Proposal for

Strategic Transportation Plan

Prepared for

Village of Orland Park

May 25, 2012

Submitted by the consultant team of

Gewalt Hamilton Associates, Inc.
Teska Associates, Inc.

GHA GEWALT HAMILTON ASSOCIATES, INC.
CONSULTING ENGINEERS

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May 25, 2012

Ms. Kimberly Flom
Assistant Director, Development Services
Village of Orland Park
14700 South Rainia Avenue
Orland Park, IL 60462

Re: Request for Qualifications
Transportation Plan 2012
Orland Park, Illinois

Dear Ms. Flom:

It is with great enthusiasm that I submit this proposal for completion of the Strategic Transportation Plan on behalf of Gewalt Hamilton Associates, Inc. (GHA). Our team is excited about the opportunity to make our resources and experience available to the Village of Orland Park. The staff assigned to this project only do transporttaon planning and traffic engineering. GHA staff has vast experience on similar projects in Illinois communities, such as Niles, St. Charles, Bloomington and Normal Illinois. We have also performed a number of transportation planning and corridor studies in Evanston, Wilmette, Oak Park, and Springfield to name only a few. In each one we empoyed the principles of context sensitive design. The finished product acoomodated all modes. We believe that this experience and our capabilities will ensure the Village a product that will not just sit on the shelf, but that can be used to actually guide future planning and policy efforts for the Village of Orland Park.

A key element of any successful project is the personell assigned to the project. To that end we have assigned Mr. Timothy Doron, GHA's Director of Transportation Planning to be the Project Manger. He will guide a team of experts all of whom have extensive experience doing this type of work. Teska has joined our team in a somewhat limited but important role to provide key roadway concepts regarding community planning and corridor design, as needed. Mr. Doron and all team members have recently wotrked with Teska on similar assignments.

We look forward to the opportunity to work with the Village of Orland Park. Please don't hesitate to call if you have any questions or would like additional information.

Sincerely,

Gewalt Hamilton Associates

Timothy J. Doron
Director of Transportation Planning
tdoron@gha-engineers.com

Orland Park Transportation Plan RFQ

Questions - Answers

1. Page 9 of the RFQ indicates that the submittal is to include "Estimated fees and expenses". However, Page 11 states that the Village is "NOT REQUESTING SEALED BID PROPOSALS…" Please confirm that our submittal does not need to include estimated fees and expenses. (this question in similar form was posed by other interested firms)
   The submittals are not sealed and are not considered a legal bid. Interested firms must submit estimated fees and expenses.

2. Is there a limit on the number of pages/exhibits that can be included as part of our submittal package?
   No

3. While it is clear that the primary submittal package is not to be provided in an oral or electronic format, will the Consultant Selection Committee accept a digital copy attached to each paper copy to facilitate reviews by those on the committee who may prefer an electronic format?
   Yes.

4. Your scope references the Comprehensive Plan but also things like item four of the deliverables regarding description of "character districts". Could you provide any more insight as to your expected deliverable for this and any other land use planning or streetscape concept design requirements.
   A draft copy of the mobility chapter will be provided to the selected consultant. The consultant will also work with staff to refine the scope of the project as related to character districts.

5. Of note in the RFP was meetings with staff but the lack of a public outreach effort. Is this because the Comprehensive Planning process accomplished this?
   Public outreach by the consultant is not a required part of this project.

6. Who currently is preparing the revisions to the comprehensive plan?
   Village of Orland Park staff.

7. When will the mobility chapter of the revised comprehensive plan be completed?
   Anticipated July 2012. The chapter is drafted and is currently being reviewed internally.

8. When would the Village like to complete this effort?
   By the end of 2012.

9. What type of additional research is foreseen as needed for this project?
   The bulk of the research for this project is anticipated to be review of existing documents and studies as well as information garnered from involved Village Staff. Additionally, it is expected that the consultant will gain significant knowledge of the community's existing transportation network.

10. Will the project involve any stakeholder or public meetings?
    No, although regular meetings with Village Staff, which may include an elected official, are anticipated. As noted in the RFQ, there will be at least one meeting before the Village Board.

11. On the top of Page 10 at the end of the first paragraph it states, " See Section II for required certifications. Please include in the proposal." There is no Section II attachment. What certifications need to be included, if any?
    The comment on Page 10 should have been removed. No certifications are required.

12. Are insurance certificates required as part of the LOI/SOQ?
    Not at this time.

Bruce L. Shrake, P.E., PTOE, President
Gewalt Hamilton Associates, Inc.

Table of Contents

Section 1

General Information

GEWALT HAMILTON ASSOCIATES, INC.

Gewalt Hamilton Associates, Inc. (GHA) is a professional Engineering and Land Surveying firm licensed and registered in the State of Illinois. For three decades, GHA has been providing engineering and planning services to municipal governments, townships, county and state agencies, school districts, park districts, community colleges, and private organizations.

Within GHA's three collaborative offices, our talented and experienced staff provides a comprehensive range of professional services:

- Municipal Engineering
- Traffic Planning & Engineering
- Bicycle Planning & Engineering
- Civil Engineering Design
- Transportation Planning
- Pedestrian Mobility Planning
- Environmental Consulting
- Signal Coordination & Timing
- Construction Phase Services
- Water Resources
- Land Surveying
- High Definition Scanning
- Geographic Information Systems

GHA offers comprehensive transportation planning and traffic engineering services to municipalities, institutions, and developers. Our urban planners and progressive engineers specialize in traffic, transportation, and design for all modes of travel including bicycle facilities and walkability. Our objective is to produce an efficient and safe multi-modal transportation solution that improves the mobility of all users– pedestrians, cyclists, transit users, and drivers– while remaining sensitive to the context of the surrounding setting. GHA has done extensive work on many downtown and transit station area projects in the Chicago area.

As bikes have increasingly become a prominent form of transportation in urban areas, communities have prioritized making biking safer and more enjoyable. To help accomplish this objective, GHA contributes a practical civil engineering foundation and partners with leading bike planning firms to design innovative, cutting-edge bicycle treatment concepts where appropriate. We pride ourselves on our strong bike facility experience which ranges from path/trail design to bike corridor planning, road diets to accommodate on-street facilities, and bike signage plans.

In our role as full-time Village Engineer for nine area municipalities, GHA regularly provides planning, design, review, and construction-phase services for public utilities, roadways, street lighting and traffic signals. We also provide Geographic Information System (GIS) services, prepare easement, dedication, and annexation plats and legal descriptions, and coordinate State and Federal capital funding programs. Above all, we bring our commitment to professionalism and Superior Client Service to our interactions with citizens as projects are developed and implemented.

GHA currently acts as the Traffic Engineering consultant for 13 municipalities and provides periodic traffic engineering services for numerous other municipalities. These work assignments include traffic planning, traffic impact studies, site circulation, and vehicle and pedestrian circulation, from planning through design and construction phases, as well as design for traffic, civil, surveying, and construction phase services, and plan review. We review development plans and studies on behalf of municipalities, townships, park districts, school districts and transportation divisions.

Our firm is pre-qualified with IDOT in the following areas:

- Traffic Studies
- Traffic Signals
- Signal Coordination & Timing
- Electrical Engineering
- Feasibility Studies
- Hydraulic Reports: Waterways Complex
- Hydraulic Reports: Waterways Typical
- Location Drainage
- Sanitary Engineering
- Roads & Streets
- Safety Studies
- Reconstruction/Major Rehabilitation
- Rehabilitation
- New Construction/Major Reconst
- Construction Inspection
- Surveying

Teska Associates, Inc.

Teska Associates, Inc. (Teska) is an interdisciplinary professional firm specializing in community planning, development economics, site design and landscape architecture. Since its establishment in 1975, our reputation for technical competence, community relations, and consensus building is well recognized. We offer the advantages of being a large enough organization to provide a full range of professional services, yet small enough to offer a personalized approach to our assignments.

Our firm offers a diverse range of community planning and landscape architectural professional services. Teska has extensive experience with the processes of corridor planning and design, comprehensive planning, neighborhood planning, conservation design, business district planning, zoning and subdivision regulations, sign and appearance codes, growth management, fiscal impact analysis, streetscape design and park planning.

Teska Values

The planners and landscape architects of Teska Associates, Inc. believe in:

Building Livable Communities
We are passionate about creating livable communities; places with a strong economy, walkable and safe streets, and great venues to play and interact with neighbors.

Creating Memorable Places
We strive to craft exceptional people places that fit their environment while helping to create a positive buzz about your project or community.

Building Client Capacity
We equip clients for success; sharing our expertise, leadership, and creativity while educating communities on the what, where, how, and why of win-win development solutions.


Building Livable Communities


Creating Memorable Places


Building Client Capacity

Teska Associates, Inc.

Building Relationships
We cherish long-term client-consultant relationships built by listening intently to client needs, maintaining clear and frequent contact, providing timely and responsive service, and exceeding expectations.

Going the Extra Mile
We know that our success is based on the quality of our service. At Teska, quality service is based on responsiveness, anticipation of needs, maintaining flexibility, and creative and efficient problem solving.

Using Appropriate Technology
We admit to a fondness for the latest tech tools and tricks. Heck, our president is also our IT guy. However, we strongly believe in matching technology to the task. Yes we use GIS, SketchUp, and all the Adobe stuff. We also create awesome interactive project web sites. However, we still do freehand sketches and diagrams when that is quicker and more efficient. In community meetings we often use stickers, markers, post-it notes and blocks to quickly engage residents.

Giving People Choices
We give clients choices through a careful matching of design approaches to the place. We promote careful evaluation of choices through our firm's diverse skill set, supplemented by team partners matched to the specifics of the project. We also promote choice within Teska by encouraging our staff to follow their passions. That could mean a particular type of project, a continuing education effort, or a flexible work schedule.

Honest Answers to Tough Questions
We strive for inclusion and transparency in both our planning and design work. We also do our homework. The solutions we recommend are creative and realistic. Based on our experience and analysis, we sometimes have to tell a client that in our opinion an idea won't work – but that rejection is quickly followed by an alternative solution that will work.

Ensuring Economic Sustainability
We believe that profit and strong communities are intertwined. Developments and local infrastructure must meet demands for shopping, jobs, housing and civic needs while producing fiscally responsible impacts on municipalities and profits for the development team.


Building Relationships

Going the Extra Mile


Using Appropriate Technology


Giving People Choices

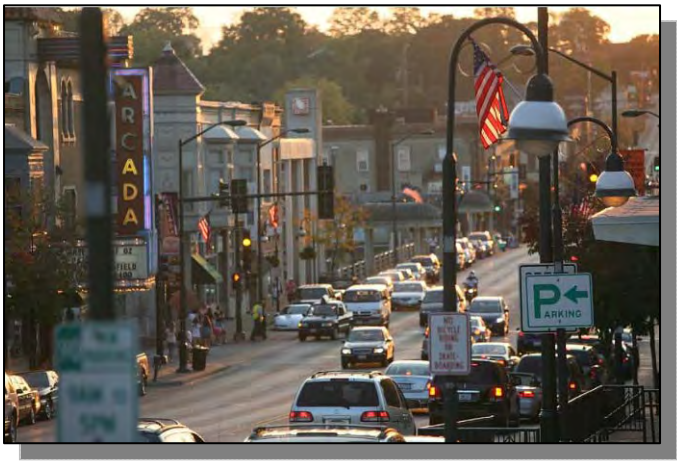

Providing Answers to Tough Questions


Ensuring Economic Sustainability

Teska Associates, Inc.

Comprehensive Transportation Plan
St. Charles, Illinois

St. Charles is an active community located in the central-eastern part of Kane County along the Fox River. Part of its "small town" attraction and popularity as a destination is the fact that the City has placed a high priority on developing and maintaining a comprehensive network of multi-modal travel options for its residents. Accordingly, as part of their Comprehensive Plan update, GHA was charged with a very thorough evaluation of the transportation network, which consists of an integrated system of roadways, transit services, and extensive paths for non-motorized travel.



The City is serviced by a hierarchy of streets from local roadway to major arterial thoroughfares under the jurisdiction of a variety of governing agencies. Mass transit to downtown Chicago is available via the Metra station in Geneva and other inter community mass transit is available through Pace. The challenge is not only to look at the network as a whole but to evaluate and balance large volumes of traffic, new river crossings, truck routes, and mass transit, with pedestrians, bikes, and in some cases, capacity deficiencies.

In many different areas including the downtown, all modes are required to support a flourishing business district. Again, the key component is to preserve the pedestrian scale in residential neighborhoods as well as the downtown. To address these issues, GHA focused on collecting and evaluating traffic data from a variety of sources, pedestrian movements, sidewalk gaps and new links in the roadway network. Parking and overall traffic calming were also evaluated.

Rita Tungare, Director of Community Development
City of St. Charles
Two East Main Street
St. Charles, IL 60174
630-377-4443

GEWALT HAMILTON ASSOCIATES, INC.

Comprehensive Transportation Plan
Niles, Illinois

The Village of Niles is an inner ring suburban community that has undergone significant demographic and development changes over the years. Its large commercial base includes Milwaukee Avenue which has a multitude of strip shopping but also big-box commercial and a regional shopping mall – Golf Mill. GHA was retained as part of a planning team to perform a thorough analysis of Village-wide existing transportation conditions for all modes, and provide recommendations for improvements for the next 10-20 years. This would include evaluation of four key travel corridors: Touhy Avenue, Dempster Street, Golf Road and Milwaukee Avenue.

The Village is serviced by a hierarchy of streets, from local roadway to major arterial thoroughfares under the jurisdiction of a variety of governing agencies. Mass transit to downtown Chicago is available via the Metra station in neighboring Morton Grove and Pace bus to the Jefferson Park terminal. The challenge was to look at the network as a whole and balance large volumes of traffic, truck routes, and mass transit, with pedestrians, bikes, and capacity deficiencies.

Specifically, the study recommendations called for:

- Corrections to pedestrian network disconnects
- Access control along four key corridors
- Projections of future traffic/ADT
- Capacity improvements
- New transit stop design and locations
- Safer pedestrian crossing areas and related improvements
- Bicycle improvements along existing routes

The transportation plan was integrated into a larger land-use plan and was adopted by the Village Board in 2011.

Steven Vinezeano, Assistant Village Manager
Village of Niles
1000 Civic Center Drive
Niles, IL 60714
847-588-8007

GEWALT HAMILTON ASSOCIATES, INC.

Master Transportation Plan and Station Area Plan
Hanover Park, Illinois

The development of a Village Center has long been a priority for the Village of Hanover Park, and with the help of grant from the Regional Transportation Authority, the Village is creating a Transit-Oriented Development (TOD) plan which will provide tools to promote and shape development in the area. Due to the unique advantages of regional transportation access, availability of underdeveloped land, and proximity to existing rail and bus service, the Hanover Park Village Center offers an unprecedented opportunity to create a true multimodal city center atmosphere where residents can live, work and shop. The overall study area encompasses a ½-mile radius from the Hanover Park Metra Station, and includes planning challenges and opportunities such as significant critical wetland habitat and over a mile of preserved right-of-way for the future westward extension of the Elgin-O'Hare Expressway.

GHA was part of the multi-discipline team creating the Village Center Plan. Our role on the team includes transportation planning, utility investigation, and wetland inventory. GHA developed a comprehensive transportation and roadway system plan that integrates the existing and future arterial network, and provided a land-use concept analyses to quantify traffic impacts. Additionally, GHA assessed the ability of the existing infrastructure to support the planned development, conducted a wetland delineation and prepared an enhancement and mitigation plan, and designed trail and bicycle circulation plans. GHA's role in the project has proven essential in discussions with IDOT regarding the Village's preferred design of the Elgin-O'Hare expansion, which will be critical to the economic vitality of Village Center businesses.

Kathryn Bowman, Village Planner
Village of Hanover Park
2121 West Lake Street
Hanover Park, IL 60133
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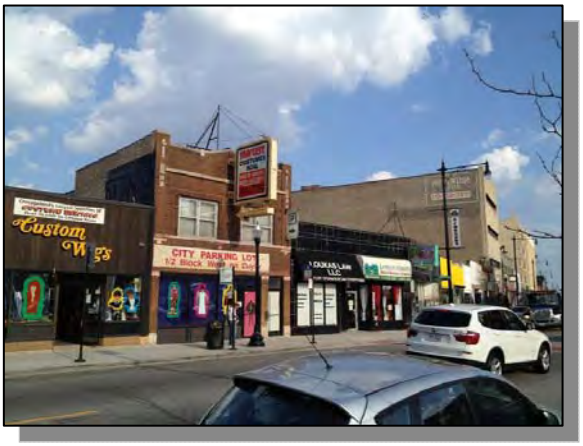
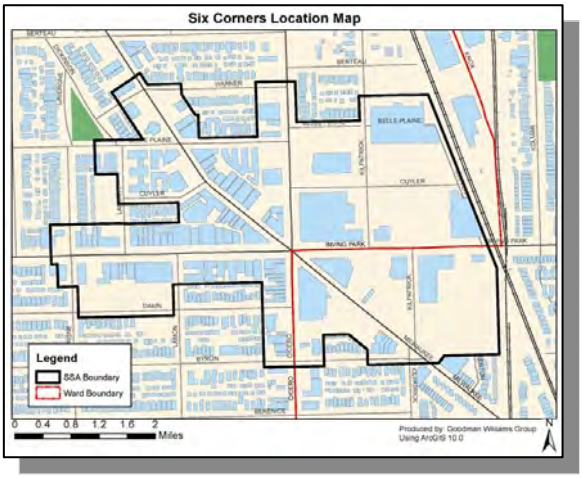
GEWALT HAMILTON ASSOCIATES, INC.

Six Corners Master Plan
Chicago, Illinois



Six Corners, located at the intersection of Irving Park Road and Milwaukee Avenue, has a long history as a successful neighborhood shopping and entertainment district. With an iconic Sears store, the Portage Theater, and the Marketplace at Six Corners, it has served residents of Portage Park and neighboring communities on Chicago's northwest side. In recent decades, however, Six Corners has experienced a loss of retailers and appears in need of physical improvements to both buildings and infrastructure.



GHA is currently part of the consultant team led by Goodman Williams Group to assist in the preparation of a Master Plan for the Six Corners retail district. Our task is to document existing parking supply and demand within the study area to better understand parking dynamics during peak times on a typical weekend.

GHA is evaluating existing on-street and private lot parking for supply/occupancy. We are currently assisting with public presentations and outreach efforts, and will provide recommendations for public improvements including pedestrian amenities, wayfinding signage, parking configurations, and traffic operations.

The resulting Master Plan will allow the City and the Six Corners Business Association to better plan for new development and improved parking operations in the Study Area. The result will be a realistic and compelling new vision for Six Corners, addressing land use, potential redevelopment, and the physical environment.

Benet Haller, Assoc AIA, AICP, LEED AP
Director of Planning and Urban Design
Chicago Department of Housing and Economic Development
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C_Benet.Haller@cityofchicago.org

GEWALT HAMILTON ASSOCIATES, INC.

Main Street Transportation Feasibility Study
Bloomington-Normal, Illinois

Main Street: A Call for Investment outlined an array of planning, transportation, building, and zoning recommendations for the Business US 51 corridor throughout the City of Bloomington and the Town of Normal. The Bloomington-Normal Main Street Transportation Feasibility Study focused on the transportation elements along this 9-mile corridor, from I-39 on the north to I-74 on the south. GHA was the lead consultant of a team that focused on 26 key transportation-related recommendations found in the report.

This very important "Complete Streets" project is being managed to conform to the Context Sensitive Solutions (CSS) process. A Technical Advisory Group (TAG) was formed to help ensure that recommendations ultimately agreed to are from consensus building. Thus, the project involves a significant public outreach component, including key stakeholder interviews, website development, and open houses. An extensive survey was created for residents, businesses, and students and staff of Illinois State University and Illinois Weslyan University to provide insights and opinions.

Although Main Street will continue to be a very important vehicular route, one of the primary goals of the Feasibility Study is to enhance all forms of transportation: vehicles, pedestrians, bicyclists, and transit. One of the key study areas is to determine if the "inside" one-way street pairs in Downtown Bloomington can be converted to two-way. A Synchro traffic simulation model analyzed street operations and the potential for creating a type of "road diet" on the "outside" one-way couplet to provide additional on-street parking, new pick-up/drop-off zones, wider sidewalks, and protected bicycle lanes.

Other components of the study included extensive data collection, access management, landscape median treatments, and bicycle connections to existing and planned facilities networks.

Paul Russell, Executive Director
McLean County Regional Planning Commission
115 E. Washington, Suite M103
Bloomington, IL 61701
309-838-4331, ext. 22

GHA GEWALT HAMILTON ASSOCIATES, INC.

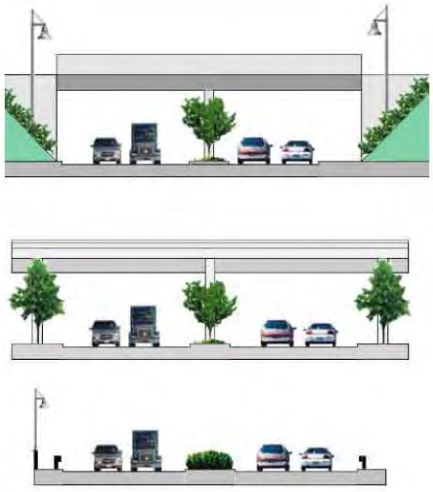
CHICAGO SOUTH SUBURBS

CORRIDOR PLANNING

Working on behalf of the South Suburban Mayors and Managers Association, Teska Associates, Inc., along with our economic development partner, Business Districts, Inc. prepared a visioning plan for the Harlem Avenue Corridor. The purpose of the visioning plan is to improve the visual appearance and economic vitality for the Harlem Avenue Corridor. This commercial corridor stretches for approximately 15 miles between Interstate 80 and 65th Street and passes through eleven communities.

Teska developed corridor design improvement concepts, which unify the visual impact of the roadway and encourage each community to express their own identity along the corridor through signage, lighting and landscape treatments.

The corridor has been organized into zones, which emphasize Heritage Crossings, Community Gateways, Community Destinations and Corridor Connectivity. Design themes were developed for each zone. Streetscape components include signage, lighting, paving, barrier walls and rails, embankment plantings, landscape screening, parking lot plantings and ornamental plantings.



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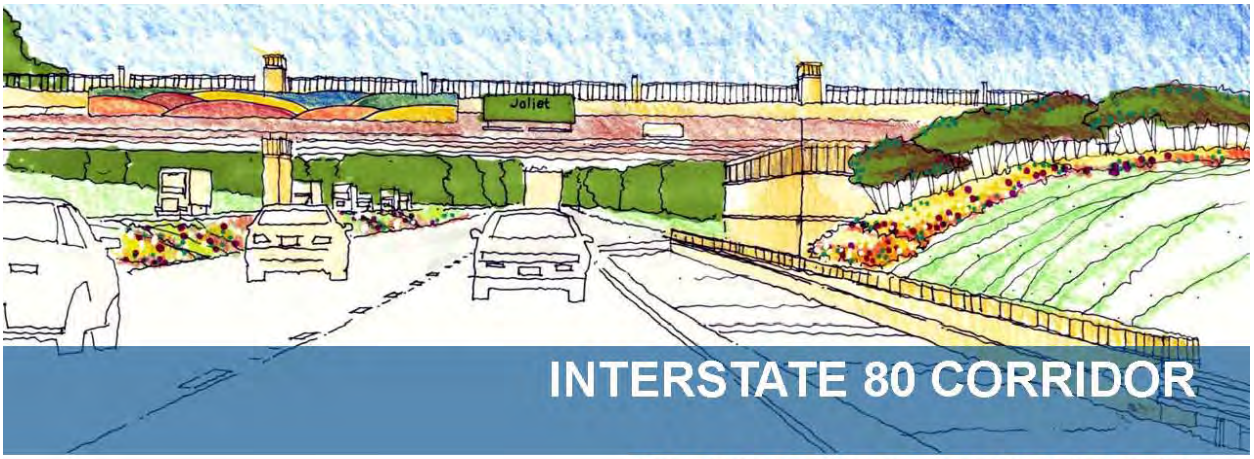


INTERSTATE 80 CORRIDOR

CHICAGO SOUTH SUBURBS

CORRIDOR PLANNING

Teska Associates, Inc. and Business Districts, Inc worked with the South Suburban Mayors and Managers Association and Chicago Southland Development, Inc. (CSDI) to improve the visual appearance and economic vitality of the I-80 corridor. As described in the organization's mission statement, the intention of this visioning plan is "To create a beautiful, themed, consistent and coordinated, highly attractive physical environment as an entrance/ gateway for an Identified I-80 Corridor, resulting in the creation of a positive image that attracts high-end development with quality employment."

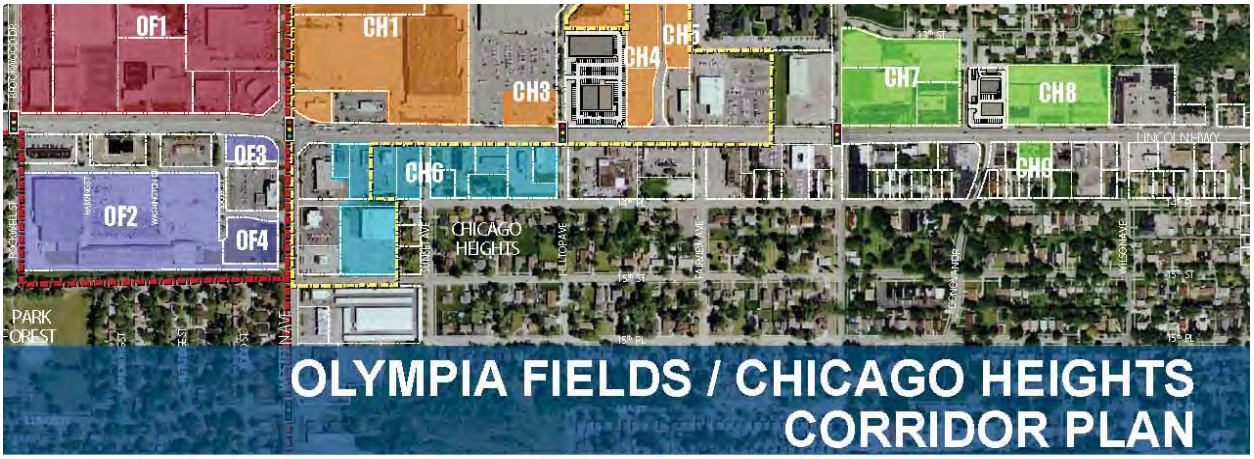
The corridor stretches for 16 municipalities and 55 miles between the Indiana border towards the east and the Village of Morris towards the west. Teska developed landscape enhancement concepts, which unify the visual impact of the roadway and encourage each community to express their own identity along the corridor.

The corridor is organized into zones, which emphasize distinct cultural and landscape characteristics of the roadway. These zones include the following: "Rural Homestead", "Pastoral Settlement", "River Settlement", "Suburban Mixed-Use", "Industrial Campus", and "Urban Interchange".

Enhancement concepts were prepared and coordinated with the Illinois Department of Transportation (IDOT) to address high visibility areas located along the corridor, such as intersection landscapes, bridge overpass landscapes, median landscapes, screened landscapes, sponsored landscapes, gateway signage, sign structure landscape representations and sound barrier wall landscape representations.

Teska Associates, Inc.
www.TeskaAssociates.com

TESKA

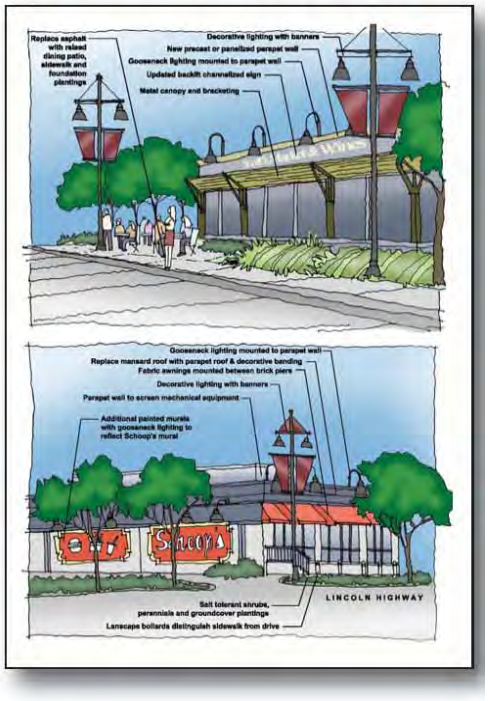


OLYMPIA FIELDS / CHICAGO HEIGHTS CORRIDOR PLAN

Untapped potential. That would certainly be one way to describe the Lincoln Highway/Western Avenue corridors cutting through Olympia Fields and Chicago Heights. This once thriving retail area has experienced vacancies and decline over the past 10 years or so. However, with over 60,000 vehicles a day traveling through the area, the Village of Olympia Fields and the City of Chicago Heights realized that an economic redevelopment and streetscape plan should be developed to revitalize this corridor into an attractive retail destination with a true sense of place.

Teska assisted both municipalities with market research and economic development strategies that could be applied to existing properties, or to new development. Simultaneously, Teska designers developed a strong steetscape design to link the corridor together and compliment the market research effort. Elements of this streetscape design included strong gateway signage and pedestrian plazas, monument signs that would extend periodically throughout the 3 mile corridor, and new proposed landscaping to soften the auto-oriented character of the corridor. In addition to streetscape plans and recommendations, the Teska team also developed facade improvement studies for highly visible properties throughout the corridor.

OLYMPIA FIELDS, IL
CHICAGO HEIGHTS, IL



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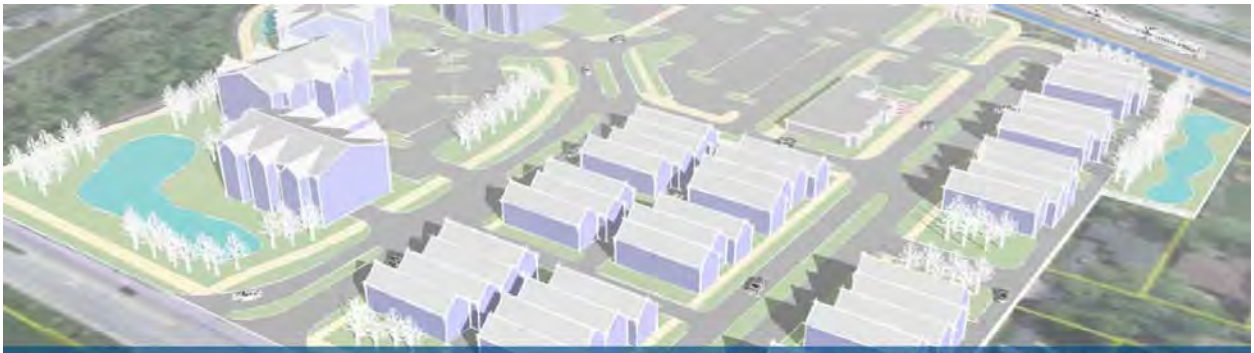

SOUTH SUBURBAN TRANSIT ORIENTED DEVELOPMENT CORRIDOR

CHICAGO SOUTHLAND, IL

CORRIDOR PLANNING

The South Suburban Mayors and Managers Association (SSMMA), working with its economic development partner, the Chicago Southland Economic Development Corporation (CSEDC), is looking to foster transit-oriented development (TOD) that is supported by local community desires and market conditions throughout the south suburban area. Teska and Business Districts, Inc. collaborated with the SSMMA, CSEDC and four municipalities to provide economic analysis and site planning for sites located in the Villages of **Richton Park, Olympia Fields, Flossmoor and Hazel Crest**. These development plans have been adopted by each community and are intended to be used by each as a basis to solicit the development community.

sample development visioning board prepared by Teska

Teska Associates, Inc.
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Section 2

Key Personnel

GHA GEWALT HAMILTON ASSOCIATES, INC.
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Timothy J. Doron
Director of Transportation Planning

Experience

Mr. Timothy J. Doron has over 25 years experience in all phases of transportation planning. He currently manages the GHA City of Chicago office. His experience includes site access and traffic impact studies both within the City and suburban areas; due diligence studies; pedestrian, bicycle and transit studies; comprehensive planning; transportation master plans; downtown plans and municipal studies; transit and transit-oriented development studies; traffic management; traffic simulation models; parking demand analyses; transit operations; and roadway operations planning. Additionally, Mr. Doron has prepared and given testimony at numerous commissions and committees in Illinois and Wisconsin.

Prior to joining GHA, Inc., Mr. Doron was a Principal at major transportation traffic firm, serving as Vice President, and was the Director of Transportation of the Northwest Municipal Conference. He was also a partner in his own consulting firm, and served as Executive Director, General Manager of a regional transit agency.

Master Planning and Corridor Studies

- Berwyn, Oak Park & Cicero, IL – Roosevelt Road Corridor Study
- Elburn, IL – Village-wide Access and Network Study
- Glenview, IL – Milwaukee Avenue Corridor Study
- Glenview, IL – Waukegan Road Corridor Study
- La Grange Park, IL – 31st Street Corridor Study
- Oak Park, IL – Madison Street Corridor Study
- Sun Prairie, WI – Westside Master Plan
- CSX Properties, South Loop (Chicago) – Master Planning Study
- Stroger Hospital Campus (Chicago) – Master Plan
- University of Illinois (Chicago) – Campus Master Plan

Transit Studies

- IDOT SRA – Transit Operations Analyses for
- Jefferson Park & Evanston, IL –CTA/Suburban Bus Terminals Operations Plan
- Lake Cook Road TMA – Shuttle Transit Feasibility Study
- Niles, IL – Transit Operations Analysis
- Carle Hospital Service, Urbana, IL – Paratransit Shuttle Analysis

Municipal Downtown/Commercial Studies

- Downers Grove, IL
- Evanston, IL
- Glenview, IL
- Lake Bluff, IL
- Lombard, IL
- Oak Park, IL
- Orland Park, IL
- Park Ridge, IL
- Villa Park, IL
- Sun Prairie, WI

Education

Bachelor of Arts Urban and Municipal Studies, Loyola University, 1971

Master of Public Administration, Roosevelt University, 1978

Memberships & Positions

Institute of Transportation Engineers

American Planning Association

Lambda Alpha International Land Economics Society, Board of Directors

Glenview Plan Commission, Chairman (1992-2000)

Glenview Naval Air Station Redevelopment Commission, Chairman (1994-2000)

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William C. Grieve, P.E., PTOE
Senior Transportation Engineer

Experience

William C. Grieve, Senior Transportation Engineer, has 30 years of specialized experience in traffic planning and transportation engineering. His clients include developers and their consultants, municipalities, school districts, hospitals/medical centers, and park districts.

Transportation Planning / Municipal Consulting

Managed comprehensive planning and corridor studies, Central Business District Transit Oriented Development and complete streets studies, conducted development reviews, and performed special topic investigations for many municipalities, such as Northbrook, Libertyville, River Forest, Gurnee, Skokie, Park Ridge, Riverwoods, Lincolnwood, Lake Forest, South Barrington, Carpentersville, Palatine, Inverness, Woodstock, Niles, Lisle, Mokena, Sugar Grove, South Elgin, La Grange, Kildeer, Burr Ridge, Arlington Heights, and Huntley.

Participated in the transportation planning of new communities in Illinois, Texas, and Canada including street system functional hierarchy, location, and alignment.

Evaluated redevelopment proposals in Illinois, Wisconsin, Michigan, Kansas, and Texas and the Provinces of Alberta and Saskatchewan, Canada.

Traffic Engineering

Conducted Traffic Impact Studies (TIS) in over 100 Illinois municipalities, 15 states, and 3 Provinces in Canada. Evaluated and designed site plan elements (e.g. parking facilities, access intersections, and internal circulation) for retail/commercial centers, residential communities, office parks, industrial/business parks, school districts, hospitals/medical centers, mixed-use developments, and recreational facilities.

Managed and conducted Intersection Design Studies (IDS) in Illinois.

Provided expert testimony at public hearings in Illinois, Wisconsin, Iowa, Indiana, Michigan, Kansas, and in the Province of Alberta, Canada.

Parking

Conducted parking studies for commercial and retail developments and institutional campuses, including surveying inventory, determining existing peak and daily demands, and analyzing future needs. Prepared functional design for structured and at-grade parking facilities.

Public Involvement

The following projects that Mr. Grieve managed and participated in included extensive public involvement:

- Main Street Transportation Feasibility Study – Bloomington-Normal, IL
- Waukegan Road Corridor Study – Glenview, IL.
- River Forest Corridors Study – River Forest, IL
- Central Street Corridor Study – Evanston, IL
- Downtown Comprehensive Traffic Study – Skokie, IL
- Downtown Riverfront Study – Sterling, IL
- Mundelein Comprehensive Plan – Mundelein, IL
- Central Business District/Transit Oriented Development Study – Western Springs
- Central Business District/Transit Oriented Development Study – Wilmette, IL

Education

Bachelor of Science in Civil Engineering, University of Illinois, Champaign-Urbana; 1978

Graduate Studies in Public Administration and Transportation

Professional Registration

Professional Engineer Province of Alberta, Canada (APEGGA)

Professional Traffic Operations Engineer (PTOE)

Memberships

Institute of Transportation Engineers (ITE)

American Planning Association (APA)

American Society of Civil Engineers (ASCE)

GEWALT HAMILTON ASSOCIATES, INC.
CONSULTING ENGINEERS

850 Forest Edge Drive, Vernon Hills, IL 60061
TEL 847.478.9700 ■ FAX 847.478.9701

820 Lakeside Drive, Suite 5, Gurnee, IL 60031
TEL 847.855.1100 ■ FAX 847.855.1115

www.gha-engineers.com

Kelly K. Conolly, P.E.
Transportation Engineer

Experience

Kelly K. Conolly is a Licensed Professional Engineer with seven years of experience in the traffic engineering and transportation planning fields. Her experience covers both the public and private sectors and includes traffic impact studies; pedestrian, bicycle and transit studies; comprehensive planning; transportation master plans; downtown plans and municipal studies; transit and transit-oriented development studies; parking demand analyses; and roadway operations planning.

Master Transportation Planning

The following lists some of the master transportation planning and corridor study projects for which Kelly has worked. The transportation component of corridor and master planning efforts includes right-of-way, access management, circulation, signal location, pedestrian and bicycle facilities, parking, etc.

- Village of Niles Comprehensive Plan
- Village of Mt Prospect STAR Line Station Area Plan
- City of Marengo Western Corridor Plan
- Broadway Road/Reed Road (Grundy County) Corridor Access Plan

Campus Traffic & Parking Planning

The following is a representative sample of university, medical and recreational campus projects for which Kelly has done master circulation and access planning. Campus plans always involve a multi-modal approach that considers the importance of pedestrian and bicycle access.

- DePaul University
- Loyola University Chicago
- University of Illinois at Chicago
- New Trier High School
- Lycée Français de Chicago
- St Bernard Hospital
- Forest Park in Lake Forest

Municipal Downtown/Conversion Studies

Kelly has worked on several projects evaluating the feasibility and implications of changing traffic circulation or capacity through municipalities with the goal of calming traffic and/or increasing business vitality.

- 3-lane Conversion, 47th Street, Village of La Grange -
- Two-way Conversion, Downtown Village of Glen Ellyn
- Two-way Conversion, Western Avenue, Downtown City of Blue Island

Education

Bachelor of Science in Engineering with an emphasis on Structural and Transportation, University of Illinois Urbana-Champaign, 2004

Professional Registration

Illinois Licensed Professional Engineer #062-061630

Memberships

Institute of Transportation Engineers

Active Transportation Alliance

Women In Transportation Seminar

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www.gha-engineers.com

James R. Mitchell
Transportation Planner

Experience

Mr. James Mitchell, Staff Transportation Planner, has nearly six years of professional transportation planning, GIS mapping, due diligence and urban planning experience. Mr. Mitchell has worked closely with a variety of professional planning consultants, as well municipal engineers and construction contractors. Prior to joining GHA, Mr. Mitchell worked for a private developer assisting with due diligence and site assessments for various large scale land development projects. As a student, Mr. Mitchell has interned with a Metropolitan Planning Organization (MORPC) and the Regional Transportation Authority (RTA), where his responsibilities included GIS mapping and transit policy analysis.

At GHA, Mr. Mitchell has worked in all aspects of transportation and municipal planning and design, including streetscape and roadway design, GIS inventories of municipal assets, and traffic data collection. Mr. Mitchell regularly assists with data analysis and report preparation for GHA's transportation planning projects, and also processes requests for roadway "function class changes" for IDOT District 1.

Master Planning and Corridor Studies

- Village of Mundelein Comprehensive Plan, Mundelein, IL
- North Avenue and Harlem Avenue, River Forest, IL - Corridor Study
- Waukegan Rd, Glenview, IL – Corridor Study

Parking Studies

- Presbyterian Homes, Evanston, Illinois
- Hines VA Hospital Study, Hines, Illinois
- Recreation, Sports & Fitness Center, Lake Forest College

Municipal Downtown/ Transit Oriented Development Studies

- Wilmette, IL
- Center Station Amtrak Study, Moline, IL
- Western Springs, IL

IDOT District I Traffic Data Collection

Mr. Mitchell has assisted GHA in completing two years of traffic counting operations for the Illinois Department of Transportation in District 1 and District 2. While working for GHA as a field technician, Mr. Mitchell has been responsible for traffic counter layout, traffic data route planning, and processing of the raw traffic count data for submission to IDOT.

Manual Traffic Data Collection

Mr. Mitchell has completed dozens of field counts of various roadway intersections, schools, and healthcare facilities utilizing JAMAR intersection data collectors. Mr. Mitchell also assists senior GHA traffic engineers in the design and review GHA data collection efforts.

Education

Bachelor of Arts in Geography & Geographic Information Systems, Ohio State University, 2004

Master of Urban Planning – Transportation Planning, University of Illinois at Chicago, 2011

Memberships & Positions

Institute of Transportation Engineers (ITE)

American Planning Association (APA)

Former Intern, Regional Transportation Authority (RTA) Chicago

Former Intern, Mid-Ohio Regional Planning Commission (MORPC)

JODI Z. MARIANO, PLA, ASLA, CLARB
Senior Associate

Experience

Ms. Mariano's backgrounds in landscape architecture and architecture have prepared her well to guide community urban design projects.

Jodi brings a research-oriented, contextual approach to urban design, providing unique design solutions for our public and private sector clients.

Jodi has directed public processes which have resulted in useful master plans, successful funding applications and dynamic implementation projects. Her professional responsibilities range from concept planning through design, construction phase services, development approval and project installation.

Her proficiency with a wide range of graphic techniques, including hand drawings and computer generated graphics, allow her to craft effective and efficient communication techniques. Her technical experience enables her to produce dependable high quality construction documents.

Prior to joining Teska Associates, Jodi worked for a Chicago engineering firm on high profile infrastructural projects, developing her interest in blending vibrant community based design with functional infrastructure needs.

Jodi is an instructor at the Joseph Regenstein, Jr School at the Chicago Botanic Gardens where she teaches in the Garden Design Certificate Program.

Education

B.A. Landscape Architecture
University of Illinois, Champaign

M.A. Architecture
University of Illinois, Chicago

Professional Affiliations

State of Illinois, Registered Landscape Architect License No. 157-001062

CLARB Certified Landscape Architect, No. 4570

Member, American Society of Landscape Architects

Instructor, Joseph Regenstein, Jr. School, Chicago Botanic Gardens

Professional Activities/ Speaking Engagements

APA Illinois State Conference, "Successful Grant Writing: Putting Plans into Action", 2011

APA Chicago Metro Section, "Outside the Box: A Historic Preservation Toolkit for Planning", 2011

Glenbrook South High School Women in Math and Science Breakfast, 2010, 2011

Author of the Chicago Botanic Gardens Garden Design Certificate Curriculum Restructuring, 2010

JODI Z. MARIANO, RLA, CLARB

Representative Projects

Urban Design Guidelines
Participated in and led design guidelines assignments which resulted in the design direction for publicly and privately owned properties. Design guidelines have been prepared for **Western Springs, Lombard, South Elgin, Itasca, West Chicago, Sugar Grove and Prairie Grove.** Continuing services for many of these communities have provided assistance with municipal decision making for items such as new development, building additions and modifications.

Streetscape Planning
Worked on behalf of both private developers and municipalities to develop streetscape visioning and detailed bid document plans for streetscape developments. Assisted with obtaining ITEP (Illinois Transportation Enhancement Program) funding for streetscape implementation. Streetscape planning assignments include **Canton Downtown (Canton); Sherman Plaza, Maple Avenue & Borders Plaza (Evanston); Vernon Court Parking Lot, Downtown Planters & Dundee Road median plantings (Glencoe); Lemont Downtown and Historic I&M Canal Trail (Lemont); St. Charles Road (Berkeley); and Southside Streetscape (Greensboro, NC).**

Façade Enhancements
Provided historical research and façade enhancement studies to assist with downtown revitalization projects. Assisted with obtaining DCEO (Department of Commerce and Economic Opportunity) grants for façade implementation. Façade enhancement assignments in downtowns include **Canton, Glencoe, Fox River Grove, Rochelle and Lombard**. Façade enhancement assignments for commercial centers include **Olympia Fields.**

Gateway & Wayfinding Signage
Prepared gateway and wayfinding signage packages for downtown district and corridor enhancement. Signage assignments have been completed for **Berkeley, South Elgin, Canton, and Western Springs.**

Site, Landscape and Architectural Plan Review
Analyzed and prepared project reviews and testimony for a variety of large and small scale projects for the **Villages of Bloomingdale, Itasca, Glencoe and South Elgin.**

Landscape Architecture
Provided landscape architecture design services for multiple residential projects, including single family, townhome and condominium homes. Provided landscape architectural design for specialty garden areas such as the **Wilmette Reading Garden, Glenbrook Hospital Memorial Sculpture Garden, Glencoe Village Hall and Downtown Planters.**

Park Master Plans and Park Site Design
Prepared park plans for the South Elgin Parks Department, including **Gateway Plaza, Pickerel Park, and Pioneer Park**. Prepared playground plans for **B'Nai Torah Congregation**.

Infrastructure Design
While at another firm, collaborated with teams of engineers, architects and landscape architects on high profile infrastructure projects including the **South Lake Shore Drive Reconstruction through Historic Jackson Park and the Michigan Avenue Planters above the North & South Grant Park Garages in Chicago.**

ERIN M. CIGLIANO

Associate | New Media Specialist

Experience

Erin Cigliano has worked at Teska Associates, Inc. for the past 5 years, utilizing a diverse set of urban planning, graphic design and web design skills to produce a variety of cutting edge, award winning documents and project websites.

Having graduated first in her major, receiving the AICP Outstanding Junior and Senior award, Erin brings with her a background focused on planning and creative design, with a proficiency in Adobe Creative Suite, Dreamweaver, and SketchUp's 3-D imaging software.

Calling on her skills in graphic and web design Erin has created dynamic project websites for communities to track project progress and view plans promptly as they're completed. In addition to heading up web design, Ms. Cigliano also handles TAI's promotional mailers, online newsletters, and exhibit designs for conferences.

By coupling her planning experience with graphic capabilities, Erin has worked on a variety of projects, developing 3-D site plans and animations to simulate development alternatives for Glencoe, IL, Greensboro, NC, and South Elgin, IL, to name a few. Her work has also centered upon 'green' alternatives and impervious surface analyses for the Villages of Kenilworth and Glencoe, IL, with continuing service work for the Village of Deer Park, IL.

Prior to joining Teska, Ms. Cigliano interned with the firm for two years whilst completing her college degree. Previous experience includes sustainable design research centered on the USGBC's LEED certification program for Allerton Park in Monticello, IL.

Education

B.U.P. Urban Planning
University of Illinois
(Urbana-Champaign)

Professional Associations/Awards

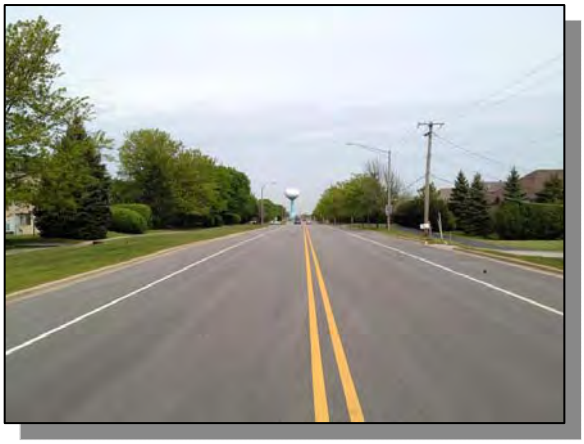
American Planning Association

Two-time recipient of AICP Outstanding Student Award

Section 3

Project Approach & Scope of Services

Where are we now? Where are we going? How do we get there? These are three very important and very common dilemmas. The world is changing but the need to travel is not. Even with the all the collective electronic communication processes at our fingertips we still need to get around. However, travel habits and modes are changing. Transportation planning now looks at alternate non-motorized modes as an integral part of the network. The need to integrate cars with pedestrians - bicycles –transit- trucks is essential. Our roads can't be built fast enough to offer motorized travel at all times to all people, not to mention diminishing financial resources.



Transportation planning cannot, and should not, be done in a vacuum. Context Sensitive Design and Solutions are not only required by many jurisdictions for funding but should be a primary launching point of any plan. In other words how does it "all" fit together - land use, infrastructure, travel choices, and safety. There will be many technical components to this study. However, perhaps the most important element in the study is the "reality factor", what can be done based on jurisdictional policies and "best practices", limited resources and priorities. All components and recommendations in the plan are very important. These include major network changes as well as what we term "low hanging fruit". Many of our previous clients, for which we performed similar related services, wanted to know what they could do with a bucket of paint and a brush first. Additionally they wanted costs and priorities for future planning and grant applications. This is exactly what we intend on providing in this study.

Gewalt Hamilton Associates, Inc. (GHA) will lead an experienced corridor planning, design and engineering team of experts, including staff from Teska Associates, Inc. (Teska) to provide a clear roadmap and that evaluates all possibilities and lays them out in usable formats and graphics.

Accordingly the specifics to our approach which has been tried and tested in other corridors is as follows

- Test, but Don't Repeat. We will carefully review previous work so efforts are not needlessly duplicated. Where there is potential for an alternative from the previous study that accomplishes an improved or more cost efficient result, we will suggest it.
- A Multi-Modal Approach. Our approach will accommodate all forms of transportation and incorporate current planning efforts to introduce pedestrian facilities along the corridor.
- Useful Products. The GHA | Teska Team will produce a useful technical product that will provide the Village and local jurisdictions with clear-cut options and a straightforward recommendation for implementation.
- Communication – Detailed and frequent communication between the Village staff, and our team is essential to the success of the project. The GHA | Teska Team is experienced in coordinating with multiple stakeholder agencies, and our staff work toward developing synergistic relationships.
- Senior Staff and Resources – GHA and Teska are absolutely committed to providing top-level personnel to manage, evaluate, coordinate, review, and support this project from start to finish.

- A Cohesive Team – Our firms have worked together on several similar projects and will manage the Orland Park Strategic Transportation with the synergy of a single unit. The proposed personnel will facilitate an integrated team with specialized expertise and familiarity with the study area.

Our approach and promise is to help the Village move forward towards implementation in the next 10 and 20 year horizons. During this process of evaluation, we will spend a significant amount of time both reviewing previous work and in the field, communicating with staff, and the GHA | Teska Team. Our recommendations will not be made in a vacuum.

The GHA | Teska Team provides the best in experience in evaluating a multi-modal approach within the Village containing a multiplicity of land uses and travel needs.. Our team will work together, as we have on numerous previous projects, to provide the Village with useful information, clearly presented technical drawings and documents, a thorough evaluation of options and alternatives, clear recommendations and costs associated with each, and quality control.

It's your Village and your study – our team will always remain cognizant of that fact. We are here to present you with best practices, our experiences, our recommendations, and our designs. The network and system and the effects of this study will remain long after we are gone. Accordingly, the GHA | Teska Team will operate collaboratively with you to produce a professional and well respected product.

In support of this goal we offer the following Scope of Work.

TASK 1: PRELIMINARY RECONNAISSANCE & MEETING WITH VILLAGE STAFF

The team will prepare for a productive meeting with the staff by engaging in an internal preliminary planning session whereby we will inventory and catalogue existing data and reports, create an outline of recommendations, perform an i*nitia*l reconnaissance of the Village and mark up appropriate maps and exhibits for discussions. We will work with you beforehand to determine how you would like the meeting structured but will be prepared with graphics, photos, and other media to facilitate a very productive meeting (meeting #1).

We also suggest a tour of the principal arterial, collector roadways, and also to include any special areas of change, design including non motorized issues, concern, or development (Village to supply transportation). The team members are very much aware of many of the transportation issues and facets in the Village but we eagerly solicit staff input and involvement.

Deliverables for Task 1:

- Meeting materials and materials for tour

TASK 2: EXISITNG CONDITONS REPORT & FURTHER NETWORK RECONNAISSANCE

TASK 2.1 DATA REPORT RESEARCH AND BASE MAPPING

We will gather and thoroughly read, review, and record key issues from all previous efforts and reports performed by and for the Village. We will become very familiar with recent plans to include the Mobility Chapter of the Comprehensive Plan currently being written. We will also read and review meeting minutes from boards and commissions to get a "flavor" for the community positions and concerns. We have found this to be helpful in other planning efforts that we have engaged in. Our "take" on these will be thoroughly reviewed with staff. Also included in this Task will be gathering electronic files for base mapping

TASK 2.2, FIELD RECONNAISSANCE, JURISDICITIONAL OUTREACH AND RECORDINGS

One of the most important aspects of this plan is get a good base of existing conditions. To that end we will spend a significant amount of time compiling existing data from the Village, other sources and jurisdictional agencies. We will be in the field reviewing operations, conditions, hot spots, design and infrastructure issues. We will meet with appropriate jurisdictions as necessary to identify their issues and obtain their programs. Our effort will be both from the "30,000 foot level" down to the street level.

The field effort will be integrated with our data gathering and summaries from the previous task discussed above to create a composite picture of the Village as it is. We will work with staff to define key issues that are in concert with the five goals set forth by the village in the RFP. Examples would be:

- Pedestrian bicycle network deficiencies
- Pedestrian bicycle safety issues
- Severe congestion
- High accident locations
- Jurisdictional identified issues
- Roadway network needs and disconnects
- Transit requirements including access to major facilities
- Freight and roadway (truck routes)
- Review of "character districts" and surrounding urban design patterns which will influence the experience along the corridor

Our intent is to merge data either researched or found in the field in a manner that compares the issues with goals and possibly areas of the village of links of roadways. We performed this effort in other locations

including Niles, St. Charles and Bloomington - Normal and found it helpful to the plans recommendations and the Village in prioritizing investments.

This effort will be driven primarily by the Village overall goal that "The 2030 vision is that Orland Park will have a safe, efficient, accessible transportation network for all users that creates a unique sense of place reflective of the community"

Deliverables for Task 2:

- Existing Conditions Report, a technical report of text, exhibits and maps of existing conditions findings including (not limited to) classification, conditions, jurisdictions
- Features (discussed above) in greater detail overlaid on GIS data base maps or aerials
- Notes and summaries of meetings with jurisdictions
- Data and issues matrix
- Traffic counts
- Text explaining the issues and findings including associated tables and graphics

TASKS 3 & 4: VILAGE STAFF REVIEW OF EXISTING CONDITONS REPORT & MEETING WITH VILLAGE STAFF

Once compiled, we will submit a draft report of existing conditions to the Village for review. We will review comments and meet with the Village staff (meeting # 2). At this meeting we will be prepared to discuss our findings, what they mean, and have a general discussions of opportunities. We will also be prepared to return to the field to supplement any special data that may be an area of concern arising from the meeting.

TASK 5: TECHNICAL MEMO AND ITS COMPONENTS

TASK 5.1 GOALS AND ORGANIZATION

GHA will then prepare a functional and creative transportation technical memorandum with all exhibits and graphics that will be the foundation of the final report. It will be a plan that is easily implementable and can be included in the Comprehensive Planning effort. It will follow the five goals as stipulated in the RFP.

- Accommodate all users
- Congestion Mitigation
- Safety
- Integrate with land uses both current and future
- Merge functionality with aesthetic quality

- Incorporate design patterns that are reflective of Orland Park's landscape/streetscape characteristics

GHA will then prepare a very easy to read and understandable tech memo/plan that will be useful for technical staff as well as the public and policy makers. A narrative will be developed to go along with the figures, maps and exhibits that describe the process and results. The components will include (subject to discussion with staff)

- Overview and goals
- How it integrates with the Comprehensive Planning process
- Summary of key findings Issues and Opportunities
- Graphics including maps and aerials showing a plan view of targeted improvements
- Drawings "typical" or sample roadway design features
- Corridor character districts communicated through concept design plans
- Special graphics and text relating to Pedestrians and bikes
- Photographs
- Special section on character districts
- Special section for four priority corridors
- Special section on safety improvements
- Special section on congestion relief recommendations including functional design drawing at 5-10 key intersections
- Summary
- Implementation and costs
- Grant opportunities for improvements
- Technical appendix

TASK 5.2 KEY COMPONENTS & FINDINGS

Building on the Existing Conditions chapter, background data, research and jurisdictional issues the team will develop a plan that will be guided by the mobility chapter of the Comprehensive Plan and provide a hands on blueprint for improvements for the next 10 – 20 year planning and budgeting horizons. We will use previous documents and efforts already completed by the staff to develop not only a technical document but a useful tool in community planning and policy/budgeting priorities.

The transportation network as stated in the RFP "should emphasize efficiency and safety while also contributing to a sense of place within the community". To that end we will utilize the professional expertise of Teska Associated Inc. (Teska) to identify areas where we can merge functionality with aesthetic quality. Although they will perform a more limited role in the overall project their community planning and landscape architectural experience and expertise will be a welcome compliment to the more technical transportation

planning effort. Teska's experience in planning and design is based in the principle that community infrastructure such as roadways should not only be functional and attractive, but relevant to other local forms. This will be useful in reinforcing "character districts" as well as their design expressions. The goal is to provide the Village with a plan that is not "not one size fits all" but tailored to unique features within Orland Park. TAI will also assist in preparing the graphics portion of the plan that will make this a very user friendly plan.

Key components in the technical memo, by category, follow:

5.2.1 Traffic & Roadway Network

Capacity Needs

- Traffic "hot spots" defined as congested or accident prone roadway sections/intersections
- Average Daily Traffic (ADT) existing and future growth
- Roadway link capacity
- Traffic counts at key intersections or links *for the four priority corridors*. *Note: to be performed with Miovision cameras or plates (anticipated up to 10 locations)*

Operational Issues

- Safety and functionality
- Roadway geometrics and cross sections for key intersections or links
- Speed limits
- High accident locations
- Truck and freight activity how is it impacting congestion
- Roadway network disconnects
- Street functional classifications

Land Use - Urban Design & Transportation

- How to treat special roadway link or corridor features and *character districts*
- Establish a hierarchy of character districts and design treatment options
- Understand proximate land uses and plan for special conditions such as pedestrians and auto usage affecting traffic patterns
- Integrate open space, parks and greenways into the system
- Become familiar with future planning in order for the Plan to become dynamic.

Four Priority Corridors

- General guidelines for access management
- Operations and safety
- How to integrate multi modal non motorized transportation
- Overall corridor roadway aesthetic enhancements

5.2.2 Non-Motorized – Pedestrian & Bicycles

- Pedestrian deficient issues such as sidewalk disconnects or mid block uncontrolled crossing areas
- Bike route locations and opportunities for improvements
- Pedestrian or bicycle safety issues/areas
- General land use and any special uses affecting pedestrians and traffic

5.2.3 Transit

- Transit routing including major Pace bus stop areas
- Access to Metra stations

TASK 5.3 COSTS

An order of magnitude cost matrix will be prepared for each recommendation component of the plan. The costs will include construct and an estimate of Right of Way needs if required.

TASK 5.4 IMPLEMENTATION RECOMMENDATIONS

Based on meetings and discussions with village staff an implementation plan will be developed that identifies near term ("low hanging fruit") and longer term projects. These will be prepared in order to assist policy makers in their decisions. The implementation plan will clearly identify the processes required, costs and other required levels of effort.

Additionally we will present potential funding sources. GHA represents over 13 municipalities and each year we apply for a number of grants on their behalf related to environmental, roadway and infrastructure improvements. Accordingly, we will utilize our list of applicable grants sources and identify specific ones for this implementation project.

Deliverables for Task 5: Technical Memo to be used for draft report that will include (not limited to) maps *and supporting text:*

- Maps of proposed improvements
- Maps of key corridors opportunities and restraints
- Maps of priority projects including roadway, intersection and possible roundabouts improvements
- Maps of pedestrian and bicycle improvements
- Potential transit improvements
- Characters districts figures, locations, typical design treatments and flexible principles

- Street section typical cross section designs
- Maps and figures for the four priority corridors

TASKS 6 – 9: DRAFT REPORT SUBMITTAL & MEETING WITH STAFF

A draft report (technical memo) will be prepared that incorporates all of the components above to include existing conditions, recommendations, cost and implementation plan. We will submit to staff and meet (meeting #3) and receive comments and revisions.

Deliverables for Tasks 6 – 9:

- Draft technical memo/draft report incorporating all aspects of the integrated system including text, tables, photography, and exhibits.

TASK 10: REPORT REVISONS

The GHA Teska Team will incorporate all of the revisions and changes and a final report will be prepared that incorporates all of the components above to include recommendations, cost and implementation plan. We will submit to staff and meet (meeting #4) and receive comments and revisions.

TASK 11-12: PRESENTATION TO VILLAGE BOARD & FINAL REPORT

The Team will present the revised Report to the Village Board using a visual media form (PowerPoint or Prezi). We will then incorporate any further changes and submit a final report to the Village in both electronic and bound report formats.

Deliverables for Tasks 11 & 12:

- Final Report printed copies and electronic media

Section 4

Client References

We invite the Village to contact the following individuals regarding our work on past projects:

Gewalt Hamilton Associates, Inc.

City of St. Charles
Rita Tungare
Director of Community Development
Two East Main Street
St. Charles, IL 60174
630-377-4443

Village of Niles
Steven Vinezeano
Assistant Village Manager
1000 Civic Center Drive
Niles, IL 60714
847-588-8007

Village of Hanover Park
Kathryn Bowman
Village Planner
2121 West Lake Street
Hanover Park, IL 60133
630-823-5600

Chicago Department of Housing and Economic Development
Benet Haller, Assoc AIA, AICP, LEED AP
Director of Planning and Urban Design
121 North LaSalle Street, Room 905
Chicago, IL 60602
312-744-2850

McLean County Regional Planning Commission
Paul Russell
Executive Director
115 E. Washington, Suite M103
Bloomington, IL 61701
309-838-4331, ext. 22

Teska Associates, Inc.

Village of Olympia Fields
David Mekarski
Village Administrator
20040 Governors Highway
Olympia Fields, IL 60461
708.503.8000 x217

Village of Western Springs
Marty Scott
Community Development Director
740 Hillgrove Avenue
Western Springs, IL 60558
708.246.1800 x175

Village of Lombard
William Heniff
Director of Community Development
255 East Wilson Avenue
Lombard, IL 60148
630.620.3599

City of Canton
Mark Rothert
Executive Director
Spoon River Partnership for Economic Development
45 East Side Square, Suite 303
Canton, IL 61520
309.647.2677

Regional Transportation Authority
Nicole Nutter
Project Manager, Special Programs
175 West Jackson Boulevard, Suite 1550
Chicago, IL 60604
312.913.2840

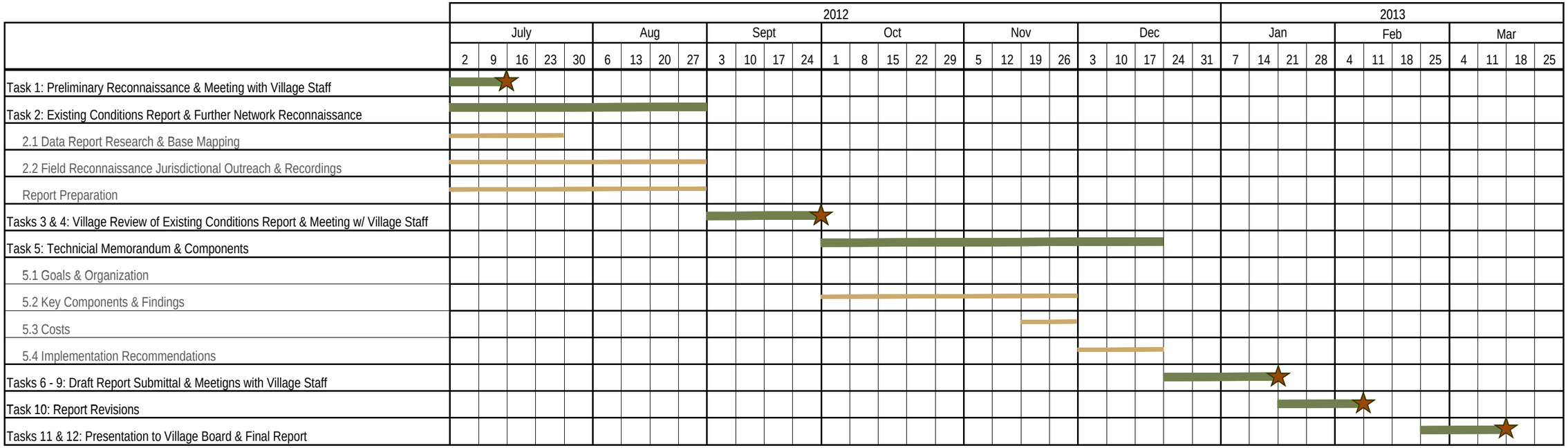
Section 5

Cost Estimates

	Gewalt Hamilton Associates, Inc.									Teska Associates, Inc.						
	Principal $180	Senior Engineer $148	Prof Eng $120	Prof Survey $104	Staff Eng $100	Sr Eng Tech $98	Eng Tech II $84	Eng Tech I $60	Clerical $48	Sr. VP $160	Principal $150	Sr. Assc. $125	Assc. $95	Admin $50	Total Hours	Total Cost
Task 1: Preliminary Reconnaissance & Meeting with Village Staff																
Preparation for and attendance at meeting # 1		8	8									4			20	$2,644
Task 1 Subtotal	*0*	*8*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*4*	*0*	*0*	*20*	*$2,644*
Task 2: Existing Conditions Report & Further Network Reconnaissance																
2.1 Data Report Research & Base Mapping			10				16					4			30	$3,044
2.2 Field Reconnaissance, Jurisdictional Outreach & Recordings		8	16				8					4			36	$4,276
Task 2 Subtotal	*0*	*8*	*26*	*0*	*0*	*0*	*24*	*0*	*0*	*0*	*0*	*8*	*0*	*0*	*66*	*$7,320*
Tasks 3 & 4: Village Staff Review of Existing Conditions Report & Meeting with Village Staff																
Review draft report with Village and meeting # 2		4	8									4			16	$2,052
Tasks 3 & 4 Subtotal	*0*	*4*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*4*	*0*	*0*	*16*	*$2,052*
Task 5: Technicial Memorandum & Components																
5.1 Goals & Organization															0	$0
5.2 Key Components & Findings															0	$0
5.2.1 Traffic & Roadway Networks		8	24				12					4	4		52	$5,952
5.2.2 Non-Mortorized - Pedestrians & Bicycles		8	24				12					4	4		52	$5,952
5.2.3 Transit		8	8				8					4	4		32	$3,696
5.3 Costs		8	8		24							4			44	$5,044
5.4 Implementation Recommendations		16	16									8			40	$5,288
Task 5 Subtotal	*0*	*48*	*80*	*0*	*24*	*0*	*32*	*0*	*0*	*0*	*0*	*24*	*12*	*0*	*220*	*$25,932*
Tasks 6 - 9: Draft Report Submittal & Meetigns with Village Staff																
Review draft report with Village and meeting # 3		8	24				6					8			46	$5,568
Tasks 6 - 9 Subtotal	*0*	*8*	*24*	*0*	*0*	*0*	*6*	*0*	*0*	*0*	*0*	*8*	*0*	*0*	*46*	*$5,568*
Task 10: Report Revisions																
Report revisions and meeting # 4		8	16				8								32	$3,776
Task 10 Subtotal	*0*	*8*	*16*	*0*	*0*	*0*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*32*	*$3,776*
Tasks 11 & 12: Presentation to Village Board & Final Report																
Final report and multi-media presentation meeting # 5		8	8												16	$2,144
Tasks 11 & 12 Subtotal	*0*	*8*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*16*	*$2,144*
Totals	0	92	170	0	24	0	70	0	0	0	0	48	12	0	416	$49,436

Section 6

Anticipated Schedule


2012
2013
July
Aug
Sept
Oct
Nov
Dec
Jan
Feb
Mar
2 9 16 23 30 6 13 20 27 3 10 17 24 1 8 15 22 29 5 12 19 26 3 10 17 24 31 7 14 21 28 4 11 18 25 4 11 18 25
Task 1: Preliminary Reconnaissance & Meeting with Village Staff
Task 2: Existing Conditions Report & Further Network Reconnaissance
2.1 Data Report Research & Base Mapping
2.2 Field Reconnaissance Jurisdictional Outreach & Recordings
Report Preparation
Tasks 3 & 4: Village Review of Existing Conditions Report & Meeting w/ Village Staff
Task 5: Technicial Memorandum & Components
5.1 Goals & Organization
5.2 Key Components & Findings
5.3 Costs
5.4 Implementation Recommendations
Tasks 6 - 9: Draft Report Submittal & Meetigns with Village Staff
Task 10: Report Revisions
Tasks 11 & 12: Presentation to Village Board & Final Report

= Meeting

Section 7

Statement of Compliance

Per the requirements stipulated in the RFP, the GHA | Teska team will conform and comply with all federal, state and local laws, ordinances, statues, rules and regulations, including but not limited to work performed in compliance with all requirements of the Illinois Human Rights Act, 775 ILCS 5/1-101 et seq. The GHA | Teska team will not engage in any prohibited form of discrimination in employment as defined in said Act, and will maintain a sexual harassment policy as required per the Act.

The GHA | Teska team will indemnify and hold harmless the Village of Orland Park, its officers and agents. The Team understands that execution of the contract by the Village will be contingent upon receipt of the required certificates of insurance.

We certify that this agreement will not result in any conflict of interest for any members of the GHA | Teska team.