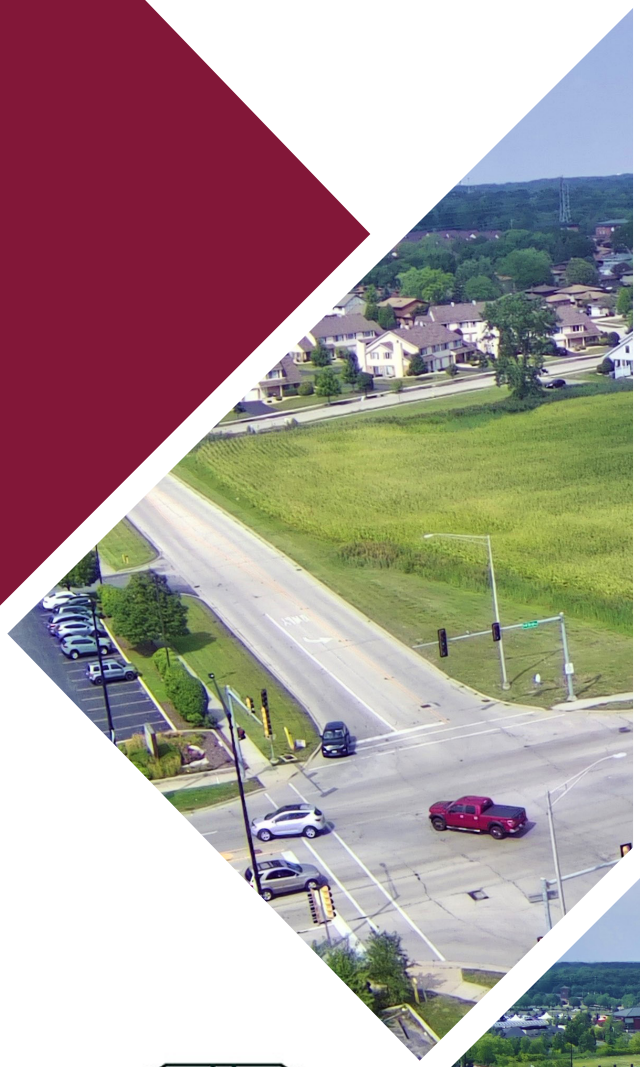
TranSystems

EXPERIENCE | Transportation



ORLAND PARK

August 24, 2021

Phase II Design Engineering Servicees

JOHN HUMPHREY DRIVE AT 143RD STREET INTERSECTION

REQUEST FOR QUALIFICATIONS #21-045

TranSystems
EXPERIENCE | Transportation

1475 E. Woodfield Road | Suite 600
Schaumburg, IL 60173-5440
P: 847-605-9600
www.transystems.com

August 24, 2021

Sean Marquez, Village Engineer
Nicole Merced, Purchasing Coordinator
Village of Orland Park
14700 Ravinia Avenue
Orland Park, IL 60462

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

Dear Mr. Marquez and Ms. Merced:

TranSystems appreciates the Village's invitation to present our qualifications to provide Phase II Design Engineering Services for the John Humphrey Drive at 143rd Street Intersection project. Located near the heart of the Village, 143rd Street operates as an important east-west corridor, serving a mix of land uses including residential subdivisions, businesses, the Orland Square Mall, and the Orland Fire Protection District. In order to properly address the needs of this project, TranSystems has completed multiple site visits, reviewed available documents, and developed a strategy to meet the Village's expectations.

Based on our understanding of the project scope, we believe the items critical to success are:

- Optimizing the roadway design to reduce impacts to adjacent landowners and minimize ROW and easements.
- Expedite the land acquisition process through including consultants with an understanding of the area and a history of performance.
- A team with a successful history acquiring additional project funding on behalf of our clients.
- Having strong existing relationships with project stakeholders to help expedite and mediate during the engineering process.
- A team of professionals with experienced leadership and similar project experience that works with the Village to achieve the desired improvement.

We have tailored our team to address the needs of the John Humphrey Drive at 143rd Street Intersection project. We have worked with all of the consultants on our proposed team and believe we are best suited to deliver the proposed improvements for the Village. For a more in depth description of the pertinent project challenges, please refer to the project approach included in the SOQ attachments. Thank you for the opportunity to submit our Statement of Qualifications for this project, and we look forward to translating our recent successes on similar projects. Please contact me at 847-774-9937 or cjstenzel@transystems.com.

Very truly yours,
TranSystems

Charles J. Stenzel, PE
Senior Vice President

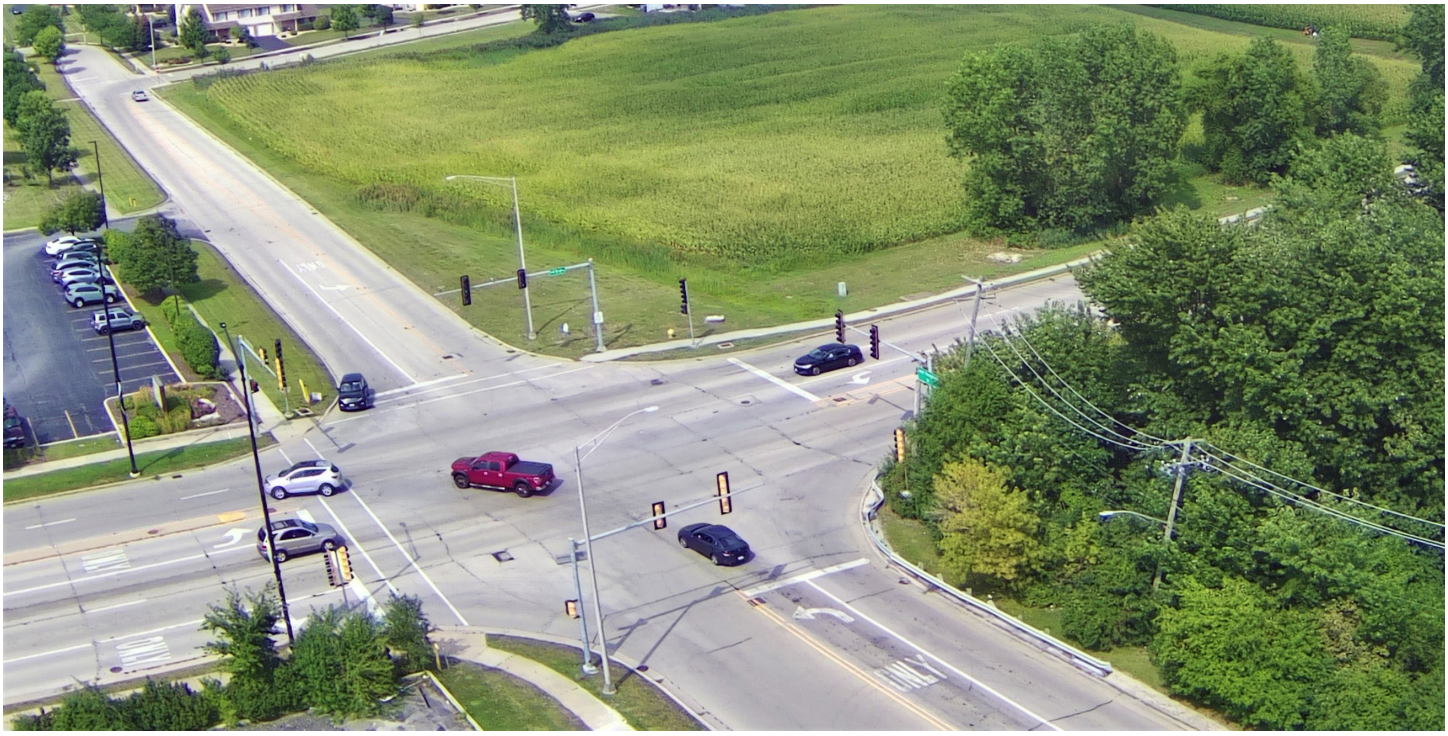


TABLE OF **CONTENTS**

Statement of Qualifications

I. OPERATING HISTORY

Local Understanding - National Expertise

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

TranSystems has more than 30 offices located nationwide with over 900 employees. We have two local offices within the Chicagoland region in Schaumburg and Chicago, with a combined staff of over 120 professionals. Our staff includes licensed Professional Engineers, licensed Structural Engineers, Construction Inspectors, Design Engineers, Planners, and Technicians.

TranSystems financials are prepared in accordance with standards generally accepted in the United States of America. The company is in good standing, is in compliance with all bank covenants, and remains current with all vendors. TranSystems is a privately held corporation, and our financials are confidential and proprietary information. If you would like to receive any additional financial statements, please contact our Chief Financial Officer and Comptroller, Julie Frigon, at (816) 329-8600 or at jafrigon@transystems.com.

TranSystems does not currently have any conditions, including bankruptcy, pending litigation, or planned office closures, which would impede our ability to complete this project.

Our IDOT prequalification certification has been attached in the next few pages.

LOCAL OFFICES

1475 E. Woodfield Road
Suite 600
Schaumburg, IL 60173
847-605-9600

222 S. Riverside Plaza
Suite 610
Chicago, IL 60606
312-669-9601

PRIMARY CONTACT

Charles Stenzel, PE
Principal | Senior VP
Direct: 847-407-5223
Mobile: 847.774.9937
cjstenzel@transystems.com

OF YEARS IN BUSINESS

55

FIRM SIZE

900+ Employees Nationwide

We have completed an extensive amount of Phase I and Phase II projects in the past three years. Our municipal client base includes:

- Aurora
- Barrington
- Batavia
- Carol Stream
- Chicago
- Elmhurst
- Geneva
- Highland Park
- Hoffman Estates
- Joliet
- Naperville
- Rockford
- Schaumburg
- Skokie
- St. Charles
- Streamwood
- Wilmette

In addition, we provide Phase I and II engineering services to all six counties in the Chicagoland area:

- Cook
- DuPage
- Kane
- Lake
- McHenry
- Will

We also serve the Illinois Department of Transportation (IDOT), The Illinois State Toll Highway Authority (ISTHA), Metra, CTA, and Pace.

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

August 31, 2020

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

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

Dear Charles Stenzel,

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

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

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

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

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

SEFC PREQUALIFICATIONS FOR TRANSYSTEMS CORPORATION

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

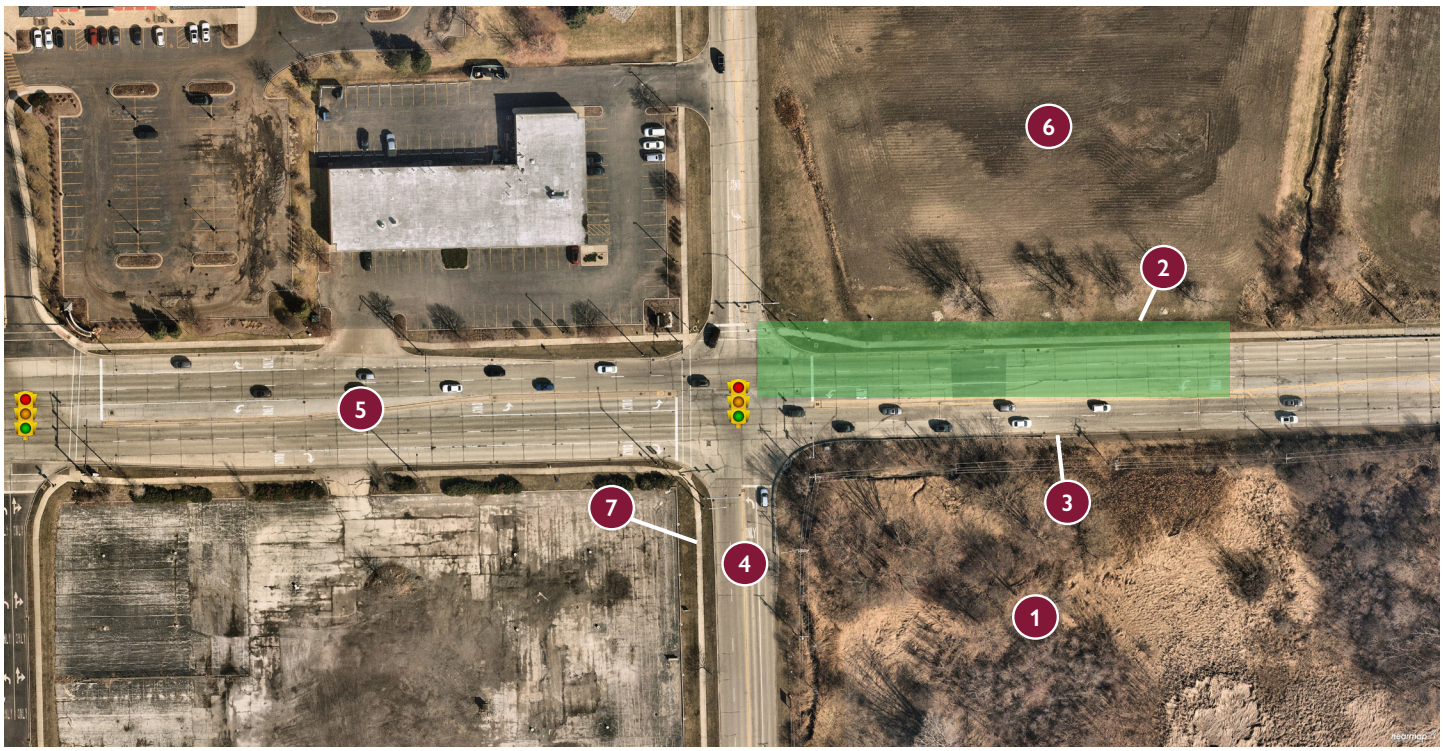
2. PROJECT UNDERSTANDING & APPROACH

PROJECT UNDERSTANDING

The Village of Orland Park is seeking professional services for Phase II Design Engineering for the John Humphrey Drive at 143rd Street Intersection Project. Phase II elements will include topographic survey, preparation of construction plans, contract specifications, quantities and cost estimates, coordination with IDOT, land acquisition services, traffic signals, lighting design, structural design of a dryland bridge (or the best alternative to be determined), permitting, and public outreach. Engineering services will be funded via STP-Local funds and supplemented with local municipal funds, while construction funding opportunities will be pursued in Phase II. Although a letting date has not been identified, schedule is a critical component of this project to better position the project for upcoming funding cycles and to address safety concerns with the settling pavement in a timely manner.

The proposed improvements include the widening of 143rd Street and John Humphrey Drive to accommodate additional turn lanes. Widening of 143rd Street is primarily on the north side to minimize impacts to the Humphrey Drive Wetlands in the south east corner of 143rd Street and John Humphrey Drive. Similarly, John Humphrey Drive will be widened primarily on the west side to minimize impacts to the same wetlands. Additionally, there is a section of 143rd Street that is settling which was originally constructed in the late 90's with expanded polystyrene (EPS) blocks. Since construction, the southern half of the EPS block improvement was replaced with a dryland bridge, and the northern half has continued to settle. The settling pavement is creating a safety hazard to west-bound motorists, particularly where the 54" storm sewer crosses under the pavement. Since the storm sewer is supported on piles, the pavement in that section does not settle whereas the adjacent pavement sections do, creating an abrupt and unexpected "hump" in the roadway.

Additionally, the existing pavement is in poor condition and pedestrian facilities are sub-standard. The proposed improvements include resurfacing 143rd St from 95th Ave to just east of 92nd Court and upgrading pedestrian crossings by replacing push buttons, adding cross walks and replacing sidewalks compliant with Proposed ROW Accessibility Guidelines ADA requirements. The approved PDR shows a proposed cross walk along the east side of the intersection at 143rd St and John Humphrey Drive, but is inconsistent in showing a proposed sidewalk along the south edge of 143rd St or the east edge of John Humphrey Drive. Based on our field visits, constructing a sidewalk in the southeast corner of this intersection would either require a retaining wall or significant impacts to the wetland due to grading. Based on the conflicting information, it is assumed this project will require investigating the cost effectiveness of constructing a sidewalk along the south edge of 143rd and the east edge of John Humphrey Drive.



1. Humphrey Drive Wetlands
2. Poor Soils Mitigation
3. Existing Dryland Bridge
4. Maintaining Access to SB John Humphrey Drive
5. Pavement Resurfacing & Traffic Staging
6. Future Development with 2 Possible Access Points to 143rd Street
7. Existing Pipeline

Signalized intersections

TranSystems offers the qualifications, experience, and knowledge necessary to complete the design engineering for the John Humphrey Drive at 143rd Street Intersection project. ***In the past 10 years, we have prepared over 50 contract plans, specifications, and estimate for agencies across the six county area and have extensive experience leading projects through the design, permitting, and letting process with IDOT.***

The following discussion presents our understanding of the issues involved and our approach to completing this effort. We believe that this narrative, in combination with our team's experience, will demonstrate why TranSystems should be selected to undertake this important assignment for the Village.

ASSESSMENT OF PROJECT CHALLENGES

Our approach to addressing the project challenges and ensuring a quality Phase II Project Report will focus on the following project goals:

- Improving motorist and pedestrian safety
- Increasing project value to the Village by reducing construction/maintenance costs, and securing future funding
- Maintaining access to local business and the Orland Square Mall throughout construction.

This project presents several challenges to overcome in design and construction to ensure a successful project. Based on our understanding of the project, and as outlined in the RFQ, the project challenges are as follows:

- Replacing the Dryland Bridge and settlement of poor soils.
- Multiple contract packages
- Filling the funding gap
- Maintenance of traffic during construction
- Managing utility conflicts and coordination
- Right-of-way acquisition and wetland impacts

Settled Pavement along 143rd Street

Replacing the Dryland Bridge & Settlement of Poor Soils

Aside from the intersection improvements, resolving the pavement settlement issues is a major component of this project. In past conversations with the Village, we understand the concerns with the current westbound pavement settlement and the reluctancy to add another dryland bridge to your inventory given on-going issues with the 159th Street Dryland Bridge. Additionally, our team recently completed work on the Circle Interchange using EPS blocks and light-weight fill, and understand the special requirements to construct and the inherent risks such as oil spills dissolving the EPS blocks if not properly protected. Our experience also shows that EPS Blocks are not well suited for wet environments due to its buoyant characteristics leading to heaving and settling of pavement during freeze-thaw cycles. The core details shown in the geotechnical report noting voids and sandy soil under the concrete slab indicate there may be active water present under the pavement. Therefore, our team does not recommend the option in the geotech report to replace the existing EPS block with new EPS blocks installed at the deeper elevation.

The other option presented in the PDR and Geotechnical Reports is to widen the existing dryland bridge to include the westbound lanes. Although this is a viable option to resolve this issue, it is expensive and adds another maintenance item to the Village's responsibilities. Should this end up being the best option for this location, TranSystems recommends widening the proposed dryland bridge to the north to include the proposed sidewalk for only a slightly additional cost. This would prevent future maintenance costs with replacing the sidewalk due to settlement as has been done in the past. Finally, the team will include additional subsurface investigations in the Phase II design scope of work ***to clearly identify the limits of the proposed dryland bridge.*** Understanding the issues IDOT had along 159th Street, we prefer to avoid having similar issues on this project.

One other concept to explore for this location is a ***timber pile grid with load transfer platform system.*** TranSystems, along with our subconsultant Wang Engineering Inc, has had recent success with this system on the Randall Road Widening Project for McHenry County DOT. We proposed this system on Randall Road to mitigate soft soils in the widened portion of the roadway for Contract 01 and are now proposing it ***to eliminate the need for a dryland bridge*** in Contract 02 of Randall Road. Although not in your inventory, the Village has this system within the village limits supporting 104th Avenue just south of 159th Street. Wang Engineering, Inc was the original geotechnical engineer to design that system and TranSystems recently reviewed proposed improvements along 104th Avenue on behalf of Cook County DOT.

Since this portion of the project is a major safety concern and has significant cost impacts to the overall project, TranSystems will expedite the field investigation and concept evaluations to identify the preferred solution and overall limits early. If a

dryland bridge is ultimately selected and included in an IDOT-let project, a Bridge Type, Size and Location plan will be required to be submitted to IDOT Bureau of Bridge and Structures, adding to the project schedule.

Multiple Contract Packages

We understand there is a funding gap for this project. An on-going safety concern with the settling pavement along 143rd Street creating issues for motorists driving the need to consider issuing separate construction packages. TranSystems recently completed the Circle Interchange project for IDOT which ***included 30 construction packages*** spread out over 8 years, several overlapping maintenance of traffic plans and stages. Additionally, we are currently working with Robinson Engineering, one of our proposed subconsultants, on the 143rd Road Reconstruction Project for Will County DOT which includes splitting the proposed improvements into two separate contracts.

For this project, TranSystems recommends starting with the dryland bridge project first to allow more room for maintenance of traffic staging for the intersection improvement project. However, we understand available funding will dictate which contract is constructed first, and we will tailor designs around that staging. Based on our field visits and reviewing available information, part of the intersection improvements would be included in the dryland bridge improvement project, which includes the additional turn lane and replacing the existing EPS blocks at the east edge of the intersection. This would split the two projects near the centerline of John Humphrey Drive.

Our experience with complex projects positions the team well to execute multiple construction packages concurrently or spread out over several years. ***We will work with the Village to identify critical elements in each contract to ensure a seamless transition between the two.***

Filling the Funding Gap

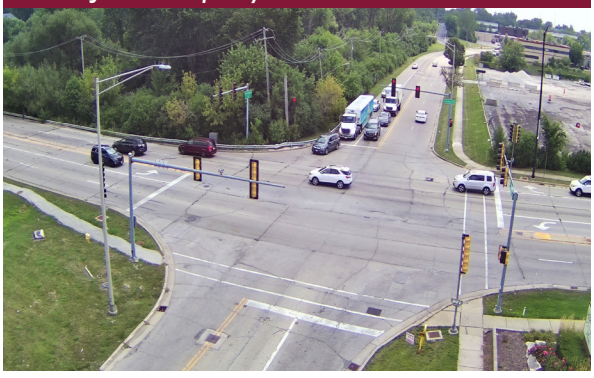
TranSystems understands the importance and mechanics of federal funding sources such as STP, CMAQ/TAP, and HSIP funding and have not only worked on dozens of federally funded projects, but we have also helped local agencies secure over $200M in federal funds over the past 20 years. ***No other firm understands the federal and state programs better than TranSystems and we will always be looking out for your best interests.*** We will prepare all agreements and project forms on your behalf.

As we have done on past projects, we will work with IDOT, CMAP, and SWCOM to ensure the CMAQ/TAP and STP funding levels are fully leveraged and to transfer dollars to other phases of the project when appropriate. Given the upcoming call for projects for STP-Local funding in January, it will be important to start the project no later than February 2022, so we can assist with the funding application and submit it prior to the March 2022 deadline. Additional federal funding could be applied to reduce the Village's local share of the construction cost.

Maintenance of Traffic During Construction

As with many intersections and widening projects, maintaining through traffic will be paramount. However, this project is not typical and will require the proposed improvements and implemented staging plans to accommodate ***constant access to southbound John Humphrey Drive,*** from all directions, to ensure residents and visitors can easily reach Orland Square Mall and surrounding businesses. The mall is an important piece of the community and is a vital revenue source for the Village. One lane of traffic will be maintained in each direction as well as left and right turn access to John Humphrey Drive from 143rd Street.

John Humphrey Drive & 143rd Street



In order to accommodate the significant traffic and turn movement volumes at this intersection, implementing detailed and comprehensive staging plans will be critical. In order to efficiently construct the roadway, it is recommended to build half at a time and implement a cross-over. The temporary signal equipment and configuration will allow for traffic to utilize the opposing lanes. Implementing cross-overs for similar improvements are not unique, however, we believe it will be important to maintain a westbound left turn lane with substantial storage length in order to accommodate the mall traffic. TranSystems will perform a traffic analysis using Synchro software for the different traffic stages to identify a recommended westbound left turn lane storage length and verify that temporary traffic operations are feasible.

Also, as part of our maintenance of traffic strategy, we will minimize the amount of temporary pavement to maintain two-way traffic. This will help to keep project costs down and limit impacts to adjacent properties. This will be accomplished by

narrowing travel lanes while at the same time ensuring that a safe and efficient work zone is provided for the Contractor. In the areas of resurfacing, daytime lane closures will be utilized to perform the work.

Managing Utility Conflicts & Coordination

We understand how utilities can have a negative impact on cost and schedule. We will work closely with ComEd to coordinate the requirements specific to the overhead distribution lines as they run along John Humphrey Drive and 143rd Street. Given their current condition, any additional grading near them could make them unstable, requiring remediation. Additionally, we understand the existing 54", pile supported, main storm sewer must remain in place. We will tailor our design to minimize conflicts and protect the existing facilities along 143rd Street and John Humphrey Drive. Based on our site visit, this includes aerial electric, telephone, water main, and storm sewer. Coordination for support and protection of the existing sewer to remain in place will begin early as it may dictate structural solutions to support 143rd Street. We have had past successes with modifying drainage designs to avoid utilities located within easements, saving significantly in cost and relocation delays. ***Our most recent example yielded a savings of $3M and one year's time for the McHenry County DOT and Randall Road.*** We will utilize these coordination skills and experiences on the Village's behalf to reduce costs, resolve conflicts, and maintain the construction schedule.

Right-of-Way Acquisition & Wetland Impacts

Our team has a thorough understanding of the federal acquisition process, which will be critical given the number of affected parcels and project timeline. Naturally, our goal is to eliminate ROW needs whenever possible to accelerate the project delivery and minimize wetland impacts, but based on our review, this does not seem feasible for all of the impacted parcels. Mr. John Fortmann, who was the former Bureau Chief of Land Acquisition and Region One Engineer for IDOT, is a full-time TranSystems employee who will oversee the right-of-way work effort. Additionally, Robinson Engineering and Mathewson Right-of-Way Company are on the team to execute the land acquisition process.

Humphrey Drive Wetlands

Based on recent project experience, there are delays in obtaining title commitments for impacted parcels. Therefore, expediting plats and legals will be critical to avoid project delays. While the plats and legals are under review, appraisals will begin. Once the plats and legals are approved, our team will begin the negotiation process. We encourage you to contact Ms. ***Sheila Derka, IDOT Bureau of Land Acquisition at (847) 705-4291, to confirm our team's understanding of the right-of-way acquisition process.***

Adherence to Schedule

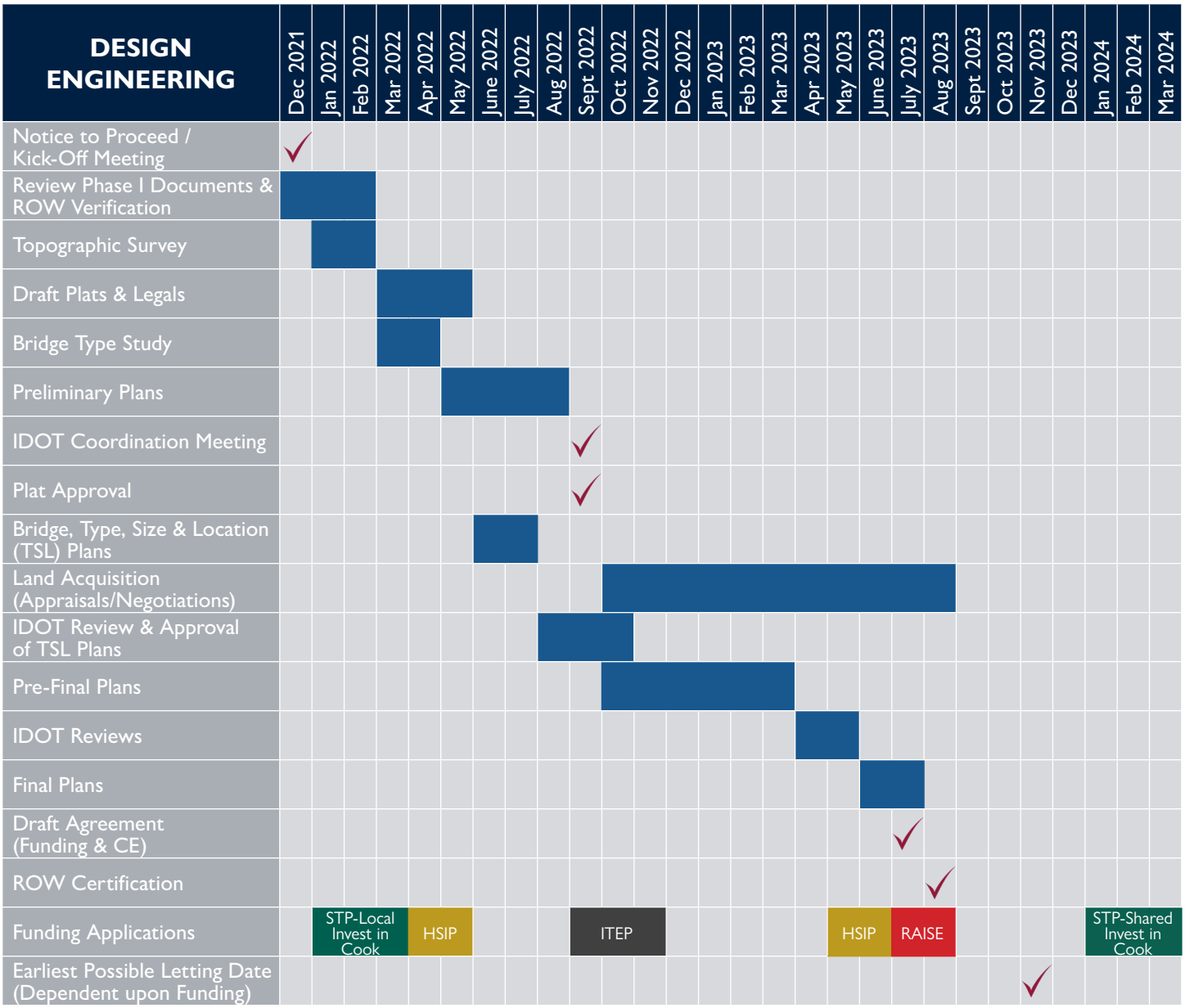
TranSystems takes schedule management seriously on all of our projects. Our team has served as a trusted advisor to many of the same stakeholders who will be closely involved with this project. They will guide the process, using their relationships and decades of experience, to represent the interests of the Village. ***Mr. Tony Quigley, the former District 1 Engineer for IDOT, will help lead the agency coordination efforts.*** Tony was able to form strong working relationships during his time at IDOT, including Local Roads staff. Additionally, our ***Project Manager, Dave Block,*** and ***Project Engineer, Matt Baldwin (Orland Park native),*** have strong relationships with these same people, and have been involved in the planning and design of projects in and around Orland Park. ***Gaurav Rai, our Traffic Engineer and Signal Designer***, has designed more than 100 traffic signals in IDOT District 1 and knows Jason Salley and his staff well.

In addition to having these key relationships that help keep a project moving without delays by shortening lengthy review times that typically slow down other projects, we also have an experience and motivated staff that consists of ***over 60 design professionals across two local offices in Schaumburg and Downtown Chicago.*** We have been challenged with aggressive schedules or complex contract packaging many times in the past, and have taken great pride in our ability to deliver on those commitments.

On the following page is our proposed schedule to position the Village and the project for more funding opportunities and have contract packages readily available when funding is secured. In order to stay on schedule, we encourage regular coordination calls with IDOT and stakeholders throughout the project to ensure open communication. Another approach that has proven successful on our Kautz Road project is to provide the city with a simple email each Friday morning that states what was accomplished that week, and what is scheduled to be accomplished the following week. This not only keeps everyone well-informed, but also holds everyone accountable and prevents slippage in near real-time.

We have the manpower ready and available to deliver on this project and meet your schedule needs, and anticipate having the design completed, with contract PS&E ready, for a late 2023 letting.

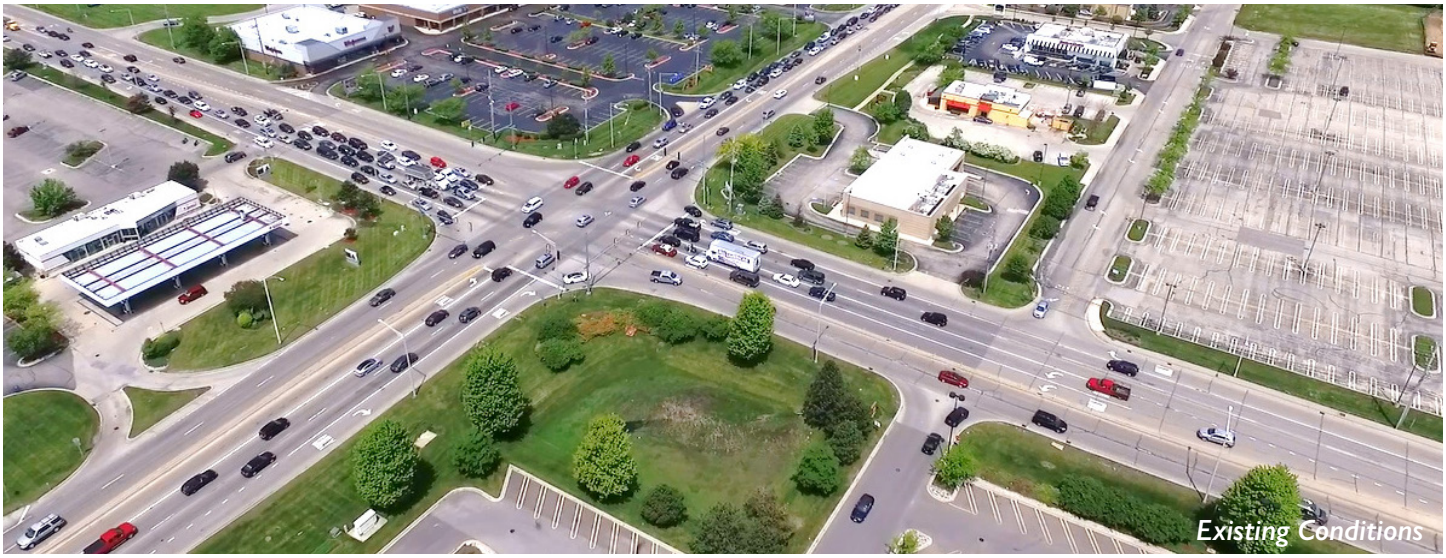
PROPOSED SCHEDULE



3. COMPANY EXPERIENCE

Randall Road

ALGONQUIN, IL



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

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

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

CLIENT

McHenry County Division
of Transportation
Ben Redding
Design Manager
(815) 334-4980

COMPLETION DATE

On-Going

CONSTRUCTION COST

$48.2 Million

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

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

143rd Street - Lemont Road to Bell Road

HOMER GLEN, IL

Existing Conditions

This project includes constructing additional through lanes and turn lanes where appropriate from the end of the improvements at Lemont Road (State Street) to the end of the construction limits of the Bell Road (CH 16) intersection reconstruction.

The proposed improvements consist of:

- The construction/reconstruction to 2 – 12 foot wide through lanes in each direction
- The construction of a 16 foot wide mountable median
- The construction of noise walls
- Traffic signal installation/modification at Crème Road, Parker Road, and Golden Oak Drive.
- Storm water management and drainage improvements
- Construct a box culvert/bridge structure over unnamed tributary to Long Run Creek – the PDR shows the culvert at 19'-9", the WCDOT will expand the culvert to over 20'

Phase II will be locally funded, but will follow the Federal Aid process and guidelines. Phase III Construction will be funded with local funds with the possibility of obtaining state or federal funding. This project will be completed under applicable IDOT guidelines including BLR and BDE Manuals and WCDOT standards.

Phase II engineering services include, but are not limited to, the following:

- Detailed topographic surveys to update information provided in the approved Phase I
- Surveys for any right of way acquisitions or construction easements, and the preparation of plats and legal descriptions
- Soils/pavement investigation, as necessary, to determine roadway structural design, as well as CCDD screening
- Preparation of a project photo log of existing conditions
- Refine Preliminary Design produced in the Phase I Report
- Assist in obtaining permits from all regulatory agencies and updating of any clearances as required by the scope of the proposed improvements
- Estimates of Costs and Time
- Coordinate with the WCDOT, IDOT, the Village of Homer Glen, and other involved parties/agencies as necessary
- Preparation of 2 sets of contract plans and specifications
- Land acquisition services are not included with this contract

CLIENT

Robinson Engineering
Harry Gilmore
(815) 806-0300
hgilmore@reltd.com

OWNER

Will County Department of Transportation
Jeff Ronaldson, PE
County Engineer
(815) 727-8476
jronaldson@willcountyillinois.com

COMPLETION DATE

Anticipated 2022

CONSTRUCTION COST

$29.8 Million

Wilson at Nippersink

LIBERTYVILLE, IL

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

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

CLIENT

Lake County Department of Transportation
Matt Emde, PE
Project Manager
(847) 377-7452

COMPLETION DATE

2019

CONSTRUCTION COST

$7.3 Million

Services provided included:

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

Division and Gougar

LOCKPORT, IL

TranSystems provided professional design services for the development of a Phase I study including an intersection design study and project development report for the signalization of the intersection of Division Street and Gougar Road in the City of Lockport.

Phase II services included the preparation of final engineering plans and specifications for the signalization of the intersection. The services included project coordination, supplemental field survey, geotechnical investigation, preliminary and pre-final contract plans and documents, final contract plans and documents, and permitting.

Phase III engineering services for the rehabilitation of the intersection included construction observation and IDOT/FHWA documentation, coordination with Will County, City of Lockport, Will-South Cook Soil and Water Conservation District, IDOT, and adjacent home owners for resurfacing, widening, curb and gutter, storm sewer, embankment, new traffic signal installation, traffic control, erosion control, landscaping and pavement markings.

CLIENT

City of Lockport
Brent Cann
Director of Public Works
& Engineering
(815) 838-0549

COMPLETION DATE

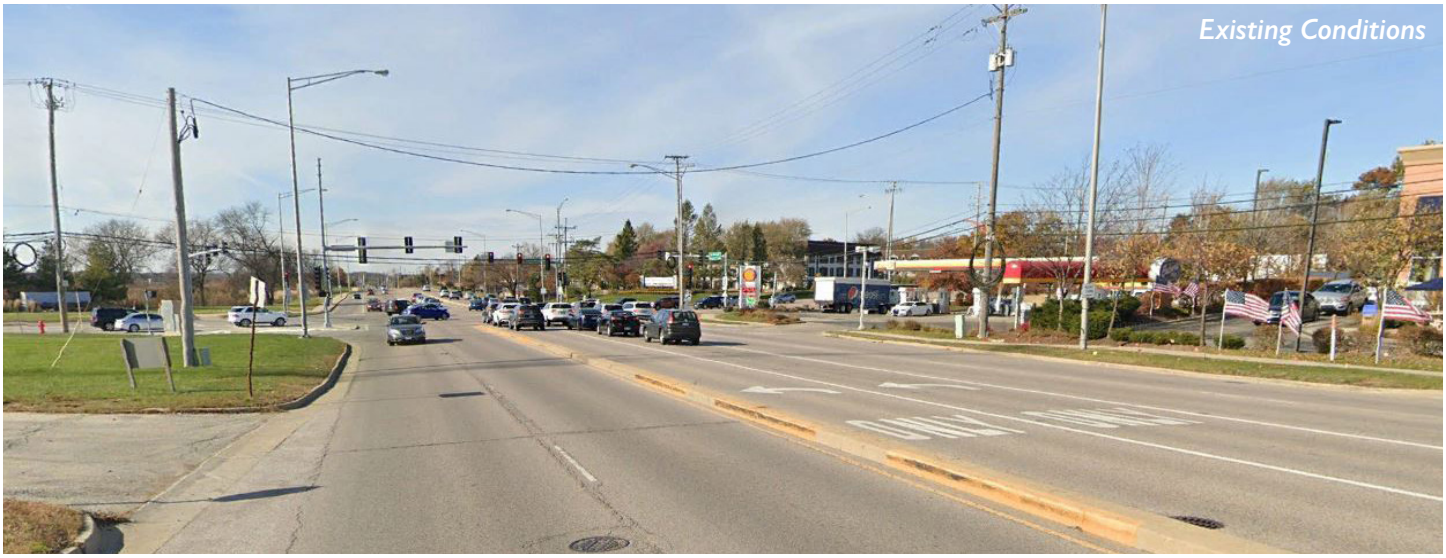
2018

CONSTRUCTION COST

$1.4 Million

Meacham & Algonquin

SCHAUMBURG, IL



Originally, TranSystems provided Phase I services to the Village of Schaumburg for Meacham Road from IL 72 (Higgins Road) to IL 62 (Algonquin Road), and the Project Development Report was approved in 2004. The intersection of IL 62 and Meacham Road remained as the only piece of the original Phase I project not constructed. The most recent Phase 1 project scope was a result of coordination between Schaumburg, IDOT, and TranSystems over a number of years, culminating in a signed letter of intent between IDOT and Schaumburg regarding cost sharing for the project, dated September 9, 2015.

Zurich Insurance constructed their facility at the northwest corner of Meacham Road and the I-90 Tollway, taking occupancy of the building in the fall of 2016. The reconstruction of the I-90 Tollway included the addition of westbound exit and westbound entrance ramps at Meacham Road which were opened in 2016. The traffic generated by Zurich warranted dual right turns for the eastbound to southbound and the northbound to eastbound movements at IL 62 and Meacham Road. The project also include a third eastbound lane on IL 62 from Communications Drive to IL 53.

CLIENT

Village of Schaumburg
Karyn Robles
Director of Transportation
(847) 923-3859

COMPLETION DATE

2020

CONSTRUCTION COST

$5.6 Million

The Phase 1 project limits extend along Algonquin Road from east of the Motorola Communications Drive entrance to west of Arbor Drive, a distance of approximately 4,600 feet, and along Meacham road from south of Briarwood Lane to north of Drummer Drive, a distance of approximately 1,500 feet, for a total distance of 6,100 feet or 1.16 miles.

Phase II engineering included design of the roadway, bike path, sidewalk, storm sewer system, water main, utility relocations, traffic signals, and roadway lighting. Extensive right-of-way acquisition was required to accommodate the improvements. One of the major property acquisitions was at the southwest corner of Algonquin Road and Meacham Road, the former Motorola site. With Motorola's move downtown and only remnants remaining at the Schaumburg campus, a major redevelopment of the site paralleled planning and design of the roadway improvements. The fast-moving development planning meant significant time coordinating with multiple parties to complete the acquisition. Other properties moved into condemnation, and with IDOT's quick-take authority, TranSystems was able to maintain the intended June 2020 letting.

Design of the proposed improvements incurred an added challenge of rehabilitation of a major roadway. Without sufficient funds to reconstruct, the improvement included widening for the additional eastbound lane and resurfacing the existing pavement. Poor existing cross slopes and a deficient existing profile required extensive milling, variable depth binder courses and detailed plans to provide the information to make these corrections.

4. STAFF QUALIFICATIONS/RESUMES

STAFF QUALIFICATIONS/RESUMES

ORLAND PARK

PROJECT MANAGER
Dave Block, PE

QUALITY ASSURANCE
Chris Bonus, PE
Roadway
Anna Dukes, PE, SE
Structures

PROJECT ENGINEER
Matt Baldwin, PE, PTOE

ROADWAY
Chris Comin, PE
John Hilsen, PE (RE)

STRUCTURES
Matt Santeford, PE, SE
Justin Pattison, PE, SE

SIGNALS & LIGHTING
Gaurav Rai, PE, PTOE
Stephan Freese, PE
Dave Shilling, PE (RE)

HYDRAULICS/HYDROLOGY
Michael Krzywinski, PE, CFM

ENVIRONMENTAL
Brian Metz, CP
Jessica Deeds

IDOT COORDINATION
Anthony Quigley, PE

FUNDING
Daniel Knickelbein, AICP

LAND ACQUISITION
John Fortmann, PE
Mark Mathewson (MROWCO)

GEOTECHNICAL
Mickey Snider, PE (WANG)

SURVEY
Randall Gann, PLS (RE)
Brad Lueders, PLS (RE)

SUBCONSULTANTS

MROWCO MATHEWSON RIGHT OF WAY COMPANY
Mathewson Right of Way Company
Land Acquisition

Robinson ENGINEERING
Robinson Engineering, Ltd.
Roadway, Signals & Lighting, Survey

Wang Engineering
Wang Engineering, Inc.
Geotechnical

KEY
Mathewson Right of Way Company (MROWCO)
Robinson Engineering (RE)
Wang Engineering, Inc. (WANG)

DAVE BLOCK, PE
Project Manager

Dave has 30 years of private consulting experience as a Project Manager, Project Engineer, Design Engineer, and Construction Resident Engineer. He is a clear and direct communicator with versatile and logical problem-solving skills. He has a wide range of experience managing preliminary engineering studies, design engineering projects, and construction contracts for many municipalities, counties, and IDOT including roadway geometrics, storm sewer design, multi-use path design, traffic signals, and right-of-way requirements. His knowledge of the programming, funding, and agreement processes allows him to guide many local agencies from project inception through construction.

REGISTRATION
Professional Engineer (Civil): IL, 1996

EDUCATION
B.S., Civil Engineering
Valparaiso University, 1991

TRAINING
OSHA 10-Hour Construction Safety

AFFILIATIONS & MEMBERSHIPS
American Public Works Association
American Society of Civil Engineers

YEARS OF EXPERIENCE
30 (14 with firm)

Division Street and Gougar Road, Lockport, IL
Project Manager for Phase II services for intersection of Division Street and Gougar Road in the City of Lockport. Responsibilities include preparing final engineering plans and specifications for the signalization of the intersection of Division Street & Gougar Road. This involves project coordination, supplemental field survey, geotechnical investigation, preliminary and pre-final contract plans and documents, final contract plans and documents, and permitting.

Randall Road Corridor, McHenry County, IL
Advisor for the preparation of Phase II contract documents for Contract 2 which involved the widening and reconstruction of Randall Road from Polaris Drive/Acorn Lane to Ackman Road. The ultimate design improves the corridor by widening and reconstructing this vital arterial to provide three (3) through lanes in each direction, a fourth outside auxiliary lane within critical segments, improved access, and dual left turn lanes with exclusive right turn lanes at the major signalized intersections. Triple left turn lanes will be used along Algonquin Road to accommodate access to the major shopping centers on all four corners. Pedestrian and bicycle accommodations were added along both sides of Randall Road along with an underpass south of Bunker Hill Drive. An extensive public outreach campaign was required with the general public, elected officials, property owners, and business owners to move the project forward. necessary to improve operating capacity and safety of this intersection.

Meacham Road and IL 62 (Algonquin Road) Intersection, Schaumburg, IL
Project Manager for the Phase I project to update the original Meacham Road Phase I project, including additional intersection turn lanes, additional third eastbound lane on IL 62, updated crash reports, noise analysis study, location drainage study, intersection design studies, and preferred improvement plan. Project Manager for Phase II, which included design of the roadway, storm sewer system, utility relocations, traffic signals, and lighting. Extensive right-of-way acquisition was required and four properties went through condemnation proceedings. There was extensive coordination with utilities to determine conflicts and collaborate on facility relocations. As a result of additional scope, Dave coordinated with NWMC, CMAP, and IDOT to ensure the project receiving additional CMAQ funding.

Golf Road and Skokie Boulevard Intersection Improvements, Skokie, IL
Project Manager for the preparation of contract plans and documents for the rehabilitation and reconstruction of the intersection of Golf Road and Skokie Boulevard in the Village of Skokie. The project includes additional auxiliary lanes, channelization improvements, sidewalks, roadway lighting, traffic signals, drainage detention, and pavement markings. These improvements are necessary to improve operating capacity and safety of this intersection.

Skokie Boulevard at Old Orchard Road, Skokie, IL
Project Manager for the preparation of contract plans and documents for the resurfacing, rehabilitation, and reconstruction of the intersection of Old Orchard Road and Skokie Boulevard in the Village of Skokie. The project includes additional auxiliary lanes, channelization improvements, sidewalks, roadway lighting, traffic signals, drainage detention, and pavement markings. These improvements are necessary to improve operations, capacity and safety of this intersection.

MATT BALDWIN, PE, PTOE

Project Engineer

Matt has 15 years of experience in civil engineering and is a Project Manager at TranSystems. He has a strong background in transportation engineering on local, county, Illinois Department of Transportation, and Illinois Tollway projects. Matt has recently played a lead role on projects for Kane County, McHenry County, Kendall County, IDOT Districts 1, 2, & 3, as well as various local municipalities.

REGISTRATION
Professional Engineer (Civil): IL, 2011
Professional Engineer (Civil): MI
Professional Traffic Operations Engineer: NA, 2015

EDUCATION
B.S., Civil Engineering
University of Illinois, 2006

TRAINING
Fundamentals of Storm Water Pollution and Erosion and Sediment Control
IDOT Plan Format and Composition
Illinois Section ITE: Roundabout Training Course

AFFILIATIONS & MEMBERSHIPS
American Consulting Engineers Council

YEARS OF EXPERIENCE
15 (3 with firm)

Prairie Street at Wilson Street, Batavia, IL
Project Engineer for Phase II engineering services to design the intersection of Prairie Street at Wilson Street, located in downtown Batavia. The intersection is being widened to accommodate the addition of warranted turn lanes on all approaches, and a traffic signal will be installed to improve operations and safety. A 3R design approach is being used to minimize the project footprint and propose improvements within the City's available funds. As Project Engineer, Matt is responsible for client coordination, scheduling, and oversight of all project deliverables for the project.

Butterfield Road at York Street, Elmhurst, IL
Traffic Engineer for this project in which TranSystems is performing Phase I and Phase II Engineering for improvements at the intersection of Butterfield Road (IL 56) and York Road in Elmhurst, IL. The intersection is located in an urban/suburban setting, with several adjacent commercial properties, residential subdivisions, and significant access density. During peak hours, the intersection experiences significant delays and queues. The scope of work is expected to include construction of additional auxiliary turn lanes, traffic signal modernization, ADA improvements, and other appurtenant work in order to improve traffic operations. Matt is a design engineer on the project, responsible for assisting the traffic and safety analysis, while compiling the Intersection Design Study documents.

Kautz Road and Route 38 Intersection Extension, Geneva, IL
Project Manager for Phase I and Phase II engineering services for the missing fourth leg on this newly constructed IDOT three-legged intersection at Kautz Road and Route 38. The intersection includes a substantial grade separation with the Union Pacific railroad running under the intersection. In providing the Phase I services, consideration was given to future improvements, including a bike path, funding alternatives, and adherence to an expedited schedule. Matt led the geometric design of the roadway and intersection, generating and modeling proposed traffic, while completing the corresponding Intersection Design Study (IDS) for revisions to the existing signalized intersection.

Naperville Road at IL 38, DuPage County, IL
The DuPage County Division of Transportation selected TranSystems to perform Phase I and Phase II Engineering for improvements at the intersection of Naperville Road and IL 38 (Roosevelt Road) in Wheaton, IL. The intersection is located in an urban/suburban setting, with several adjacent commercial properties, residential subdivisions, and significant access density. During peak hours, the intersection experiences significant delays and queues. The scope of work is expected to include construction of additional auxiliary lanes, traffic signal modernization, and other appurtenant work in order to improve traffic operations. Matt is a design engineer on the project, responsible for leading the traffic and safety analysis, while developing preferred geometric alternatives.

Kautz Road, IL 38 to IL 64, St. Charles & Geneva, IL
Project Manager for this project in which the City of Geneva and City of St. Charles are looking to provide improvements to the Kautz Road corridor between Commerce Drive in St. Charles to north of IL Route 38 in Geneva. The work will include widening Kautz Road to add a third lane, reconstruction of the majority of the roadway, connection of a recreational trail and formal designation of Kautz Road as a truck route. All Phase I and Phase II work will follow the same process and guidelines as the Federal Aid process. Matt is responsible for the geometric design and alternative analysis, traffic modeling, pedestrian facilities, safety analysis, PDR review, and coordination/review of the drainage design alternatives.

CHRIS BONUS, PE

QA/QC - Roadways

Chris has 30 years of professional experience in the preparation of design reports and contract plans and documents. He has extensive knowledge in the preparation of studies and contract plans for state, county, and municipal projects including field surveys, traffic and accident studies, roadway and intersection geometrics, drainage and hydraulic studies, storm sewer design, capacity analysis, right-of-way, environmental studies, and public involvement.

REGISTRATION
Professional Engineer (Civil): IL, 1996

EDUCATION
B.S., Civil Engineering
University of Illinois, Urbana-Champaign, 1991

TRAINING
OSHA 10-Hour Construction Safety

AFFILIATIONS & MEMBERSHIPS
American Society of Civil Engineers

YEARS OF EXPERIENCE
30 (20 with firm)

Randall Road Corridor, McHenry County, IL
Project Manager to complete controversial Phase I design (prepared by others) and prepare Phase II contract documents. The new design improves the corridor by widening and reconstructing this vital arterial to provide three (3) through lanes in each direction, a fourth outside auxiliary lane within critical segments, improved access, and dual left turn lanes with exclusive right turn lanes at the major signalized intersections. Triple left turn lanes will be used along Algonquin Road to accommodate access to the major shopping centers on all four corners. There were several other unique design elements such as design of timber pile ground supports, retaining walls and a new pedestrian underpass. There was close coordination with the local agencies which resulted in partnering to provide a compensatory storage solution. An extensive public outreach campaign was required with the general public, elected officials, property owners, and business owners to move the project forward.

143rd Street, Will County, IL
Design Engineer responsible for the roadway design plans and profiles, drainage system design, accident analysis, traffic analysis and quantity/cost estimates. Project provided engineering services for the preparation of a Phase I project report for the Will County Department of Highways. The project included the complete reconstruction of 143rd Street, equaling one mile. The project includes the replacement of the structure over the West Norman Drain.

Willow Road Improvements, IDOT, Northbrook, IL
Project Manager for the improvement of Willow Road from IL 43 (Waukegan Road) to I-94 (Edens Expressway), a distance of approximately 1.75 miles. The improvement provided two, 10-foot wide through lanes in each direction separated by a landscaped median. The project entailed several pedestrian safety features, sidewalks, bike path connection, a pedestrian-only traffic signal, replacement of the bridge over the Middle Fork of the North Branch Chicago River, widening of the bridge over the Edens Expressway, retaining walls, lighting, six traffic signals and interconnection, utility relocation and replacement, landscaping, and aesthetic features. Extensive coordination was required with the Village of Northfield. The work included the preparation of contract plans, specifications, cost estimates, estimates of time, TS&L's, structure and roadway plans, geotechnical studies, utility relocations, and all other work required to complete the project. The project also included replacing the existing storm sewer system, installing oversized storm sewers for stormwater detention, a mechanical separator to treat stormwater runoff, and compensatory storage. TranSystems conducted an extensive public involvement program based upon the principles of Context Sensitive Solutions and was the recipient of the Department's Exceptional Consultant Engineering Services Award.

US Route 20 (Lake Street), IDOT, Addison & Elmhurst, IL
Project Manager/Project Engineer. Project provided engineering services for the preparation of phase II contract plans for the Illinois Department of Transportation. The project included the complete reconstruction of 1.8 miles of urban roadway, including the deck and beam replacement of the US Route 20 bridge over Illinois Route 83. Project engineer responsible for the roadway design plans and profiles, drainage system design, maintenance of traffic, traffic signals, pavement marking plans, and quantity/cost estimates.

Baseline Road, Elwood, IL
Project Manager for the preparation of contract plans and documents for 3.0 miles of full reconstruction of two-lane Baseline Road as a two and four-lane facility and the construction of a new bridge over Jackson Creek. The project included bridge design, horizontal and vertical geometric studies, roadway construction, traffic, intersection improvements, and cost estimates.

ANNA DUKES, PE, SE

QA/QC - Structures

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

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

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

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

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

TranSystems

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

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

TRAINING
OSHA 10-Hour Construction Safety

AFFILIATIONS & MEMBERSHIPS
American Concrete Institute
American Institute of Steel Construction
American Society of Civil Engineers
Structural Engineers Association

YEARS OF EXPERIENCE
28 (2 with firm)

CHRIS COMIN, PE
Roadway Engineer

Chris has 23 years of experience in transportation design and construction engineering. His strengths include design of horizontal and vertical alignments and analyzing right-of-way impacts from cross sections. Chris also has significant experience in construction surveying and using the Global Positioning System (GPS).

REGISTRATION
Professional Engineer (Civil): IL, 2003

EDUCATION
B.S., Civil Engineering
University of Wisconsin, Platteville, 1997

TRAINING
OSHA 10-Hour Construction Safety

YEARS OF EXPERIENCE
23 (21 with firm)

Randall Road Corridor, McHenry County, IL
Design Engineer to complete controversial Phase I design (prepared by others) and prepare Phase II contract documents. The new design improves the corridor by widening and reconstructing this vital arterial to provide three (3) through lanes in each direction, a fourth outside auxiliary lane within critical segments, improved access, and dual left turn lanes with exclusive right turn lanes at the major signalized intersections. Triple left turn lanes will be used along Algonquin Road to accommodate access to the major shopping centers on all four corners. There were several other unique design elements such as design of timber pile ground supports, retaining walls and a new pedestrian underpass. There was close coordination with the local agencies which resulted in partnering to provide a compensatory storage solution. An extensive public outreach campaign was required with the general public, elected officials, property owners, and business owners to move the project forward.

Division Street and Gougar Road, Lockport, IL
Design Engineer the City of Lockport. Responsibilities include preparing final engineering plans and specifications for the signalization of the intersection of Division Street & Gougar Road. This involves project coordination, supplemental field survey, geotechnical investigation, preliminary and pre-final contract plans and documents, final contract plans and documents, and permitting.

Meacham Road and IL 62 (Algonquin Road) Intersection, Schaumburg, IL
Design and Drainage Engineer for the Phase I project to update the original Meacham Road Phase I project, including additional intersection turn lanes, additional third eastbound lane on IL 62, updated crash reports, noise analysis study, location drainage study, intersection design studies, and preferred improvement plan. Phase II included design of the roadway, storm sewer system, utility relocations, traffic signals, and lighting. Extensive right-of-way acquisition was required and four properties went through condemnation proceedings. There was extensive coordination with utilities to determine conflicts and collaborate on facility relocations.

Golf Road and Skokie Boulevard Intersection Improvements, Skokie, IL
Design Engineer for the preparation of contract plans and documents for the rehabilitation and reconstruction of the intersection of Golf Road and Skokie Boulevard in the Village of Skokie. The project includes additional auxiliary lanes, channelization improvements, sidewalks, roadway lighting, traffic signals, drainage detention, and pavement markings. These improvements are necessary to improve operating capacity and safety of this intersection.

Skokie Boulevard at Old Orchard Road, Skokie, IL
Design Engineer for the preparation of contract plans and documents for the resurfacing, rehabilitation, and reconstruction of the intersection of Old Orchard Road and Skokie Boulevard in the Village of Skokie. The project includes additional auxiliary lanes, channelization improvements, sidewalks, roadway lighting, traffic signals, drainage detention, and pavement markings. These improvements are necessary to improve operations, capacity and safety of this intersection.

Fullerton Avenue Intersections, Addison, IL
Design Engineer for preparation of contract plans and right-of-way services for the widening and resurfacing of the intersections of Fullerton Avenue with Lombard Road and Addison Road in this heavily traveled corridor. The intersections were designed to provide additional channelization and through lane capacity. Traffic signals were modernized and lighting was upgraded.

John D. Hilsen, PE

Senior Civil Engineer

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

Transportation & Municipal Engineering Design

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

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

Municipal Engineering Peer Review & Site Design

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

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

Pavement Management Systems & Reports (2017 & 2019)

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

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

Education

Bachelor of Science, Civil Engineering
Marquette University
2000

Professional Registration

Registered Professional Engineer
Illinois, Indiana

Employment History

Robinson Engineering, Ltd
2017-Present

RWA/DLZ
2010-2017

Burke Engineering Corp
2000-2010

Robinson ENGINEERING

MATT SANTEFORD, PE, SE

Structural Lead

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

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

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

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

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

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

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

TranSystems

REGISTRATION
Structural Engineer: IL, 2012
Professional Engineer (Civil): IL, 2008

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

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

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

AFFILIATIONS & MEMBERSHIPS
APWA
ARMEA
ASCE

YEARS OF EXPERIENCE
18 (15 with firm)

JUSTIN PATTISON, PE, SE
Structural Engineer

Justin is a structural engineer with experience providing structural design calculations and performing construction inspections for movable and fixed bridges, highway structures, and transit and freight rail projects throughout the Midwest. He has also prepared independent cost estimates for change orders and reviewed contract documents. Justin is familiar with several of the latest CAD tools and programs used in the industry.

REGISTRATION
Professional Engineer (Civil): IL, 2016
Structural Engineer: IL, 2021
Professional Engineer (General): MO, 2020
Professional Engineer (General): KS, 2020
Professional Engineer (Structural): TX, 2019

EDUCATION
B.S., Civil Engineering
Southern Illinois University-Edwardsville, 2011

CERTIFICATIONS
LEED Green Associate

TRAINING
OSHA 10-Hour Construction Safety and Health

AFFILIATIONS & MEMBERSHIPS
American Society of Civil Engineers

YEARS OF EXPERIENCE
10 (2 with firm)

143rd Street - Lemont Road to Bell Road, Homer Glen, IL
Lead Structural Engineer for widening 143rd Street from Lemont Road to Bell Road in Will County. The project consists of upgrading the existing two-lane, rural cross section to a 5-lane, urban cross section, allowing for two travel lanes in each direction. Justin is overseeing the structural design of 11 concrete box culverts and 16 retaining walls. The box culverts include both precast and cast-in-place construction with cantilevered wingwalls. Due to the undulating roadway profile, this project includes three different wall types: soldier pile, cast-in-place cantilever, and shaft and cap walls. The tallest wall is just over 7ft and requires coordination with IDOT's Bureau of Bridges and Structures and a Type, Size and Location submittal.

IL 1 Over Pike Creek (SN 038-0020), IDOT D3, Iroquois County, IL
Advisor for the preparation of Phase II contract documents for Contract 2 which involved the widening and reconstruction of Randall Road from Polaris Drive/Acorn Lane to Ackman Road. The ultimate design improves the corridor by widening and reconstructing this vital arterial to provide three (3) through lanes in each direction, a fourth outside auxiliary lane within critical segments, improved access, and dual left turn lanes with exclusive right turn lanes at the major signalized intersections. Triple left turn lanes will be used along Algonquin Road to accommodate access to the major shopping centers on all four corners. Pedestrian and bicycle accommodations were added along both sides of Randall Road along with an underpass south of Bunker Hill Drive. An extensive public outreach campaign was required with the general public, elected officials, property owners, and business owners to move the project forward. necessary to improve operating capacity and safety of this intersection.

Highland Avenue Bridge Improvement, DuPage County, IL
Bridge repairs for Highland Ave over I-88 and Butterfield Road for DuPage County Division of Transportation were detailed and designed by Justin. This project consisted of the expansion joint replacements, deck repairs, concrete repairs, roadway repairs and 1,500 ft. of resurfacing. Named Project of the Year by APWA – Suburban Branch for its uniqueness in the level of complexity of completing the repairs while maintaining traffic for the busy intersections at I-88 and Butterfield Road. This project was completed ahead of schedule and under budget.

Loomis Street Bascule Bridge Rehabilitation. Chicago, IL
Design Engineer for Phase II engineering for the rehabilitation of the Loomis Street Bascule Bridge over South Branch of the Chicago River for the Chicago Department of Transportation (CDOT). The existing structure is a double-leaf multi-trunnion bascule bridge with four fixed span units and a movable span approximately 213 feet long. The entire structure, including south approach, is 457 feet long and approximately 74 feet wide. The project includes maintenance of traffic, utility coordination, upgrading of navigational lighting, and new LED lighting in the bridge area, as well as architectural input for handrail and aesthetic enhancements. Justin was responsible for preparing plans and design calculations for the project.

CSXT CREATE WA-2 Segment C 35th and 36th Streets, Chicago, IL
Led the Phase I concept design for the rehabilitation of the viaduct structures over 35th and 36th streets in Chicago as part of the Chicago Region Environmental and Transportation Efficiency (CREATE) program. The viaducts are jointly owned and operated by the CSXT and Norfolk Southern Railway (NS). This project required special coordination among freight railroads and the Chicago Department of Transportation for design approval. Justin developed bridge replacement concepts focused on improving the existing vertical clearance along the local truck route while reducing track outages and minimizing total costs.

GAURAV RAI, PE, PTOE

Traffic & Signals

Rai has 16 years of experience in traffic operations and transportation planning, design of traffic control devices, and PS&E development for transportation projects. He provides expertise at solving complex signalization and congestion issues and has a proven record of collaborating with team members and public agencies to track and resolve project issues. Rai is an expert in traffic operations analysis and planning, traffic signals and interconnect systems, safety engineering and crash studies. He is proficient with Synchro and SimTraffic, VISSIM, Highway Capacity Software (HCS), MicroStation, GEOPAK Road, AutoTURN, and GuidSIGN.

REGISTRATION
Professional Engineer (Civil): IL, 2013
Professional Engineer (Civil): WI, 2010
Professional Traffic Operations Engineer: NA, 2013

EDUCATION
M.S., Transportation Engineering
Illinois Institute of Technology, 2005
B.S., Civil Engineering
Delhi College of Engineering, 2002

TRAINING
OSHA 10-Hour Construction Safety

YEARS OF EXPERIENCE
16 (4 with firm)

Randall Road, Phase II, McHenry County, IL
Traffic/Signals Engineer for this project to reevaluate the previous Phase I Design (by others) and develop Phase II contract plans for the 3.5 mile Randall Road Corridor. The roadway networks exhibited the following deficiencies: Severe Congestion, Inconsistent Access, Safety and Accident Concerns, and Lack of Pedestrian and Bicycle Access. Rai developed PS&E for temporary and proposed traffic signals and interconnect for all (seven) intersections under the project scope, while coordinating closely with civil, ADA ramps and street lighting design elements. Signal design accommodated the design preferences from the County, IDOT, and local townships.

Division Street and Gougar Road, Lockport, IL
Traffic/Signals Engineer for Phase II services for intersection of Division Street and Gougar Road in the City of Lockport. Responsibilities included preparing final engineering plans and specifications for the signalization of the intersection. This involved project coordination, supplemental field survey, geotechnical investigation, preliminary and pre-final contract plans and documents, final contract plans and documents, and permitting.

Meacham Road and IL 62 (Algonquin Road) Intersection, Schaumburg, IL
Traffic/Signals Engineer for the Phase II scope which was a result of coordination between Schaumburg, IDOT, and TranSystems over the last few years, culminating in a signed letter of intent between IDOT and Schaumburg regarding cost sharing for the project. Phase II engineering included design of the roadway, storm sewer system, utility relocations, traffic signals, and lighting. Extensive right-of-way acquisition was required and four properties went through condemnation proceedings. There was extensive coordination with utilities to determine conflicts and collaborate on facility relocations.

Butterfield Road at York Street, Elmhurst, IL
Lead Traffic Engineer for this Phase I and Phase II project for improvements at the intersection of Butterfield Road (IL 56) and York Road in Elmhurst, IL. The intersection is located in an urban/suburban setting, with several adjacent commercial properties, residential subdivisions, and significant access density. During peak hours, the intersection experiences significant delays and queues. The scope of work is includes additional auxiliary turn lanes, traffic signal modernization, ADA improvements, and improving traffic operations. Rai is the lead traffic engineer on the project, responsible for the traffic and safety analysis.

Chicago Street Reopening, Joliet, IL
Traffic Signals Engineer: provided bid documents for design of temporary and proposed traffic signals and interconnect for the reconstruction of Chicago Street at US-30 (Jefferson St) in downtown Joliet, while navigating design complexities related to right-of-way constraints, vaulted sidewalks, constricted work zone traffic control, ADA ramps, and underground utility conflicts. He coordinated with IDOT and Joliet to meet the signal design preferences of both agencies.

Central Avenue and Wilmette Avenue Reconstruction, Village of Wilmette, IL
Rai provided design of temporary and proposed signal at the intersection of Central Avenue and Wilmette Avenue in historical downtown Wilmette. Plans provided decorative signal equipment and coordinated closely with ADA ramps, landscape and streetscape design.

STEPHAN FREESE, PE

Lighting Engineer

Stephan has 28 years of experience in construction project management and preparation of design and environmental studies, contract plan and document preparation for various municipal and state highway improvements, including pavement reconstruction, resurfacing and rehabilitation, bikeway, traffic signal and roadway lighting, and parking lot projects. He has extensive knowledge in QA construction project management, preparation of environmental reports; traffic and accident studies; contract plan development for roadway and intersection improvements; municipal engineering including storm sewer, water main, and sanitary design; capacity analysis; traffic signal and fiber optic system interconnect design; video vehicle detection systems; railroad interconnection systems; and roadway lighting systems. Stephan is proficient in the following traffic software Programs: Highway Capacity Software, Micro-Site Lite and AGI32 lighting software.

REGISTRATION
Professional Engineer (Civil): IL, 2002

EDUCATION
B.S., Civil Engineering
Valparaiso University, 1993

CERTIFICATIONS
IDOT Aggregate Technician
IDOT Portland Cement Concrete, Level I
IDOT Hot Mix Asphalt, Level 1
IDOT Hot Mix Asphalt, Density

TRAINING
OSHA 10-Hour Construction Safety

AFFILIATIONS & MEMBERSHIPS
American Public Works Association

YEARS OF EXPERIENCE
28 (28 with firm)

Randall Road, Phase II, McHenry County, IL

Lighting Engineer for this project to reevaluate the previous Phase I Design (by others) and develop Phase II contract plans for the 3.5 mile Randall Road Corridor. The roadway networks exhibited the following deficiencies: Severe Congestion, Inconsistent Access, Safety and Accident Concerns, and Lack of Pedestrian and Bicycle Access. Rai developed PS&E for temporary and proposed traffic signals and interconnect for all (seven) intersections under the project scope, while coordinating closely with civil, ADA ramps and street lighting design elements. Signal design accommodated the design preferences from the County, IDOT, and local townships.

Arlington Heights/Higgins Intersection Lighting, Elk Grove, IL

Project Manager for preparation of contract plans and documents for the installation of intersection lighting. Project included analysis and recommendation for selecting an arterial light pole and luminaire. Design also included photometric calculations, voltage drop analysis and controller design. Coordination was required with private utility companies, IDOT and CCHD.

191st Street Improvements from Wolf Road to US Route 45, Will County, IL

Project consisted of the preparation of an Environmental Class of Action Document (ECAD) and Project Development Report to improve 191st Street for a length of 1.5 miles from Wolf Road to US Route 45. Stephan was responsible for the Phase II design and contract plan preparation for the roadway lighting system. The project also included widening and reconstruction of the existing roadway, replacement of the culvert over Marley Creek Tributary, environmental analysis and permitting, and public involvement. The project involved 404 permitting, Metra rail crossing, extensive utility relocation coordination, and coordination with adjacent property owners.

U.S. Route 45 Improvements, Illinois DOT

Design Engineer for the traffic signal modernization and fiber optic interconnection plans for six intersections. Design services included emergency vehicle preemption, railroad interconnect at three signalized intersections, and coordination with the Illinois Commerce Commission. The project included drainage and storm water detention design, field survey, structure borings and analysis, box culvert design, and traffic staging plans.

York Road and Butterfield Road Improvements, Elmhurst, IL

Project Engineer for intersection and traffic signal interconnect improvements along York Road from Frontage/Roosevelt Road to Butterfield Road and along Butterfield Road from Commonwealth Lane to Prospect Avenue. During the Phase I portion, Stephen prepared traffic analysis, intersection capacity, intersection improvements, an intersection design study, accident analysis, right-of-way, public coordination, and maintenance of traffic. During Phase II, he prepared typical sections, maintenance of traffic, roadway plan and profile, drainage and utilities, landscaping, roadway signing and striping, roadway lighting, fiber optic interconnection, emergency vehicle preemption, and traffic signal modernizations at six intersections.

David W. Shilling, PE

Project Engineer

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

Municipal Engineering

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

Transportation Design

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

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

Project Design And Management

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

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

Stormwater Management

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

Education

Bachelor of Science, Civil Engineering
Purdue University

Professional Registrations

Professional Engineer
Illinois, Indiana

Professional Affiliations

Illuminating Engineering Society of North America (IESNA)

Employment History

Robinson Engineering, Ltd.
2005-Present

MICHAEL KRSYWINSKI, PE, CFM

Drainage Lead

Michael has 7 years of experience in civil engineering and is a Project Engineer at Transystems. Michael has a strong focus in Phase I/II drainage design, floodplain studies, and preparation of Location Drainage Studies. Michael has worked on projects for IDOT, Kane County, Lake County, McHenry County, various local municipalities, and private development projects.

REGISTRATION
Professional Engineer (Civil): IL, 2018

EDUCATION
B.S., Civil Engineering
Purdue University Northwest, 2014

CERTIFICATIONS
Certified Floodplain Manager (CFM)

TRAINING
IDOT Documentation of Contract Quantities

AFFILIATIONS & MEMBERSHIPS
IL Association for Floodplain and Stormwater Management (IAFSM) Member

YEARS OF EXPERIENCE
7 (1< with firm)

Kautz Road, IL 38 to IL 64, Cities of St. Charles & Geneva, IL

Drainage Engineer for this project in which the City of Geneva and City of St. Charles are looking to provide improvements to the Kautz Road corridor between Commerce Drive in St. Charles to north of IL Route 38 in Geneva. The work will include widening Kautz Road to add a third lane, reconstruction of the majority of the roadway, connection of a recreational trail and formal designation of Kautz Road as a truck route. All Phase I and Phase II work will follow the same process and guidelines as the Federal Aid process.

Old McHenry Road Grade Separation, Lake County, IL

Drainage Engineer for Phase I engineering services to widen and reconstruct Old McHenry Road from Abbey Glen Dive to Bonnie Lane. Improvements will also be required to several cross streets and IDOT roadways such as Midlothian Road and Quentin Road. This project includes a grade separation at the BNSF railroad tracks and proposed pedestrian improvements. Michael is responsible for the existing and proposed drainage design of the proposed improvements. Several drainage alternatives are anticipated to be studied at the concept level for the proposed detention locations and storm sewer trunkline placements. The final deliverables will include a Location Drainage Study and small waterway hydraulic reports/studies.

Dauberman Road, Kane County, IL

Drainage Engineer for Phase I for the extension of Dauberman Road from US 30 over the BNSF to Granart Road located between the Villages of Sugar Grove and Big Rock. The close proximity between US 30 and the BNSF tracks would not allow for a single bridge over the BNSF; therefore, a second bridge carrying Dauberman Road over US 30 was designed with a jug handle-style connector road to connect the two roadways. Work included the preparation of a Location Drainage Study (LDS) for the proposed project. This LDS included an existing drainage plan (EDP) to document existing drainage patterns and a proposed drainage plan (PDP) for proposed improvements. Best management practices (BMPs) were included in the proposed detention pond and depressional areas to improve water quality. Coordination was required with IDOT, Kane County Division of Water Resources, Village of Big Rock, and Big Rock Drainage District #1.

Randall Road, McHenry County, IL

Drainage Engineer for Phase I and Phase II engineering services to widen and reconstruct 3.5 miles of Randall Road from County Line Road to Ackman Road in Algonquin, Lake in the Hills, and Crystal Lake. The $90 million project required reevaluation of the Phase I intersection concept at Algonquin/Randall which was initially proposed as a Continuous Flow Intersection (CFI). In lieu of the CFI, a conventional intersection was ultimately selected with triple left turn lanes, four thru lanes along Randall and dedicated auxiliary right turn lanes at all approaches. The project included two pedestrian bridges, several retaining walls and heavy environmental coordination. Michael was responsible for the design and modeling of the stormwater conveyance system to pass the design 10 year storm and ensure the 100 year storm will not have adverse impacts. Michael analyzed the entire improvement area and completed a utility conflict list to send to impacted utility companies and prepared drainage and utility plans and profiles.

Miller Road at US Route 12, Lake County, IL

Design Engineer for Phase I and II design for the intersection improvements at Miller Road and US Route 12. Phase 1 work included the design and preparation of an existing drainage plan to document existing drainage patterns and identify problem areas. A proposed drainage plan and profile was prepared for the proposed improvements to the existing drainage system.

ANTHONY QUIGLEY
IDOT Coordination

Prior to joining TranSystems, Tony spent over 30 years working in various roles for the Illinois Department of Transportation. He began his IDOT career as a Civil Engineer Trainee and worked his way up the ranks to his most recent position as Region One Engineer. In this role, he directed the six county Chicago Metropolitan area. His responsibilities included program development, project implementation, maintenance operations, and administration. He oversaw project delivery and operations with the support of 1,100 staff, consultants and contractors. In Tony's current role with TranSystems, he will be working with clients and project teams to facilitate strong relationships with departments of transportation and municipal clients for Phase III - Construction projects.

REGISTRATION
Professional Engineer: IL, 1997

EDUCATION
B.S., Civil Engineering
University of Illinois, 1990

CERTIFICATIONS
IDOT Documentation of Contract Quantities 20-16308
IDOT Portland Cement Concrete, I
IDOT S-33 Geotechnical Field Testing and Inspection
E-Railsafe System

TRAINING
IDOT Fundamentals of Storm Water Pollution and Erosion and Sediment Control
IDOT ICORS Training
Confined Spaces Training
Railroad Safety Training

AFFILIATIONS & MEMBERSHIPS
University of Illinois Circle Civil Engineering Professional Advisory Committee
Construction Management Association of America

YEARS OF EXPERIENCE
30 (<1 with firm)

BNSF Bridge over I-294, ISTHA, Hinsdale, IL
Project Manager for the BNSF railroad bridge over I-294, an advance-enabling project for the Illinois Tollway's $4 billion reconstruction of the Central Tri-State. The project included on-site inspection, review layout of contract including design changes, geotechnical inspection and testing, preparation of records, maintenance of documentation, submittal of pay estimates and change orders, and providing of coordination with the many stakeholders. On-site inspection included oversight of the construction of a temporary shoo-fly bridge over the I-294 mainline. Rather than construct the bridge in place, the shoo-fly bridge was constructed "off-line" on temporary shoring towers, picked up with self-propelled modular transporters (SPMTs), rolled into position and set in place.

Houbolt Road Bridge over the Des Plaines River, Joliet, IL
Construction Manager for this project in which TranSystems is the Owner's Representative for the building of a new toll bridge over the Des Plaines River in Joliet, Illinois. The project delivery is design build, and the new facility will be a toll structure. TranSystems is working with CenterPoint Properties and United Bridge Partners, which are part of the Houbolt Road Extension Joint Venture (HRE-JV) as the Owner's Representative, reviewing each of the design submittal packages for conformance to IDOT and AASHTO standards, coordination with government agencies, and providing construction oversight.

Region One Engineer, Illinois DOT
Directed Region One which is the six county Chicago Metropolitan area. Region One's Annual and Multi Highway Improvement Programs varied from$900 million to $1.5 billion. Responsibilities included program development, project implementation, maintenance operations and administration. Major projects included Jayne Byrne Circle Interchange reconstruction project, I-55 at Lakeshore Drive reconstruction, I-55 Managed Lanes EIS, I-80 from US 30 to Ridge Road EIS, and numerous other Capital Bill projects.

Bureau of Chief Design, Illinois DOT
Responsible for the of Bureau of Design staff in the preparation of contract plans, specification, and necessary contract documents to meet the Annual and Multi Highway Improvement Program in accordance with Department policies, design procedures. Major projects included Weber Road from 119th Street to 135th Street add lane with diverging diamond, US 20 and Harmony round-a-bout, US 45 from 179th to 131st reconstruction with add lanes, I-57 & Stunkel Road new interchange, I-55 & Arsenal Road new interchange, and IL 59 from I80 to Caton Farm Road reconstruction with add lanes.

Engineer of Program Implementation, Illinois DOT
In this role, Tony coordinated the function of Construction, Materials, Local Roads, and Contract Compliance. Accountable for construction, material and contract compliance regulations are met as part of the Annual and Multi Highway Improvement Programs for Region One. Also, ensured local projects complied and were prepared to all State & Federal standards and met all established letting schedules.

DANIEL KNICKELBEIN, AICP

Funding

Daniel has 7 years of experience and is a Transportation Planner at TranSystems. Prior to joining TranSystems, he was the Transportation Director for the DuPage Mayors and Managers Conference (DMMC), where he managed the Conference's $60 million Surface Transportation Program (STP). Before working at DMMC, Daniel was the Government Affairs Manager for the Broward Metropolitan Planning Organization (Broward MPO) in Fort Lauderdale, Florida, where he worked with local, state, and federal elected officials to advance the MPO's legislative initiatives. He is exceptionally knowledgeable about the various local, state, and federal funding programs available to the City that can help make this project a reality.

REGISTRATION
B.A., Political Science
Macalester College, 2014

CERTIFICATIONS
APA American Institute of Certified Planners (AICP)
Nov. 2019

TRAINING
Fluent in Spanish

YEARS OF EXPERIENCE
7 (1< with firm)

DuPage Mayors and Managers Conference (DMMC), Oak Brook, IL

Transportation and Planning Director (April 2021- May 2021)
Oversee all DMMC transportation and planning initiatives, including consultant management.

Transportation Project Manager (Oct. 2018- April 2021)
Program and manage DMMC's annual allocation of over $12 million dollars in federal Surface Transportation Program (STP) funds for projects in DuPage County.
Coordinate with project sponsors, the Chicago Metropolitan Agency for Planning (CMAP), IDOT, and project engineers to meet milestones and ensure federal funds are properly expended. Led DMMC transportation planning efforts through staffing Transportation Technical and Transportation Policy Committees and assisting DMMC members with federal and state grants.

Broward Metropolitan Planning Organization (MPO), Fort Lauderdale, FL

Government Affairs Manager (April 2017- Oct. 2018)
Led the Broward MPO's Legislative Initiatives Program, including tracking legislation, coordinating outreach to local, state, and federal partners, and communicating with legislators on legislative and regulatory issues affecting the MPO.
Directed the public involvement and community engagement efforts of the MPO's 2045 Long Range Transportation Plan to ensure public input and assist in overall plan development.
Assisted with the overall public involvement strategy of MPO projects and programs.

Transportation Planner (Communications and Outreach) (Mar. 2015- April 2017)
Supported MPO public involvement work through a range of communications efforts, including newsletter production, event planning, media outreach, and website development.
Assisted in MPO planning through Transportation Improvement Program (TIP) development and coordination with partner agencies, including FDOT and municipal project implementers.
Coordinated MPO outreach efforts for a 2016 transportation sales tax ballot referendum.

Neighborhood Development Alliance (NeDA), St. Paul, MN

Intern/Part-time Staff (Jan. 2013 - June 2014)
Organized and led NeDA's community outreach efforts to inform neighborhood residents about implementation of a new transit line in St. Paul's West Side neighborhood.
Collaborated with neighborhood partners to plan community forums and promote citizen engagement in the planning process.

Department of Transportation, Washington DC

Federal Transit Administration (FTA) Intern (June 2013 - Aug. 2013)
Participated in the 2013 Summer Transportation Internship Program for Diverse Groups (STIPDG) as an intern in the FTA Knowledge Management Office. Organized and facilitated multiple "legacy capture" events with departing senior FTA leaders.

MROWCO
MATHEWSON RIGHT OF WAY COMPANY

Mark D. Mathewson
President

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

Education

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

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

Professional Registrations

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

Areas of Concentration

Right of Way Consulting & Project Management
Negotiations
Relocation Assistance

Representative Projects

Provided land acquisition negotiation services for the following projects

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

Randell E. Gann, PLS

Manager, Land Surveying Department

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

Federal Aid and State Surveys

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

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

Subdivision Survey and Right-of-Way

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

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

Land Surveying Department Manager (May 2012-Present)

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

Education

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

Professional Registration

Professional Land Surveyor, Illinois, Indiana

Professional Affiliations

Illinois Professional Land Surveyors Association (IPLSA)

Indiana Society of Professional Land Surveyors (ISPLS)

National Society of Professional Surveyors (NSPS)

Employment History

Robinson Engineering, Ltd.
1991-Present

Brad Lueders, PLS

Land Surveyor

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

Federal Aid and State Surveys

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

Subdivision Survey and Right-of-Way

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

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

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

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

Education

Bachelor of Science, Industrial Technology
Illinois State University

Professional Registrations

Professional Land Surveyor
Illinois

Professional Affiliations

Illinois Professional Land Surveyors Association (IPLSA)

Employment History

Robinson Engineering, Ltd.
2014-Present

VantagePoint Engineering, LLC
2010-2014

Burke Engineering Corporation, Ltd.
1985-2010

Wang Engineering

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.

5. REQUIRED FORMS

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: TranSystems Corporation

Street Address: 1475 E. Woodfield Road, Suite 600

City, State, Zip: Schaumburg, IL 60173

Contact Name: Charles J. Stenzel, PE

Phone: 847-774-9937 Fax: 847-463-0565

E-Mail Address: cjstenzel@transystems.com

Signature of Authorized Signee:

Title: Senior Vice President

Date: 8/23/2021

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

ORLAND PARK

CERTIFICATE OF COMPLIANCE

The undersigned Charles J. Stenzel, as Senior Vice President
(Enter Name of Person Making Certification) *(Enter Title of Person Making Certification)*

and on behalf of TranSystems Corporation, certifies that:
(Enter Name of Business Organization)

1) **BUSINESS ORGANIZATION:**

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

Federal Employer I.D.#: 43-0839725
(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 Missouri *(State of Incorporation)* 1966 *(Date of Incorporation)*

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

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

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

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

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

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

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

5) TAX CERTIFICATION: Yes [✓] No [ ]

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

6) AUTHORIZATION & SIGNATURE:

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

ACKNOWLEDGED AND AGREED TO:

Signature of Authorized Officer

Charles J. Stenzel, PE
Name of Authorized Officer

Senior Vice President
Title

8/23/2021
Date

REFERENCES

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

Proposer's Name: TranSystems Corporation
(Enter Name of Business Organization)

1. ORGANIZATION McHenry County Division of Transportation
   ADDRESS 16111 Nelson Road, Woodstock, IL 60098
   PHONE NUMBER (815) 334-4980
   CONTACT PERSON Ben Redding, Design Manager
   YEAR OF PROJECT On-Going (Randall Road)

2. ORGANIZATION Village of Schaumburg
   ADDRESS 101 Schaumburg Court, Schaumburg, IL 60193
   PHONE NUMBER (847) 923-3859
   CONTACT PERSON Karyn Robles, Director of Transportation
   YEAR OF PROJECT 2020 (Meacham & Algonquin)

3. ORGANIZATION Cook County Department of Transportation & Highways
   ADDRESS 69 W. Washington Street, 23rd Floor, Chicago, IL 60602
   PHONE NUMBER (312) 603-1595
   CONTACT PERSON Noel Basquin, Bureau Chief of Design
   YEAR OF PROJECT On-Going (Several current projects)

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 23rd DAY OF August, 2021

Signature

Authorized to execute agreements for:

Senior Vice President
Printed Name & Title

TranSystems Corporation
Name of Company