Village of Orland Park

RFQ #23-049 153rd Street and Ravinia Avenue Roundabout - Phase II Design Engineering

Submitted by:

BAXTER & WOODMAN Consulting Engineers

October 9, 2023

BAXTER & WOODMAN
Consulting Engineers
8840 West 192nd Street, Mokena, Illinois 60448 • 708.478.2090 • baxterwoodman.com

Ms. Diana Porcelli
Office Support Supervisor-Engineering Programs
Village of Orland Park
14700 S. Ravinia Avenue
Orland Park, Illinois 60462

October 9, 2023

Subject: ***Village of Orland Park - Statement of Qualifications for RFQ #23-049 153rd Street and Ravinia Avenue Roundabout Phase II Design Engineering***

Dear Ms. Porcelli:

The Village of Orland Park is seeking a qualified firm with a strong track record of successful roundabout projects. Baxter & Woodman has delivered Phase I, II, and III engineering services for several roundabout projects throughout northern Illinois for the Illinois Department of Transportation, Kane County Division of Transportation, and Village of Glenview. Our extensive experience has strengthened our expertise and dedication to delivering high-quality results.

Our firm has a strong history of partnering with the Village on crucial infrastructure projects, including our pivotal role providing Phase III engineering services for your 151st Street and West Avenue roundabout. Inadequate utility coordination during Phase II led to construction delays, which threatened to impact the project schedule and budget. We helped the Village navigate these hurdles and mitigate delays. Building on this invaluable experience, our team has completed a site visit and preliminary review of the Phase I report, and we have identified potential stumbling blocks that could impede progress of the 153rd Street and Ravinia Avenue Roundabout. Some of the key issues we've identified that demand proactive coordination include:

1. **Utility Coordination:** Multiple utilities are located on ComEd poles, making it imperative to plan their relocation with precision.
2. **Maintenance of Traffic:** Staged construction often extends the project timeline. A full intersection closure, if managed effectively, can help contain costs by reducing the time and resources needed for construction.
3. **Community Engagement:** Engaging the community and stakeholders throughout Phase II confirms that their input is considered in the design process, fostering a sense of ownership and support for the project before construction begins.

We look forward to discussing our proposed solutions with Village staff. If you have questions about our qualifications, please contact Project Manager Jay Coleman, PE at (815) 444-3277 or jcoleman@baxterwoodman.com.

Sincerely,

BAXTER & WOODMAN, INC.
CONSULTING ENGINEERS

Dennis S. Dabros, PE
Vice President

DJS:sj

Contents

The nationally recognized Engineering News Record (ENR) publishes annually the ENR Top 500 largest U.S.-based design firms, both publicly and privately held, based on design-specific revenue. Baxter & Woodman is proud to be represented in the listing and has climbed to #291 with revenues just over $67 million.

Company Experience

Illinois Department of Transportation

PTB 181/05 Phase II Engineering Services, FAP 525 U.S. 20 at West Union Road; at East Coral Road and at Marengo/Beck/South Union Road, District 1

Services

- Other Principal Arterial & Strategic Regional Arterial
- Various reconstruction and widening along the corridor with intermittent pavement resurfacing
- Three intersection improvements, including a 5-leg roundabout
- Three box culverts & retaining walls with 2-foot adjustment to U.S. 20 roadway profile
- Staged construction plans
- Coordination with multiple agencies

Funding

HSIP

Completed

2020

Construction Cost

$10M

Reference

Joseph Cross
Civil Engineer
201 W. Center Court
Schaumburg, IL 60196
(847) 705-4605
joseph.cross@illinois.gov

Baxter & Woodman provided Phase II Engineering for this 2.7-mile, $10M project, which consisted of various improvements along U.S. 20. U.S. 20 is a northwest-southeast Other Principal Arterial and Strategic Regional Arterial (SRA 511). The roadway is classified as a Class II Truck Route and is maintained by the IDOT. The improvements included:

- A 5-leg roundabout at U.S. Route 20 and Marengo Road (FAS 35)/ Beck Road/South Union Road (FAS 34A)
- Channelization improvements and widening at U.S. 20/Coral Road and U.S. 20/West Union Road
- Removal & replacement of an existing box culvert with multiple drainage culverts along U.S. 20
- Resurfacing U.S. 20 outside reconstruction and widening areas

All intersection improvements were designed for staged construction with two-way traffic maintained at all times on U.S. 20.

The existing culvert (SN 056-0087) was an 8-foot x 4-foot reinforced box culvert and did not meet the necessary freeboard requirements. Improvements consisted of installing three separate new concrete box culverts spaced approximately 20 feet apart and raising the profile of U.S. 20 to accommodate the new culverts and to prevent roadway overtopping from a 50-year storm event. Two retaining walls were needed on the east and west sides of U.S. 20 to support the area between the main culvert and flanking culverts.

Aerial view of culvert improvements

Drone footage of construction progress captured by Baxter & Woodman's in-house drone pilots

Kane County Division of Transportation, IL
Bliss/Main/Fabyan Roundabout Phase I/II

Services
- Origin destination study
- Traffic projections
- Alternatives evaluation
- Phase I & Phase II design of roundabout

Completed
Phase I: 2016
Phase II: 2022

Construction Cost
$11.9M (est.)

Reference
Jennifer O'Connell, PE
Senior Project Manager
41W011 Burlington Road
St. Charles, IL 60175
(630) 406-7333
oconnelljennifer@co.kane.il.us

Bliss Road and Fabyan Parkway both intersect Main Street separately, approximately 1,000 feet apart. The predominant north-south movement in the area is along Bliss Road and Fabyan Parkway, with a jog along Main Street, which causes traffic inefficiencies and safety concerns.

This project involved Phase I Engineering and Environmental Studies and Phase II Design for the realignment of Bliss Road and Fabyan Parkway to create a new 4-legged intersection with Main Street including:

- Origin-destination study of the two existing intersections in order to understand the traffic characteristics of the realigned intersection
- Section 4(f) Documentation due to an adjacent forest preserve and the related public involvement and FHWA coordination
- Alternatives analysis include modeling the capacity of traffic signals and a roundabout, and evaluating multiple alignment alternatives
- Numerous additional complex studies and design elements such as a crash analysis, naturalized detention basin design, coordination of an archaeological survey with Illinois State Archaeological Survey, a traffic noise analysis, and farmland conversion impact evaluation

The preferred alignment of the realigned Bliss Road was developed through an alternatives analysis that considered project constraints, geometric design criteria, right-of-way acquisition, environmental considerations, detention requirements, access management, cost, and safety. Public involvement activities, including a public hearing, helped develop a community-supported plan consistent with the project's vision and objectives.

The following structures were studied:

- New Bliss Road crossing over Lake Run Creek
- Existing 8-foot x 4-foot culvert at Bliss Road, crossing over Lake Run Creek
- Retaining wall on the north side of Main Street, west of Fabyan Parkway

A Reinforced Soil Slope (RSS) system was designed to replace the existing retaining wall on the north side of Main Street. The design included an 8-foot wide hot-mix asphalt shoulder with curb and gutter along the length of the reinforced soil slope.

Village of Schaumburg, IL
Plum Grove Road Phase II

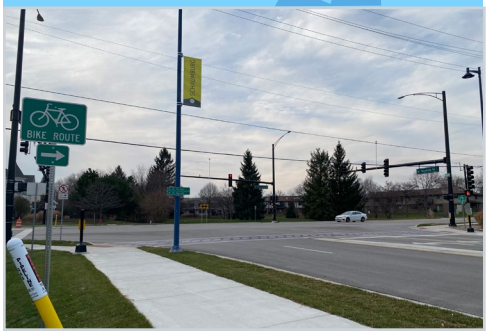
Services
- Phase II engineering
- Bike facility connectivity
- Agency coordination
- Traffic signals
- Roadway reconstruction
- Right-of-way acquisition
- Utility improvements

Funding
STP

Completed
2018

Construction Cost
$6M

Reference
Kristin Mehl
Former Senior Civil Engineer for
Village of Schaumburg
720 Rush Street
Roselle, IL 60172
(847) 923-6618
kmehl@roselle.il.us



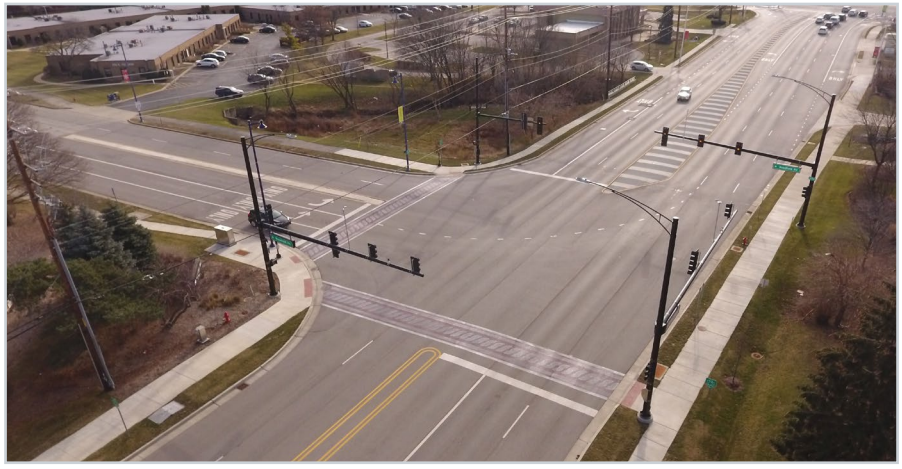
Plum Grove Road at Higgins Road intersection

Baxter & Woodman provided Phase II design services and right-of-way acquisition services for improvements to Plum Grove Road between Higgins Road and Golf Road, a high-volume roadway that links the residential area south of Higgins with the commercial area to the north. The project was funded through the federal Surface Transportation Program.

The improvements included five-lane roadway reconstruction, resurfacing, lighting, culvert headwall improvements, traffic signal design, sidewalk and bike path improvements, new storm sewer, and water main improvements.

The improvements also included replacement/modifications to three traffic signals - two IDOT and one new Village traffic signal. Traffic signal and extensive underground infrastructure improvements required coordination with existing underground and overhead utilities. ComEd chose to relocate its facilities from overhead to underground, adding further utility coordination during design. Proactive communication, including field meetings, was needed to enable timely relocation of utilities ahead of the reconstruction work, including working with ComEd to protect a buried high-pressure electrical transmission line.

Portions of the project are under the jurisdiction of Cook County and IDOT, requiring coordination due to complex construction staging for construction and driveway access. Culvert improvements were made to allow for improved sidewalk connectivity and included coordination with Illinois Department of Natural Resources, Metropolitan Water Reclamation District, and the U.S. Army Corps of Engineers.



Village of Orland Park, IL

151st Street Reconstruction (West Avenue to Ravinia Avenue)

Services

- Roadway reconstruction
- Traffic signals
- Street lighting
- Water main and storm sewer replacement
- ADA sidewalk and ramp improvements
- Utility and agency coordination

Funding

STP/Local

Completed

2022

Construction Cost

$5.2M

Baxter & Woodman created and maintained a project website.

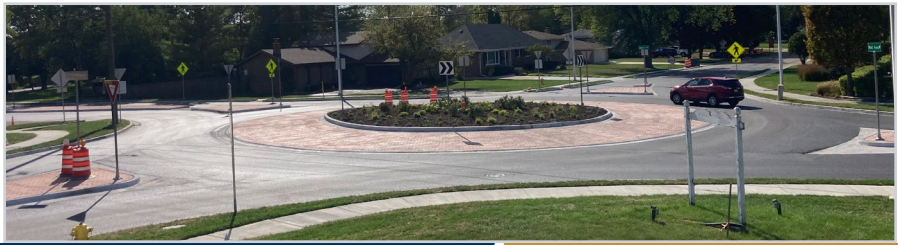
The Village of Orland Park identified the 151st Street Improvements as one of the key projects needed to relieve congestion in this heavily traveled corridor of the Village. The intersections of 151st Street at West Avenue and Ravinia Avenue are central crossroads for motorists. The existing road is congested and traffic volumes are higher than the facility was designed to carry. In addition, the existing road cannot accommodate the traffic to sustain the economic viability and mobility in the heavily traveled area.

Baxter & Woodman provided construction engineering services for the STP- and Village-funded project that included:

- A wider 151st Street with one lane in each direction and a striped center two-way left turn lane
- A roundabout at 151st Street and West Avenue
- Dedicated turn lanes at El Cameno Real Drive
- Widening of 151st Street at the Ravinia Avenue intersection
- Additional right turn lane on the south leg of Ravinia Avenue
- Water main and water service replacements within the public ROW
- Permanent traffic signals at 151st Street and Ravinia Avenue
- Street lighting improvements
- Asphalt roadway with curb and gutter
- A new closed storm sewer system to replace existing drainage ditches
- ADA-compliant sidewalk and ramp improvements, driveway apron replacements, and landscaping improvements

The roadway reconstruction work needed to be performed in stages and one half of the road at a time for 151st Street, West Avenue, and Ravinia Avenue. This required travel detours along multiple routes due to one-way travel restrictions along the constructed routes.

The project involved a significant amount of utility coordination with ComEd, Nicor, AT&T, Comcast, and the Village of Orland Park due to required utility relocation and adjustment work.



Operating History

Founded in 1946, Baxter & Woodman, Inc. provides consulting engineering and technology services to municipalities, state agencies, county governments, and sanitary districts throughout Illinois, Wisconsin, Florida, and Texas. Dedicated to promoting a sustainable future, our staff of more than 390 talented engineers, surveyors, technicians, and support personnel incorporates innovative techniques along with tried-and-true processes.

Baxter & Woodman provides planning, design, construction, and technology services for water, wastewater, stormwater, and transportation facilities for municipalities, counties, state agencies, and more. Environmental, geographic information systems (GIS), water and wastewater operations, and advanced technology capabilities complement the firm's civil engineering expertise. The company has several subsidiaries including ones focused on Natural Resources, Municipal Technology, and Design-Build project delivery.

BAXTER & WOODMAN STAFF		
Total Staff Members: 398		
Total Engineering Staff: 206		
TRANSPORTATION **33**	STRUCTURAL **6**	CADD **15**
INFRASTRUCTURE **20**	ELECTRICAL **12**	SURVEY **6**
STORMWATER **29**	GEOLOGIST **2**	CONSTRUCTION **61**
WATER/ WASTEWATER **52**	SPATIAL TECHNOLOGY **9**	SCADA/ CONTROLS **37**

As of 06/2023

Regional Offices

Baxter & Woodman's 15 regional offices provide our clients with local presence and responsive service. Our team offers services that stretch well beyond typical engineering consulting. We are committed to building community value with each and every project we complete.

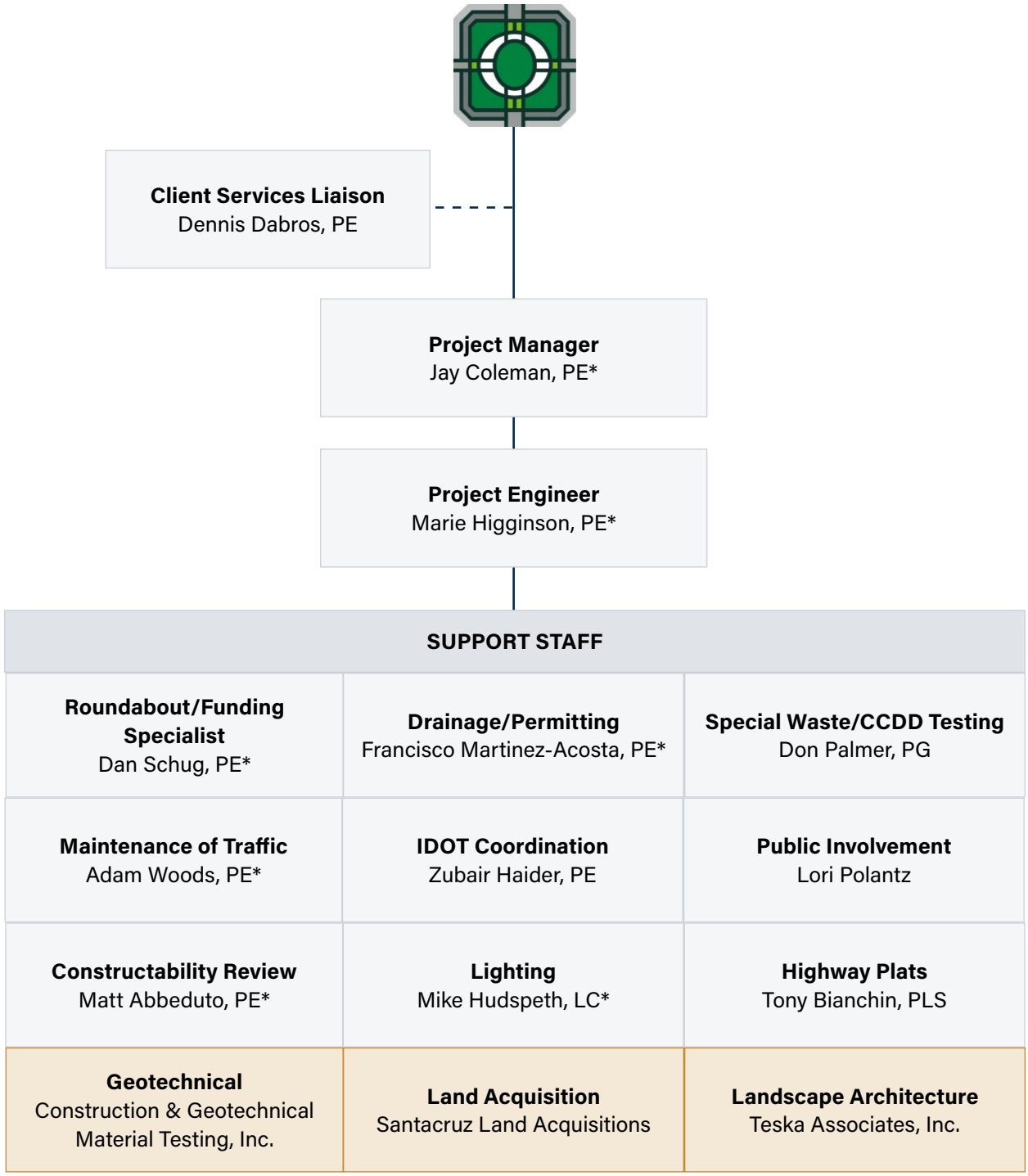
The Village will be served by our Mokena office located only seven miles away from your Village Hall.

Services Overview

The strength of the Baxter & Woodman team comes from the cohesive and cooperative work effort gained from having expertise in numerous disciplines. We offer a **full range of municipal services** from project inception to construction close-out. All necessary engineering services are provided in-house with the exception of geotechnical engineering, land acquisition, and landscape architecture.

Staff Qualifications

The Village will receive the benefits of a comprehensive, well-coordinated project team with expertise in all of the project elements. Brief resumes follow in Appendix A for key personnel indicated below (*).



Assessment of Project Challenges

Federally Funded Project Experience

Baxter & Woodman routinely processes 10-20 federally funded projects each year. To demonstrate our experience in Phase I/II Design Engineering, we have included an experience matrix of current and completed projects for local communities.

Community/Project	Funding Type	Construction Completed	Project Phase(s) Completed	Roadway Resurfacing/Reconstruction	Drainage Analysis	Intersection Improvements	Bridge/Retaining Wall	Bicycle or Pedestrian Accommodations	Streetscape	Public Outreach	Funding Application Assistance
City of Country Club Hills: Pulaski Road at 183rd Street	STP	2020	I & II	·	·	·				·	
Elk Grove Village: Clearmont Pedestrian Bridge	ITEP	Ongoing	II & III		·		·	·	·		·
Village of Glenview: Glenview Road Streetscape and Resurfacing	STP	2018	I & II	·	·	·	·	·	·	·	
Village of Grayslake: Atkinson Rd Improvements	STP		I & II	·	·	·				·	
IDOT: IL 59 at Stearns Road Intersection Improvements	HSIP		II	·	·	·				·	
Kane County DOT: Bliss/Main/Fabyan Intersection Improvements		2022	I & II	·	·	·				·	
Village of La Grange: Locust at Ogden Intersection Improvements	STP	Ongoing	I & II	·	·	·					
Lake County DOT: US 41 at Stearns School Road	HSIP	Ongoing	I & II	·	·	·				·	·
City of Oak Forest: Cicero Ave. Streetscape	STP, ITEP	2018	I & II	·				·	·		
Village of Orland Park: 82nd Street Shared-Use Path	STP, ITEP	Ongoing	I		·			·		·	·
Village of Orland Park: McGinnis Slough Shared Use Path	STP, ITEP	Ongoing	I		·			·		·	·
Village of Park Forest: Shabbona Drive Improvements	STP	Ongoing	I, II & III	·	·			·			
Village of Schaumburg: Plum Grove Road	STP	2018	II	·	·	·				·	
Will County DOT: Exchange St. at Burville Rd. Roundabout	HSIP	Ongoing	I & II		·	·					

Baxter & Woodman is prequalified in 22 IDOT categories, including Highways - Roads and Streets and Location/Design Studies - Reconstruction/Major Rehabilitation. A copy of our prequalification status is included below.

Baxter & Woodman's Prequalification Status

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

March 16, 2023

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

John Ambrose
BAXTER & WOODMAN, INC.
8678 Ridgefield Road
Crystal Lake, IL 60012

Dear John Ambrose,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending Dec 31, 2021. Your firm's total annual transportation fee capacity will be $44,800,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 154.30% are approved on a provisional basis. The rate used in agreement negotiations may be verified by our Bureau of Investigations and Compliance in a pre-award audit. Pursuant to 23 CFR 172.11(d), we are providing notification that we will post your company's indirect cost rate to the Federal Highway Administration's Audit Exchange where it may be viewed by auditors from other State Highway Agencies.

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

Your firm is prequalified until December 31, 2022. 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 BAXTER & WOODMAN, INC.

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

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

Familiarity with Village

Baxter & Woodman served as the Phase III engineer for your 151st Street and West Avenue roundabout. Matt Abbeduto, PE was the Construction Manager and guided the Village through construction delays due to inadequate utility coordination during Phase II. **Matt will provide a constructability review for this project, focusing on identifying potential project-delaying factors during the construction phase.**

Baxter & Woodman overcame utility coordination obstacles for the successful completion of the 151st Street & West Avenue roundabout.

Identifying Key Issues

Processing the Phase II PS&E through IDOT is crucial; however, it is just as vital to enhance the roundabout design during this phase. Upon a thorough review of the Phase I Report and preliminary designs, we have crafted an approach to address several critical issues upfront, streamlining the Phase II project and confirming its seamless transition into Phase III.

Maintaining the Project Schedule

Challenge: STP Construction Funding is allocated for Federal Fiscal year 2026.

Solution: Two years should be adequate for Phase II Design with the following implementation strategies:

- Utilize Section 1440 to begin Phase II engineering in advance of IDOT contract approval since Phase II engineering will use the IDOT BLR agreement.
- Create a project schedule detailing each deliverable to IDOT, permit agency review, utility relocation and meeting dates, land acquisition dates, and Village status meetings and review timelines for successful 2026 construction.
- Conduct monthly Village status meetings focusing on schedule and deliverable execution in addition to project status reports.
- Verify land acquisition needs within the first month of Notice to Proceed.
- Combine IDOT-required geotechnical investigation with the PSI work to increase design efficiency.

Limit Right-of-Way (ROW) Impacts

Challenge: Land acquisition at the parking lot in the southeast corner appears understated, which could substantially increase acquisition costs (at 100% Village funding) and delay the project if not evaluated early.

Solution: We recommend the following strategies:

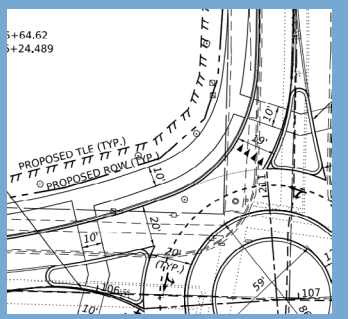
- Verify land acquisition needs within the first month of Phase II engineering.
- Evaluate retaining wall options to limit the number of parking stalls affected. Appraisals of parking lot takes are heavily influenced by the number of stalls being impacted. Access for a private light pole relocation will also be required.

The existing parking lot is deceivingly lower than the adjacent sidewalk, likely requiring additional grading or a retaining wall to limit parking impacts.

Challenge: Land acquisition does not appear to account for signing, lighting, utility relocations, and bike path buffer at the intersection - especially overhead wires between utility poles that cannot "cross" private property and light pole setback requirements.

Solution: We recommend the following strategies:

- Verify land acquisition needs within the first month of Notice to Proceed.
- Evaluate options to decrease circulating diameter. A two- to five-foot decrease in diameter may be enough to limit ROW impacts without requiring an ESR Addendum, decreasing traffic flow efficiency or limiting truck turning movements.

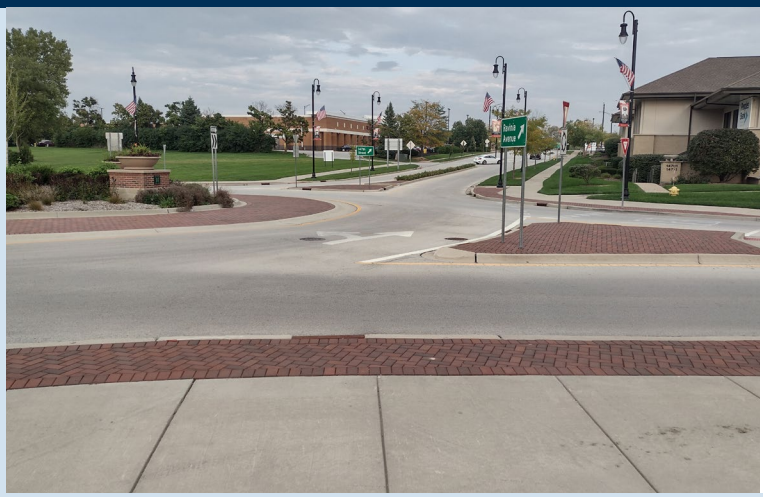


Proposed ROW does not account for utility pole offsets or light pole setbacks.

Roundabout Design Considerations

Challenge: The proposed circulating lane is 20 feet wide, which is the widest recommended width for a single lane roundabout and wider than the Village's other roundabouts. This width can appear as two circulating lanes to a passenger vehicle driver and will not align with driver expectations from other roundabouts in the vicinity.

Solution: Evaluate reducing the circulating lane to 18 feet to be consistent with the roundabout to the north, better align with driver expectations, and still allow proper speed and truck movements.



Our team recommends matching the circulating width of the Village's adjacent roundabout to align with driver expectations.

Challenge: The truck apron is not fully utilized.

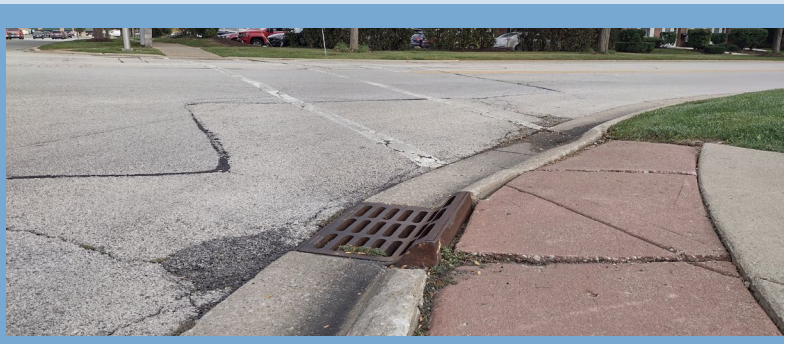
Solution: Reduce the truck apron to only what is required for truck movements and OSOW vehicles (if appropriate). This decision can save costly pavement and allow for design flexibility in a larger landscaped median.

Challenge: Roundabout may not meet WB-65 access requirements per Illinois Public Act 101-0328.

Solution: Verify that a WB-65 (with encroachment) can physically navigate the roundabout to meet Illinois State Statutes for truck access to all roads.

Challenge: Curb and gutter types conflict between plan callouts, measured CAD linework, typical sections, IDS, project description, and existing conditions.

Solution: Provide clarity for curb and gutter types including standard mountable curbs for outside lanes, barrier curbs for splitter islands, and modified-short mountable curbs for truck aprons.



Our team recommends matching the curb types for the adjacent roundabout for consistency unless truck movements dictate mountable outside curb.

Challenge: Plans call for 6:1 or flatter landscaped center median which may not provide proper sightlines after construction. Roundabout center medians are mounded to limit sight distance across the roundabout to only the upstream roadway circulating lane, allowing drivers to focus on the approach conflict point. Although high vegetation can be used to limit sight distance, it is preferred that the ground be the obstruction so proper sight distance is maintained during winter die-back.

Solution: Evaluate sightlines and provide proper center median elevations for the optimal sight distance. Partner with Teska and Associates to provide landscape architecture design for the center island. Teska is familiar with your expectations in partnering with the Village on the 143rd Street and Metra parking lot projects.

Utility Relocation

Multiple utilities exist on ComEd poles. Comcast, WOW, and Village fiber optic lines will require relocation/adjustment.

Challenge: Multiple utilities are located on ComEd poles requiring staged utility relocation. ComEd typically sets new poles and moves their lines first. Other utilities then relocate their facilities one by one onto the new poles. The last utility (usually AT&T, not ComEd) is then responsible for removing the conflicting pole. Although each utility relocation may only take a few weeks, the entire sequence of relocations and final pole removal can end up taking months.

Challenge: ComEd poles may also contain high KW lines which have additional seasonal/weather relocation restrictions.

Challenge: Utilities may need to relocate to proposed ROW which may not allow them to start until the ROW is secured.

Solution: We recommend implementing the following strategies:

- Schedule multiple utility relocation meetings to facilitate scheduling discussions between utilities.
- Schedule ComEd relocation to start in the late fall, avoiding high heat day delays and spring storm delays.
- Verify land acquisition needs within the first month of Notice to Proceed so land required for utility relocation is available for advanced relocation efforts.
- Design storm sewer to avoid existing pole locations if possible in the event that pole removal is delayed, allowing the contractor to begin underground work.

ComEd has seasonal restrictions for high KW line relocations.

Maintenance of Traffic

Challenge: Impacts from staged construction are understated in the Phase I Report. Lane shift tapers on the east leg of the intersection will extend through the Orland Park Bank & Trust driveway, restricting outbound access or potentially closing the driveway temporarily.

Solution: Evaluate different staging options that maintain access to all driveways during construction. Maintenance of Traffic Engineer Adam Woods, PE served as Project Manager for IDOT's Phase II US 20 Roundabout. He will apply his experience to evaluate and craft the Maintenance of Traffic Plan.

Both driveways will become inbound only during construction per Phase I staging.

Challenge: One-way detour will result in a substantial increase to project costs.

Solution: Although a one-way detour may be feasible, a full intersection closure should be evaluated. Staged construction will add months to the project schedule, increasing costs and impacting the traveling public over a longer time period. US 45 can function as a full detour route with coordination through the IDOT Detour Committee.

If staged construction is still the preferred option, we will use similar proven staging concepts from our recent roundabout project for Kane Co. DOT.

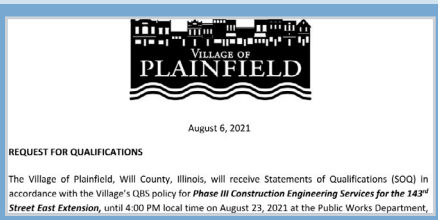
Federal Aid Processing

Challenge: Federal reimbursements for Phase II Engineering could be delayed if not processed properly.

Solution: Facilitate the federal reimbursement process monthly (or quarterly if preferred by Village staff). Baxter & Woodman has an in-house team that performs this task for nearly all of the municipalities we serve, allowing for timely federal reimbursements.

Challenge: Phase III Request for Qualifications (RFQ) selection and timeline - if not scheduled early, this process can quickly either delay a project letting or cause Phase III Engineering ineligibility.

Solution: Create the Phase III RFQ on behalf of the Village once 90% plans are designed to provide ample time for review of qualification submittals and negotiations. Roundabout Specialist Dan Schug, PE has assisted numerous municipalities with writing Phase III RFQs for both large- and small-scale projects.


VILLAGE OF
PLAINFIELD

August 6, 2021

REQUEST FOR QUALIFICATIONS

The Village of Plainfield, Will County, Illinois, will receive Statements of Qualifications (SOQ) in accordance with the Village's QBS policy for ***Phase III Construction Engineering Services for the 143rd Street East Extension,*** until 4:00 PM local time on August 23, 2021 at the Public Works Department,

The Village of Plainfield trusted Dan Schug to write the RFQ for the largest Phase III road project in Village history.

Challenge: Any changes may require a Phase I PDR addendum.

Solution: Changes to land acquisition or proposed geometry may require a PDR addendum. Zubair Haider, PE, former IDOT Field Engineer, will facilitate any aspect of a Phase I PDR addendum to confirm it does not delay the project schedule.

Finding Funding

Challenge: Lighting, required for roundabouts, was not accounted for in the Phase I estimate and may not have been evaluated for land acquisition. This will add $100K to $200K to the project cost.

Challenge: Funding may not be adequate to account for 2026 construction season.

Challenge: The Phase I cost estimate does not match funding allocations in the eTIP.

Solution: We recommend implementing the following strategies:

- Work with the Council of Mayors to solicit additional funding through the upcoming STP-Local call for projects.
- Identify funding shortfalls and evaluate ITEP and TAP funding sources.

Continuing Stakeholder Coordination

Challenge: Keep stakeholders connected to the project through 2026 construction.

Solution: Stakeholder coordination should not end at Phase I Design Approval. Public involvement should continue through Phase II Engineering so stakeholders do not need to be re-engaged during construction. Baxter & Woodman has extensive experience in effectively communicating with the public throughout the design process, particularly on high-profile projects. We highly recommend adopting a comprehensive approach, which includes promoting an informational video along with social media updates, similar to the successful tools used for IDOT's US Route 20 Corridor Improvements project.

IDOT released a visualization video prepared by Baxter & Woodman for the US 20 Corridor Improvements. The video was originally released via social media through the McHenry County Sheriff's Office Facebook page and secured more than 10,000 views in 24 hours. Watch our visualization video by visiting: baxterwoodman.com/us20improvements

By choosing Baxter & Woodman, Orland Park will benefit from our **proven track record** of successful roundabouts, **tailored project insights**, a **skilled project team**, and a project approach that **places your community's needs at the forefront**. We are committed to delivering a successful design that will exceed your expectations and enhance the quality of life for Orland Park residents.

Appendix A: Resumes

Jay C. Coleman, PE
Project Manager

EDUCATION

B.S., Civil Engineering, University of Illinois at Urbana-Champaign, 2000

Joined Firm in 2015

Years of Experience: 23

REGISTRATIONS

Licensed Professional Engineer: Illinois

CONTINUING EDUCATION

ITE Traffic Engineering and Safety Conference 2016 – 2020
ITE Roundabout Workshop 2020
ITE Traffic Signal Performance Measures Workshop 2019
IDOT Bureau of Local Roads and Streets Project Administration 2017
ACEC IDOT Phase I Training 2016

Jay has extensive experience in Phase I studies, Phase II design, and Phase III construction services. He has over 22 years of expertise in the preparation of plans, specifications, cost estimates, the various analyses and reports required by Phase I studies, Addendum, Phase II PS&E, and resident engineering responsibilities. Additionally, Jay continuously works with the agencies involved in the review and permitting of transportation projects and is experienced in adherence to the requirements of those agencies.

REPRESENTATIVE PROJECTS

Kane County Division of Transportation, IL
Bliss Road/Fabyan Parkway/Main Street Intersection Improvement
Project Manager for Phase I and II Engineering and Environmental Studies for the realignment of Bliss Road and Fabyan Parkway to create a new four-legged intersection with Main Street. The improvements combine two three-way intersections into one four-way intersection by realigning Bliss Road to intersect Main Street at Fabyan Parkway. Two intersections with traffic signals were removed and replaced with one four-way roundabout. To maintain eligibility for federal funding, the project followed the IDOT review process and required coordination with FHWA regarding Section 4(f) documentation and certification of the project's public hearing. The work also included an origin destination study, alternatives analysis, naturalized detention basin design, a traffic noise analysis, and a farmland conversion impact evaluation. A Reinforced Soil Slope system was designed to replace the existing retaining wall on the north side of Main Street. The design included an eight-foot-wide hot mix asphalt (HMA) shoulder with curb and gutter along the length of the reinforced soil slope. The project was let in summer 2022 and the contract cost was $11,900,000.

Jay led public involvement services for a Phase I Public Hearing with local stakeholders including county board members, sheriff's police, council of mayors, forest preserve, church board members, township, and property owners. The hearing was conducted in an open house format. Exhibits were on display and an audio-visual presentation was continuously played. Draft 4(f) De Minimis documentation was also available for review and comment.

Orland Park, IL
82nd Street Shared Use Path
Project Manager for Phase I Engineering of a proposed shared use path along 82nd Avenue from Arrowhead Lane to 145th Place (approximately 1.1 miles). The shared use path will replace existing sidewalk with a wider asphalt path and connect to existing sidewalks and paths. 82nd Avenue is under Cook County jurisdiction so coordination with Cook County Department of Transportation and Highways (CCDOTH) was required. The proposed path will provide a non-motorized connection for the existing residential areas, local businesses, parks, ComEd path and Prairie Elementary School. The path will cross 143rd Street and 151st Street at existing signalized intersections. A portion of the project is within property owned by ComEd, and coordination and review were required with that agency. A successfully funding application was completed; STP-Local funding was received; and the project followed Federal Funding requirements.

Orland Park, IL
McGinnis Slough Shared Use Path
Project Manager for Phase I Engineering of a proposed shared use path along a ComEd utility corridor through the McGinnis Slough Forest Preserve between LaGrange Road and Wolf Road (approximately 2.4 miles). The shared use path is proposed along a ComEd utility easement within Forest Preserves of Cook County (FPCC) Property. The project required coordination with FPCC, ComEd, Cook County Department of Transportation and Highways, and IDOT was required. The proposed path will provide a non-motorized connection for the existing residential areas, local businesses, parks, and other existing paths. Two successfully funding applications were completed; STP-Local and Invest in Cook funding were received; and the project followed Federal Funding requirements.

Schaumburg, IL
Plum Grove Road Phase II Design
Project Engineer for Phase II design services and right-of-way acquisition services for Plum Grove Road between Higgins Road (IL 72) and Golf Road (IL 58). The project was funded through the federal Surface Transportation Program. The design included roadway lighting, roadway reconstruction, maintenance of traffic plan, three traffic signal designs, sidewalk and bike path improvements, and new storm sewer improvements. Portions of the project were under the jurisdiction of multiple agencies and required extensive utility coordination to enable timely relocation of utilities ahead of the reconstruction work. Strong project management and communications facilitated the successful design and coordination.

Kane County Division of Transportation, IL
Galligan Road Corridor Improvements from Binnie Road to Freeman Road
Project Manager for Phase I and II Engineering and Environmental Studies for roadway widening and intersection improvements. Two intersections will be evaluated for improvements including traffic signal and roundabout alternatives. The replacement of two culverts is proposed, requiring floodplain permitting and compensatory storage design. Acquisition of numerous parcels is anticipated to establish the required right-of-way. The project will include agency coordination and a public involvement program. To maintain eligibility for federal funding, the project followed the IDOT review process. Design Approval is scheduled for late 2023.

Orland Park, IL
Fernway Subdivision Improvements
Project Manager for multi-phase/multi-year roadway and ditch grading improvements to correct the poor drainage throughout the subdivision and to enhance the roadway cross section. The improvements included excavation, grading and shaping ditches, pavement removal, subgrade repair, preparation of base, new ribbon curb, sidewalk approach ramp replacement for ADA compliance, HMA binder and surface course, new concrete driveway culverts, driveway apron pavement replacement, and parkway restoration with sod.

Marie Higginson, PE
Project Engineer

EDUCATION
B.S., Civil and Environmental Engineering
Valparaiso University, 2013

Joined Firm in 2021

Years of Experience: 10

REGISTRATIONS
Licensed Professional Engineer: Illinois and Indiana

ASSOCIATIONS
ASCE Young Members Group

ASCE: Valparaiso Chapter Member of the Year, 2011

Marie has over nine years of local and state transportation project experience in Illinois and Indiana. She has led and contributed to transportation project teams that consistently deliver quality and on-schedule plans, specifications, and estimates.

REPRESENTATIVE PROJECTS

Orland Park, IL
Laguna Woods Road and Ditch Subdivision Improvements
Project Manager for roadway and ditch grading improvements to correct the poor drainage throughout the subdivision and to enhance the roadway cross section. The improvements included excavation, grading and shaping ditches, pavement removal, subgrade repair, preparation of base, new ribbon curb, sidewalk approach ramp replacement for ADA compliance, HMA binder and surface course, new concrete driveway culverts, driveway apron pavement replacement, utility coordination and parkway restoration with sod.

Park Forest, IL
Shabbona Drive Road Rehabilitation
Project Engineer for Phase I and II engineering services for the improvements of Shabona Drive. Shabbona Drive is a major collector within the Village that serves many commuters and is a significant thoroughfare for local school traffic. The existing roadway had a history of various overlays containing inconsistent cross slopes along with various locations of the gutter being overlaid with asphalt, which contributed to drainage problems at numerous locations. The project included full depth removal of the existing asphalt roadway, profile corrections, and paving HMA leveling binder and surface course to provide a revised cross slope of 2%. To improve safety and provide a traffic calming measure, curb bump outs were installed at eight locations along Shabbona Drive. The project required coordination with Cook County Highway Department, ADA sidewalk ramp replacements, and replacement of driveway aprons. The Village received federal Surface Transportation Funds (STP), which covered 80% of the $2.5 million improvements. The remaining 20% was funded by the Village.

Lincolnshire, IL
Barclay Avenue STP Improvements
Project Engineer for Phase II design plans, specifications, and bidding documents for the resurfacing of Barclay Boulevard from Aptakisic Road to Half Day Road. The Lake County Council of Mayors divided the project into two stages to maximize available federal funding. Both stages were combined into one project for bidding and construction. Existing drainage facilities, curb and gutter, and sidewalk along Barclay Boulevard were evaluated for repair. Coordination with local agencies, including IDOT, permitting agencies, and LPA were ongoing throughout the project. The project utilized federal funding and was processed through the IDOT District One Bureau of Local Roads and Streets.

Schaumburg, IL
Meacham Road Streetscape and Pedestrian Bridge
Project Engineer for Phase I Engineering of streetscape and pedestrian bridge improvements that are part of an initiative to transform the former Motorola campus and adjacent property into a vibrant mixed-use environment. The Village selected Baxter & Woodman along with our team, including Hitchcock Design Group and Inform Studios, for the Phase I design. The vision is to transform North Meacham Road to make it a distinctive corridor within the region, to unify the east and west sides of the newly formed 90 North District, and to balance the needs of motorists, pedestrians, and cyclists. The project includes the selection of the streetscape palette including pavers, street furniture, pedestrian and decorative lighting fixtures, branded wayfinding signage and landscaping materials. Preliminary design will be complete for one stage of the multi-stage improvement to be completed along the corridor. Additionally, design concepts will be developed for a pedestrian bridge that will serve as a gateway feature for the 90 North District. Funding sources will be evaluated, and grant application services provided.

Cary, IL
First Street Resurfacing and Bike Lanes
Project Engineer for Phase I Engineering for the First Street resurfacing and addition of bike lanes. The project included resurfacing the existing pavement and adding on-street bike lanes to provide connectivity to an adjacent multi-use path. Additional improvements included curb and gutter, ADA ramps, utility adjustments, and storm sewer improvements. The project consisted of preliminary design including an alternative analysis of multiple path layouts and public outreach. The project is being processed through the IDOT Bureau of Local Roads and Streets for STP funding.

Elk Grove Village, IL
Clearmont Pedestrian Bridge Phase II
Project Engineer for the design of the replacement of the existing bridge located within the limits of the Salt Creek floodplain. The project included a reevaluation of the Phase I design, redesign of the structure type, environmental permitting, decorative lighting design, preparation of bid documents and agency coordination. The project used ITEP funding and was coordinated with IDOT's Bureau of Local Roads and Streets. The construction cost was approximately $2,400,000 and construction is scheduled for spring 2023.

Highland Park, IL*
Summit Avenue and North Avenue Reconstruction
Design Engineer for Summit Avenue and North Avenue reconstruction. The locally funded improvements were approximately 8,400-feet in length. Improvements included roadway reconstruction, variable depth milling of the existing asphalt roadway, curb and gutter installation, roadway widening, sidewalk repairs, water main installation, sanitary sewer repairs, driveway replacement, pavement markings, and parkway restoration.

Daniel J. Schug, PE

Roundabout/Funding Specialist

EDUCATION

B.S., Civil Engineering
Marquette University, 2006

Joined Firm in 2006

Years of Experience: 18

REGISTRATIONS

Licensed Professional Engineer: Illinois

ASSOCIATIONS

Illinois Road and Transportation Builders Association (IRTBA)

PRESENTATIONS

Local Roads Management – MCCOG Mayor's Caucus
September, 2016

Modern Roundabouts – B&W Transportation Group Training
October, 2015

CONTINUING EDUCATION

ITE Traffic Engineering & Safety Conference
October, 2015

ADA/PROWAG/Pedestrian Safety Training (Baxter & Woodman, 2012 & 2014)

BAXTER & WOODMAN Consulting Engineers

Dan is a Project Manager for a variety of municipal and IDOT transportation projects. His design and construction engineering background includes roadway reconstruction, traffic modeling, capacity analysis, roundabouts, streetscape, intersection improvements, bike paths, roadway maintenance, cost estimating, and construction inspection.

Dan has led several federally funded, MFT funded, and locally funded projects. He is adept at coordinating complex projects with local agencies, Illinois Department of Transportation (IDOT), and permitting agencies.

REPRESENTATIVE PROJECTS

Kane County Division of Transportation, IL
Fabyan Parkway/Bliss Road/Main Street Intersections
Project Engineer for Phase I and Phase II Engineering and Environmental Studies for the realignment of Bliss Road and Fabyan Parkway to create a new four-legged intersection with Main Street. The improvements combine two three-way intersections into one four-way intersection by realigning Bliss Road to intersect Main Street at Fabyan Parkway. Two intersections with traffic signals were removed and replaced with one four-way roundabout.

Schaumburg, IL
Plum Grove Road Phase II Design
Project Manager for Phase II design services and right-of-way acquisition services for Plum Grove Road between Higgins Road and Golf Road. The project was funded through the federal Surface Transportation Program.

The design included roadway lighting, roadway reconstruction, maintenance of traffic plan, three traffic signal designs, sidewalk and bike path improvements, and new storm sewer improvements.

The lighting design consisted of photometric analysis and detailed design of the five-lane roadway for approximately one mile. Over 25 new LED lighting units were installed throughout the corridor and coordinated with a substantial amount of underground utilities along the way. Relocation of ComEd utilities from overhead to underground was also coordinated during the design and construction phase.

Portions of the project were under the jurisdiction of multiple agencies and required extensive utility coordination to enable timely relocation of utilities ahead of the reconstruction work. Strong project management and communications facilitated the successful design and coordination.

McHenry County Division of Transportation, IL
Lakewood Corridor Phase I/II Improvements
Project Engineer for the firm's services that included traffic signal design; lighting design; drainage studies and improvements; topographic survey; right-of-way plats; environmental investigation; and permitting. Baxter & Woodman served as a major subconsultant for Phase I/II intersection improvements along the Lakewood Road Corridor. The project included two permanent traffic signal installations, one

ITE - Roundabout Triage-Improving Roundabout Safety and Operations
January, 2014

Bentley Learning Conference
April, 2013

Traffic Management Expo
October, 2012

ITE - Roundabout Evaluation & Design
August, 2011

2010 Highway Capacity Manual Workshop
February, 2011

temporary traffic signal installation, pavement widening, lighting, and drainage improvements. Baxter & Woodman's scope of work included the design of two intersections: Lakewood Road at Miller Road and Lakewood Road at Reed Road. The Lakewood Road at Reed Road intersection was on an expedited schedule, ensuring it was constructed by the opening of the Centegra Hospital – Huntley. The Baxter & Woodman/HDR team was selected again in 2018 to provide Phase I/II improvements along the two mile corridor, including the design of non-motorized travel facilities and the design of a roundabout at Lakewood Road and Miller Road.

Elgin, IL
Summit/Waverly and Summit/Dundee Intersection Improvements
Project Engineer for the design and construction of two intersections that included roadway widening, new curb and gutter, and new traffic signals at the intersection of IL 58 (Summit Street) and Waverly Avenue. Design of a roundabout, realignment of one of the legs of the intersection, right-of-way acquisition, roadway widening, curb and gutter, lane channelization, detour routes, and multiple traffic staging plans.

Algonquin Township, IL
Crystal Lake Road/Silver Lake Road Roundabout
Project Engineer for the Phase I report for a four-legged, single-lane roundabout including intersection pavement widening, street lighting, and a landscaped center median.

Lake County Division of Transportation, IL
Hunt Club Road at Washington Street Phase I/II Intersection Improvements
Project Engineer for Phase I/II Engineering and Environmental Studies in accordance with IDOT's Bureau of Local Roads and Streets Policies & Procedures for Federal-Aid Projects for an intersection improvement at Washington Street and Hunt Club Road in Gurnee. The intersection was evaluated for the following alternatives:

- Widening to accommodate dual left turn lanes and right turn lanes on all legs of the intersection with pedestrian accommodations
- Single Left Turn Lane Continuous Flow Intersection
- Michigan Left Turn Lane Intersection

Work included an intersection design study; alternatives analysis; field survey; plats and legal descriptions for right-of-way and easement acquisitions; identification of detention requirements; flood plain determination; hydrology/hydraulic analysis; wetland delineation; soils investigation; aesthetics and analysis; public involvement; and an environmental assessment. Traffic modeling included Highway Capacity Software, Synchro, and Vissum. Coordination was required with utility companies, permitting agencies, and local communities.

Francisco D. Martinez Acosta, PE

Drainage/Permitting Engineer

EDUCATION

B.S., Civil Engineering, University of Illinois at Chicago, 2015

Joined Firm in 2021

Years of Experience: 8

REGISTRATIONS

Licensed Professional Engineer: Illinois

CERTIFICATIONS

National Highway Institute (NHI) Course 135095 – Two-Dimensional Hydraulic Modeling of Rivers at Highway Encroachments

MODELING SOFTWARE EXPERTISE

- Bentley Civil Storm
- Bentley SUDA
- HEC-RAS
- HEC-HMS
- HY-8
- HydroCAD
- XP SWMM

Francisco is proficient in hydraulic and hydrological modeling using various software programs. His experience includes preparing Phase I Location Drainage Studies and Phase II drainage plans and cost estimates for the Illinois Department of Transportation, Illinois Tollway, County Divisions of Transportation, and other agencies. He has also assisted with obtaining drainage-related permits for projects.

REPRESENTATIVE PROJECTS

Park Forest, IL

Shabbona and Orchard Resurfacing

Project Engineer for drainage improvements Shabonna and Orchard Drive. The existing roadway had a history of various overlays containing inconsistent cross slopes along with various locations of the gutter being overlaid with asphalt, which contributed to drainage problems at numerous locations. The project included curb and gutter removal and replacement along the entire length of improvement limits. Drainage structures and storm sewers were replaced and or adjusted throughout the project limits to accommodate ADA crosswalk improvements. Services included design of proposed storm sewer system improvements with preparation of drainage plan sheets, quantities, and special provisions.

Lake County Division of Transportation, IL

Hunt Club Road at Washington Street Intersection Improvements Phase I/II

Project Engineer for Phase I/II engineering and environmental studies in accordance with IDOT's Bureau of Local Roads and Streets Policies & Procedures for Federal Aid Projects for an intersection improvement at Washington Street and Hunt Club Road in the Village of Gurnee. The intersection was evaluated for widening to accommodate dual left turn lanes and right turn lanes on all legs of the intersection with pedestrian accommodations, single left turn lane Continuous Flow Intersection, and Michigan Left Turn Lane Intersection.

Tasks included Intersection Design Study, alternatives analysis, field survey, plats and legal descriptions for right-of-way and easement acquisitions, identification of detention requirements, flood plain determination, hydrology/hydraulic analysis, wetland delineation, soils investigation, aesthetics and analysis, public involvement, and an environmental assessment. Traffic modeling included Highway Capacity Software, Synchro, and Vissum. Coordination with utility companies, permitting agencies, and local communities was required.

Illinois Department of Transportation, District Two

PTB 190/24 Phase I/II Various Projects, Various Routes, Various Counties

WO#17-IL 5 Drainage Improvements

Project Engineer for drainage improvements along Ramp IL 5 EB to I-74 EB in Moline. As part of the IL 5 resurfacing project, the District is replacing an old HMA curb with a concrete curb and gutter to mitigate erosion of the foreslopes of IL 5 at the I-74 interchange. This location does not have an inlet and will require the construction of a curb outlet with a riprap apron. Services included a hydraulic capacity analysis of gutter and a riprap design at this ramp location along with preparation of drainage plan sheets, quantities, and special provisions.

Adam M. Woods, PE

Maintenance of Traffic Engineer

EDUCATION

B.S., Civil Engineering, University of Iowa 2010

M.S., Transportation Infrastructure Systems, University of Iowa, 2011

Joined Firm in 2012

Years of Experience: 11

REGISTRATIONS

Licensed Professional Engineer: Illinois

ASSOCIATIONS

American Public Works Association – City Branch
Secretary, 2020-2022
Treasurer, 2023-Present

Cook County Department of Transportation and Highways (CCDOTH) Education Co-Chair

Illinois Road and Transportation Builders Association (IRTBA) – Lake County Cooperative Committee Member, 2023-Present

Adam is a project manager with extensive experience with Phase I and Phase II roadway and bridge projects for a variety of municipal, IDOT, and Tollway projects. His engineering background includes Phase I/II designs, intersection improvements, roundabouts, roadway rehabilitation and reconstruction projects, bike paths, annual street maintenance programs, and improvements of water main, storm sewer, and sanitary sewer infrastructure. Adam's practical perspective, attention to detail, and work ethic make him a valuable asset to our firm.

REPRESENTATIVE PROJECTS

IDOT

Illinois Department of Transportation, District One
PTB 181/05, Phase II FAP 525 (US 20) at West Union Road, at East Coral Road, at Creek, and at Marengo-Beck Road/South Union Road
Project Engineer for Phase II engineering for this 2.7 mile, estimated $11 million project in rural McHenry County, which consists of a five-leg roundabout intersection of US 20/Beck Road/Marengo Road/South Union Road, shoulder widening with rumble strips along the majority of the project length, guardrail installation, box culvert replacement, retaining walls, ROW acquisition, and drainage improvements. Phase II included a Social Media Campaign utilizing visualization video on various social media platforms receiving over 100K views (https://vimeo.com/375485707).

Schaumburg, IL
Plum Grove Road Phase II Design
Project Engineer for Phase II design services and ROW acquisition services for Plum Grove Road between Higgins Road and Golf Road. The project was funded through the federal Surface Transportation Program. The design included roadway lighting, roadway reconstruction, maintenance of traffic plan, three traffic signal designs, sidewalk and bike path improvements, and new storm sewer improvements. The lighting design consisted of photometric analysis and detailed design of the five-lane roadway for approximately one mile. Over five new LED lighting units were installed throughout the corridor and coordinated with a substantial amount of underground utilities along the way. Relocation of ComEd utilities from overhead to underground was also coordinated during the design and construction phase. Portions of the project are under the jurisdiction of multiple agencies and required extensive utility coordination to enable timely relocation of utilities ahead of the reconstruction work. Strong project management and communications facilitated the successful design and coordination.

McHenry County Division of Transportation, IL
Lakewood Corridor Improvements
Project Engineer for Phase I design to improve vehicular and pedestrian mobility along the corridor. The project includes multi-use paths along both sides of the road, pavement widening, traffic signal design at two intersections, roundabout at one intersection, lighting, drainage studies, right-of-way plats, environmental investigation, and permitting.

PRESENTATIONS

US 20 Corridor Safety Improvement – Illinois Transportation and Highway Engineering Conference, March 2023

CONTINUING EDUCATION

ITE Traffic Engineering & Safety Conference, October 2020, 2015
IDOT Phase 1 Design Workshop, September 2017
IDOT Phase 2 Design Workshop, March 2016

Will County Division of Transportation, IL
Exchange Street and Burville Road Intersection Improvements
Project Engineer for Phase I/II Engineering for the realignment of Exchange Street, Burville Road, and Stoney Island Avenue to create a multi-lane roundabout. The project includes pedestrian accommodation, pavement widening, a roundabout intersection, lighting, drainage studies, public involvement, right-of-way plats, environmental investigation, and permitting.

Illinois Tollway
PSB 12-3/2 Contract I-12-4039, Elgin-O'Hare Western Access
Transportation Project Engineer for the widening and resurfacing of the Elgin O'Hare Western Access (EOWA), between Medinah Road/Meacham Road and US 20. Adam was part of a joint venture team that provided design engineering for the widening of the existing roadway and ramp pavements; rehabilitation and widening of 21 existing bridges; installation of noise walls; modifications of existing drainage system and new drainage structures; appropriate landscape and soil erosion/sedimentation control measures; barrier warrant analyses and installation of guardrail, anchors, and terminals to conform to current AASHTO Guidelines and ISTHA criteria; updated roadway lighting; Maintenance of Traffic plans; ITS; protection and/or relocation of utilities; and pavement markings, delineators, and signage.

Illinois Department of Transportation, District One
PTB 163/06 FAU 2692 Wolf Road - IL 21 to North of Hintz Rd, Cook County
Project Engineer for Phase II engineering services for widening and resurfacing of Wolf Road from south of IL 21 to north of Hintz Road, a distance of 1.35 miles. The pavement was widened to provide one lane, 13 feet wide in each direction with a two-way left turn lane median, 11 feet wide. A closed drainage system with curb and gutter was also proposed. The storm sewers are oversized at some locations to provide stormwater detention. A permanent traffic signal was installed at the intersection of Strong Road and Wolf Road. Traffic signal modifications and intersection improvements occurred at IL 68 (Dundee Road) and Wolf Road. A continuous sidewalk was provided along both sides of Wolf Road.

Lake County Division of Transportation, IL
Stearns School Road at US 41 Intersection Improvements Phase I/II
Project Engineer and then Project Manager for Phase I/II Engineering and Environmental Studies for the intersection improvements at Stearns School Road and US 41. US 41 is a divided four-lane road under IDOT jurisdiction. The traffic signals at the intersection of US 41 and Stearns School Road are interconnected with the intersection of US 41 and IL 21. Stearns School Road is primarily a two-lane road under the jurisdiction of LCDOT. Tasks included completing a crash analysis for identifying existing safety concerns, a traffic analysis for identifying capacity issues, and an alternative analysis to determine potential improvements to address the safety concerns and capacity issues. The preferred alternative for the intersection included the addition of dual left turn lanes on the south leg of US 41, the addition of a right turn lane and left turn lane on the north leg of US 41, the addition of dual right turn lanes and a westbound through lane on the west leg Stearns School Road, traffic signal modifications at the intersection of Stearns School Road and US 41, and the addition of a left turn lane at the intersection of Stearns School Road and Fuller Road.

Matthew S. Abbeduto, PE

Constructability Review

EDUCATION

B.S., Civil Engineering, University of Illinois at Urbana-Champaign, 2002

Joined Firm in 2017

Years of Experience: 21

REGISTRATIONS

Licensed Professional Engineer: Illinois

CERTIFICATIONS

IDOT Documentation of Contract Quantities #23-20694

IDOT QC/QA HMA Level 1 Technician

IDOT QC/QA PCC Level 1 Technician

IDOT QC/QA Mixture Aggregate Technician

ACI Concrete Field Testing Technician – Grade I

IDOT QC/QA Nuclear Density Testing

IDOT S-33 Soils

Liability IQ for Architects and Engineers

BAXTER & WOODMAN Consulting Engineers

Matt's project management and resident engineering experience spans federal- and municipal-funded urban/rural roadway and bridge construction/rehabilitation projects. He is experienced in the installation of traffic signals, street lighting, and in site development. Matt is knowledgeable of Illinois Department of Transportation policies and procedures for construction inspection, material inspection, contract administration, and project documentation. He is adept at coordinating with contractors, utility companies, construction/project managers, engineers, and owners to resolve project conflicts, minimize delays, maximize cost savings, and facilitate project completion. With a thorough understanding of the importance of communication, Matt strives to keep clients and stakeholders updated on construction status and correspondence.

REPRESENTATIVE PROJECTS

Orland Park, IL
151st Street Reconstruction
Construction Project Manager for the Phase III construction engineering services for widening, reconstruction, and infrastructure improvements along 151st Street from West Avenue to Ravinia Avenue. Additionally, the project included construction of a new roundabout located at the intersection of 151st Street and West Avenue.

Orland Park, IL
2017–2021 Road Improvement Program
Construction Project Manager for the 2017 through 2021 Road Improvement Programs, which included work throughout various areas within the Village. Improvements included hot mix asphalt surface removal, pavement removal and patching, spot curb and gutter removal and replacement, sidewalk removal and replacement, preparation of aggregate base, hot mix asphalt binder and surface course, adjustment of drainage structures, sidewalk slab raising, shotcrete curb and gutter repairs, and parkway restoration on various roadways within the Village.

Elwood, IL
St. Louis Street and IL 53 Intersection Improvements
Construction Project Manager for the 0.72 mile long, federal funded (STU) intersection re-alignment improvements of St. Louis Street at IL 53. The project improvements included tree removal and replacement; excavation and contaminated soil management; ditch grading; curb and gutter; sidewalk including ADA accessible approaches; storm sewer; 6-foot x 4-foot precast box culvert; water main and sanitary sewer adjustments; structure frame adjustments; pavement removal; staged HMA pavement widening and reconstruction; erosion control; pavement markings; and landscape restoration. Coordination was necessary with the Village of Elwood, IDOT, multiple utility companies and residents.

Michael W. Hudspeth, LC

Lighting Engineer

EDUCATION

B.S., Electrical Systems Technology
Southern Illinois University, 2002

Associates Degree in Architectural Drafting & Construction Technique
Lincoln Land Community College, 1980

Joined Firm in 2005

Years of Experience: 33

CERTIFICATIONS

Lighting Certified by the National Council on Qualifications for the Lighting Professions (NCQLP)

TRAINING

(4/5/06–4/6/06) Cummins – Quest Fly In training; generators, ATSs, grounding, switchgear, NEC, EPA, indoor/outdoor installations, Chicago Code (15 PDH)

(4/21/06) ACEC-Illinois and IDOT; highway lighting issues, standards, design, calculations and permits (7.5 PDH)

Mike's responsibilities include design specifications for electrical power instrumentation and controls, as well as power distribution and lighting projects. His experience focuses on electrical design and administration, and he communicates well with clients, contractors, and the Illinois Department of Transportation (IDOT). Mike was an Engineering Department Training Officer for the United States Navy for 10 years.

REPRESENTATIVE PROJECTS

Kane County Division of Transportation
Bliss Road/Main Street/Fabyan Parkway Intersection Improvements
Lighting Engineer for Phase I Engineering (Group II CE) and Environmental Studies for the realignment of Bliss Road and Fabyan Parkway to create a four-way intersection with Main Street. The preferred alternative includes a roundabout at the intersection. Other elements include retaining walls, hydraulic analysis, wetland mitigation, a dual box culvert at Lake Run Creek, naturalized detention basins, and minor impacts to Batavia Park District property and the Forest Preserve District of Kane County. Lighting layout and schematics were prepared for the roundabout that meet IDOT and accepted standards for a dark sky compliant, roadway-style lighting system.

Schaumburg, IL
Plum Grove Road Improvements
Lighting Engineer for the reconstruction of Plum Grove Road between Woodfield Road and Golf Road as a result of a completed Phase I Project Development Report. Baxter & Woodman's task was to provide Phase II design services that included roadway lighting, roadway reconstruction, maintenance of traffic plan, three traffic signal designs, and new storm sewer improvements. The lighting design consisted of photometric analysis and detailed design of the five-lane roadway for approximately one mile. Over five new LED lighting units were installed throughout the corridor, with coordination with a substantial amount of underground utilities along the way. Relocation of ComEd from overhead to underground was also coordinated during the design and construction effort.

Algonquin Township, IL
Crystal Lake Road and Silver Lake Road Roundabout
Lighting Engineer for Phase I report for a four-legged, single lane roundabout including intersection pavement widening, street lighting, and a landscaped center median.

Elgin, IL
Roundabout Lighting
Design Engineer for lighting system for local road roundabout.

Franklin Park, IL
Ruby Street Traffic Signal/Railroad Signal Interconnection
Electrical Project Manager for design and construction engineering services for the development of the plans, specifications, and cost estimate for the construction of the traffic signal/railroad signal interconnection along Ruby Street from Franklin

(10/27/06) Sternberg Lighting – "Photometry – Its use for an effective outdoor lighting plan" (1 PDH)

(07/24/07) Watt Stopper/Legrand Education Series; Best Practice for Code Compliant Lighting Controls-ASHRAE and IECC (1.5 AIA/CES LU (HSW)

(04/08/08) Building Green Chicago Conference Certificate

(07/08/09-07/10/09) Lighting Analysts, Inc.; Roadway Lighting Design and Analysis with AGi32 lighting software
(06/07/12) Illuminating Engineering Society of North America; New Directions for Roadway Lighting

(02/28/13) Lighting Analysts, Inc. – Mesopic Lighting: Concepts & Calculations

Avenue to Pacific Avenue. The project included traffic signal interconnection improvements to 0.114 miles (600-feet) of roadway.

During the design process, the Village decided to enhance safety in the project area and reduce the five-legged intersection at Ruby Street/Pacific Avenue/Gage Avenue to four legs by closing Gage Avenue. The Ruby Street corridor was modeled utilizing Synchro software to determine the queue lengths generated by the installation of the Pacific Avenue stop signs and interconnection of the Franklin Avenue signals with the railroad signal system.

The remaining improvements to the Ruby Street/Franklin Avenue/Belmont Avenue intersection and adjacent Metra Railroad included removal of existing traffic signal heads; installation of new LED signals; installation of accessible pedestrian signals; removal of the existing traffic signal controller and cabinet, and replacement with the latest controller and cabinet equipment, including traffic and railroad signal pre-emption and battery back-up; loop detector installation and replacement; installation of the traffic signal and railroad/emergency vehicle pre-emption sequence of operations; intersection re-channelization; and interconnection of the intersection traffic signal controller with the railroad signal controller.

Glenview, IL
Waukegan and Chestnut Intersection Improvements
Lighting Design Engineer for Phase II design plans for the $2.8 million Waukegan Road and Chestnut Avenue intersection improvements, intersection channelization, utility improvements, right-of-way (ROW) acquisition, and traffic signal improvements. Improvements consisted of widening and resurfacing Waukegan Road and Chestnut Avenue to provide intersection channelization. Improved driveways, curb and gutter, and landscaping were included along the length of the project. Storm sewer, sanitary, and water system improvements were made. Existing lighting was salvaged and relocated as necessary.

La Grange, IL
Locust at Ogden Intersection Improvements
Lighting Engineer for Phase I and Phase II improvements to the heavily traveled intersection. The project included roadway lighting, traffic signal installation, roadway widening and resurfacing, pedestrian improvements, channelization, and accommodations for an ongoing development adjacent to the intersection. More than 30 LED lighting units were designed, including photometric analysis and full street lighting design with cabling, lighting units, and related work. The project was the first lighting project in IDOT District One with LED combination lighting and signal poles. The improvements were completed with a joint effort between IDOT, the Village, and federal funding sources. The project length consisted of over 2,000-feet of overall improvements and combined both the Village's Federal Aid project with an ongoing IDOT project to construct the improvements more efficiently.

Plainfield, IL
Steiner Road and 143rd Street Intersection Reconstruction
Design Engineer for lighting system for reconstruction of intersection of Steiner Road and 143rd Street.

Appendix B: Required Forms

PROPOSAL SUMMARY SHEET

RFQ #23-049
153rd Street and Ravinia Avenue Roundabout,
Phase II Design Engineering

IN WITNESS WHEREOF, the parties hereto have executed this proposal as of date shown below.

Organization Name: Baxter & Woodman, Inc.

Street Address: 8678 Ridgefield Road

City, State, Zip: Crystal Lake, IL 60012

Contact Name: Jay Coleman, PE

Phone: (815) 444-3277 Fax: (773) 444-0334

E-Mail address: jcoleman@baxterwoodman.com

Signature of Authorized Signee: 

Title: Project Manager

Date: October 9, 2023

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

ORLAND PARK

CERTIFICATE OF COMPLIANCE

The undersigned John V. Ambrose, PE, as President/CEO
(Enter Name of Person Making Certification) (*Enter Title of Person Making Certification)*

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

1) BUSINESS ORGANIZATION:

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

Federal Employer I.D.#: 36-2845242
(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 Illinois *(State of Incorporation)* November 20, 1975 *(Date of Incorporation)*

2) STATUS OF OWNERSHIP

Illinois Public Act 102-0265, approved August 2021, requires the Village of Orland Park to collect "Status of Ownership" information. This information is collected for reporting purposes only. Please check the following that applies to the ownership of your business and include any certifications for the categories checked with the proposal. Business ownership categories are as defined in the Business Enterprise for Minorities, Women, and Persons with Disabilities Act, 30 ILCS 575/0.01 *et seq.*

Minority-Owned [ ]
Women-Owned [ ]
Veteran-Owned [ ]
Disabled-Owned [ ]
Small Business [ ] (SBA standards)
Prefer not to disclose [ ]
Not Applicable [X]

How are you certifying? **Certificates Attached [ ]** **Self-Certifying [ ]**

STATUS OF OWNERSHIP FOR SUBCONTRACTORS

This information is collected for reporting purposes only. Please check the following that applies to the ownership of subcontractors.

Minority-Owned [ ]
Women-Owned [ ]
Veteran-Owned [ ]
Disabled-Owned [ ]
Small Business [ ] (SBA standards)
Prefer not to disclose [ ]
Not Applicable [X]

3) ELIGIBILITY TO ENTER INTO PUBLIC CONTRACTS: Yes [X] No [ ]

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

4) SEXUAL HARASSMENT POLICY: Yes [X] No [ ]

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

5) EQUAL EMPLOYMENT OPPORTUNITY COMPLIANCE: Yes [X] No [ ]

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

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

6) TAX CERTIFICATION: Yes [X] No [ ]

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

7) 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

John V. Ambrose, PE
Name of Authorized Officer

President/CEO
Title

October 9, 2023
Date

REFERENCES

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

Bidder's Name: Baxter & Woodman, Inc.
(Enter Name of Business Organization)

1. ORGANIZATION: Illinois Department of Transportation
   ADDRESS: 201 W. Center Court, Schaumburg, IL 60196
   PHONE NUMBER: (847) 705-4605
   CONTACT PERSON: Joseph Cross, Civil Engineer
   YEAR OF PROJECT: 2020

2. ORGANIZATION: Kane County Division of Transportation
   ADDRESS: 41W011 Burlington Road, St. Charles, IL 60175
   PHONE NUMBER: (630) 406-7333
   CONTACT PERSON: Jennifer O'Connell, PE, Senior Project Manager
   YEAR OF PROJECT: 2022

3. ORGANIZATION: Village of Glenview
   ADDRESS: 2500 E. Lake Avenue, Glenview, IL 60026
   PHONE NUMBER: (847) 904-4414
   CONTACT PERSON: Adriana Webb, Engineering Division Manager
   YEAR OF PROJECT: 2021

ORLAND PARK

INSURANCE REQUIREMENTS

Please provide a policy Specimen Certificate of Insurance showing current coverage's along with this form

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: *(not applicable for Goods Only)*
ISO CG 20 10 or CG 20 26
and
CG 20 01 Primary & Non-Contributory
Blanket Waiver of Subrogation in favor of the Village of Orland Park

☐ CG 20 37 Additional Insured – Completed Operations (provide if box is checked)

In addition to the above, please provide the following coverage, if box is checked.

☑ **LIABILITY UMBRELLA (Follow Form Policy)**
☑ $1,000,000 – Each Occurrence $1,000,000 – Aggregate
☐ $2,000,000 – Each Occurrence $2,000,000 – Aggregate
☐ Other: _____
EXCESS MUST COVER: General Liability, Automobile Liability, Employers' Liability

☑ **PROFESSIONAL LIABILITY**
☐ $1,000,000 Limit – Claims Made Form, Indicate Retroactive Date
☑ $2,000,000 Limit – Claims Made Form, Indicate Retroactive Date
☐ Other: _____
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, 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 9th DAY OF October, 2023

Signature

Authorized to execute agreements for:

John V. Ambrose, President/CEO
Printed Name & Title

Baxter & Woodman, Inc.
Name of Company

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 1/27/2023

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

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

PRODUCER
Holmes Murphy & Associates/CSDZ, LLC
1818 Parmenter Street, Suite 240
Middleton WI 53562

CONTACT NAME: Sarah Edwards
PHONE (A/C, No, Ext): 612-349-2407 **FAX (A/C, No):**
E-MAIL ADDRESS: sedwards@csdz.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Valley Forge Insurance Company	20508
INSURER B : The Continental Insurance Company	35289
INSURER C : Continental Casualty Company	20443
INSURER D :	
INSURER E :	
INSURER F :	

INSURED BAXWOOPC
Baxter & Woodman, Inc
8678 Ridgefield Road
Crystal Lake, IL 60012

COVERAGES **CERTIFICATE NUMBER:** 1284335923 **REVISION NUMBER:**

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

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X **COMMERCIAL GENERAL LIABILITY** CLAIMS-MADE [X] OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY [X] PRO-JECT [X] LOC OTHER:			7017821337	1/1/2023	1/1/2024	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 1,000,000 $ 1,000,000 $ 15,000 $ 1,000,000 $ 2,000,000 $ 2,000,000
B	**AUTOMOBILE LIABILITY** X ANY AUTO OWNED AUTOS ONLY HIRED AUTOS ONLY SCHEDULED AUTOS NON-OWNED AUTOS ONLY			7017833701	1/1/2023	1/1/2024	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
B	X **UMBRELLA LIAB** [X] OCCUR **EXCESS LIAB** CLAIMS-MADE DED [X] RETENTION $ 10,000			7017835416	1/1/2023	1/1/2024	EACH OCCURRENCE AGGREGATE	$ 10,000,000 $ 10,000,000
C	**WORKERS COMPENSATION AND EMPLOYERS' LIABILITY** ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y / N: N **(Mandatory in NH)** If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		717818681	1/1/2023	1/1/2024	X PER STATUTE [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000
C	Professional Liability Claims made form			AEH591900841	1/1/2023	1/1/2024	Per claim Aggregate	$5,000,000 $10,000,000

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

CERTIFICATE HOLDER

Baxter & Woodman, Inc.
8678 Ridgefield Road
Crystal Lake IL 60012

CANCELLATION

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

AUTHORIZED REPRESENTATIVE