

**Village of Orland Park
Traffic Improvement Studies
RFP 26-043
August 7, 2026**

This Scope of Services is a supplement to EXP's submittal dated June 29, 2026 for the Village of Orland Park (Village or the Village) RFP #26-043 for Traffic Improvement Studies. The LOE included in this supplement supersedes that which was provided in the original proposal based on new information gathered from the shortlist interview the project team had with Village staff on July 31, 2026.

Detailed Scope of Services

1. Item 1 – Corridor Traffic Study

Develop a corridor traffic study with a study area including two intersecting corridors; LaGrange Rd (US 45) from 143rd St to 167th St, and 159th St (US 6) from 108th Ave to 88th Ave. The traffic study will include evaluation of existing and future traffic conditions and develop recommendations and implementable solutions to improve the safety and operation of the subject corridors.

Task

EXP Corridor Traffic Study Effort: 544 hrs.

a) Project Kick Off and Schedule Development

EXP will conduct a project kickoff meeting with Village staff to confirm project objectives, study limits, data needs, communication protocols, deliverable expectations, and the project schedule.

The Consultant will develop and maintain a detailed project schedule identifying key milestones, data collection periods, interim deliverables, review periods, and final study completion dates.

Meeting agendas, presentation materials, and meeting summaries will be prepared and distributed to attendees. The schedule shall be updated throughout the project as necessary.

Task Total: 16 hrs

b) Data Collection

The project team will utilize the turning movement count (TMC) data collected as part of Item 2 – Task B. As outlined in that section, traffic counts will be conducted at all signalized intersections in the corridor during the weekday AM, midday, and PM peak periods (8 Total Hours) with additional traffic counts collected during the Saturday Midday peak period (4 hours) to capture the activity of the large commercial generators in the area.

Additionally, to capture the Holiday peak traffic specific to Orland Park and the subject corridors, we are also proposing the collection of 12 hour counts for “Black Friday” with additional 4 hours of counts on the following Saturday.

Video of all traffic counts will be available to validate data and confirm normal operations.

Additional data sources will be obtained and reviewed, as available, which include:

- Traffic Studies of Planned Developments along the corridor.
- Any existing traffic data available through IDOT or Cook County databases.
- Proposed Roadway improvements.
- Village Planning documents and studies.
- Crash records.

Together, this data will allow for the development and analysis of the existing conditions along the corridor and for the projection of existing traffic conditions into the future.

Task Total: 40 hrs

c) Crash Analysis

EXP will obtain and evaluate the last 5 years of available crash data for roadway segments and study intersections within the corridor limits. Crash trends shall be analyzed to identify any patterns stemming from crash type and contributing factors. High-crash locations will be identified along with corridor wide statistics, severity, and crash rates. Special attention will be paid to any pedestrian and bicycle-involved collisions. The analysis will also compare the results to statewide averages of comparable corridors and intersections.

Data and results of this analysis will be used to inform the recommendations for the traffic study as well as shared with team members as they develop recommendations and deliverables for Tasks 2 and 3.

Task Total: 60 hrs

d) Future Traffic Volumes

The Consultant shall develop future year traffic forecasts for the intersections within the study limits. Future traffic projections shall consider regional travel demand trends, approved developments, planned transportation improvements, population and employment growth, and available planning agency (CMAP) forecasts. Future traffic forecasts shall be prepared for a planned horizon (build year) agreed upon with the Village.

Task Total: 24 hrs

e) Capacity Analysis

Building upon the whole-village Synchro model developed in Item 2 – Task C, EXP will perform operational and capacity analyses for study roadway segments using the SYNCHRO and SIMTRAFFIC software using methodologies consistent with the current Highway Capacity Manual and accepted industry practices. For both existing and future conditions, analysis will evaluate intersection Level of Service (LOS), Delay, Volume / Capacity ratios, queue length, and other relevant metrics of intersection performance.

EXP will also develop a “Holiday Peak” capacity analysis condition to provide the village with corridor specific insight into how volumes and traffic operations change during these peak days of commercial activity.

Task Total: 96 hrs

f) Site Visit

After the development of the roadway capacity model, EXP will verify the results via field observations during the AM and PM weekday peak periods and the Saturday midday period. EXP will observe existing traffic operations and roadway conditions to identify any areas or movements that differ from conditions presented in the model to calibrate the model and ensure it is representative of existing conditions. Any issues or discrepancies will be documented and photographed to support the traffic study findings and recommendations. Site visits will review corridor traffic operations, vehicle queues, ped and bike activity, as well as provide additional documentation of any access management or safety concerns observed to be further coordinated with SE3 for Task 3.

Task Total: 20 hrs

g) Identification of Traffic Concerns

EXP will identify existing and anticipated traffic concerns throughout the study corridors from information obtained as part of data collection, crash analysis, capacity assessment and field observations. EXP will prioritize issues according to severity, operational impact, safety implications, and implementation urgency.

Existing and future conditions will be evaluated for traffic congestion and delay, safety deficiencies, operational bottlenecks including queue spillback and over saturated movements, pedestrian and bicycle deficiencies including APS, crosswalks, and Ped signal heads.

Additionally, signal coordination concerns will be identified and addressed in coordination with GHA as they work on Item 2, and any access management issues will be coordinated with SE3 as they progress on Item 3. The identified concerns will be presented to the client in a short memo or series of exhibits to communicate the results and inform the recommended improvements.

Task Total: 40 hrs

h) Improvements and Recommendations

EXP will develop and evaluate potential traffic improvements and corridor enhancement strategies. Recommendations shall focus on practical, implementable solutions that improve safety, mobility, accessibility, and operational efficiency. Alternatives shall be screened and prioritized based on effectiveness, feasibility, cost, right-of-way impacts, and ease of implementation.

These improvements will be in addition to the signal timing optimization improvements and access management recommendations developed as part of Items 2 and 3. Areas of focus for the recommendations could include Geometric or turn lane improvements, pedestrian crossing enhancements, Bicycle accommodations, signing and pavement marking improvements, or technology and intelligent transportation system improvements.

Task Total: 72 hrs

i) Opinion of Probable Cost – Item 1

The consultant will develop planning-level OPPC for improvements or recommendations along the subject corridors that arise from the analysis. Again, these will focus on the recommended improvements along the corridor that are not associated with the other Items in this project.

Task Total: 60 hrs

j) Final Report

EXP will prepare a draft and final Corridor Traffic Study Report documenting the methodology, findings, analyses, recommendations, and implementation strategies developed during the study. EXP will address Village comments and prepare a final report suitable for public dissemination and future grant applications. Topics included in the report will include:

- Existing conditions assessment
- Traffic data summaries
- Crash analysis
- Traffic forecasts
- Capacity analyses
- Identified traffic concerns
- Recommended improvements
- Implementation priorities
- Opinion of Probable Construction Costs
- Supporting exhibits and appendices

Task Total: 40 hrs

k) Coordination and Meetings

EXP will coordinate with the Village, Illinois Department of Transportation, Cook County Department of Transportation and Highways, and other agencies as necessary throughout the project. EXP will develop agendas and provide meeting minutes documenting each meeting and distribute to the relevant attendees and stakeholders. In addition to the kick-off meeting, monthly coordination and status meetings will be held to provide status updates, discuss findings, and coordinate on any outstanding issues. This task will also include any coordination meetings with IDOT, which has jurisdictional control over the subject roadways.

Task Total: 60 hrs

l) Presentation

EXP will present the findings of the Corridor Traffic Study to the Village and designated attendees at a Village provided location. The presentation will consist of a PowerPoint supplemented by key exhibit boards and handouts. EXP will respond to questions and document comments received and where appropriate, EXP will incorporate feedback received into the final corridor study recommendations.

Task Total: 16 hrs

m) Direct Expenses

The following expenses are expected to facilitate the field work and public hearing tasks and include the costs of travel related to site visits and attendance at in-person meetings or hearings. This not-to-exceed allowance will be billed as costs are incurred.

Total Direct Expenses: \$2,000

ITEM 1 DELIVERABLES

- **Meeting Minutes and Decision Records**
- **Preliminary Findings / Results**
- **Draft Corridor Traffic Study Report**
- **Final Corridor Traffic Study Report**

ITEM 1 EXCLUSIONS

All Assumptions and Exclusions as presented in the original proposal.

2. Item 2 - Traffic Signal Progression and Timing Improvements

GHA will perform a systemwide assessment of traffic signal operations for all signalized intersections within the Village limits, including corridors and isolated intersections under the jurisdiction of the Village of Orland Park, IDOT, and CCDoTH. This effort includes the optimization of the entire “Eagle 3H” system which includes US 45 from 142nd St to 171st St, US 6 from Ravinia Ave to 76th Ave, IL 7 from Wolf Rd to SW Hwy, 143rd St at Ravinia Ave, 95th Ave, and John Humphrey Ave, as well as 94th Ave at Boardwalk Ln.

Additionally, Item 2 involves improving signal timings at all intersections in the Village outside of Eagle 3H, approximately 55 more intersections. Many of these intersections are part of other IDOT coordinated systems that cross Village boundaries. As the entire system will not be adjusted, only the intersections within Village limits, some IDOT requirements such as a before/after speed delay study will not be necessary.

It is important to note that GHA is proposing to implement the developed signal timings into the controllers after relevant jurisdictional approval. This will allow for faster implementation and avoid delays waiting for the relevant AHJ’s to implement the timing plans or requiring the Village to issue another contract to implement the approved timings.

Overall, GHA’s method is to pair strong project management with experienced traffic operations staff who understand both the analytical and field sides of signal coordination. By combining thorough data collection, sound modeling, practical timing development, hands-on implementation, clear performance evaluation, and responsive support to Village and local staff, GHA will deliver improved traffic signal programming in a manner that is efficient, technically sound, and consistent with the Village’s expectations for SCAT services.

Task

GHA Signal Timing and Optimization Effort: 781 hrs.

a) Project Kick Off and Schedule Development

GHA will participate in a project kickoff meeting with Village staff to confirm project objectives, study limits, data needs, communication protocols, deliverable expectations, and the project schedule.

Task Total: 16 hrs

b) Turning Movement Counts

GHA will collect turning movement counts at 85 signalized intersections within the Village of Orland Park. For intersections along the Item 1 corridors, 8 hours of weekday peak period counts will be collected along with 4 hours of Saturday peak period counts. Additional counts will be collected during the holiday peak season along the specified corridors to allow for the analysis of these holiday conditions.

For intersections outside of the specified corridors, 8 hours of weekday peak period counts will be collected.

All traffic counts are done in-house with Miovision technology, and counts can be customized, scheduled, and performed quickly and at low cost. Special traffic periods outside the standard 8-hour count period can be included as well, such as school start and release times, special event times, large industry shift changes, etc. Special count categorization can also be included, separating vehicles into any number of classifications, as well as counting pedestrians and bicycles in the roadway or crosswalks. All video recorded by the cameras will also be available to the project team and Village staff to review, allowing further customization and review of existing traffic patterns and driver characteristics.

GHA's team understands that reliable optimization begins with accurate existing-condition information, and our staff's hands-on field and controller experience allows us to efficiently identify issues that may not be apparent from plans or databases alone.

Task Total: 225 hrs

c) Synchro Modeling

GHA will use SYNCHRO and SIMTRAFFIC to develop, refine, and evaluate corridor timing plans. Using the field data and engineering judgment, the team will calibrate models to reflect observed conditions, test alternatives, and develop recommendations that improve progression, reduce stops and delay, and make the best use of the existing signal equipment with only minor enhancements where warranted.

In developing recommended plans, GHA will coordinate closely with Village, County, and IDOT staff so that final timing recommendations reflect corridor priorities, operational realities, and district-specific preferences for signal operations.

In addition to the standard AM peak, PM peak, and midday/off-peak timing plans, GHA staff may need to produce special plans for School Start, School Release, Shift Change, or other time periods. Special Time-Of-Day plans can be developed for Saturdays, Sundays, or any other day of the week. Some schools have special early release times on Wednesdays, and the TOD plan can be programmed to reflect that. GHA staff could also make special plans for Mondays or Fridays, or special holidays such as Black Friday, New Year's, or Christmas.

Every corridor has unique requirements, and GHA staff will find them and fine-tune the proposed signal timing plans to best conform to them. Also, because this will be a single, Village-wide model with all intersections included, adjacent systems can be cross-coordinated.

Task Total: 80 hrs

d) Site Visit / Inspection

The first task GHA will accomplish for this project will be a site visit/inspection at all 85 intersections. GHA will measure existing crosswalks to recalculate pedestrian walk and clear times by current standards, and will open each traffic cabinet to check for maintenance issues and verify controller phasing, programming and communications, as well as other field observations relevant to queueing, progression, pedestrian operations, school-related traffic patterns, and special corridor conditions.

GHA staff will always rely on field measurements instead of computer measurements from satellite photography, as field measurements will be far more accurate and will take into account real-world issues in the field. GHA staff will utilize the crosswalk and pedestrian pushbutton placement measurements to calculate pedestrian phase walk and flashing don't walk timing intervals for each leg of the intersection, utilizing the proper ITE/IMSA equations and a conservative rounding-up approach.

Task Total: 80 hrs

e) IDOT / CCDOTH Coordination

GHA will discuss current traffic signal operations, deficiencies, and timing concerns with the Village, County, and State engineers familiar with the area. Meade Electric, who maintains intersections for all three parties, will also be included in the discussion as they will have insights into current maintenance and operational issues. By coordinating with both the local maintainers and the IDOT staff in charge of the whole District, GHA staff can develop new signal timings that increase efficiency and safety both for granular local issues and broad region-wide traffic concerns.

Task Total: 72 hrs

f) Before / After Speed Delay

A full IDOT optimization also includes a GPS before/after speed delay study, as it will quantify the signal timing improvements both operationally and environmentally. Using GPS data collected on a per-second basis, evaluations will quantify benefits such as reductions in travel delay; fuel consumption; and carbon monoxide, nitrous oxide, and hydrocarbon emissions. They will also include performance measures such as travel time, speed, and number of stops, presented in a concise and easy-to-review format including graphs that show the before and after travel time traces.

Task Total: 32 hrs

g) Implementation

Following Village, County, and State review and concurrence, GHA will implement approved timing plans in the field and perform the fine-tuning necessary to achieve optimum operation.

While implementation isn't specifically included in the project scope, GHA believes that the State and County will be much more amenable to signal programming changes if they are done by the Village's consultant and they are not required to do it themselves. Allowing

Our team understands that successful SCAT work depends on practical implementation experience as much as analytical capability, and GHA brings both. With staff experienced in controller programming, system operation, and field adjustments, GHA can place optimized timings into operation efficiently, troubleshoot issues encountered during deployment, and make

responsive refinements after implementation to improve progression and address locations where operations remain unsatisfactory.

GHA staff has experience with TS1, TS2, and ATC cabinets, as well as controllers from brands such as Econolite, Eagle, Peak, and Multisonics. Staff also has experience with various computer software used for programming and communicating with traffic signals, such as Centrac, Tactics, Aries, MARC-PC, and TranSuite.

GHA staff will drive the corridors multiple times in each timing period to watch for traffic issues that would require adjustments to the proposed traffic signal timings. Larger than expected queues on non-coordinated phases may require additional green time. Repeated early-return-to-green issues may cause multiple short stops at multiple intersections in a row, requiring timing offset modification to bring up green indications earlier. Large pedestrian volumes with consistent pedestrian phase actuation may require side-street pedestrian phases to be covered by their splits, instead of allowing the intersection to go out of coordination and transition back after every pedestrian movement. Special logic programs can be programmed into traffic signal controllers to handle conditions such as large pedestrian clearance intervals, frequent railroad preemptions, or non-standard traffic volume distributions. GHA staff will use every tip and trick in our arsenal to make the coordinated corridor operate as safely and efficiently as possible, for all road users.

Task Total: 120 hrs

h) Final Report & TRP

The existing conditions, findings, and recommendations of this effort will be summarized in a final report for review by the Village.

Task Total: 40 hrs

i) Opinion of Probably Cost – Item 2

The consultant will develop OPPC for improvements or recommendations that arise outside of the implementation of the approved optimized signal timings. These recommendations would focus on signals that are outside of the project corridors in Item 1 and could include recommendations and costs for:

- The repair / replacement of damaged signal equipment,
- restriping pavement markings at intersections with worn or deficient markings,
- pedestrian improvements (signals, APS) at critical locations (Schools, Parks, etc.)
- battery backups,
- vehicle detection improvements,
- or locations of possible auxiliary traffic signal heads.

Task Total: 40 hrs

j) Coordination and Meetings

The Consultant will coordinate with the Village, Illinois Department of Transportation, Cook County Department of Transportation and Highways, and other agencies as necessary throughout the project. The Consultant team will develop agendas and provide meeting minutes documenting each meeting and distribute to the relevant attendees and stakeholders. In addition to the kick-off

meeting, monthly coordination and status meetings will be held to provide status updates, discuss findings, and coordinate on any outstanding issues.

Task Total: 60 hrs

n) Presentation

GHA will present the findings and recommendations of the signal optimization effort to the Village and designated attendees at a Village provided location. The presentation will consist of a PowerPoint supplemented by key exhibit boards and handouts. GHA will respond to questions and document comments received and where appropriate, GHA will incorporate feedback received into the final timing plans and recommendations.

Task Total: 16 hrs

k) Direct Expenses

The following expenses are expected to successfully complete the data collection and signal optimization tasks. These include the costs of travel related to the set-up and tear down of the Miovision collection units, as well as those for the site visits, speed / delay studies, signal implementation, and attendance at in-person meetings or hearings. Additional expenses related to processing the collected traffic data are also listed.

Total Direct Expense:	\$3,000
Total Traffic Count Processing Expense:	\$16,500

ITEM 2 DELIVERABLES

- Approved Signal Timing Plans for 85 traffic signals in the village.
- Before / After Speed Delay Study for Item 1 Corridors
- Final Signal Timing Report
- Implemented Signal Timings at approved Orland Park intersections

ITEM 2 EXCLUSIONS

- All Assumptions and Exclusions as presented in the original proposal

3. Item 3 - Driveway Consolidation Study (Access Management)

The project team will develop an Access Consolidation Strategy along the Project corridors to create Access Management Plans using a “menu” of strategies the Village can utilize for improving corridor operations. The roadways to be studied are under IDOT jurisdiction and any access to properties not within the municipal boundary of Orland Park will not be studied. Our services will evaluate existing and known forecast access locations and propose consolidation, adjustment, elimination, or relocation in coordination with land uses and roadway conditions. The Consolidation Strategy could help establish Access Management guidelines for other roadway corridors in the Village for driveways, intersections, and medians to minimize conflicts and improve multimodal travel and economic vitality.

The work will specifically develop Access Management Plans with ideas and recommendations focusing on driveway consolidation and access modifications along both sides of the Project’s two roadway corridors:

- a. La Grange Road (US 45) from 143rd Street to 167th Street
- b. 159th Street (US Route 6) from 108th Street to 88th Avenue

Task

SE3 Access Consolidation Effort: 504 hrs.

a) Access Consolidation Kickoff

Access Management will consider existing and known forecast (e.g. planned developments, permits in progress) access points within the two study corridors. Core consolidation study goals and interagency coordination will be confirmed at this kick-off meeting, as well as requesting any additional data not yet provided to the project team through the corridor traffic study. Interagency coordination is anticipated with IDOT as the jurisdictional agency of the roadway corridor, and whose approval and a permit will be required for any access modifications. Further coordination with Cook County DOT&H or other municipalities or Townships is not anticipated. The Village will provide requested data and advise of known issues to be taken under advisement for the study. We will also summarize data compiled and/or developed by EXP as part of their ongoing corridor studies.

This data would be requested, or confirmed by other Project Team efforts, to help identify and prioritize study outcomes:

- Crash Data/Reports (to be evaluated as part of the corridor analyses/studies)
- Summary of Police reports/complaints (issues reported to the Police Department, not crash reports)
- Summary of Public Works maintenance issues (e.g. sections of the corridors with drainage issues related to access points, etc.)
- Maps and/or GIS showing location and spacing of driveways, median openings, and intersections.

Confer with IDOT Permits the consolidation study goals and request any available access permit records, to validate historic land use at the time the access was constructed or modified.

Task Total: 20 hrs

b) Existing Conditions Analysis

Conduct field reconnaissance to verify access points and site terrain conditions (document topography or other physical challenges to access changes), as well as documenting observed site circulation and land use.

Meet with applicable Village staff including Public Works, Economic Development, Planning, Fire and Police to interview them about traffic operations along the corridors. This will help define existing issues including queue blockage/traffic operations conflicts, accidents, complaints about access points operation or use, etc. (identifying any known “pain points” related to access). Access points that do not appear to be candidates for change will be identified. Existing access will be cross referenced with any pending access points or modifications known based on permits in progress at IDOT or Orland Park.

Task Total: 56 hrs

c) Access Consolidation Strategy and Draft Access Management Plan

Existing parcel access will be analyzed, taking into consideration the collected data, agency interviews, and field observations made in prior tasks. Access Consolidation Strategies will be developed into a “menu” of options, which is anticipated to include:

- Relocation
- Closure
- Closed Median
- Frontage Road
- Consolidation
- Right-in/right-out
- One-way in/out
- Three-quarter access

Generic exhibits of the consolidation strategies will be developed for reference. As applicable, the IDOT driveway access standards will be utilized and referenced for smooth coordination of strategies with IDOT for permit review and approval.

A Draft Access Management Plan will be developed using the Access Consolidation Strategies for parcel access along the study corridor. Our review of each parcel’s access will consider how Access Management can:

- Preserve public investment in existing roadway network
- Address safety of users, and potentially minimize frequency and severity of related accidents
- Improve access to adjacent properties
- Support Village economic goals

The Draft Access Management Plan will include a report summarizing Village input, data, and analysis, to recommend a specific Access Management strategy for each existing and forecast parcel access in a defined actionable strategy depicted on strip map exhibits showing property owner, land use, traffic access, and suggested strategies (including recommendations to maintain current access “as-is”). Opinions of Probable Construction Costs (OPCCs) will be developed for the “menu” of strategy options. OPCCs will not be location specific, but will depict a generic improvement for each given strategy. Location specific improvement plans will not be developed.

Task Total: 280 hrs

d) Access Management Coordination Meeting

At the discretion of Village staff, our team will meet with the administration and elected officials of Orland Park to describe and define what the Access Management Plan Project is about and offer an Access Management Primer as your Trusted Advisor. We would not dwell on the two corridors or a specific property along them; rather inform and educate the elected officials and attendees about the reasons for, and benefits of, Access Management. This meeting may occur during a Committee of the Whole or Board of Trustees meeting.

This meeting is not intended to present the plan suggestions in a public forum, as individual location strategies will need to be directly coordinated with affected property owners, by the Village when a project is sufficiently developed and strategically ready to commence discussions. Property owner discussions are anticipated to involve a presentation of draft detailed design plans at a time the Village is prepared to engage in access discussions.

Task Total: 40 hrs

e) Final Access Management Plan

Our team will meet with the Village to review their comments on the Draft Access Management Plan. Village comments and ideas will be reconciled and incorporated into a Final Access Management Plan.

Task Total: 40 hrs

f) Access Management Plan Implementation Strategy

Based on the parcels with recommended access modifications, the Village could contact the subject property owners to alert them of the studies including Access Management. The Village would **NOT** share any of the data or results or recommendations, but instead rather would invite those who wish to help the Village consider access management on their property to “raise their hand”. The Village would then choose the first one to work on and with and conduct the appropriate detailed analysis, to confirm what could be changed and how much it would cost – both physical changes and financial impact i.e. how much money property owner want for the change.

We understand when considering this idea, the Village would have to decide how much money they have for this idea, over what time, and budget it. They would also advise property owners that nothing will happen until there is agreement and the number and timing of access changes is variable and not guaranteed. It would be easier to start with a friendly property owner who wanted to change their access, or at least consider it, versus the Village coming along a corridor with their municipal authority or hammer.

As proof of concept for this strategy our team will assist the Village to coordinate discussions with one (1) property owner, chosen by the Village to discuss access modifications. This proof of concept will include our team developing a more robust exhibit with parcel specific access modifications drawn to depict the recommended change(s) with additional detail particular to the subject property. This detailed exhibit will be utilized for discussions when meeting with the property owner. A more detailed construction OPCC will be developed for the access modifications being proposed. Biddable plans will not be developed and are specifically excluded from our scope.

Up to three (3) meetings are budgeted for; the initial coordination, follow-up discussions, and final details. The exhibit(s) and OPCC will be revised accordingly after meeting with the property owner. Real Estate (Agent or Attorney) consultation, Land Use consultation, and Economic consultation are specifically excluded from our scope.

Task Total: 68 hrs

g) Direct Expenses

SE3 anticipates the following direct expenses:

- Travel cost for up to 4 meetings with Village staff, IDOT, and administration/elected officials, as well as field reconnaissance of existing corridor access points.
- Travel cost for up to 3 meetings with a selected property owner.
- Reproduction of up to six (6) copies of the Final Asset Management Plan and delivery cost. Draft plan and interim coordination will be made via electronic file submittals.

Total Direct Costs: \$1,100

ITEM 3 DELIVERABLES

These are the anticipated hard copy deliverables for use by the Village Board and Staff. Any other deliverables to the Village and other agencies are assumed to be electronic.

- Access Consolidation Strategy “Menu”
- Project Access Management Plans with Suggested Strategies

ITEM 3 EXCLUSIONS

Any item not specifically mentioned herein is excluded from the Scope of Services.

All coordination and submittals will be made electronically, with exception to hard copy deliverables noted herein.

4. Grant Development / Grantsmanship

The project team will assist the Village of Orland Park with the preparation and submission of three (3) grant opportunities on behalf of Orland Park to support the implementation of the corridor study recommendations (“Project”) to help offset the Village’s Project costs. The grants may be Federal and/or State opportunities, anticipated to include “average” grants such as STP, TAP, CMAQ, IDNR, or Invest In Cook. Grants similar to BUILD require an extensive level of effort of an order of magnitude beyond these “average” grants and are specifically excluded from our scope.

Task

Total Grantsmanship Effort 138 hrs.

a) Draft Grant Application for Review

Upon confirming the Grant(s) to be pursued, our team will prepare a Draft Application for coordination and review by the Village Lead. The following steps will be performed for an “average” Grant:

- Review Projects’ Scopes of Work for compliance and applicability to Grant and provide advice to confirm compliance with Grant requirements.
- Review preliminary funding nomination forms, project documentation, and previous funding applications per applicable Funding programs’ criteria.
- Coordinate with Village staff to obtain information - preliminary Project reports, funding nomination forms, project documentation, letters of support etc.

- Coordinate contact with Grantor and related agency with Village during Grant Application development.
- Develop a Draft Grant Application for the subject Grant Program.
- Senior staff review of Draft Grant Application prior to supplying to Village.
- Supply Draft Grant Application for Village Review

We will meet with the Village to review their comments on the Draft Grant Application and incorporate their ideas and edits into the Final Grant Application. We will deliver the Final Grant Application for Village to submit as usual Best Practice requires Grantee to submit Application.

Task Total (46 hours per Application x 3 Applications) 138

b) Funding and Grant Program Awareness

We will meet with Village staff to confirm Village's official policies and standards for Grants. We will confirm the "Orland Park" Grant philosophy and rules.

We will help the Village maintain knowledge of available and forecast Funding opportunities. This would include an Annual Calendar of Fund types and when to apply and when to visit Grantor and when Village Lead / Funding Committee meet to review how Grants are going.

We will monitor and meet, if needed, with Funding agencies' staff to know more about their Grants, processes, and how to win.

We can help the Village supply information to Lobbyists and elected officials who are involved in trying to achieve better hit rate or wins from the Funding agencies.

We can meet with elected officials who have Grants or Funding for potential Village needs.

This Program Awareness task and effort is complimentary, as we strive to be a Trusted Advisor to the Village of Orland Park.

Task Total: ZERO

ITEM 4 DELIVERABLES

These are the anticipated hard copy deliverables for use by the Village Board and Staff. Any other deliverables to the Village and other agencies are assumed to be electronic.

- Three (3) "Average" Grant Applications

ITEM 4 EXCLUSIONS

- Any item not specifically mentioned herein is excluded from the Scope of Services.
- Grants similar to BUILD require an extensive level of effort of an order of magnitude beyond these "average" grants and are specifically excluded from our scope
- All coordination and submittals will be made electronically, with exception to hard copy deliverables noted herein.

5. Quality Control

Quality Control scope at appropriate value of overall scope manhour subtotal as presented in the updated level of effort estimate.

6. Administration & Management

Additional administration and management scope at appropriate value of overall scope manhour subtotal as presented in the updated level of effort estimate.

First 30-Day Plan

Within the first 30 days, assuming notice-to-proceed is issued while the upcoming school years has started at local school districts, the consultant team plans to achieve the following:

- Kick-off call with village to identify key personnel / stakeholders and formalize data request for the village.
- Develop formal schedule for the project with target deadlines and review periods.
- Schedule and begin data collection for typical conditions with the intent of completing this data collection within the first 30 days.
- Initiate coordination with IDOT and CCDOTH to introduce the project and determine their parameters and areas of focus / concern.
- Begin the process of obtaining data held by other agencies (growth projections, crash data, etc.)

Proposed Fee Breakdown by Task Item - Superceding Revision

		CONSULTANT ESTIMATE		
Description		Subtotal Hours	Total Hours	Fee
1. Corridor Traffic Study - Item 1				
	Project Kick Off and Schedule Development	16 hrs		
	Data Collection	40 hrs		
	Crash Analysis	60 hrs		
	Future Traffic Volumes	24 hrs		
	Capacity Analysis	96 hrs		
	Site Visit	20 hrs		
	Identification of Traffic Concerns	40 hrs		
	Improvements and Recommendations	72 hrs		
	Opinion of Probable Construction Cost - Item 1	60 hrs		
	Final Report	40 hrs		
	Coordination and Meetings	60 hrs		
	Public Hearing / Presentation	16 hrs		
	Item 1 Subtotal		544 hrs	\$99,552
	QA/QC		16 hrs	\$3,104
	Administration & Management		24 hrs	\$4,680
	Expenses			\$2,000
	Item 1 Total Fee			\$109,336
2. Traffic Signal Progression and Timing Improvements - Item 2				
	Project Kick Off and Schedule Development	16 hrs		
	Turning Movement Counts (85 Intersections)	225 hrs		
	Synchro Modeling	80 hrs		
	Site Visit / Inspection	80 hrs		
	IDOT / CCDOTH Coordination	72 hrs		
	Before/After Speed Delay	32 hrs		
	Implementation	120 hrs		
	Final Report & TRP	40 hrs		
	Opinion of Probable Construction Cost - Item 2	40 hrs		
	Coordination and Meetings	60 hrs		
	Public Hearing / Presentation	16 hrs		
	Item 2 Subtotal		781 hrs	\$136,675
	QA/QC		24 hrs	\$4,680
	Administration & Management		32 hrs	\$6,240
	Expenses			\$3,000
	Miovision Processing Expenses			\$16,500
	Item 2 Total Fee			\$167,095
3. Driveway Consolidation Study (Access Management) - Item 3				
	Project Kick Off and Schedule Development	20 hrs		
	Existing Condition Analysis	56 hrs		
	Access Consolidation Strategy and Draft Access Management Plan, Including OPPC's	280 hrs		
	Coordination and Meetings	40 hrs		
	Final Access Management Plan	40 hrs		
	Access Management Implementation Strategy	68 hrs		
	Item 3 Subtotal		504 hrs	\$93,744
	QA/QC		16 hrs	\$3,120
	Administration & Management		24 hrs	\$4,680
	Expenses			\$1,100
	Item 3 Total Fee			\$102,644
4. Grant Development and Administration (3 Applications)				
	Draft Grant Application for Review (3 Applications)	138 hrs		
	Item 4 Subtotal		138 hrs	\$28,980
	QA/QC		4 hrs	\$780
	Administration & Management		8 hrs	\$1,560
	Expenses			\$250
	Item 4 Total Fee			\$31,570
TOTAL HOURS:		2,115		
TOTAL FEE:				\$410,645

RFP 26-043
Traffic Improvement Studies
Village of Orland Park
Date: 8/7/2026

Labor Hours Breakdown by Staff Classification

Role:	Technical Manager	Senior Engineer	Engineer	Technician	Technician Aide
Item 1 Hours:	29 hrs	88 hrs	117 hrs	233 hrs	117 hrs
Item 2 Hours:	42 hrs	126 hrs	167 hrs	334 hrs	167 hrs
Item 3 Hours:	27 hrs	82 hrs	109 hrs	218 hrs	109 hrs
Item 4 Hours:	8 hrs	23 hrs	30 hrs	59 hrs	30 hrs