August 6, 2026

Mr. S. Khurshid Hoda, CPP
Director, Engineering Department
Village of Orland Park
14700 Ravinia Avenue
Orland Park, Illinois 60432

Re: Adjusted Proposal

Dear Mr. Hoda,

Thank you for the opportunity to interview for the Traffic Improvement Studies project on July 29, 2026 and for the additional context and background information on the project. Based on our discussions and further insights on the project, we have made a few minor adjustments to refine our scope and expected effort as highlighted below.

- Field visits and a selection of intersection traffic counts will also occur in December to observe and collect data associated with peak retail activity and to inform a local seasonal adjustment factor.
- Evaluation of key intersections will include exploration of innovative intersection alternatives in acknowledgement of physical constraints along the corridors.
- Noted use on an automated Synchro output tool to streamline our analysis.

Attached for your review are 1) Revised Scope and Approach, 2) Revised Task Hour/Fee Summary, and 3) Revised Schedule.

We appreciate the opportunity to submit a revised proposal for your review. Please don't hesitate to contact us if you have any questions or request additional information.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC>

Peter Lemmon, P.E., PTOE
Vice President

THE VILLAGE OF ORLAND PARK | RFP #26-043

Traffic Improvement Studies

Kimley»Horn

Project Approach

The Village of Orland Park is advancing a coordinated set of Traffic Improvement Studies to enhance safety, improve mobility, reduce congestion, and support continued growth and economic vitality.

Kimley-Horn understands that the success of this effort depends on delivering practical, implementable, and agency-supported solutions that move efficiently from analysis to implementation. Our approach integrates data-driven evaluation, proactive coordination, and forward-looking planning, so that each recommendation is actionable and aligned with Village priorities and partner agency requirements.

We understand the important role that the LaGrange Road and 159th Street corridors serve in Orland Park. These critical arteries serve a mix of travel demands, including regional pass-through traffic, daily commuters traveling into the Village for work, and commercial activity accessing area businesses while also providing essential pedestrian and bicycle connectivity between adjacent neighborhoods and key destinations.

Key project goals include:

- Continue the Village's position as a hub of activity in the region
- Support commercial (re)investment
- Increase travel efficiency by 10% via signal timings

We will deliver the Corridor Traffic Study (Study 1) and the Driveway Consolidation Study (Study 3) components as separate documents but as a a unified program, maintaining consistency in methodology and coordination while tailoring technical approaches to the needs of each study type. The Traffic Signal Progression and Timing Improvements (Task 2) will be developed in close partnership with the Village, IDOT, and CCDoTH.

STUDY 1.
CORRIDOR TRAFFIC STUDY

Kimley-Horn will perform a comprehensive evaluation of the LaGrange Road and 159th Street study corridors to identify existing and future transportation needs and develop a phased, implementation-ready plan to improve safety, operations, and multimodal mobility.

TASK 1.1 KICK-OFF MEETING AND PROJECT COORDINATION

The study will begin with project initiation and coordination, including a kick-off meeting to confirm corridor limits, study objectives, and performance measures. During this phase, we will establish clear communication protocols and initiate coordination with the Village and IDOT to align on data needs, analysis methods, and review procedures. Kimley-Horn recommends monthly progress meetings throughout the project duration. Meeting frequency may be adjusted in coordination with the Village. The kick-off meeting will be coordinated to occur simultaneously with Task 3.1.

TASK 1.2 DATA COLLECTION

Following initiation, Kimley-Horn will conduct a comprehensive data collection and existing conditions assessment. This effort will include compiling available traffic volumes, collecting turning movement counts (see Task 2.4), signal timing plans, crash data, and pedestrian and bicycle activity. These efforts will establish a reliable baseline for evaluating corridor performance.

Kimley-Horn will conduct a corridor study area visit on a typical weekday and Saturday midday to observe existing traffic conditions and confirm pertinent data in the site vicinity regarding roadway lane configurations, traffic control, curbside regulations and activity, and pedestrian/bicycle accommodations. Additionally, Kimley-Horn will conduct a study area visit during a peak seasonal time period to be coordinated with the Village. This is anticipated to occur during the month of December related to heightened activity at the Orland Square Shopping Center. Observations will focus on:

- Prevailing multimodal traffic conditions and patterns
- Curbside activity (e.g., parking, pick-up/drop-off activity, etc.)
- Access location and control
- Operational deficiencies and their contributing factors along the adjacent streets

- Other characteristic impact on how vehicles, pedestrians, and bicyclists circulate through the immediate area, the existing developments, and surrounding streets

TASK 1.3 EXISTING CONDITIONS ANALYSIS

Building on this dataset, we will perform a detailed operational and safety analysis. This includes evaluating intersection operations, corridor progression, travel time reliability, and queueing conditions, as well as conducting a crash analysis to identify trends, contributing factors, and high-priority safety locations. Operational and capacity analysis will be performed for existing conditions at each study intersection using Synchro for the typical weekday AM and PM peak hours, as well as the Saturday midday peak hour.

In addition, we will evaluate existing multimodal conditions along the LaGrange Road and 159th Street corridors, including pedestrian, bicycle, and transit accommodations, to understand how all users experience the transportation network. This effort will identify multimodal issues, constraints, and gaps, as well as opportunities to enhance safety, connectivity, and accessibility.

The Existing Conditions Analysis will identify key issues and opportunities that inform the development of targeted improvement strategies and support data-driven recommendations aimed at enhancing safety, mobility, and overall corridor performance for all users.

TASK 1.4 STAKEHOLDER OUTREACH MEETING # 1

Kimley-Horn will facilitate a targeted stakeholder outreach effort to gather input and communicate the study methodology, goals, and initial issues and opportunities. This may include the development of presentation materials, exhibits, and engagement content for the first public meeting or workshop to be coordinated with the Village. The outreach process will be designed to solicit feedback on existing corridor issues, community priorities, and initial issues and opportunities. Input received will be documented and incorporated into the evaluation and refinement of the existing conditions memorandum. To optimize stakeholder participation and minimize time demands, this meeting is recommended to be conducted concurrently with Meeting #1 within Task 3.4.

TASK 1.5 EXISTING CONDITIONS SUMMARY MEMORANDUM

Kimley-Horn will incorporate feedback from the public and document the findings of the data collection and existing conditions analysis in a technical memorandum. This report will summarize corridor characteristics, traffic operations, safety performance, and multimodal conditions, and will identify key opportunities and constraints. Graphics, figures, and exhibits will be used to clearly communicate findings. Kimley-Horn will facilitate one virtual meeting with the Village and IDOT to review the document and discuss the findings. The report will serve as a baseline reference for evaluating future conditions and developing improvement alternatives and will be finalized after review by the Village and IDOT.

TASK 1.6 FUTURE ALTERNATIVES ANALYSIS

Kimley-Horn will assess future conditions using available planning inputs through coordination with the Chicago Metropolitan Agency for Planning (CMAP) to identify potential operational and safety deficiencies associated with growth and evolving travel patterns.

Based on this comprehensive evaluation, we will develop and assess a range of improvement alternatives. These alternatives will consider geometric enhancements, signal modifications developed in Study 2 access management strategies, and multimodal improvements to better serve all users of the corridor. Kimley-Horn will evaluate innovative intersection alternatives at key intersections coordinated with the Village. These may include, but are not limited to, options such as a continuous flow intersection, frontage road system, grade separation, and median u-turns. Each alternative will be evaluated based on its operational effectiveness, safety benefits, feasibility, and consistency with Village goals and IDOT standards.

Development of alternatives will be iterative, with refinements informed by ongoing coordination and feedback from the Village and IDOT resulting in solutions that are practical, implementable, and aligned with stakeholder priorities. Kimley-Horn will facilitate up to two virtual meetings with the Village and IDOT to refine preliminary alternatives.

TASK 1.7 STAKEHOLDER OUTREACH MEETING #2

Kimley-Horn will facilitate a second stakeholder outreach meeting to present the results of the future conditions analyses, as well as the range of improvement alternatives developed for the corridors. The purpose of this meeting will be to clearly communicate study findings, explain the benefits and trade-offs of the alternatives, and gather input from stakeholders and the public.

We will prepare presentation materials, exhibits, and graphics to effectively convey technical information in an accessible format. Feedback received during this meeting will be documented and incorporated, as appropriate, into the refinement and selection of preferred alternatives. Again, to optimize stakeholder participation and minimize time demands, this meeting is recommended to be conducted concurrently with Meeting #2 within Task 3.8.

TASK 1.8 LAGRANGE ROAD AND 159TH STREET CORRIDOR PLAN

The study will culminate in the development of a preferred improvement plan supported by a phased implementation strategy. This plan will prioritize improvements based on cost, benefit, and constructability and will include detailed Opinions of Probable Construction Cost (OPCCs) to support planning and funding decisions. Kimley-Horn will identify opportunities for grant funding and support preparation of applications to advance priority improvements. Kimley-Horn will facilitate a virtual meeting with the Village and IDOT to review the document, discuss the proposed plan, and incorporate feedback prior to finalization.

TASK 1.9 PLAN COMMISSION AND VILLAGE BOARD MEETINGS

Kimley-Horn will prepare and deliver presentations to the Plan Commission and Village Board to communicate study findings, alternatives, and the recommended corridor plan. Presentation materials will be clear, concise, and tailored to support decision-making, including graphics, exhibits, and summary tables. The team will attend up to two in-person meetings to present key findings, respond to questions, and incorporate feedback from appointed and elected officials and stakeholders into the final plan.

TASK 1.10 FINAL LAGRANGE ROAD AND 159TH STREET CORRIDOR PLAN DOCUMENT

Incorporating all feedback from the Plan Commission and Village Board, Kimley-Horn will revise the corridor plan document. Findings and recommendations will be documented in a comprehensive report and delivered to Village staff and elected officials to facilitate informed decision-making.

STUDY 2.
TRAFFIC SIGNAL PROGRESSION AND TIMING IMPROVEMENTS

Kimley-Horn will develop optimized signal timing and coordination plans to improve progression, reduce delay, and enhance overall system efficiency throughout the Village.

TASK 2.1 KICK-OFF MEETING AND PROJECT COORDINATION

The plans will begin with project initiation and coordination, including an in-person kick-off meeting to confirm corridor limits and intersections to be reviewed. During this phase, we will establish clear communication protocols and initiate coordination with the Village, IDOT and CCDoTH to align data needs, analysis methods, and review procedures. Kimley-Horn will facilitate the kick-off meeting and discuss the following key topics:

- Overall project schedule
- Confirmation of priority corridors and system boundaries
- Constraints and capabilities of the signal system (detection, communication, etc.)
- Local controller parameters, including preferred minimum green times and vehicular and pedestrian clearance intervals
- Cycle length expectations
- Phase sequence expectations
- Implementation procedures
- Elected official, staff, and/or citizen concerns within each system
- Any adjacent planned projects within each system and intersecting corridors

TASK 2.2 DEVELOP SYNCHRO BASE MODELS

The Village will provide any available base Synchro model(s) for the traffic signal and/or systems, as well as existing phasing diagrams and signal timing databases in PDF or D4 format for all 13 intersections operated by Orland Park. Kimley-Horn will coordinate with IDOT and CCDoTH to collect available Synchro model(s), phasing diagrams, and timing databases for the remaining 72 intersections. Base mapping will be developed using

publicly available web-based mapping and/or GIS shapefiles. Kimley-Horn will update and input into Synchro the intersection geometries, signal phasing, storage lane lengths collected using aerial imagery, and corridor and approach speed limits.

TASK 2.3 FIELD INVENTORIES AND OBSERVATIONS

The information gathered in Task 2.2 will be treated as the starting point for the field inventory. Kimley-Horn will perform field inventories of each intersection to confirm and document the following data:

- Intersection geometry
- Turn lane storage lengths
- Signal phasing/traffic signal head type and configuration
- Approach and corridor speed limits
- Turning restrictions by time-of-day
- Pedestrian crosswalk locations
- Pedestrian detection (push button presence and location)

Differences between signal phasing and intersection geometry observed during the field inventories and the phasing diagrams provided by the Village, IDOT, and CCDoTH will be documented with handwritten notes on the phasing diagrams. Kimley-Horn will provide the agencies any marked-up phasing diagrams in digital format.

In conjunction with the field inventories, Kimley-Horn will perform field visits to each of the 85 traffic signals during the weekday AM, Midday, and PM peak periods, as well as during a midday Saturday. During the field visits, the team will observe existing pedestrian/bicyclist activity, platoons and progression of traffic, traffic flow patterns, queuing, detection issues, and lane utilization. Observations will be documented for internal use during timing plan development and Synchro model adjustments.

TASK 2.4 TRAFFIC DATA COLLECTION

Kimley-Horn will collect weekday (Tuesday, Wednesday, or Thursday) turning movement counts (TMCs) in 15-minute intervals for all 85 intersections. The specific times of day are to be confirmed, but 12-hour TMCs will be collected at all 85 intersections. The traffic counts will include passenger car and heavy vehicle turning movements, as well as pedestrian and bicycle counts.

Directional average daily traffic (ADT) volume counts will be collected for seven consecutive days at up to eight locations to be jointly identified by Kimley-Horn and Village staff. The TMCs described above will be performed within the same seven-day period as the ADT counts.

Traffic count data will be collected in Fall 2026 when schools are in session. and a select number of intersections in December 2026 to reflect seasonal peak periods. Count locations will be coordinated with the Village to develop an Orland Park-specific seasonal adjustment factor. Kimley-Horn will provide the Village, IDOT, and CCDoTH with the count data in digital Excel and PDF format. Furthermore, the team will analyze the turning movement count data to determine the weekday AM, midday, PM, as well as Saturday midday peak hour volumes for individual intersection movements for use in signal timing development.

TASK 2.5 TIMING PLAN DEVELOPMENT

Throughout the process, Kimley-Horn will coordinate closely with the Village, IDOT, and CCDoTH to review and refine recommended timing plans, maintaining consistency with agency requirements and facilitating efficient implementation. Final deliverables will include implementation-ready signal timing parameters and supporting documentation suitable for direct deployment by signal contractors.

Task 2.5.A Clearance Interval Calculations

Kimley-Horn will coordinate with the Village, IDOT, and CCDoTH to determine the appropriate yellow and red clearance times, per movement, for all signalized intersections. Pedestrian clearance time will be calculated to provide sufficient time for pedestrian movements where applicable. Kimley-Horn will document the clearance distance measurements for each intersection on an aerial background. If desired, Kimley-Horn will coordinate with the Village to assess the need for Leading Pedestrian Intervals (LPI) based on pedestrian crossing patterns and vehicular turning movements.

Task 2.5.B Develop Synchro Timing Plan Models

The team will input the calculated vehicular and pedestrian clearance intervals (Task 2.5.A) into the Synchro base models and update the minimum split times for each phase.

Kimley-Horn will use the base models to develop up to five timing plan Synchro models for each signal and system consisting of the weekday AM, midday, PM, as well as Saturday midday and off peak periods. Kimley-Horn will input peak movement traffic volumes into the Synchro models for the peak periods.

Kimley-Horn will consider pedestrian volumes, pedestrian accommodations, adjacent land use, and field observations to identify areas where pedestrian activity may influence signal operations and develop the signal timings accordingly. If pedestrian volumes are low, it is anticipated that the vehicle splits will be developed without regard for the pedestrian clearance times.

Task 2.5.C Cycle Length Evaluation

Kimley-Horn will use Synchro to evaluate the natural cycle length of each intersection as well as the coordinatability factors between the intersections. The team will then compare cycle length optimization outputs including arterial progression, side street delay, and number of stops for a wide range of cycle lengths in five-second increments. Additionally, Kimley-Horn will calculate uniform arrival requirements that are based on Poisson's distribution methodology for each movement at up to four critical intersections per system to determine total split requirements to serve existing demands and clear each movement within a single cycle. The team will tabulate this information and use the evaluations to recommend cycle lengths for each timing plan for each system.

Cycle length recommendations will be presented at an in-person or virtual meeting. Up to 12 bi-weekly meetings are assumed to cover the signals and systems. The intent of the cycle length evaluation meeting(s) is to review preliminary recommendations and agree upon final cycle lengths for use in timing plan development.

Task 2.5.D Optimize Splits and Offsets

Once the cycle lengths for each system are finalized, Kimley-Horn will evaluate each of the intersections to determine the optimal phase splits for each vehicle movement for each timing plan using a uniform arrival analysis.

Using Synchro time-space diagrams, phase sequencing will be evaluated and lead-lag phasing considered for intersections operating with protected-only or flashing yellow arrow (FYA) left-turn phasing. Offsets will be analyzed to optimize progression along the corridors within each system.

The team will present the recommended phase sequence changes and timing plans at an in-person or virtual meeting. Time-of-day schedule recommendations (see Task 2.5.E) will also be tabulated and presented at this meeting. Up to 12 virtual bi-weekly meetings are assumed to cover the signals and systems. The intent of the timing plan review meeting(s) is to provide an understanding of the philosophy for each timing plan, review the recommended timing plans and time-of-day schedule, and agree upon final parameters.

Kimley-Horn will incorporate agency comments received during the review meeting and provide the Village, IDOT, and CCDoTH with the final proposed Synchro files in digital format.

Task 2.5.E Time of Day Schedule

Kimley-Horn will prepare a proposed time-of-day schedule for each of the 13 Village owned traffic signals and for up to 12 systems based on the traffic count data and existing signal operations observed in the field. The time-of-day schedule(s) will recommend the schedule for optimal timing plans for a typical weekday and weekend for each system.

Kimley-Horn will provide the recommended time-of-day schedule(s) and will incorporate agency comments received during the meeting before finalizing.

TASK 2.6 SUMMARY MEMO

Kimley-Horn will prepare a summary memorandum for each of the 13 Village-controlled signal and for up to 12 systems consisting of a description of the system and, a summary of the timing plans, and a detailed OPCCs to support planning and decision making.

STUDY 3.
DRIVEWAY CONSOLIDATION STUDY

Kimley-Horn will develop a comprehensive access management strategy to improve safety and corridor efficiency through targeted recommendations for driveway closure, consolidation, and relocation along LaGrange Road and 159th Street.

TASK 3.1 KICK-OFF MEETING AND PROJECT COORDINATION

The study will begin with project initiation and coordination, including a kick-off meeting to confirm study objectives and performance measures. This meeting will be coordinated to occur simultaneously with Task 1.1. Kimley-Horn recommends monthly progress meetings throughout the project duration; however, frequency can be adjusted accordingly based on coordination with the Village.

TASK 3.2 DATA COLLECTION

The study will begin with the development of a detailed inventory and mapping of all existing driveways and access points along the study corridors. This effort will document driveway spacing, type, and relationship to adjacent land uses, providing a clear understanding of existing access conditions.

Field investigations will be conducted to verify access locations and identify operational and safety concerns such as turning conflicts, inefficient spacing, and interactions with nearby intersections. The field investigation will be coordinated to occur simultaneously with Task 1.2.

TASK 3.3 EXISTING CONDITIONS ANALYSIS

Kimley-Horn will evaluate how existing access patterns influence traffic operations and safety, with a focus on identifying high-conflict locations and areas where driveway density contributes to congestion or crash risk and/or does not align with current IDOT Strategic Regional Arterial (SRA) spacing standards.

TASK 3.4 STAKEHOLDER MEETING #1

This meeting is recommended to occur concurrently with Meeting #1 within Task 1.4. The outreach process will be designed to solicit feedback on existing access issues and opportunities, as well as property owner priorities. Input received will be documented and incorporated into the evaluation and refinement of the existing conditions memorandum.

> The LaGrange Road and 159th Street corridors span roughly 5-6 miles and support a broad mix of business and destinations within Orland Park. Kimley-Horn understands it is important to provide opportunities to reach potentially impacted property owners and stakeholders along the corridors. The PublicCoordinate tool will be operational through the duration of the project, providing opportunities for potentially impacted property owners and stakeholders to offer feedback when it's most convenient for them.

TASK 3.5 EXISTING CONDITIONS SUMMARY MEMORANDUM

Kimley-Horn will incorporate feedback from the key stakeholders and document the findings of the data collection and existing conditions analysis in a technical memorandum. This report will summarize access characteristics and key opportunities and challenges. Graphics, figures, and exhibits will be used to clearly communicate findings. Kimley-Horn will facilitate one virtual meeting with the Village and IDOT to review the document and discuss the findings. The report will serve as a baseline reference for evaluating future conditions and developing driveway closure, consolidation, and relocation strategies and will be finalized after review by the Village and IDOT.

TASK 3.6 DRIVEWAY CONSOLIDATION STRATEGIES

Based on this analysis, we will develop a series of targeted driveway consolidation strategies, including closure, modification, relocation, and shared access opportunities. These recommendations will be developed with consideration for corridor function, adjacent land uses, and long-term redevelopment potential. These strategies may be grouped in near-term, mid-term, and long-term depending on characteristics such as type of modification (striping/signage, location, etc.) and impact to adjacent land uses.

We will coordinate closely with the Village and IDOT to confirm that recommendations are feasible, compliant with applicable standards, and positioned for implementation. Kimley-Horn will facilitate one virtual meeting with the Village and IDOT to review the strategies and discuss the findings.

TASK 3.7 TARGETED FOCUS GROUP/STAKEHOLDER OUTREACH

Kimley-Horn will conduct targeted outreach to key stakeholders, including affected property owners and business operators to supplement the broader stakeholder outreach process. This effort will focus on locations where access modifications may have more direct or site-specific impacts.

This outreach will include up to five virtual small group meetings, one-on-one discussions, or focused workshops to better understand site constraints, operational needs, and redevelopment considerations. Input gathered through this process will help refine recommended strategies, identify practical implementation public considerations, and build stakeholder support for proposed access modifications.

TASK 3.8 STAKEHOLDER OUTREACH MEETING #2

This meeting will be conducted concurrently with Meeting #2 within Task 1.7. Kimley-Horn will present the results of the driveway consolidation analysis and recommended strategies, alongside the broader corridor study findings.

The purpose of this meeting is to communicate key issues and opportunities, present proposed access management concepts, and gather input from stakeholders and the public. We will prepare clear, graphic-focused materials to illustrate existing challenges and the benefits of proposed improvements. Feedback received will be documented and considered in refining the recommended strategies.

TASK 3.9 LAGRANGE ROAD AND 159TH STREET DRIVEWAY CONSOLIDATION STUDY

The final driveway consolidation study will include a prioritized, phased implementation plan supported by OPCCs, providing the Village with a clear roadmap for advancing access management improvements over time. Kimley-Horn will facilitate a virtual meeting with the Village and IDOT to review the document, discuss the proposed plan, and incorporate feedback prior to finalization.

TASK 3.10 PLAN COMMISSION AND VILLAGE BOARD PRESENTATIONS

Kimley-Horn will prepare and deliver presentations to the Plan Commission and Village Board to communicate study findings and the recommended access management strategies. Presentation materials will be clear, concise, and tailored to support decision-making, including graphics, exhibits, and summary tables. The team will attend up to two in-person meetings to present key findings, respond to questions, and incorporate feedback from appointed and elected officials and stakeholders into the final document. Kimley-Horn assumes these meetings will be scheduled concurrently with Task 1.9.

TASK 3.11 FINAL LAGRANGE ROAD AND 159TH STREET DRIVEWAY CONSOLIDATION STUDY DOCUMENT

Findings and recommendations will be documented in a comprehensive document and delivered to Village staff and elected officials to facilitate informed decision-making.

GRANT FUNDING

During the Corridor Traffic Study, Driveway Consolidation Study, and Traffic Signal Progression and Timing Improvements process, Kimley-Horn will coordinate with the Village to identify and prepare up to three grant funding submissions associated with improvement alternatives defined in the documents. This may include funding sources such as ITEP, Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Surface Transportation Program (STP).

Integrated Project Management and Delivery

Kimley-Horn will provide proactive project management to support efficient and coordinated delivery across all tasks. We will lead project kick-off and progress meetings, prepare meeting agendas and summaries, and maintain consistent communication with the Village and partner agencies throughout the study.

Our team will develop and maintain a detailed project schedule with clearly defined milestones and deliverables, so that work progresses efficiently and that key decision points are well supported. Coordination will extend to all study components to maintain consistency in methodology and integration of findings.

Kimley-Horn will also support the Village in identifying and pursuing funding opportunities by preparing grant applications aligned with study recommendations, helping to advance priority projects toward implementation.

Kimley-Horn's approach is designed to deliver clear, technically sound, and implementation-ready solutions that enhance safety, improve operations, and position the Village of Orland Park for continued success.

Orland Park Transportation Studies Budget Matrix

	Study 1 - Corridor Traffic Study	Project Manager/Technical Advisor	Deputy Project Manager/Task Lead	QA/QC	Roadway Design Engineer	Project Analyst	
	Staff	Peter Lemmon	Justin Opitz	Rory Fancler-Splitt	Adam Kurcharski	Sofia Camp	
	Rates	$ 290	$ 230	$ 290	$ 230	$ 185	Total
	Existing Conditions						
1.1	Kick-Off Meeting and Project Coordination	4	4			6	14
1.2	Data Collection	2	10			48	60
1.3	Existing Conditions Analysis	4	12	2		32	50
1.4	Public Outreach Meeting #1	6	8			16	30
1.5	Existing Conditions Summary Memorandum	4	8	2		16	30
	Project progress meetings (monthly)	3	3			5	11
	Task Fee Total	**$**				**40,935**	**195**
	Future Alternatives Analysis						
1.6	Future Alternatives Analysis	10	20	6	24	56	116
1.7	Public Outreach Meeting #2	6	8			16	30
	Project progress meetings (monthly)	5	5		5	7	22
	Task Fee Total	**$**				**36,705**	**168**
	Corridor Traffic Study Plan						
1.8	LaGrange Road & 159th Street Draft Corridor Plan	4	8	2	2	20	36
1.9	Plan Commission and Village Board Meetings	8	8				16
1.10	Final LaGrange Road & 159th Street Corridor Plan Document	2	2			4	8
	Project progress meetings (monthly)	3	3			5	11
	Task Fee Total	**$**				**16,165**	**71**
	Total Hours	**61**	**99**	**12**	**31**	**231**	**434**
	Total Fees	**$ 17,690**	**$ 22,770**	**$ 3,480**	**$ 7,130**	**$ 42,735**	
	Corridor Traffic Study Total	**$**				**93,805**	
	PublicCoordinate Expense	**$**				**3,000**	
	5% Expense Allocation	**$**				**4,690**	
	Study Total	**$**				**101,495**	

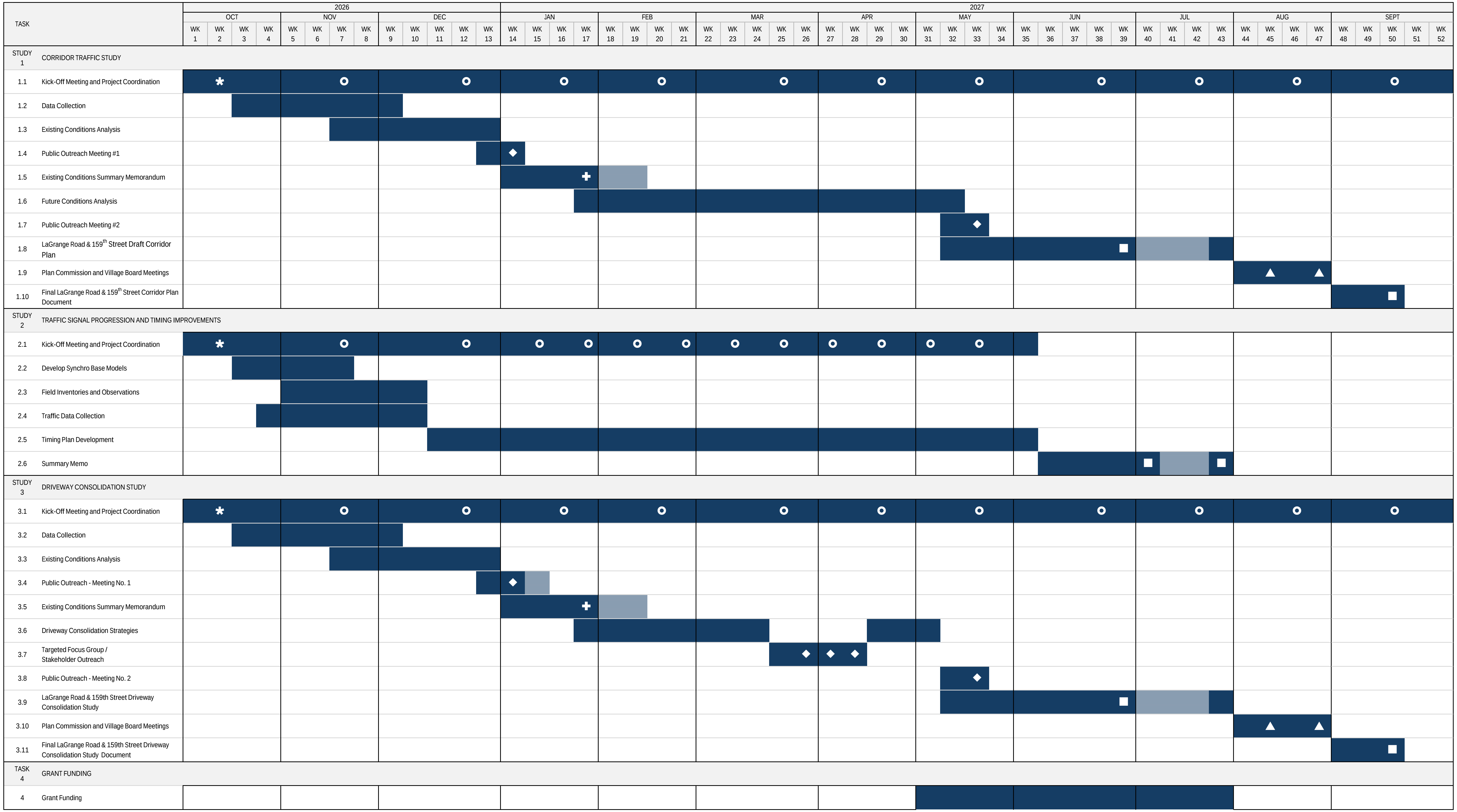
	Orland Park Transportation Studies Budget Matrix						
	Study 2 - Traffic Signal Progression and Timings Improvments	Project Manager	Task Lead	QA/QC	Signal Design Engineer	Project Analyst	
	Staff	Peter Lemmon	Mike Ruelle	Rory Fancler-Splitt	Emma Albers	Andra Taylordean	
	Rates	$ 290	$ 255	$ 290	$ 230	$ 185	Total
	Existing Conditions						
2.1	Kick-Off Meeting and Project Coordination		4		4	8	16
2.2	Develop Synchro Base Models		4		12	90	106
2.3	Field Inventories and Observations		4		12	80	96
2.4	Traffic Data Collection		2		2	4	8
	Project progress meetings (monthly)	2	4	2	2	4	14
	Task Fee Total	**$**				**47,520**	**240**
	Timing Plan Development						
2.5.A	Clearance Interval Calculations		12		45	95	152
2.5.B	Develop Synchro Timing Plan Modules		12		45	95	152
2.5.C	Cycle Length Evaluation		6		25	50	81
2.5.D	Optimize Splits and Offsets		12		45	95	152
2.5.E	Time of Day Schedule		6		25	50	81
	Project progress meetings (bi-weekly)	2	10	2	10	10	34
	Task Fee Total	**$**				**133,875**	**652**
	Summary Memos						
2.6	Summary Memos	2	8	2	8	40	60
	Project progress meetings (monthly)						0
	Task Fee Total	**$**				**12,440**	**60**
	Total Hours	**6**	**84**	**6**	**235**	**621**	**952**
	Total Fees	**$ 1,740**	**$ 21,420**	**$ 1,740**	**$ 54,050**	**$ 114,885**	
	Traffic Signal Progression and Timing Improvements Total	**$**				**193,835**	
	Traffic Count Expense	**$**				**100,000**	
	5% Expense Allocation	**$**				**9,692**	
	Study Total	**$**				**303,527**	

Orland Park Transportation Studies Budget Matrix

	Study 3 - Driveway Consolidation Study	Project Manager/Technical Advisor	Deputy Project Manager/Task Lead	QA/QC	Roadway Design Engineer	Project Analyst	
	Staff	Peter Lemmon	Justin Opitz	Rory Fancler-Splitt	Adam Kurcharski	Sofia Camp	
	Rates	$ 290	$ 230	$ 290	$ 230	$ 185	Total
	Existing Conditions						
3.1	Kick-Off Meeting and Project Coordination (*see Task 1.1*)						0
3.2	Data Collection	2	8			24	34
3.3	Existing Conditions Analysis	4	8			12	24
3.4	Public Outreach Meeting #1 (*see Task 1.4*)						0
3.5	Existing Conditions Summary Memorandum	4	6	2		12	24
	Project progress meetings (monthly - *see Task 1*)						0
	Task Fee Total	**$**				**17,420**	**82**
	Driveway Consolidation Strategies						
3.6	Driveway Consolidation Strategies	8	8	4	6	16	42
3.7	Targeted Focus Group/Stakeholder Outreach	10	10			16	36
3.8	Public Outreach Meeting #2 (*see Task 1.7*)						0
	Project progress meetings (monthly - *see Task 1*)						0
	Task Fee Total	**$**				**17,820**	**78**
	Corridor Traffic Study Plan						
3.9	LaGrange Road & 159th Street Driveway Consolidation Study	16	24	2	2	40	84
3.10	Plan Commission and Village Board Meetings	8	8				16
3.11	Final LaGrange Road & 159th Street Corridor Plan Document	4	4			8	16
	Project progress meetings (monthly - *see Task 1*)						0
	Task Fee Total	**$**				**26,320**	**116**
	Total Hours	**56**	**76**	**8**	**8**	**128**	**276**
	Total Fees	**$ 16,240**	**$ 17,480**	**$ 2,320**	**$ 1,840**	**$ 23,680**	
	Driveway Consolidation Study Total	**$**				**61,560**	
	5% Expense Allocation	**$**				**3,078**	
	Study Total	**$**				**64,638**	

	Orland Park Transportation Studies Budget Matrix						
	Study 4 - Grant Funding	Project Manager	Deputy Project Manager	QA/QC	Roadway Design Engineer	Project Analyst	
	Staff	Peter Lemmon	Justin Opitz	Rory Fancler-Splitt	Adam Kurcharski	Sofia Camp	
	Rates	$ 290	$ 230	$ 290	$ 230	$ 185	Total
	Grant Funding						
4.0	Grant Funding Opportunity #1	1	1		6	16	24
	Grant Funding Opportunity #2	1	1		6	16	24
	Grant Funding Opportunity #3	1	1		6	16	24
	Task Fee Total	**$**				**14,580**	**72**
	Total Hours	**3**	**3**	**0**	**18**	**48**	**72**
	Total Fees	**$ 870**	**$ 690**	**$ -**	**$ 4,140**	**$ 8,880**	
	Grant Funding Total	**$**				**14,580**	
	5% Expense Allocation	**$**				**729**	
	Study Total	**$**				**15,309**	

Total Fee: $484,969



Schedule assumes contract award September 2026 and contract execution by Week 1 of October 2026

✱ Kick-Off Meeting
○ Progress / Coordination Meeting
◆ Public Engagement Meeting
✚ Status Memorandum
■ Draft / Final Report
▲ Study Presentation
City Staff Review