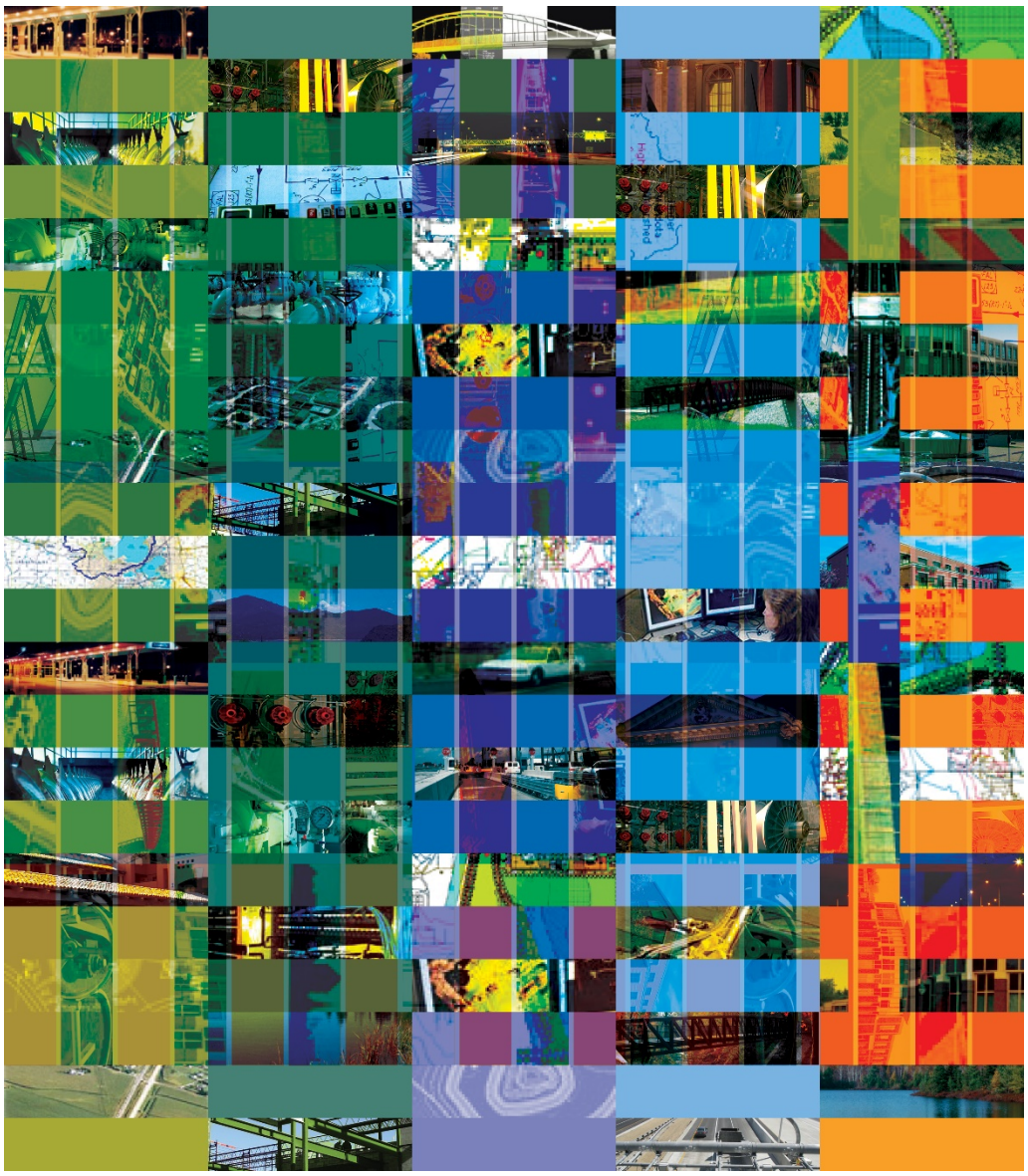
John Humphrey Drive at 143rd Street Intersection – Phase II Design Engineering Services

RFQ #21-045



Statement of Qualifications

Village of
Orland Park, IL

August 24, 2021

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Strand Associates, Inc.®
1170 South Houbolt Road
Joliet, IL 60431
(P) 815.744.4200

August 24, 2021

Mr. Patrick R. O'Sullivan
Village Clerk
Village of Orland Park
14700 South Ravinia Avenue
Orland Park, IL 60462

Re: Request for Qualifications (RFQ) – John Humphrey Drive at 143rd Street Intersection – Phase II Design Engineering Services (RFQ #21-045)

Dear Mr. O'Sullivan:

Thank you for this opportunity to submit our Statement of Qualifications (SOQ) to the Village of Orland Park for the John Humphrey Drive at 143rd Street Intersection, Phase II Design Engineering Services project. We have been providing quality engineering services to the Village of Orland Park for more than 20 years and looks forward to the opportunity to continue that relationship.

We believe the following key points prove that our team is the Village's best choice for this project to provide the Village Cost Effective Solutions:

- **Understanding Village needs is Essential for successful projects**
- **Recent Project Experience showcases expertise designing project during Phase II**
- **Vast Phase II Bridge Engineering Experience Provides the Village with Confidence**
- **Stantec's dryland bridge experience provides depth to team**
- **Project team brings consistency and unparallel relationships with jurisdictional agencies for overwhelming approval**
- **Detailed project approach during Phase II design focuses on cost effective solutions.**

Thank you for the opportunity to submit our SOQ for this project. We are excited to continue working with the Village and are confident in our ability to deliver a successful project. If there are any questions, please call.

Sincerely,

STRAND ASSOCIATES, INC.®

Marc A. Grigas, P.E.
Client Liaison / Project Manager

Table of Contents

Appendix

- IDOT Prequalification Letters

Project Understanding

Understanding Village Needs is Essential for Successful Projects

This section clarifies our understanding of the project for Phase II engineering. Based on our review of the Village's RFQ and addenda; multiple site visits conducted by our proposed Project Manager, Marc Grigas; and review of available Phase I materials, our understanding of the projects is as follows.

We understand the project significance, as it is an important corridor and intersection to the Village and its residents.

The Village is seeking qualifications for Phase II Design Engineering Services for the John Humphrey Drive at 143rd Street Intersection project. Both routes are Federal Aid Urban routes under the maintenance and jurisdiction of Orland Park and eligible for federal transportation funding. The engineering services will be funded with Surface Transportation Program (STP-L) funds and supplemented by the Village. Funding for constructing the project will be determined during Phase II, with multiple grant application submittals. Therefore, Phase II engineering will be processed through the Illinois Department of Transportation (IDOT) and the Federal Highway Administration (FHWA). Phase I began in 2016 and Design Approval was received by the Village in December 2020.

143rd St. is a main route through the village, so a practical MOT plan must be implemented.

The intersection at John Humphrey Drive and 143rd Street is under capacity and intersection improvements are necessary to improve the level of service, safety, and pedestrian accessibility. Future 2040 traffic projections show the Average Daily Traffic (ADT) of 143rd Street and John Humphrey Drive growing to 37,910 ADT and 18,740 ADT, respectively. Improvements will include adding turn lanes on all four approach legs, improving geometrics, and replacing the exiting traffic signal equipment. John Humphrey Drive and 143rd Street will be reconstructed for approximately 0.5 miles because of the existing pavement condition and future needs.

The intersection will have added turn lanes, increasing the capacity and improving safety.

A new dryland bridge will be constructed on the east leg of the intersection where settlement is obviously occurring.

A dryland bridge (SN 016-D010) exists on the east leg of the intersection in the eastbound lanes. The bridge is approximately 211 feet long and 26 feet, 7 inches wide. The dryland bridge and adjacent pavement on the westbound lanes are settling. The exiting bridge will be rehabilitated and widened to the north to accommodate additional turn lanes.

Depending on the availability of grant funding for construction and construction engineering, the Village is open to three alternatives to sequence construction of improvements. The intersection improvements are estimated at $5 million and the dryland bridge approximately $3 million, with the required land acquisition potentially

costing $0.5 million. These options include the entire intersection and dryland improvements in one contract or separated out into two contracts. The exiting bridge will be rehabilitated and widened to the north to accommodate the additional turn lane.

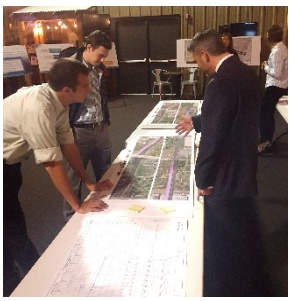
The project improvements will require several permits. Impacted wetlands are under the United States Army Corps of Engineers' (USACE's) jurisdiction, therefore, a Regional 404 permit will be required in addition to an IEPA 401 Water Quality Certification. We anticipate existing water main will have to be relocated, requiring an IEPA water construction permit. In addition, a stormwater permit will be required from the Metropolitan Water Reclamation District (MWRD).

Detailed Phase II Scope of Services Shows Expertise and Forethought for Federally Funded Local Roads Project

Our thorough understanding of the project is evident by our detailed scope of services.

The following services are anticipated during Phase II engineering. Items to be performed by a subconsultant are identified in "()".

- **Administration / Phase I Document Review**
  - Communicate with the Village, Cook County Department of Transportation and Highways (DOTH), FHWA, IDOT District 1, and PACE throughout the duration of the project.
  - Prepare PPI forms for the Southwest Conference of Mayors (SCM).
  - Review Phase I documents and communicate with Phase I consulting engineer.
- **Grant Funding**
  - Prepare STP funding application and submit to SCM.
  - Prepare STP-Bridge funding application and submit to IDOT and SCM.
  - Prepare Congestion Mitigation Air Quality (CMAQ) funding application.
  - Discuss other grant opportunities with the Village.
- **Meetings and Communication –** Prepare for, attend, and prepare meeting minutes for the following meetings:
  - One Phase II kickoff meeting with the Village and IDOT.
  - Monthly progress meetings with the Village.
  - Communicate with the Village and developers adjacent to improvements and review private development plans that may impact the project.
  - Meet with jurisdictional permitting agencies as necessary.
  - One public meeting at Village Hall.
- **Data Collection, Site Visits, and Topographical Survey**
  - Make site visit and develop photograph log.
  - Perform pick-up topographical survey as necessary.
- **Environmental Engineering**
  - Prepare preliminary environmental site assessment (PESA) because the original PESA in Phase I expires during Phase II (HLR).
  - Prepare preliminary site investigations (PSI) as required for properties the PESA has identified as having 'recognized environmental conditions.' (Wang Engineering).
  - Test soil samples to determine whether they meet clean construction or demolition debris (CCDD) requirements and prepare IEPA LPC 663 forms (Wang Engineering).
- **Environmental Processing & Permitting**
  - Prepare and submit PESA response for PSI.
  - Update Environmental Survey Request (ESR) limits, as necessary, and renew expiring clearances, such as biological, cultural, and wetlands approval.
  - Revise Wetland Impact Evaluation form and exhibits for IDOT to process.
  - Perform wetland delineation and forward to the USACE for jurisdictional determination if Phase I delineation expires.



Public meeting will be proactive to garner support.

Ongoing plans for development in the NE corner of the intersection will require coordination to verify compatibility with the intersection improvements.

Impacts to existing wetlands will require several permits.

  - Communicate with wetland bank so the Village can mitigate wetlands by purchasing wetland credits.
  - Prepare and submit the following permit applications.
    - Joint permit application including USACE 404 Regional Permit and IEPA 401 Water Quality Certification.
    - IEPA Water Construction Permit
    - MWRD Stormwater Permit
    - Communicate with wetland bank so the Village can mitigate wetlands
- **Utility Communication**
  - Identify potential utility conflicts and notify the utility companies.
  - Send utility companies the prefinal and final engineering plans.
  - Set-up ftp website for private utility companies to access CADD files for designing their relocations.
- **Drainage and Utility Design**
  - Design existing water main relocation.
  - Design closed storm sewer conveyance system.
  - Design compensatory storage grading.
- **Roadway Design**
  - Prepare composite hot-mix asphalt and Portland cement concrete pavement designs for 143rd Street and John Humphrey Drive.
  - Adjust Phase I roadway plan and profiles, as necessary.
  - Design maintenance of traffic plan with per-stage, Stage 1, 2, and 3.
  - Design temporary and permanent traffic and pedestrian signals and interconnect at 95th Avenue and John Humphrey Drive.
  - Design temporary and permanent street lighting, as necessary. Prepare design memorandum, luminaire performance tables, and voltage drop calculations.
  - Perform barrier warrant analysis to determine where guardrail is warranted.

Our team understands the scope, workflow, and need to quickly complete this project for the Village.

- **Dryland Bridge Design**
  - Review alternatives analysis for most economical dryland bridge type.
  - Design dryland bridge as one-way simple span concrete slab in accordance with AASHTO and IDOT Bridge Manual / ABD Memorandums.
  - Design Sheet piling for staged construction.
- **Plans, Special Provisions, and Estimates (PS&E)**
  - Develop three separate PS&E documents, including:
    - entire intersection improvements and bridge Removal and replacement
    - bridge removal and replacement only
    - intersection improvements only
  - For each PS&E, perform the following:
    - Prepare plans to include the following sheets: title sheet, index of sheets and highway standards, general notes, summary of quantities, typical sections, schedule of quantities, alignments/ties/benchmarks sheet, removal plan, roadway/bike path and pavement markings plan and profile sheets, maintenance of traffic general notes and typical section staging plan, plat of highways, utility plan and profiles, temporary and permanent traffic signals, traffic signal interconnect plan, temporary and permanent street lighting (as necessary), dryland bridge, intersection details, curb ramp details , erosion/sediment control and landscaping plan, construction details, IDOT District 1 details, and cross sections every 50 feet and at entrances (Sheets will be at 1:20 scale for plan view).
    - Prepare stormwater pollution prevention plan (SWPPP) and IEPA *Notice of Intent*.
    - Prepare and submit prefinal and final plans, specifications, and estimates to the Village, MWRD, and IDOT for permitting and review.

A main component of the project is the dryland bridge design and potential separate contract.

- Prepare estimate of cost at prefinal and final submittals.
- Prepare estimate of time at prefinal and final submittals.
- Prepare proprietary item list for items the Village wishes to incorporate into the contract.

Land acquisition, such as the NW corner, will be a controlling factor.

A focus on coordination with private Utilities will assist in preventing delays during construction.

- **Land Acquisition (By Subconsultants listed in Key Personnel Section)**
  - Obtain title commitments for each property land acquisition required.
  - Prepare plat of highways and legal descriptions (CWA).
  - Perform appraisals (HLR) and appraisal reviews (Polach) of necessary parcel takes.
  - Perform land negotiations (HLR).
- **Quality Control**
  - Perform quality control check at 30 percent, prefinal, and final submittals.
- **Phase III Construction Engineering**
  - Prepare Phase III construction engineering scope of services for the Village's use in subsequent requests for qualifications.

Similar Project Experience

Recent Project Experience Showcases Expertise Designing Projects during Phase II

Our firm provides plan development, design, and construction observation services for transportation and structural projects throughout the county, state, and country. We have designed corridor and isolated intersection improvement projects, including widening, resurfacing, reconstruction, add-lanes, medians, traffic signals, culverts, and structure needs. In addition, we are regularly hired to perform Phase II engineering when Phase I was performed by a separate consultant. We believe it is essential that the consulting team selected to perform this project have experience in the following six essential areas:

Our team has experience with five essential areas of the project.

- Transportation experience in Orland Park.
- Phase II federally funded local roads roadway experience.
- Traffic signal design experience for Counties and IDOT D-1.
- Strong experience and relationships with IDOT D-1.
- Design and handling of poor soils.

Our team brings all this experience and more to this project. The following table summarizes six Phase II engineering projects similar in scope. More detailed project descriptions in addition to a project follow this summary.

Project Name, Client(s), Phase	Construction Cost and Funding	Traffic Data, Planning, and Improvements	Roadway Improvements	Drainage Improvements/Permitting
US 30 Reconstruction and Add Lanes, Briarcliff Road to US 34 IDOT District 1	$22.3 million Federal and State	• 4 Signalized Intersections • US 30 (Pr. 36,000 ADT) • Douglas Road (Pr. 38,000 ADT) • Fifth Street (Pr. 10,000 ADT)	• 2.4 miles reconstruction and add lanes–PCC pavement • 1.5 miles added sidewalk • Four-stage construction • Street lighting	• Inline detention • Compensatory storage basin • USACE 404 and IEPA 401 Permits • IDNR-OWR Floodway Permit
*IL 47 Add Lanes at IL 176 and Pleasant Valley Road IDOT District 1	$45 million (Estimated) State	• 2 Signalized Intersections • IL 47 (Pr. 25,000 ADT) • IL 176 E (Pr. 16,000 ADT) • IL 176 W (Pr. 13,000 ADT)	• 2.7 miles reconstruction and add lanes–HMA pavement • Shelves on both sides for future sidewalk and multiuse path • Four-stage construction	• 8,000-foot bioswales • USACE 404 and IEPA 401 Individual Permit • IDNR-OWR Floodway Permit
Eldamain Road Kendall County Highway Department	$8.9 million (Contract 1) $30 million (Contract 2) STP & STP-Bridge	• 3 Signalized Intersections • US 34 (Pr. 27,000 ADT) • IL-71 (Pr. 15,000 ADT) • River Rd. (Pr. 9,000 ADT) • Eldamain Rd. (Pr. 7,000 ADT	• 2 miles of roadway reconstruction and widening. • 1 mile of roadway extension	• USACE 404 and IEPA 401 Permits • IDNR-OWR Floodway Permit
US 30 at I-55 IDOT District 1	$2.2 million State	• 2 Signalized Intersections • US 30 (Pr. 35,000 ADT) • Ramp B (Pr. 9,000 ADT) • Ramp D (Pr. 9,000 ADT)	• 900 feet roadway widening • Three-stage construction	• USACE 404 and IEPA 401 Permits
*Illinois Route (IL) 83 at Winchester Road Lake County Division of Transportation	$3.5 million (Estimated) Local and State	• 1 signalized intersection • IL Route 83 (Pr. 20,800 ADT) • Winchester Road (Pr. 9,000 ADT)	• Partial reconstruction and partial widening and resurfacing • Added traffic signals interconnected with State Route	• Permitted through IDOT D-1 • USACE 404 and IEPA 401 Permits • LCSMC Stormwater Permit

***Indicates dry land bridges were investigated and/or incorporated into the improvements.**

US 30 Reconstruction and Add Lanes, Briarcliff Road to US 34, Phase II – IDOT District 1	
Client Name	Illinois Department of Transportation District 1
Client Contact	Craig Bauer, P.E., Project Manager, IDOT Bureau of Design, 847-705-4265
Construction Cost	$22,300,000

We were hired by Illinois Department of Transportation to perform partial Phase I and complete Phase II engineering services for reconstructing and widening US Route 30. The awarded construction cost of the project was approximately $22.3 million, with a less than 1 percent negative change order when the project was complete. The project included widening approximately 2.4 miles of US 30 in Kendall County. The existing corridor was predominately a two-lane rural section and was widened with polyester polymer concrete pavement to a four-lane urban section with a landscaped median and noise abatement walls adjacent to residential properties.

Two Intersection Design Studies were revised, and four signalized intersections were designed.

Because the Phase I Combined Design Report was 15 years old, we revised two of the Intersection Design Studies to reflect the current conditions of the corridor and projected average daily traffic. Four intersections within the project had a variety of improvements, including reconstructing three intersections, adding dual left-turn lanes, new traffic signals, traffic signal modernization, traffic signal interconnection, and emergency vehicle preemption systems. The intersection of US 30 and Douglas Road also had intersection lighting and transition lighting at each of the four legs. US 30 is the main principal arterial through the commercial districts of the Villages of Montgomery and Oswego. As a result, it was not possible to close US 30 and provide detours. To maintain two-way traffic for the duration of the project, an innovative Maintenance of Traffic (MOT) Plan was designed that included four main construction stages with temporary pavement widenings, ramps, and crossovers.

A comprehensive MOT plan was developed to minimize disruptions to the public.

Local agency coordination played a key role in the success of the project. The project involved coordination with the Village of Montgomery, Village of Oswego, Oswego Township, and Oswegoland Township Park District. Local agencies provided cost participation for improvements to intersections, the addition of sidewalks and street lighting, and removal and relocation of water main.

Improvements at the Waubonsee Creek required permits from the Illinois Department of Natural Resources-Office of Water Resources, Illinois Environmental Protection Agency, and the United States Army Corps of Engineers.

One of four Signalized Intersection that were reconstructed and modernized.

New noise walls lining US 30 as it cuts through a residential area.

IL 47 Reconstruction and Add Lanes, IL 176 and Pleasant Valley Road, Phase II – IDOT District 1	
Client Name	Illinois Department of Transportation District 1
Client Contact	Matthew Rothenberg, Project Manager, IDOT, 847-705-4265
Construction Cost	$45,000,000 (Estimated)

Realigning Pleasant Valley Road for a quarter mile, creating a fourth leg at the intersection with IL 47 and IL 176.

We are currently performing Phase II engineering services for the Illinois Department of Transportation District 1 to reconstruct and widen IL 47 in McHenry County, Illinois. The project has an estimated construction cost of $45 million and is scheduled for a 2022 letting. The project includes widening approximately 2.7 miles of IL 47 and IL 176 from two lanes to four lanes, with a depressed median and outside shoulders. The highlight of the project includes improvements to two main signalized intersections with IL 176 to include dual left-turn lanes and full right-turn bypass lanes, and acceleration lanes. Both intersection signals will be interconnected. As part of the project, the existing Pleasant Valley Road will be realigned for 0.5 miles to make a new, four-legged signalized intersection with IL 47 and IL 176 (East). IL 47 and IL 176 will have a shelf for future sidewalk and multiuse path on either side of the highway. Approximately 2.7 miles of multiuse path was designed but later removed from the contract because of a lack of local agency participation.

The corridor traverses through an environmentally sensitive area of waterways and wetlands in multiple communities. The project will have approximately 6.5 acres of permanent wetland impacts, requiring a United States Army Corps of Engineers (USACE) Section 404 permit and an individual 401 permit from the Illinois Environmental Protection Agency for Water Quality Certification. To limit impacts to the surrounding environment, all stormwater will be treated through various 8,000 linear feet of bioswales before discharging into wetlands. One three-cell box culvert and four single-cell box culverts are being constructed at the various waterways. In addition, an animal crossing box culvert will be installed. A study of retaining walls at 45 wetland locations was prepared to determine how to avoid wetlands impacts. The area is known for its poor soils. With peat soils areas delineated, wick drains are being used as a precontract to dry out the moist soils prior to construction. Stormwater detention is being provided through roadside ditches with earth berms and two detention basins.

IL 47 has four stages of construction with full-depth hot mix asphalt pavement. The final stage will be paving the surface course under daily lane closures, like Meacham Road.

IL 47 at IL 176 East – existing T-intersection with no right-turn bypass lane.

Proposed intersection with added fourth leg, raised medians, dual left-turn lanes, right-turn bypass lane, and modernized signals.

Eldamain Road Realignment/New Construction (Phase II) – Kendall County, IL	
Client Name	Kendall County Highway Department
Contact Information	Fran Klaas, P.E., County Engineer, 630-553-7616
Construction Cost	$8.9 million (Contract 1) and $30 million (Contract 2)

We were part of a team providing Phase II (final design) services for reconstructing and extending Eldamain Road in Kendall County, Illinois. The project was split into two separate contracts because of the sheer size and available funding for the project. We were responsible for designing structures, MOT, drainage, traffic signals, street lighting, erosion control, and landscaping improvements. Traffic signal equipment was modernized at US 34 in addition to widening several legs and reconstructing the south leg. New traffic signals, turn lanes, and street lighting were added at two intersections, including Illinois Route 71 and River Road requiring extension coordination.

US 34 and Eldamain Road traffic signal equipment was modernized for the added turn lanes.

US 30 at I-55 Traffic Signal Modernization and Ramp Widening, Phase II – IDOT District 1	
Client Name	Illinois Department of Transportation District 1
Contact Information	Ken Eng, P.E., Retired from IDOT
Construction Cost	$2.2 million

We completed Phase II design for widening and patching two Interstate 55 exit ramps to US Route 30. The ramp widening for Ramp B and D were each approximately 900 feet at an estimated construction cost of $2.2 million. Ramp B was widened to add an additional exclusive right-turn lane onto US Route 30. Ramp D was widened to add an exclusive left-turn lane onto US Route 30. Associated with the ramp widening was designing temporary and permanent street lighting along the ramps and temporary and permanent traffic signals at the intersections with US Route 30.

US 30 at I-55 included two signalized intersections with street lighting.

IL 83 at Winchester Road	
Client Name	Lake County Division of Transportation
Client Contact	Philip Ruiz, P.E., PRuiz@lakecountyil.gov, (847) 377-7461
Construction Cost	$3,500,000 (Estimated)

We were hired to perform Phase I and II engineering services for the Lake County Division of Transportation (LCDOT). The project involves improvements to the existing, skewed, four-legged intersection of Illinois Route 83 (IL 83) and Winchester Road. IL 83 is under IDOT's jurisdiction and has an existing ADT of 13,000, while Winchester Road is under LCDOT's jurisdiction with an existing ADT of 6,000. The project is currently in Phase II design. The project will address the issues of severe crashes at the intersection and frequent over topping of stormwater on IL 83 that causes the roadway to close. Winchester Road will also be reconstructed where the new alignment deviates from the existing alignment. A dry land bridge is being constructed on Winchester Road to bridge poor soils. The project involves impacts to existing wetlands that are jurisdictional to LCSMC and USACE. Therefore, permits are required from both agencies. The project involves ROW and temporary construction easement acquisition from a total of eight parcels. The project is currently in Phase II design with a scheduled construction in 2022.

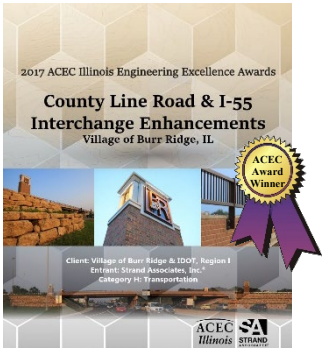
Existing skewed intersection to be realigned, widened, and reconstructed with added turn lanes and traffic signals.

A Dry Land bridge on aggregate piles is proposed to bridge poor soils on Winchester Rd.

Bridge Experience

Vast Phase II Bridge Engineering Experience Provides the Village with Confidence

As a full-service firm, we provide inspection, plan development, design, and construction observation services for bridges, culverts, and other structures. Such projects have included work on the Interstate System, federal and state highways, major urban projects, local roads, and rural highways. We have performed services for more than 500 structures, including bridges of various lengths, retaining walls, box culverts, and multimodal bridges (vehicular, bike/pedestrian, and rail), utilizing a variety of materials and construction procedures. Familiar with projects of all sizes, our roadway and bridge project construction costs have ranged from $10,000 to more than $200 million.



Our bridge projects regular win awards.

Our recent experience enables us to deliver successful and responsible solutions with efficiency. Our staff bring the following expertise to the 143rd Street project:

- Award-winning transportation and bridge design projects
- Phases I, II, and III of federally funded local roads, structure, and roadway projects
- Teamwork relationships with the Illinois Department of Transportation (IDOT) and the Bureau of Bridges and Structures
- Hydraulic modeling and permitting of bridges over waterways

Below is a sampling of our recent state/federally funded, Phase I/II bridge projects. The **bolded projects** are described further below.

Bridge / Structural Project Name	IL Client/District	Project Phase	Funding	Description
Base Line Road over Coon Creek	**DeKalb County, District 2**	**I, II**	**STP-Bridge**	**Single-span, 56-foot-long deck beam bridge with concrete wearing surface**
Hill Road over North Branch Nippersink Creek	**McHenry County, District 1**	**I, II**	**STP-Bridge**	**Two-span precast prestressed concrete (PPC) deck beam, 110 feet long**
South Paw Paw Road Over East and West Branch of Paw Paw Run Creek	DeKalb County, District 2	I, II	STP-Bridge	Two, single-span PPC deck beam bridges, 62 feet long
Business US 20 over CC&P Railroad	IDOT, District 2	I, II	State/Federal	Three-span, steel girder, 239 feet long. Beam repairs, painting, and deck replacement
Eldamain Road over Rob Roy Creek	**Kendall County Highway Department, District 3**	**II**	**Local/Federal**	**58-foot-long, single-span, 27-inch PPC I-beam to replace existing culvert**
Indian Boundary Road over Spring Hole Creek	Village of Plainfield, District 1	I, II	STP-Bridge	Two-cell box culvert
Houbolt Road over Rock Run Creek	City of Joliet, District 1	II	State	Single-span concrete slab, 34 feet long
US 30 over Waubonsee Creek	IDOT, District 1	II	State/Federal	Single-span PPC I-beam bridge, 85 feet long
IL-40 over Hennepin Canal	**IDOT, District 2**	**I, II**	**STP-Bridge**	**Single-span, composite steel plate girder, 79 feet long**
Saint Francis Road over Union Creek	**Village of Frankfort, District 1**	**I, II, III**	**STP-Bridge**	**Three-span PPC deck beam bridge with overlay and prefab pedestrian bridge, 90 feet long**

Bridge / Structural Project Name	IL Client/District	Project Phase	Funding	Description
Kent Road over East Plum Creek	**Stephenson County, District 2**	**I, II**	**STP-Bridge**	**Three-cell box culvert**
Kirk Road over the Union Pacific Railroad	Kane County, District 1	I, II	STP-Bridge	Elimination of 16 spans with two single-span PPC I-beam bridges, a box culvert, and three mechanically stabilized earth (MSE) retaining walls
Joliet/Wilson Street over Kress Creek Bridge Replacement	**West Chicago, District 1**	**I, II, III**	**STP-Bridge**	**Two-cell box culvert**
County Line Road over I-55	IDOT, District 1	II	State/Federal/ ITEP	Four-span continuous, composite steel girder super structure replacement

Base Line Road over Coon Creek – DeKalb County Highway Department, IL

Reference: Nathan Schwartz, P.E., County Engineer, 815-756-9513

This project included complete structure replacement of a 44-foot-long, single-span deck beam bridge. Scope of services consisted of developing a Bridge Condition Report, Hydraulic Report, Project Development Report, roadway and structural plans, and special provisions. The existing bridge was load-posted and constructed in 1960. During the hydraulic investigation, the low beams were adjusted to meet current design standards. The profile was adjusted to accommodate a new structural depth. Guardrail was added on both approaches of the bridges and two field entrances were relocated as part of the project. The project was designed to avoid right-of-way (ROW) impacts. The proposed structure consisted of a 56-foot-long, single-span deck beam bridge with a concrete wearing surface. The abutments consist of reinforced concrete on driven steel piles. Riprap was placed along the streambed and adjacent slope wall for scour protection. The design was completed in accordance with the American Association of State Highway Transportation Officials (AASHTO) Load and Resistance Factor Design (LRFD) specifications.

Project Features:

- Complete bridge replacement with a single-span, PPC deck beam superstructure with concrete overlay
- Creative design avoided ROW or easement acquisitions
- Profile adjustment to accommodate new structural section
- Funded with STP-Bridge funds

Completed Base Line Road Bridge over Coon Creek; a creative design avoided ROW or temporary easement acquisitions.

St. Francis Road over Union Ditch, Phase I, II, and III – Frankfort, IL

Reference: Terry Kestel, Director of Public Works, 815-469-2177

We assisted the Village in securing federal STP-Bridge funds for the major rehabilitation of this three-span bridge structure and performed Phase I, II, and III engineering. The structure was constructed as part of a larger corridor project and completed in 2020. As federal STP bridge funding was used, project development followed BLR procedures. Phase I services included a bridge inspection, topographical survey, hydraulic analysis and report, Bridge Condition Report, Preliminary Bridge and Hydraulic Report, Type, Size, and Location (TS&L) plan, public involvement, permitting, wetland delineation and mitigation, and Project Development Report. Extensive coordination with IDOT's BLR, the Bureau of Bridges and Structures, and FHWA was required to gain approval for a separate pedestrian bridge structure that fit within the guidelines for federal funding.

Phase II included design and PS&E development for major widening and extensive rehabilitation of the existing structure. Future widening of the entire St. Francis Road corridor was planned, and the bridge needed to be widened to match the approach roadway. Existing piers and abutments were widened and the box-beam superstructure replaced to accommodate the widened roadway. The proposed box beam structure included (now standard) reinforced concrete overlay. Decorative railing helped match the aesthetics of nearby neighborhoods. A new single-span pedestrian truss (supported on the widened abutments) was designed to accommodate an added bike path.
Utility coordination efforts resulted in several relocations prior to construction.

Project Features:

- PPC deck beam superstructure replacement with concrete overlay
- Bridge widening, substructure rehabilitation
- Separate, single-span pedestrian bridge
- All phases funded with STP-Bridge funds
- Project had a construction cost of $1.1 million

Three-span PPC deck beam bridge and pedestrian bridge over Union Creek in Frankfort, IL.

Existing bridge – superstructure replacement is proposed.

Hill Road over the North Branch of Nippersink Creek, Phases I and II – McHenry County Division of Transportation, IL

Reference: Joseph Korpalski, P.E., County Engineer, 815-334-4960

This project included replacing a multi-span deck beam structure with a two-span deck beam bridge and reinforced concrete overlay. As federal STP-Bridge funding was utilized, project development followed IDOT BLR procedures. Phase I was processed as a CE-2 and included hydraulic analysis and report, IDOT and FHWA coordination, McHenry County stormwater permitting, and preparation of an Abbreviated Bridge Condition Report and a Project Development Report.

Phase II included developing PS&Es for the bridge, approach roadway, sheet pile retaining walls, and drainage and erosion control measures. Plat development and land acquisition were also included in Phase II. The proposed structure consisted of a two-span box beam structure with a reinforced concrete overlay supported on open abutments and a cap and column pier. Both the pier and abutments were offset from the existing to avoid conflict with existing foundations. The roadway profile was raised to

Project Features:

- Complete bridge replacement with a two-span, PPC deck beam superstructure with concrete overlay
- Tied-back sheet piling walls to reduce floodplain fill
- McHenry County permitting
- Special railing design
- Funded with STP-Bridge funds

meet hydraulic requirements and avoid impacts to the nearby intersection with Bonnie Brae Road. The bridge and approach roadway were widened to accommodate farm implements. Special design isolates the railing from the box beams to address the County's long-term maintenance concerns. This project had a total cost of $1.825 million.

Completed Hill Road Bridge – walls were provided to avoid floodplain fill.

Eldamain Road over Rob Roy Creek, Phase I and II – Kendall County, IL

Reference: Fran Klaas, P.E., County Engineer, 630-553-7616

We were part of a team providing Phase II design services for reconstructing and extending Eldamain Road in Kendall County. We were responsible for designing the structures, drainage, traffic signals, street lighting, erosion control and landscaping improvements, and establishing the maintenance of traffic (MOT). This estimated $50 million project consists of roadway reconstruction, widening, and extending more than 6 miles with two bridge structures and one roundabout. The Rob Roy creek structure included a new 58-foot-long, single-span bridge to replace a triple-cell corrugated metal pipe culvert structure. To reduce long-term maintenance, integral abutments were used to eliminate deck joints. As the structure was located within a horizontal curve, the bridge deck was superelevated. To reduce profile impacts, newly approved shallow 27-inch PPC I-beams were utilized. The new bridge was positioned slightly offset from the existing structure to better match alignment of the creek.

Single-span PPC I-Beam bridge replaced existing triple 60-inch CMP culverts.

Project Features:

- Structure replacement with single-span, composite PPC I-beam bridge
- Bridge widened for additional lane in each direction
- Structure depth minimized using newly approved PPC I-beams
- Construction funded in-part with federal dollars

IL 40 over Hennepin Canal – IDOT District 2

Reference: Becky Marruffo, Studies & Plans Engineer, 815-284-5902

We completed Phase I and II engineering for four stream crossings in IDOT District 2, including IL 40 over the Hennepin Canal in Whiteside County. Although a culvert was originally determined the most economical solution, the structure was replaced with a bridge to better accommodate concerns brought forth by the Illinois Department of Natural Resources (IDNR). Because of the presence of an endangered fish species, a 'natural-bottom' design was necessary. Furthermore, a culvert was thought to have been uninviting for the regionally significant Hennepin Canal Trail that also passes under IL 40 at this location.

A single-span, steel bridge structure was selected as the best-fit alternative. Because of the alignment of both the canal and the trail relative to IL 40, the bridge was heavily skewed at 60 degrees. Extreme hydric soils along the canal necessitated highly specialized abutments that utilized the existing abutment stems to avoid excavation. Sheet piling driven within the canal provided support for the Hennepin Canal Trail that parallels the waterway. High volumes of both vehicles and pedestrians traffic required a

Project Features:

- Complete structure replacement with steel beam structure
- Special construction considerations because of hydric soils
- Multi-staged construction
- Construction funded with federal dollars

comprehensive, multi-stage MOT plan. Because of the presence of a high-voltage electric utility directly over the bridge, constructability was a significant design variable that limited crane heights and other overhead construction activities. Tightly spaced steel beams were used to reduce structure depth so vertical profile impacts were limited to those required for canal hydraulics and bike path vertical clearance. Right of way was acquired in all four quadrants of the bridge to properly widen the bridge and approach roadway.

Selected structure provides appealing view for those traveling on the Hennepin Canal Trail.

Kent Road over East Plum Creek – Stephenson County Highway Department, IL

Reference: Paul Rampenthal, Assistant County Engineer, 815-235-7497

We provided Phase I and II services for the federally funded culvert replacement of a three-cell box culvert that carries Kent Road over Plum Creek. As federal funding was utilized, project development followed BLR procedures. Phase I services included a bridge inspection; topographic and hydraulic pick-up survey; Bridge Condition Report; Preliminary Bridge and Hydraulic Report; Type, Size, and Location Drawings; public involvement; FHWA and IDOT coordination; permitting; wetland delineation and mitigation; and Project Development Report.

Phase II services included developing the PS&Es for the culvert, bridge, approach roadway, and drainage improvements. ROW acquisition from two parcels was required, so plats were developed as part of Phase II services. During hydraulic modeling in Phase I, it was determined that hydraulic and scour conditions would be improved by shifting the culvert 20 feet south to better align with the stream.

Project Features:

- Culvert replacement with a three-cell, cast-in-place box culvert
- Location of culvert was moved approximately 20 feet to better align with the migrated creek
- Construction funded with STP-Bridge

Before and after aerials of Kent Road culvert – natural stream migration after culvert location was shifted.

Box culvert was designed to better align with the stream to improve hydraulic and scour conditions.

With the replacement structure, roadway improvements were also completed, including shallower side-slopes to eliminate guardrail, field entrance relocation, and drainage improvements. Our hydraulics analysis determined that, despite the creek being dry most of the time, the overall bridge opening needed to be enlarged to accommodate the design flow. The culvert was replaced with a three-cell, 9-foot by 30-foot concrete box. This project had a total cost of $227,000.

Joliet/Wilson Street over Kress Creek Bridge Replacement, Phase I, II, and III – West Chicago, IL

Reference: Robert Flatter, Director of Public Works, 630-293-2200

A 130-foot-long, dual-cell box culvert carried Kress Creek through the intersection of Joliet Street and Wilson Street at the south end of the City of West Chicago. We performed Phase I, II, and III engineering for this STP-funded culvert replacement project. As the City's Program Manager, we assisted the City in securing STP-Bridge funds for this project. As federal funding was utilized, project development followed BLR procedures. Phase I included public involvement, a hydraulic analysis and report, DuPage County Stormwater permitting, wetland mitigation, Section 4(f) coordination, and preparation of a Bridge Condition Report and Project Development Report. Phase II included the design and PS&E development of a new box culvert consisting of two 12- by 8-foot cells. Precast construction was allowed as an option and was used by the contractor.

Project Features:

- New box culvert consisting of two 12-by 8-foot cells
- Required extensive permitting through County Stormwater
- Funded with STP-Bridge funds

To satisfy DuPage County Stormwater requirements, an extensive temporary and permanent erosion control plan was needed. Other facets of the project included future bike path accommodations, land acquisition of several parcels, utility relocations and modifications, construction sequencing using both detour and staged construction, and coordination with the Kerr-McGee Superfund site. This project had a total cost of $480,000.

Completed dual-cell box culvert.

Bee Branch Creek Rhomberg Avenue Bridge – City of Dubuque, IA

Reference: Deron Muehring, City Engineering, 563-589-4276

The daylighting of the Bee Branch Creek created an open waterway, linear park, and recreational trail complemented by highly visible structures to revitalize a 1-mile-long urban corridor. The Rhomberg Avenue Bridge was one of several stream crossings with a core purpose of conveying stormwater for flood mitigation. The bridge accommodates multiple transportation modes at the street level and recreational uses beneath the structure.

Project Features:

- High abutments to increase stormwater conveyance and minimize superstructure spans
- Innovative façade panels to provide the illusion of historic limestone arches
- Economical application of form-lined and stained concrete to emulate native materials

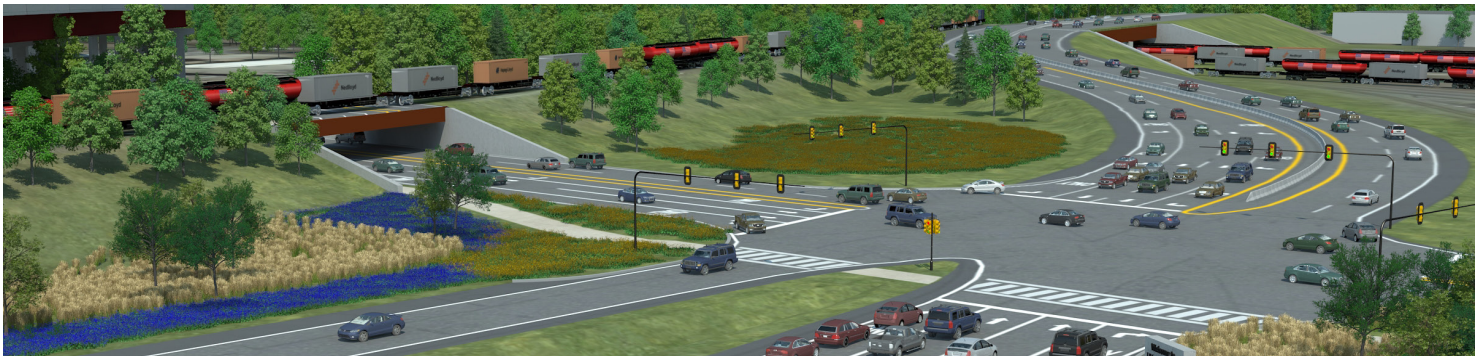
Stunning arch bridge over the Bee Branch River.

The aesthetics and corresponding attention to detail evolved from intentional public outreach and alignment with the City's vision to create a unique user experience and landmark. The bridge superstructure is a standard three-span, 90 feet by 45 feet, continuous concrete slab with innovative precast concrete façade panels. Cantilevered sidewalks with an 8-inch barrier curb and open railings improve visibility of the channel.

Rhomberg Ave.

Stantec Dryland Bridge Experience

Stantec



Elgin-O'Hare Western Access Design Upon Request

DuPage and Cook Counties, Illinois

Stantec was assigned 16 task orders under a design upon request contract for the Elgin-O'Hare Western Access (EOWA) project. Work entailed producing plans, specifications, and estimates for a variety of projects within this corridor.

Task orders assigned under this contract included:

- Design of a western access ramp into O'Hare International airport–Stantec prepared plans, specifications, and cost estimates for a ramp connection from York Road into O'Hare International Airport property. **Due to poor soil conditions in the area, a portion of the ramp pavement will be supported on approximately 700 timber piles ranging from 20 to 43 feet in length.** The new ramp bridge is a steel plate girder superstructure approximately 772 feet in length and includes a curved unit at the West end.
- Railroad coordination–Stantec is providing coordination between the railroads impacted by the EOWA corridor (Union Pacific Railroad, Canadian Pacific Railroad), the Tollway, the Design Corridor Manager, and design section engineers preparing contract plans.
- The Metropolitan Water Reclamation District of the Greater Chicago earthwork and site restoration project–Stantec prepared plans for the removal of earth stockpiled on the MWRD site. Services also included the restoration of the existing land to provide for future Park District activities.
- Building demolition contracts–Stantec prepared contract packages, several of which were small business set-asides consisting of plans, specifications, and estimates for the security fencing of properties and removal of acquired buildings within the corridor to clear the land for the future improvements.
- Landscaping plans for the Elgin-O'Hare–Stantec prepared landscaping plans for 7 miles of the EOWA project. This included coordination with Design Corridor Managers to complete Intergovernmental Agreements and agreements with the local homeowner's associations.
- A feasibility study for alternative routes for the Western Access–Stantec investigated alternative alignments for the western access to determine if impacts could be lessened within the corridor.
- Roadway Design of Hansen Court–Stantec designed a new roadway, Hansen Court, providing a connection between AEC drive and Meacham Road. Activities included: roadway design, drainage design, lighting, pavement marking, and erosion control. Local access to this new roadway had a high priority throughout the design process.
- Site design of a temporary maintenance facility–Stantec designed a temporary maintenance facility to house Tollway employees and vehicles used to maintain the recently constructed portion of the Elgin-O'Hare Western Access. Design activities included: electrical design, site layout, and restoration efforts.
- Lighting design along Elmhurst Road–Stantec provided lighting design plans for Elmhurst Road between Touhy Ave and just south of I-90. These plans were prepared in accordance to local agency standards.
- Design and coordination with Chicago Department of Aviation for a perimeter road and fence–Stantec was involved in the site design to relocate an existing perimeter road and fence on O'Hare Airport property.
- Maintenance of traffic plans at Elmhurst Road and I-90–Stantec prepared final MOT plans and detour plans for the construction of a diverging diamond interchange at Elmhurst Road and I-90.

Client Contact:	Laura Thompson, Illinois Tollway (630) 241-6800 | lthompson@getipass.com
Date Completed:	Ongoing
Project Budget:	$300,000,000
Key Personnel	Rob Tipton, Dan Schriks, Brian Shea, Dave Pieniazek

Stantec

FAP-305 (Palatine Road)

Cook County, Illinois

Stantec provided Phase II design engineering services for the reconstruction of 2.93 miles of four-lane roadway with frontage roads. Also included was the reconstruction and rehabilitation of six bridges and retaining walls.

Stantec was responsible for design surveys; location drainage study; geometric, intersection and interchange design studies; TS&L plans; and construction plans and specifications for the following contracts:

Palatine Road Dry Land Bridge. Work consisted of a new 288 ft long land bridge to support Palatine Road over a region of peat and organic clay soils. The bridge consisted of a 17 inch concrete slab supported on pile bents spaced at regular intervals of 24 feet. Stantec coordinated information between geotechnical and design subconsultants and performed independent quality review checks of the final plans and specifications.

Palatine Road over IL 83. Work consisted of removing a five-span CIP concrete structure and replacing it with a three-span continuous steel structure; replacing concrete approach slabs, jointed concrete, and bituminous pavement; drainage reconstruction; traffic signals; signing; guardrail; pavement marking and landscaping. Stantec coordinated with local villages, led permitting and prepared staging plans to maintain traffic on Palatine Road and IL-83.

Palatine Road under East and West Frontage Roads and Wolf Road. Work consisted of removing and replacing three single-span PPC deck beam superstructures; substructure repairs; replacing concrete approach slabs; bituminous approach slab resurfacing; temporary traffic signals and signal upgrades; pavement marking and landscaping. Stantec coordinated with the adjacent airport, led permitting and prepared detour and staging plans to maintain traffic on Palatine Road and Wolf Road.

Palatine Road over McDonald Creek. Work consisted of completely replacing a double barrel CIP concrete box culvert under six traffic lanes of Palatine Road and frontage roads; complete roadway reconstruction; median reconstruction; temporary and proposed lighting, temporary signal interconnect; storm sewer removal and replacement; drainage adjustments; maintenance of traffic for stage construction; landscaping and erosion control; preparing floodway and 404 permitting, and preparing a storm water pollution prevention plan.

Client Contact:	Issam Rayyan, Illinois Department of Transportation, District 1 (847) 705-4393 | issam.rayyan@illinois.gov
Date Completed:	2013
Project Budget:	$61,000,000
Key Personnel	Brian Shea, Dave Pieniazek

Stantec

Various Phase II Projects

Multiple Locations, Illinois

Stantec provided Phase II design services under a task order agreement with IDOT District One.

Services under the contract included preparing roadway, TS&L, and structure plans; geotechnical borings, investigation, and analyses; supplemental surveys; drainage and utility investigation; detour route plans; applicable permits, and related work required to complete Phase II contract plans. Stantec completed construction documents on numerous bridge/culvert rehabilitation projects as part of this assignment. Task order assignments have included:

Crawford Avenue over I-57, Markham. Phase II design engineering services for the re-decking of the structure carrying Crawford Avenue over I-57.

US 20 over Drainage Ditch, McHenry County. Phase II design engineering for the replacement of a 10' X 7' box culvert under US 20.

Shermer Road over Chicago River, Northbrook. Phase II design engineering for the superstructure replacement of the structure carrying Shermer Road over the middle fork of the north branch of the Chicago River.

Storm Sewer Pipes for Pump Station #24, Rosemont. Phase II design engineering for the design of 84" and 96" outfall sewer pipes serving the newly constructed pump station #24, which collects and discharges storm sewer runoff from the urbanized watershed of the I-190 corridor.

Other assignments included:

- IL 31 over Crystal Lake Overflow
- IL 176 over Drainage Ditch
- Wolf Road over Palatine Road
- 3P Resurfacing Projects
- IL 68 over IL 53
- US 14 and US 41 over North Shore Channel
- Western Avenue over Butterfield Creek
- IL Route 72 over Coon Creek
- IL 50 over I-57
- IL Route 72 and Patten Drive
- US 14 over Kiswaukee River

Client Contact:	Issam Rayyan, Illinois Department of Transportation, District 1 (847) 705-4393 | issam.rayyan@illinois.gov
Date Completed:	2013
Project Budget:	$1,000,000 (design contract value)
Key Personnel	Brian Shea, Dave Pieniazek

Project Team

Project Team Brings Consistency and Unparalleled Relationships with Jurisdictional Agencies for Overwhelming Approval

We are committed to providing the right team for this project. The team's expertise includes the Phase II federally funded local roads experience necessary for this project. The team's effectiveness working with IDOT D-1, the Bridge Office, MWRD, and others is evident with previous project successes.

Our project team often performs Phase II design engineering for projects where a different consultant performed Phase I.

Biographies and resume summaries of key staff proposed for the project team are below. The graphic on the following page outlines the organization of the proposed team. Full resumes are located at the end of this section.

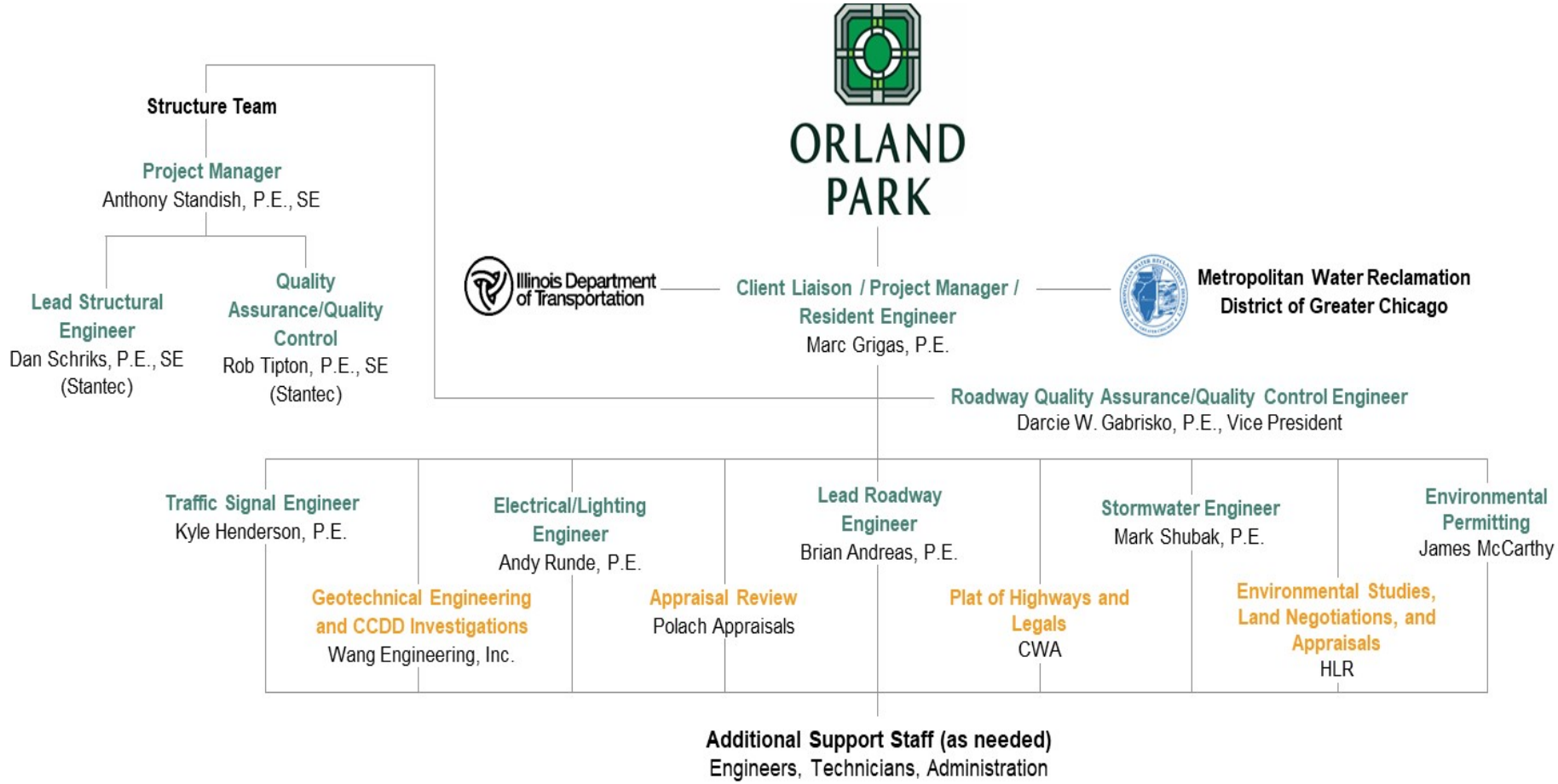
Client Liaison / Project Manager

Marc A. Grigas, P.E., has 18 years of experience (all with our firm) bringing stability and leadership to our project team. He was the Project Manager of the *Ravinia Avenue Roundabout Project* for Phases I, II, and III as well as all other projects shown in the *Project Experience* section. Marc has a vested interest in the project, with deep roots in Orland Park, where he has resided for 25 years. He has driven the project corridor hundreds of times, bringing local knowledge and understanding of the logistics. Marc has managed or been involved with a wide variety of transportation, structural, and municipal engineering projects throughout his career. This combination of disciplines makes him a perfect fit for the Village. Marc has managed design projects ranging from a few thousand dollars to $45 million in overall construction costs. His transportation-related management experience includes locally funded and federally funded Phase I, II, and III projects for local agencies, counties, and IDOT D-1. Marc has a diverse engineering background that covers roadway and intersection geometrics, drainage and hydraulics, permit preparation, and construction.

Marc was the project manager for the Ravinia Ave. Roundabout project in Orland Park and looks forward to showing the Village his leadership on larger projects.

Marc has several impressive certifications, including IDOT Construction Document certification, and has completed IDOT Stormwater Pollution, Erosion, and Sediment Control workshop modules I, II, and III. Marc makes strong contributions to professional societies: he is the former President of the APWA Southwest Branch Chapter and is currently serving as President-Elect for the Chicago Metro Chapter. Marc's leadership positions enable him to network with other leaders in the public works industry to provide unique solutions to problems municipalities may be facing. Marc also contributes to bettering the industry through his involvement on the ACEC-IL's IDOT District 1 Liaison Committee. He worked with the District's Bureau of Design on a full-day seminar regarding IDOT Phase II policies and procedures, which included topics such as PESAs, PESA responses, PSIs, USACE 404 Permits, IEPA 401 permits, and ADA complaint-related designs.

Marc has vast experience working with stakeholders and businesses, made evident by his appointment by the Mayor of Lockport to serve on the Heritage and Architecture Commission for improvements within the historic downtown; he has held this position for the past 4 years. Marc's diverse expertise, project experience, and local knowledge make him an excellent leader for the project.


Structure Team
Project Manager
Anthony Standish, P.E., SE
Lead Structural Engineer
Dan Schriks, P.E., SE
(Stantec)
Quality Assurance/Quality Control
Rob Tipton, P.E., SE
(Stantec)
ORLAND PARK
Illinois Department of Transportation
Client Liaison / Project Manager / Resident Engineer
Marc Grigas, P.E.
Metropolitan Water Reclamation District of Greater Chicago
Roadway Quality Assurance/Quality Control Engineer
Darcie W. Gabrisko, P.E., Vice President
Traffic Signal Engineer
Kyle Henderson, P.E.
Electrical/Lighting Engineer
Andy Runde, P.E.
Lead Roadway Engineer
Brian Andreas, P.E.
Stormwater Engineer
Mark Shubak, P.E.
Environmental Permitting
James McCarthy
Geotechnical Engineering and CCDD Investigations
Wang Engineering, Inc.
Appraisal Review
Polach Appraisals
Plat of Highways and Legals
CWA
Environmental Studies, Land Negotiations, and Appraisals
HLR
Additional Support Staff (as needed)
Engineers, Technicians, Administration

Roadway Quality Assurance (QA)/Quality Control (QC) Engineer

Darcie W. Gabrisko, P.E., Vice President, has been with our firm for 32 years. She currently serves as the Director of Operations for our Joliet office. Darcie has been involved with roadway plan development and design projects her entire career and has experience completing IDOT, Local Agency, County Highway, and Tollway Phase I and II projects involving a wide variety of funding sources. She is a key team member who has experience working closely with Marc on many of the projects he has managed, providing QC services and excellence in engineering for our clients.

Lead Roadway Engineer

Brian M. Andreas, P.E., will serve as the roadway engineer for transportation- and structural-related projects. Brian brings 33 years of transportation engineering experience to the team and has worked on nearly all the large transportation projects for our Joliet office. In his more than three decades of experience, Brian has gained expertise with roadway design involving municipalities, urban roadway designs, public involvement, agency coordination, Utility coordination, and incorporating municipal utilities in the plans, specifications, and estimates (PS&E).

Traffic Signal Engineer

Kyle Henderson, P.E., will serve as the Traffic Modeling and Signals Engineer for this project. He has more than 14 years of experience (all with our firm) in traffic operations and modeling, safety analysis, intersection design, and design of traffic control devices. He has a proven record of collaborating with team members on projects large and small, as well as coordinating with public agencies to track and resolve project issues with solutions tailored to the individual intersection needs. Kyle has assisted Marc with traffic signal warrant analysis, loop replacement, intersection control design, traffic modeling services, and IDS preparation on several projects throughout northeastern Illinois with IDOT D-1. Kyle has designed traffic signal projects that have been federally funded and involved IDOT D-1 coordination. He is familiar with traffic signal warrant analysis and loop replacements needed for resurfacing of roadways. In addition, he is familiar with using Highway Capacity Software (HCS), Synchro and SimTraffic, VISSIM, Paramics, MicroStation, GEOPAK Road, and AutoTURN.

Stormwater Engineer

Mark K. Shubak, P.E., will function as the lead stormwater engineer. He has 27 years of experience as a stormwater and water resource engineer, including hydrologic and hydraulic analyses using a variety of software packages; planning, design, and construction administration of stormwater conveyance and storage facilities; floodplain and floodway studies/mapping; Phase I and II NPDES stormwater permitting; grant writing; and streambank restoration planning and design.

Environmental Permitting

James R. McCarthy has more than 30 years of experience with vegetation surveys and ecological restoration. James will be the lead scientist for wetlands permitting as it relates to the box culvert extension. He has delineated wetlands on more than 250 sites. He is our firm's biologist and environmental specialist and will assist with project evaluation and assessments regarding wetlands, environmentally sensitive areas, permitting, and agency coordination.

Electrical/Lighting Engineer

Andrew J. Runde, P.E., has 31 years of consulting experience with street lighting design. Andy has served as Lead Electrical Engineer and Project Manager for our Illinois federally funded local roads and IDOT D-1 project roadway lighting projects. He was the lead designer for the street lighting for all projects outlined in the experience section.

Structure Team

Structural Project Manager

Anthony J. Standish, P.E., S.E., Senior Associate, will serve as the Structural Project Manager. He is the structural and transportation Discipline Coordinator for our Joliet office and brings more than 23 years of transportation and local structural engineering experience to this project. He has led major local bridge, structure, and roadway projects for Kane County, McHenry County, DuPage County, Kendall County, DeKalb County, and many municipalities. His projects have ranged from small culvert replacements to major highway and bridge reconstruction projects, with construction costs up to nearly $120 million. Tony's design experience will be an asset to this project, which has many different structural components such as box culverts, retaining walls, and noise walls. Tony's experience with many types of retaining walls for fill and cut conditions in varying soils will bring comprehensive solutions throughout the corridor.

Lead Structural Engineer (Stantec)

Robert Tipton, P.E., S.E., will be the lead structural engineer. He has 14 years of experience on a wide variety of highway bridge projects, including dryland bridge design. His core strengths include performing finite element analysis, seismic analysis, and the design and detailing of post-tensioning for bridge structures. In addition, Mr. Tipton is experienced in Value Engineering and in performing project risk analysis to ensure appropriate funding levels are secured by the owner, having used these skills on numerous projects for various state agencies.

Structural QA/QC Engineer (Stantec)

Dan Schriks, P.E., S.E., will perform QA/QC on the dryland bridge design. Dan is an experienced structural engineer with a focus on large highway bridge projects. His work ranges from establishing project scope and managing budgets to designing a plethora of various superstructure and substructure elements. He tries to take a practical approach to everything he designs. Understanding that the most straightforward simple solution should be tried first. If the simple solution is shown to be inadequate for the problem at hand, only then should more complex analysis and solutions be implemented.

Successful Relationships with Proposed Subconsultants Supports Ability to Meet Project Objectives

Our proposed subconsultants have all worked with us countless times to deliver the same type of services. Our proposed land acquisition team is well-versed in the federally funded process and are the same subconsultants that worked on the *Ravinia Avenue Roundabout Project* and were successful in quickly acquiring the necessary right of way for the project, assisting in timely construction.

We regularly work with Stantec on large projects for the IL Tollway.

Geotechnical Engineering and CCDD Investigations

Wang Engineering, Inc. provided geotechnical engineering for the Village in Phase I and will provide supplemental geotechnical engineering as necessary. Wang will also perform the Preliminary Site Investigation needed as identified in the Phase I report.

Plat of Highways and Legals

Claassen, White & Associates P.C., (CWA) is a local, Will County, Disadvantaged Business Enterprise (DBE) firm with extensive experience in surveying and right-of-way plat development. We have developed a good working relationship with CWA and consider them an extension of our firm because of their excellent work and timely delivery.

Environmental Studies, Land Negotiations, and Appraisals

Hampton Lenzini and Renwick, Inc. (HLR) is IDOT prequalified to perform Preliminary Environmental Site Assessment (PESA), land negotiations, and appraisals as required for this project.

Appraisal Review

Polach Appraisals is IDOT prequalified to perform appraisal reviews as required for this project.

Resumes

Client Liaison/Project Manager

Marc A. Grigas, P.E.

Roadway Quality Assurance (QA)/Quality Control (QC) Engineer

Darcie W. Gabrisko, P.E., Vice President

Lead Roadway Engineer

Brian M. Andreas, P.E.

Traffic Signal Engineer

Kyle R. Henderson, P.E.

Stormwater Engineer

Mark K. Shubak, P.E., CFM, Senior Associate

Environmental Permitting

James R. McCarthy

Electrical/Lighting Engineer

Andrew J. Runde, P.E., Senior Associate

Structural Project Manager

Anthony J. Standish, P.E., S.E., Senior Associate

Lead Structural Engineer (Stantec)

Robert Tipton, P.E., S.E.

Structural QA/QC Engineer (Stantec)

Dan Schriks, P.E., S.E.

Geotechnical Engineering and CCDD Investigations – Wang Engineering, Inc.

Corina Farez, P.E., PG, Principal-in-Charge

Mickey Snider, P.E., Senior Geotechnical Engineer/Technical Manager

Marc A. Grigas, P.E.

AREAS OF EXPERTISE

- Transportation Engineering
- Traffic Analysis
- Construction Management/Resident Engineering
- Agency Coordination and Public Involvement
- City/Village Engineering

PROFESSIONAL EXPERIENCE

Experience in the field of transportation engineering with emphasis on highway and roundabout planning and design, and agency coordination. Coordinated planning and design efforts on numerous projects as project manager and project engineer for projects with Illinois Department of Transportation (IDOT), Illinois Tollway, and on federally funded local roads projects.

Project Management and Engineer for Transportation Planning and Design experience includes converting existing two-lane roadways to up to six-lane highways to increase capacity. Projects involve urban, suburban, and rural areas in lengths from 0.1 mile to 10 miles. Construction costs ranged from $0.1 million to $24 million. Services included road and bridge plan preparation; environmental evaluations; agency coordination, including wetland mitigation; right of way plats and coordination; and utility coordination.

Traffic Analyses and Urban and Rural Highway Planning and Design experience includes capacity analyses; evaluation and development of Intersection Design Studies; and development of plans, specifications, and estimates. Design experience also includes urban and rural project sites, right-of-way plans and plats, pavement structure design, roundabouts, staged construction, and complex maintenance of traffic plans.

Construction Management experience includes construction management of projects up $2 million, including underground utilities, roadway widening, and roadway reconstruction, and involving various types of funding such as Surface Transportation Program, Motor Fuel Tax, TIF, ITEP, and local funding.

Agency Coordination and Public Involvement experience working with the Illinois Department of Natural Resources, Army Corps of Engineers, CMAP, and IEPA for wetland, waterway, and water quality impact assessments. Coordination of avoidance, minimization, and mitigation measures. Coordination with soil and water conservation districts and Illinois Department of Agriculture.

Public Involvement responsibilities include preparing for and making presentations at public hearings, one-on-one meetings with elected officials, local business owners, and private citizens; and working with local units of government for cost-sharing on highway improvements.

City/Village Engineer experience includes four years as a consultant city engineer working with local units of government to implement public works and engineering-related projects. Experience with roadway reconstruction, resurfacing, and widening projects using Motor Fuel Tax funds, residential and commercial subdivision review and oversight, infiltration and inflow studies, sanitary sewer design, comprehensive sanitary sewer conveyance studies, construction specification development, site layout and grading, stormwater management design, storm sewer design, water main design, and revision of municipal subdivision ordinances.

Recent IDOT District 1 Project Management highlights:

- IL 47 at IL 176, Phase II - 1.8-mile Add Lanes and Reconstruction, IDOT and Lakewood, Illinois – estimated construction cost $35 million.
- Phase II Various-Various Contract, $1.5 million in engineering fees involving 33 work orders.

YEARS OF EXPERIENCE

18

YEARS WITH FIRM

18

EDUCATION

B.S. Civil Engineering – Purdue University, Indiana, 2003

REGISTRATION

Professional Engineer In Illinois

Marc A. Grigas, P.E.

- US 30, Phase II – 2.8-mile Highway Add Lanes and Reconstruction, IDOT, Montgomery, and Oswego, Illinois – Construction cost $22.3 million
- US 20, Phase II – 0.75-mile Highway realignment, IDOT, Mareno, Illinois – Construction cost $5.2 million
- US 30 at I-55, Phase II – Exit Ramp Widening, IDOT, Joliet, Illinois – Construction cost $2.5 million

Recent Local Agency Project Management and Resident Engineering highlights:

- Eldamain Road Roadway Extension, Phase II, Kendall County Highway Department – 5-mile roadway extension and reconstruction over the Fox River. As a subconsultant, we provided drainage, traffic signal, street lighting, MOT, bridge design, and sediment and erosion control design. Anticipated Construction Cost: $50 million.
- Garfield Avenue, Phases I, II and III, Lockport, Illinois – 1,800 feet of roadway realignment. Construction cost $1.1 million. STP Funded. Awarded the 2016 APWA Southwest Branch Transportation Project of the Year, $5 million or less.
- Read Street, Phases I, II and III, Lockport, Illinois – 2,800 feet of roadway reconstruction. Estimated construction cost: $2.0 million. STP funded.
- Dove Drive, Phase I and II, Channahon, Illinois –1,800 feet of roadway reconstruction and widening and 2,000 feet of resurfacing. Estimated construction cost: $2.0 million. STP funded.
- Hunt Club Road Roundabouts, Phase II, Lake County Division of Transportation, Old Mill Creek, Illinois – Construction cost: $2.6 million. CMAQ-funded, 2013 ACEC Special Engineering Achievement Award.
- Ravinia Avenue Roundabout, Phases I, II, & III, Orland Park, Illinois – Village's first public roundabout and in front of the Village Hall complex, consisting of 1,500 feet of roadway reconstruction and bike path addition. Estimated Construction cost: $2.1 million. STP funded.
- Houbolt Road and I-80 Diverging Diamond Interchange, Phase I and II, City of Joliet – 1-mile roadway widening and reconstruction with DDI interchange modifications. As a subconsultant, we provided design for drainage, detention basin, compensatory storage basin, a bridge, four retaining walls, and sediment and erosion control design. Estimated construction cost: $32 million.
- Village Hall Parking Lot and Complex Improvements, Orland Park, IL - New layout of Village Hall parking lot, resurfacing of 3 other parking lots, new ornamental lighting with security cameras, ornamental bollard lighting, ADA upgrades, and added outdoor stairs. Construction Cost of $1.55 million.
- Gary Avenue Great Western Trail, Phase II, DuPage County DOT - 3.1 miles of new HMA trails and 1,000 feet of new sidewalk. Two new railroad crossings. Three retaining walls that were cast-in-place or modular block. $2.4 million construction cost.

PROFESSIONAL AFFILIATIONS

- American Public Works Association – President-Elect for Chicago Metro Chapter
- American Council of Engineering Companies (ACEC)

CERTIFICATIONS

- IDOT Documentation of Contract Quantities Certified
- IDOT Stormwater Pollution and Erosion and Sediment Control – Modules I, II, and III

INDIVIDUAL AWARDS

- American Public Works Association – 2017 Southwest Branch Young Leader of the Year
- American Public Works Association – 2017 Chicago Metro Chapter Young Leader of the Year

MUNICIPAL GOVERNMENT INVOLVEMENT

- Heritage and Architecture Commission Member – City of Lockport, Illinois 2016-2020

Darcie W. Gabrisko, P.E.
Vice President

AREAS OF EXPERTISE

- Municipal Engineering
- Urban/Rural Highway – Phase I Planning and Design
- Transportation Engineering
- Signal Planning and Design
- Public Involvement

PROFESSIONAL EXPERIENCE

Experienced in the field of transportation engineering with emphasis on highway planning and design, agency coordination including railroads and utilities, CSS public involvement, and environmental reports. Coordinated planning and design efforts on numerous projects as project manager and quality control (QC) engineer.

Experience includes converting existing two-lane roadways to four-lane freeway/expressway and widening facilities to increase capacity. Projects involve urban, suburban, and rural areas of lengths from 0.5 miles to 10 miles. Construction costs range from $100,000 to $150 million, experience includes:

- **Project Manager for IDOT IL 47 Environmental Assessment (EA) Corridor Study, US 14 to Charles Road** widen and reconstruct 5 miles of IL 47 through Woodstock. Complete Phase I Study including Combined Design Report, EA, agency coordination, eight intersection design studies, five multilane roundabouts, CSS public involvement, more than 200 coordination meetings, three public meetings and a public hearing.
- **Project Manager for Phase I, QC for Phase II for Lake County DOT Hunt Club Road** – Corridor widening of 0.5 miles, added two roundabouts, bike path, lighting, and drainage improvements.
- **Project Manager for Illinois Tollway Planning and Design SB I-94, IL Route 60 to IL Route 137** – Widen and reconstruct 5 miles, concept plans and PS&E. Includes two railroad crossings and one total interchange reconstruct. Also provided QC for NB Section.
- **Project Manager for ITEP Funded Bridge Street Phase I, and QC for Phase II** – 4,800-foot multiuse path including retaining walls, pedestrian bridge over I&M Canal, temporary bicycle boulevard, public coordination, land acquisition, ADA ramps, IDNR permit, and PS&E.
- **Project Manager for IDOT Phase I ADA** – Evaluated and provided ADA improvement plans for more than 1100 curb ramps in Lake, McHenry, Kane, DuPage, and Will Counties.

Environmental Documents – Involved with a variety of environmental documentation, including Categorical Exclusions, ECAD and EAs. Expertise in NEPA processes, as well as necessary federal and state agency coordination.

Traffic Analyses, Urban and Rural Highway Planning and Design experience includes capacity analyses, signal timing, evaluation, and development of intersection design studies, interchange design study exhibits, interchange design plans, and development of plans, specifications, and estimates for same. Experienced with urban and rural staged construction and complex maintenance of traffic plans.

Agency Coordination and Public Involvement Experience working with the IDNR, USACE, CMAP, IEPA, IDOA, Soil and Water Conservation Districts, railroads and others. Projects include wetland, waterway, and water quality impact assessments. Coordination of avoidance, minimization, and mitigation measures.

Public Involvement responsibilities include CSS and preparing for and making presentations at Citizens Advisory Group, Public Hearings, public informational meetings, one-on-one meetings with elected officials, local business owners, and private citizens; working with local units of government for cost-sharing on highway improvements; and preparing news releases for the media.

YEARS OF EXPERIENCE
32

YEARS WITH FIRM
32

EDUCATION
M.S. Transportation Engineering – Marquette University, Wisconsin, 1988

B.S. Civil Engineering – Marquette University, Wisconsin, 1987

REGISTRATION
Professional Engineer in Illinois and Michigan

Darcie W. Gabrisko, P.E.
Vice President

City/Village Engineer experience includes 11 years serving as a consultant village engineer working with local units of government to implement public works and engineering-related projects. Services also include one-on-one meetings with elected officials, local business owners, and private citizens, as well as presentations at public meetings. Experience with budget preparation, ordinance review and development, long-range utility planning, annexation processes, TIF districts, municipal infrastructure planning and design, and funding alternatives.

Bridge Rehabilitation/Reconstruction Planning and Design experience includes bridge inspections, hydraulic reports, development of bridge condition reports, type, size, and location studies, opinion of probable costs.

Construction Observation experience includes providing observation services for the construction of wastewater treatment facilities, water main, sanitary sewer, stormwater management facilities, storm sewer, urban and rural roadways.

PROFESSIONAL AFFILIATIONS
(Partial Listing)

- American Council of Engineering Companies (ACEC) – IL 1996 – Present Past President, Board Member, Chair-Various Committees, National Fellow
- American Public Works Association – 1990 – Present. Past Chicago Chapter Scholarship Chair and Southwest Branch President
- Illinois Road and Transportation Builders Association – 2011 – Present. Will County and Lake County Co-op Committee Member

Brian M. Andreas, P.E.

AREAS OF EXPERTISE

- Project Management
- Environmental Assessment
- Transportation Design
- Agency Coordination
- Highway Planning
- Public Involvement, Reports and Right of Way (ROW) Plats

PROFESSIONAL EXPERIENCE

Experienced in the field of transportation engineering with emphasis on project management, highway design, agency coordination, and public involvement. Coordinated design efforts on numerous projects as Project Manager, Assistant Project Manager, and Project Engineer.

Project Management and Transportation Planning experience includes converting existing two-lane roadways to four-lane freeway/expressway facilities to increase capacity. Projects involve urban, suburban and rural areas of lengths from 0.5 miles to 280 miles. The scope of services of these projects has included route location study, road and bridge plan preparation, environmental assessments, extensive agency and public involvement, railroad and utility coordination, wetland mitigation, ROW plats, and ROW acquisition.

Recent projects include:

- **I-294, 75th Street to I-55 Ramps**, Cook County, Illinois
- **US 41, WIS 26-WIS 21,** Winnebago County, Wisconsin
- **WIS 116,** City of Omro, Winnebago County, Wisconsin
- **US 141 (Velp Avenue),** Brown County, Wisconsin
- **I-88, US 52 to Midway Road,** Lee County, Illinois
- **US 12, Sauk City,** Middleton, Dane County, Wisconsin
- **US 41, Interstate Conversion, Milwaukee,** Green Bay, Wisconsin
- **I-94 Corridor Study Hudson,** Oconomowoc, Wisconsin
- **Sand Lake Road,** City of Onalaska, La Crosse, Wisconsin

Urban and Rural Design experience includes reconstruction, rehabilitation, and resurfacing projects on the Interstate, Tollway, state highway, and local road systems.

- **Design upon Request, Illinois Tollway** – QC review for pavement repairs, parking lot rehabilitation, ramp improvements, drainage improvements, and signage upgrades.
- **IL 47 South of the east leg of IL 176 to north of the west leg of IL 176, IDOT District 1** – Assisted in the design development of the construction staging and QC review for the reconstruction of IL 47 from two-lane to a four-lane divided section including intersection improvements.
- **US 30, Briarcliff Road to US 34, IDOT District 1** – QC review for widening of US 30 from two-lane to a four-lane divided section.
- **I-88 Reagan Memorial Tollway, Lee County** – QC review for reconstruction and resurface of I-88 from Dixon to Rochelle.
- **I-94 Reconstruction, Illinois Tollway** – QC review for maintenance of traffic for the I-94 widening from IL-60 to IL-137. Project included a new interchange at IL-176, three mainline structures, and several overpass bridges.

Environmental Assessments for highway projects including major highway projects requiring comprehensive Type II documents to address impacts of the ecology of wetlands, uplands and waterways; archaeological and historical sites; social and economic impacts to residential and industrial and communities; and air and noise quality. Secondary road projects required in-depth Environmental Report documents using screening worksheets. Type II documents include:

- WIS 29, Marathon County, Wisconsin
- Gateway Boulevard, Beloit, Wisconsin

YEARS OF EXPERIENCE

33

YEARS WITH FIRM

33

EDUCATION

B.S. Civil/Environmental Engineering – Purdue University, West Lafayette, Indiana, 1987

REGISTRATION

Professional Engineer in Illinois and Wisconsin

Brian M. Andreas, P.E.

- Velp Avenue, Green Bay, Wisconsin
- WIS 96, Outagamie County, Wisconsin
- WIS 35, Crawford County, Wisconsin
- WIS 54, Black River Falls, Wisconsin

Public Involvement responsibilities include coordinating and holding public hearings, making presentations at public informational meetings, working with local units of government for cost-sharing on highway improvements, and preparing news releases for the media.

Agency Coordination experience with the Wisconsin Department of Natural Resources (WDNR), Fish and Wildlife Service, and U.S. Army Corps of Engineers for wetland, waterway, uplands, and endangered species impact assessment, avoidance, minimization, and mitigation. Coordination with Department of Agriculture and Natural Resources Conservation Service for assessment of agricultural impacts and preparation of Agricultural Impact Statements. Historical and archaeological sites from surveys, Determination of Eligibility and solving adverse impacts to complete the 106 process with the State Historical Society. Coordination with Bureau of Aviation for impacts to airports.

Report experience covers Pavement Design Reports (PDR) for asphaltic and concrete pavements including life-cycle cost analysis, Encroachment Reports, Design Justification Reports, and Design Study Reports (DSR) for highway projects, and comprehensive Deficiency Summary Reports for highway projects.

ROW experience for highway projects. Parcels involved fee acquisition, permanent and temporary easements, access rights, and utility release of rights. Plat services including writing legal descriptions and staking of appraisals and permanent monumentation.

Kyle R. Henderson, P.E.

AREAS OF EXPERTISE

- Transportation Engineering
- Roundabout Design
- Traffic Modeling and Analysis
- Intersection Design Study
- Traffic Signal Design

PROFESSIONAL EXPERIENCE

Traffic Signal Planning and Design experience includes completing numerous traffic signal planning and design projects in multiple states. The tasks included in these projects were horizontal and vertical geometrics, permanent and temporary traffic signal equipment placement, and determining traffic signal timing parameters.

Traffic signal planning and design locations include the following:

- Exchange Street at IL-394 – Crete, Illinois – Will County DOT
- Wolf Road at Joliet Road & 79th Street, Indian Head Park and Burr Ridge, Illinois – Village of Indian Head Park and CCDOTH
- Four traffic signals along IL 47 – Woodstock, Illinois - IDOT D-1
- IL 47 and IL 176 West and IL 47 and IL 176, East south of Woodstock, Illinois - IDOT D-1
- Kirk Road and IL 38 and Kirk Road and Cherry Lane, Kane County DOT – Kane County, Illinois
- IL 83 and Winchester Road – Lake County, Illinois - LCDOT
- Gary Avenue and North Avenue – Kane County, Illinois DuPage County, Illinois – Kane County, Illinois - DuPage County DOT
- I-39 and WIS 11 (Avalon Road) Diverging Diamond Interchange – Janesville, Wisconsin
- Madison Beltline and Verona Road Single Point Interchange – Madison, Wisconsin
- Verona Road and County PD Single Point Interchange – Fitchburg, Wisconsin
- Theater Road and Midwest Drive in – Onalaska, Wisconsin

Intersection Design Study experience includes completing more than 60 Intersection Control Evaluations in numerous states and completing more than 20 IDOT Intersection Design Studies.

Intersection Design Study locations include the following:

- Nine IDS's along IL 47 – Woodstock, Illinois
- Three IDS's along Wolf Road – Indian Head Park and Burr Ridge, Illinois
- Two IDS's at IL 47 and IL 176 south of Woodstock, Illinois
- Two IDS's along Kirk Road – Kane County, Illinois
- IL 83 and Winchester Road – Lake County, Illinois
- I-39 and WIS 11 (Avalon Road) – Janesville, Wisconsin
- WIS 19/WIS 113/County I – Westport, Wisconsin
- Chillicothe Street and 2nd Street – Portsmouth, Ohio
- WIS 69 and County PD – Paoli, Wisconsin
- WIS 38 (Northwestern Avenue and Spring Street – Racine, Wisconsin

Traffic planning experience includes the preparation of traffic impact studies, corridor improvement planning studies, and intersection traffic analysis for several projects, including the following:

- IL 47 Phase 1 – Woodstock, Illinois
- Wolf Road Phase 1 - Indian Head Park and Burr Ridge, Illinois
- US 41 Interstate Conversion – Southeastern and Northeastern Wisconsin
- WIS 100 Traffic Study – Milwaukee County, Wisconsin
- WIS 172 Corridor Study – Green Bay, Wisconsin
- Floyd County Thoroughfare Plan – Floyd County, Indiana
- I 39 and WIS 11(Avalon Road) Diverging Diamond Interchange – Janesville, Wisconsin
- Madison Beltline Planning and Environmental Linkages (PEL) Study – Madison, Wisconsin

YEARS OF EXPERIENCE

15

YEARS WITH FIRM

15

EDUCATION

B.S. Civil Engineering – University of Wisconsin-Platteville, 2006

REGISTRATION

Professional Engineer in Illinois

Professional Engineer in Wisconsin

Kyle R. Henderson, P.E.

- Montgomery Road and SR 126 Interchange Conversion – Montgomery, Ohio

Duties included collecting field traffic data, preparing traffic forecast reports, assembling traffic data, performing traffic modeling, and preparing reports.

Traffic Modeling and Analysis – Proficient in traffic modeling and analysis programs, including Synchro/SimTraffic, HCS, SIDRA, RODEL, Paramics, and VISSIM. Kyle has developed and evaluated several extensive and detailed traffic models including the following:

- HCS, Synchro, and SIDRA models for 12 intersections along IL 47 – Woodstock, Illinois
- Paramics model of I-94 in St. Croix County Wisconsin from the Minnesota State Line to the US 63 Interchange, including 23 miles of freeway, five service interchanges, two system interchanges, and numerous traffic signal and roundabout intersections. The analysis includes 3 years (existing, 2020, and 2040) and four analysis periods (AM peak flow, PM peak flow, Friday PM peak flow and Sunday AM peak flow).
- Synchro and SIDRA analysis of the I-39 and WIS 11 Diverging Diamond Interchange.
- VISSIM model of WIS 125 from County CB through Perkins Street, a distance of 3.3 miles.
- A detailed VISSIM model of IL 47 and Lake Avenue in Woodstock including pedestrian crossing simulations for use at Public Involvement Meetings

Roundabout Design experience includes all horizontal and vertical geometry to achieve desirable critical design parameters. Roundabout design locations include the following:

- Five roundabout intersections along IL 47, Woodstock, Illinois
- Ravinia Avenue and 147th Street, Orland Park, Illinois
- STH 55 and CTH CE, Kaukauna, Wisconsin
- Sand Lake Road and Riders Club Road, Onalaska, Wisconsin
- Northwestern Avenue (STH 38) and Spring Street, Racine, Wisconsin
- Northwestern Avenue (STH 38) and High Street/Albert Street, Racine, Wisconsin
- USH 12 and STH 120 Interchange, Lake Geneva, Wisconsin
- Janesville Road (STH 24) and Forest Home Avenue, Hales Corners, Wisconsin
- USH 51 and STH 138, Stoughton, Wisconsin
- USH 51 and Hoel Avenue/Silverado Drive, Stoughton, Wisconsin

PROFESSIONAL AFFILIATIONS

- Institute of Transportation Engineers (ITE)

Mark K. Shubak, P.E., CFM
Senior Associate

AREAS OF EXPERTISE

- Stormwater Management and Permitting
- Floodplain and Floodway Studies
- Hydrologic and Hydraulic Modeling
- Highway Drainage Engineering
- Municipal Engineering
- Site Civil Planning and Design

PROFESSIONAL EXPERIENCE

Stormwater Management and Permitting experience includes stormwater master planning, conservation and sustainable site design, stormwater conveyance and storage facility design for residential and commercial developments, soil erosion control design and monitoring, stormwater review engineer for municipal and county governments, and permitting experience with various municipalities, counties, and regulatory agencies. Performed permitting/planning services that included stormwater system mapping, stormwater and erosion control ordinances, public information and education programs, illicit discharge detection and elimination, stormwater pollution prevention plans (SWPPs), annual reporting and stormwater quality management planning including Stormwater Best Management Practice (BMP) alternatives analysis and design.

Stormwater Utility experience includes assisting municipal clients with development of stormwater utility feasibility studies and implementation plans, performing stormwater utility rate studies and cash flow analyses, leading and facilitating stormwater utility task force groups and technical advisory committees, generating public education and information programs, drafting stormwater utility ordinances and credit policies.

Best Management Practice Evaluation and Design experience includes managing wet weather with various stormwater green infrastructure technologies such as wet detention basins, bioretention ponds, constructed wetlands, infiltration basins, vegetated swales, rain gardens, green roofs, rain harvesting, downspout disconnection, permeable pavements, and establishment of riparian buffers.

Floodplain and Watershed Management experience includes hydraulic and hydrologic modeling, watershed planning, shoreline and streambank stabilization/restoration, bridge hydraulics, floodplain and floodway analysis, floodplain mapping, and FEMA NFIP requirements and standards.

Streambank Restoration Project experience includes several projects in Wisconsin, Illinois, Iowa, and West Virginia to restore highly degraded urban streams. These projects incorporated the following streambank restoration techniques: vegetated geogrids, vegetated boulder revetments, sack gabions, gabion mattress, instream ledge rock drops, coir fiber rolls, riprap, erosion mat (temporary and permanent), articulated concrete blocks, and in-line stormwater treatment devices. Project highlights have included serving as the lead stormwater and hydraulic engineer on the $25 million Bee Branch Creek Restoration project in the City of Dubuque, Iowa.

Bridge Hydraulics experience includes hydraulic survey, hydrologic and hydraulic modeling, floodplain analysis, scour analysis, and Hydraulic Reports. Projects include:

- Four Bridges, IL 40, IL 92, and IL 84 over various waterways, IDOT District 2.
- Four Bridges on IL 64 over various waterways, IDOT District 2
- Three Bridges in District 5, IL 47 over Sangamon River and twin structures for I-74 over the Little Kickapoo Creek, IDOT District 5.
- Joliet Road/Wilson Street over Kress Creek, City of West Chicago, Illinois.
- Hydrologic and Hydraulic Modeling Design Software knowledge includes HEC-RAS, HEC-HMS, HEC-1, TR-20, TR-55, FEQ, HEC-2, Hydraflow Storm Sewers, StormCAD, and HY8.

YEARS OF EXPERIENCE
28

YEARS WITH FIRM
21

EDUCATION
B.S. Civil Engineering – University of Wisconsin-Platteville, 1993

REGISTRATION
Professional Engineer in Wisconsin, Illinois, Iowa, Ohio, and Texas

Certified Floodplain Manager

Mark K. Shubak, P.E., CFM
Senior Associate

Roadway/Highway Design experience includes urban and rural projects, location drainage studies, project reports, roadway reconstruction, rehabilitation, utility relocations, geometrics, site grading plans, roadside ditch design, and culvert design. Project highlights include:

- US 34 Phase II, IDOT District 4, Carmen Road to TR 111 reconstruct 10-mile corridor on new alignment from two-lane rural to four lane divided.
- Torrence Avenue Phase I, IDOT District 1, 3-mile urban corridor widening and reconstruct.
- I-88 Open Road Tolling conversion at Dixon and DeKalb plazas. Reconstruct Annie Glidden Road interchange components and toll collection facility. Convert Dixon exit to free movement.
- I-94 IL Route 60 to IL Route 137, Illinois Tollway, widen and reconstruct 5 miles, concept plans and PS&E.
- Hydraulic Analysis of Structures – Various Projects in Illinois, Wisconsin, and Indiana

Highway Drainage Engineering experience includes comprehensive stormwater drainage analysis and design for major highway and bridge projects for WisDOT, IDOT, and Illinois State Tollway. Projects have included stormwater master planning and design for the Open Road Tolling Plazas in DeKalb and Dixon, Illinois, Highway 51/29 corridor in Marathon County, Wisconsin, Highway 12 between Baraboo and Lake Delton, Wisconsin, and Verona Road/West Madison Beltline in Madison, Wisconsin.

Municipal Engineering experience includes design and construction of urban and rural streets, sanitary sewers, water mains, and stormwater conveyance and storage facilities as well as intercepting sewers and separation of combined sewers, construction observation and contract administration, and review of new development site plans and improvement plans for municipalities.

Site Civil Planning and Design experience with major site development projects involving parking, grading, soil erosion and sedimentation control, stormwater drainage and management, lighting, traffic, permitting, landscaping, utilities, and roadway systems with commercial, industrial, institutional, and/or retail developments.

Specific Project experience:

- **Lick Run Valley Conveyance System Planning and Design – Metropolitan Sewer District of Greater Cincinnati, Ohio** – Lead stormwater and hydraulics engineer during our planning and design phases to develop wet weather control strategies for stormwater conveyance as an alternate approach for CSO control within the Lick Run watershed. Mark has performed the hydrologic and hydraulic modeling, for both planning and design, of approximately 55,000 feet of storm sewer conveyance facilities, 5,600 feet of restoration to the historic Lick Run corridor, and numerous stormwater green infrastructure techniques throughout the watershed. Mark is currently serving as the Channel Team Leader for the design of the Lick Run Valley conveyance channel. In addition, he oversaw the water quality analysis for the proposed Lick Run solution utilizing WinSLAMM.
- **Bee Branch Channel Restoration – City of Dubuque, Iowa** – Lead stormwater and hydraulic engineer for this $45 million project providing flood relief for 1,155 properties including construction of 4,500 feet of open waterway, performing dynamic hydrologic and hydraulic modeling using XPSWMM-2D, planning and design of the open waterway, developing flood profiles and floodplain mapping, implementing stormwater green infrastructure measures, and permitting coordination.
- **Master Stormwater Services Contract – WisDOT** Project Manager and lead stormwater engineer for numerous *on-call* stormwater and hydraulic planning and engineering projects that included MS4 stormwater permit compliance, Illicit Discharge Detection/Elimination program development, stormwater system mapping, and hydrologic and hydraulic planning and design.

PROFESSIONAL AFFILIATIONS

- American Society of Civil Engineers
- Illinois Association of Floodplain and Stormwater Management
- Wisconsin Association of Floodplain Stormwater, and Coastal Management

James R. McCarthy

AREAS OF EXPERTISE

- Environmental Analysis, Habitat Assessment, and Landscape Review
- Wetlands, Ecological Restoration, and Land Management
- Land Acquisition, Agency Coordination, and Permitting

PROFESSIONAL EXPERIENCE

Wetland, Waterway, and Riparian Area Design for traditional, native landscaping, urban channel design, bioengineering, green infrastructure, and ecological restoration techniques. Efforts include delineating more than 3000 sites in commercial/public sector and assessing impacted wetlands/habitats. Responsible for identifying and implementing appropriate avoidance-minimization-mitigation techniques. Employs innovative restoration, stabilization, and Best Management Practices on multidisciplinary water resource projects.

Ecological Restoration, Environmental Coordination, and Permitting for corporate civil engineering projects including habitat delineation, mitigation, landowner contact, acquisition feasibility, and agency coordination. Responsible for Section 404/401 and Endangered Species Act permitting and monitoring of local, state, and federal sites. Personally involved in selection, evaluation, and design of more than 35 wetland, floodplain, riparian mitigation, and conveyance sites. Author and contributor for environmental assessments, natural environment, resource data, and alternatives analyses.

Stormwater Corridor Assessment and Green Infrastructure Design – Assessment and design of site-specific wetland, rain garden, stream, and channel restoration plans. Recent efforts have included extensive watershed and environmental corridor designs in University of Wisconsin-Madison (UW-Madison) Arboretum, Dane County, Wisconsin, Chicagoland, and other Midwest stream corridor improvements. Assists on environmental aspects of Leadership for Energy and Environmental Design (LEED™), green and industrial facilities.

Right of Way (ROW) Acquisition has included the broad aspects of eminent domain procedures for municipal, state, and federal projects. Primary agent and negotiator for various municipal and transportation, WWTP, and conveyance projects totaling more than $14 million. Responsibilities include public meetings and landowner contact and preliminary land acquisition feasibility. Assists surveyors, designers, plat developer, and management agencies on access and right of way projects.

Private Lands/Wetlands and Habitat Restoration and Management experience included USFWS and WDNR employment and contracting for biological surveys, assessments, and proposals/analysis for grant funded site acquisition. Restoration of historical grassland, forest, and wetland communities. Developed and implemented low-impact vegetative management of waterfowl production areas through alternative techniques.

PROFESSIONAL AFFILIATIONS

- Arborist, International Society of Arboriculture
- Certified Wetland Specialist, Lake and Kane County, Illinois, 2002-2021. Member of Wisconsin Wetland Association
- Past Area Governor and President, District 35, Toastmasters International
- Past USDA-NRCS Code 580-Streambank and Shoreline Protection – Assessment, Standards Revision Team Member

YEARS OF EXPERIENCE

31

YEARS WITH FIRM

27

EDUCATION

M.S. Plant Biology/Restoration Ecology – Southern Illinois University, Carbondale, Illinois, 1996

B.S. Environmental Studies – Wilmington College, Wilmington, Ohio, 1987

Andrew J. Runde, P.E.
Senior Associate

AREAS OF EXPERTISE

- Electrical Auxiliary Power System Design
- Electrical System Transient Analysis
- Electrical Power Distribution and System Control
- Protective Relaying System Design
- Roadway and Decorative Lighting
- Emergency and Standby Power Systems

PROFESSIONAL EXPERIENCE

Lighting design experience includes power distribution, fixture selection, and photometric analysis for municipal clients, IDOT and the Illinois Tollway.

Municipal Electrical System experience includes power distribution and control systems for wastewater treatment plants, sewage pumping stations, water distribution systems, water production facilities, emergency and standby power systems, and communication and control (SCADA) systems.

Electrical Distribution System Design experience includes design and specification of HV, MV and LV electrical power distribution and control equipment, including poles, transformers, cable, disconnect switches, arresters, bus duct, circuit breakers, relays, meters, switchgear, motor control centers, control panels, generators, UPS, batteries, chargers, cables, lighting, communication equipment, cable tray, grounding, lightning protection, cathodic protection, heat tracing, capacitor banks, supervisory control systems, SCADA equipment, solar photovoltaic systems.

Electrical System Analysis experience includes short-circuits, voltage regulation, system transient analysis, battery sizing, ground potential analysis, harmonics analysis, induced voltage and current troubleshooting, cable ampacity derating calculations, and electricity use analyses.

Select projects include:

- **Systemwide Improvements DUR, Illinois Tollway –** Lighting design and fiber-optic improvements.
- **I-88, US 52 to Midway Road, Illinois Tollway –** Lighting design at crash investigation sites and lighting improvements at the Dixon Toll Plaza.
- **County Line Road Bridgescape, Village of Burr Ridge** – Decorative lighting design and infield uplighting for aesthetic enhancements.
- **Villagewide Lighting, Village of Addison** – Lighting design and power distribution for several village roadways.
- **Main Street Tunnel, City of West Chicago** – Lighting design and controls for pedestrian tunnel.
- **Hunt Club Road (Lake County) Roundabouts** – Roundabout and transition lighting design per IDOT standards.
- **I-94, Belvidere Road Ramp Reconstruction** – Temporary and permanent lighting design.
- **Glidden Road/Rich Road (DeKalb County) Roundabout** – Roundabout and transition lighting design per IDOT standards.

PRESENTATIONS/PUBLICATIONS

Application of Shunt Capacitor Banks

- Induction Effects of Transmission Lines on Facilities Sharing the Same Right of Way

PROFESSIONAL AFFILIATIONS

- Institute of Electrical and Electronics Engineers
  - Chicago Chapter Power and Energy Society Chairperson 2006 – 2007 and committee member 2004 – present, member since 1993
  - Industrial Applications Society

YEARS OF EXPERIENCE

32

YEARS WITH FIRM

20

EDUCATION

B.S. Electrical Engineering – University of Wisconsin-Platteville, 1988

REGISTRATION

Professional Engineer in Illinois and Wisconsin

Anthony J. Standish, P.E., S.E.
Senior Associate

AREAS OF EXPERTISE

- Transportation Planning and Design
- Structural Planning
- Design of New Bridges and Buildings
- Bridge Rehabilitation
- Bridge Inspection

PROFESSIONAL EXPERIENCE

Transportation Planning and Design experience includes project management, project reports, geometric design, intersection design studies, public involvement, and agency coordination for projects ranging from local roads to major highways. Project highlights include:

- **I-88 Open Road Tolling – Illinois Tollway (Dixon and DeKalb)** – Assisted with project management duties for the open road tolling conversion at two plazas. Assisted with the program management by serving as the Chairman of the Structural Committee for the entire ORT program.
- **Open Road Tolling – Illinois Tollway (Plazas 5, 7, 17, 19, and 21)** – Assisted with project management duties for the open road tolling conversion at six face-lift plazas.
- **I-94 Reconstruction – Illinois Tollway** – Structural Project Manager for three mainline bridges and three overpass structures including a new interchange structure at IL 176.
- **I-88 Rehabilitation – Illinois Tollway** – Structural Project Manager for rehabilitation of eight bridges and four culverts. Included coordination with several local agencies.
- **US 30, US 34 to Briarcliff Road – Illinois Department of Transportation (IDOT) District 1** – Widening from two-lane to a four-lane divided section for nearly 3 miles. Includes major intersection improvements, signal upgrades, bridge replacement, noise walls, and the addition of bike paths and sidewalks.

Bike Path Planning and Design experience includes project management, feasibility studies, concept planning, public involvement, and agency coordination for both on-road and off-road bike path projects. Project highlights include:

- **Schaumburg Road Bike Path and Salt Creek Pedestrian Bridge – Schaumburg, Illinois** – Project management and design for approximately 0.5 miles of trail and a new bridge over Salt Creek. Included retaining wall, existing culvert modifications, and extensive agency coordination.
- **Joliet Junction Trail – Forest Preserve District of Will County** – Project management for a 4.35-mile long shared use path. Project included three bridge rehabilitations to make existing railroad bridges suitable for bike path use, an access area, stormwater detentions, and agency coordination.
- **Wauponsee Glacial Trail –Forest Preserve District of Will County** – Project management for all four phases of this nearly 20-mile long path along an abandoned railroad corridor and city streets. Project included 17 railroad bridge retrofits including a 510-foot steel truss over the Kankakee River. Other amenities included several trailheads with parking lots, streambank stabilization using green methods, plaza area, and equestrian accommodations.

Bridge Planning experience includes project management, bridge inspection and survey, Hydraulic Reports, Bridge Condition Reports, Project Reports, Structure Reports, geometrics and TS&L plans for IDOT, Indiana Department of Transportation (INDOT), Wisconsin Department of Transportation (WisDOT) and Ohio Department of Transportation (ODOT) and the Kentucky TC. Project highlights include:

- **Eight bridges in various counties of IDOT District 1** – Included 4(f) document and public coordination.
- **IL 9 over Mackinaw River Tributary – IDOT District 4 (Phase 1 and 2)** – Single-

YEARS OF EXPERIENCE

23

YEARS WITH FIRM

23

EDUCATION

B.S. Civil Engineering – Purdue University, Indiana, 1995

REGISTRATION

Professional Engineer in Illinois, Indiana, Georgia, Kansas, Kentucky, Missouri, Ohio, Pennsylvania, and Virginia

Structural Engineer in Illinois and Kentucky

Anthony J. Standish, P.E., S.E.
Senior Associate

span PPC I-beam bridge utilizing a complex temporary shoring system.
- **Noe Road over Rush Creek and Hill Road over Nippersink Creek McHenry DOT** – (Phase 1 and 2).
- **Joliet Road/Wilson Street over Kress Creek – City of West Chicago, Illinois** – Includes Sec. 4(f) document, public meeting, and coordination with a Superfund site, (Phase 1 and 2).
- **Four Various Bridges in Various Counties** – IDOT District 2. (Phase 1 and 2).
- **Five Bridges over I-94 (Dan Ryan) – IDOT District 1** – Included night closures for inspections, City of Chicago and CTA coordination, and traffic analyses. (Phase 1 and 2 for two of five structures).

Bridge Design (Partial Listing) experience includes project management, substructure and foundation design; steel, reinforced concrete and prestressed concrete design; load ratings; staged construction; and the development of PS&E. Projects include steel through truss, PPC I-beam, steel girder, steel plate girder, curved steel, and PPC deck beam structures. Retaining wall experience includes mechanically stabilized earth, soldier piles, sheet pile, and cast-in-place.

Projects highlights include:
- **I-94 over Metra Railway and EJ&E Railway – Illinois Tollway** – Superstructure replacement, widening, abutment conversion to semi-integral, substructure repairs.
- **127th Street over IAIS/Metra Railroad – IDOT District 1** – Involved complete superstructure replacement with a continuous plate girder system for a seven-span bridge, ACEC-IL Award Winner.
- **State Street over I-94/I-57/CTA – IDOT District 1** – Involved superstructure replacement and substructure repairs for a 9-span, curved steel structure. ACEC-IL and National Award Winner

Bridge Inspection expertise includes IDOT certification as a Team Leader and Program Manager. Serve as Program Manager for several communities in northern Illinois.

Tunnel experience includes inspection, rehabilitation, new construction design, and construction observation for pedestrian tunnels under roadways and railways. Projects highlights include:
- **Main Street Pedestrian Tunnel under the Union Pacific Railway – West Chicago, Illinois** – Provided planning and design for a comprehensive rehabilitation that included a user assessment, inspection, design, and construction observation. Rehabilitation included new sheet piling retaining walls with a decorative facing, patching, painting, new drainage, lighting, and extensive landscaping. Assisted the City in successfully securing funding for the project.
- **Joliet Street Bike Path under EJ&E Railway –West Chicago, Illinois** – Provided Phase 1, 2, and 3 engineering for a new bike path under the EJ&E Railway.
- **Riverside Metra Tunnel – Riverside, Illinois** – Provided preliminary engineering services to determine the feasibility of rehabilitating the existing tunnel.

PROFESSIONAL AFFILIATIONS
- American Society of Civil Engineers
- American Public Works Association
- American Consulting Engineer's Association of Illinois
  - IDOT Statewide Liaison Committee
  - IDOT Phase 1 Documentation Committee
  - IDOT District 1 Liaison Committee
  - IDOT District 1 Local Roads Subcommittee, Chairperson
  - Excellence in Engineering Committee

Stantec

Dan Schriks PE, SE

Structural Engineer
10 years of experience · Chicago, Illinois

Dan is an experienced structural engineer with a focus on large highway bridge projects. His work ranges from establishing project scope and managing budgets to designing a plethora of various superstructure and substructure elements. He tries to take a practical approach to everything he designs. Understanding that the most straightforward simple solution should be tried first. If the simple solution is shown to be inadequate for the problem at hand, only then should more complex analysis and solutions be implemented. To help with this goal, Dan Schriks is proficient in several structural engineering software packages from low end static analysis software to high level finite element programs.

He also has a wealth of experience in phase III work. He has provided DOT oversight as a field inspector and also worked directly with the contractor stamping construction operations such as beam erection and demolition plans. This knowledge is leveraged in Phase I and II projects to ensure the structures he designs can be built with minimal questions from the engineers in the field. Dan has a strong working relationship with both the IDOT Bureau of Bridge & Structures and the IDOT District Representatives.

EDUCATION

Master of Science, University of Illinois Urbana-Champaign, Urbana, Illinois, United States, 2011

Bachelor of Science, University of Illinois Urbana-Champaign, Urbana, Illinois, United States, 2010

REGISTRATIONS

Professional Engineer #062-066684, State of Illinois, 2014

Licensed Structural Engineer #081-007645, State of Illinois

PROJECT EXPERIENCE

IL I-74 Over Mississippi River – Illinois Viaduct* | Moline, Illinois | 2012-2020

The I-74 river bridge carrying traffic across the Mississippie from Moline to the quad cities was over capacity. Illinois and Iowa DOTs partnered to replace the bridge over the river as well as its approach structures. Dan led the coordination of two contracts across multiple disciplines: Roadway, Drainage, Landscape Architecture, lighting, and ITS. He also ensured that project-wide standards across both Illinois and Iowa were implemented. During design he provided the design of the steel plate girders, concrete deck, deck screeds, abutment, and approach slabs. Both contracts received multiple bids, with each coming within the $80 million projected budget. Dan also provided phase III design support. Dan was closely involved during construction with the implementation of the ground improvements to strengthen the soft soil supporting several MSE retaining walls. He was involved with reviewing contractor submittals and responding to RFI's. During construction, the contractor had difficulty installing the aggregate ground column improvements to meet the specification requirements. Dan worked with the contractor to determine a suitable alternative to allow the project to remain on schedule. The contractor proposed the use of rigid inclusions in place of the aggregate ground columns. Dan reviewed the procedure and determined the contractor's proposal was a suitable replacement to meet all the specification requirements. The rigid inclusions were installed, and the project was able to be completed on schedule.

Jane Adams Memorial Tollway (I-90) Wall Construction* | Rosemont, Illinois | 2014 | Structural Field Inspector

The Illinois Tollway looked to install several retaining wall structures to accommodate future widening of the I-90 tollway west of O'Hare International Airport. Dan Schriks was part of the field inspection team providing Construction Management Services for the installation of these walls. The walls would be supported laterally with ground anchors embedded deep into soft clay layers. This weak soil was identified as being susceptible to relaxation of the anchors. Dan worked closely with the contractor's quality control team to verify test results. Dan had to provide technical insight to the construction team about the issues with the weak soil and the measures that needed to be taken to produce a quality final product. At the end of the project, all anchors met the project specifications, ensuring that the structure's predicted 75-year design life would be met.

** denotes projects completed with other firms*

IL 59 over I-55 Diamond Interchange* | Joliet, Illinois | 2020-2021 | Structural Project Engineer

IDOT wished to convert the interchange at I-55 and IL-59 from a partial access interchange to a full access interchange. To achieve this, the design team proposed a diverging diamond interchange, which required completing a new bridge structure over I-55. Dan Schriks was the lead structural engineer for the new proposed structure (SN099-4666). The structure was at a heavy 55-degree skew with many unique geometric challenges, such as flared deck geometry and very long wing walls to accommodate special grading requirements. Dan Schriks led a team of 3-5 engineers in the design of the structure while coordinating across many Civil disciplines both within and outside of his company. The letting schedule was also accelerated due to IDOT's desire to build the bridge in an advanced contract. Due to the preparedness and planning of Dan Schriks, the letting date of the bridge was allowed to be pushed up six months from the original letting date.

IL Route 171 – 47th Street to 55th Street Bridge Complex * | Summit, Illinois | 2012-2013 | Structural Project Engineer

IL Route 171 from 47th Street to 55th Street is a multi-mile viaduct with 20 bridge structures and two retaining walls. The complex, which was originally built in the 1950s, needed repair. After inspection, the existing substructure and steel superstructure was found to be in good enough condition to remain in service. IDOT directed the design team to improve roadway geometrics by widening specific bridge structures. A majority of the bridge decks were also replaced. Mr. Schriks was tasked with connecting the proposed steel to the existing steel superstructure, fatigue design life analysis, steel repair details, and concrete substructure widening details. In addition, Mr. Schriks worked with roadway engineers to develop a roadway profile based on the existing top of steel beam elevations to avoid negative concrete fillets. Mr. Schriks also did an extensive analysis to bring the existing pier cap cantilevers to within design code to avoid significant additional cost to the project. Mr. Schriks' approach was to boil down all the complex design factors into a simplified procedure. By simplifying the process, Mr. Schriks could easily present information to the department and eliminate any concerns about keeping the over 200 pier caps in place. All bridges are now in service for their extended design life.

North Washington Street over the Boston Inner Harbor* | Massachusetts Department of Transportation Proposal 604173 - 102269 | Boston, Massachusetts | 2019-2023 | Structural Project Engineer

After more than 100 years in service, the city of Boston elected to replace the historic North Washington Street Bridge with a new signature structure. Measuring 1090 feet in length and over 100 feet wide, the structure supports five lanes of traffic, two pedestrian walkways, and numerous utilities. The superstructure is steel tub girders with a max span of 240 feet supported by V-Piers. Dan Schriks was tasked remotely with the design of the steel tub girder superstructure and deck. The design was carried out with a finite element software. The highly complex analysis results were verified during a peer-review with a typical steel design software. After the model results were confirmed, results were further extrapolated to tie directly to the substructure finite element model. The superstructure model was also used to capture global system effects on the portion of the deck that overhung the last tub girder. The project is currently in construction with plans to open in 2023.

South Lakeshore Drive (US41) Over 59th St. Lagoon Inlet* | Chicago Department of Transportation Project B-7-203 | Chicago, Illinois | 2019 | Structural Project Engineer

As part of improvements for the Obama Presidential Center on the south side of Chicago, Southbound Lakeshore Drive will be widened by one lane. Dan Schriks led the design effort of the substructure widening of the existing structure SN 016-6195. The existing abutment and wing wall were both deep structures at over 14 feet tall. Widening of the abutments presented several unique challenges, from keeping access to the harbor open to detailing plans to remove and reinstall existing architectural masonry elements carefully. Dan Schriks worked closely to develop plans and special provisions that would be straightforward for the contractor to follow.

Stantec

Robert Tipton PE, SE

Structural QA/QC
14 years of experience · Chicago, Illinois

Mr. Tipton specializes in highway bridge design with an emphasis on unique and complex structures. His core strengths include performing finite element analysis, seismic analysis and the design and detailing of post-tensioning for bridge structures. In addition, Mr. Tipton is experienced in Value Engineering and in performing project risk analysis to ensure appropriate funding levels are secured by the owner, having used these skills on numerous projects for various state agencies.

EDUCATION

B.Sc. Civil Engineering (Architectural Engineering Certificate), Duke University, Durham, North Carolina, 2006

M.S. Structural Engineering (Mechanics and Materials), University of California-Berkeley, Berkeley, California, 2007

REGISTRATIONS

Professional Engineer #062.064037, State of Illinois

Licensed Structural Engineer #081.007572, State of Illinois

PROJECT EXPERIENCE

Elgin-O'Hare Western Access Design Upon Request | Illinois Tollway | DuPage and Cook Counties, Illinois | Structural Engineer

This project included 16 task orders under a design under request contract for the Elgin-O'Hare Western Access (EOWA) project. One task order included the design of a western access from York Road into O'Hare International Airport Property. This ramp required a new 772 foot long curved steel plate girder bridge over CP and UP railroads as well as a new embankment and ramp pavement supported on deep pile foundations due to poor soils. Mr. Tipton coordinated and reviewed the structural design work, plan preparation, specifications and cost estimates required for delivering the contract plans for the new bridge and pile supported embankment.

I-74 over the Mississippi River* | Illinois Department of Transportation and Iowa Department of Transportation | Moline, Illinois to Bettendorf, Iowa | Project Engineer

This complex project was born out of the need for increased capacity and structural improvements along a seven-mile stretch of I-74 in the Quad Cities. Improvements to the Mississippi River crossing were made through the design of two new twin true arch bridges. Services required for the final design included preparation of contract plans with aesthetic components and specifications, including unique, Y-shaped aesthetic piers supporting the river approach structures and the Illinois and Iowa viaduct and ramp structures. Mr. Tipton performed the design and plan preparation for the concrete arch, post-tensioned crossbeam element, 10' diameter drilled shaft foundations and the mass concrete pedestals. Mr. Tipton also designed the unique aesthetic piers for the river approaches and performed vessel collision calculations and blast and seismic design for the entirety of the river crossing. Mr. Tipton also designed the steel superstructure for several river approach units as well as two of the curved girder ramp bridges. Lastly, Mr. Tipton prepared cost and risk assessment reports in six-month intervals, tracked and reported monthly cost updates, assisted with DOT programming updates and prepared annual Financial Plan documents in accordance with the FHWA requirements for major projects. During construction of the river crossing, Mr. Tipton served as the lead construction support for all of the drilled shaft, footing, aesthetic pier and concrete arch construction in the river, including on-site assistance to adjust details as necessary for the Contractor's preferred method.

I-94 Modernization* | Michigan Department of Transportation | Detroit, Michigan | Project Engineer

The I-94 Modernization Project addressed the reconstruction of the I-94 freeway in Detroit, Michigan from the east of the I-96 / I-94 interchange to east of Conner Avenue. The project included 67 bridges and two major interchanges at M-10 and I-75 freeways. Mr. Tipton led the efforts associated with determining feasible structural layouts for the I-94 / MI-10 interchange reconfiguration and the I-94 / I-75 interchange reconfiguration. Both interchange layouts included 8 curved girder ramps and 4 vertical levels of roadway – one on grade and three above on structure.

** denotes projects completed with other firms*

I-80 / I-380 System Interchange Bridge Replacements and Widenings* | Iowa Department of Transportation | Iowa City, Iowa | Project Manager

This project included a complete reconstruction of the I-80 / I-380 interchange and widening of I-380, I-80 and US 218 / IA 27 near Iowa City. Design services were provided for four bridges at this interchange: the widening of existing bridges at I-80 over US 6 and Iowa Interstate Railroad, a new 854 foot long curved steel flyover ramp, and a new two unit 1,344 foot long curved steel flyover ramp. Mr. Tipton was responsible for coordinating plan development and providing design support for the two new curved flyover ramp bridges. Mr. Tipton also led the evaluation, design and plan development effort for the widening of the steel superstructure of the existing I-80 bridges over US 6 and IAIS Railroad.

Chicago Riverwalk Design* | Chicago Department of Transportation | Chicago, Illinois | Project Structural Engineer

The Chicago Department of Transportation aimed for this riverfront project to enhance the cultural, environmental, economical, and recreational aspects that the Chicago River has to offer. The specific scope of work included cost estimates for the proposed improvements, a Hydraulic Analysis report for the Main Branch of the Chicago River, data collection and analysis, Value Planning and concept design of the marine structural components, and preparation of the final marine structural plans, specifications and estimates in accordance with the approved concept design. Careful utility coordination was critical on this project in order to identify the utilities in the area (electrical, gas, sewer and water tunnels), and accommodate them during design. Mr. Tipton prepared cost estimates; and performed design and analysis of the structural deadman anchorage system that transferred the lateral loads from the new sheet piling to the existing tie rods. He also performed design and analysis of the riverwalk underbridges for standard loading and vessel collision loading, including design of a drilled shaft foundation system that could adequately resist all the applied loads while avoiding any potential impacts on the CTA and freight tunnels beneath the Chicago Riverwalk.

US-31 Relocation Project* | Michigan Department of Transportation | Berrien County, Michigan | Project Engineer

This project involved the relocation of US-31 to a new alignment and the construction of 4 new bridges, one interchange reconstruction and one new interchange. The project was advertised by the Michigan Department of Transportation as Design-Build. Mr. Tipton coordinated and developed the structure design efforts leading up to bid with the Contractor Team led by DJ McQuestion & Sons. Following award of the project, Mr. Tipton coordinated the first structural design package for one of the new bridges along the corridor.

CBIS (I-29/I-80) East System Interchange* | Iowa Department of Transportation | Council Bluffs, Iowa | Project Engineer

The Council Bluffs Interstate System (CBIS) improvements involved more than a decade of construction activities and significantly improved traffic patterns for I-29 and I-80 in Council Bluffs, IA. Mr. Tipton was part of the team selected to provide final design engineering services for the East System Interchange (ESI) eastbound bridges, which includes the widening of NB I-29 over I-80, three new ramp structures and the EB I-80 viaduct. The eastbound ESI structures consisted of nearly $100 million of long-span curved, skewed and variable width steel bridges over interstate and rail traffic. The bridges were equipped with catwalks to facilitate future inspection and maintenance and are supported by aesthetically shaped piers and abutments. Mr. Tipton was responsible for coordinating the plan development of the EB I-80 viaduct bridge, a four-unit steel plate girder bridge with heavy skews, long spans, curved girders and variable widths. He was also responsible for performing independent design check calculations for the aesthetic piers and for the superstructure design for the majority of the bridge. Mr. Tipton also coordinated information between the design team, the client, and other consultants as required for the prompt and thorough completion of the contract plans.

US-31 Relocation Project* | Michigan Department of Transportation | Berrien County, Michigan | Project Engineer

This project involved the relocation of US-31 to a new alignment and the construction of 4 new bridges, one interchange reconstruction and one new interchange. The project was advertised by the Michigan Department of Transportation as Design-Build. Mr. Tipton coordinated and developed the structure design efforts leading up to bid with the Contractor Team led by DJ McQuestion & Sons. Following award of the project, Mr. Tipton coordinated the first structural design package for one of the new bridges along the corridor.

IL 171/First Avenue at I-55 Interchange* | Illinois Department of Transportation | Cook County, Illinois | Project Engineer

This project was approximately two miles long in the Villages of Summit, Lyons and McCook, IL. The project was comprised of six main contracts and included 20 bridges, eight of which were over railroads, and two retaining walls. The scope of work involved bridge and roadway inspections, bridge evaluations, bridge rehabilitation, widening and replacement, pavement resurfacing and widening, stage construction, lighting, signing and drainage. During the planning phase of the project, a severe flooding issue was identified, leading to the development of an advanced work contract to increase capacity of the trunk sewer system. Mr. Tipton was responsible for the finite element analysis and other related design work for the steel superstructure of one of the new curved flyover ramp bridges.

CORINA FAREZ, PE, PG
Principal-in-Charge

EDUCATION

MSc, Civil Engineering/Structural and Geotechnical Emphasis - University of Wisconsin at Platteville, 2017

MSc, Civil Engineering/ Geotechnical Engineering - University of Science and Technology, Algeria, 1988

BSc/MSc, Geological/Geophysical Engineering - University of Bucharest, Romania, 1977

REGISTRATIONS/CERTIFICATIONS

Professional Engineer (PE)
Illinois 2017 (062.070162)
Wisconsin 2004 (37136);
Indiana 2007 (10707864);
Iowa 2006; (17905);
Michigan 2006 (6201053468);
Ohio 2006 (70707);
Kentucky 2005 (24450);

Professional Geologist (PG)
Illinois 1995 No. (196-000607);
Wisconsin 1997 (343)

PROFESSIONAL AFFILIATIONS

ASCE–American Society of Civil Engineers
NSPE–National Society of Professional Engineers
WTS–Women in Transportation Society (WTS)
DFI–Deep Foundation Institute

EMPLOYMENT HISTORY

1999 – Present, Wang Engineering, Inc.
1998 – 1999, Everest Engineering Company
1992 – 1998, Wang Engineering, Inc.
1981 – 1991, University of Science and Technology, Algeria,
1977 – 1978, Testing and Drilling State Company, Romania,

EXPERIENCE PROFILE

Ms. Farez has over more than 35 years of experience in geotechnical, geological, geophysical, and water resources engineering technologies. She has extensive experience in the performance and management of subsurface investigations, construction material inspection, geotechnical laboratory testing, as well as engineering analysis, design, and recommendations for a wide range of geotechnical projects.

PROJECT EXPERIENCE

Dry Land Bridge Widening - Illinois Route 132 at Fairfield Road, Lake Villa Township, Lake County, Illinois
Ms. Farez served as the Senior Geotechnical Engineer and Project Manager, responsible for coordination with the Client, coordination of geotechnical investigations and laboratory testing programs and the writing and preparation of geotechnical reports and analyses. The existing 870-foot long dry land bridge structure along the IL 132 west of Fairfield Road will be widened on the north side to allow for two traffic lanes in each direction and 4-foot wide shoulders. Wang provided geotechnical recommendations for the design and construction of the new section of the dry land bridge. The report also included recommendations for the complete replacement of the dry land bridge with a column-supported embankment. The subsurface investigation included four structure borings drilled to 75 feet below ground surface, ten full-depth bridge deck cores, one hand auger boring was drilled and sampled through one of the bridge deck cores to determine the old fill composition. We also completed a dry land bridge investigation under a previous contract with IDOT for an existing structure along the 95th Street east of US Route 45 in Cook County, Illinois

Pile Supported Embankment 104th Avenue, Orland Park, Illinois
Ms. Farez served as the Principal in Charge and Senior Geotechnical Engineer responsible for coordination with the Client, coordination of geotechnical investigations and laboratory testing programs and the writing and preparation of geotechnical reports and analyses. Wang performed the geotechnical subsurface investigations, laboratory testing, analyses, and design of a timber-piled embankment constructed with Expanded Lightweight Shale Aggregate (ELSA) over 20 feet of peat soil and over an additional 10 feet of soft, compressible clay. The Phase 1 investigation included SPT testing and undisturbed sampling of the poor soils. The Phase I investigation included a feasibility study to determine the most appropriate solution to the problem of deep, compressible soils. Various solutions were assessed and systematically eliminated due to economic or constructability issues. The Phase II design investigation included piezocone penetrometer testing (CPT). Geotechnical engineering analyses and design included axial timber pile design to support the load of the ELSA embankment, pile cap size and spacing, and design of a load transfer platform including 3 layers of uni-axial geogrid.

Illinois Route 53 Timber Pile and Geosynthetic-Reinforced Embankment System along the Elgin O'Hare Western Access - DuPage County, Illinois
Ms. Farez served as the Principal-in-Charge responsible for overall project direction and quality assurance. Wang provided roadway geotechnical investigations and design of a geogrid-reinforced timber pile supported embankment (PSE) to support the widening of Illinois Route 53 through a wetland. Pavement section through the wetland showed obvious deformation from settlement of organic soils and peat. The pile supported embankment area was 600-feet long and supported a widening from 40 to 80 feet. The pavement serves as the approach embankment to the IL 53 Bridge over the reconstructed Elgin O'Hare Expressway. Theo original concept was a dry land bridge with an estimated construction cost of approximately $6 million; final product was PSE at $4.3 million.

Burlington Northern and Santa Fe Railroad Bridge over Interstate 294 - Cook, Illinois
Ms. Farez served as the Principal-in-Charge responsible for overall project direction and quality assurance. Wang provided subsurface investigations, laboratory testing, engineering analyses, and recommendations for the replacement of the BNSF Bridge over Interstate 294 along the Central Tri-State Tollway. The rail bridge replacement will involve the construction of a shoofly embankment, track, and bridge to maintain rail traffic at all times. The shoofly embankment stretches over an area of peat deposit that will be supported by timber piling and geosynthetic-reinforced load transfer platforms. The improvements require four temporary retaining walls and three permanent retaining walls, as well as culvert replacements and pipe-jacking for replacement of storm management lines.

MSE Retaining Walls on Timber Pile-Support Load Transfer Platform along Randall Road - McHenry County, Illinois
Ms. Farez served as the Principal-in-Charge responsible for overall project direction and quality assurance. Wang provided subsurface investigations, laboratory testing, engineering analyses, and recommendations for the construction of two, 14-foot high MSE walls through wetlands containing deposits of peat and soft clay. The MSE walls, designed to support the widening of Randall Road, are being constructed above timber piles topped with concrete caps a three foot thick load transfer platform. Wang's design included timber pile sizing and length, as well as the design of geogrid reinforcement and load transfer platform thickness required for the transfer of retaining wall loads to competent soils 35 to 40 feet below the roadway elevation.

Ground Improvement Alternatives – Illinois 394/Interstate 94 Bridge over Thorn Creek East Abutment Embankment
Ms. Farez served as the Senior Geotechnical Engineer and Project Manager, responsible for coordination with the Client, coordination of geotechnical investigations and laboratory testing programs and the writing and preparation of geotechnical reports and analyses. Wang developed the geotechnical investigation program, and performed geotechnical evaluations for various ground improvement alternatives and conducted detailed design analysis of stone columns, prepared Special Provisions for stone columns construction, and reviewed the Stone Column Contractor submittals. Data for the geotechnical analyses were obtained from 93 borings drilled by Wang to determine the main lithological units that composed the soft and loose deposits. However, to derive soil deformability and strength design parameters used in our settlement and stability evaluations, Wang considered data from only 14 borings drilled closed to the proposed embankment alignment. The analyses took into account, the interaction of the stone columns with the existing and proposed bridge structures.

MICKEY SNIDER, PE
Senior Geotechnical Engineer/Technical Manager

EDUCATION

M.S., Geotechnical Engineering, Northwestern University, 2003

B.S., Civil Engineering, Valparaiso University, 1997

REGISTRATIONS

Professional Engineer (PE):
Illinois, 2005 (062-058045)
Indiana, 2006 (10607136)

PROFESSIONAL AFFILIATIONS

ACEC-Illinois Bridge Committee Member; Liason Group

ASCE–American Society of Civil Engineers

Geo Institute of ASCE

EMPLOYMENT HISTORY

2003 – Present, Wang Engineering, Inc.

2001-2003, Northwestern University,

2000-2001, T.Y. Lin International

1998-2000, United States Peace Corps

1996-1997, RUST Environment and Infrastructure

TRAINING & CERTIFICATIONS

2015 ACEC Future Leaders in Illinois Conference Series, Jan to May, 2015

Great Lakes Geotechnical and Geoenvironmental Conferences, 2004, 2006, 2008, 2010, 2012, 2014, 2016

Geo-Institute Congress, Denver, CO, Feb. 18-21, 2007

Durham Geo-Slope Indicator Inclinometer Course, July 14, 2010

EXPERIENCE PROFILE

Mr. Snider has served as consultant, design engineer, and research assistant on geotechnical engineering, municipal environmental management and roadway engineering projects including shallow foundations, pile and drilled shaft (deep) foundations, earth retention and retaining walls, slope stability, settlement analyses, bridge abutments and cofferdam analysis; extensive laboratory testing education and experience including consolidated-undrained triaxial, one-dimensional consolidation, and direct shear testing; geotechnical field investigations including the installation of driven piles, drilled shafts, and stone column ground improvements; research, instrumentation and analysis of geodynamic blasting and construction vibrations and structural response; environmental assessments; cost-effective management solutions; and roadway geometry design. He is familiar with standards, specifications, and practices of various transportation agencies in both Illinois and Indiana.

PROJECT EXPERIENCE

Subsurface Exploration and Geotechnical Engineering Design for the Illinois Route 53 Timber Pile and GeoSynthetically-Reinforced Embankment System along the Elgin O'Hare Western Access - DuPage County, Illinois

Mr. Snider served as a Senior Geotechnical Engineer responsible for geotechnical analyses, laboratory testing programs and design for the installation of a piled embankment along IL 53. The piled embankment design included timber pile design and geosynthetically-supported load transfer platform to support the roadway over peat and soft clay.

Subsurface Exploration and Geotechnical Engineering Analysis and Design of Ground Improvement along Hart Road at US Route 14 and Randall Road - Lake and McHenry Counties, Illinois

Mr. Snider served as a Senior Geotechnical Engineer responsible for geotechnical analyses, laboratory testing programs and design of ground improvement programs at two roadway expansion projects over soft and compressible soils. Wang has performed the subsurface exploration, laboratory testing and geotechnical engineering analyses to provide the design for prefabricated vertical drains (PVDs) and geogrid-reinforced slopes along the Hart Road embankment expansion into an adjoining wetland. Along Randall Road in McHenry County, two MSE retaining walls through areas of peat soils are constructed above timber piling and geosynthetic-reinforced load transfer platforms.

Subsurface Exploration and Geotechnical Engineering Analysis and Recommendations for the Burlington Northern and Santa Fe Railroad Bridge over Interstate 294 - Cook County, Illinois

Mr. Snider serves as a Senior Geotechnical Engineer responsible for geotechnical analyses, laboratory testing programs and design recommendations for the replacement of the BNSF Bridge over Interstate 294 along the Central Tri-State Tollway. The rail bridge replacement will involve the construction of a shoofly embankment, track, and bridge to maintain rail traffic at all times. The shoofly embankment stretches over an area of peat deposit that will be supported by timber piling and geosynthetic-reinforced load transfer platforms. The improvements require four temporary retaining walls and three permanent retaining walls, as well as culvert replacements and pipe-jacking for replacement of storm management lines.

Subsurface Exploration and Geotechnical Engineering Design for MSE Retaining Walls on Timber Pile-Support Load Transfer Platform along Randall Road - McHenry County, Illinois

Mr. Snider served as a Senior Geotechnical Engineer responsible for geotechnical analyses, laboratory testing programs and design for the construction of two, 14-foot high MSE walls through wetlands containing deposits of peat and soft clay. The MSE walls, designed to support the widening of Randall Road, are being constructed above timber piles topped with concrete caps a three foot thick load transfer platform. Wang's design included timber pile sizing and length, as well as the design of geogrid reinforcement and load transfer platform thickness required for the transfer of retaining wall loads to competent soils 35 to 40 feet below the roadway elevation.

PUBLICATIONS AND PRESENTATIONS

Effect of Blast Design on Crack Response

Response of Cracks to Construction Vibrations and Environmental Effects

New Approach to Control of Vibrations Generated by Construction in Rock and Soil

Design and Performance of a Railroad Embankment Constructed over Dynamically Compacted Uncontrolled Fill and Soft Lake Plain Clay, GeoChicago, 2016/ ACEC-IL Bridge Conference Seminar, 2016

Geo-grid Reinforced Timber Piled Embankment over Kettle-fill Deposits near Chicago, Illinois, Geotechnical Frontiers, Orlando FL, 2017

Beyond Belled Shafts: Pressuremeter Applications in Illinois, ACEC-IL Bridge Conference Seminar, 2018

Geo-grid Reinforced Timber Pile Supported Embankments in Illinois, ACEC-IL Bridge Seminar, 2020

www.researchgate.net

Geotechnical Engineering and Design Services, Dynamic Compaction and Prefabricated Vertical Drains for Uncontrolled Fill along the CN/EJ&E Railroad Embankment at Gary-Chicago International Airport
Mr. Snider served as the Senior Geotechnical Engineer responsible for coordination of geotechnical investigations and laboratory testing programs, the preparation of geotechnical reports, and the design of dynamic compaction and prefabricated vertical drain ground improvements for the construction of a 25-foot tall rail embankment over construction debris and miscellaneous dump fill. Wang performed the subsurface exploration, laboratory testing, and geotechnical design for the design and construction of the 1,500 foot long embankment and adjoining rail bridge facilitating the re-route of the rail line around a proposed runway lengthening. The design included the dynamic compaction of the dump fill to minimize embankment deformation and PVD design for construction of spread footing abutments floating 40-feet above soft lake plain clays. The subsurface exploration consisted of SPT soil borings, CPT soundings, in-situ pressuremeter testing, and test pits. The deepest borings and soundings extended up to 120 feet below grade. Final settlement monitoring showed movements less than the design requirements.

Geotechnical Engineering and Design Services, O'Hare Joint Use Rental Car and Public Parking Structure, O'Hare International Airport
Mr. Snider served as the Senior Geotechnical Engineer responsible for coordination of geotechnical investigations and laboratory testing programs and the preparation of geotechnical reports and analyses. Wang performed the subsurface exploration, laboratory testing, and geotechnical evaluations for the design and construction of the 300,000 square foot Joint Use Rental Car facility at O'Hare International Airport. The analysis and recommendation options include drilled shafts belled within the hardpan layer, supported at the top of sound bedrock, and socketed into the bedrock. The subsurface exploration consisted of 50 soil borings drilled within the proposed structure footprint with the majority extending up to 20 feet into bedrock. Geotechnical design data for building foundations and slab-on-grades including shaft bearing capacities and foundation settlements based on pressuremeter testing, equivalent fluid pressures, and construction recommendations for backfilling, compaction, dewatering, pavement design, and construction monitoring were provided.

Geotechnical Engineering and Design Services, Hyatt Place Hotel Development, 28 North Franklin Street
Mr. Snider served as the Senior Geotechnical Engineer responsible for daily project management, coordination with the Client, coordination of geotechnical investigations and laboratory testing programs and the writing and preparation of geotechnical reports and analyses. Wang performed subsurface exploration, laboratory testing, and geotechnical evaluations for the design and construction of the 17-story Hyatt Place Hotel located at 28 North Franklin Street in Chicago, Illinois. The development involved the installation of 8 to 12 foot diameter drilled shafts supporting loads of 1,300 to 6,500 kips. The subsurface exploration consisted of 5 soil borings drilled to depths of greater than 100 feet. Geotechnical design data for building foundations and slab-on-grades including bearing capacities and foundation settlements based on pressuremeter testing, earth retention systems abutting property lines, and construction recommendations for backfilling, compaction, dewatering, pavement design, and construction monitoring were provided.

Subsurface Exploration and Geotechnical Engineering Analysis for Illinois Route 104 over the Illinois River in Meredosia – Pike and Morgan Counties, Illinois
Mr. Snider served as Senior Geotechnical Engineer responsible for coordination with the Client, coordination of geotechnical investigations and laboratory testing programs, and the writing and preparation of geotechnical reports and design analyses. Wang has performed the subsurface explorations, laboratory testing and geotechnical engineering analysis to provide recommendations for the design and construction of a 10-span bridge extending over the Illinois River. The project includes the design of deep foundations along the river bridge, including several spans and large approach embankment construction across soft and deformable floodplain deposits, as well as retaining wall design. Additional borings were advanced to provide recommendations for an associated pumping station and water storage facilities immediately south of the proposed structure.

Subsurface Exploration and Geotechnical Engineering Analysis for the Elgin O'Hare Western Access; Pavement Widening and Rehabilitation (Gary Avenue to I-290) - Cook and Du Page Counties, Illinois
Mr. Snider serves as a Senior Geotechnical Engineer responsible for geotechnical analyses, laboratory testing programs and recommendations for structures. Wang is performing the subsurface exploration, laboratory testing and geotechnical engineering analyses to provide recommendations for the design and construction of the Elgin O'Hare Expressway and the O'Hare Western Access Project.

Subsurface Exploration and Geotechnical Engineering Analysis for the Circle Interchange Project - Cook County, Illinois
Mr. Snider is serving as a Senior Geotechnical Engineer responsible for geotechnical analyses, laboratory testing programs and recommendations for individual structures along the reconstruction of the City of Chicago Circle Interchange Project. Wang is performing the subsurface exploration, laboratory testing and geotechnical engineering analyses to provide recommendations for the design and construction of bridges, retaining walls, and roadway sections.

Subsurface Exploration and Geotechnical Engineering Analysis for Jane Addams Memorial Tollway (I-90); Bridge Reconstruction and Widening - I-90 over the Kishwaukee River (M.P. 18.3)
Mr. Snider is serving as the Project Manager and Senior Geotechnical Engineer responsible for project management, geotechnical analyses and recommendations. Wang is performing the subsurface exploration, laboratory testing and geotechnical engineering analyses for the Jane Adams Memorial Tollway over the Kishwaukee River, which remains the longest integral abutment bridge in Illinois. Sixteen borings were drilled to depths ranging from 67 to 105 feet for the dual structure bridge.

Subsurface Exploration and Geotechnical Engineering Analysis for Tri-State Tollway (I-294 North and South Sections); Pavement Widening and Bridge Rehabilitation (from I-190 to North of Touhy Avenue) - Cook County, Illinois
Mr. Snider served as co-Project Manager responsible for coordination with the Client, coordination of geotechnical investigations and laboratory testing programs, and the writing and preparation of geotechnical reports and analyses. Wang has performed the subsurface explorations, laboratory testing and geotechnical engineering analysis to provide recommendations for the design and construction of bridge expansions and various types of retaining walls along Interstate 294 from I-190 to north of Touhy Avenue. The investigation and recommendations supported the design of both shallow and deep foundations of bridge expansions at I-90, Higgins Road, Touhy Avenue, and Des Plaines River Road, as well as new retaining walls along both the northbound and southbound I-294 mainline. Borings were also drilled for recommendations supporting the design and construction of overhead sign structures.

Subsurface Investigation and Geotechnical Engineering Analysis for IDOT District One Various/Various Geotechnical Engineering Services – Years 1994, 2000, 2006, 2008, 2010 and 2011
Mr. Snider served as the Senior Geotechnical Engineer on the 2006, 2008, 2010 and 2011 contracts, responsible for coordination with the Client, coordination of geotechnical investigations and laboratory testing programs and the writing and preparation of geotechnical reports and analyses.

Subsurface Investigations and Geotechnical Engineering Analysis and Evaluation for Illinois Route 38 and Kautz Road over the UP Railroad, Kane and DuPage Counties, Illinois
Mr. Snider served a Senior Geotechnical Engineer for the coordination of geotechnical investigations and laboratory testing programs and the writing and preparation of geotechnical reports and analysis. Wang has performed the geotechnical subsurface investigation, laboratory testing and engineering analysis and evaluations to provide recommendations for the design and construction of the new bridge, abutment walls, and temporary MSE wall stage construction.

Project Development Approach

Detailed Project Approach During Phase II Design Focuses on Cost Effective Solutions

We have prepared a detailed project approach that focuses on cost-effective solutions. Cost-effective solutions go above and beyond construction costs. They also consider limiting Village staff involvement, smart value engineered designs, reduced maintenance in the future, timely construction, precise plans with reduced change orders, and a robust QA/QC plan. We believe we have proven to the Village that we are the right team and completely understand all aspects necessary for this project, given our recent success performing Phases I, II, and III for the Ravinia Avenue Roundabout. The project came in at a -5 percent change order and looks stunning. Our extensive experience with federally funded projects coupled with our deep roots in the community make us a perfect fit for the project. Below are select areas of our cost-effective approach.

Our team is motivated to solve all potential project challenges, leading to a successful project.

Strand will lead the coordination with IDOT.

Active Communication Keeps Village Staff Informed

Our goal is to limit Village staff involvement in the project to free up staff time for other projects. Our project manager, Marc Grigas, will tailor his communication with the Village to its requests with monthly progress meetings at key points of the project. We feel strongly that our previous experience proves our ability to effectively communicate with Village staff. Marc will be the primary liaison for the Village communicating with jurisdictional agencies and residents. With this understanding of who and when to communicate, Village staff will be well informed throughout the duration of each project.

Aggressively Applying for Eligible Grants Increases Likelihood for Supplemental Project Funding

The Phase I estimated construction cost for improvements is $8 million, which is higher than a typical intersection project because of the existing poor soils and need to rehabilitate the existing dryland bridge. Projects of this magnitude require supplemental funding outside of the Village. It is the team's commitment to aggressively apply for grants for which the project will be eligible. Aggression and urgency are needed because of the escalated costs of labor and construction. Projects are not getting cheaper. Our firm and our subconsultant, Stantec, will lead the way in applying for grants. We will be responsible for local, federal grants through the Southwest Conference of Mayors, CMAP, Cook County, and IDOT District One; Stantec, an international firm, will lead the way seeking other avenues for grant funding. With our firm and Stantec working together, the Village can be confident in its chance of receiving multiple grants.

Strand and Stantec will team together to explore all avenues of potential grant funding.

40% of the Phase I Estimate of Construction Cost is related to the dryland bridge. Aggressively applying for grants will be done because the bridge improvements must come first.

The previous wetland delineation will be expiring in 2021 and a new one may be required by USACE.

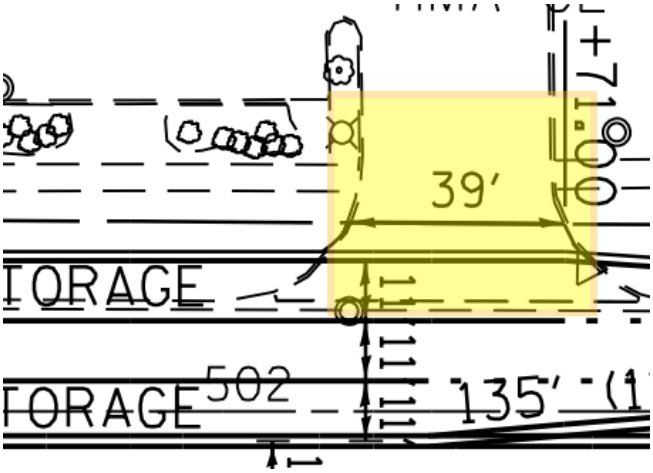
Identifying Phase I Environmental Clearance and Expiration Dates Shows Forward Thinking

When our team begins Phase II, we will review the Phase I documents. This is extremely important to maintain the project schedule. Environmental and special waste clearances along with wetland delineations completed in Phase I can expire during Phase II. While reviewing the Project Report, we identified that the wetland delineation may have to be redone because it is only viable for 5 years, the biological clearance may have to be renewed, and the Preliminary Environmental Site Assessment (PESA) will expire in December 2021. Redoing the PESA will be strategically performed when the project letting is more known, given this does not take our team very long to accomplish. The wetland delineations will be carefully reviewed to assure they have not expired by the time they are forwarded to USACE, IEPA, and MWRD for permitting. The more critical clearance that may expire is the biological clearance that requires IDOT to process and can take at least 6 months prior to letting to meet the project schedule. This forward thinking will assist with meeting the letting schedule.

Environmental clearances performed in Phase I will be expiring and need to be renewed including the PESA.

Early Confirmation of Phase I Right-of-Way Needs Supports Moving Forward with Land Acquisition

Land acquisition is often a controlling item for the project schedule. It only takes one unacquired property to hold up project letting. One of our focal points of at the beginning of Phase II design is confirming the right-of-way needs that were established in Phase I. An immediate review of the land acquisition needs is necessary to avoid delays or costly redesign. A common error in Phase I is not considering land acquisition required for the MOT plan. Therefore, the MOT plan will be quickly developed to confirm land acquisition. Not only does our review consist of confirming the location and size of the right of way, but we will also review whether the acquisition size can be reduced or eliminated from select parcels. Special attention is placed on avoiding parcels with known Recognized Environmental Conditions that were identified in Phase I. In following the above steps, the land acquisition process can begin sooner.



Phase I land acquisition will be reviewed, including the entrance to the NW corner strip mall where the widening of the roadway coupled with the limited right of way will most likely require a temporary construction easement.

Preliminary Support System Study Identifies Long-Term Cost-Effective Solutions

With nearly 40 percent of Phase I construction costs related to the dryland bridge improvements on the east leg of 143rd Street, it will be prudent to perform a Preliminary Support System Type Study like our clients such as IDOT and the Illinois Tollway require. The only way to provide the Village with a long-term, cost-effective solution is to either strengthen the soil or support the roadway on deep foundations in good, firm

soil. Our project team brings a wealth of experience and knowledge dealing with poor soil conditions on transportation projects, including recent experience by our subconsultants, Stantec and Wang, designing a new interstate ramp embankment over a large area of poor soils for the Illinois Tollway. We have completed several projects with Wang and Stantec on construction projects that cost more than $100 million, and we have an excellent working relationship. Our team will leverage this experience to develop a cost-effective long-term solution for the Village that minimizes future maintenance needs and other disruptions to stakeholders.

Prior to a dryland bridge design, a preliminary support system study will be performed to identify cost-effective solutions.

Stantec will begin by performing a Preliminary Support System Type Study to determine the potential solutions to the soil issues on 143rd Street. These solutions include:

- **A dry land bridge** in-kind with the existing eastbound portion of the roadway. The land bridge will be supported on deep foundations that extend past the poor soil layer into good, firm soil. This solution is already working successfully on the eastbound portion of the roadway.
- **Aggregate column ground improvement** *(ACGI)* is a series of dense columns of compacted stone installed within the limits of the poor soil. This solution effectively drains and strengthens the weak soil, eliminating the settlement issues observed.
- **Pile supported embankment**, which is like ACGI, but driven piles are utilized instead of stone columns to support the roadway. The pile-supported embankment has been used in the past where it was determined that an ACGI solution would need to displace too much of the existing soil and was not cost effective.
- **Preload the soil** with embankment on top of the existing roadway. With preloading the embankment, the goal is to force the poor soils to compact and settle before the actual construction as a means of limiting future settlement.
- **Wick Drains** are a cost effective way to dry the soils out to limit settlement when loading the saturated soil.
- **Fully remove and replace the poor soils** with a suitable embankment material such as porous granular embankment (PGE).

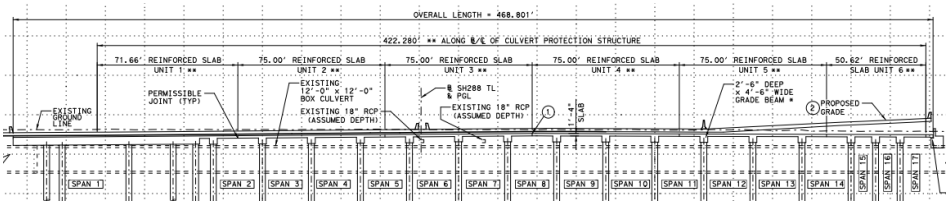
Example construction of wick drains.

After reviewing the project information, it appears the dryland bridge may be the most straightforward solution with standard construction techniques. However, before going forward with a land bridge solution, the design team will vet all potential solutions listed above to ensure we implement a low-cost solution that minimizes impacts to the public.

Dryland Bridge Design Will Focus on Low-Construction Cost Solutions

If the dryland bridge alternative remains the preferred alternative after our investigation, we will evaluate different support systems and construction techniques to reduce the construction and future maintenance costs to the Village. The options include but are not limited to:

- **Driven Piles** – Using driven piles instead of drilled shafts is much more economical and provides the same structural function. The drilled shafts will likely need to be cased to keep the shaft hole from collapsing, further increasing the expected cost.



The above 468-foot long dryland bridge designed by Stantec optimized the span arrangement.

- **High Level of Structural Analysis** – Utilizing a higher level of analysis to justify a thinner concrete slab or to vary the thickness of the concrete slab throughout the bridge will reduce construction costs. There is potential to reduce the thickens of the slabs away from the largest forces on the concrete slab at the support locations.
- **Optimized Span Arrangement** – Optimizing the span arrangement and number of substructure elements will reduce the number of substructure supports needed.

Dryland Bridge and Roadway Construction Challenges will be Solved with Compatible Designs

There are numerous construction challenges associated with this project. Bridge construction and roadway improvements will potentially be independent construction contracts that can operate independently if there is a delay in funding or construction for the intersection reconstruction or new dryland bridge. Therefore, both designs must be compatible with each other. In addition, the general area of the east leg will have challenges with the stability of excavation while removing the existing westbound pavement, providing adequate temporary drainage during construction because of the likely perched water table and saturated organic soils. We will address the challenges associated with the stability of excavation and temporary drainage by designing with final constructability in mind. Appropriate project notes and specifications will be developed to notify the contractor of the existing conditions and challenges before construction. In addition, because the Village wants two fully independent contracts, we will apply extra scrutiny to the construction staging, MOT, and contract limits for the intersection and dryland bridge. Previous experience developing operationally independent contracts for IDOT and other DOTs will prove useful in navigating this challenge.

MOT transitions, like the one above designed by Strand on US 30 (see experience section) for 143rd Street between 94th and 95th Ave. (right photo) will be strategically planned.

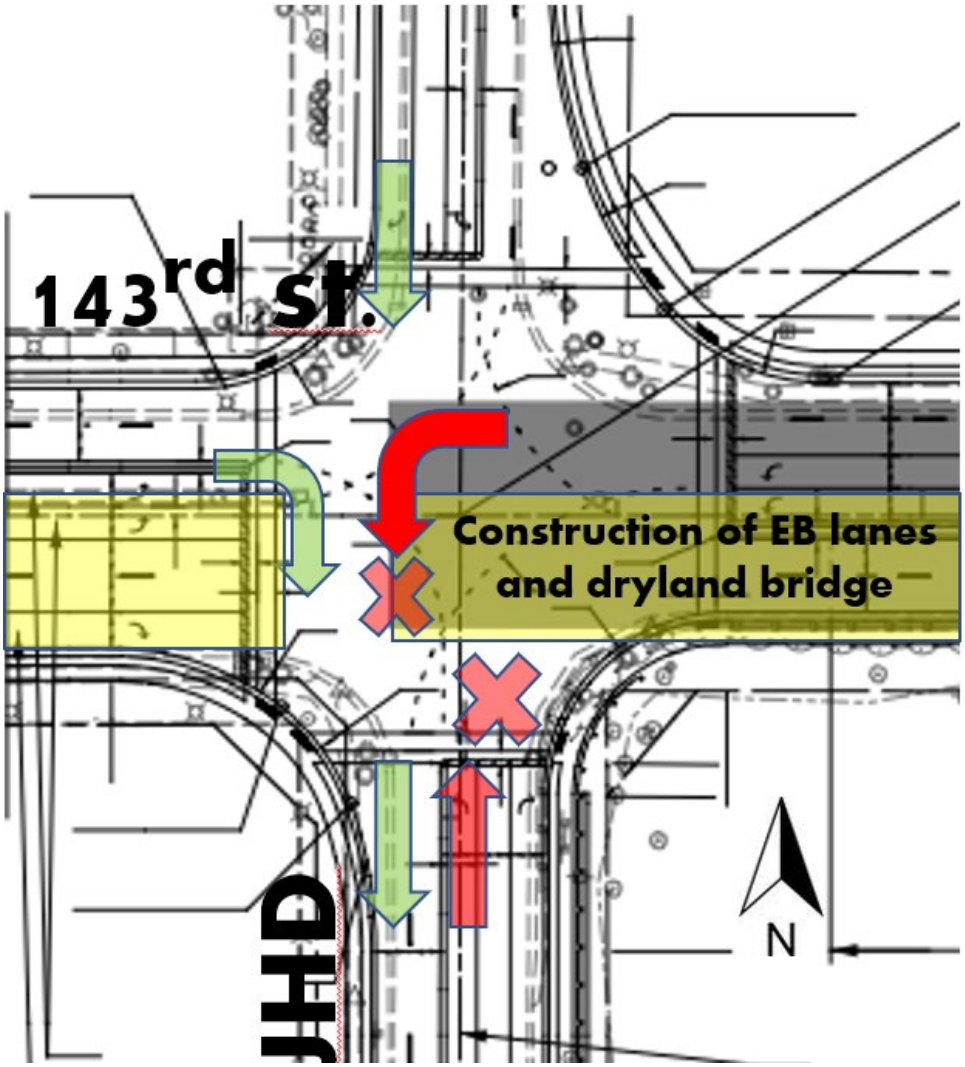
MOT Staging Plan Reduces Public Disruption While Maintaining Level of Service

With high traffic volumes great than 30,000 ADT, MOT during construction is a component critical to project success. Our experience maintaining access and two-way traffic in addition to staging intersections with temporary signals in safe and cost-effective manners will be implemented. Our experience stage constructing intersections in urban areas is especially important for the 143rd Street project because of the multiple challenges of the dryland bridge that could extend into the intersection. In addition, the closely spaced, signalized intersections of 94th and 95th Avenue at the reconstruction limits will make the MOT scheme particularly challenging. Phase I briefly describes an MOT plan that involves three stages of construction. However, from our corridor review, we believe a pre-stage for temporary widening may also be necessary to maintain two - way traffic and left turn lanes.

A winter shutdown can potentially optimize traffic during the busy holiday season by downtown and the Orland Square Mall.

Our MOT design will go above and beyond all other consultants. Our Project Manager, Marc Grigas, grew up in Orland Park and understands the traffic flows and importance of 143rd Street and John Humphrey Drive to stakeholders. The MOT design will consider special considerations such as the following:

- **Winter Shutdown** – The project is large enough to extend into two construction seasons. Therefore, we will have a plan for a winter shutdown to open more lanes of traffic during the winter to account for the seasonal use of the corridor with the nearby downtown and Orland Square Mall.
- **Restricted Construction Timing** – Construction time restrictions during peak traffic hours in the morning and evening will be reviewed and incorporated into the contracts to provide the highest Level of Service (LOS) possible to the public.
- **Partial Closures with Detours** – The staged construction and potential for the dryland bridge to be within the intersection may make it difficult to keep the intersection open completely. Therefore, partial closures with detours will be explored.



The above figures shows potential restricted movements in red arrows during construction of the eastbound lanes that would require a partial / one-way detour for NB traffic on JHD.

- **Special Geometric Considerations –**Vehicles traveling northbound on John Humphrey Drive into the intersection will encounter reconstruction limits leading into a horizontal curve. Therefore, a simplified and logical MOT transition into the

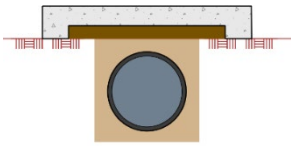
construction zone must be reviewed to maintain proper site lines and avoid confusion of drivers.

- **Limiting Impacts Beyond Construction –**Transitioning into and out of the limits of construction require lane drops, tapers, and median crossovers. We will review the location of these elements to limit the improvements needed outside of the project limits. Temporary relocation or removal of street lighting and traffic signals will be avoided where possible.
- **Construction Joints –**The construction joints and lane lines must be considered when factoring in the pavement type and structure built. Depending on the type of pavement being used (HMA vs. PCC), the ease of staging and joint placement will be well thought out. Complicating the corridor is the dryland bridge and temporary shoring needed for its construction. We will work with Stantec on the location of the construction joints to have a long-lasting product requiring reduced future maintenance.

With the above MOT factors considered, we are confident disruption to the public will be minimized while maintaining a good level of service.

Robust Utility Coordination Prevents Construction Delays and Escalated Costs in the Field

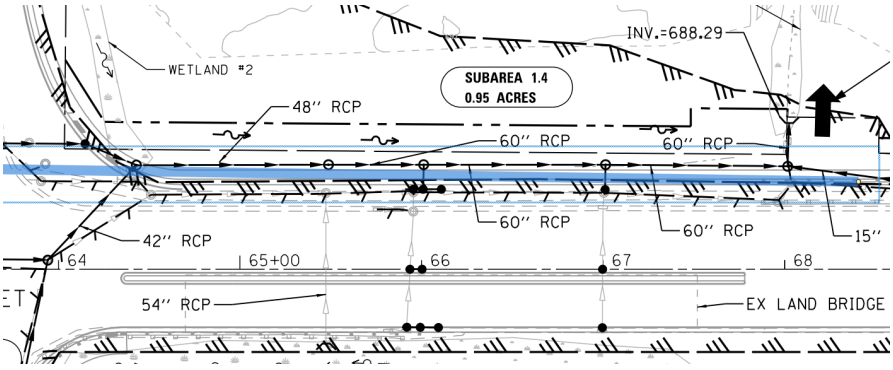
It is no secret that projects are often held up because of utility conflicts and relocations. The best path to follow for this project is to understand the utilities in conflict, avoid utility conflicts when possible, document the conflict, and coordinate with the Village and Utility companies from day one until the project is complete.



Utility protection pad Strand designed on Arsenal Road in Will County to meet requirements to cross large private utilities.

We have developed a comprehensive Utility coordination plan that begins with opening the lines of communication with the Utility companies. We want to introduce the project to utility companies to get it on their radar. We also want to understand any construction restrictions they will have to avoid creating a safety hazard or damage to facilities.

The corridor is approximately 0.54 miles long and we anticipate encountering many public and private utilities. From a public perspective, we will review whether the existing water mains, valve vaults, and fire hydrants will be in conflict with such improvements like traffic signal, street lighting, and dryland bridge foundations in addition to new storm sewer. For the private utilities, we anticipate conflicts with Nicor, ComEd, Comcast, and AT&T.



Our field investigation indicates the existing water main and fire hydrants (shown in blue line) may be in conflict with the roadway, dryland bridge, and/or storm sewer requiring relocation.

Utility companies will generally not begin actual relocation design until prefinal plans are received. Therefore, this is a very critical point of the project. Upon completing the prefinal plans, we send each Utility company project information in the mail and through our ftp website, including plans, list of potential utility conflicts, and design CADD files for reference. Communication continues with verifying conflicts. If we identify a

potential conflict and the Utility company dismisses it, we will challenge their opinion. Utility companies are notorious for dismissing conflicts in roadway reconstruction projects where cut and undercut will create a potential conflict. Additionally, the Utility companies further receive final plans along with revised lists of utility conflicts. When Utility company relocation plans are forwarded to the Village for permitting, we encourage them to share the plans with us so we can verify utility conflicts are being properly addressed.

Utility conflicts will be addressed in design to avoid delays and additional compensation to the contractor during construction.

Designing Around Enterprise Products Petroleum Pipeline Saves Time

Utilities carrying petroleum products are a high priority to be avoided in design including the Enterprise Petroleum Pipeline on the west side of John Humphreys Drive. Petroleum pipelines can be time consuming and costly to relocate. Often, the best course of action is to avoid them. We will reach out to each Enterprise Products to understand the restraints to construction around the utility, such as clearances, overhead bearing capacity, soil compaction, and allowable soil particle acceleration. We have a history of avoiding utility conflicts by designing creative solutions, such as utility protection pads, increasing clearances, defining construction methods, and changing material types. By following the previously detailed steps, utility conflicts will be avoided or accounted for in design, avoiding unnecessary project delays and inconveniences to the public.

We have experience designing around petroleum pipelines.

Implementation of the Design Approach Positions the Project for Timely Construction

Hiring our team will position this project for construction commencement in a timely manner. Meeting this project schedule(s) will take dedication from everyone involved. The Village knows our team is expert in understanding the sequence of tasks that must be met with a federally funded project to meet the schedule. While the funding availability for the bridge and/or intersection might not overlap, causing a delay to one construction contract, we feel the critical path is the time for the land acquisition process. **We have provided an attached realistic schedule that assumes both improvements are fully funded.**

We feel the critical path to construction involves the land acquisition process. Therefore, confirmation of needs will be prioritized.

While several important processing paths exist in the schedule, the critical path for the project is the land acquisition. A project cannot be advertised unless the Bureau of Land Acquisition has certified the ROW. Often, land acquisition is the remaining item left to complete in Phase II, given the uncertainties in negotiation timelines and the regimented federal process.

This federal process requires four steps and reviews by IDOT to certify land acquisition. Those four steps include: Plat of Highways and Legals, Appraisals, Appraisal Reviews, and Land Negotiations. All steps must be strictly followed and reviewed by the IDOT Bureau of Land Acquisition. To instill the Village's confidence, we have assembled a team of subconsultants that handled previous land acquisition for the Ravinia Avenue at 147th Street project, which was completed in a timely manner to meet the project schedule. We will aggressively perform design and prepare the necessary permit applications to position the project in the most ideal situation. The attached detailed project schedule showcases our knowledge of the federally funded Phase II design process. The Village can have confidence in selecting our team.

Depending on cooperation from land owners, the project could be in construction by 2023.

Quality Assurance (QA)/Quality Control (QC) Plan Assures 'Excellence in Engineering'

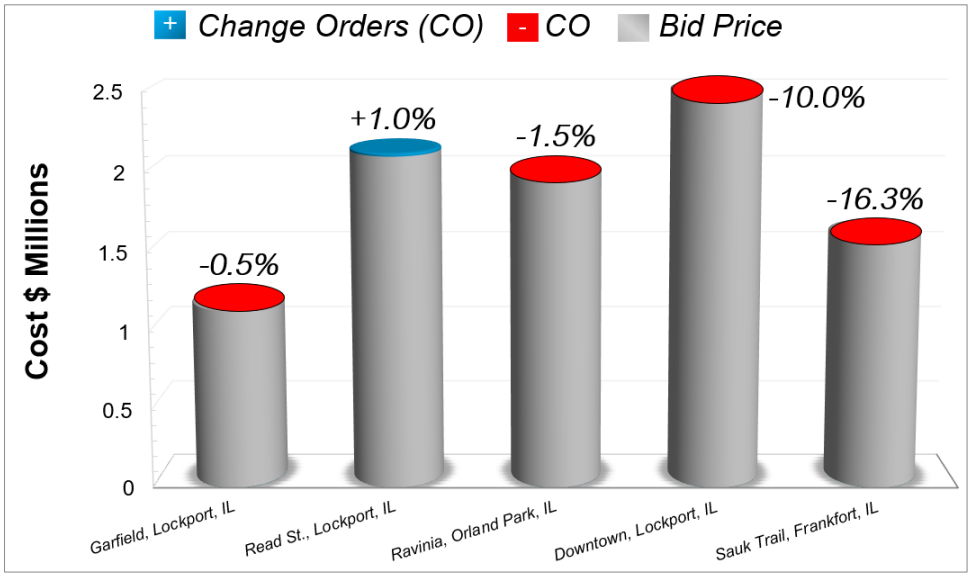
Over 75 years of services, we have a reputation of providing *excellence in engineering*. This cannot be done without a comprehensive QA/QC plan molded to the specific scope and needs of that project. For the Village's project, our QA/QC plan will mirror our

approved and required plan for IDOT projects, given the similar processing procedures. A QA/QC review will be provided on the following items and key points of the project: The Phase I documents, geotechnical investigations, benchmarks and control points, downloading topographical surveys, pre-final PS&E, and the final PS&E.

The Village experienced our history of negative change orders on the Ravinia Avenue project in 2019.

Our Key QC Engineer, Darcie Gabrisko, P.E., VP, provides more than 30 years of transportation experience. Darcie's main involvement in these projects will involve QA/QC reviews of each project, where she will provide an independent look at the projects. Our history of providing successful QA/QC plans is evident by our final balancing of change orders for our projects. Below is a graph of select STP-funded projects with the final balancing change order. The Village can expect the same level of excellence for both projects.

Our approach to QA/QC yields results with minimal change orders.



Our change order history for federally funded local roads projects showcases our excellence.

Client: Village of Orland Park

Project John Humphrey Dr. and 143rd Street Phase II Engineering

Project Schedule – Phase II Engineering

Tasks		2021 Sep.	Oct.	Nov.	Dec.	2022 Jan.	Feb.	March	April	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
1	**Meetings and Grants**																
1.0	IDOT / Village Kick-Off Meeting																
1.1	Grant Applications																
2	**Roadway Design & Survey**																
2.1	Review Phase I Data																
2.2	Pick-Up Topographical Survey																
2.3	Adjust / Refine Design																
2.4	MOT Design																
2.5	IDOT Detour Committee Meeting																
2.6	Verify Land Acquisition Needs																
3	**Dryland Bridge Design**																
3.1	Supplemental Geotechnical Engineering / CCDD Testing																
3.2	Preliminary Support System Study																
3.3	Dryland Bridge Design																
4	**Environmental Coordination & Permitting**																
4.1	Renew Biological Clearance from Phase I with IDOT																
4.2	Village Preliminary Site Investigation (PSI)																
4.3	PESA Expires Renew Response																
4.4	Wetland Delineation Expires Aug. 2021, Perform New Delineation																
4.5	USACE Jurisdictional Determination																
4.6	Revise Wetland Impact Evaluation																
4.7	Joint Permit Application Submittal for USACE / IEPA / IDNR-OWR Review																
4.8	USACE 404 Permit																
4.9	IEPA 401 Permit																
4.10	MWRD Stormwater Permit																
5	**Land Acquisition**																
5.1	Plat of Highways and Legal Descriptions																
5.2	Appraisals																
5.3	Appraisal Reviews																
5.4	Land Negotiations																
5.5	ROW Certification by IDOT Bureau of Land Acquisition																
6	**Plans, Special Provisions & Estimates (PS&E)**																
6.1	Prepare Prefinal PS&E																
6.2	Prefinal PS&E Submittal to IDOT and Utility Companies																
6.3	Prepare Final PS&E																
6.4	Final PS&E Submittal to IDOT																
6.5	IDOT Letting																

Legend

- Submittal Milestone to Agency
- Approval from Agency
- Agency Processing or Review Time

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: Strand Associates, Inc.®

Street Address: 1170 South Houbolt Road

City, State, Zip: Joliet, IL 60431

Contact Name: Marc Grigas, P.E.

Phone: 815-744-4200 Fax: 608-251-8655

E-Mail Address: Marc.Grigas@strand.com

Signature of Authorized Signee: Joseph M Bunker

Title: Joseph M. Bunker, Corporate Secretary

Date: 8/18/2021

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

ORLAND PARK

CERTIFICATE OF COMPLIANCE

The undersigned Joseph M. Bunker, as Corporate Secretary
(Enter Name of Person Making Certification) *(Enter Title of Person Making Certification)*

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

1) BUSINESS ORGANIZATION:

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

Federal Employer I.D.#: 39-1020418
(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
_X_ Corporation Wisconsin *(State of Incorporation)* 1946 *(Date of Incorporation)*

2) ELIGIBILITY TO ENTER INTO PUBLIC CONTRACTS: Yes [X] 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 [X] 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 [X] 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 [X] 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:

Joseph M Bunker
Signature of Authorized Officer

Joseph M. Bunker
Name of Authorized Officer

Corporate Secretary
Title

8/18/2021
Date

REFERENCES

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

Proposer's Name: Strand Associates, Inc.®
(Enter Name of Business Organization)

1. ORGANIZATION: Illinois Department of Transporation - District One
   ADDRESS: 201 West Center Court, Schaumburg, IL
   PHONE NUMBER: 847-705-4230
   CONTACT PERSON: Matthew Rothenberg, P.E., Project Manager
   YEAR OF PROJECT: Ongoing

2. ORGANIZATION: Illinois Department of Transporation - District One
   ADDRESS: 201 West Center Court, Schaumburg, IL
   PHONE NUMBER: 847-705-4265
   CONTACT PERSON: Craig Bauer, Project Manager
   YEAR OF PROJECT: 2015

3. ORGANIZATION: Kendall County Highway Department
   ADDRESS: 6780 State Route 47
   PHONE NUMBER: 630-553-7616
   CONTACT PERSON: Fran Klaas, County Engineer
   YEAR OF PROJECT: 2019

REFERENCES

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

Proposer's Name: Stantec Consulting Services Inc.
(Enter Name of Business Organization)

1. ORGANIZATION: Illinois Tollway
   ADDRESS: 2700 Ogden Avenue, Downers Grove, IL 60515
   PHONE NUMBER: (630) 241-6800
   CONTACT PERSON: Laura Thompson
   YEAR OF PROJECT: 2015-Ongoing

2. ORGANIZATION: Illinois Department of Transportation, District One
   ADDRESS: 201 W. Center Court, Schaumburg, IL 60196
   PHONE NUMBER: (847) 705-4393
   CONTACT PERSON: Issam Rayyan
   YEAR OF PROJECT: 2013

3. ORGANIZATION: Illinois Department of Transportation, District One
   ADDRESS: 201 W. Center Court, Schaumburg, IL 60196
   PHONE NUMBER: (847) 705-4106
   CONTACT PERSON: Carlos Feliciano
   YEAR OF PROJECT: 2008-Ongoing

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 18 DAY OF August, 2021

Signature

Joseph M. Bunker, Corporate Secretary
Printed Name & Title

Authorized to execute agreements for:

Strand Associates, Inc.®
Name of Company

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

Objection to Agreement Language

Comments on Proposed Engineering Consultant Agreement Demonstrates Eagerness to Create Most Mutually Beneficial Arrangement Possible

It is our understanding that this project will not be processed under our master services agreement with the Village. Therefore, we have reviewed the Village's sample Professional Engineering Services agreement provided in the RFQ and request several changes. We have been working with the Village for more than 20 years, on countless projects, and have come to an agreement in the past, and this project should be no different. Attached is a marked-up agreement with our requested changes with language to be deleted ~~striked out~~ and language to be added or notes in blue pen.

ORLAND PARK

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

Comments by Strand Associates Inc. 8/19/21

GENERAL TERMS AND CONDITIONS

Assignment

The successful Proposer shall not assign the work of this Project without the prior written approval of the Village.

Award

Award of the Contract is subject to Village Board approval. The Village award will be made within ninety (90) days after the date of the Qualification opening, or any mutually agreed extension thereof.

Compliance with Laws

The Proposer shall at all times observe and comply with all applicable laws, ordinances and regulations of the federal, state, local and Village governments, which may in any manner affect the preparation of Qualifications or the performance of the Contract. Proposer hereby agrees that it will comply with all requirements of the Illinois Human Rights Act, 775 ILCS 5/1-101 et seq., including the provision dealing with sexual harassment and that if awarded the Contract, will not engage in any prohibited form of discrimination in employment as defined in that Act and will require that its subcontractors agree to the same restrictions. Proposers and all subcontractors shall comply with all requirements of the Act and of the Rules of the Illinois Department of Human Rights with regard to posting information on employees' rights under the Act. Proposers are also required to comply with all applicable federal laws, state laws and regulations regarding minimum wages, limit on payment to minors, minimum fair wage standards for minors, payment of wage due employees, and health and safety of employees. Proposers are required to pay employees all rightful salaries, medical benefits, pension and social security benefits pursuant to applicable labor agreements and federal and state statutes and to further require withholdings and deposits therefore.

Confidentiality

As a unit of local government, the Village is subject to the Illinois Freedom of Information Act (FOIA) or 5 ILCS 140/1, et seq. as amended. Therefore, after award of the Contract, responses, documents, and materials submitted by the Proposer in response to this RFQ will be made available for public inspection in accordance with FOIA, unless otherwise determined by the Village Manager. Based upon the public nature of these RFQs, where applicable, a Proposer must inform the Village, in writing, of the exact materials in the offer which it claims are exempt from disclosure pursuant to FOIA.

Contract

Actual work cannot begin until the Village issues a written Notice to Proceed to the successful Proposer. In order to receive said Notice, the successful Proposer shall submit to the Village for its approval all necessary contracts, bonds, and insurance. Village approval of the contracts, bonds, and insurance shall be evidenced by its issuance of the signed contract by the Village and the Notice to Proceed. The Village reserves the right to terminate the relationship with the successful Proposer if these documents are not submitted to and approved by the Village within ten (10) days of Notice of Qualification Award.

Section III includes a sample standard Contract, subject to modifications, that the successful Proposer will be required to enter into with the Village within ten (10) business days of Notice of Qualification Award (hereinafter referred to as the "Contract"). This Contract will be satisfied upon completion, inspection, acceptance, and final payment for the work performed. Certain provisions of the Contract shall survive the expiration or termination of the Contract.

Incurred Costs

The Village will not be liable in any way for costs incurred by Proposers in replying to this RFQ.

Indemnification

The successful Proposer shall indemnify, defend and hold harmless the Village, its trustees, officers, directors, agents, employees, representative and assigns, from lawsuits, actions, costs (including attorney's fees), claims or liability of any character, incurred due to the alleged negligence of the Proposer, brought because of any injuries or damages received or sustained by any person, persons or property on account of any act or omission, neglect or misconduct of said Proposer, its officers, agents and/or employees arising out of, or in performance of any of the Contract provisions, including and claims or amounts recovered for any infringements of patent, trademark or copyright; or from any claims or amounts arising or recovered under the "Workers' Compensation Act" or any other law, ordinance, order or decree. In connection with any such claims, lawsuits, actions or liabilities, the Village, its trustees, officers, directors, agents, employees, representatives and their assigns shall have the right to defense counsel of their choice. The Proposer shall be solely liable for all costs of such defense and for all expenses, fees, judgments, settlements and all other costs arising out of such claims, lawsuits, actions or liabilities.

The Proposer shall not make any settlement or compromise of a lawsuit or claim, or fail to pursue any available avenue of appeal of any adverse judgment, without the approval of the Village and any other indemnified party. The Village or any other indemnified party, in its or their sole discretion, shall have the option of being represented by its or their own counsel. If this option is exercised, then the Proposer shall promptly reimburse the Village or other indemnified party, upon written demand, for any expenses, including but not limited to court costs, reasonable attorneys' and witnesses' fees and other expenses of litigation incurred by the Village or other indemnified party in connection therewith.

Insurance

The successful Proposer shall produce and maintain for the term of the Contract, and any renewals or extensions thereof, the various insurance coverage requirements as stated on the enclosed Insurance Requirements certification in *Section II* of this RFQ. **Proposers must sign and submit with the Qualification, the Insurance Requirements in *Section II* of this RFQ, as recognition of the insurance coverages and amounts that will be required to be in place before the commencement of any work by the successful Proposer.** By signing this form, Proposers certify that in the event the Proposer does not already have the required insurance coverages in place, the Proposer has checked with their insurance carrier and verified that the coverages and endorsements requested will be able to be obtained by the Proposer within ten (10) days after the date of the Notice of Award of the Contract. Certified copies of policies evidencing required insurance coverage and all certificates of insurance in connection therewith shall be furnished to the Village at its request prior to commencement of any work. All such policies shall name the Village as an additional insured and shall provide that the policy may not be terminated or canceled without at least thirty (30) days advance written notice to the Village, or, except upon prior written approval of the Village, materially changed. Proposers have the sole responsibility of verifying that the coverages and endorsements will be available for purchase and that they have made any and all inquiries necessary to satisfy this requirement and fully inform themselves in regards to any additional policy premiums the successful Proposer may incur as a result of obtaining said required coverages. Proposers also represent that they have taken the insurance requirements into account and at Proposers' sole discretion, has factored this into the proposal prices submitted. The successful Proposer is solely and entirely responsible for the payment of policy premiums and in no event will the Village be obligated to incur any additional expense, nor will the Village increase the amount of the Contract above the amount proposal, as a result of any expense the successful Proposer may incur to satisfy the obligations required herein.

Length of Contract

Completion of Phase II Design Engineering Services and delivery of all project design materials as required by IDOT and/or requested by the Village.

Negotiations

The Village reserves the right to negotiate specifications, terms and conditions, which may be necessary or appropriate to the accomplishment of the purpose of this Project. The Village may require the entire Proposal be made an integral part of the resulting Contract. This implies that all responses, supplemental, and other submissions provided by the Proposer during discussions or negotiations will be held by the Village as contractually binding on the successful Proposer.

Prevailing Wages

Projects involving earthwork may require prevailing wage pricing.

ORLAND PARK

AGREEMENT BETWEEN THE VILLAGE OF ORLAND PARK AND _____ FOR PROFESSIONAL SERVICES

THIS AGREEMENT (hereinafter, the "Agreement" or the "Contract") is made this _____ day of _____, 20__, by and between the VILLAGE OF ORLAND PARK (hereinafter referred to as "Village") and _____ (hereinafter referred to as "Consultant") for the performance of certain professional services for the Village in connection with _____ (hereinafter referred to as the "Project", the "Work", or the "Services").

WITNESSETH:

In consideration of the mutual covenants set forth herein by the Village and the Consultant (hereinafter referred to collectively as the "Parties"), the Parties agree as follows:

1. Scope of Work: The Consultant agrees to and shall timely perform and fully complete the "Scope of Services" as set forth in:
   ☐ The Consultant's Proposal or Bid No. _____, and dated _____ 20___; and/or
   ☐ Village of Orland Park RFQ/RFP/Purchase Order No. _____.
   which is/are attached hereto and made a part of this Agreement as Exhibit A (the "Work" or the "Project"). The terms, conditions and specifications set forth in Village's Request for Qualifications (RFQ), Request for Proposal ("RFP"), and/or Purchase Order and any other Village document shall supersede, govern, and prevail over any inconsistent terms, conditions, and/or specifications on any other documents submitted by the Consultant. Any provisions in the Consultant's Proposal or Bid or other submittals which are in conflict with or inconsistent with any of the same provisions in the Village's RFQ, RFP, and/or Purchase Order shall be void to the extent of such conflict or inconsistency and the terms of the Village's RFQ, RFP, and/or Purchase Order shall control.

2. Payment:

   A. Compensation: The Village agrees to pay the Consultant, and the Consultant agrees to accept as compensation for all Services and/or Work and/or the Project required by this Agreement the amount(s) set forth as follows:
      ☐ the amount(s) set forth on Exhibit A (the "Consultant's Proposal");
      ☐ the amount(s) based upon the Schedule of Fees set forth on Exhibit B attached hereto and thereby
      made a part hereof; and
      ☐ subject to a not-to-exceed amount of $_____ ("Contract Price")
      (i) It is expressly understood and agreed to by both Parties that in no event shall the total amount to be paid by the Village for the complete and satisfactory performance of services, under this Agreement exceed $_____. Said price shall be the total compensation for Consultant's performance hereunder including, but not limited to, all work, deliverables, materials, supplies, equipment, subcontractor's fees, and all reimbursable travel and miscellaneous or incidental expenses to be incurred by Consultant. In the event the Consultant incurs cost in excess of the sum authorized for service under this Agreement, the Consultant shall pay such excess from its own funds, and the Village shall not be required to

Note
Language allows for Village and jurisdictional agencies to change scope of services without compensation. Language also indicates Village consultants outside of this contract such as Phase I to make errors and hired Phase II consultant is liable.

pay any part of such excess, and the Consultant shall have no claim against the Village on account thereof. For the avoidance of doubt, in no event shall Consultant be entitled to receive more than this not-to-exceed amount and this amount includes all costs incurred by Consultant in connection with the work and services authorized hereby, including, but not limited to: ~~(i) any known or unknown and/or unexpected condition(s); (ii) any and all unforeseen difficulties; (iii) any unanticipated rises in the cost of labor, materials or equipment, changes in market or negotiating conditions, and errors or omissions made by the Consultant or others; (iv) the character of the work and/or services to be performed; and (v) any overrun in the time or cost necessary for the Consultant to complete the work due to any causes, within or beyond its control.~~ Under no circumstances shall the Village be liable for any additional charges if Consultant's actual costs and reimbursable expenses for such work, service or deliverable exceed the not-to-exceed price. Accordingly, Consultant represents, warrants and covenants to the Village that it will not, nor will Consultant have anyone on its behalf, attempt to collect an amount in excess of the not to exceed price agreed to by the Consultant as set forth above.

B. Invoices: The Consultant agrees to and shall prepare and submit:
☐ an invoice to the Village which the Village shall pay upon completion and approval of the Work; or
☐ invoices for progress payments to the Village as hereinafter set forth for Services completed to date. Invoices shall be prepared monthly and shall document the time/hours expended as the Work is completed to date by the Consultant.

C. Payment: Notwithstanding any provision of the Illinois Local Government Prompt Act (50 ILCS 505/1, et seq.) (the "Act") to the contrary, the Parties agree that any bill approved for payment by the Corporate Authorities shall be paid within ~~sixty (60)~~ 30 days after the date of approval. If payment is not made within such ~~sixty (60)~~ day period, an interest penalty of 1% of any amount approved and unpaid shall be added for each full thirty (30) day period, without proration, after the expiration of the aforementioned ~~sixty (60)~~ day payment period, until final payment is made. No other provision of the Act shall apply to this contract.

D. Withholding Payment: Notwithstanding anything to the contrary herein contained, no compensation will be paid to or claimed by the Consultant for services required to correct deficiencies attributable to errors or omissions of the Consultant, and all such errors or omissions must be corrected by the Consultant at its sole cost and expense. Notwithstanding anything to the contrary herein contained, the Village has the right to withhold from payment due the Consultant such sums as are reasonably necessary to protect the Village against any loss or damage which may result from: (i) the negligence of or unsatisfactory Services of the Consultant; (ii) the failure by the Consultant to perform the Consultant's obligations hereunder; or (iii) claims filed against the Village relating to the Services. Any sums withheld from the Consultant as provided in this section, and subsequently determined to be due and owing to the Consultant, will be paid to the Consultant.

upon notifications to Consultant

E. Appropriation of Funds. The Parties hereto agree that, if the term of this Agreement extends beyond the current fiscal year of the Village (the current fiscal year being the year in which the first date of the term of this Agreement falls), this Agreement is subject to the appropriation of funds by the Village Board of Trustees and/or any other funding agencies for each subsequent year. If the Village, and/or any other governmental agency providing funding for this Service, fails to make such an appropriation, the Village may terminate this Agreement and the Consultant

will be entitled to receive, as its sole and exclusive remedy, compensation for Services properly performed to the date of termination ~~to the extent the Village has funds available and appropriated to pay the Consultant such amount.~~ Upon the request of the Consultant, the Village will inform the Consultant as to whether any governmental agency other than the Village is providing funding to pay all or a portion of the Services.

F. Records. The Consultant's records relating to the Services must be kept in accordance with generally accepted principles of accounting consistently applied and must be retained by the Consultant for a period of not less than five (5) years following the completion of the Services. Such records must be available to the Village or any authorized representative of the Village, upon reasonable prior notice, for audit and review during normal business hours at the ~~Village~~ Consultant's offices ~~14700 S. Ravinia Ave. Orland Park, IL 60462~~. In addition, such records must be available, upon reasonable prior notice, for audit and review by any other governmental agency providing funding for all or any portion of this Service.

3. Contract Documents: The term "Contract Documents" means and includes, but is not limited to, this Agreement and the following, which are each attached hereto and thereby made a part hereof:

☐ Scope of Services as set forth in the Consultant's proposal dated _____, 20__ (Exhibit A)

☐ Schedule of Fees (Exhibit B)

In the event of any conflict between this Agreement and any other Contract Document, this Agreement shall prevail and control over the terms and conditions set forth in such other Contract Documents.

4. Time is of the Essence; Dates of Commencement and Completion; Progress Reports:

A. Time is of the essence in this Contract. The Services to be performed by the Consultant under the Contract Documents shall commence no later than _____ (hereinafter the "Commencement Date"), and shall be completed no later than _____ (hereinafter the "Completion Date"), barring only Acts of God, due to which the Completion Date may be modified in writing with the prior approval of the Village. If the Consultant fails to complete the Services by the Completion Date, the Village shall thereafter have the right to have the Services completed by another independent contractor, and in such event, the Village shall have the right to deduct the cost of such completion so incurred by the Village from payments otherwise due to the Consultant for the Services and/or the right to recover any excess cost of completion from the Consultant to the extent that the total cost incurred by the Village for the completion of the Work which is the subject of the Contract Documents exceeds the Contract Price.

B. Progress Reports. The Consultant must prepare and submit monthly progress reports describing the Services performed in the prior month and anticipated to be performed in the following one-month period. The Services schedule shall ~~insure~~ ensure that each of the Services provided are being completed within a timeframe that does not negatively impact the Village's compliance with any federal, state, or local regulations (if applicable).

5. Venue and Choice of Law: The Consultant and the Village agree that the venue for any and all disputes shall solely be in Cook County, Illinois, in which the Village's Village Hall is located. This Contract and all other Contract Documents shall be construed and interpreted in accordance with the laws of the State of Illinois.

we don't have a surety. Contractors do.

6. Nonassignability: The Consultant shall not assign this Contract, or any part thereof, to any other person, firm, or corporation without the prior written consent of the Village, and in no case shall such consent relieve the Consultant ~~or its surety~~ from the obligations herein entered into by the same or change the terms of this Contract.

7. Notices and Communications: Where notice is required by the Agreement it shall be considered received if it is delivered in person, sent by registered United States mail, return receipt requested, delivered by messenger or mail service with a signed receipt, sent by facsimile or e-mail with an acknowledgment of receipt, to the following:

To the Village:
Name: _____
Village of Orland Park
14700 South Ravinia Avenue
Orland Park, Illinois 60462
Telephone: _____
Facsimile: _____
e-mail: _____

Consultant
To the ~~Contractor:~~
Name: _____
Company: _____
Address: _____
City, State, Zip: _____
Telephone: _____
Facsimile: _____
e-mail: _____

or to such other person or persons or to such other address or addresses as may be provided by either party to the other party.

8. Right to Alter Scope of Services Reserved: The Village reserves the right to alter the plans, extend or shorten the Scope of Services, add to the Scope of Services as may be necessary, and increase or decrease the scope and/or quantity of the Services, including the deduction or cancellation of any one or more of the unit price items, or to cancel the Contract and the Services in their entirety for any reason. This Agreement shall have the scope, fee, and schedule amended accordingly.

9. Control and Inspection of Work: Unless otherwise specified in the Contract Documents, inspection, acceptance or rejection of goods and/or Services shall be made after delivery. Final inspection, acceptance and/or rejection of the goods and/or Services shall not impose liability on the Village for goods and/or Services not in accordance with the Contract Documents as determined solely by the Village. Payment shall not be due on rejected goods and/or Services until and unless fully corrected and/or replaced as determined by the Village. All Services performed by the Consultant shall be done in conformance with this Agreement and the other Contract Documents as determined solely by the Village, and this Agreement shall control.

10. Timely Written Response and Written Report(s) of Resolution Relative to Certain Incident(s), Claim(s) and/or Complaint(s):

A. All alleged incident(s), claim(s), or complaint(s) related to any alleged death, injury and/or damage to persons and/or to public or private property related to the Consultant's work or services provided pursuant to this Contract shall be reported to the Village and resolved by the Consultant and/or its agent in a timely manner.
B. Within three (3) business days after receipt by Consultant of an initial written or verbal notice of any such incident, claim, or complaint, the Consultant shall also provide to the Village, and to

any third-party making such claim or complaint, the name, telephone number, and cellular number of the Consultant's officer or employee who will be responsible for managing the resolution thereof until its final resolution by the Consultant and/or by the Consultant's insurer or agent.

C. Within ten (10) business days after the Consultant's receipt of the first notice of an alleged incident, claim, or complaint related to any alleged death, injury, and/or damage to persons and/or to public or private property (the "incident, claim, or complaint"), the Consultant or its agent(s) shall provide to the Village and to any third-party person making such claim or complaint an initial written response relative to such incident, claim or complaint, and the efforts and current progress of the Consultant and/or its agents to date toward the resolution of such incident, claim or complaint.

D. If complete resolution of the incident, claim, or complaint has not been reached within the aforesaid ten (10) business day period, the Consultant or its agent shall continue to use all reasonable efforts to fully resolve the incident, claim, or complaint, and to that end, further updated written status reports of resolution, or progress toward resolution, as the case may be, of such incident, claim, or complaint shall be provided to the Village by the Consultant not less than monthly until such incident, claim, or complaint is fully resolved.

E. The Consultant or its agents will be expected to fully resolve most incident(s), claim(s), or complaint(s) involving minor damage to public or private property within said initial ten (10) business day period after the Consultant receives its initial verbal or written notice of such incident, claim, or complaint.

11. Insurance:

A. Prior to Commencement of Work:

(i) Prior to commencement of any Services under the Contract Documents, Consultant shall supply to the Village certificates of insurance as specified below. Consultant shall not start the Services contemplated by the Contract until Consultant has obtained all insurance required under this Paragraph 11, and all such insurance coverage has been obtained and approved by the Village Manager, or his designee.

(ii) Minimum Scope of Insurance:
Coverage shall be at least as broad as Insurance Services Office ("ISO") Commercial General Liability occurrence form CG 00 01 04 13 with the "Village of Orland Park and its officers, officials, employees, agents and ~~and volunteers~~" named as additional insureds on a primary and non-contributory basis. This primary, non-contributory additional insured coverage shall be confirmed through the following required policy endorsements (or their substantial equivalents): ISO Additional Insured Endorsement CG 20 10 04 13 or CG 20 26 04 13, and CG 20 01 04.

☐ If this box is checked, a Completed Operations Endorsement (CG 20 37 04 13) is also required.

B. Insurance Required: The Consultant shall procure and maintain, for the duration of the Contract, insurance against claims for injuries to persons or damage to property, which may arise from or in connection with the performance of the Work hereunder by the Consultant, its employees, subconsultants, and other agents.

(i) Commercial General Liability:

(a) $1,000,000 combined single limit per occurrence for bodily injury, and property damage and $1,000,000 per occurrence for personal injury. The general aggregate shall be $2,000,000.

(b) The Village of Orland Park, and its officers, officials, employees, agents ~~and volunteers,~~ are to be named and covered as additional insureds as respects: liability arising out of the Consultant's work, including activities performed by or on behalf of the Consultant; products and completed operations of the Consultant; premises owned, leased or used by the Consultant, or automobiles owned, leased, hired or borrowed by the Consultant. The coverage shall contain no special limitations on the scope of protection afforded to the Village of Orland Park and its officers, officials, employees, and agents ~~and/or volunteers~~.

(c) The Consultant's insurance coverage shall be primary and non-contributory as respects the Village of Orland Park and its officers, officials, employees, agents ~~and volunteers~~. Any insurance or self-insurance maintained by the Village of Orland Park and/or on behalf of its officers, officials, employees, agents and/or volunteers shall be excess of Consultant's insurance and shall not contribute with it.

(d) Any failure to comply with reporting provisions of any applicable insurance policies shall not affect coverage provided to the Village of Orland Park and/or its officers, officials, employees, agents ~~and/or its volunteers~~.

(e) The Consultant's insurance shall contain a Severability of Interests/Cross-Liability clause or language stating that Consultant's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

(f) If any commercial general liability insurance is being provided under an excess or umbrella liability policy that does not "follow form", then the Consultant shall be required to name the "Village of Orland Park, and its officers, officials, employees, and agents ~~and volunteers~~" as additional insureds.

(g) All general liability coverages shall be provided on an occurrence policy form. Claims-made general liability policies will not be accepted.

(h) The Consultant and all subconsultants hereby agree to waive any limitation as to the amount of contribution recoverable against them by the Village of Orland Park, and/or by its officers, officials, employees, agents ~~and/or its volunteers~~. This specifically includes any limitation imposed by any state statute, regulation, or case law including any Workers' Compensation Act provision that applies a limitation to the amount recoverable.

(ii) ISO Business Auto Liability coverage form number CA 00 01, Symbol 01 "Any Auto": $1,000,000 combined single limit per occurrence for bodily injury, and property damage and $1,000,000 per occurrence for personal injury.

(iii) Workers' Compensation Insurance:

Such coverage as required by the Workers' Compensation Act of the State of Illinois with coverage of statutory limits and Employers' Liability Insurance with limits of $500,000 per accident. The insurer shall agree to waive all rights of subrogation against the "Village of Orland Park, its officers, officials, employees, agents and volunteers" for losses arising from work performed by the Consultant for the Village.

(iv) Professional Liability:

(a) Professional liability insurance with limits not less than $1,000,000 each claim with respect to negligent acts, errors and omissions in connection with professional services to be provided under the contract, ~~with a deductible not-to-exceed $50,000 without prior written approval~~.

(b) If the policy is written on a claims-made form, the retroactive date must be equal to or preceding the effective date of the contract. In the event the policy is cancelled, non-renewed or switched to an occurrence form, the Consultant shall be required to purchase supplemental extending reporting period coverage for a period of not less than three (3) years.

(v) Umbrella Policy:
If the general aggregate limit for Commercial General Liability coverage provided is less than $2,000,000, pursuant to Section 11(B)(i) above, then a $2,000,000 Umbrella Policy shall also be provided which policy shall follow all required coverages as set forth above, other than Worker's Compensation and Professional Liability coverages.

(vi) ☑ Cyber Liability Coverage: for losses arising out of the Consultants work or work product resulting from a network/data breach, malware infection, cyber extortion, ransomware, exposure of confidential, personally identifiable and financial information, intellectual property and other related breaches. This coverage will apply to but not limited to damages for notification cost, credit monitoring expenses, public relations expenses, computer system/software damage and related financials losses.

C. ~~Deductibles and Self-Insured Retentions: Any deductibles or self-insured retentions must be declared to and approved by the Village of Orland Park.~~

D. All Coverages:

(i) No Waiver. Under no circumstances shall the Village, or its officers, officials, employees, agents or volunteers be deemed to have waived any of the insurance requirements of this Contract by any act or omission, including, but not limited to:

(a) Allowing work by Consultant or any subconsultant to start before receipt of Certificates of Insurance and Additional Insured Endorsements.

(b) Failure to examine, or to demand correction of any deficiency, of any Certificate of Insurance and Additional Insured Endorsement received.

(ii) 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.

(iii) When requested by the Village Manager, or his designee, Consultant shall promptly provide the respective original insurance policies for review and approval by the Village Manager, or his designee.

E. Acceptability of Insurers: Insurance is to be placed with insurers with a Best's rating of no less than A-, VII and approved to do business in the State of Illinois.

F. Verification of Coverage: Consultant shall furnish the Village of Orland Park with certificates of insurance naming the "Village of Orland Park, its officers, officials, employees, agents and volunteers", as additional insureds (except on Professional Liability), and with original endorsements affecting coverage required by this clause. The certificates and endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The certificates and endorsements are to be received and approved by the Village Manager, or his designee, before any work commences. The following additional insured endorsements may be

utilized (or their substantial equivalent): ISO Additional Insured Endorsements CG 20 10 04 13 or CG 20 26 04 13, and CG 20 37 04 13 – Completed Operations, where required. In the event a claim is filed, the Village reserves the right to request full certified copies of the insurance policies and endorsements.

☐ If this box is checked, a Completed Operations Endorsement (CG 20 37 04 13) is also required.

G. Subconsultants: Consultant shall include all subconsultants as insureds under its policies or shall furnish separate certificates and endorsements for each subconsultant. All coverages for subconsultants shall be subject to all of the requirements stated herein.

H. Assumption of Liability: Consultant assumes liability for all injury to or death of any person or persons including employees of the Consultant, any subconsultant, any supplier or any other person and assumes liability for all damage to property sustained by any person or persons occasioned by or in any way arising out of any work performed pursuant to this Contract.

I. Insurance Certifications: In addition to providing Certificates of Insurance as required by the contract documents, the Consultant shall submit to the Village a signed certification with each Request for Payment, stating that all the insurance required of the Consultant remains in force. Failure to submit such a certification shall be grounds to withhold payment in full or in part.

J. Insurance Requirements Cannot Be Waived by Village: Under no circumstances shall the Village be deemed to have waived any of the insurance requirements of the related Contract by any act or omission, including, but not limited to: (1) allowing the Work to commence by the Consultant or any subconsultant of any tier before receipt of Certificates of Insurance; (2) failing to review any Certificates of Insurance received; (3) failing to advise the Consultant or any subconsultant of any tier that any Certificate of Insurance fails to contain all the required insurance provisions, or is otherwise deficient in any manner; or (4) issuing any payment without receipt of a Sworn Statement from the Consultant and all subconsultants of any tier stating that all the required insurance is in force. The Consultant agrees that the obligation to provide the insurance required by this Agreement or any of the contract documents is solely its responsibility and that this is a requirement which cannot be waived by any conduct, action, inaction or omission by the Village. Consultant shall also protect the Village by specifically incorporating this Paragraph into every subcontract entered into relative to the Work contemplated herein and also requiring that every subconsultant incorporate this Paragraph into every sub-subcontract it enters into relative to the Work contemplated herein.

K. Liability of Consultant and Subconsultant is Not Limited by Purchase of Insurance: Nothing contained in the insurance requirements of this Agreement or any Contract Documents is to be construed as limiting the liability of the Consultant or the liability of any subconsultant of any tier, or either of their respective insurance carriers. The Village does not, in any way, represent that the coverages or limits of insurance specified is sufficient or adequate to protect the Village, the Consultant, or any subconsultant's interest or liabilities, but are merely required minimums. The obligation of the Consultant and every subconsultant of any tier to purchase insurance shall not, in any way, limit their obligations to the Village in the event that the Village should suffer an injury or loss in excess of the amount recoverable through insurance, or any loss or portion of the loss which is not covered by either the insurance of the Consultant or any subconsultant's insurance.

L. Notice of Bodily Injury or Property Damage: The Consultant shall notify the Village, in writing, of any actual or possible claim for personal injury or property damage relating to the Work, or of any occurrence which might give rise to such claim, promptly upon obtaining first knowledge of same.

M. Updated Proof Required: The Consultant agrees that at any time upon the demand of the Village, updated proof of such insurance coverage will be submitted to the Village. There shall be no additional charge to the Village for said insurance.

N. Higher and More Expansive Standard Applicable: To the extent other insurance requirements of the Contract Documents contradict this Paragraph 11, the more expansive and higher standard, in terms of type and amount of coverage, shall govern.

12. Indemnity:

A. To the fullest extent permitted by law, the Consultant hereby agrees to defend, indemnify and hold harmless the Village, its elected and appointed officials, employees and agents against all injuries, deaths, loss, damages, claims, patent claims, suits, liabilities, judgments, costs and expenses, which may in anyway accrue against the Village, its elected and appointed officials, employees, and agents arising in whole or in part or in consequence of the performance of the Work by the Consultant, its employees, or subconsultants, or which may in anyway result therefrom, except that arising out of the sole legal cause of the Village, its elected and appointed officials, employees or agents, the Consultant shall, at its own expense, appear, defend and pay all charges of attorneys and all costs and other expenses arising therefrom or incurred in connection therewith, and, if any judgment shall be rendered against the Village, its elected and appointed officials, employees or agents, in any such action, the Consultant shall, at its own expense, satisfy and discharge the same.

B. Consultant expressly understands and agrees that any performance bond or insurance policies required by this Contract, or otherwise provided by the Consultant, shall in no way limit the responsibility to indemnify, keep and save harmless and defend the Village, its elected and appointed officials, employees or agents as herein provided.

C. Consultant further agrees that to the extent that money is due the Consultant by virtue of this Contract as shall be considered necessary in the judgment of the Village, such funds may be retained by the Village to protect itself against said loss until such claims, suits, or judgments shall have been settled or discharged and/or evidence to that effect shall have been furnished to the satisfaction of the Village.

D. In the event that the Village is not immune from liability under any applicable law, and only in such event, the Village hereby agrees to indemnify and hold harmless the Consultant, its officers, directors, employees and subconsultants (collectively, Consultant) against all damages, liabilities or costs, including reasonable attorney's fees and defense costs, to the extent caused by the Village's negligent acts in connection with the Project and the acts of the Village, and/or any of its officers, trustees and/or employees.

E. Neither the Village nor the Consultant shall be obligated to indemnify the other party in any manner whatsoever for the other party's own negligence, or for the acts of their respective officers, trustees, employees and/or agents.

F. The provisions of this Paragraph 12 shall survive any termination of the Contract.

13. Village Confidential Information:
    A. Consultant warrants that it shall not disclose, use, sell, rent, trade, or otherwise provide Village Confidential Information to any person, firm, or entity for any purpose outside of the specific purposes of the Contract Documents, except as necessary to comply with applicable State or Federal laws.
    B. The provisions of this Paragraph 13 shall survive any termination of the Contract.

14. Professional Standard: The Consultant hereby covenants and agrees that the Consultant will perform all Services described in this Agreement in accordance with the Professional Standard. In connection with the execution of this Agreement, the Consultant warrants and represents as follows:
    A. Feasibility of Performance. The Consultant (i) has carefully examined and analyzed the provisions and requirements of this Agreement, including all Exhibits hereto; (ii) understands the nature of the Services required; (iii) from its own analysis has satisfied itself, to the extent reasonably possible, as to the nature of all things needed for the performance of this Agreement and all other matters that in any way may affect this Agreement or its performance; (iv) represents that this Agreement is feasible of performance in accordance with all of its provisions and requirements; and (v) can and will perform, or cause to be performed, the Services in accordance with the provisions and requirements of this Agreement.
    B. Ability to Perform: The Consultant hereby represents and warrants to the Village, with the intention that the Village rely thereon in entering into this Agreement, that: (a) the Consultant is financially solvent; (b) the Consultant, and each has the training, capability, experience, expertise, and licensing necessary to perform the Services in accordance with the requirements of this Agreement and the Professional Standard; (c) the Consultant possesses and will keep in force all required licenses, permits and accreditations to perform the Services; (d) the Consultant has full power to execute, deliver and perform this Agreement and has taken all necessary action to authorize such execution, delivery and performance; (e) the individual(s) executing this Agreement are duly authorized to sign the same on the Consultant's behalf and to bind the Consultant hereto; and (f) the Consultant will perform the Services described herein promptly, diligently and continuously with an adequate number of qualified personnel to ensure such performance.
    C. Authorized to do Business in Illinois: The Consultant certifies that it is a legal entity authorized to do business in Illinois, 30 ILCS 500/1.15.8, 20-43.
    D. Certification to Enter into Public Contracts: The Consultant certifies that it 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 violating the prohibition set forth in Section 50-10.5(e) of the Illinois Procurement Code, 30 ILCS 500/50-10.5e or any similar offense of any State of the United States which contains the same elements as the Illinois offenses of bid-rigging or bid rotating.
    E. Payment to the Illinois Department of Revenue: Consultant certifies that it is not delinquent in payment of any taxes to Illinois Department of Revenue.
    F. Debarment. The Consultant certifies that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in the Agreement by any federal department or agency. The Consultant will not knowingly use the services of any related party barred or ineligible for contracts by any federal, state or local governmental agency or applicable Laws for any purpose in the performance of the Services.

G. Interest of members of the Village: Consultant certifies that no member of the governing body of the Village and no other officer, employee, or agent of the Village who exercises any functions or responsibilities in connection with the planning or carrying out of the Services, has any personal financial interest, direct or indirect, in this Agreement; and the Consultant shall take appropriate steps to assure compliance.

H. Interest of Professional Services Provider and Employees. Consultant certifies that it presently has no interest and shall not acquire interest, direct or indirect, in the various project areas or any parcels therein or any other interest which would conflict in any manner or degree with the performance of Consultant Services hereunder. The Consultant further covenants that in the performance of this Agreement, no person having such interest shall be employed.

15. No Conflicts of Interest: The Consultant warrants that it has no conflict of interest and has not employed or retained any company or person, other than a bona fide employee working solely for the Consultant, to solicit or secure this contract, and that it has not paid or agreed to pay any company or person, other than a bona fide employee working solely for the Consultant, any fee, commission, percentage, brokerage fee, gift(s), or any other consideration, contingent upon or resulting from the award or the making of this Contract.

16. Compliance with Laws: Consultant shall comply with all applicable federal, state, and local laws, ordinances, rules and regulations, and any and all orders and decrees of any court, administrative body or tribunal applicable to the performance of the Contract. Included within the scope of the laws, ordinances, rules and regulations referred to in this paragraph, but in no way to operate as a limitation, are: Occupational Safety & Health Act ("OSHA"); Illinois Department of Labor (IDOL"), Department of Transportation, and all forms of traffic regulations; public utility, Intrastate and Interstate Commerce Commission regulations; Workers' Compensation Laws, the Social Security Act of the Federal Government and any of its titles, the Illinois Human Rights Act, and EEOC statutory provisions and rules and regulations. Evidence of specific regulatory compliance will be provided by the Consultant if requested by the Village.

17. Equal Employment Opportunity: The Consultant shall be an "equal opportunity employer" as defined in the United States Code Annotated. The Consultant shall be required to comply with the President's Executive Order No. 11246, as amended, and the requirements for Bidders and Consultants under this order are explained in 41 CFR 60-4. The Consultant shall fully comply with all applicable provisions of the Illinois Human Rights Act.

18. Certifications: By the execution of this Agreement, the Consultant certifies that: (1) the Consultant is not delinquent in the payment of any tax administered by the Illinois Department of Revenue as required by 65 ILCS 5/11-42.1-1; (2) the Consultant has a written sexual harassment policy as required by and shall otherwise comply in all respects with the Illinois Human Rights Act (775 ILCS 5/2-105(A)(4)); (3) the Consultant will provide a drug-free workplace as required by and shall otherwise comply with the Illinois Drug-Free Workplace Act (30 ILCS 580/1, et seq.); (4) the Consultant has in place a written policy as required by and that it does and shall otherwise comply with the Illinois Substance Abuse Prevention on Public Works Projects Act (820 ILCS 265/1, et seq.); and (5) the Consultant is not and/or was not barred from bidding on this Contract pursuant to Section 33E-3 or 33E-4 of the Illinois Criminal Code (720 ILCS 5/33E-3 and 5/33E-4).

19. Project Documentation: Upon execution of this Agreement relative to the Project, notwithstanding anything contained in any other Contract Documents to the contrary, the Consultant and its subconsultants agree to and shall release to the Village any and all right, title, and interest in and to any and all Project Documentation depicting, documenting, or recording the Services, and/or the Work, and/or the Project which is the subject of the Contract Documents, prepared or created by the Consultant and/or its subconsultants, including but not limited to any and all drawings, plans, specifications, photos, reports, videos, and/or other recordings on any electronic media (sometimes collectively referred to as "Project Documentation"), and any and all of such Project Documentation shall become the property of the Village. The Consultant and its subconsultants further warrant to the Village that they have the legal right to convey said Project Documentation to the Village. The Work contemplated by the Contract Documents shall not be considered complete until and unless legible and complete physical and electronic copies of all such Project Documentation have been delivered to the Village. The Village may reuse Project Documentation without the prior written authorization of the Consultant, but the Village agrees to waive any claim against the Consultant arising from any unauthorized reuse or modification of the Project Documentation.

20. Illinois Freedom of Information Act: The Illinois Freedom of Information Act (FOIA) applies to public records in the possession of a party with whom the Village has an Agreement. The Village of Orland Park will have only a very short period of time from receipt of a FOIA request to comply with the request, and there is a significant amount of work required to process a request including collating and reviewing the information. Vendor acknowledges the requirements of FOIA and agrees to comply with all requests made by the Village for public records (as that term is defined by Section 2(c) of FOIA) and to provide the requested public records to the Village within two (2) business days of the request being made by the Village. Vendor agrees to indemnify and hold harmless the Village from all claims, costs, penalty, losses and injuries (including but not limited to, attorney's fees, other professional fees, court costs and/or arbitration or other dispute resolution costs) arising out of or relating to its failure to provide the public records to the Village under this agreement.

21. Independent Contractor: It is mutually understood and agreed that the Consultant shall have full control of the ways and means of performing the Professional Services referred to above and/or which is the subject of this Agreement and the related Contract and that the Consultant or his/its employees, representatives or Subconsultants are in no sense employees of the Village, it being specifically agreed that in respect to the Village, the Consultant and any party employed by the Consultant bears the relationship to the Village of an independent contractor.

22. Duration: This Agreement and the related Contract Documents shall be in effect from the date of the Contract until the completion of the Services, but the obligations of the Consultant under Paragraphs 12 and 13 shall continue after such termination.

23. Advertisement: The Consultant is specifically denied the right to use in any form or medium the name of the Village for public advertising unless express permission is granted by the Village.

24. Amendments: No agreement or understanding to modify this Agreement or the related Contract Documents shall be binding upon the Village unless in writing and signed by the Village's authorized agent. All specifications, drawings, and data submitted to the Consultant with this Agreement or the related Contract Documents are hereby incorporated and made part thereof.

25. Termination; Remedies: Notwithstanding any other provision hereof, the Village may terminate the Agreement in the event of a default by the Consultant or without cause at any time upon fifteen (15) days prior written notice to the Consultant. In the event that the Agreement is so terminated and the Consultant is not in default or breach of this Agreement, the Consultant shall be paid for Services actually performed and reimbursable expenses actually incurred, if any, prior to termination, not exceeding the value of the Services completed which shall be determined on the basis of the rates set forth in the Consultant's Proposal.

26. Supersede: The terms, conditions and specifications set forth in this Agreement shall supersede, govern, and prevail over any inconsistent terms, conditions, and/or specifications on any other Contract Documents.

27. Severability: In the event any section, subsection, paragraph, sentence, clause, phrase or provision of this instrument or part thereof shall be deemed unlawful, invalid, unenforceable or ineffective by any court of competent jurisdiction, such decision shall not affect the validity, enforceability or effectiveness of the remaining portions of this instrument.

28. Facsimile or Digital Signatures: Facsimile or digital signatures shall be sufficient for purposes of executing, negotiating, and finalizing this Contract, and this Contract shall be deemed delivered as if containing original signatures if such delivery is made by emailing a PDF of a scanned copy of the original, hand-signed document, and/or by use of a qualified, established electronic security procedure mutually agreed upon by the Parties.

29. Counterparts: This Agreement may be executed in one or more counterparts, which counterparts when affixed together, shall constitute one and the same original document.

30. No Third Party Beneficiaries: The parties do not intend to confer any benefit hereunder on any person, firm or corporation other than the parties hereto.

31. Entire Agreement: The Contract Documents (including all Exhibits attached thereto which by reference are made a part of the Agreement) and all other written agreements signed by all of the parties hereto which by their express terms are a part of the Contract Documents, are the final expression of, and contain the entire agreement between the parties with respect to the subject matter hereof and supersedes all prior understandings with respect thereto.

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

December 17, 2020

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Darcie Gabrisko
STRAND ASSOC., INC.
1170 Houbolt Road
Joliet, IL 60431

Dear Darcie Gabrisko,

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 $79,200,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 152.18% 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 STRAND ASSOC., INC.

CATEGORY	STATUS
Special Studies - Traffic Signals	X
Special Studies - Feasibility	X
Location Design Studies - New Construction/Major Reconstruction	X
Special Services - Sanitary	X
Highways - Freeways	X
Special Studies - Safety	X
Special Services - Mechanical	X
Location Design Studies - Rehabilitation	X
Highways - Roads and Streets	X
Location Design Studies - Reconstruction/Major Rehabilitation	X
Special Studies - Pump Stations	X
Special Services - Electrical Engineering	X
Special Services - Construction Inspection	X
Structures - Highway: Simple	X
Structures - Highway: Advanced Typical	X
Structures - Highway: Typical	X
Special Studies - Traffic Studies	X
Special Studies - Lighting: Typical	X
Special Studies - Location Drainage	X
Hydraulic Reports - Pump Stations	X
Hydraulic Reports - Waterways: Complex	X
Hydraulic Reports - Waterways: Typical	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

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

August 20, 2021

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Pete Mesha
STANTEC CONSULTING SERVICES
350 North Orleans Street
Suite 1301
Chicago, IL 60654

Dear Pete Mesha,

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 $43,200,000.

Your firm's Field Rate rate of 117.51% and Home Office Rate rate of 159.23% 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 STANTEC CONSULTING SERVICES

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

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

June 7, 2021

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

ReJena Lyon
HAMPTON, LENZINI AND RENWICK, INC.
380 Shepard Drive
Elgin, IL 60123

Dear ReJena Lyon,

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 $22,400,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 158.29% 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 HAMPTON, LENZINI AND RENWICK, INC.

CATEGORY	STATUS
Special Studies - Traffic Studies	X
Special Plans - Traffic Signals	X
Special Studies - Signal Coordination & Timing (SCAT)	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
Special Services - Sanitary	X
Location Design Studies - Rehabilitation	X
Location Design Studies - New Construction/Major Reconstruction	X
Special Studies - Safety	X
Special Services - Surveying	X
Highways - Roads and Streets	X
Special Services - Landscape Architecture	X
Special Studies - Feasibility	X
Location Design Studies - Reconstruction/Major Rehabilitation	X
Highways - Freeways	X
Special Services - Electrical Engineering	X
Structures - Highway: Simple	X
Structures - Highway: Advanced Typical	X
Structures - Highway: Typical	X
Environmental Reports - Environmental Assessment	X
Special Services - Aerial Mapping/LiDAR	X
Special Services - Mobile LiDAR	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

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

July 1, 2021

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Paul Wang
WANG ENGINEERING, INC.
1145 North Main Street
Lombard, IL 60148

Dear Paul Wang,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending Jun 30, 2020. Your firm's total annual transportation fee capacity will be $8,800,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 130.10% 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 June 30, 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 WANG ENGINEERING, INC.

CATEGORY	STATUS
Special Services - Construction Inspection	X
Geotechnical Services - Complex Geotech/Major Foundation	X
Geotechnical Services - General Geotechnical Services	X
Geotechnical Services - Structure Geotechnical Reports (SGR)	X
Geotechnical Services - Subsurface Explorations	X
Special Services - Quality Assurance HMA & Aggregate	X
Special Services - Quality Assurance PCC & Aggregate	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

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

February 1, 2021

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Rhonda White
CLAASSEN, WHITE & ASSOCIATES, P.C.
121 Airport Drive, Unit I
Joliet, IL 60431

Dear Rhonda White,

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 $2,400,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 126.99% 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 CLAASSEN, WHITE & ASSOCIATES, P.C.

CATEGORY	STATUS
Special Services - Surveying	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

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

February 8, 2011

SUBJECT: LAND ACQUISITION
Fee Agent Approved List

Mr. Kenneth F. Polach
Polach Appraisal Group
1761 S. Naperville Road, Suite 103
Wheaton, IL 60189

Dear Mr. Polach:

This office has received your Application for Assignment of Land Acquisition Fee Agents and supporting documentation. Your application has been reviewed in accordance with the requirements of Chapter 1 of the Land Acquisition Policies and Procedures Manual and you have been approved for the following categories:

Appraiser	X
Review Appraiser	X
Waiver Valuation Valuator	X
Appraiser Trainee	
Specialty Appraiser	
Negotiator	
Relocation Agent	

It is our policy that your first assignment be non-complex. This is primarily because our forms and requirements are new to beginning agents. If your first assignment is completed to the district's satisfaction, additional assignments will be made.

The Land Acquisition Policies and Procedures Manual can now be read and downloaded from the department's website located at http://www.dot.il.gov/landacq/preface.html. The department's forms are also downloaded from this site.

Although it is a statewide list, all assignments are made by the regional engineer in the District where the work is to be done. If you have any questions concerning this or any other matter, please contact this office.

Sincerely,

Cheryl L. Cathey, P.E.
Acting Bureau Chief of Land Acquisition

cc: Ms. Diane M. O'Keefe, Deputy Director of Highways, District 1
Mr. Eric Therkildsen, Acting Deputy Director of Highways, Districts 2 & 3
Mr. Joseph E. Crowe, Deputy Director of Highways, Districts 4 & 5
Mr. Roger Driskell, Deputy Director of Highways, District 6 & 7
Ms. Mary C. Lamie, Deputy Director of Highways, Districts 8 & 9

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

February 22, 2011

SUBJECT: LAND ACQUISITION
Fee Agent Approved List

Mr. Mark K. Polach
Polach Appraisal Group Incorporated
121 West Wacker Drive, Suite 856
Chicago, IL 60601

Dear Mr. Polach:

This office has received your Application for Assignment of Land Acquisition Fee Agents and supporting documentation. Your application has been reviewed in accordance with the requirements of Chapter 1 of the Land Acquisition Policies and Procedures Manual and you have been approved for the following categories:

Appraiser	X
Review Appraiser	X
Waiver Valuation Valuator	X
Appraiser Trainee	
Specialty Appraiser	
Negotiator	
Relocation Agent	

It is our policy that your first assignment be non-complex. This is primarily because our forms and requirements are new to beginning agents. If your first assignment is completed to the district's satisfaction, additional assignments will be made.

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Although it is a statewide list, all assignments are made by the regional engineer in the District where the work is to be done. If you have any questions concerning this or any other matter, please contact this office.

Sincerely,

Cheryl L. Cathey, P.E.
Acting Bureau Chief of Land Acquisition

cc: Ms. Diane M. O'Keefe, Deputy Director of Highways, District 1
Mr. Eric Therkildsen, Acting Deputy Director of Highways, Districts 2 & 3
Mr. Joseph E. Crowe, Deputy Director of Highways, Districts 4 & 5
Mr. Roger Driskell, Deputy Director of Highways, District 6 & 7
Ms. Mary C. Lamie, Deputy Director of Highways, Districts 8 & 9