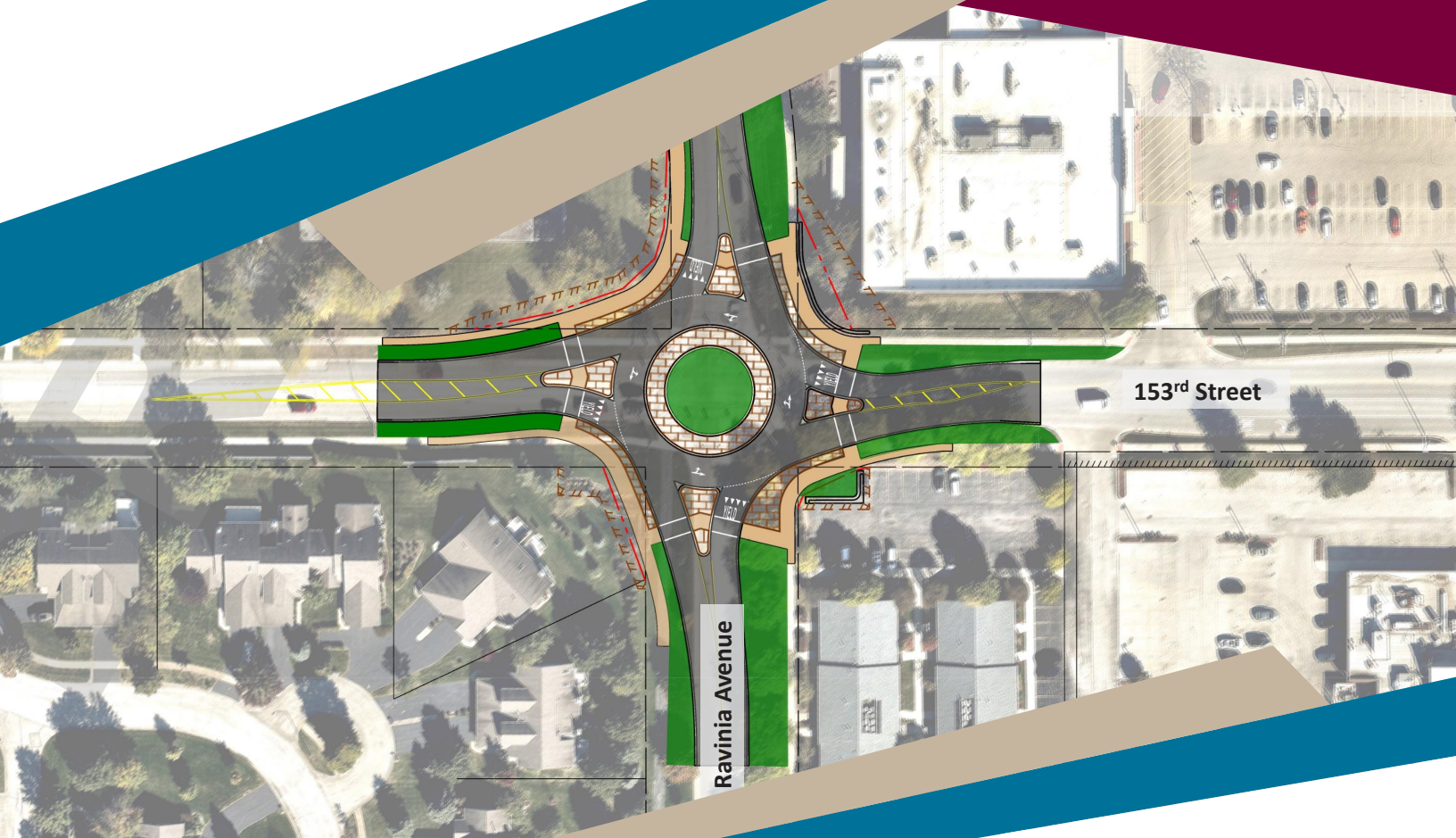




ORLAND
PARK



STATEMENT OF QUALIFICATIONS

VILLAGE OF ORLAND PARK

153RD STREET AND RAVINIA AVENUE ROUNDABOUT
PHASE II DESIGN ENGINEERING (RFQ# 23-049)

October 6, 2023

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

To Whom it May Concern,

DLZ is pleased to submit our proposal for 153rd Street and Ravinia Avenue Roundabout Phase II Engineering Services. DLZ is an award-winning professional services firm celebrating over 100 years of providing clients with successful solutions to their engineering, architectural, landscape architecture, planning, environmental, construction, and surveying needs.

Our vision is simple: create successful partnerships with our clients that facilitate trust, commitment, and communication. With over 800 employees at 28 offices in seven states, DLZ professionals work together as a team to safely deliver a wide range of project sizes and types across the country.

The operating philosophy at DLZ is to provide a “small firm feel with large firm resources.” Clients have the advantage of having the Project Manager directly involved with the project throughout the study and project development processes. This close-knit relationship allows us to perform regular quality and budget reviews of the project to help the client understand and plan for budgetary and implementation issues.

The DLZ team brings extensive applicable design engineering experience for both locally and federally funded projects. Our project team has a good working relationship with IDOT Bureau of Local Roads as well as the technical know-how, innovation, and cost containment strategies to guide this project to a successful completion.

Our company client interface policy combines an exemplary record for submittal of timely, complete, accurate, and reasonably priced deliverables with personalized customer service. DLZ just finished providing Construction Management services for the Village of Orland Park and we look forward to continuing the valuable relationship begun with that project. Mr. Daniel Wiktorzak (dwiktorzak@dlz.com | 773.864.4857) will be the Project Manager and primary contact for this project.

Respectfully Submitted,
DLZ Illinois, Inc.



Gregory R. Brumm, PE, President
773.864.4850 | gbrumm@dlz.com

DLZ OPERATING HISTORY AND OVERVIEW

BACKGROUND

DLZ Illinois, Inc. (DLZ) is a family- and minority-owned architectural, engineering and construction services firm dedicated to providing solutions that save our client's money, improve operations, and solve problems. Headquartered in Columbus, Ohio, DLZ was founded as a firm specializing in water resources and civil engineering and has grown into a nationally recognized, multidisciplinary firm. DLZ's multidisciplinary staff includes: civil, structural, mechanical, plumbing, electrical, geotechnical, hydraulic/hydrologic, sanitary and environmental engineers, construction managers; architects; landscape architects; geologists; environmental specialists; ecologists; master-planners; drillers; surveyors; and technicians. We work together as a team to complete projects on time and within budget.

DLZ's engineers, architects, planners, and technical support staff are innovative and understand that every project is different. The professionals at DLZ have the experience and expertise to realize that each client's needs and wants are unique. We approach each project with this in mind and we stand behind the work that we do.

REPUTATION

DLZ's reputation for providing excellent client service remains consistent. We are proud of our record of repeat business. Our client base says it all - 85% of our work is from repeat business. We view relationships with our clients as long-term engagements. DLZ takes the time to invest ourselves in developing a professional relationship that will be beneficial to our clients and DLZ throughout the project and future projects. It's a standard of which DLZ is incredibly proud.

OFFICE LOCATIONS

DLZ has 28 full-service licensed offices in Illinois, Ohio, Indiana, Michigan, Kentucky, Pennsylvania and Wisconsin. Each office is capable of providing the full range of architectural, engineering, and environmental services and technologies. The Chicago office will serve as the primary office for the Village of Orland Park.

WHY DLZ?

DEDICATED STAFF: We have dedicated staff that understand the process, have worked on many roundabout design projects and look forward to showing our commitment and expertise to the Village of Orland Park.

COMMUNICATION: We communicate on a regular basis with the client and all parties involved.

PREVIOUS SUCCESS: We have successfully completed this very type of project multiple times.

TECHNOLOGY: We utilize the latest survey equipment technology including ArcGIS and drones to quickly and efficiently complete field assessments so that data is readily available for future use.

REALISTIC SCHEDULE: We set realistic schedules for our submittals, providing enough time to check the accuracy of our design and catch any errors early.

ACCURATE COST ESTIMATE: We keep a database of unit pricing for past project to accurately estimate the expected cost of construction.

EFFICIENCY: We have developed a number of efficiency improving techniques in our decades of roadway design projects (including roundabout design), producing cost and time savings for our clients. The DLZ team brings this critical experience to this project for the Village of Orland Park.

DLZ ILLINOIS, INC

8430 West Bryn Mawr, Suite 100 | Chicago, IL 60631 | 773.283.2600 | www.dlz.com

Contact Information

Daniel Wiktorzak, PE | Project Manager | Phone: 773.864.4857 | Email: dwiktorzak@dlz.com



PROJECT UNDERSTANDING AND APPROACH

DLZ has closely reviewed the provided RFQ, Scope of Services and more importantly the Draft Phase I Project Development Report (PDR). It is our understanding that the Village is interested in constructing a roundabout at the intersection of 153rd St and Ravinia Ave. We have assembled an excellent team of experts ready to focus their energy and talent on this very task.

Because the Village is looking to utilize federal funds, this project will need to be administered and processed through IDOT Bureau of Local Roads (BLR). DLZ works with IDOT staff daily and is very familiar with the process of obtaining project approval through BLR. DLZ assumes that the Village will provide an approved PDR and all available project information such as the preliminary geometrics and topographic survey, all utility and agency coordination. DLZ will utilize the PDR as a guide to develop the Phase II construction documents taking special note to complete and fulfill any identified commitments. **Huff and Huff, Inc.**, our environmental engineers and **INTERRA, Inc.**, our geotechnical engineers, will focus on obtaining any necessary soil and pavement samples and preparing the required Preliminary Site Investigation (PSI) report. Due to the need of acquiring additional ROW, our survey group in conjunction with our land acquisition experts, **Santacruz Land Acquisitions**, will begin the work required to obtain the necessary land as soon as possible. If needed, our survey group will pick up any additional survey to assist in plan development.

All of this work will be happening at the same time as our roadway designers are preparing construction documents, coordinating with any regulatory agencies, utility companies and the public when appropriate. In addition to the above, DLZ has a Funding Specialist, **Jodi Coblentz, PE**, on staff that will work with the Village to create a plan and prepare compelling applications for obtaining additional Phase II and construction funding for the project. Jodi has worked with numerous grant agencies and understands what reviewers look for in the applications. We will tell your story in a way that the grant selection committee can relate to and understand your needs while still meeting their goals and objectives.

Our philosophy is a simple one: provide the highest possible level of service to our clients by being responsive and dedicated to each project. DLZ is committed to providing quality work, completed within the desired schedule, and established budget. As a full-service, multi-disciplinary design firm specializing in publicly funded projects, we believe the DLZ Team is uniquely qualified to provide the technical expertise from staff thoroughly familiar with roadway improvements.

Below is our outline for the approach that has proven successful and is followed on 99% of our projects:

Kick-Off Meeting: Upon Notice to proceed a kick-off meeting will be scheduled with Village Staff and IDOT BLR. The purpose of the meeting will be to review the project schedule and confirm scope to ensure that all parties have a thorough understanding of the project goals and expectations. These meetings will continue throughout the project as needed to keep an open line of communication between DLZ, the Village, and IDOT.

Data Collection: DLZ will request and review any available record drawings for the project limits. Utilities in the area will be contacted to notify them of the improvement and obtain any utility atlases. The DLZ survey team will work in conjunction with our engineering team to pick up any additional survey, which may include cross sections at 50 foot spacing, tree location and size, sidewalks/driveways, any visible utility structures (type, size, material, rim, and invert).

Geotechnical and Environmental Investigation: **INTERRA, Inc.** will core the pavement to determine existing pavement thickness and strength as well as take material samples to ensure proper pavement design and **Huff & Huff, Inc.** will evaluate the site based on the Clean Construction and Demolition Debris (CCDD) requirements. Soil samples will also be collected and analyzed in order to prepare the required PSI.

Preliminary Plan Preparation: Preliminary plans will be developed based on the approved Project Development Report and input from the Village.

Final Construction Plan Preparation: DLZ will prepare Prefinal and Final Construction Plans. Plans will be prepared in accordance with all Village, and IDOT standards. A detailed cost estimate and itemized list of quantities for all work items included in the contract plans will be included with the Prefinal and Final plans. DLZ will prepare any required documentation to comply with IDOT Local Roads requirements for utilizing Surface Transportation Program - Local Programs (STP-L) funding for this improvement.

Coordination: Coordination will be a primary consideration for this project and will take place from start to finish. Coordination with stakeholders will begin with the commencement of the project. DLZ anticipates the primary stakeholders being the IDOT Bureau of Local Roads and Streets, Metropolitan Water Reclamation District of Greater Chicago (MWRD), residents, and utility companies.

In order to stay within budget and on schedule, DLZ will monitor the project budget on a bi-weekly basis in order to have constant knowledge of the progression of the project. Bi-weekly communication with the Village and IDOT will be held following submittals to check on project reviews to maintain the project schedule.

ASSESSMENT OF PROJECT CHALLENGES

Water Treatment/Sediment Removal: This project is increasing the impervious area of the intersection. Typically for roadway projects we need to address MS4 (Municipal Separate Storm Sewer System) requirements which include removal of sediment in storm water before outletting storm water to rivers or lakes. This is always a challenge for projects in urban areas such as this. We will work with the Metropolitan Water Reclamation District of Greater Chicago (MWRD) to evaluate the extent of water quality/sedimentation removal requirements and look at options for providing this. Typically, MS4 requirements are met by running storm water thru open ditches or to a detention pond. This may be difficult for this project, though there may be opportunities to route water to a shared detention pond for one of the properties around the project area. Other options we have used include rain gardens and planter boxes along the roadway that collect water and contain overflow structures and or perforated underdrain pipes to collect water. The last option would be to utilize specialized oil/grit separation structures along the drainage system prior to the outfall of the project area.

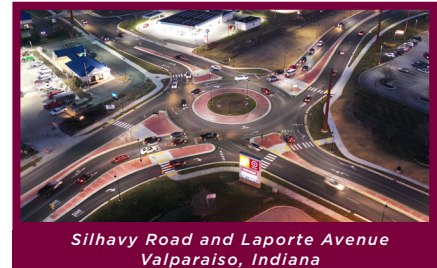
Roundabout Lighting: The Federal Guide for Roundabout Design (NCHRP 1043) recommends lighting levels for new roundabout construction. The existing roadways have standard lower-level lighting. A typical challenge with lighting design is to provide adequate lighting for the roundabout while not creating an over-lighted situation for the surrounding residences and businesses. DLZ has done lighting studies for roundabouts and understands that lighting is critical for identifying locations of the splitter islands, crosswalks and for overall identification that there is a roundabout at the intersection. It is important to provide adequate lighting for these locations and to do it in a manner that does not impact the surrounding residences and businesses in a negative manner.

Multi-Use Accommodations: Existing pedestrian sidewalk and the multi-use path along the west side of Ravinia Ave will be incorporated into the roundabout design. Special care will be taken to follow the approved PDR as well as NCHRP-1043. Addressing the needs of bicyclists can be challenging at times since bicycles can technically utilize the roundabout similar to vehicles; however, bicyclists often prefer to exit the roadway and use sidewalks to navigate through a roundabout.

IDOT Bureau of Local Roads (BLR) Coordination: Coordination and review times within IDOT BLR can be time consuming and project schedule breaking. Daniel Wiktorzak, PE, the Project Manager has worked with the District 1 BLR on many past projects and is familiar with the need to stay on top of the review process so that the project doesn't get "stuck." Additionally, DLZ staff currently work several days per week in IDOT District 1 in Schaumburg and so will be able to check on the project face to face in order to keep the project progressing.

Maintenance of Traffic: This is always a challenge for roundabout projects, particularly in urban settings. If traffic is to be maintained through the intersection, it would be helpful if at least one direction of each roadway could be detoured as prescribed in the Project Development Report. Maintaining one-way traffic through the intersection better facilitates utilizing portions of the constructed roundabout for traffic during construction with temporary signals placed in quadrants of the roundabout as it is constructed to maintain an intersection during construction. Portions of the roundabout outside of the existing roadway should be constructed first with temporary pavement to be utilized for subsequent stages for the roundabout construction. If maintaining two-way traffic at all (most) times is required, we have accomplished this on other projects utilizing the strategy described above but allowing for wider lanes in sharp curvature areas to keep larger vehicles and trucks in their travel lanes.

Right-of-Way (ROW) Evaluation: We typically look for ROW opportunities. If one or more quadrants are more open to providing ROW for an improved intersection, we can shift the roundabout to minimize impacts on properties that are less accommodating to providing room for the intersection improvement. If acquisition



of ROW becomes an issue, we can look at options like a mini-roundabout to reduce the intersection footprint. Mini-roundabouts are designed with an inscribed circular diameter of 90' whereas a standard single-lane roundabout has an ICD around 130'-150'. The roundabout in the Project Development Report has an ICD of 129'. Mini-roundabouts are designed with a fully mountable central island so that large trucks can turn left by driving through the center of the roundabout.

Public and Private Utility Coordination: This will be an important part of the project as utilities will most likely need to be relocated to construct the roundabout. It is desired to keep sensitive utilities out from under the circulating lanes of the roundabout. If it is required in the future to access a utility underneath the circulating lanes of the roundabout, this would increase the likelihood of having to close the entire intersection, or multiple legs of the intersection, to perform the work. Utility crossings of the roundabout legs usually only require closure of one-way of traffic at a time for the given leg of the roundabout



Construction Sequencing: As stated above, the outside portions of the roundabout should be constructed first with temporary pavement. Traffic would be moved onto the new temporary pavement while the inside components of the roundabout are constructed. Most drainage structures would be installed around the outside of the roundabout so these should also be placed first with temporary covers and temporary inlets tied to them. The temporary inlets could be designed to transition into water quality control features described above.

Communicating with Residents and Local Officials: A series of in-person public engagement meetings for the project, in addition to a website will be used to communicate on-going developments with the project and implementation. Even though there are a few roundabouts in the area, roundabout education at the public meetings can be provided for those that are still uncomfortable with the new configuration.



STAFF QUALIFICATIONS

DLZ has assembled a team that is knowledgeable in roadway and roundabout design. We are able to commit resources to this contract to meet the needs of the Village of Orland Park. **Project Manager, Daniel Wiktorzak, PE** has a strong background in roadway design and through previous projects has developed a strong relationship with IDOT Bureau of Local Roads. **Project Engineer, Sean Riley, PE** is one of our experts in the preparation of plans for roundabouts. For the past 23 years, he has prepared dozens of designs for roundabouts in various stages of development from design studies through construction. This DLZ team has the technical know-how, innovation, and cost containment strategies to guide this project to a successful completion, measured by client satisfaction, solid design, and intuitive management. Our proactive, collaborative project management approach is proven to reap significant benefits for the Village of Orland Park and deliver a quality project that is on time and under budget.

VILLAGE OF ORLAND PARK



PRINCIPAL
Gregory Brumm, PE



QA/QC
Matthew Hamel, PE

PROJECT MANAGER
Daniel Wiktorzak, PE



PROJECT ENGINEER
Sean Riley, PE

ROADWAY AND DRAINAGE
Marzena Szmelter, PE
Zebadiah Hoerbert, EIT

SURVEY
Eric Cox, PLS

FUNDING SPECIALIST
Jodi Coblentz, PE

ENVIRONMENTAL
Jeremy Reynolds, PG



GEOTECHNICAL
Sanjeev Bandi, PhD, PE



LAND ACQUISITION
Javier Steve Santacruz





DANIEL WIKTORZAK, PE

Project Manager

Mr. Wiktorzak has a strong background in Civil Engineering that includes traffic signal design, roadway design, utility design, drainage design, erosion control, site plans, and signage and striping plans. He is currently serving as Project Manager/Engineer for civil engineering and signal design projects.

PROJECT EXPERIENCE

- **DuPage County Division of Transportation Central System Expansion 1 & 2, 3 & 4**, Project Manager. Completed traffic signal Phase I and II services, and provided design support on Phase III services. The DuDOT Central System network will interconnect the County, City of Naperville, City of Aurora, and Village of Lombard traffic signals to the County and City Traffic Management Centers. This will allow visual monitoring of the traffic signals and adjustments of the signal timings during major traffic incidents as well as seasonal or regional travel changes. Phase I documents were prepared in accordance with Bureau of Local Roads and Streets Manual. DLZ conducted field inspections of existing traffic signal installations, verified existing signal plans, and prepared inventories of existing controller cabinets and traffic signal equipment for 345 locations and approximately 122 miles of proposed fiber optic interconnect. Equipment to be installed as part of this project includes PTZ cameras, network switches, traffic signal controllers, uninterruptible power supplies, handholes, fiber optic cable in existing as well as proposed conduit. Expansion #1 and #2 have been completed and are fully operational, Expansion #3 is currently being constructed. Mr. Wiktorzak recently finalized plans for Expansion #4 which will begin construction in Spring 2024. Projects were funded by CMAQ and DuDOT and processed through IDOT District 1, Bureau of Local Roads and Streets.
- **Lake County Division of Transportation PASSAGE Field Elements Design 2014-2016, 2019 & 2021. Project Manager.** Project Manager. Providing traffic signal design services for the expansion of the Lake County DOT PASSAGE network. After being selected for the 2014-2016 programs the county retained DLZ again to complete the 2019 and 2021 programs. The PASSAGE network interconnects Lake County's and the Illinois Department of Transportation's (IDOT) traffic signals to the County's Traffic Management Center. This allows visual monitoring of the traffic signals and adjustments of the County's signal timings during major traffic incidents in addition to providing information to motorists through the LCDOT website, social media and the County's Highway Advisory Radio system. DLZ conducted field inspections of existing traffic signal installations, verified existing signal plans, and prepared inventories of existing controller cabinet and traffic signal equipment for 79 locations. Prepared plans, specifications and estimates for the expansion of the fiber optic cable and wireless interconnect systems, addition of PTZ cameras at select intersection, and upgrades or replacement of existing traffic signal controllers. Projects were funded and let through LCDOT and had to obtain approval through IDOT District 1, Bureau of Traffic Permits Section.
- **US-23/M 13 Rehabilitation and Roundabout Construction, Michigan Department of Transportation, Standish, Michigan.** Design Engineer. Design services for the rehabilitation of the US-23 Connector in Standish including reconstruction of the M-13 interchange as a roundabout. Project included crown/superelevation correction, maintenance of traffic, bridge approach design, and drainage design following MS4 guidelines.
- **IL 102 Resurfacing and Signal Modernization (IDOT PTB 199-22), Bureau County, Illinois.** Project Engineer. Phase II engineering for 8 miles of roadway resurfacing of IL 102 from Co Rd 7000W (Will County Line) to US 45/52. The project includes milling and resurfacing the roadway, traffic signal modernization and ADA accessibility improvements within the Village of Bourbonnais at the intersections of IL 102 at Briarcliff Ln/Career Center Rd, IL 102 at WM Latham Sr Rd, IL 102 at Stratford Dr and IL 102 at Brown Blvd. Inspected existing culverts as well as type and condition of existing guard rail and provided recommendations for treatment to IDOT. Prepared plans, specifications and engineers estimate of cost in accordance with current IDOT Design Manuals and Standard Specifications.

EDUCATION

B S., Civil Engineering,
University of Illinois at Chicago
(UIC), 2002

REGISTRATIONS

Professional Engineer-

Illinois, 2008, #062-060950
Michigan, 2018, #6201068248
Ohio, 2019, #8415
Wisconsin, 2019, #46922-6

SKILLS/TRAINING

Traffic Signal Design and
Operations - National Highway
Institute, 2020
Traffic Signals & ITS - Ohio
Department of Transportation
Traffic Academy, 2019
PSMJ Project Manager
Training, 2023 and 2015



EDUCATION

B.S. Civil Engineering, Michigan Technological University, 2004

REGISTRATIONS

Professional Engineer-

Illinois, 2015, #062-067657

Michigan, 2009, #6201056625

Wisconsin, 2010, #41207-006

SKILLS/TRAINING

TRB International Roundabout Conference 2014, 2017

PSMJ Project Manager Training, 2023 and 2015

ACEC-WisDOT Transportation Improvement Conference 2014, 2015, 2016, 2017, 2018, 2019

APWA WI Conference 2015, 2016, 2018

MATTHEW HAMEL, PE QA/QC

Mr. Hamel manages and leads the development of transportation facilities. He is involved in all aspects of design including 3R and 4R roadway, freeway, and intersection geometrics, roundabout geometrics, Civil3D, Open Roads, Geopak, storm sewer, culverts, ditches, retention and detention ponds, driveways, guardrail, ADA ramps, detail grades, permanent signing and pavement markings, traffic signals, multi-stage maintaining traffic, utility coordination, quantity calculations, and cost estimates. He is also involved in all aspects of plan development including ROW plans.

PROJECT EXPERIENCE

- **Marquette Hospital Transportation Improvements, Marquette, Michigan.** Project Engineer. Design of two roundabouts along US-41 and one roundabout along Baraga Avenue to provide for access for a new Hospital in Marquette, Michigan. Project includes roundabout design, Geopak modeling, ADA ramp design, HY-8 cross culvert design, Geopak storm sewer design, ditch design, HEC-RAS modeling of the Whetstone Brook including a flood control pond, multi-stage maintenance of traffic, temporary traffic signals, street lighting, and permanent pavement markings and signing.
- **Hazel Dell and 106th Street, Carmel, Indiana.** Project Engineer. Tasks included roundabout design and reviews.
- **M-343 and G Avenue, Roundabout Study and Design, Michigan Department of Transportation, Kalamazoo, Michigan.** Project Engineer. Design of a roundabout at the M-343/G Avenue/27th Street intersection. The project includes a roundabout study, roundabout design, Geopak modeling, ADA ramp design, HY-8 cross culvert design, Geopak storm sewer design, ditch design, multi-stage maintenance of traffic, Transportation Management Plan, lighting, and permanent pavement markings and signing.
- **M-20, Michigan Department of Transportation, Mt. Pleasant, Michigan,** Project Engineer. Roundabout design, traffic signal design, maintenance of traffic, landscaping design, and environmental services for the reconstruction of 1.65 miles of M-20 in the city of Mt. Pleasant and Union Twp. Project includes replacing existing traffic signals at US-127 ramps with dual lane roundabouts and improved access management near the interchange.
- **US-127/M-223 and I-94/US-127 Roundabout Scoping, Michigan Department of Transportation, Jackson, Michigan.** Project Engineer. Scoping for two roundabouts, one US-127 and M-223 and the other at the I-94 and US-127 interchange. The project includes preliminary roundabout design, scoping report, and maintenance of traffic concepts.
- **US-41/M-28 at CR 492 and Brickyard Rd Roundabout Design, Michigan Department of Transportation, Marquette Township, Michigan.** Project Engineer. Design of two roundabouts along US-41/M-28 at Brickyard Road and CR 492. The project includes roundabout design, Geopak modeling, ADA ramp design, HY-8 cross culvert design, Geopak storm sewer design, ditch design, multi-stage maintenance of traffic, Transportation Management Plan, temporary traffic signals, street lighting, and permanent pavement markings and signing.
- **Main Street and Lawrence Drive Roundabout Study, De Pere, Wisconsin.** Project Engineer. Traffic counts, WisDOT level traffic analysis, WisDOT level detailed roundabout concept, maintenance of traffic concepts, and cost estimate for the Main Street and Lawrence Drive Intersection driven by future development of the north leg of the intersection. Due to proximity, impacts to an adjacent signalized intersection and roundabout interchange were part of the study.



SEAN RILEY, PE

Project Engineer

With more than 26 years of experience, Mr. Riley is one of our experts in the preparation of plans for roundabouts. Mr. Riley has prepared dozens of designs for roundabouts in various stages of development from design studies through construction. With a strong background in roadway geometrics and field services, his technical knowledge helps us solve challenging design problems, often resulting in significant cost savings to our clients. Mr. Riley has worked on many successful DLZ roundabout designs including for MDOT, ODOT, INDOT, MNDOT and WisDOT. Mr. Riley has also been the Lead Roadway Engineer/Project Manager on many local agency route roundabout projects. His roundabout design experience has included horizontal and vertical geometry, pavement design, drainage design, utility coordination, right-of-way coordination, cost estimation, signing plans, pavement markings, lighting, and maintenance of traffic.

EDUCATION

B.S. Civil Engineering, Michigan State University, 1996

REGISTRATIONS

Professional Engineer-

Minnesota, 2010, #48436

Wisconsin, 2008, #39794-6

Michigan, 2001, #48143

SKILLS/TRAINING

Wisconsin Department of Transportation (WisDOT)

Level II Roundabout Design Certification, 2008

OpenRoads Designer Training, 2019

Guardrail Design, 2019

MTSIS Training, 2019

OSHA 10-Hour Training, 2019

LPA Project Development Training, Indiana Department of Transportation, 2012

Designing Pedestrian Facilities for Accessibility, American Council of Engineering Companies-Michigan, 2009

PSMJ Project Manager Training, 2023 and 2015

PROJECT EXPERIENCE

- **Marquette Hospital Transportation Improvements, Marquette, Michigan.** Project Engineer. The project involved design of roundabout intersections for the new Marquette Hospital campus. Project included traffic studies, alternatives analysis, preparation of an Environmental Assessment (EA), topographic and hydraulic survey, geotechnical engineering, utility relocation and design, roadway design for three roundabouts, traffic signal design, drainage design, complex hydraulic analysis, structural design, lighting design, design of non-motorized facilities, and construction cost estimates.
- **US-23/M 13 Rehabilitation and Roundabout Construction, Michigan Department of Transportation, Standish, Michigan.** Project Engineer. Design services for the rehabilitation of the US-23 Connector in Standish including reconstruction of the M-13 interchange as a roundabout. Project included crown/superelevation correction, maintenance of traffic, bridge approach design, and drainage design following MS4 guidelines.
- **116th and Hazel Dell Roundabout Design, Carmel, Indiana.** Project Engineer. DLZ is currently performing the design to construct a three-lane roundabout at the existing signalized intersection of 116th Street and Hazel Dell Parkway in Carmel, Indiana. This project involves traffic forecasting and operational analyses to determine roundabout lane requirements for the Horizon year. The roundabout is being designed to accommodate a three lane entry on southbound approach (Hazel Dell Parkway), two lane entry with dual right-turn bypass lanes for northbound (Hazel Dell Parkway) and westbound (116th Street) approaches and two lane entry for eastbound approach (116th Street). Other elements to this project include drainage design, overhead utility relocations, landscaping, lighting, overhead lane use signs, right-of-way, multi-use trails, bike lanes, and maintenance of traffic.
- **M-343 and G Avenue, Roundabout Study and Design, Michigan Department of Transportation, Kalamazoo, Michigan.** Project Engineer. Preliminary design and engineering report for several roundabout options. Second phase of project will include design and plans.
- **M-20 Reconstruction, Michigan Department of Transportation, Mt Pleasant, Michigan.** Project Engineer. Design services included reconstruction of the interchange with two multi-lane roundabouts, access management improvements, and maintenance of traffic design.
- **Hagadorn Road at Sandhill Road Roundabout, Ingham County Department of Roads, Alameda Township, Michigan.** Project Manager. Design services for the reconstruction of the Hagadorn Road and sandhill Road intersection as a mini roundabout. Included reconstruction of the approach roadways to improve sight distance and drainage design.



EDUCATION

M.S. Civil Engineering, Technical University of Poznan, 1983

REGISTRATIONS

Professional Engineer-

Illinois, 2004, #062-057640

SKILLS/TRAINING

PSMJ Project Manager Training, 2015

MARZENA SZMELTER, PE

Roadway/Drainage Design Engineer

Ms. Szmelter has more than 20 years' experience on various design projects within Illinois. She has been responsible for stormwater design, including the evaluation of drainage patterns, flood problems, detention ponds, pipe, and restrictor sizing, and the design of sanitary sewers and water main systems. Ms. Szmelter is experienced in the design of road improvements, site layouts, grading for residential, and commercial sites.

PROJECT EXPERIENCE

- **US-23/M 13 Rehabilitation and Roundabout Construction, Michigan Department of Transportation, Standish, Michigan.** Design Engineer. Design services for the rehabilitation of the US-23 Connector in Standish including reconstruction of the M-13 interchange as a roundabout. Project included crown/superelevation correction, maintenance of traffic, bridge approach design, and drainage design following MS4 guidelines.
- **IL 102 Resurfacing and Signal Modernization (IDOT PTB 199-22), Bureau County, Illinois.** Design Engineer. Phase II engineering for 8 miles of roadway resurfacing of IL 102 from Co Rd 7000W (Will County Line) to US 45/52. The project includes milling and resurfacing the roadway, traffic signal modernization and ADA accessibility improvements within the Village of Bourbonnais at the intersections of IL 102 at Briarcliff Ln/Career Center Rd, IL 102 at WM Latham Sr Rd, IL 102 at Stratford Dr and IL 102 at Brown Blvd. Inspected existing culverts as well as type and condition of existing guard rail and provided recommendations for treatment to IDOT. Prepared plans, specifications and engineers estimate of cost in accordance with current IDOT Design Manuals and Standard Specifications.
- **IL-53 (Columbine Rd) from North Ave (IL 64) to St Charles Rd, Section 533-R, Contract #60N82, IDOT District 1, DuPage County.** Design Engineer. Reconstruction of IL 53 through Lombard and Addison with concrete pavement and auxiliary lanes, along with storm sewers, sidewalks, bike paths, traffic signals and removal of existing 3 span continuous steel beam bridge and replacement with a precast three-sided structure on spread footings.
- **United States Postal Service, Processing and Distribution Center, Carol Stream, Illinois and Fox Valley, Illinois.** Design Engineer. Preparation of design documents for pavement repair improvements and the parking lot expansion of postal facilities in Carol Stream and truck yard in Fox Valley, Illinois. The improvements include milling and overlay of existing pavement, full depth pavement repair, ADA compliance and re-striping of parking lots.
- **US-30, From Williams Street to US Rte. 45, Section (12 &13) WRS-3, Contract #62479, Phase II.** Design Engineer. Design of approximately 5.5 miles of roadway reconstruction with bituminous pavement. The project includes curb and gutter, ditches, storm sewer and in-line detention, erosion control, traffic signals, construction staging, and structural design coordination. Prepared roadway plans for the project including plan and profile, detour plans, maintenance of traffic plans, drainage plans, intersection details, landscaping plans and erosion control plans. Worked on intersection details, drainage calculations and quantity calculations.
- **US-30, Resurfacing (Maintenance), Section (12 & 13) RS-12, Contract #60D08, IDOT District 1, Will County.** Design Engineer. Milling and resurfacing of US-30 from Elsner Road to Elm Street and from 80th Avenue to west of IL-43 in advance of future improvements due to poor pavement condition. Prepared roadway plans and specifications from Elsner Road to Elm Street including plan and profile and pavement marking plans.



EDUCATION

BS Mechanical Engineering, Virginia Tech, 1996

REGISTRATIONS

Professional Engineer-
Indiana, 2001, #10100199

SKILLS/TRAINING

LTAP Road Scholar
Indiana Association of County Commissioners Engineer of the Year (2006)
Indiana Association of County Highway Engineers and Supervisors President (2007)

JODI COBLENTZ, PE FUNDING SPECIALIST

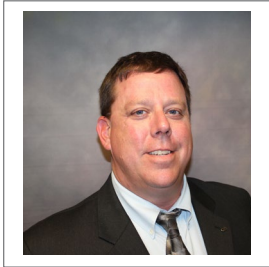
Ms. Coblentz has more than 23 years of experience in the transportation and funding field. She is skilled in many types of grant writing and works to find and attain funding for local communities. She has a strong background in transportation funding and understands the financial constraints and needs of cities, counties and towns. As new funding streams become available, such as the American Recovery and Rescue Plan, Ms. Coblentz assists clients in leveraging local funds to maximize the dollars in their community. Several of Ms. Coblentz' accomplishments include Stellar, INDOT, DNR, OCRA, and Federal Railroad grants. Ms. Coblentz has successfully earned our clients more than eighty million dollars in grant funding. She specializes in matching projects to grant funds.

Ms. Coblentz has a vast amount of experience in the transportation engineering field having spent 10 years as the Cass County Highway Engineer/Director and later as the LPA Manager at INDOT. This experience has allowed Ms. Coblentz to understand the views of the clients and intricacies of local government. She has worked with MPOs, Cities, Counties and Towns to help them meet their goals. Ms. Coblentz has matched many projects with available funding for our clients.

Ms. Coblentz' experience at DLZ has primarily been in the role of funding specialist and client liaison. This position allows Ms. Coblentz to stay up to date on the latest funding resources and bring them directly to client for projects. Most recently, Ms. Coblentz worked with clients on ARP, SWIF, and more. Ms. Coblentz becomes intimately involved in the communities she works in and is available 24/7 to help solve your challenges. She attends public meetings, events, and gets involved to best understand your goals and needs. This, in turn, helps determine the best type of funding for each project and community.

GRANT EXPERIENCE

- American Recovery Rescue Plan Act (ARPA)
- Surface Transportation Program (STP)
- Stellar
- DNR Land Water Conservation
- DNR Recreations Trails
- INDOT Safe Routes to School
- INDOT Safety
- INDOT Congestion Mitigation Air Quality (CMAQ)
- Federal Railroad Safety Infrastructure Improvement
- Transportation Investment Generating Economic Recovery (TIGER)
- Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE)
- Federal Lands Access Program (FLAP)
- Office of Community and Rural Affairs (OCRA)
- Community Foundations
- Rural Development Authority (RDA)
- NextLevel Trails
- State Water Infrastructure Fund (SWIF)
- Transportation and Stormwater Grants
- Various other programs



Jeremy J. Reynolds, P.G.

Associate Principal / Vice President

Summary of Experience

Mr. Reynolds is an Associate Principal at GZA and currently has over 28 years of experience as an environmental consultant. Experience includes risk assessment, Phase I and II environmental site assessments, subsurface investigation and remediation including voluntary and consent order remediation sites involving chlorinated solvents, petro (LUST) and agri-chemicals, RCRA, and CERCLA hazardous waste sites, solid and hazardous waste management. In addition, Mr. Reynolds has transportation project experience related to municipal, local highway, interstate, and railroad projects including special and hazardous waste screening and extensive experience related to direction of soils to clean construction and demolition debris (CCDD) facilities for numerous municipalities/cities; Preliminary Environmental Site Assessments (PESA) and Preliminary Site Investigations (PSI). Currently acting as Principal in charge of IDOT contracts to conduct Phase II PSI projects.

Relevant Project Experience

SPECIAL WASTE AND SPOILS ASSESSMENT FOR CCDD DISPOSAL

- Principal in Charge of Phase II contracts with IDOT (PTB 178-008 and 199-014), work order requests from IDOT to perform PSIs in District 1 and Phase I and II IDOT contract (PTB207-054) for statewide regulated substance reviews.
- Principal in Charge of general environmental services contract with CDOT for spoils management of various capital investment projects including green alleys, streets, sidewalks; general QA services of Phase 3 construction documents for spoils management; and development of SOPs for environmental issues in Phase 1 and 2
- Oversight of staff and QA/QC of numerous PESA, PSI, and CCDD Assessments for multiple prime consultants, municipalities, and contractors in Cook, Lake, DuPage, Kane, Will, and McHenry Counties (2015-present) after 10 years conducting similar projects.
- Direction of soils to Clean Construction and Demolition Debris (CCDD) facilities for multiple municipalities, contractors, and transportation projects via LPC-662 and LPC-663 Forms for Aurora, Northbrook, Glenview, Wilmette and others (2010- present).
- CCDD Assessment for Illinois State Toll Highway Authority Eden's Extension and I-90 / Illinois Route 23 Interchange (2018); Special Waste Assessment and CCDD Assessment for portions of I-88 and I-355 Toll Roads and -90 corridor interchange improvements at Elmhurst Road, Barrington Road, and IL-Route 25 (2017- present) and for stormwater infrastructure for O'Hare Bypass within Franklin Park Industrial Park. Provided review and comments for special waste reports (2012- present) and oversaw health and safety coordination during drilling along I-294 for methane monitoring.
- Subsurface investigation, human health risk assessment, and environmental oversight during construction for Bloomingdale Trail Project and associated Walsh Park (Site Remediation Project-seeking NFR status), City of Chicago, IL (2012-2016).
- Special waste screening/PESAs and/or PSIs on dozens of Phase I and II Transportation Projects for multiple prime consultants and/or municipalities and Divisions of Transportation in Cook, DuPage, Kane, Lake, McHenry, and Will Counties (2006- present).
- Assist Vulcan Materials Company with permitting McCook Quarry to accept CCDD material (2017).

Education

B.S., 1994, Geology, Winona State University

Licenses & Registrations

Professional Geologist:
2006, Illinois, #196.001170
2009, Nebraska, #G-0343
2016, Minnesota, #54194
Currently applying for PG via reciprocity/comity in KS & WI

Areas of Specialization

- Subsurface Soil and Groundwater
- Investigation and Remediation
- CCDD Disposal Assessment
- Environmental Site Assessments
- Environmental Site Investigations
- Preliminary Environmental Site Investigations
- Preliminary Site Investigations
- Sustainability

Awards



Kane County Department of Transportation's Consultant of the Year for 2020 (GZA's Oak Brook office)

SANJEEV BANDI, PH.D., P.E.

Geotechnical Engineer

Dr. Bandi has more than 30 years of experience in geotechnical engineering in a broad range of geotechnical analyses and designs, subsurface exploration planning, routine and advanced soil testing, preparation geotechnical reports including IDOT RGRs and SGRs in accordance with AASHTO LRFD, IDOT, and Illinois Tollway guidelines and specifications. Geotechnical experience included analysis and design of shallow and deep foundations including drilled shafts, caissons, piles for bridges and buildings, aggregate columns, rock-socketed caissons; analysis and foundation design for retaining walls, soil nailing, ground anchors, sign structures, culverts; forensic investigations; geotechnical inspections and interpretation of field and laboratory test data, troubleshooting; design of soil lime modification and stabilization, field instrumentation and in situ infiltration testing.

Relevant Project Experience

VILLAGE OF BURR RIDGE: ELM STREET BOX CULVERT: COOK AND DUPAGE COUNTIES:

For this Village of Burr Ridge project INTERRA performed Geotechnical services. The scope of the project included subsurface soil exploration, drilling, the preparation of a Structural Geotechnical Report (SGR), and laboratory testing on the collected soil samples. Laboratory testing consisted of grainsize analysis, Atterberg Limits, and unconfined compressive strength tests.

Partial List of additional projects within the past 10 years:

- Local Agency-Allendale Road Bridge SGR, McHenry County, IL
- Local Agency- Geneva Road Bridge over DuPage River, SGR, DuPage County, IL
- Local Agency-Arlington Heights Rd from Lake-Cook Rd. to Thompson Blvd., RGR, Lake County, IL
- Local Agency- Wade Street Bridge SGR, Highland Park, IL
- Local Agency- Ela Rd. & Long Grove Rd RGR., Lake County, IL
- Local Agency -Kings Road Between 111th & Rodeo Drive, RGR & SGR, Bolingbrook, IL
- IDOT PTB 196-017-IL 58 at Barrington Road, RGR
- IDOT PTB 195-016 -Shoulder Improvements, US 41 at Mill Creek SGR, Lake County, IL
- IDOT PTB 196-016-WO 30,I-55 Frontage Road at Cass Ave RGR
- IDOT PTB 195-016-WO 24, Box Culverts at IL 173 and IL 176 , Lake County, IL, SGR
- IDOT PTB 195-016-WO 23, Box Culvert at IL 60 over ditch SGR, Lake County, IL

EDUCATION

PH.D. IN CIVIL
ENGINEERING(GEOTECH)
ILLINOIS INST. OF TECHNOLOGY

REGISTRATIONS

PROFESSIONAL ENGINEER

- ILLINOIS: 062.051187
- WISCONSIN: 29372

CERTIFICATIONS

- IDOT GEOTECHNICAL S-33
- IDOT 5-DAY MIX AGGREGATE
- IDOT HMA I, II, III
- IDOT PCC I, II, III

SPECIALIZED SKILLS

- GEOTECH. ANALYSIS & DESIGN
- ENV. SITE ASSESSMENTS
- CONSTRUCTION MANAGEMENT
- QA/QC
- TEACHING
- VARIOUS SOFTWARE APPLICATIONS

PROFESSIONAL INVOLVEMENT

- Member, USMCA STEM Board
- Member, IRTBA Sustainability Council Board

YEARS OF EXPERIENCE 30

STATEMENT OF QUALIFICATIONS

Santacruz Land Acquisitions specializes in negotiating and acquiring parcels of land for right-of-way use by governmental bodies in roadway construction and other public infrastructure projects. Founded in 1992, we have been helping our clients acquire right-of-way on budget and in a timely manner to keep their projects on schedule. We have worked extensively with the Illinois Department of Transportation (IDOT), the Illinois State Toll Highway Authority (ISTHA), Cook County, Lake County, Will County and other local municipalities in facilitating property owners through the acquisition process with great success.

Representative Project Experience:

- O'Hare Modernization Program, O'Hare Airport expansion for the City of Chicago – Right-of-Way Agent. Completed the acquisition or referral for condemnation of over 300 parcels in a seven month period. Coordinated the acquisition process with relocation agents assigned to provide relocation benefits to displaced property owners under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.
- Washington Street in Lake County, Illinois, Lake County Division of Transportation – Right-of-way Agent. Engaged to provide negotiation/acquisition and appraisal services for 135 parcels over a 2.5 mile corridor. Project involved roadway widening and a grade separation of METRA rails from the roadway.
- Grand Avenue Grade Separation, Grand Avenue Railroad Relocation Authority, Franklin Park, Illinois – Right-of-way Agent. Provided negotiation services and facilitated acquisition of over eighty parcels of right-of-way necessary to complete a rail-road grade separation along Grand Avenue in Franklin Park involving the Soo Line Railroad, CP Rail Systems, Wisconsin Central and Indiana Harbor Belt Railroad.
- I-294 (Tri-State) Illinois State Toll Highway Authority – Right-of-Way Agent. Engaged to provide a combination of negotiation/acquisition and appraisal services for over one hundred parcels for the construction of an interchange connecting two major interstates.

Santacruz Land Acquisitions has the versatility, experience and qualifications to deliver the land acquisition needs for transportation projects.

- Years of successful on-time delivery of right of way land acquisition services to various other agencies
- Diverse set of real estate acquisition disciplines including backgrounds in law and civil engineering
- Title review experience, including familiarity with all types of recorded documents affecting real estate and knowledge on how to the clear title
- Expertise with the Uniform Relocation Assistance and Real Property Act of 1970, as amended (Uniform Act), Illinois Eminent Domain Act (735 ILCS 30), IDOT Land Acquisition Guidelines.
- Familiarity with IDOT policies and procedures related to land acquisition and appraisals.

MARQUETTE HOSPITAL TRANSPORTATION IMPROVEMENTS PROJECT - DESIGN SERVICES

MARQUETTE, MICHIGAN

CLIENT

City of Marquette, Michigan
300 West Baraga Avenue
Marquette, Michigan 49885

CONTACT

Mik Kilpela
906.225.8995
mkilpela@marquettemi.gov



DLZ was retained by the City of Marquette to undertake comprehensive studies and design related to the relocation of Marquette's major regional hospital. All of these services were performed to comply with MDOT requirements since the project involved major work on US-41 and required an MDOT right-of-way permit.

The main work tasks performed by the DLZ team included traffic studies, alternatives analysis, preparation of an Environmental Assessment (EA), topographic and hydraulic survey, geotechnical engineering, utility relocation and design, roadway design for three roundabouts, traffic signal design, drainage design, complex hydraulic analysis, structural design, lighting design, design of non-motorized facilities, and construction cost estimates. In addition, DLZ work included preparation of front-end documents and specifications, preparation of property descriptions/plat, extensive public and stakeholder coordination/outreach, coordination with MDOT/FHWA regarding break in limited access ROW, environmental permits, MDOT ROW permit, MOT design, and preparation of TMP and mobility analysis.

Studies and design for this project were completed under an extremely aggressive timeline so that transportation facilities would be constructed in time for the opening of the new hospital.

US 23/M 13 REHABILITATION AND ROUNDABOUT CONSTRUCTION

STANDISH, MICHIGAN

CLIENT

Michigan Department of
Transportation
2700 Port Lansing Road
Lansing, Michigan 48906

CONTACT

Don Matula
989.233.5511
matulad@michigan.gov

Design services for the rehabilitation of the US-23 Connector between I-75 and M-13, and reconstruction of the US-23/M-13 interchange with a roundabout. Project included removal of the existing bridge and ramps at the interchange and redistribution of excess embankment. The project was designed in conjunction with a rehabilitation project along US-23 to the north and 19 bridge rehabilitations. All of the work was included in one bid package.

The roundabout was optimized for location and designed a top a portion of the existing bridge embankment. This provided optimal visibility for the new intersection configuration. The project included a drainage analysis of the US-23 Connector area. The reconfigured intersection was designed to maintain existing drainage patterns that have been in place for 50 years. A mobility analysis was performed that confirmed that the US-23 Connector rehabilitation work could be performed by closing one bound of the freeway at a time while detouring one direction of traffic. This allowed the workzone to operate separate from traffic increasing worker safety.

SILHAVY ROAD AND LAPORTE AVENUE ROUNDABOUT DESIGN

VALPARAISO, INDIANA

CLIENT

City of Valparaiso, Indiana
166 Lincolnway
Valparaiso, Indiana 46383

CONTACT

Michael Jabo
219.462.1161
mjabo@valpo.us



DLZ was hired by the City of Valparaiso to provide design for the construction of a roundabout at the existing signalized intersection of Silhavy Road and LaPorte Avenue in Valparaiso, Indiana.

This intersection was one of the busiest in the City, with approximately 33,000 vehicles per day, and ranked 3rd on the City's list of the highest number of crashes. Project development began with a roundabout feasibility study, including traffic forecasting and operational analyses, to determine roundabout lane requirements for the horizon year, and continued into the design and development of construction documents.

The roundabout has two circulating lanes and dual-lane entry and exits on all four approaches. Additionally, a right turn by-pass lane was included in the west approach to accommodate the projected traffic volumes. A multi-use path was designed through the project to perpetuate existing and provide for future non-motorized facility connection.

Other key design elements to this project include drainage design, sanitary sewer relocation, utility relocations, lighting, overhead lane use signs, right-of-way, a retaining wall, and maintenance of traffic.

116TH AND HAZEL DELL ROUNDABOUT DESIGN

CARMEL, INDIANA

CLIENT

City of Carmel, Indiana
One Civic Square
Carmel, Indiana 46032

CONTACT

Jeremy Kashman
317.571.2441
jkashman@carmel.in.gov



DLZ provided design to construct a modern roundabout at the existing signalized intersection of 116th Street and Hazel Dell Parkway in Carmel, Indiana.

This project involved traffic forecasting and operational analyses to determine roundabout lane requirements for the Horizon year. Approach work extends approximately 800 feet along north, south and east legs and approximately 700 feet along the west leg. The roundabout was designed to accommodate a three lane entry on southbound approach (Hazel Dell Parkway), two lane entry with dual right-turn bypass lanes for northbound approach (Hazel Dell Parkway), two lane entry for eastbound approach (116th Street) and two lane entry with dual right-turn bypass lanes for westbound approach (116th Street).

Other key design elements to this project include drainage design, overhead utility relocations, landscaping, lighting, overhead lane use signs, right-of-way, multi-use trails, bike lanes, retaining walls and maintenance of traffic.

This project was funded through Federal Congestion Mitigation and Air Quality (CMAQ).



M 343 AND G AVENUE ROUNDABOUT STUDY AND DESIGN

KALAMAZOO COUNTY, MICHIGAN

CLIENT

Michigan Department of Transportation
2700 Port Lansing Road
Lansing, Michigan 48906

CONTACT

Pete Pfeiffer
269.375.8900
pfeifferp@michigan.gov



DLZ studied, designed, and prepared plans for a multi-lane roundabout for the Michigan Department of Transportation (MDOT) at the M-343 and G Avenue Intersection in Comstock and Richland Townships in Kalamazoo County just northeast of the City of Kalamazoo. Also included in the project was the realignment of the M-343 and 28th Street intersection.

As a part of the initial study, DLZ prepared a preliminary design and report for several roundabout concepts at the M-343 and G Avenue intersection. Safety, traffic improvements, right-of-way (ROW) impacts, and construction cost were all considerations in the initial study. The purpose of the study was to determine the feasibility of a roundabout at this intersection.

After the roundabout was determined to be feasible the project moved into the design phase. During the design phase of the project, DLZ fine-tuned the roundabout design and developed plans, estimates, and contract documents. In addition to the roundabout design, the project also included ROW plans, drainage design, MS4 mitigation (infiltration ditches/ponds), multi-stage maintenance of traffic, extensive utility coordination, driveway design, multi-use path design, Americans with Disabilities Act (ADA) ramps, permanent pavement markings and signing, street lighting, and watermain relocations.

143RD STREET TRAFFIC SIGNAL INTERCONNECT (WOLF ROAD TO US ROUTE 45) PHASE III SERVICES

ORLAND PARK, ILLINOIS

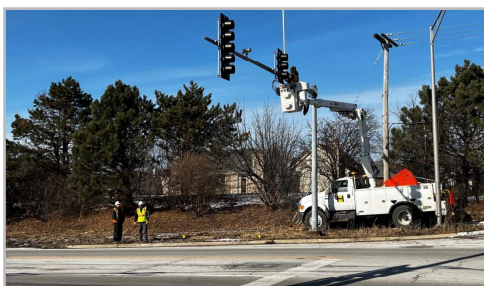
DLZ was retained by the Village of Orland Park for construction engineering for this traffic signal interconnect project on 143rd Street from Wolf Road to US Route 45. The work consists of the installation of a wireless interconnect system, ground mounted metered service installations, upgrading controllers, installation of fiber optic transceivers, upgrading UPS and pedestrian signals.

CLIENT

Village of Orland Park
14700 Ravinia Avenue
Orland Park, Illinois 60462

CONTACT

Sean Marquez
smarquez@orlandpark.org
708.403.6171



US 20 AT WEST UNION RD/CORAL RD & MARENGO-BECK RD, PHASE III SERVICES (PTB 192-02)

MCHENRY COUNTY, ILLINOIS

CLIENT

Illinois Department of
Transportation, District 1
201 West Center Court
Schaumburg, Illinois 60196

CONTACT

Christopher Haydel
Christopher.Haydel@illinois.gov
224.357.6274

DLZ provided construction inspection services for the US Route 20 at West Union Road/Coral Road Intersection Improvement and also at the US Route 20/ Marengo-Beck Road Roundabout improvement. The improvement included the construction of a roundabout at the US Route 20 at Marengo Road, Beck Road and South Union Road intersection utilizing staged construction. Work includes pavement widening to accommodate new turn lanes along US Route 20 at Coral Road and West Union Road, replacement of a culvert with three precast concrete box culverts flanked by two new MSE retaining walls, extension of a culvert to accommodate the widened shoulder on US Route 20, lighting, new curb and gutter, resurfacing, and sidewalk and drainage work.



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: DLZ Illinois, Inc

Street Address: 8430 W Bryn Mawr Avenue, Suite 100

City, State, Zip: Chicago, Illinois 60631

Contact Name: Gregory Brumm

Phone: 773.864.4850 Fax: 773.283.2602

E-Mail address: gbrumm@dlz.com

Signature of Authorized Signee: 

Title: President

Date: October 6, 2023

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

 ORLAND PARK
CERTIFICATE OF COMPLIANCE

The undersigned Gregory Brumm, as President
(Enter Name of Person Making Certification) (Enter Title of Person Making Certification)

and on behalf of DLZ Illinois, Inc, certifies that:
(Enter Name of Business Organization)

1) BUSINESS ORGANIZATION:

The Proposer is authorized to do business in Illinois: Yes ☒ No ☐

Federal Employer I.D.#: 31-1683105
(or Social Security # if a sole proprietor or individual)

The form of business organization of the Proposer is (*check one*):

☐ Sole Proprietor
☐ Independent Contractor (*Individual*)
☐ Partnership
☐ LLC
☒ Corporation Illinois February 1, 2000
(State of Incorporation) (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 ☐ Small Business ☐ ([SBA standards](#))
Women-Owned ☐ Prefer not to disclose ☐
Veteran-Owned ☐ Not Applicable ☒
Disabled-Owned ☐

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 ☐ Small Business ☐ ([SBA standards](#))
Women-Owned ☐ Prefer not to disclose ☐
Veteran-Owned ☐ Not Applicable ☒
Disabled-Owned ☐

3) **ELIGIBILITY TO ENTER INTO PUBLIC CONTRACTS:** Yes ☒ No ☐

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

4) **SEXUAL HARASSMENT POLICY:** Yes ☒ No ☐

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

5) EQUAL EMPLOYMENT OPPORTUNITY COMPLIANCE: Yes ☒ No ☐

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

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

Gregory Brumm

Name of Authorized Officer

President

Title

October 6, 2023

Date

REFERENCES

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

Bidder's Name: DLZ Illinois, Inc.
(Enter Name of Business Organization)

- | | |
|-----------------|--|
| 1. ORGANIZATION | <u>City of Valparaiso, Indiana</u> |
| ADDRESS | <u>166 Lincolnway, Valparaiso, Indiana 46383</u> |
| PHONE NUMBER | <u>219.462.1161</u> |
| CONTACT PERSON | <u>Michael Jabo</u> |
| YEAR OF PROJECT | <u>2019</u> |
| | |
| 2. ORGANIZATION | <u>City of Carmel, Indiana</u> |
| ADDRESS | <u>One Civic Square, Carmel, Indiana 46032</u> |
| PHONE NUMBER | <u>317.571.2441</u> |
| CONTACT PERSON | <u>Jeremy Kashman</u> |
| YEAR OF PROJECT | <u>2017</u> |
| | |
| 3. ORGANIZATION | <u>City of Marquette, Michigan</u> |
| ADDRESS | <u>300 West Baraga Avenue, Marquette, MI 49855</u> |
| PHONE NUMBER | <u>906.225.8995</u> |
| CONTACT PERSON | <u>Mik Kilpela</u> |
| YEAR OF PROJECT | <u>2017</u> |



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

9/9/22

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 6th DAY OF October, 2023



Signature

Gregory Brumm - President

Printed Name & Title

Authorized to execute agreements for:

DLZ Illinois, Inc

Name of Company

ACORD™

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

6/16/2023

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 any rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Edgewood Partners Ins. Center 3780 Mansell Rd. Suite 370 Alpharetta, GA 30022		CONTACT NAME: Sharon Brubaker PHONE (A/C, No, Ext): 770.756.6599 E-MAIL ADDRESS: greylingcerts@greyling.com FAX (A/C, No):	
		INSURER(S) AFFORDING COVERAGE	
		INSURER A : National Union Fire Ins Co of Pittsburg	
		INSURER B : Everest National Insurance Company	
		INSURER C : Continental Casualty Company	
		INSURER D :	
		INSURER E :	
		INSURER F :	

INSURED
DLZ Illinois Inc.
8430 W Bryn Mawr Avenue; Suite 100
Chicago, IL 60631

COVERAGES

CERTIFICATE NUMBER: 23-24

REVISION NUMBER:

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

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☒ PRO-JECT ☒ LOC OTHER:			GL5268221	04/01/2023	04/01/2024	EACH OCCURRENCE \$2,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$500,000 MED EXP (Any one person) \$25,000 PERSONAL & ADV INJURY \$2,000,000 GENERAL AGGREGATE \$4,000,000 PRODUCTS - COMP/OP AGG \$4,000,000 \$
A	AUTOMOBILE LIABILITY ☒ ANY AUTO OWNED AUTOS ONLY ☒ HIRED AUTOS ONLY ☐ SCHEDULED AUTOS NON-OWNED AUTOS ONLY			CA4489714	04/01/2023	04/01/2024	COMBINED SINGLE LIMIT (Ea accident) \$2,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
B	UMBRELLA LIAB ☒ OCCUR EXCESS LIAB ☒ CLAIMS-MADE DED RETENTION \$			XC8EX00690231	04/01/2023	04/01/2024	EACH OCCURRENCE \$5,000,000 AGGREGATE \$5,000,000 \$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE/OFFICER/MEMBER EXCLUDED? ☒ Y / N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below		N / A	WC015893783	04/01/2023	04/01/2024	☒ PER STATUTE ☐ OTH-ER E.L. EACH ACCIDENT \$1,000,000 E.L. DISEASE - EA EMPLOYEE \$1,000,000 E.L. DISEASE - POLICY LIMIT \$1,000,000
C	Professional Liab Includ Pollution			AEH591928672	04/01/2023	04/01/2024	Per Claim \$5,000,000 Aggregate \$5,000,000

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

CERTIFICATE HOLDER

CANCELLATION

Sample Certificate

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



THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED - OWNERS, LESSEES OR CONTRACTORS - SCHEDULED PERSON OR ORGANIZATION

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Or _____ :	Location s Of Covered O erations
SAMPLE	
Information re uired to com lete this Schedule, f:ttpfshown above, will be shown in the Declarations.	

A. Section II - Who Is An Insured is' rn,naed to include as an additional insure,d_1be person(s) or organization(s) shown in the {Sc ghte, ,but only with respect to liability for "bodlly_1njury"i "property damage" or "personal and ady r\$sing injury" caused, in whole or in part, by:

1. Your acts or omissions; or
2. The acts or omissions of those acting on your behalf;

in the performance of your ongoing operations for the additional insured(s) at the location(s) designated above.

B. With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This insurance does not apply to "bodily injury" or "property damage" occurring after:

1. All work, including materials, parts or equipment furnished in connection with such work, on the project (other than service, maintenance or repairs) to be performed by or on behalf of the additional insured(s) at the location of the covered operations has been completed; or
2. That portion of "your work" out of which the injury or damage arises has been put to its intended use by any person or organization other than another contractor or subcontractor engaged in performing operations for a principal as a part of the same project.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED - DESIGNATED PERSON OR ORGANIZATION

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s)
SAMPLE
Information required to complete this Schedule --if-not-shown above, will be shown in the Declarations.

Section II - Who Is An Insured: is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule. With respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf:

- A.** In the performance of your ongoing operations; or
- B.** In connection with your premises owned by or rented to you.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED - OWNERS, LESSEES OR CONTRACTORS -AUTOMATIC STATUS WHEN REQUIRED IN CONSTRUCTION AGREEMENT WITH YOU

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

A. Section II - Who Is An Insured is amended to include as an additional insured any person or organization for whom you are performing operations when you and such person or organization have agreed in writing in a contract or agreement that such person or organization be added as an additional insured on your policy. Such person or organization is an additional insured only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by:

1. Your acts or omissions; or
2. The acts or omissions of those acting on your behalf;

in the performance of your ongoing operations for the additional insured.

However, the insurance afforded to such additional insured:

1. Only applies to the extent permitted by law; and
2. Will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

A person's or organization's status as an additional insured under this endorsement ends when your operations for that additional insured are completed.

B. With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This insurance does not apply to:

1. "Bodily injury", "property damage" or "personal and advertising injury" arising out of the rendering of, or the failure to render,

any professional architectural, engineering or surveying services, including:

- a. The preparing, approving, or failing to prepare or approve, maps, shop drawings, opinions, reports, surveys, field orders, change orders or drawings and specifications; or
- b. Supervisory, inspection, architectural or engineering activities.

This exclusion applies even if the claims against any insured allege negligence or other wrongdoing in the supervision, hiring, employment, training or monitoring of others by that insured, if the "occurrence" which caused the "bodily injury" or "property damage", or the offense which caused the "personal and advertising injury", involved the rendering of or the failure to render any professional architectural, engineering or surveying services.

2. "Bodily injury" or "property damage" occurring after:

- a. All work, including materials, parts or equipment furnished in connection with such work, on the project (other than service, maintenance or repairs) to be performed by or on behalf of the additional insured(s) at the location of the covered operations has been completed; or
- b. That portion of "your work" out of which the injury or damage arises has been put to its intended use by any person or organization other than another contractor or subcontractor engaged in

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

**ADDITIONAL INSURED - OWNERS, LESSEES OR
CONTRACTORS- COMPLETED OPERATIONS**

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization s :	Location And Description Of Completed Operations
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.	

Section II - Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury; or" "property damage" caused, in whole or in part, by "your work" at the location designated and described in the schedule of this endorsement performed for that additional insured and included in the "products-completed operations hazard".