



**ITERIS' PROPOSAL
RESPONSE FOR**

VILLAGE OF ORLAND PARK

**TRAFFIC IMPROVEMENT
STUDIES**

RFP NO. 26-043

11476-151.26

iteris[®]
ALMAVIVA GROUP

JUNE 29, 2026

COVER LETTER

June 29, 2026

Office of the Village Clerk
14700 S. Ravinia Ave.
Orland Park, IL 60462

Re: Request for Proposals (RFP) #26-043 – Traffic Improvement Studies - Village of Orland Park

11476-151.26

Iteris, Inc. (Iteris) is pleased to submit the enclosed response to the Request for Proposals to provide Consulting Services to the Village of Orland Park; specifically, in response to a need for a corridor study, a driveway consolidation study, and traffic signal timing and coordination services along LaGrange Road from 143rd Street to 167th Street and along 159th Street from 108th Street to 88th Avenue.

Iteris is a leader in applied informatics for transportation systems located in Geneva, Illinois, with corporate headquarters in Texas. Along with superior services and patented products that help detect, measure, and manage traffic, Iteris empowers clients with engineering solutions to better manage their traffic signal systems and optimize their transportation networks. Iteris's traffic engineers are well known to northern Illinois agencies. We are **trusted signal timing advisors to IDOT Districts One through Nine**; DuPage, Kane, Lake, Will and Cook Counties; various municipalities including Schaumburg, Joliet and Aurora; various electrical contractors; and transit agencies such as CTA and PACE. We have provided signal timing support for numerous construction projects throughout the region, including **six (6) completed signal timing projects in Orland Park** in recent years.

Iteris proposes **Mr. Alex Garbe, PE, PTOE, IMSA**, as Project Manager for this project. Alex is a professional traffic signal engineer with over 20 years of traffic signal project experience in traffic signal design, traffic signal timing and optimization, and overseeing corridor-wide studies. He will be the principal contact with the Village and other entities per the Village's direction. Alex will oversee work from project inception to completion and will be responsible for coordinating staff activities and meetings. His commitment as project manager will provide a consistent point of contact and staff support for each study.



LOCAL STAFF EXPERTISE

The Iteris team members have worked on traffic signal design and optimization projects throughout northern Illinois for the past 20 years. Our local signal operations experts, Alex Garbe, Brien Funk, Christos Achillides, Kristel Bassett, and Tony Maravillas have PTOE and IMSA certifications and a combined 80+ years of experience in optimizing traffic signals in northern Illinois.



EXPERIENCE AND FAMILIARITY WITH THE LOCAL SIGNAL NETWORK

Iteris engineers have worked on multiple signal timing projects in Orland Park and in neighboring communities. Thus, there is minimal 'learning curve' involved in understanding the Village's operations.



ROBUST AGENCY COORDINATION: ACTIVE SIGNAL TIMING CONTRACTS WITH IDOT AND COOK COUNTY DOTD

Iteris currently has active signal timing, ITS and traffic engineering contracts with IDOT and Cook County Department of Transportation and Highways (CCDOTH). We have worked on many projects that required agency coordination and, in the past, have assisted municipal clients in coordination efforts with IDOT and CCDOTH regarding traffic signal timing improvements.



EFFECTIVE WORKING RELATIONSHIPS WITH VENDORS AND ELECTRICAL COMPANIES

Iteris is well known to Meade Electric and the traffic signal vendors who provide services in Orland Park. We collaborate frequently with MoboTrex and Traffic Control Corporation, and we have worked on many local signal projects with various local electrical contractors, including H&H, Hecker, Home Towne, Thorne, Elmund & Nelson and Van Mack Electric.



WORKFORCE DEVELOPMENT

Iteris is committed to sharing our subject matter expertise in the form of workforce development. In specific, our proposed key staff have conducted traffic signal timing trainings for IDOT, County, and local municipality officials. Iteris is willing to provide advice, assistance, and training to the Village's staff, including hands-on field experience.



NATIONAL EXPERTISE IN TECHNOLOGY AND DATA ANALYTICS

Iteris is a leader in applying technology solutions to the transportation industry. Our firm is at the forefront of the emerging Signal and Arterial Performance Measurement market and is excited to leverage its experience and innovative solutions (Iteris ClearGuide) to create smarter and more efficient traffic operations for the Village.

Iteris is committed to hiring, promoting, and developing a diverse workforce. Our obligations stem not only from adherence to various state and federal regulations, but also from our commitment as an employer to provide job opportunities to all regardless of age, religion, gender, race, ethnicity, disability, sexual orientation, or any other consideration made unlawful by federal, state, or local laws. We actively collaborate with academic institutions across the nation to promote technical disciplines, engage, and recruit young engineers with diverse backgrounds. Iteris acknowledges that it has read and accepts Addendums 1 through 4. This proposal is valid for 90 days. Iteris takes no exceptions to the terms and conditions.

Thank you for the opportunity to submit our proposal. Iteris looks forward to assisting the Village on this important project. Please contact me at (703) 623-6709, or cdh@iteris.com, or the designated Project Manager, Mr. Garbe, at (815) 621-2979 or AGarbe@iteris.com, should you have any questions.

Sincerely,
Iteris, Inc.


Clifford D. Heise
Regional Vice President, Consulting Solutions

I, Clifford Heise, have the authority to bind and negotiate on behalf of firm.

This proposal is submitted subject to the successful negotiation of a mutually agreeable contract between Iteris and the Village of Orland Park.

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EXPERIENCE

Iteris was founded based on the principle of providing quality solutions on time and within budget. Committed to the transportation industry, Iteris applies in-depth knowledge to solve the most challenging problems associated with the movement of people and goods to enhance a growing economy. Iteris delivers precise solutions that meet customer needs and expectations in the following areas:

							
ITS & Engineering	Mobility & Analytics	Data Insights	Smart Communities	Connected & Autonomous Vehicles	Integration, Operations & Maintenance	Advanced Traveler Information Systems	Commercial Vehicle Operations

Some relevant work performed by Iteris engineers is summarized in this section. This work is similar to the work in our proposed project approach.

ILLINOIS DOT DISTRICTS 1-9, VARIOUS PHASE II PROJECTS - SIGNAL COORDINATION & TIMING (SCAT), VARIOUS ROUTES, PTB 191-006, 200-046, 208-051, 212-055, 216-019

Key Personnel	Christos Achillides Alex Garbe Brien Funk Kristel Bassett Antonio Maravillas Scott Lee
Client References	Kyle Armstrong, Illinois DOT Central office, (217) 782-2076, kyle.armstrong@illinois.gov Kamil Kobylka, Illinois DOT District 1, (847) 705-4734, kamil.kobylka@illinois.gov

Iteris provides traffic engineering services associated with Signal Coordination and Timing (SCAT) projects to IDOT Districts One through Nine. Iteris develops optimized traffic SCAT plans at heavily travelled corridors and responds in the field to traffic signal and system operational issues, complaints, and other needs on short notice. The primary goal is to improve traffic flow, safety, and mobility for all road users, including vehicles, buses, bicycles, and pedestrians. Services include data collection, data analysis, development and implementation of optimized signal timing plans, fine-tuning signal timings on the field, Traffic Responsive Program (TRP) preparation, Before-After Implementation traffic studies and evaluation. Current/Completed work orders include:

- Econolite System 143: IL 50 and 127th Street (8 signals)
- Eagle System 3C: IL 43 (Harlem Avenue) and U.S 6/159th Street (16 signals)
- Econolite System 63: IL 50 and 111th Street (18 signals)
- Eagle System 7M: IL 131 (Green Bay Road) and IL 173 (6 signals)
- Econolite System 127: US 12-20 (95th Street) and IL 50 (Cicero Avenue) (22 Signals)
- IL 38, DeKalb - District 3 (12 signals)
- US 67, Alton - District 8 (8 signals)
- IL 15, Mt. Vernon - District 9 (11 signals)
- IL 4 (Veteran's Parkway), Springfield – District 6 (18 Signals)

ILLINOIS DOT DISTRICT 1, VARIOUS PHASE II TRAFFIC SIGNAL SYSTEM MONITORING, SIGNAL COORDINATION & TIMING (SCAT), AND ITS NETWORK SYSTEM SUPPORT, PTB 214-004

Key Personnel	Christos Achillides Alex Garbe Brien Funk Kristel Bassett Antonio Maravillas Adam Danczyk
Client References	Kyle Armstrong, Illinois DOT Central office, (217) 782-2076, kyle.armstrong@illinois.gov Kamil Kobylka, Illinois DOT District 1, (847) 705-4734, kamil.kobylka@illinois.gov

This project leverages Iteris' expertise in traffic engineering and operations to provide IDOT District One traffic signal system monitoring and ITS network system support services. Iteris currently monitors all connected District One traffic signal systems using appropriate software over phone lines, through ethernet, or using cellular-based systems. Iteris staff set up weekly programs to communicate with each master and local controller to verify communication and compare the field controller signal timing databases to the existing databases. Any communication issues or database differences are noted and reported weekly to IDOT, the current Electrical Maintenance Contractor, Electrical Contractors with maintenance for construction projects, and other interested parties. In addition, Iteris provides support for network design, administration, integration, documentation, monitoring, troubleshooting, field device integration, and other ITS work, following IDOT's network architecture concept for the region. The project began in 2025 and is ongoing.

COOK COUNTY, IL TRAFFIC ENGINEERING SERVICES 1938-17904

Key Personnel	Christos Achillides Brien Funk Kristel Bassett Alex Garbe
Client References	Brian Roberts, Cook County DOTH, (312) 603-1654, brian.roberts@cookcountyil.gov

Iteris has been providing traffic engineering services to Cook County DOTH since 2021. In 2022, Iteris optimized CCDOTH's interconnect system #91 surrounding Glenbrook South Highschool in Glenview, IL through a SCAT work order. This service included coordination with IDOT's area traffic engineer, data collection, data analysis, development and implementation of five optimized signal timing plans, fine-tuning timings on the field, TRP preparation, Before-After Implementation traffic studies and evaluation. Additional work at Lake Avenue and Landwehr Road, coordinated with the County, IDOT, Meade Electric, and Traffic Control Corporation, enabled an additional phase allowing the eastbound movement to operate twice in one cycle in 2023.

KANE COUNTY, IL TRAFFIC SIGNAL MANAGEMENT AND OPERATIONS

Key Personnel	Christos Achillides Alex Garbe Brien Funk Adam Danczyk Scott Lee
Client References	Phoebe Wu, Kane County DOT, (630) 208-3139, wuphoebe@co.kane.il.us

Iteris provides traffic engineering services to Kane County DOT for the management and operational oversight of the County's traffic operations infrastructure. These services include system monitoring and reporting, operational trouble shooting and public complaints, signal optimization studies, electrical maintenance contractor supervision, field inspections, arterial operations center support, engineering "peer" review, and workforce development. As part of this contract, Iteris completed a countywide Synchro model of 140 signalized intersections and a SCAT study at 58 signalized intersections on Kane County's busiest arterial - Randall Road – between Fabyan Parkway and Huntley Road. The project included development, field implementation, and fine-tuning of optimized signal timing plans for weekday AM, Midday, PM, and weekend midday peak hours.

VILLAGE OF SCHAUMBURG, IL VARIOUS ON-CALL TRAFFIC SIGNAL SERVICES

Key Personnel	Christos Achillides Alex Garbe Brien Funk Adam Danczyk Kristel Bassett
Client References	Rachel Benson, Village of Schaumburg, Phone: (847) 923-3856, rbenson@schaumburg.com

Iteris is providing ongoing on-call traffic signal services for the Village of Schaumburg, IL. In addition to an extensive traffic signal timing and cabinet replacement program, Iteris has undertaken various traffic studies to help improve traffic operations along key Village routes, including high-travel corridors in and around the Woodfield mall. Iteris staff meet with Village staff bi-weekly to discuss ongoing issues and provide traffic signal system monitoring services, signal complaint investigation, and plan preparation and review.

CITY OF JOLIET, IL CENTRALIZED TRAFFIC MANAGEMENT SYSTEM STUDY

Key Personnel	Christos Achillides Alex Garbe Brien Funk Adam Danczyk Antonio Maravillas
Client References	Russ Lubash, City of Joliet, Phone: (815) 724-4200, rlubash@joliet.gov

The project supports the City of Joliet's goals to significantly reduce citywide travel time, fuel consumption and greenhouse gas emissions, while improving safety and mobility, and overall travel experience for all road users. Iteris is responsible to conduct a centralized traffic management system (CTMS) study for 130 key signalized intersections, providing services that include master plan development for the new CTMS, including field data collection and inventory, project development, stakeholder outreach, software procurement, detailed design of Phase A, and assistance with the bid process and construction engineering.

CITY OF AURORA, IL TRAFFIC ENGINEERING ON-CALL SERVICES

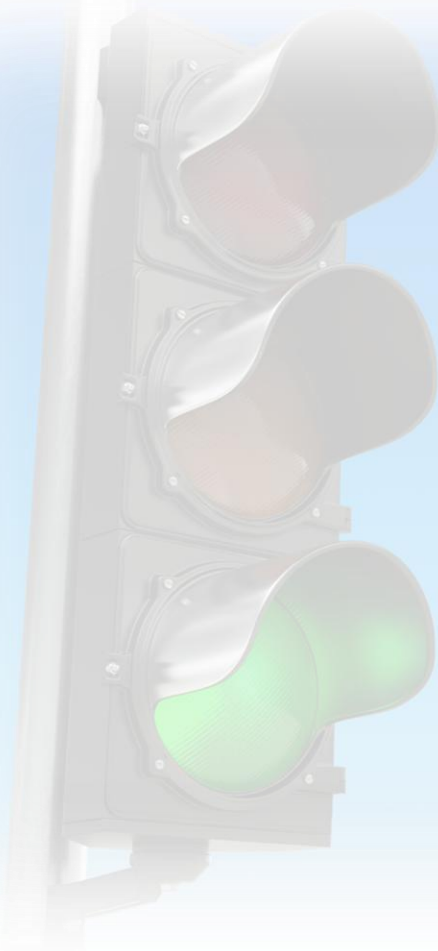
Key Personnel	Christos Achillides Alex Garbe Brien Funk
Client References	Roopa Anjanappa, City of Aurora, Phone: (630) 256-3200, anjanappar@aurora.il.us

Iteris is currently providing Traffic Engineering and Operations assistance to the City of Aurora as part of a traffic engineering on-call. This on-call included tasks for various traffic signal matters, including signal timing updates, network communications management, attendance and overseeing work performed at traffic signal turn-ons, field complaint investigation, and inspection work. The project started in 2022 and is ongoing.

CITY OF CHAMPAIGN, IL TRAFFIC SIGNAL MANAGEMENT SERVICES

Key Personnel	Christos Achillides Alex Garbe Brien Funk Adam Danczyk
Client References	John Rose, City of Champaign, Phone: (217) 403-4700, john.rose@champaignil.gov

Iteris is currently providing technical assistance services related to traffic signal management, specifically among traffic signal operations support, network communications expansion and maintenance, controller upgrades and maintenance, and on-demand services associated with various in-cabinet traffic signal controller technologies. Services provided as part of this contract include traffic signal operations support, controller firmware and vehicle pre-emption updates, network communications expansion and maintenance and traffic signal programming and troubleshooting.



OPERATING HISTORY

Iteris has been the national market leader in smart mobility infrastructure management since 1987. With over 470 professionals nationwide, Iteris delivers patented technologies and expert services that reduce congestion, enhance safety, and empower agencies to better manage their transportation networks.

Our organization is built around several core areas:

- Mobility Consulting Services – Traffic signal optimization, transportation planning, ITS design, integration, and maintenance.
- Smart Sensors – More than 200,000 detection units manufactured, installed, and supported across the U.S.
- Mobility Intelligence and Managed Services – Iteris ClearGuide Mobility platform (SPM, Roadways, Signal Trends) provides comprehensive safety, mobility, and sustainability insights to agencies regarding traffic signal operations and arterial operational performance.

To date, Iteris has completed over 3,000 traffic signal timing projects, improving operations at 27,000 intersections across 20 states and 7,500+ road miles. Our ClearGuide SPM platform is deployed at more than 1,400 intersections in 15 states and is supported by a dedicated team of traffic professionals. We also offer mobility solutions that use probe data to monitor performance, identify safety risks, and generate signal performance measures even without in-cabinet equipment.



LOCAL OFFICE ADDRESS:

319 W. State Street, Suite 200
Geneva, IL 60134

SERVICES RELEVANT TO THIS PROJECT

Iteris has extensive, relevant experience in traffic engineering, traffic signal operations and design, network communications, safety planning, and Intelligent Transportation Systems (ITS). Our firm is made up of staff that focus on traffic engineering services from the planning, design, operations/maintenance, and management perspectives. Our traffic engineers regularly assemble traffic signal design and cable plans. Our signal operations experts regularly program traffic signal controllers, update firmware, and deal with data exchange between the controllers and other third-party products. Our network engineers design fiber optic and wireless systems, plan for bandwidth capacity and reliability, and specify network switches and other hardware that align with the requirements. Our planning team regularly conducts safety studies, identifies countermeasures, and facilitates incorporation of multimodal elements (transit, bike/ped, etc.) into transportation systems. We highlight our core competencies from our Illinois office in the following sections.

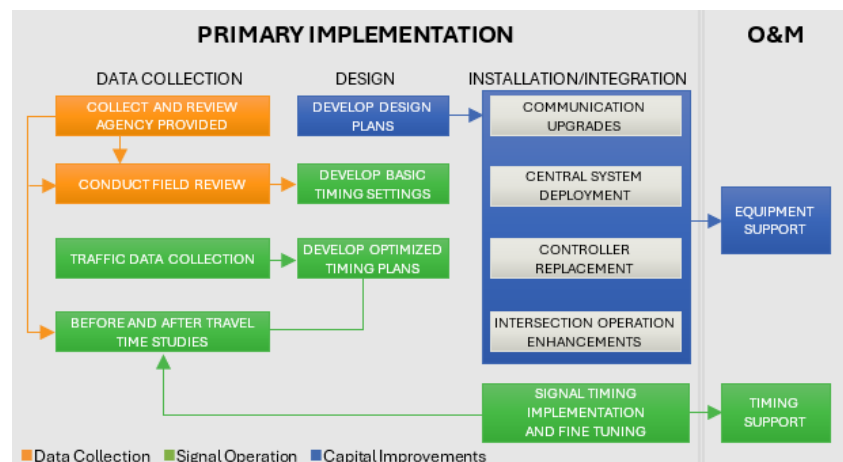
TRAFFIC SIGNAL TIMING, OPERATIONS, AND SYNCHRONIZATION

- Signal timing/coordination analysis
- Traffic signal operations
- Traffic signal controller programming
- Database management
- Troubleshooting (in-field and through central systems)
- Inter-jurisdictional and regional traffic signal coordination optimizations
- Vehicular and pedestrian safety
- Ongoing operations and maintenance
- Construction assistance
- Training

Iteris excels in the assessment of existing traffic signal timing operations to improve the efficiency and safety of vehicular traffic flow, pedestrian mobility, transit operations and bicycle traffic.

Iteris has designed,

deployed, or equipped over 1/3 of the signalized intersections in the United States. Our local Illinois staff (proposed in the organizational chart) are involved with traffic signal related matters on daily basis, which includes everything from corridor timing studies to traffic signal turn-ons. We have worked with all the common traffic signal controllers that are used today and have technical experts to call upon to help troubleshoot any other equipment. We have real-world, hands-on experience in all the roles identified in the flow chart below that describes the lifecycle steps of traffic signal operations.



SIGNAL CONTROLLER PROGRAMMING AND TROUBLESHOOTING/CONSTRUCTION SUPPORT

- Traffic signal controller programming and upgrades
- Detection programming
- GPS-based Pre-emption programming
- On-site/Off-site support, both in-field and/or remotely via central system
- Temporary and Permanent Traffic Signal Turn-ons
- General troubleshooting
- Construction Assistance

Iteris engineers are a hands-on team that work directly with the traffic signal controllers in cabinets – *in other words, our engineers know which buttons are the right ones to push*. Our staff regularly (i.e., near daily basis) implement timings in the field, restore older timings after contractor work is complete, conduct traffic signal turn-ons, and troubleshoot issues on the fly while either in the field or working remotely through a centralized traffic management system. Our technical experts are familiar with making firmware updates, incorporating new hardware into the controller's environment, and helping agencies understand which assets have a proven track record of working well together.

In the past 8 years, Iteris has been working on numerous construction projects in Orland Park and in Cook County providing temporary signal timing services, operational support during construction and traffic signal system optimization after construction. A list of construction projects that Iteris has recently completed is shown below:

- CCDOTH Pavement Rehabilitation Program – Various Routes Temp. Timings
- CMAQ Traffic Signal Interconnect, CCDOTH – Various Optimizations
- 143rd Street and John Humphrey, Orland Park – Temp. Timings and Optimization
- IL 7 (143rd St.) Wolf to US 45, Orland Park – Temp. Timings and Optimization
- 151st Street @ Ravinia Ave., Orland Park – Signal Timings
- 159th St. & 104th Ave., Orland Park – Temp. Timings
- Pfingsten Road and Lake Street, Glenview – System Optimization



CORRIDOR TRAFFIC STUDIES

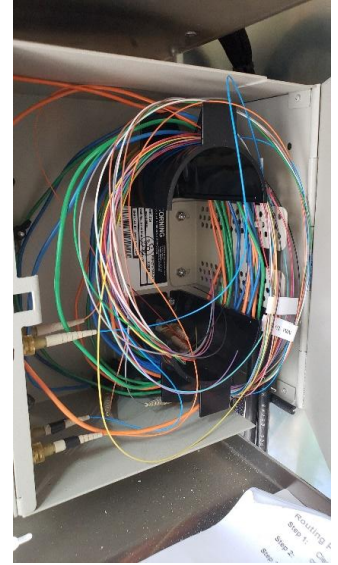
- Traffic and multimodal data collection
- Roadway, access, and control feature documentation
- ADA/PROWAG and multimodal conditions review
- Crash history and safety pattern review
- Existing traffic operations evaluation
- Traffic models development and calibration
- Alternatives Analysis
- Safety and operational impact identification

Iteris brings extensive experience in planning and executing corridor-level traffic studies that diagnose operational challenges and identify practical, data-driven solutions. Our team has led numerous multimodal corridor evaluations across urban, suburban, and rural contexts, applying industry-standard analytical tools, field data collection methods, and safety assessment techniques to understand how corridors function for all users. We specialize in developing improvement strategies that enhance mobility, safety, and reliability—ranging from signal timing and lane configuration adjustments to geometric modifications, transit priority treatments, and pedestrian and bicycle enhancements. Iteris's multidisciplinary staff excels at translating technical findings into implementable recommendations that align with agency goals, funding constraints, and community priorities, ensuring that each corridor study results in actionable, context-sensitive improvements.

NETWORK COMMUNICATIONS DESIGN AND LIFECYCLE MAINTENANCE

- Fiber optic network design
- Copper cable network design
- Wireless network (point-to-point and cellular) design
- Device Interoperability
- Bandwidth speed and reliability studies
- Network Security
- Layer II/Layer III Switch Specifications and Procurement
- Layer II/Layer III Switch Programming
- Server Upgrades

Iteris has been heavily involved in the rollout of advanced ITS across the United States. The success of an ITS program is driven by the ability to exchange data between various assets, which is done through a high-speed communications network. Our engineers work both in the design and implementation of network communication assets. We are very familiar with design-related considerations for Layer II/Layer III networking environments and have designed Plans, Specifications, and Estimates (PS&E) documents that comply with IDOT's standards for these special provisions. We have technical staff who work hands-on with network switches, doing the programming of the devices and the network testing to ensure that communications are adequately established. We are familiar with the Backoffice hardware required to drive the system and have helped agencies address cybersecurity-related matters.

**TRAFFIC SIGNAL DESIGN AND ENGINEERING / DATA COLLECTION SERVICES**

- Traffic signal design and modification
- Signage and striping
- Intersection Design Studies (IDS)
- ADA Improvements
- MUTCD Warrant Studies (all-way stop and traffic signals)
- Signal Performance Measures (ATSPM) modifications
- Traffic signal phasing
- Standard development
- Testing and training
- Data Collection

As a leader in traffic engineering, Iteris has extensive experience providing planning and design of traffic signals and associated infrastructure to improve safety and efficiency, extend capital investment life, and modify and improve operations, including for transit and emergency vehicles, pedestrians, and bicyclists. Our approach stems from a comprehensive understanding of traffic operations, and our engineers strive to provide cost-effective and problem-solving solutions within our signal planning and design. Iteris has extensive experience in all stages of design development from signal system analysis, evaluation, and master planning to detailed PS&E, hardware selection, and integration of hardware in the field. We utilize our extensive equipment, knowledge and experience to help municipalities implement the right solution for their needs. Iteris also possesses 12 camera units that can collect traffic/bicycle/pedestrian volume count data and traffic speed data on single-lane roadways and on roadways with more than one lane in each direction.

COMPLETE STREETS

- Mobility and Circulation Element Policy and Classification Updates
- Complete Street Assessments
- Streetscape Design
- Planning & Engineering for Retrofitting Auto-Centric Roadways
- Safe Route to Schools
- Grant Application Preparation Support

Iteris provides policy development services to integrate complete street concepts into roadway classification and circulation/mobility elements of General Plans. Iteris also provides analysis of Complete Street elements including safety analysis, crosswalk implementation analysis, bicycle planning, and signal detection for active transportation. Other policy services include the identification of first/last mile objectives, and the development of guidelines for street crossings, wayfinding/signage and education programs. Iteris provides transportation planning and engineering services to retrofit auto-centric roadways and to support the potential traffic and travel time impacts of reducing lanes on existing roadways and replacing them with alternatives such as buffered bicycle lanes and improved pedestrian facilities such as median islands. Planning services include analyzing potential delay, queuing and diversion to parallel streets. Engineering services include conceptual design through implementation of signing and striping, lighting, Intelligent Transportation System (ITS)/traffic signal modifications and traffic management systems to support Complete Streets and Smart City implementations. In addition to technical analysis, Iteris is experienced in presenting Complete Streets concepts and analysis at community outreach meetings. Outreach plays a major role in conveying project benefits while also disclosing potential impacts to concerned citizens.

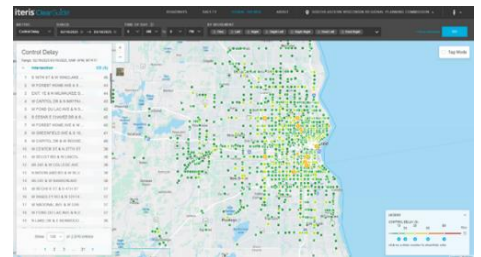
VALUE-ADDED SERVICES

Innovation – Signal and Arterial Performance Measures: Iteris ClearGuide

One unique asset that differentiates Iteris from others is our extensive library of technology and tools designed to enhance traffic operations analysis. One of these key tools is **Iteris' ClearGuide**, a Big Data platform that enables large-area analysis of traffic patterns. By utilizing probe-based vehicle data, ClearGuide allows us to assess real-time conditions and review historical data from nearly any past period, including special events or emergency situations. Iteris ClearGuide includes the following three modules that can be introduced to the Village together or separately:

Roadways Module: In alignment with the scope requirements for a signal coordination study, Iteris will perform intersection counts and travel time corridor studies. Often augmenting this analysis is the ClearGuide probe-based data analytics platform, which can estimate travel times, speeds and control delays at a corridor level, without the need for additional equipment or field personnel. This module is commonly used by agencies to evaluate network performance before, during, and after a traffic signal retiming effort, providing 24/7 insights that go beyond the limitations of floating car or intersection count studies.

Signal Trends Module: This module can provide comprehensive, frequently updated data for all intersections in the Village offering near real-time access to signal performance insights. Unlike other probe-based signal analytics products, Signal Trends processes data every 15 minutes, enabling agencies to detect signal timing degradation, track improvements, and proactively address issues, such as stuck pedestrian buttons or unexpected traffic demand, before public complaints arise. A key advantage of Signal Trends is that it requires no intersection connectivity or manual setup for new locations. As a probe-based solution, it complements controller-based ATSPM by delivering scalable metrics that help agencies prioritize intersection and corridor improvements. Key reports include Arrivals on Green, Control Delay, Split Failures, and Turning Movement Percentages.



Safety Module: This module produces the speed distribution to provide valuable insights on speeding patterns and hotspots and can detect and reveal segments of the network that are high-risk with respect to safety. ClearGuide Safety is used to support safety and Vision Zero programs across the country to measure the effectiveness of speed mitigation actions. It leverages advanced real-time data to identify high-risk locations, analyze crash patterns, and prioritize safety improvements. ClearGuide Safety can also include event-based data sets that provide insights into driver behavior, including hard-braking or hard-acceleration events that can help the Village understand dangerous segments of the network.

Workforce Development

The Iteris team is committed to supporting workforce development through the sharing of our technical expertise and industry experience. As part of Iteris' involvement in Cook County's Traffic Engineering contract, our team previously conducted a training session for County staff focused on Signal Coordination and Timing (SCAT) studies. In support of this contract, our project staff will be available to provide additional training in Traffic Engineering topics selected by the Village, including Synchro/SimTraffic modeling and analysis, Tru-Traffic travel-time studies, hands-on signal controller training, and ATMS features for effective system monitoring.

Our Traffic Laboratory

Iteris staff have a unique setup for maintaining our expertise in traffic signal controllers, how they operate, and how we can troubleshoot potential issues in advance. Our Illinois office is equipped with a wide variety of functional traffic signal controllers, and we maintain good relationships with many vendors in the space to get access to controllers that we might not have. This allows us to troubleshoot unique issues in our own office with our available team of experts, working through unforeseen issues in a controlled environment until we have a good understanding of how to approach this problem. This saves our clients time by allowing us to be faster when we help troubleshoot issues in the field instead of going through trial-and-error to diagnose what is going on. In the event that the field setup is different than what we tested in our traffic laboratory, we have staff in the office that can attempt to replicate the issue over the phone, as well as other technical experts nationally that have a deep understanding of controllers. For example, our traffic signals staff were tasked with developing logic statements for a complex railroad queueing scenario in northern Illinois; using our in-house Econolite Cobalt controller, we were able to generate, test, replicate, and troubleshoot potential logic statements, present these findings to the agency, and then implement in the field correctly on the first try to best use agency staff time to observe new traffic operations instead of to oversee controller programming.



QUALIFICATIONS

ABILITIES, QUALIFICATIONS, LICENSES, AND EXPERIENCE

ALEX GARBE, PE, PTOE, IMSA

agarbe@iteris.com

EDUCATION AND REGISTRATIONS

BS, Civil Engineering
PE IL #062-059455,
PTOE #2602
IMSA Traffic Signals Level III
(CE_91568)
IMSA Traffic Signal Inspector
(SI_91568)

Mr. Garbe will serve as the Project Manager for this project and will be the principal contact with the Village and other entities per the Village's direction. He will be responsible for coordinating staff activities, coordinating meetings, project strategy, and will oversee work from project inception to completion. Alex has 20 years of experience in overseeing corridor-wide traffic studies, monitoring of central and closed-loop traffic signal systems, and the development and implementation of coordinated system plans. His signal controller experience includes Econolite, Eagle/Siemens, and PEEK Controllers. His traffic management software experience includes Centrac, Aries, Tactics, MARC PC, and TransSuite. Alex will provide exceptional service, management and technical knowledge to the village. His commitment as project manager will provide a consistent point of contact and staff support on each assignment.

PROJECT PERSONNEL

With the office in Geneva, Iteris has local staff with the experience to provide the Village with quality service. Iteris engineers are supported by the resources of Iteris' offices in the Midwest and nationwide with staff dedicated to Traffic Engineering and Transportation Planning. Iteris is pleased to present the following key personnel assigned to the project who will assist Mr. Garbe in successfully delivering this project to the Village.

CHRISTOS ACHILLIDES, PE, PTOE, IMSA TRAFFIC SIGNALS LEVEL III | VICE PRESIDENT | ROLE: PRINCIPAL-IN-CHARGE

Christos will serve as Principal-in-charge and will oversee all project activities. He is a Vice President with over 20 years of traffic engineering experience specializing in SCAT, traffic impact studies, corridor analyses, ITS design and traffic signal system monitoring. He is a licensed professional engineer and is both a certified Professional Traffic Operations Engineer (PTOE) and IMSA Level III.

SCOTT LEE, PE | VICE PRESIDENT | ROLE: QA/QC

Scott will serve as the QA/QC lead. He is a Vice President that focuses on the planning, design, implementation and operation of innovative transportation safety and mobility solutions for tollways, expressways, arterials, and multimodal systems. His 32 years of experience encompasses the management, planning, design, implementation, and maintenance of traffic engineering projects at multiple scales. His work includes Advanced Traveler Information System (ATIS), Advanced Traffic Management System (ATMS), Integrated Corridor Management (ICM) systems and demonstrations of connected vehicle technologies for arterials, expressways, and tollways.

KRISTEL BASSETT, PE, PTOE, IMSA TRAFFIC SIGNALS LEVEL III | SENIOR ENGINEER | ROLE: CORRIDOR TRAFFIC STUDY

Kristel serves as a Senior Engineer and has over 12 years of experience in traffic engineering and transportation planning, and she will serve as a task lead. Her project involvement has ranged from community outreach, feasibility and traffic studies, final design, and signal timing optimization. She is proficient in Synchro/SimTraffic, Sidra Intersection, Highway Capacity Software, Petra-Pro and PC-Travel software, AutoCAD, and MicroStation. Her traffic signal controller experience includes Econolite and Siemens/Eagle Controllers. Controller software experience includes Centrac, Aries, Tactics, and MARC PC.

BRIEN FUNK, PE, PTOE, IMSA TRAFFIC SIGNALS LEVEL III | PRINCIPAL ENGINEER | ROLE: TRAFFIC SIGNAL COORDINATION AND TIMING IMPROVEMENTS

Brien is a Principal Engineer with over 17 years of experience, and he will serve as a task lead. He has been involved in various CCDOTH and IDOT SCAT contracts developing and implementing coordinated traffic signal timing plans and fine-tuning signal timings in the field. He also has experience in preparing traffic impact studies, IDS, traffic signal system modeling, traffic signal design, field inspections, and traffic signal and interconnect plan review.

ANTONIO MARAVILLAS, PE, PTOE, IMSA TRAFFIC SIGNALS LEVEL II | ENGINEER | ROLE: DRIVEWAY CONSOLIDATION STUDY

Antonio is an Engineer with over seven (7) years of experience working in the fields of traffic engineering, transportation design, and transportation planning, and he will serve as a task lead. He is experienced in conducting signal coordination studies, corridor planning studies, highway safety studies, IDS, traffic control warrant analyses, and traffic impact studies. Antonio is proficient in Synchro/SimTraffic, ArcGIS, AutoCAD Civil 3D, AutoTurn, Highway Capacity Software, Microstation, and various types of controllers and ATMS systems.

ADAM DANCZYK, PE, PTOE | PRINCIPAL ENGINEER | ROLE: TRAFFIC ENGINEERING SUPPORT

Adam is a principal engineer with 20 years of traffic systems planning, design, and deployment experience. He has managed multimillion dollar planning and design projects ranging from traditional traffic signal modernizations to lifecycle investments for corridors that are piloting automated transit vehicles. Adam has worked in virtually all phases of project development, including planning studies, preliminary and final design, construction, systems integration, operations, and maintenance of ITS projects on toll roads, freeways, and arterial street systems.

ERICK RIVERA, PE | SENIOR ENGINEER | ROLE: TRAFFIC ENGINEERING SUPPORT

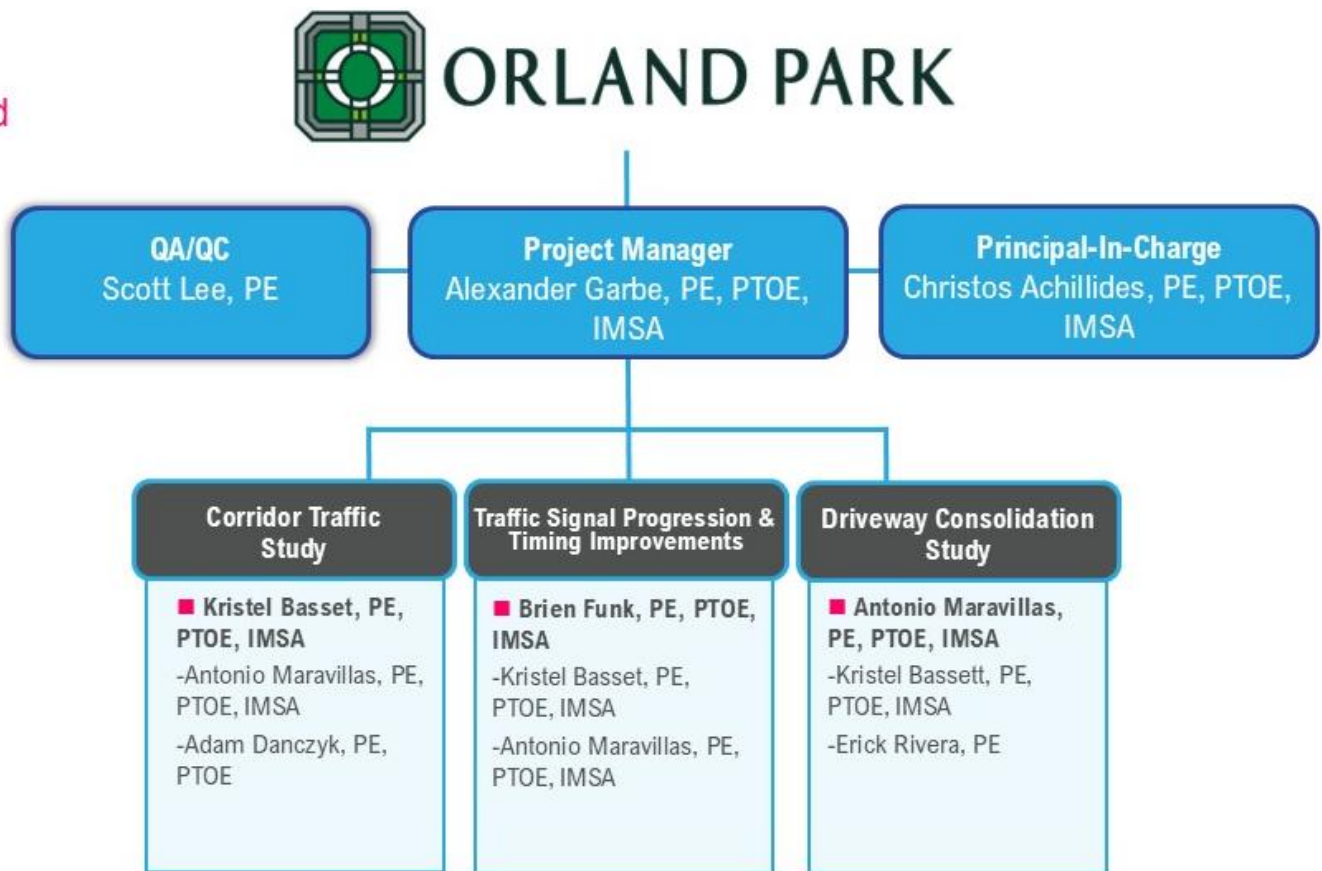
Erick has 11 years of experience in transportation planning, design projects, construction services, and risk engineering for a multitude of projects, including highways, bridges, transit, airport and facilities. His work includes a variety of QA/QC duties, project management and traffic engineering services for Chicago DOT, Illinois DOT, and related detailed traffic behavior work for O'Hare Airport. The work includes overarching transportation asset management, including ITS asset integration and performance management. His experience also entails plan review and project coordination with utility companies, local agencies, and state organizations.

Iteris' proposed team organization is provided in **Figure 1**.

Figure 1: Organizational Chart

KEY

■ Task Lead



PROJECT APPROACH

The Village of Orland Park has requested qualifications to provide professional engineering services for traffic improvements along LaGrange Road from 143rd Street to 167th Street and along 159th Street from 108th Street to 88th Avenue. This proposal focuses on Iteris' core areas of expertise – Transportation Planning, Traffic Engineering, and ITS. The Village will require the expertise of skilled transportation engineering professionals best suited to successfully complete a variety of projects. Iteris team members possess the required expertise and availability to achieve success for the Village.

PROJECT UNDERSTANDING

Iteris understands that the purpose of these traffic studies is to enhance vehicular and pedestrian safety, improve traffic flow, reduce congestion, and optimize overall transportation operations and mobility. These efforts will support the Village of Orland Park's continued growth as a vibrant, safe, and attractive community in which to live, visit, shop, and work. The findings and recommendations from these studies will be implemented by the Village in a planned, phased approach. While individual improvements may yield incremental benefits, the combined effect of these enhancements is expected to significantly improve the performance of the Village's transportation network.

The goal of these studies is to identify targeted corridor and intersection improvements that improve safety and efficiency for all users. Key strategies include optimizing signal timing to reduce delay, upgrading crosswalks to enhance pedestrian protection, and modernizing equipment to improve reliability and maintenance. Establishing consistent design and operational standards throughout the corridor will further reduce complexity and support safer roadways.

SCOPE OF WORK – TECHNICAL APPROACH

Iteris will deliver a practical, implementation-focused program that advances the Village's corridor operations, traffic signal timing, and access management objectives. Our approach is structured to ensure that each study element is developed with a clear understanding of existing conditions, stakeholder priorities, operational needs, and implementation constraints. We will combine field investigations, traffic engineering analysis, agency coordination, and phased improvement planning to produce recommendations that are technically sound and ready for deployment.

Our work will be organized around five core tasks: **(1) project management and coordination, (2) existing conditions data collection and field review, (3) technical analysis and alternatives development, (4) implementation planning and grant support, and (5) final documentation and agency-ready deliverables.** This task structure allows Iteris to efficiently manage the overall effort while ensuring that each of the three required study elements—Corridor Traffic Study, Traffic Signal Progression and Timing Improvements, and Driveway Consolidation Study—is completed in a consistent manner.

Task 1. Project Management and Coordination

Iteris will initiate the project with a kick-off meeting with the Village to confirm study goals, corridor limits, key issues, communication protocols, agency roles, available background information, and the overall project schedule. Following project initiation, we will lead and manage regular coordination and progress meetings at appropriate intervals throughout the duration of the study. These meetings will be used to review progress, present preliminary findings, discuss emerging issues, confirm next steps, and identify any decisions or actions needed from the Village to maintain schedule and momentum.

Iteris will prepare and distribute agendas in advance of each meeting and provide meeting summaries documenting discussion points, action items, responsibilities, and next steps. In addition to Village coordination, we will communicate and coordinate with IDOT, CCDOTH, and other stakeholders as needed to support data collection, technical review, approval of recommendations, and implementation readiness. We will also coordinate closely with the Village's traffic signal maintenance provider, Meade, for any traffic signal system maintenance considerations that may influence recommendations.

Task 2. Data Collection and Existing Conditions Assessment

A strong technical foundation begins with a thorough understanding of existing conditions. Iteris will identify, collect, and review all traffic and non-traffic data needed to complete the three study elements. Data collection will be tailored to the study corridors and intersections and will include turning movement counts, approach volumes, travel time runs, queue observations, pedestrian and bicycle activity, crash history, roadway geometry, access and driveway conditions, and field observations of traffic operations and safety concerns. In addition, Iteris has remote access to IDOT's Centracs system through the current monitoring contract and can obtain traffic signal timing plans, controller settings, and phasing and coordination for each signal.

Our team will conduct field investigations and site verifications to confirm operating conditions, obtain controller and cabinet data, equipment inventories, and communications information, identify deficiencies not evident in record data, and document geometric, operational, access, pedestrian, and equipment-related issues. These field reviews will allow us to verify lane use, storage adequacy, signal operations, pedestrian accommodations, signing and pavement markings, driveway activity, sight distance considerations, and corridor consistency. Existing conditions will be synthesized into a corridor-specific assessment that identifies operational bottlenecks (utilizing probe-based 24/7 vehicle data from Iteris ClearGuide platform), safety concerns, equipment deficiencies, spacing issues, and other factors contributing to delay, inefficiency, and user conflict.

Task 3. Technical Analysis

i. Corridor Traffic Study

For the Corridor Traffic Study, Iteris will evaluate current and future traffic conditions and identify practical, implementable improvements that enhance vehicular operations, pedestrian safety, and accessibility. We will assess corridor performance at the study intersections and along the corridor as a whole to identify congestion points, operational deficiencies, multimodal safety concerns, and opportunities to improve progression, intersection efficiency, and user experience. Future conditions analyses will be also developed using CMAP's available data to assess how traffic patterns and operational needs may evolve over time.

Based on this assessment, Iteris will develop and evaluate improvement concepts that may include geometric modifications, signal timing and phasing changes, pedestrian crossing enhancements, access management measures, signing and pavement marking improvements, and other corridor-level strategies. Recommendations will be screened with consideration for effectiveness, constructability, cost, operational benefit, safety benefit, right-of-way implications, and ease of implementation. The final corridor study will present recommended improvements in a phased implementation plan, supported by separate Opinions of Probable Construction Cost for each improvement element and phase.

ii. Traffic Signal Progression and Timing Improvements

Iteris will develop optimized traffic signal timing and coordination plans for all signalized intersections within the Village, including both coordinated corridors and isolated intersections. Our signal optimization approach will begin with a review of existing timing plans, phasing sequences, controller settings, detection configurations, coordination patterns, communication capabilities, maintenance considerations, and agency-specific operational requirements. Existing travel patterns, platoon progression opportunities, queueing conditions, side street delay, pedestrian needs, school or special-event influences, and off-peak operating conditions will also be considered.

Using the collected data and field observations, Iteris will develop recommended timing plans that improve progression, reduce stops and delay, enhance reliability, and support balanced operations for all users. Recommendations will include optimized cycle lengths, splits, offsets, time-of-day coordination plans, phasing adjustments, clearance intervals, recall settings, and detector-related improvements, as appropriate. We will coordinate these recommendations with the Village, IDOT, CCDOTH, and Meade to ensure that all final timing plans are consistent with jurisdictional requirements and can be directly implemented by signal contractors. What differentiates Iteris from other firms is our ability to implement these signal timing improvements into the signal controllers. Our IMSA-certified, local SCAT engineers will be in the field during implementation and will coordinate field visits with the Village staff to review signal timings. We will also be available post-implementation to adjust timings and respond to customer service calls to ensure the optimized timings operate efficiently in the field, and not just in the software. Iteris will also create a TRP for each studied corridor based on volume and occupancy settings and will submit a final report that documents the measures of effectiveness and the benefit-to-cost ratio in a format suitable for review and approval by IDOT. As a value-added option to the Village, Iteris will provide continuous signal system and traffic operations monitoring through our ClearGuide platform to ensure sustainability of the implemented timings over time.

iii. Driveway Consolidation Study

For the Driveway Consolidation Study, Iteris will evaluate existing driveway patterns, spacing, access function, adjacent land uses, operational issues, and safety considerations along the identified corridors. The study will assess how existing driveway frequency and placement affect corridor efficiency, traffic operations, conflict points, and pedestrian activity. This evaluation will include a review of driveway usage, proximity to intersections, impacts on turning movements and queue operations, access redundancy, and opportunities to improve access management while maintaining reasonable property access.

Based on this review, Iteris will develop a comprehensive driveway consolidation strategy identifying opportunities for consolidation, elimination, relocation, and shared access improvements. Recommendations will be prepared with sensitivity to adjacent development patterns, parcel access needs, roadway conditions, and implementation feasibility. Iteris will coordinate proposed access management concepts with the Village and IDOT, as required, to confirm technical acceptability and implementation considerations. The final study will provide a phased strategy that prioritizes improvements based on benefit, feasibility, and coordination requirements, along with separate Opinions of Probable Construction Cost for implementation.

Task 4. Implementation Planning and Grant Support

i. Alternatives Evaluation and Implementation Planning

Across all three studies, Iteris will emphasize actionable recommendations rather than conceptual findings alone. Improvement options will be developed and screened through a practical evaluation process that considers traffic operations, safety, multimodal accommodation, maintenance, consistency, cost, agency coordination needs, and implementation complexity. This process will allow the Village to understand not only what improvements are recommended, but also how they should be prioritized and what steps are needed to move them forward.

For each study element, Iteris will prepare separate Opinions of Probable Construction Cost that clearly identify anticipated costs by improvement type and implementation phase. We will structure recommendations into near-term, mid-term, and longer-term actions, as appropriate, to give the Village a clear roadmap for implementation. This phased approach will support funding strategy development, capital planning, and efficient incorporation of improvements into future Village and agency projects.

ii. Grant Funding Support

To support implementation of the study recommendations, Iteris will prepare and submit applications for at least three Federal and/or State grant opportunities on behalf of the Village. Our team will work with the Village to identify candidate funding programs that best align with the recommended improvements, schedule, and project readiness. We will develop the technical narratives, supporting documentation, cost information, benefit descriptions, and related materials needed to assemble competitive applications.

Our grant support will be closely tied to the study findings and phased implementation plans so that the Village can directly leverage the completed studies to pursue funding for priority recommendations. This integrated approach ensures that the technical work products are not only useful for planning purposes, but also positioned to advance implementation.

iii. Public and Village Leadership Coordination

Iteris will conduct one in-person coordination meeting with Village administration and elected officials, which may occur as part of a Committee of the Whole or Board of Trustees meeting. The purpose of this meeting will be to present the study process, key findings, recommended improvements, and implementation considerations in a clear and decision-oriented format. We will tailor presentation materials to communicate technical findings effectively to both technical and non-technical audiences and will be prepared to respond to questions.

Task 5. Deliverables and Final Documentation

Deliverables will be developed to support efficient Village and agency review and will clearly distinguish the requirements and recommendations associated with each of the three studies.

Final deliverables will include:

- **A Corridor Traffic Study** documenting existing and future traffic concerns, recommended improvements, phased implementation strategy, and separate Opinions of Probable Construction Cost.
- **Traffic Signal Progression and Timing Improvement Plans** for all applicable signalized intersections, including final implementation-ready timing plans coordinated with the Village, IDOT, and CCDOTH and implemented at the study corridors. A final report that documents the analysis and measures of effectiveness will also be developed.
- **A Driveway Consolidation Study** presenting a comprehensive access management strategy, phased recommendations, and separate Opinions of Probable Construction Cost.
- Supporting technical memoranda, meeting documentation, presentation materials, and grant application packages, as required.

PROJECT CHALLENGES

ANTICIPATED PROJECT CHALLENGES

Iteris recognizes that this assignment combines three distinct studies—a corridor traffic study, a traffic signal progression and timing initiative, and a driveway consolidation study. While each task has its own technical requirements, the study elements see overlapping challenge areas. Iteris' approach is grounded in proactive coordination, technical rigor, practical engineering judgment, and a clear focus on recommendations that can be implemented by the Village and partner agencies.

1. Multi-Agency Coordination and Implementation Alignment

One of the most significant anticipated challenges will be coordinating effectively with multiple agencies and stakeholders throughout the duration of the project. In addition to close collaboration with the Village, successful completion of the work will require coordination with the IDOT, CCDOTH, and Meade, which supports the Village's signal maintenance and management activities. Each entity brings its own review procedures, operational priorities, jurisdictional responsibilities, and implementation constraints.

This challenge is especially important because the Village is seeking recommendations that are not merely conceptual, but implementation ready. Signal timing improvements must be developed in a format that can be reviewed and approved by the responsible agencies. Similarly, recommendations associated with corridor operations, pedestrian accommodations, access management, and phased capital improvements must be prepared with a clear understanding of agency standards, permit requirements, and practical implementation pathways.

Iteris will address this challenge through early and ongoing coordination, routine progress meetings, and direct engagement with Village staff, Meade, IDOT, and CCDOTH at key milestones. This approach will allow Iteris to confirm expectations early, identify review considerations before recommendations are finalized, and maintain alignment between technical findings and implementation requirements throughout the study.

2. Systemwide Signal Coordination Within the Eagle 3H Network

A particularly important challenge within this assignment is the systemwide nature of signal coordination along the study corridors. While the study identifies **12 signals on La Grange Road** and **9 signals on 159th Street**, these intersections are not operationally isolated. Rather, they are part of a broader **Eagle 3H system consisting of 30 interconnected signals**, and IDOT must maintain coordination for the full signal system—not just a limited subset of intersections included in the study scope.

This creates a significant operational and implementation challenge. Evaluating only the signals identified in the immediate corridor study area may be sufficient to identify localized deficiencies, but it may not be enough to support optimized coordination if upstream and downstream system influences are not also considered. Signal offsets, platoon progression, queue interactions, and time-based coordination decisions often depend on how the entire system functions together. Timing changes developed for only a portion of the Eagle 3H network could create unintended inefficiencies elsewhere if not reviewed in the context of the full system.

The full **30-signal Eagle 3H system** includes the following intersections:

- | | |
|--|---|
| 1. US 45 (La Grange Rd) & 171st St | 16. IL 7 (143rd St) & 108th St |
| 2. US 45 (La Grange Rd) & 167th St | 17. IL 7 (143rd St) & West Ave |
| 3. US 45 (La Grange Rd) & 163rd St | 18. IL 7 (143rd St) & IL 7 (Southwest Hwy)/Union St |
| 4. US 45 (La Grange Rd) & US 6 (159th St) | 19. 143rd St & Ravinia Ave |
| 5. US 45 (La Grange Rd) & 158th Pl/Lakeview Plaza | 20. 143rd St & 95th Ave |
| 6. US 45 (La Grange Rd) & 156th St | 21. 143rd St & John Humphrey Dr |
| 7. US 45 (La Grange Rd) & 154th Pl/Darvin Entrance | 22. US 6 (159th St) & 94th Ave |
| 8. US 45 (La Grange Rd) & 153rd St | 23. US 6 (159th St) & Jewel/Orland Towne Center |
| 9. US 45 (La Grange Rd) & 151st St | 24. US 6 (159th St) & 91st Ave/Parkhill Dr |
| 10. US 45 (La Grange Rd) & 149th St | 25. US 6 (159th St) & 88th Ave |
| 11. US 45 (La Grange Rd) & 147th St | 26. US 6 (159th St) & 84th Ave |
| 12. US 45 (La Grange Rd) & 144th Pl | 27. US 6 (159th St) & 80th Ave |
| 13. US 45 (La Grange Rd) & 143rd St | 28. US 6 (159th St) & 76th Ave |
| 14. US 45 (La Grange Rd) & 142nd St | 29. 94th Ave & Boardwalk Ln |
| 15. IL 7 (143rd St) & IL 7 (Wolf Rd) | 30. IL 7 (143rd St) & 108th St |

Iteris views this as both a challenge and an opportunity. Because Iteris currently maintains an **active signal coordination and timing contract with IDOT and an active Traffic Engineering contract with CCDOTH**, our team is well positioned to identify where system-level operational deficiencies extend beyond the immediate study limits and to discuss with IDOT and CCDOTH the potential for a follow-on work order to re-optimize the full Eagle 3H system. We recently went through a similar project in the Village of Glenview, which had similar coordination requirements with IDOT and CCDOTH that the Village requires. This allows us to anticipate any potential disagreeable points, allowing signal optimization across the Village to be done in a manner that will get quick buy-in. Additionally, we have real-time awareness of what signal timing plans are operating in the field for IDOT, information we can gather quickly through our existing traffic signal monitoring contract. This will help minimize the time required to gather traffic signal timing data from this agency. Therefore, both agencies may view this signal optimization effort favorably because much of the foundational work, including traffic counts, field observations, and Synchro modeling, will already have been completed as part of this study by Iteris, a trusted signal timing advisor, thereby reducing overall cost and streamlining future implementation.

In addition, Iteris will use **Iteris ClearGuide** to assess existing corridor and system performance, including travel time reliability, progression quality, recurring congestion patterns, and before-and-after corridor conditions associated with optimized timing plans. This capability will strengthen both the technical basis for identifying deficiencies and the Village's ability to demonstrate measurable benefits following implementation.

3. Evaluation of Additional Nearby Village Signals and Interconnect Opportunities

In addition to the 30 signals within the Eagle 3H system, the Village maintains **an additional 10 nearby signals** in the vicinity of the La Grange Road corridor that may also warrant evaluation as part of a broader operational strategy. While these signals may fall outside the immediate study corridors, they may still influence route choice, local progression, and diversion patterns, and they represent an important part of the Village's broader traffic operations network.

This presents another important challenge: the need to look beyond corridor-specific timing optimization and consider how Village-operated signals can function more efficiently in coordination with IDOT and CCDOTH systems. If these nearby Village signals are not adequately coordinated with surrounding jurisdictional systems, the Village may experience inconsistent travel times, less reliable progression, and reduced system resiliency. Conversely, if the Village's signals are integrated more effectively with surrounding arterial operations, the overall network can function more consistently and provide greater benefit to all roadway users.

To address this challenge, Iteris will not only evaluate these additional Village signals from an operational standpoint, but will also work with the Village to identify potential opportunities to tie these signals into a traffic signal interconnect. This effort may include evaluation of **fiber optic communications, wireless radio**, and/or **cellular communications** as viable technologies for linking Village signals. A coordinated interconnect program could provide a significant long-term operational benefit by allowing Village-maintained signals to run more efficiently in concert with nearby IDOT and CCDOTH signals, thereby enhancing travel time reliability, operational consistency, and safety for all roadway users.

4. Existing Conditions Data, Validation, and Representative Operations

Another major challenge will be developing a complete and reliable understanding of existing conditions across all study elements. The scope anticipates collection and review of traffic volumes, turning movement counts, travel times, queue observations, crash history, pedestrian and bicycle activity, traffic signal timing plans, and signal controller and equipment-related information. This breadth is necessary to support sound technical analysis; however, it also creates complexity.

Existing information may be maintained by multiple entities, may vary in quality or format, or may not fully reflect current field conditions. Timing plans may differ from actual operation. Available count data may not capture current traffic patterns. Detection issues, cabinet conditions, or communication limitations may influence operations in ways that are not apparent from existing records alone. In addition, traffic conditions themselves can be highly variable depending on time of day, school schedules, weather, nearby construction activity, seasonal travel patterns, and special events.

To address this challenge, Iteris will combine comprehensive field investigations, conducted by experienced, IMSA-certified, local staff with knowledge and experience in traffic signal coordination studies, with agency coordination and advanced performance analytics. Iteris stands apart as a consultancy because, in addition to offering professional engineering services, our firm operates an in-house traffic data analytics platform called ClearGuide. **Iteris ClearGuide** currently monitors all roadways within the Village, utilizing probe-based vehicle data to create travel times, speeds, delay estimates, and other high-level signal performance measures. While ground-based data collection is necessary for capturing fine details, coupling this with ClearGuide data allows us to determine if there is any bias in the reported data, such as if the data is collected on an outlier day. ClearGuide operates 24/7, 365 days a year, allowing us a full picture of the operations along these corridors.

Iteris will use ClearGuide big data analytics to evaluate existing corridor performance, assess travel time reliability, identify recurring congestion and bottleneck conditions, and help confirm operational trends along the study corridors. ClearGuide will supplement traditional traffic engineering data by providing corridor-level insight into how the system performs over time, which will strengthen the existing conditions assessment and help focus field review and technical analysis on the locations and time periods of greatest concern.

5. Access Management and Driveway Consolidation Sensitivities

The driveway consolidation study introduces another important implementation challenge. Access management can provide substantial benefits by reducing conflict points, improving progression, and supporting more predictable corridor operations. However, driveway recommendations can also be sensitive because they directly affect property access, internal circulation, and site operations.

Some driveways may be redundant from a spacing or safety standpoint while still serving important operational needs for adjacent parcels. Others may be strong candidates for consolidation but difficult to implement immediately due to parcel configuration, property ownership, site circulation patterns, or the absence of shared access opportunities. As a result, the challenge is not simply identifying where consolidation is desirable, but developing a strategy that is technically sound, context-sensitive, and realistic to implement over time.

Iteris will approach this task with an understanding that access management is often most successful when structured as a phased and flexible strategy. Recommendations will therefore distinguish between near-term opportunities and longer-term improvements that may be advanced through redevelopment, corridor reconstruction, or future capital projects.

6. Grant Application Competitiveness

Grant applications are won by delivering two things: a strong story about “why” the funding is necessary, and “how” the funding will be used to target a specific grant-oriented challenge. The grant narrative and documentation requires special skills to ensure that project benefits are tailored correctly to the funding program criteria; most often, unsuccessful grant applications are the result of not closely targeting these specific criteria. Competition for State and Federal funds is high, and applications must be strategically crafted to maximize scoring potential. This is particularly true on a corridor traffic study, where proposed solutions and their benefits can vary dramatically.

As noted earlier, Iteris operates a national grants group that, through decades of grant application preparation and award, have the skills to develop winning grant proposals. These planners and engineers are familiar with the grant nuances and requirements necessary to create a compelling award and have successfully won over \$100M in new funding for agencies across the country over recent years. Most recently, Iteris helped the City of Joliet put together a CMAQ funding request for their traffic signal interconnect system, a successful award that allowed the City to expand its central traffic management system to parts of the City that needed signal upgrades.



PROPOSED FEES

This section provides proposed fees for this proposal. The following subsections provide separate detailed professional fees and level of effort estimates for each individual study, as requested, which clearly identifies labor hours by staff classification, direct costs, assumptions, and total costs associated with each study.

Noting that the Village's intent and preference is to award all three study components to a single firm, Iteris is also providing a complete cost proposal that imagines if all three studies were led under the same effort. Combining all three studies provides the Village with cost efficiencies across the Project Management, Data Collection, and Implementation tasks by capturing synergies between the studies. For example, traffic data collection done for the Corridor Traffic Study will also be used for the Traffic Signal Progression and Timing Improvements, requiring only a single data collection effort for that element rather than two that saves on cost.

TASKS		ITERIS										TOTAL HOURS	TOTAL COST
		Alexander Garbe, PE, PTOE, IMSA Project Manager	Brien Funk, PE, PTOE, IMSA Task Leader	Kristel Bassett, PE, PTOE, IMSA Task Leader	Antonio Maravillas, PE, PTOE, IMSA Task Leader	Christos Achilides, PE, PTOE, IMSA Principal-in-Charge, QA/QC	Scott Lee, PE, PTOE, IMSA Senior Advisor, QA/QC	Adam Danczyk, PE, PTOE Technical Support	Erick Rivera, PE Technical Support	Hasti Mehta Assistant Engineer	Ed Spencer Accounting		
		\$ 275	\$250	\$200	\$150	\$305	\$325	\$260	\$210	\$130	\$130		
Task 1	Project Management and Coordination	15	5	5	5	5	2	0	0	0	5	42	\$ 9,950
	Project Kickoff Meeting/Other meetings	10	5	5	5	5						30	\$ 7,275
	Admin/QA/QC	5					2				5	12	\$ 2,675
Task 2	Data Collection and Existing Conditions Assessment	1	1	15	36	1	0	0	0	44	0	98	\$ 14,950
	Traffic Counts (Iteris field work)	1	1	15	36	1				44		98	\$ 14,950
Task 3	Technical Analysis	14	60	85	130	12	6	10	5	33	0	355	\$ 68,900
	Corridor Study	5	5	45	40	5	2	10		20		132	\$ 25,000
	SCAT Study	5	40	20	50	5	2			5		127	\$ 25,700
	Driveway Analysis	4	15	20	40	2	2		5	8		96	\$ 18,200
Task 4	Implementation Planning and Grant Support	10	10	10	5	5	5	20	0	10	0	75	\$ 17,650
	Develop Phases of Implementation	10	10	10	5	5	5	20		10		75	\$ 17,650
Task 5	Deliverables and Final Documentation	4	4	15	20	2	2	0	0	8	0	55	\$ 10,400
		4	4	15	20	2	2			8		55	\$ 10,400
		44	80	130	196	25	15	30	5	95	5	625	\$ 121,850
	Total Traffic Counts (external processing)/Iteris ClearGuide												\$ 7,050
	ODCs (Travel, expenses, etc.)												\$ 850
	PROJECT TOTAL												\$ 129,750

The breakdown of effort if done study-by-study, independently, is provided in the following sections.

CORRIDOR TRAFFIC STUDY

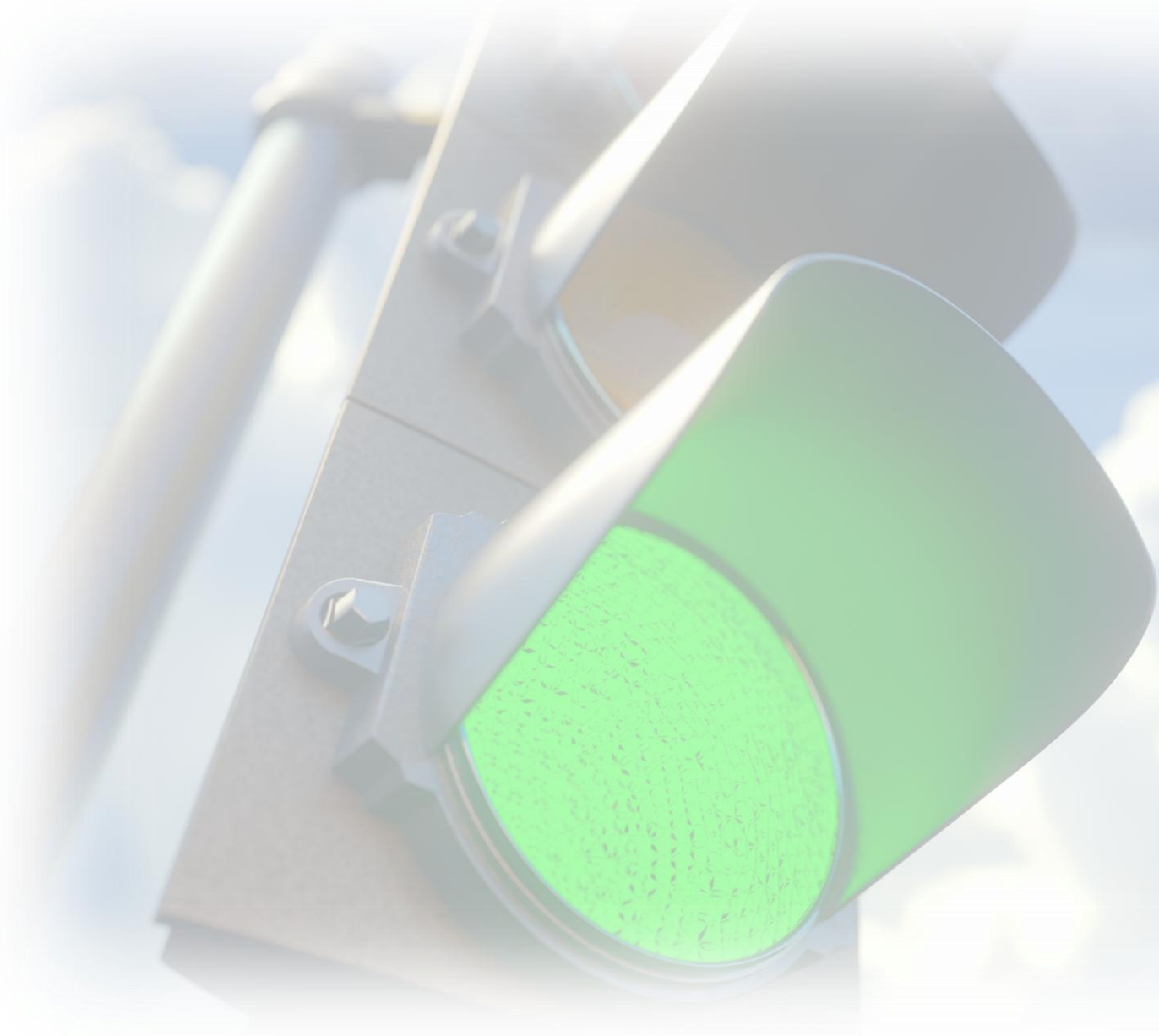
TASKS		ITERIS										TOTAL HOURS	TOTAL COST
		Alexander Garbe, PE, PTOE, IMSA Project Manager	Brien Funk, PE, PTOE, IMSA Task Leader	Kristel Bassett, PE, PTOE, IMSA Task Leader	Antonio Maravillas, PE, PTOE, IMSA Task Leader	Christos Achilides, PE, PTOE, IMSA Principal-in-Charge, QA/QC	Scott Lee, PE, PTOE, IMSA Senior Advisor, QA/QC	Adam Danczyk, PE, PTOE Technical Support	Erick Rivera, PE Technical Support	Hasti Mehta Assistant Engineer	Ed Spencer Accounting		
		\$ 275	\$250	\$200	\$150	\$305	\$325	\$260	\$210	\$130	\$130		
Task 1	Project Management and Coordination	10	0	4	0	2	2	0	0	0	3	21	\$ 5,200
	Project Kickoff Meeting/Other meetings	6		4		2						12	\$ 3,060
	Admin/QA/QC	4					2				3	9	\$ 2,140
Task 2	Data Collection and Existing Conditions Assessment	1	1	15	36	1	0	0	0	44	0	98	\$ 14,950
	Traffic Counts (Iteris field work)	1	1	15	36	1				44		98	\$ 14,950
Task 3	Technical Analysis	5	5	45	40	5	2	10	0	20	0	132	\$ 25,000
	Corridor Study	5	5	45	40	5	2	10		20		132	\$ 25,000
	SCAT Study											0	\$ -
	Driveway Analysis											0	\$ -
Task 4	Implementation Planning and Grant Support	5	0	10	5	5	2	15	0	5	0	47	\$ 10,850
	Develop Phases of Implementation	5		10	5	5	2	15		5		47	\$ 10,850
Task 5	Deliverables and Final Documentation	2	2	10	10	1	1	0	0	4	0	30	\$ 5,700
		2	2	10	10	1	1			4		30	\$ 5,700
		23	8	84	91	14	7	25	0	73	3	328	\$ 61,700
	Total Traffic Counts (external processing)/Iteris ClearGuide												\$ 7,050
	ODCs (Travel, expenses, etc.)												\$ 850
	PROJECT TOTAL												\$ 69,600

TASKS		ITERIS											TOTAL HOURS	TOTAL COST
		Alexander Garbe, PE, PTOE, IMSA Project Manager	Brien Funk, PE, PTOE, IMSA Task Leader	Kristel Bassett, PE, PTOE, IMSA Task Leader	Antonio Maravillas, PE, PTOE, IMSA Task Leader	Christos Achillides, PE, PTOE, IMSA Principal-In-Charge, QA/QC	Scott Lee, PE, PTOE, IMSA Senior Advisor, QA/QC	Adam Danczyk, PE, PTOE Technical Support	Erick Rivera, PE Technical Support	Hasti Mehta Assistant Engineer	Ed Spencer Accounting			
		\$ 275	\$250	\$200	\$150	\$305	\$325	\$260	\$210	\$130	\$130			
Task 1	Project Management and Coordination	10	4	2	0	2	2	0	0	0	3	23	\$ 5,800	
	Project Kickoff Meeting/Other meetings	6	4	2		2						14	\$ 3,660	
	Admin/QAQC	4					2				3	9	\$ 2,140	
Task 2	Data Collection and Existing Conditions Assessment	1	1	15	36	1	0	0	0	44	0	98	\$ 14,950	
	Traffic Counts (Iteris field work)	1	1	15	36	1				44		98	\$ 14,950	
Task 3	Technical Analysis	5	40	20	50	5	2	0	0	5	0	127	\$ 25,700	
	Corridor Study											0	\$ -	
	SCAT Study	5	40	20	50	5	2			5		127	\$ 25,700	
	Driveway Analysis											0	\$ -	
Task 4	Implementation Planning and Grant Support	5	2	8	0	5	2	10	0	5	0	37	\$ 8,900	
	Develop Phases of Implementation	5	2	8		5	2	10		5		37	\$ 8,900	
Task 5	Deliverables and Final Documentation	2	2	10	15	1	1	0	0	4	0	35	\$ 6,450	
		2	2	10	15	1	1			4		35	\$ 6,450	
		23	49	55	101	14	7	10	0	58	3	320	\$ 61,800	
		Total Traffic Counts (external processing)/Iteris ClearGuide											\$ 7,050	
		ODCs (Travel, expenses,etc.)											\$ 850	
		PROJECT TOTAL											\$ 69,700	

TASKS		ITERIS										TOTAL HOURS	TOTAL COST
		Alexander Garbe, PE, PTOE, IMSA Project Manager	Brien Funk, PE, PTOE, IMSA Task Leader	Kristel Bassett, PE, PTOE, IMSA Task Leader	Antonio Maravillas, PE, PTOE, IMSA Task Leader	Christos Achillides, PE, PTOE, IMSA Principal-In-Charge, QA/QC	Scott Lee, PE, PTOE, IMSA Senior Advisor, QA/QC	Adam Danczyk, PE, PTOE Technical Support	Erick Rivera, PE Technical Support	Hasti Mehta Assistant Engineer	Ed Spencer Accounting		
		\$ 275	\$250	\$200	\$150	\$305	\$325	\$260	\$210	\$130	\$130		
Task 1	Project Management and Coordination	10	0	2	5	2	2	0	0	0	3	24	\$ 5,550
	Project Kickoff Meeting/Other meetings	6		2	5	2						15	\$ 3,410
	Admin/QAQC	4					2				3	9	\$ 2,140
Task 2	Data Collection and Existing Conditions Assessment	1	1	15	36	1	0	0	0	44	0	98	\$ 14,950
	Traffic Counts (Iteris field work)	1	1	15	36	1				44		98	\$ 14,950
Task 3	Technical Analysis	4	15	20	40	2	2	0	5	8	0	96	\$ 18,200
	Corridor Study											0	\$ -
	SCAT Study											0	\$ -
	Driveway Analysis	4	15	20	40	2	2		5	8		96	\$ 18,200
Task 4	Implementation Planning and Grant Support	5	0	2	8	5	2	10	0	5	0	37	\$ 8,400
	Develop Phases of Implementation	5		2	8	5	2	10		5		37	\$ 8,400
Task 5	Deliverables and Final Documentation	2	2	5	10	1	1	0	0	4	0	25	\$ 4,700
		2	2	5	10	1	1			4		25	\$ 4,700
		22	18	44	99	11	7	10	5	61	3	280	\$ 51,800
		Total Traffic Counts (external processing)/Iteris ClearGuide										\$ 7,050	
		ODCs (Travel, expenses,etc.)										\$ 850	
		PROJECT TOTAL										\$ 59,700	

REQUIRED FORMS

- Proposal Summary Sheet
- Certificate of Compliance
- References
- Insurance Requirements
- Business Relationship Disclosure Form



Traffic Improvement Studies

E-Mail address: cdh@iteris.com

\$129,750 for all studies done together,
otherwise \$199,000 total if done
separately (\$69,600 for Corridor Study,
\$69,700 for Signal Timing Study, \$59,700
for Driveway Consolidation Study

\$

Title: Regional Vice President, Iteris, Inc. Date: June 29, 2026

 ORLAND PARK
CERTIFICATE OF COMPLIANCE

The undersigned Clifford D. Heise, as Regional Vice President
(Enter Name of Person Making Certification) (Enter Title of Person Making Certification)

and on behalf of Iteris, 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.#: 95-2588496
(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 Delaware July 13, 1987
(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

Clifford D. Heise

Name of Authorized Officer

Regional Vice President, Iteris, Inc.

Title

June 29, 2026

Date

REFERENCES

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

Proposer's Name: Iteris, Inc.

(Enter Name of Business Organization)

- | | |
|-----------------|--|
| 1. ORGANIZATION | <u>Illinois Department of Transportation</u> |
| ADDRESS | <u>Hanley Building, 2300 S. Dirksen Parkway, Springfield, IL 62764</u> |
| PHONE NUMBER | <u>(217) 782-2076</u> |
| CONTACT PERSON | <u>Kyle Armstrong</u> |
| YEAR OF PROJECT | <u>2025-Ongoing</u> |
| | |
| 2. ORGANIZATION | <u>Cook County Department of Transportation and Highways</u> |
| ADDRESS | <u>69 W. Washington Street, Suite 2300, Chicago, IL 60602</u> |
| PHONE NUMBER | <u>(312) 603-1654</u> |
| CONTACT PERSON | <u>Brian Roberts</u> |
| YEAR OF PROJECT | <u>2018-Ongoing</u> |
| | |
| 3. ORGANIZATION | <u>Kane County Department of Transportation</u> |
| ADDRESS | <u>41W011 Burlington Road, St. Charles, IL 60175</u> |
| PHONE NUMBER | <u>(630) 208-3139</u> |
| CONTACT PERSON | <u>Phoebe Wu</u> |
| YEAR OF PROJECT | <u>2022-Ongoing</u> |



ORLAND PARK

INSURANCE REQUIREMENTS

Please sign and provide a policy Specimen Certificate of Insurance showing current coverages.

If awarded the contract, all Required Policy Endorsements noted in the left column in **red bold** type **MUST** be provided.

Standard Insurance Requirements	Please provide the following coverage if box is checked.
<u>WORKERS' COMPENSATION & EMPLOYER LIABILITY</u> 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 <u>AUTOMOBILE LIABILITY</u> (ISO Form CA 0001) \$1,000,000 – Combined Single Limit Per Occurrence Bodily Injury & Property Damage. Applicable for All Company Vehicles. <u>GENERAL LIABILITY</u> (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 <u>ADDITIONAL INSURED ENDORSEMENTS:</u> <i>(Not applicable for Goods Only Purchases)</i> ISO CG 20 10 or CG 20 26 (or Equivalent) Commercial General Liability Coverage CG 20 01 Primary & Non-Contributory (or Equivalent) The Village must be named as the Primary Non-Contributory which makes the Village a priority and collects off the policy prior to any other claimants. Blanket General Liability Waiver of Subrogation - Village of Orland Park A provision that prohibits an insurer from pursuing a third party to recover damages for covered losses.	<u>LIABILITY UMBRELLA</u> (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 <u>PROFESSIONAL LIABILITY</u> ☒ \$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 ☐ <u>BUILDERS RISK</u> Completed Property Full Replacement Cost Limits – Structures under construction ☐ <u>ENVIRONMENTAL IMPAIRMENT/POLLUTION LIABILITY</u> \$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 ☐ <u>CYBER LIABILITY</u> \$1,000,000 Limit per Data Breach for liability, notification, response, credit monitoring service costs, and software/property damage ☐ CG 20 37 ADDITIONAL INSURED – Completed Operations (Provide only if box is checked)

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 29th DAY OF June, 20 26



Signature

Clifford D. Heise, Regional Vice President

Printed Name & Title

Authorized to execute agreements for:

Iteris, Inc.

Name of Company

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 Organization(s)	Location(s) Of Covered Operations
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.	

A. 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", "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(s) at the location(s) designated above.

However:

1. The insurance afforded to such additional insured only applies to the extent permitted by law; and
2. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

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.

- C. With respect to the insurance afforded to these additional insureds, the following is added to **Section III – Limits Of Insurance:**

If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement; or

2. Available under the applicable Limits of Insurance shown in the Declarations;
whichever is less.

This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.

SAMPLE

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, but only 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

performing operations for a principal as a part of the same project.

- C. With respect to the insurance afforded to these additional insureds, the following is added to **Section III – Limits Of Insurance**: The most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement you have entered into with the additional insured; or

2. Available under the applicable Limits of Insurance shown in the Declarations; whichever is less.

This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.

SAMPLE

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

PRIMARY AND NONCONTRIBUTORY – OTHER INSURANCE CONDITION

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART
PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE PART

The following is added to the **Other Insurance** Condition and supersedes any provision to the contrary:

Primary And Noncontributory Insurance

This insurance is primary to and will not seek contribution from any other insurance available to an additional insured under your policy provided that:

- (1) The additional insured is a Named Insured under such other insurance; and

- (2) You have agreed in writing in a contract or agreement that this insurance would be primary and would not seek contribution from any other insurance available to the additional insured.

SAMPLE

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".



CERTIFICATE OF LIABILITY INSURANCE

DATE(MM/DD/YYYY)
04/03/2026

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 Aon Risk Insurance Services West, Inc. Los Angeles CA Office 707 Wilshire Boulevard Suite 2600 Los Angeles CA 90017-0460 USA	CONTACT NAME: PHONE (A/C. No. Ext): (866) 283-7122 FAX (A/C. No.): (800) 363-0105 E-MAIL ADDRESS:														
INSURED Iteris, Inc. 1700 Carnegie Avenue Suite 100 Santa Ana CA 92705 USA	<table><tr><th>INSURER(S) AFFORDING COVERAGE</th><th>NAIC #</th></tr><tr><td>INSURER A: Valley Forge Insurance Co</td><td>20508</td></tr><tr><td>INSURER B: The Continental Insurance Company</td><td>35289</td></tr><tr><td>INSURER C: AIG Specialty Insurance Company</td><td>26883</td></tr><tr><td>INSURER D:</td><td></td></tr><tr><td>INSURER E:</td><td></td></tr><tr><td>INSURER F:</td><td></td></tr></table>	INSURER(S) AFFORDING COVERAGE	NAIC #	INSURER A: Valley Forge Insurance Co	20508	INSURER B: The Continental Insurance Company	35289	INSURER C: AIG Specialty Insurance Company	26883	INSURER D:		INSURER E:		INSURER F:	
INSURER(S) AFFORDING COVERAGE	NAIC #														
INSURER A: Valley Forge Insurance Co	20508														
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INSURER C: AIG Specialty Insurance Company	26883														
INSURER D:															
INSURER E:															
INSURER F:															

Holder Identifier :

COVERAGES**CERTIFICATE NUMBER:** 570119278342**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.

Limits shown are as requested

INSR LTR	TYPE OF INSURANCE	ADDL INSD	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:			8018834238	04/01/2026	04/01/2027	EACH OCCURRENCE \$1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$1,000,000 MED EXP (Any one person) \$15,000 PERSONAL & ADV INJURY \$1,000,000 GENERAL AGGREGATE \$2,000,000 PRODUCTS - COMP/OP AGG \$2,000,000
A	☒ AUTOMOBILE LIABILITY ☒ ANY AUTO ☐ OWNED AUTOS ONLY ☐ HIRED AUTOS ONLY ☐ SCHEDULED AUTOS ☐ NON-OWNED AUTOS ONLY			8018834790	04/01/2026	04/01/2027	COMBINED SINGLE LIMIT (Ea accident) \$1,000,000 BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)
B	☒ UMBRELLA LIAB ☒ EXCESS LIAB ☐ DED ☐ RETENTION			8018834742	04/01/2026	04/01/2027	EACH OCCURRENCE \$25,000,000 AGGREGATE \$25,000,000
B	☒ WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR / PARTNER / EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N ☒ N	N/A	8018835079 AOS 8018834966 CA	04/01/2026 04/01/2026	04/01/2027 04/01/2027	☒ 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	E&O - Technology			060789708 Claims Made SIR applies per policy terms & conditions	12/31/2025	12/31/2026	Tech/E&O & A&E E&O \$10,000,000 SIR \$294,078

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

CERTIFICATE HOLDER**CANCELLATION**

Iteris, Inc. (Basic) 1700 Carnegie Avenue, Suite 100 Santa Ana CA 92705-5551 USA	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 <i>Aon Risk Insurance Services West, Inc.</i>
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Certificate No : 570119278342



BUSINESS RELATIONSHIP DISCLOSURE FORM

Business Relationships. Pursuant to Village Code, all business relationships between vendors and Officials must be disclosed. Vendors and Officials shall complete this Business Relationship Disclosure Form when applicable. Failure to comply shall be considered a violation of the ordinance and can result in penalties.

For Vendors. Any vendor (Person or Entity) who has had any business relationship within the preceding ten years or reasonably expects such a relationship in the following twelve months with a current official or a past official during the preceding 10 years, where such relationship resulted in or is expected to result in financial benefit, shall disclose the following if the relationship entitled the current or past official to compensation, economic opportunity, or payment in excess of \$7,500 annually. A business relationship does not include a political contribution, otherwise duly reported as required by law.

For Officials. Any official who has had any business relationship within the preceding ten years or reasonably expects such a relationship in the following twelve months with a vendor, where such relationship has resulted in or is expected to result in financial benefit, shall disclose the following if the relationship entitled the official to compensation, economic opportunity, or payment in excess of \$7,500 annually. A business relationship does not include a political contribution, otherwise duly reported as required by law.

Submission of a disclosure does not disqualify a Vendor from consideration for a contract, grant, concession, land sale, lease or any other matters subject to the Village approval.

(1) Check applicable box ☒ Vendor (Person or **Entity**) ☐ Official

(2) For Vendor (Person or **Entity**)

☒ Vendor does not have a business relationship with any current Village of Orland Park Official or reasonably expect such a relationship in the following twelve months that entitled the Official to compensation, economic opportunity, or payment in excess of \$7,500 annually. See Appendix A for a listing of current Officials. (Please check the box if applicable and complete Certification section only.)

☒ Vendor did not have a business relationship with any past Village of Orland Park Official in the preceding ten (10) years that entitled the past Official to compensation, economic opportunity, or payment in excess of \$7,500 annually. See Appendix B for a listing of past Officials is included with this disclosure form. (Please check the box if applicable and complete Certification section only.)

(3) Please provide the name(s) of the Vendor(s) or Official(s) or related party.

NOT APPLICABLE

(4) What is the nature of the business relationship with the Vendor(s) or Official(s) or related party?

NOT APPLICABLE

NOT APPLICABLE

(5) Provide the date(s)[month/year] of engagement or expected engagement:

NOT APPLICABLE

(6) If the Vendor has been acquired or purchased within the preceding five (5) years:

a. The date(s) of acquisition of the Vendor: NOT APPLICABLE

b. The name(s) of the preceding Vendor, if changed: _____

Certification

The undersigned Clifford D. Heise, as Regional Vice President, and on
(Print Name of Person Making Disclosure) (Print Title of Person Making Certification)

behalf of Iteris, Inc., certifies the information supplied is true and accurate.
(Print Name of Vendor / Official)

Signature: 

Date: June 29, 2026

See Appendix A for the List of Current Officials

See Appendix B for the List of Officials for the Past Ten (10) Years

APPENDIX A – LIST OF CURRENT OFFICIALS (2025)

Mayor

James V. Dodge, Jr.

Trustees

William R. Healy

Cynthia Nelson Katsenes

Michael R. Milani

Dina M. Lawrence

John Lawler

Joanna M. Liotine Leafblad

Village Clerk

Mary Ryan Norwell

Village Manager

George Koczwar

Assistant Village Manager

Jim Culotta

Directors / Department Heads

Development Services - Steve Marciani

Engineering – Syed Khurshid Hoda

Finance – Christopher Frankenfield

Human Resources - Regina Earley

Information Technology – Tad Spencer

Police Department – Eric Rossi

Public Works – Joel Van Essen

Recreation and Parks – Ray Piattoni

APPENDIX B – LIST OF OFFICIALS FOR THE PAST TEN (10) YEARS

August 2024 – May 2025

Brian Gaspdo, Village Clerk

May 2021 – May 2025

Keith Pekau, Mayor
William Healy, Trustee
Cynthia Nelson Katsenes, Trustee
Michael R. Milani, Trustee
Sean Kampas, Trustee
Brian J. Riordan, Trustee
Joni J. Radaszewski, Trustee

May 2021 – August 2024

Patrick O'Sullivan, Village Clerk

May 2019

Keith Pekau, Mayor
Kathleen M. Fenton, Trustee
James V. Dodge, Trustee
Daniel T. Calandriello, Trustee
William R. Healy, Trustee
Cynthia Nelson Katsenes, Trustee
Michael R. Milani, Trustee

May 2017

Keith Pekau, Mayor
(No change in Trustees)

2015 – April 2017

Daniel J. McLaughlin, Mayor
Kathleen M. Fenton, Trustee
James V. Dodge, Trustee
Patricia A. Gira, Trustee
Carole Griffin Ruzich, Trustee
Daniel T. Calandriello, Trustee
Michael F. Carroll, Trustee
John C. Mehalek, Village Clerk

Inactive Directors / Department Heads

Communications & Marketing – Nabeha M. Zegar, May 2022 – March 2024
Development Services – Karie L Friling, January 2006 – September 2017
Finance – Annmarie K Mampe, August 2003 – May 2020
Finance – Kevin Wachtel, May 2020 – April 2024
Human Resources – Stephana M Przybylski, March 2007 – July 2020
Human Resources – Denise A Maiolo, June 2020 – December 2021
Human Resources - Christina A Hackney, March 2022 – April 2022
Information Technology - John F Florentine, July 2016 – January 2019
Information Technology – David Buwick, June 2019 – March 2023
Police Department – Joseph Mitchell, September 2020 – March 2022
Police Department – Tim McCarthy, May 1994 – August 2020
Public Works – John J Ingram, February 2012 – July 2019
Parks Department - Gary Couch, January 2017 – May 2020
Recreation & Parks Department - Nancy Flores, July 2019 – May 2020

RESUMES OF KEY INDIVIDUALS

- Alex Garbe, PE, PTOE, IMSA
- Christos Achillides, PE, PTOE, IMSA
- Scott Lee, PE
- Kristel Bassett, PE, PTOE, IMSA
- Brien Funk, PE, PTOE, IMSA
- Antonio Maravillas, PE, PTOE, IMSA
- Adam Danczyk, PE, PTOE
- Erick Rivera, PE



ALEXANDER GARBE, PE, PTOE, IMSA

PRINCIPAL ENGINEER



EDUCATION

BS, Civil Engineering, University of Illinois,
Urbana-Champaign, IL, 2002

YEARS OF EXPERIENCE

With Iteris: 7 Total: 22

REGISTRATIONS

Civil Engineer (PE)

IL #062-059455, 2006

**Professional Traffic Operations Engineer
(PTOE)**

#2602, 2009

**International Municipal Signal
Association (IMSA)**

Traffic Signal Senior Field Technician
Level III, #CE_91568, 2014

Traffic Signal Inspector, #SI_91568, 2009

Traffic Signal Bench Technician Level II,
#BB_91568, 2008

Work Zone Safety Specialist, #ZZ_91568,
2008

Mr. Garbe serves as a Principal Engineer for Iteris' Mobility Consulting Solutions and has been with the firm since 2018. He has over 22 years of experience in the development and implementation of coordinated system plans, operational review, and monitoring of closed-loop and centralized traffic signal systems. He develops traffic-responsive signal plans based on traffic demands and coordination requirements. Additional responsibilities include traffic signal system operations and optimization; Signal Coordination and Timing (SCAT); preparation of traffic and safety studies; signal system modeling and analysis; and systems integration and network monitoring support.

RELEVANT PROJECT EXPERIENCE

[Traffic Signal Operations Management, Kane County Division of Transportation – Kane County, IL](#)

Mr. Garbe is responsible for weekly system monitoring, investigating/resolving complaints, plan/catalog cut review, development of equipment specifications, equipment recommendations, and preparation of traffic signal plans for work performed by EMC. He also reviews SCAT timing plans prepared by various traffic consultants prior to downloading on KDOT signal systems. The project consists of weekly monitoring of traffic signal systems and detector diagnostics through TransSuite ATMS, coordination of Electrical Maintenance Contracts, and on-call construction inspection for traffic signal projects (e.g.,

maintenance transfers, turn-ons, periodic inspections, and EMC invoice authorization). Work activities also include support for network components, including switch troubleshooting and configuration.

[Various Phase II Traffic Signal and ITS Design, PTB 196-063, IDOT District 9 – Carbondale, IL](#)

Mr. Garbe is the project manager for a current contract begun in December 2020 for design services for IDOT District 9. Iteris designs Intelligent Transportation Systems on a work order basis to support District 9's ITS expansion and update of their transportation network. Key activities include thorough field survey of existing conditions to ensure the design is best suited for the location. Iteris also evaluates traffic signal timing and existing traffic signal installations for the District.

[Signal Coordination and Timing \(SCAT\), PTB 191-006 and Prior Contracts, Illinois Department of Transportation \(IDOT\) District 1 – Chicago, IL](#)

Mr. Garbe is experienced in all aspects of signal system monitoring, as well as SCAT system optimization projects. Mr. Garbe has provided SCAT and/or system monitoring services to IDOT District 1 continuously since 2007. Mr. Garbe serves as Project Manager on the current IDOT contract for optimization of various traffic signal systems in IDOT District 1 per District Traffic Signal Special Provisions. The process includes preparation of a SCAT Report with a Traffic Responsive Program and Time-Of-Day plans. He also provides on-call assistance to the Bureau of Traffic Area Engineers, which involves handling complaints, troubleshooting, detour timing plans, and other traffic signal special needs. Prior contracts involved weekly monitoring of over 330 closed-loop systems and over 2,340 signalized intersections. Monitoring activities included checking controller and detector operation and then distributing weekly reports to District 1 and their maintenance contractor.

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ALEXANDER GARBE, PE, PTOE, IMSA

PRINCIPAL ENGINEER

Various Phase II Traffic Signal Monitoring and Coordination/Timing, ITS Network System Support Projects, PTB 214-004 – IDOT District 1, Schaumburg, IL

Mr. Garbe is providing traffic signal monitoring services to produce a controller monitoring report and a system monitoring report for IDOT. This project began in March 2025 and is ongoing.

Traffic Signal Operations On-Call Engineering – Village of Schaumburg, IL

Mr. Garbe serves as the Senior Advisor, QA/QC on this project to assist the Village with the management of their traffic signal system. Tasks include traffic signal timing assistance, traffic signal/video detection monitoring, engineering plan review, catalog cut review, and overall system management. This project began in August 2022 and is ongoing.

Network Support, IDOT District 5 – Paris, IL

Mr. Garbe is the project manager for a network support role for IDOT District 5. Iteris has performed several contracts with the District that included a variety of work. Iteris reviewed the existing network to recommend upgrades. Iteris resolved a problem with the Xprotect Smart Client. Iteris also helped establish connections to Danville and to the IDOT District 4 network in Peoria. Iteris also helped replace the District's Milestone video server and has supported the addition of several switches throughout the District.

Joliet Centralized Traffic Management System (CTMS) Study, City of Joliet – Joliet, IL (2023 – Present)

Mr. Garbe serves as the Project Manager on this ATMS study for the City of Joliet. The project supports the City of Joliet's goals to significantly reduce citywide travel time, fuel consumption, and greenhouse gas emissions, while improving safety and mobility, and overall travel experience for all road users. Iteris is responsible to conduct a centralized traffic management system (CTMS) study for 130 key signalized intersections, providing services that include master plan development for the new CTMS, including field data collection and inventory, project development, stakeholder outreach, software procurement, detailed design of Phases A and B, and assistance with the bid process and construction engineering. The project began in October 2021 and is scheduled to be completed in the summer of 2025.

Various Phase II Traffic Design Project Management Services, IDOT District 1 – PTB 204-010, Chicagoland, IL

Mr. Garbe is member of Iteris' team for this project involving preparation of plans, special provisions, and estimates for Accessible Pedestrian Signals (APS) throughout District 1. The district plans to upgrade hundreds of traffic signals over the five-year project to bring them into compliance with the most current ADA/ MUTCD/ PROWAG standards. Other work consists of review of APS plans by others, signal operations review, catalog cut review, traffic control, and ITS design. The project began in December 2022 and is ongoing.

Traffic Signal Operations On-Call Engineering – City of Aurora, IL

Mr. Garbe serves as a Senior Advisor on this project to assist the City with the management of their traffic signal system. Tasks include traffic signal timing assistance, engineering plan review, catalog cut review, and overall system management. This project began in September 2022 and is ongoing.

Pace Transit Signal Priority (TSP), Milwaukee Avenue Proof of Concept – Chicago, IL

Mr. Garbe configured access points, switches, and cellular modems for the Proof-of-Concept demonstration of Transit Signal Priority (TSP) for Pace on Milwaukee Ave, which was the demonstration for additional corridors to follow with TSP installations. Mr. Garbe also observed and documented bench test and field installation and testing of the Milwaukee Ave corridor. Mr. Garbe coordinated scheduling and procurement with the Electrical Contractor responsible for installation. Mr. Garbe serves as the Project Manager for the current phase of the project. The project provides systems engineering and integration services for the Jacobs Engineering project team. The project began in November 2018 and is ongoing.

Signal Timing & Coordination (SCAT) and Traffic Engineering Services – DuPage County, IL

Mr. Garbe served as a Traffic Engineer on this contract that includes signal timing optimization, safety studies, and other various traffic engineering tasks. Responsibilities included field data collection, signal timing plan development & implementation, before & after studies, traffic responsive programming, and report preparation.

CHRISTOS ACHILLIDES

PE, PTOE, IMSA

VICE PRESIDENT



EDUCATION

MS, Civil Engineering, Purdue University, Lafayette, IN, 2005

BS, Civil Engineering, National Technical University, Athens, Greece, 2003

YEARS OF EXPERIENCE

With Iteris: 7 Total: 22

REGISTRATIONS

Civil Engineer (PE)

IL #062067329, 2014

IA #P25115, 2019

KS #27646, 2020

MI #6201058018, 2011

MO # PE-2019014053, 2019

Professional Traffic Operations Engineer (PTOE)

ST #3086, 2011

International Municipal Signal Association (IMSA)

Traffic Signal Senior Field Technician
Level III CE-109028

Mr. Achillides serves as Vice President for Iteris' Mobility Consulting Solutions and has been with the firm since 2018. He has over 20 years of Traffic Engineering experience and he is specialized in the area of Signal Coordination and Timing (SCAT) studies. Mr. Achillides experience includes re-timing and optimization of over 2,000 traffic signals, transportation systems design, integration, and operations, workforce development, traffic impact studies, traffic signal warrant studies, Level-of-Service (LOS) and queue analyses, parking analyses and safety studies. Mr. Achillides has proficient experience with Synchro/SimTraffic, Highway Capacity Software, Petra-Pro, PC-Travel and Tru-Traffic software, Econolite, Eagle and McCain controllers, Centrac, Aries, Zone Monitor, Tactics, MARC PC and TransSuite.

PROJECT EXPERIENCE

Traffic System Operations & Management (TSOM), Kane County Division of Transportation (KDOT), Kane County, IL

Mr. Achillides serves as Project Manager for the Traffic System Operations and Management project in Kane County, IL. Mr. Achillides is responsible for providing management and operational oversight of Kane County's traffic operations infrastructure. Responsibilities include traffic system monitoring/reporting, operational trouble shooting, electrical maintenance supervision, field inspections, and plan/catalog cut review and various signal coordination and timing studies. The project began in December 2018 and is ongoing.

Various Phase II Traffic Design Project Management Services, Illinois Department of Transportation (IDOT) District 1 – PTB 204-010, Chicagoland, IL

Mr. Achillides serves as the Project Manager for this project involving preparation of plans, special provisions, and estimates for Accessible Pedestrian Signals (APS) throughout District 1. The district plans to upgrade hundreds of traffic signals over the five-year project to bring them into compliance with the most current ADA/ MUTCD/ PROWAG standards. Other work consists of review of APS plans by others, signal operations review, catalog cut review, traffic control, and ITS design. The project began in December 2022 and is ongoing.

Various Phase II Signal Coordination and Timing (SCAT) Projects, Illinois Department of Transportation (IDOT) District 1 – PTB 191-006, Chicagoland, IL

Mr. Achillides serves as Project Engineer on IDOT's District 1 Signal Coordination and Timing (SCAT) contract. His involvement in SCAT studies includes coordinating data collection, producing intersection and system graphics, conducting before- and after-implementation travel-time studies, developing and implementing signal timing plans, investigating traffic signal complaints, and fine-tuning timings on the field. Mr. Achillides also prepares final reports for each signal system including cost-benefit analyses based on overall travel time, vehicular delays, number of stops and reductions in fuel consumption and emissions. The project started in September 2019 and is ongoing.

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ALMAVIVA GROUP

CHRISTOS ACHILLIDES, PE, PTOE, IMSA

VICE PRESIDENT

[Various Phase II SCAT Projects, - PTB 200-046, IDOT Districts 6-9 - Springfield, IL](#)

Mr. Achillides serves as Iteris' Project Manager on IDOT's Districts 6-9 SCAT contract. Iteris develops optimized traffic signal coordination and timing plans at heavily travelled corridors in Central and Southern Illinois and responds in the field to traffic signal and system operational issues, complaints, and other needs on short notice. The signal coordination and timing work includes data collection, data analysis to generate optimal signal operation plans, implementation, and evaluation. The project began in December 2021 and is ongoing.

[Various Phase II Engineering Projects, - PTB 196-063, Illinois DOT District 9 - Carbondale, IL](#)

Mr. Achillides is a member of the team selected to provide Phase II Engineering Services to IDOT District 9. The project involves the preparation of plans, special provisions, and estimates for traffic signals and ITS projects throughout District 9. Iteris also develops and evaluates traffic signal coordination and timing data for locations throughout the district. The project began in February 2021 and is ongoing.

[Traffic Engineering Assistance and SCAT, DuPage County Division of Transportation](#)

Mr. Achillides serves as Project Manager for the Traffic Engineering Assistance and SCAT project in DuPage County. This project includes on-call services for various traffic engineering tasks including data collection, traffic and SCAT studies, IDS/geometric reviews, crash analyses and signal warrant studies. The project began in July 2021 and is ongoing.

[Randall Road Optimization and Adaptive Signal Validation Study – Kane County DOT, IL](#)

Mr. Achillides' signal timing team is responsible for the development of optimized Time of Day (TOD) signal coordination plans at 14 intersections on Randall Road. The performance of the TOD optimized system will be compared to adaptive system operation and a validation study will be developed according to FHWA standards. The project began in December 2019 and is ongoing.

[Traffic Signal Operations On-Call Engineering – Village of Schaumburg, IL](#)

Mr. Achillides serves as Iteris' Project Manager on this project to assist the Village with the management of their traffic signal system. Tasks include traffic signal timing assistance, traffic signal/video detection monitoring, engineering plan review, catalog cut review, and overall system management. This project began in August 2022 and is ongoing.

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[Traffic Engineering Services, Cook County Department of Transportation and Highways, Cook County, IL](#)

Mr. Achillides serves as Iteris' Project Manager for a Traffic Engineering Services contract in Cook County. This project includes on-call services for various traffic engineering tasks including speed studies, capacity analyses, crash analyses, warrant studies, SCAT studies, intersection design studies (IDS) and workforce development. The project began in January 2021 and is ongoing.

[Mid-America Regional Council, Operation Green Light Program, Kansas City, KS/MO](#)

Mr. Achillides serves as Project Manager for MARC's Operation Green Light Program that improves traffic flow and reduces vehicle emissions in the Kansas City metro area. Tasks include Signal Timing studies (data collection, analysis, timing plan development, implementation through TransSuite TCS, fine-tuning, and evaluation) and Traffic Engineering studies (signal warrant analysis, MUTCD research and application to the intersection, & design engineering for PS&E work). The project began in June 2020 and is ongoing.

[Traffic Impact Analysis for Toyota Property – Aurora, IL](#)

Mr. Achillides is a member of the team preparing this study to evaluate traffic impacts of a proposed commercial development in Aurora. Project analyses include trip generation, capacity analysis, queue analysis, and MUTCD signal warrant analysis. Project responsibilities include coordinating study efforts with the City engineers, reviewing the analysis results and recommending improvements to local access of the proposed development. The project began in November 2019 and is ongoing.

[IL Route 64 & 1st Street Pedestrian Safety and Signal Warrant Study – St. Charles, IL](#)

Mr. Achillides was a member of the Iteris team that prepared a pedestrian safety and signal warrant study at IL Route 64 and 1st Street for the City of St. Charles. The City proposed closing off 1st Street to vehicular traffic, making 1st Street a pedestrian only street, and keeping the existing traffic signal to accommodate pedestrians crossing IL Route 64. Iteris collected pedestrian and vehicular data at IL Route 64 & 1st Street over a typical weekend, which is when pedestrian activity is greatest. Iteris then compared the volumes to the MUTCD signal warrant guidelines for a pedestrian signal. Ultimately it was determined that the existing pedestrian volumes warranted the signal to remain as is.

SCOTT LEE, PE

VICE PRESIDENT- ITS AND
EMERGING TECHNOLOGIES



EDUCATION

BS, Civil Engineering, University of Illinois,
Urbana-Champaign, 1993

YEARS OF EXPERIENCE

With Iteris: **1** Total: **33**

REGISTRATIONS

Civil Engineer (PE)

IL – 062-052103

TN – 133476

MN – 56468

IN – 11600276

AL – PE52125

LA – PE.0047399

GA – PE049718

TX – 147390

CO – PE.0062012

FL – 96215

OH – 90499

KY - 41616

CORE DISCIPLINES

- Intelligent Transportation Systems (ITS)
- Traffic Engineering
- Arterial Operations
- Advanced Traveler Information Systems
- Advanced Traffic Management Systems
- Connected and Automated Vehicles
- Integrated Corridor Management
- Transportation Planning

AFFILIATIONS

**Transportation Research Board (TRB) -
Member, Standing Committee on
Transportation in Rural Areas -- AQC16**

ITS Midwest – Past President

OmniAir collaboration via Iteris

SAE Member – 6159706369

Scott focuses on the planning, design, implementation and operation of innovative transportation safety and mobility solutions for tollways, expressways, arterials, and multimodal systems. His 33 years of experience encompasses the management, planning, design, implementation, and maintenance of traffic engineering projects at multiple scales.

He has been involved with planning, evaluation, testing, and demonstrations of connected vehicle technologies for arterials, expressways, and tollways.

His work includes Advanced Traveler Information System (ATIS), Advanced Traffic Management System (ATMS), and Integrated Corridor Management (ICM) systems. He has been involved with planning, evaluation, testing, and demonstrations of connected vehicle technologies for arterials, expressways, and tollways.

Scott is actively involved in the Connected and Autonomous Vehicle spaces through support of the Society of Automotive Engineers (SAE) Automated Transportation Symposium convening this November. He regularly engages with autonomous vehicle industry leaders implementing passenger vehicle and commercial vehicle Automated solutions. He has two decades of connectivity with the trucking industry through development and enhancement of freight focus traveler information systems.

PROJECT EXPERIENCE

**Engineering Management and Traffic Engineering:
Illinois Department of Transportation – District 8, 2025-2030**

Scott is serving as Project Engineer to provide the following services to the District: *Project Delivery Support*: Supporting Phase I reports, Phase II contract plans, engineering, project management, public coordination, and administrative services to keep projects on schedule. *On-Site Engineering*: Providing a Project Engineer on-site up to three days per week, supplemented by work-order-driven engineering and technical support. *Operations and Asset Inspection*:

SCOTT LEE, PE

VICE PRESIDENT

Providing support for various assessments and inspection and condition assessment of traffic signals, flashing beacons, highway lighting, pump stations, deep wells, ITS, and bridge electrical systems to support short- and long-term improvement planning. *Program Oversight Assistance:* Reviewing, overseeing, tracking, and prioritizing projects delivered by IDOT staff and other consultants.

Traffic and Incident Management System (TIMS) ISTHA – 2018-2025, 2000-2003, and 2005-2025

As a Project Engineer for the TIMS program, Scott provided technology evaluations, operational analysis, and designs for ATMS functions. This work includes ITS device integration support and data analytics program improvements to support safety and congestion relief initiatives. He led the I-90 Smart Road operational design and led safety enhancement efforts associated with Wrong Way Drivers. He also provided the design for the TIMS2GO Mobile ATMS application, which has garnered numerous national awards including multiple IBTTA recognitions. Scott also designed a TIMS Aware Application intended to support ISTHA's integrated maintenance, ITS, and emergency management teams during significant condition changes. TIMS Aware is in the process of deployment. Scott was Project Manager from 2013-2018 as a member of Parsons, the prime integrator. From 2000 to 2013 he designed and tested multiple advancements of the program including the first Traffic Operations Center to Computer Aided Dispatch integration in the US.

Traffic Engineering Services Illinois Department of Transportation – District 9, 2025-2026

Scott provides traffic engineering services for arterial operations and traffic signal design improvement projects. This work includes review and assessment of field conditions associated with pedestrian safety improvements, signal replacements/upgrades, and communications/cabinet infrastructure design support.

Transportation System Management and Operations (TSMO) Plan Madison Metropolitan Planning Organization – City of Madison 2025-2026

Scott is the Project Manager for this recently executed contract to develop the area's TSMO Plan. This plan will tie regional needs, stakeholders, and project planning with the latest regional and national approaches to utilize innovative technologies to ensure effective and measurable safety and mobility enhancements from the use of creative and innovative transportation operations and technologies.

TRAFFIC SYSTEM MANAGEMENT & OPERATIONS (TSMO)

Kane County Division of Transportation (KDOT), Kane County, IL - 2025-2026

Scott provides support for the traffic management and operations program in Kane County, IL. The Iteris team is responsible for providing management and operational oversight of Kane County's traffic operations infrastructure. Contract responsibilities include traffic system monitoring/reporting, operational trouble shooting, electrical maintenance supervision, field inspections, and plan/catalog cut review and various signal coordination and timing studies. The original contract began in December 2018.

Atlas/TranSmart – Chief Engineer – Innovation and Technology

Phase II Various-Variou Engineering Services Illinois Department of Transportation – District One – 2022-2027

Scott was the Project Manager for this project in which Atlas, as prime, provides transportation engineering services for IDOT's traffic engineering department. The project leads tasks including expressway and arterial highway operations, access permitting, arterial speed studies, traffic control device and striping support, traffic studies associated with implementation of traffic control devices. Scott managed staff assignments for subconsultants, on-site and hybrid staffing activities

KRISTEL S. BASSETT, PE, PTOE, IMSA

SENIOR ENGINEER



EDUCATION

BE, Civil Engineering, The City College of New York, New York, NY 2012

BA, History, Macaulay Honors College at the City College of New York, New York, NY, 2009

YEARS OF EXPERIENCE

With Iteris: 3 Total: 12

REGISTRATIONS

Civil Engineer (PE)

IL #062069908, 2017

Professional Traffic Operations Engineer (PTOE)

#4561, 2018

International Municipal Signal Association (IMSA)

Traffic Signal Technician Level I

Ms. Bassett serves as a Senior Engineer for Iteris' Mobility Consulting Solutions division and has been with the firm since November 2021. She has twelve years of experience in traffic engineering and transportation planning. Her project involvement has ranged from community outreach, feasibility and traffic studies, final design, and signal timing optimization. She is proficient in Synchro/SimTraffic, Sidra Intersection, Highway Capacity Software, Petra-Pro and PC-Travel software, AutoCAD, and MicroStation. Her traffic signal controller experience includes Econolite and Siemens/Eagle Controllers. Controller software experience includes Centrac, Aries, Tactics, and MARC PC.

RELEVANT PROJECT EXPERIENCE

Signal Coordination and Timing (SCAT), Illinois Department of Transportation (IDOT) – Chicagoland, IL

Ms. Bassett serves as a Traffic Engineer for signal timing optimization of various traffic signal systems in IDOT Districts 1 and 6 through 9. Ms. Bassett has provided SCAT services to IDOT District 1 since 2016, to Districts 6-9 since 2021 and to Districts 2-5 at her previous employment from 2017 until 2021.

These projects entail preparation of a SCAT Report with Time-of-Day plans and/or a Traffic- Responsive Program. Responsibilities include data collection, intersection graphics, travel-time studies, development and implementation of optimized signal timings, and report preparation. Current/previous IDOT SCAT contracts include:

IDOT District 1

US 12 @ IL 53, Palatine, 11 signals, 10/2023
US 12-20 @ IL 50, Evergreen Park, 22 signals, 10/2023
IL 173 @ IL 131, Zion, 6 signals, 9/2023
IL 50 @ 111th Street, Alsip, 18 signals, 11/2021
IL 43, Glenview, 5 signals, 8/2019
Willow Road, Glenview/Northbrook, 9 signals, 5/2019
IL 62, Algonquin, 6 signals, 2/2019
IL 72 and IL 59, Hoffman Estates, 12 signals, 1/2019
IL 21, Glenview, 6 signals, 12/2018
McCormick and Dempster, Skokie, 21 signals, 11/2017

IDOT Districts 2-5

Avenue of the Cities, East Moline, 5 signals, 2/2018
IL 92, Rock Island, 3 signals, 1/2018
US 20, Rockford, 43 signals, 12/2017
US 34, Oswego, 8 signals, 2/2019
IL 47, Morris, 11 signals, 7/2018
IL 102, Bourbonnais, 4 signals, 7/2017
US 150, Peoria, 10 signals, 7/2019
Morton Avenue, Morton, 5 signals, 7/2019

IDOT Districts 6-9

US 67, Alton, 8 signals, 11/2022
IL 15, Mt. Vernon, 11 signals, 4/2022

Various Phase II Traffic Design Project Management Services, Illinois Department of Transportation (IDOT) District 1 – Chicagoland, IL

Ms. Bassett serves as a member of Iteris' team for this project involving preparation of plans, special provisions, and estimates for Accessible Pedestrian Signals (APS) throughout District 1. The district plans to upgrade hundreds of traffic signals over the five-year project to bring them into compliance with the most current ADA/MUTCD/PROWAG standards. Other work consists of review of APS plans by others, signal operations review, catalog cut review, traffic control, and ITS design. This project began in November 2022 and is ongoing.

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KRISTEL S. BASSETT, PE, PTOE, IMSA

SENIOR ENGINEER

[Traffic Engineering Assistance and SCAT, DuPage County Division of Transportation](#)

Ms. Bassett serves as a Traffic Engineer on this contract that includes signal timing optimization and other various traffic engineering tasks.

Responsibilities include field data collection, signal timing plan development and implementation, along with before and after studies. A current work order includes optimization of 8 signals along Maple Avenue and an additional 4 signals along Yackley Avenue. At her previous firm, Ms. Bassett was a traffic engineer on a SCAT study implemented on Army Trail Road, Gary Avenue and Country Farm Road that included 33 signals in 2018.

[Signal Coordination and Timing \(SCAT\), Lake County Division of Transportation](#)

Ms. Bassett served as a Traffic Engineer on this contract that included signal timing optimization and other various traffic engineering tasks including field data collection, signal timing plan development and implementation, along with before and after studies. Optimized signal timing plans were implemented on nine signals along Lewis Avenue in the summer of 2018.

[Traffic Signal Re-Optimization/Optimization Projects – Various Locations, IL](#)

Ms. Bassett develops and implements optimized traffic signal system timing plans and conducts on-site observations of traffic to fine-tune the signal timings. Programs timing plans appropriate for different times of day. Studies before and after conditions to document impacts of changes. Recent projects include the following systems:

- Roberts Road, Palos Hills, 8 signals
- IL 176, Crystal Lake, 4 signals
- 75th Street, Darien/Downers Grove, 4 signals
- US Route 34, West of IL 47, Yorkville, 7 signals
- US Route 34, East of IL 47, Yorkville, 6 signals

[Various Phase II Traffic Signal & ITS Design, Illinois Department of Transportation \(IDOT\) District 9 – Carbondale, IL](#)

Ms. Bassett serves as Project Engineer for this project involving preparation of plans, special provisions, and estimates for traffic signals and intelligent transportation system (ITS) projects throughout District 9. The Iteris team also develops and evaluates traffic signal coordination and timing data for locations throughout the district.

[Traffic Signal Operations On-Call Engineering – Village of Schaumburg, IL](#)

Ms. Bassett serves as Traffic Engineer on this project to assist the Village with the management of their traffic signal system.

Tasks include traffic signal timing assistance, traffic signal/video detection monitoring, engineering plan review, catalog cut review, and overall system management. This project began in August 2022 and is ongoing.

[Temporary Traffic Signal Design – Lockport, IL](#)

Ms. Bassett designed a temporary signal plan and specifications included in a design plan set for the intersection of 143rd Street and Gougar Road in Lockport, IL. The design was approved and implemented in 2016.

[Obama Presidential Library Traffic Study – Chicago](#)

Ms. Bassett served as a Project Engineer that analyzed the library's impact on and through traffic. For each road closure envisioned, Ms. Bassett used Chicago Metropolitan Agency for Planning (CMAP) provided data to reassign weekday morning and evening peak hour traffic and identified mitigation needs based on Synchro capacity analyses. Ms. Bassett provided concept drawings for the proposed improvements in the region including preliminary geometric and striping plans for existing and proposed conditions.

[777 W. Chicago Mixed-Use Development Traffic Impact Study – Chicago, IL](#)

Ms. Bassett conducted a traffic impact study for a proposed multi-phase 30-acre mixed-use development in the River West neighborhood of Chicago, IL. She developed and analyzed existing, no-build, and future build network of eighteen intersections in the River North and River West neighborhoods. The study included site generated traffic of nearby developments to provide a conservative analysis.

[LaCenterra Traffic Circulation and Parking Study – Katy, TX](#)

Ms. Bassett served as the Traffic Engineer for this study to analyze existing traffic flow throughout the shopping center, identifying areas for improvement and providing recommendations for valet location, signage, and solutions for queuing at the main entrance.

BRIEN FUNK, PE, PTOE, IMSA

PRINCIPAL ENGINEER



EDUCATION

BS, Civil Engineering, Purdue University,
West Lafayette, IN, 2009

YEARS OF EXPERIENCE

With Iteris: 7 Total: 16

REGISTRATIONS

Civil Engineer (PE)

KS #27558, 2020

IA #P24936, 2018

IN #11700452, 2017

IL #062-066194, 2014

**Professional Traffic Operations Engineer
(PTOE)**

#3790, 2014

**International Municipal Signal
Association (IMSA)**

Traffic Signal Senior Field Technician
Level III

Mr. Funk serves as a Principal Engineer for Iteris' Mobility Consulting Solutions division and has been with the firm since 2018. He has 16 years of experience developing and implementing coordinated traffic signal timing plans, traffic signal system modeling, and ITS/traffic signal design. He also has experience in preparing traffic impact studies, traffic capacity analysis, highway location/design reports, and public coordination. Mr. Funk is proficient in Synchro/ SimTraffic, Highway Capacity Software, PC-Travel, AutoCAD, and MicroStation. His traffic signal controller experience includes Econolite, Siemens/Eagle, Intelight, and PEEK Controllers. Controller software experience includes Centracs, Aries, Tactics, MARC PC, and TransSuite.

PROJECT EXPERIENCE

[Signal Coordination and Timing \(SCAT\), Illinois Department of Transportation \(IDOT\) District 1 – Chicagoland, IL](#)

Mr. Funk serves as a Traffic Engineer for the signal timing optimization of various traffic signal systems in IDOT District 1 per District Traffic Signal Special Provisions including preparation of a SCAT Report with a Traffic- Responsive Program and Time-of-Day plans. Responsibilities included data collection, intersection graphics, travel-time studies, development and implementation of optimized signal timings, and report

preparation. Mr. Funk also provided on-call assistance to Bureau of Traffic Area Signal Engineers. Mr. Funk is currently working on IDOT PTB 191-06 SCAT contract.

[Traffic Signal Operations Management, Kane County Division of Transportation \(KDOT\) – Kane County, IL](#)

Mr. Funk serves as Traffic Engineer and assists the traffic engineering team with the weekly monitoring of signal systems along with investigation and resolution of complaints and signal timing and coordination studies. The project consists of weekly monitoring of traffic signals systems and detector diagnostics, coordination of Electrical Maintenance Contracts (EMC), and on-call construction inspection for traffic signal projects (maintenance transfers, turn-ons, and periodic inspections). Recent tasks include optimizing an 8.5 miles stretch of Randall Rd that included 21 signals and evaluation of Adaptive Signal Control.

[Traffic Signal Operations On-Call Engineering – Village of Schaumburg, IL](#)

Mr. Funk serves as Traffic Engineer on this project to assist the Village with the management of their traffic signal system. Tasks include traffic signal timing assistance, traffic signal/video detection monitoring, engineering plan review, catalog cut review, and overall system management. This project began in August 2022 and is ongoing.

[Various Phase II Traffic Design Project Management Services, Illinois Department of Transportation \(IDOT\) District 1 – Chicagoland, IL](#)

Mr. Funk serves as the Project Engineer for this project involving preparation of plans, special provisions, and estimates for Accessible Pedestrian Signals (APS) throughout District 1. The district plans to upgrade hundreds of traffic signals over the five-year project to bring them into compliance with the most current ADA/MUTCD/PROWAG standards. Other work consists of review of APS plans by others, signal operations review, catalog cut review, traffic control, and ITS design.

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BRIEN FUNK, PE, PTOE, IMSA

PRINCIPAL ENGINEER

Various Phase II Traffic Signal & ITS Design, Illinois Department of Transportation (IDOT) District 9 – Carbondale, IL

Mr. Funk serves as Project Engineer for this project involving preparation of plans, special provisions, and estimates for traffic signals and intelligent transportation system (ITS) projects throughout District 9. Projects consist of new traffic signals and/or ITS systems, modification and modernization of existing traffic signals and ITS systems, system interconnect design, varying communication systems, developing IP addressing schema and emergency contract plans. The Iteris team also develops and evaluates traffic signal coordination and timing data for locations throughout the district.

Signal Timing & Coordination (SCAT) and Traffic Engineering Services – DuPage County, IL

Mr. Funk serves as a Traffic Engineer on this contract that includes signal timing optimization, safety studies, and other various traffic engineering tasks. Responsibilities include field data collection, signal timing plan development & implementation, before & after studies, traffic responsive programming, and report preparation.

Traffic Signal Re-Optimization/Optimization Projects – Various Locations, IL

Mr. Funk develops and implements optimized traffic signal system timing plans and conducts on-site observations of traffic to fine-tune the signal timings at the controllers. Programs timing plans appropriate for different times of day. Mr. Funk develops traffic responsive plans so systems can select appropriate timing plans based on actual traffic. Studies before and after conditions to document impacts of changes. Creates intersection graphics for use with central system software. Recent projects include the following systems:

- Indian Trail, Aurora, IL
- US Route 14, Crystal Lake
- River Road, Des Plaines

Traffic Signal Operations On-Call Engineering – City of Aurora, IL

Mr. Funk serves as Project Manager on this project to assist the City with the management of their traffic signal system and other miscellaneous tasks including traffic signal timing assistance, public complaint investigations, traffic signal/video detection monitoring, engineering plan review and catalog cut review.

Traffic Signal Operations On-Call Engineering – Village of Schaumburg, IL

Mr. Funk serves as the Project Engineer on this project to assist the Village with the management of their traffic signal system. Tasks include traffic signal timing assistance, traffic signal/video detection monitoring, engineering plan review, catalog cut review, and overall system management. This project began in August 2022 and is ongoing.

Dempster Street (Fowler Ave to Dodge Ave) – City of Evanston, IL

Mr. Funk served as Project Engineer for the modernization and fiber-optic interconnect of four traffic signals. Plans included temporary and permanent traffic signals, interconnect plans, and upgraded pedestrian facilities including the use of Accessible Pedestrian Signals. The project includes providing traffic signal controllers that are transit signal priority ready for future coordination with PACE. Mr. Funk also provided traffic signal timing optimization for the new system.

Mill Street and Commons Road Traffic Signal Installation – City of Naperville, IL

Mr. Funk served as Project Manager and Design Engineer for the locally-funded project that included a new traffic signal and the entrance to Nike Park (Naperville Park District). The new traffic signal utilizes video detection and was incorporated into a DuPage County Division of Transportation (DuDOT) closed-loop traffic signal system. Responsibilities included plan and specification preparation, coordination with DuDOT and the City of Naperville, and working through the DuDOT permitting process.

ITS PASSAGE Field Elements, Lake County Division of Transportation – Lake County, IL

Mr. Funk served as Design Engineer for this locally-funded project that includes modification of up to 13 traffic signals to install new ITS elements to existing traffic signal infrastructure. Plans include the installation of fiber-optic interconnect, PTZ cameras, wireless radio interconnect, and other ITS devices. Responsibilities for this project included coordination with LCDOT and IDOT, preparation of plans and specifications, and navigating the IDOT permit process to secure a Highway Permit for construction.

ANTONIO MARAVILLAS, PE, PTOE, IMSA

ENGINEER



EDUCATION

MS, Civil Engineering, University of Illinois
Chicago, IL, 2023

BS, Civil Engineering, University of
Wisconsin-Milwaukee, WI, 2019

YEARS OF EXPERIENCE

With Iteris: 2 Total: 6

REGISTRATIONS

Civil Engineer (PE)

IL # 062075684, 2023

Professional Traffic Operations Engineer
(PTOE)

#5821, 2024

International Municipal Signal
Association (IMSA)

Roadway Lighting Technician Level I

Traffic Signal Technician Level II

CORE DISCIPLINES

Traffic Engineering & Operations

Transportation Design

Transportation Planning

Parking & Traffic Studies

AFFILIATIONS

Institute of Transportation Engineers
(ITE)

Mr. Maravillas serves as an Engineer for Iteris' Mobility Consulting Solutions and has been with the firm since December 2023. He has five years of experience working in the fields of traffic engineering, transportation design, and transportation planning. He is experienced in conducting corridor planning studies, highway safety studies, intersection design studies, traffic control warrant studies, and traffic impact studies. Mr. Maravillas is proficient in ArcGIS, AutoCAD Civil 3D, AutoTurn, Highway Capacity Software, Microstation, and Synchro/SimTraffic.

PROJECT EXPERIENCE

TRAFFIC ENGINEERING & OPERATIONS

[Signal Coordination and Timing \(SCAT\), Illinois Department of Transportation \(IDOT\) District 1 – Chicagoland, IL](#)

Mr. Maravillas serves as a Traffic Engineer for signal timing optimization of various traffic signal systems in IDOT District 1. He has provided SCAT services per District Traffic Signal Special Provisions including preparation of a SCAT Report with a Traffic-Responsive Program and Time-of-Day plans. Responsibilities include data collection, intersection graphics, travel-time studies, development & implementation of optimized signal timings, and report preparation. Mr. Maravillas has been working on the IDOT PTB 191-06 SCAT contract since December 2023. Recent work orders included the optimization of a 13-signal system on Illinois Route 21 in Libertyville and Vernon Hills, Illinois, and the optimization of a 5-signal system on Illinois Route 176 in Wauconda, Illinois.

[Signal Coordination and Timing \(SCAT\), Illinois Department of Transportation \(IDOT\) Districts 2-5 – Various Locations, IL](#)

Mr. Maravillas serves as a Traffic Engineer for the IDOT PTB 208-051 SCAT contract in IDOT Districts 2 through 5. Responsibilities include data collection, intersection graphics, travel-time studies, development & implementation of optimized signal timings, and report preparation. Mr. Maravillas has been working on this contract since December 2023. Recent work orders included the optimization of an 8-signal system on Illinois Route 50 in Bradley, Illinois, and the optimization of an 11-signal system on Illinois Route 40 in Peoria, Illinois.

ANTONIO MARAVILLAS, PE, PTOE, IMSA

ENGINEER

Signal Coordination and Timing (SCAT), Lake County Division of Transportation – Lake County, IL

Mr. Maravillas serves as a Traffic Engineer on this contract that includes signal timing optimization and other various traffic engineering tasks including field data collection, signal timing plan development & implementation, before & after studies, and report preparation. The project began in December 2023 and is ongoing. A recent work order included the optimization of a 3-signal system on Stearns School Road in Gurnee, Illinois.

Traffic Signal Re-Optimization/Optimization Projects – Various Locations, IL

Mr. Maravillas develops and implements optimized traffic signal system timing plans and conducts on-site observations of traffic to fine-tune the signal timings. He programs timing plans appropriate for different times of day and studies before and after conditions to document impacts of changes. Recent projects included the following systems:

- Lakeview Parkway & Illinois Route 60, Vernon Hills, Illinois
- Biesterfield Road & I-290 Ramps, Elk Grove, Illinois

PREVIOUS PROJECT EXPERIENCE

TRANSPORTATION DESIGN

IL Route 38 and Technology Boulevard Signal Installation – West Chicago, IL

Mr. Maravillas served as Project Engineer throughout the duration of this project, which began as a signal warrant study. He prepared an Intersection Design Study (IDS) for approval by the Illinois Department of Transportation and assisted in the preparation of final construction plans that included permanent signal installation plans, interconnect modification plans, and intersection lighting plans.

Wheeling Road Phase I – Village of Wheeling, IL

Mr. Maravillas served as Project Engineer on this roadway improvement project for the Village of Wheeling. This project involved roadway widening, pavement rehabilitation and reconstruction, ADA sidewalk improvements, and design of a new shared-

use pathway. Mr. Maravillas also evaluated safety treatments to two critical mid-block pedestrian crossings where injury and fatal crashes were a concern.

Army Trail Road Bridge Replacement Phase I – Bartlett, IL

Mr. Maravillas served as Project Engineer on this roadway improvement project for the DuPage County Division of Transportation. This project involved roadway widening, pavement reconstruction, ADA sidewalk improvements, and design of a new shared-use pathway. Mr. Maravillas designed a new roadway profile to allow for a higher clearance of the Army Trail Road bridge over the West Branch DuPage River and performed corridor modeling for the new open-ditch drainage system along Army Trail Road.

Cloud HQ Off-Site Roadway Improvements – Village of Mount Prospect, IL

Mr. Maravillas served as Project Engineer for the off-site improvements to the Cloud HQ campus in the Village of Mount Prospect. This project involved the design of a new sidewalk, a new shared-use pathway, a new access driveway, a new turn-lane along a state route, ADA curb ramp improvements, and signal modifications at two intersections. This project involved submittal and coordination with both the Illinois Department of Transportation and the Cook County Department of Transportation and Highways.

Various Signal Modifications – Village of Volo, IL

Mr. Maravillas served as Project Engineer on various signal modification projects for the Village of Volo as part of their periodic installation of illuminated street signs throughout the Village. He prepared signal modification plans for both Village-owned signals, as well as signals owned by the Lake County Division of Transportation.

ADAM DANCZYK,

PE, PTOE

SENIOR ENGINEER



EDUCATION

MS, Civil Engineering, University of Minnesota, MN, 2008

BS, Civil Engineering, University of Minnesota, MN, 2006

YEARS OF EXPERIENCE

With Iteris: 2 Total: 19

REGISTRATIONS

Civil Engineer (PE)

IL # 062065013, 2012

IN # PE11700506, 2017

MI # 6201067487, 2017

MN # 62543, 2024

MO # 2017032004, 2017

NV # 027981, 2020

PA # PE079443, 2012

TX # 138965, 2020

WI # 100736-6, 2024

Professional Traffic Operations Engineer (PTOE)

#3375, 2012

Mr. Danczyk serves as a Senior Engineer for Iteris' Mobility Consulting Solutions and has been with the firm since May 2023. He has over 19 years of experience working in the fields of transportation planning, traffic forecasting and modeling, technology design, and performance evaluation. Mr. Danczyk's expertise encompasses systems engineering planning and design (Concept of Operations and System Requirements documents) and deployment of a variety of ITS strategies, including road weather management, work zone, managed facilities, and smart freeway and arterial corridor solutions.

PROJECT EXPERIENCE

[ISTHA Professional ITS Design Services, RR-21-4599 – Downers Grove, IL \(2025 – Present\)](#)

Mr. Danczyk led a portion of the design to support the Delta Engineering team with installing a duct bank bypass along the Central Tri-State Tollway. This bypass conduit system was between Irving Park Rd and Lawrence Ave and provided duct bank pathways for the Illinois Tollway's fiber and third-party communications services, in alignment with the Illinois Tollway's Central Tri-State vision. This project began in 2025 and is ongoing.

[ISTHA Tri-State Tollway Temporary Intelligent Transportation Design: 95th Street to North Avenue, Illinois State Toll Highway Authority – Downers Grove, IL. \(2018-2019\)](#)

For the Illinois State Toll Highway Authority (ISTHA), Mr. Danczyk helped develop an advance contract that deployed aerial fiber optic cabling and temporary ITS assets along the Central Tri-State ahead of major roadway reconstruction efforts. This project not only

considered existing conditions, but also the anticipated scope of work for upcoming contracts to preserve the integrity of the fiber optic backbone to operate without disruption in a complicated construction segment. As a subconsultant, he designed the aerial fiber optic cable path and the communications network backbone for ISTHA and third-party data sources. He coordinated regularly with the advance contracts to implement a deployment that would survive construction long enough for the permanent ITS network to be commissioned.

ADAM DANCZYK, PE, PTOE

SENIOR ENGINEER

Illinois State Toll Highway Authority (ISTHA) Tri-State Tollway Roadway Study: 95th Street to Balmoral Avenue Master Planning and Central Tri-State Design Corridor Manager, Illinois State Toll Highway Authority – Downers Grove, IL. (2015-2017)

The Illinois Tollway plans to embark in a major roadway reconstruction effort to bring the Central Tri-State Tollway up the modern standards, as well as accommodate future use of roadway technology and CAT strategies. Mr. Danczyk was the primary task lead for the development of Concept of Operations document, evaluation of innovative technologies and practices, and general report development that applies Intelligent Transportation System (ITS) assets in line with the Illinois Tollway's goals and objectives. He was the primary lead for developing a corridor-wide ITS concept between four Design Section Engineer (DSE) projects that was traceable to the needs and requirements identified as part of a design charrette, and developing a refined design within the northern portion of the corridor. Mr. Danczyk was the Task Manager for coordinating with other ITS project engineers and teaming partners to develop a Systems Architecture document, a feasibility study, system requirements, and reports documenting communications design and power distribution. He was the primary lead for developing Advanced Engineering Studies plans at 30 percent level for a fiber optic-based ITS program of CCTV, DMS, and other advanced technologies, which included plans and a cost estimate deliverable.

Joliet Centralized Traffic Management System (CTMS) Study, City of Joliet – Joliet, IL

Mr. Danczyk serves as a Project Engineer on this ATMS study for the City of Joliet. The project supports the City of Joliet's goals to significantly reduce citywide travel time, fuel consumption, and greenhouse gas emissions, while improving safety and mobility, and overall travel experience for all road users. Iteris is responsible to conduct a centralized traffic management system (CTMS) study for 130 key signalized intersections, providing services that include master plan development for the new CTMS, including field data collection and inventory, project development, stakeholder outreach, software procurement, detailed design of Phase A, and assistance with the bid process and construction engineering. The project began in October 2021 and is scheduled to be completed December 2023.

ISTHA Tri-State Tollway Permanent Intelligent Transportation Design: 95th Street to Balmoral Avenue, Illinois State Toll Highway Authority – Downers Grove, IL. (2018-2019)

This project developed the plans, specifications, and cost estimate for all ITS elements including Active Traffic Management, CCTV Cameras, DMS, Vehicle Sensors, Weigh-in-Motion Stations. As a subconsultant, Mr. Danczyk provided guidance in the transition from the Master Plan and AES designs to the Phase II study.

ISTHA Jane Addams Memorial Tollway (I-90) Widening and Reconstruction: Genoa Road to IL 47, Illinois State Toll Highway Authority – Downers Grove, IL. (2012)

This project consisted of an Intelligent Transportation System (ITS) design for 21 miles of Interstate highway between US Route 20 to Route 47. This project installed CCTV Camera surveillance, RTMS traffic sensors, dynamic messages signs, and future Active Traffic Management options along this section of the Illinois Tollway. Mr. Danczyk was responsible for the development of advanced ITS plans along I-90 from Illinois Route 20 to Illinois Route 47.

Various Phase II Traffic Design Project Management Services, Illinois Department of Transportation, District 1 – Schaumburg, IL (2023 – Present)

Mr. Danczyk serves as a Project Engineer on this design services project for the Illinois Department of Transportation. This project leverages Iteris' excellent working knowledge of current industry standards and guidelines pertaining to accessible facilities that will bring IDOT into compliance with the latest MUTCD and Americans with Disabilities Act (ADA) requirements. This project will design and review the region's accessible pedestrian equipment in compliance with current ADA requirements, prepare special provisions and provide cost estimates. This project began in 2022 and is ongoing.

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ERICK M. RIVERA, PE

SENIOR ENGINEER



EDUCATION

MS, Civil Engineering, Purdue University,
West Lafayette, IN, 2013

BS, Civil Engineering, Polytechnic
University of Puerto Rico, San Juan, PR,
2011

YEARS OF EXPERIENCE

With Iteris: <1 Total: 13

REGISTRATIONS

Civil Engineer (PE)

IL #062-071089, 2019

CORE DISCIPLINES

Transportation Project Management

Transportation Asset Management

Traffic Engineering

Transportation Planning

ITS Planning, Design & Integration

Peer Review/Agency Coordination

AFFILIATIONS

ITS Midwest Chapter - Member

Mr. Rivera serves as a Senior Engineer for Iteris' Mobility Consulting Services division and has been with the firm since January 2026. He has over 13 years of experience working in the fields of transportation planning, design projects, construction services, and risk engineering for a multitude of projects, including highways, bridges, transit, airport and facilities. His work includes a variety of QA/QC duties, project management and traffic engineering services. The work includes overarching transportation asset management, including ITS asset integration and performance management. With over 13 years of experience as a project engineer, he has experience in budgeting, planning, design, and inspection, as well as managing assets for private toll roads. His experience also entails plan review and project coordination with utility companies, local agencies, and state organizations.

PREVIOUS PROJECT EXPERIENCE

Engineering Management and Traffic Engineering: *Illinois Department of Transportation – District 8, 2025-2030*

Erick is serving as Project Engineer to provide the following services to the District: *Project Delivery Support*: Supporting Phase I reports, Phase II contract plans and engineering for ITS and traffic signal asset management and traffic signal design activities

O'Hare International Airport Terminal Expansion and Landside Planning/Operations, Chicago Department of Aviation (CDA) – City of Chicago, IL

Mr. Rivera developed traffic engineering analysis and forecasting for all the roadways within the airport limits during multiple construction phases under Atlas (Subconsultant) with Ricondo & Associates (Main Consultant). This included developing operational maintenance of traffic (MOT) plans with multiple stages and modeling these stages using VISSIM to determine the level of queuing and traffic flow for each operation scenario/stage around all the major roadways accessed by the public to and from all O'Hare Terminals. Erick led Atlas's team for these tasks and coordinates with Ricondo and CDA staff. Erick also managed Atlas's QA/QC processes with this contract. The project began in January 2021 and is expected to be completed January 2028.

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ERICK M. RIVERA, PE

SENIOR ENGINEER

Various Phase II Traffic Engineering Services for Project Support and Engineering Management, Illinois Department of Transportation (IDOT) District 1 – Schaumburg, IL

Mr. Rivera served as a Senior Engineer for the IDOT Bureau of Traffic department under Atlas Inc; with Traffic Management Plan (TMP) reviews, submittals coordination, maintenance of traffic (MOT) implementation, and roadway signage reviews, including interchange business signing. Atlas Inc. provided Phase II engineering services for engineering management, project support, and other services for traffic-led projects as well as operation and maintenance programs within the Bureau of Traffic. These activities included expressway and arterial highway operations, access permitting, and various traffic studies associated with implementation of traffic control devices. The project began in November 2022 and is expected to be completed November 2027.

Traffic Signal Modernization – Capital Bond Projects, Chicago Department of Transportation (CDOT) – City of Chicago, IL

CDOT had a multi-year project of installing fish-eye cameras (Miovision) for more than 500 intersections in the City of Chicago with detection, multimodal counting, system alerts, interconnectivity, and traffic analysis capabilities. Mr. Rivera supported CDOT with project management and QA/QC of installing and configuring fish-eye cameras. Erick also assisted CDOT with program-level coordination between different City of Chicago departments, contractors, and vendors that are involved in these projects. The project began in May 2021 and is still ongoing.

Advanced Traffic Management System, Chicago Department of Transportation (CDOT) – City of Chicago, IL

Erick served as a Project Engineer assisting CDOT with design, design review, and contractor support. He also supported CDOT's Traffic Safety Deputy Commissioner with coordination and construction of several traffic signal projects. These included modernization of traffic signals, interconnectivity with the ATMS system, and installation of traffic signal cameras. As a subconsultant, Atlas Inc. provided a variety of ITS services to CDOT in support of City of Chicago Traffic Operations and ATMS. The system was deployed to modernize, centralize, and

advance the city's overall traffic management capabilities including operations monitoring and control, ITS infrastructure and dissemination of traveler information. The project began in 2017 and is still ongoing.

Various Capital Improvement Projects, Design and Program Management, Chicago Department of Transportation (CDOT) – City of Chicago, IL

Atlas Inc. provided design engineering services for various capital improvements projects throughout the City of Chicago. As a subconsultant, Atlas provided engineering design and program management services for projects including the shared-cost sidewalk program, sidewalk repair program, new and upgraded traffic signal designs, and various mobility improvements. Mr. Rivera led coordination activities within CDOT and with contractors installing updated controllers and traffic surveillance technologies.

Broadway/Sheridan Road – Hollywood Avenue to Devon Avenue, Traffic Signal Interconnect Project, Chicago Department of Transportation (CDOT) – City of Chicago, IL

Atlas Inc. was responsible for the preparation of Phase II final design documents for the modernization and interconnection of traffic signals along Broadway/Sheridan and from Hollywood Avenue to Devon Avenue. Mr. Rivera supported all facets of this work including the installation of wireless communication devices interconnecting signal controllers, new signal controllers, cabinets and foundations, and new traffic signal cabling. This project also integrated fish-eye video cameras for traffic surveillance and vehicle detection/counting at key intersections, as well as the development of optimized traffic signal timing plans. The project began in 2018 and was completed in 2022.

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Thank you!