CIVILTECH

STATEMENT OF QUALIFICATIONS FOR PHASE II DESIGN ENGINEERING SERVICES

John Humphrey Drive at 143rd Street Intersection

Village of Orland Park

August 24, 2021

ORLAND PARK

Date
March 30, 2021

To
Village of Orland Park
Office of the Village Clerk
John C. Mehalek, Village Clerk
14700 South Ravinia Avenue
Orland Park, Illinois 60462

Re
Request for Qualifications
RFQ 21-045
John Humphrey Drive at 143rd Street
Intersection, Phase II Design
Engineering Services

Civiltech Engineering, Inc.

www.civiltechinc.com

Itasca 630.773.3900
Chicago 312.726.5910

Itasca
Two Pierce Place, Suite 1400
Itasca, IL 60143

Chicago
30 N LaSalle Street, Suite 3220
Chicago, IL 60602

Follow us on social media.

Dear Mr. Mehalek:

Civiltech Engineering eagerly submits this statement of qualifications to provide Phase II Design Engineering Services for RFQ #21-045 – John Humphrey Drive at 143rd Street Intersection project. We believe we offer the Village of Orland Park a uniquely suited team bringing the following strengths:

- A primary area of expertise: the implementation of federally funded improvements processed and approved through the IDOT Bureau of Local Roads and Streets. We have been completing these projects since our inception in 1988 and over the past 10 years have as many as 20-25 Federal-aid projects ongoing at any given time. We are therefore always up to date with changing policies and procedures that relate to the implementation of these types of projects.
- We have established relationships with staff at IDOT BLRS who work with us towards successfully completing these projects within the schedules that our local agencies have committed to their councils of mayors.
- An outstanding history of securing funding for our municipal clients' transportation projects .
- Firsthand experience with local geotechnical conditions and cost effective solutions to address unsuitable sub-grade conditions.
- Experience with the requirements of the Southwest Council of Mayors.

Additionally, Civiltech offers the Village of Orland Park:

- All of the design disciplines in-house for a successful project outcome.
- Experience with complex utility coordination including oil pipelines.
- Vast experience with all of the components of this project, including intersection design, ADA compliance expertise, pedestrian and bicycle facility design, bridge design, traffic signals and IDOT coordination.

We have assigned **Dave Kreeger, P.E.** as Project Manager. Dave has led our team on many similar improvements and has a strong understanding of the Village's and IDOT's standards and expectations.

I hope this submittal effectively illustrates our qualifications and excitement about the opportunity. I will be the individual knowledgeable and responsible for all matters regarding this submittal. Please contact me if you have any questions regarding this proposal or our services. I can be reached at 630.735.3382 or by email at jvana@civiltechinc.com. We appreciate the opportunity to submit our qualifications and look forward to working with the Village of Orland Park on this important project.

Yours truly,

Jonathan R. Vana, P.E.
Director of Design Services | President
CIVILTECH ENGINEERING, INC.

SECTION 1

Operating History

Project Understanding

Assessment and Approach to Project Challenges

Company Experience

Key Personnel

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SECTION 1 - OPERATING HISTORY

Chicago's Leading Transportation Engineering Firm

Civiltech Engineering, Inc. is an engineering firm with its primary focus on transportation and civil engineering. The firm offers a wide range of services while maintaining a high level of integrity and attention to detail on each and every area of the job.

Civiltech's municipal client list includes over 85 villages and cities in the Chicago and Northern Illinois region, the Illinois Tollway, Illinois Department of Transportation, Chicago Department of Transportation, multiple county and township DOTs, additional public agencies, as well as private sector clients. Civiltech realizes that success lies in the individual service and attention we provide to our clients. We are committed to providing top quality consulting engineering services. Through the years, we have earned a reputation for professional excellence and integrity.

Doing Business with Civiltech

Civiltech Engineering, Inc. was established in 1988 as a privately held Illinois corporation. We are licensed to do business in the States of **Illinois and Wisconsin**.

Corporate Headquarters
Two Pierce Place, Suite 1400
Itasca, IL 60143

Chicago Office
30 N LaSalle St., Suite 3220
Chicago, IL 60602

32 Years of Service

3,500 Projects & Counting

250+ Satisfied Clients

120+ Dedicated Employees

54 Licensed P.E.'s

Technical excellence.
Responsive service.
Local knowledge.

Civiltech is a leader in innovative planning, design, and construction solutions.

Strong Reputation
Over the last 32 years, we have developed a rapport with our municipal clients such that we have a clear understanding of the communications necessary with not only your staff but also the residents and business owners involved in any given project.

Responsiveness
Civiltech is responsive to our client's needs. We meet or exceed the client's schedule and requirements, and are always readily available if a problem arises in design or during construction. We stand behind our work.

Quality Work
We provide a quality product with a qualified and friendly staff. Our goal is to achieve 100% client satisfaction.

Adaptable
We continually keep abreast of current and/or changing federal and state funding programs that may be of financial benefit to the community.

Knowledge Sharing
Civiltech performs engineering services for many other municipalities, and therefore can share our experiences and information on techniques, new products or innovations that other communities are using that might be of benefit in your community.

Creative Solutions
Civiltech's staff has an enthusiasm for practical, yet creative, design and engineering solutions.

SECTION 1 - OPERATING HISTORY

Diverse Specialized Expertise

Since Civiltech was founded, we have grown to a staff of **over 120 professionals** including **54 Licensed Professional Engineers**.

Abc = Director
= Licensed Professional Engineer
= Other Licensed Professional

Our Transportation Engineering Services Staff

Environmental + Design Studies
Joel Christell, P.E.

Design
Jon Vana, P.E.

Construction Engineering
Jim Ewers, P.E.

Urban Design + Traffic
Mike Folkening, P.E., PTOE

Planning + Landscape Architecture

Traffic

Structures
Greg Hatlestad, P.E., S.E.

Water Resources
Tom Liliensiek, P.E.

Right of Way
Dave White

Chicago Office
Chris Wolff, P.E.

Years of Experience at Civiltech Among Our Transportation Services Staff

≤4	54
5–10	13
11–15	15
16+	29

Licensed Professional Engineers	54
Certified PTOEs	8
Licensed Drone Pilots	3
LEED Certified Professionals	2
Licensed Appraisers	2
Lighting Engineers	2
Traffic Signal Engineers	2
Certified Floodplain Manager	1
Licensed Structural Engineer	1
Professional Landscape Architect	1
AICP Certified Planner	1
Professional Geologist	1

Our Operations Staff
Kyle Mishler

Finance — Bob Atchison

Human Resources

Information Technology

Marketing

Civiltech's Operations Staff partner with our Engineering team and provide robust services that keep the firm and our projects running smoothly.

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

August 19, 2021

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Jonathan Vana
CIVILTECH ENGINEERING, INC.
Two Pierce Place
Suite 1400
Itasca, IL 60143

Dear Jonathan Vana,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending Dec 31, 2019. Your firm's total annual transportation fee capacity will be $38,400,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 124.88% are approved on a provisional basis. The rate used in agreement negotiations may be verified by our Bureau of Investigations and Compliance in a pre-award audit. Pursuant to 23 CFR 172.11(d), we are providing notification that we will post your company's indirect cost rate to the Federal Highway Administration's Audit Exchange where it may be viewed by auditors from other State Highway Agencies.

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

Your firm is prequalified until December 31, 2020. You will be given an additional six months from this date to submit the applicable portions of the "Statement of Experience and Financial Condition" (SEFC) to remain prequalified.

Sincerely,
Jack Elston, P.E.
Bureau Chief
Bureau of Design and Environment

SEFC PREQUALIFICATIONS FOR CIVILTECH ENGINEERING, INC.

CATEGORY	STATUS
Environmental Reports - Environmental Impact Statement	X
Location Design Studies - New Construction/Major Reconstruction	X
Highways - Roads and Streets	X
Highways - Freeways	X
Special Studies - Safety	X
Location Design Studies - Reconstruction/Major Rehabilitation	X
Special Studies- Location Drainage	X
Special Studies - Traffic Studies	X
Special Studies - Feasibility	X
Location Design Studies - Rehabilitation	X
Special Services - Construction Inspection	X
Structures - Highway: Simple	X
Special Services - Public Involvement	X
Special Plans - Traffic Signals	X
Environmental Reports - Environmental Assessment	X
Special Plans - Lighting: Typical	X
Hydraulic Reports - Waterways: Typical	X
Hydraulic Reports - Waterways: Complex	X
Hydraulic Reports - Pump Stations	X
Structures - Highway: Typical	X

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

SECTION 2

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SECTION 2 - PROJECT UNDERSTANDING

Our understanding of the project is based on the Village's Request for Qualifications, review of the final Project Development Report approved by IDOT on December 11, 2020, and an initial site visit. We have identified what we see as the most critical elements of the Phase II Engineering, including:

- Soil Conditions / Land Bridge
- Construction Funding
- Phased Improvements
- Land Acquisition
- Maintenance of Traffic
- Utility Coordination
- Environmental Approvals
- Project Budget and Quality Controls
- Project Schedule

Our experience with these types of projects will allow us to anticipate potential roadblocks and strategically navigate the design, approval, land acquisition and coordination elements we anticipate being part of these improvements.

SECTION 3

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SECTION 3 - ASSESSMENT AND APPROACH TO PROJECT CHALLENGES

Soil Conditions / Land Bridge

Currently the existing eastbound lanes are supported by a dry land bridge and the existing westbound lanes are supported on light-weight EPS fill. Settlement issues are occurring south of the dry land bridge and over the EPS fill north of the dry land bridge. The soil boring investigation has found similar conditions under the eastbound and westbound lanes, therefore the roadway support should be consistent across the section in order to prevent differential settlement. Since the eastbound lanes are already supported by a dry land bridge, the proposed improvement would ideally include extending the dry land bridge to the north to support the westbound lanes and proposed widening. Other, potentially less costly, options include widening with light-weight fill or with vibro concrete column ground improvement. However, these are not recommended because there will be differential settlement (although lessened) from the existing dry land bridge, which will barely settle at all.

Part of the selection of the proposed method will also need to take into account the settlement of drainage structures and storm sewers placed over the unsuitable, organic soils. The drainage system built below and next to the dry land bridge and over the unsuitable, organic soils will settle. This settlement can be mitigated by doing the following:

- Over excavate and place these items on PGE reinforced with geotextile fabric to minimize differential settlement.
- Provide adequate slopes in the storm sewers to prevent back pitching if they settle.
- Provide flexible joints and isolate the structures located in the dry land bridge to accommodate the likely differential settlement.

Settlement of sidewalks north of the dry land bridge will also need to be addressed. The embankment placed adjacent to the dry land bridge will settle. Due to the relatively high cost of a dry land bridge, it is believed that widening the dry land bridge to also support the sidewalks is not a cost effective solution. This anticipated settlement of the sidewalks adjacent to the dry land bridge can be mitigated by doing the following:

- Place the sidewalks on PGE reinforced with geotextile fabric to minimize differential settlement.
- Use light-weight EPS fill to minimize settlement.
- Provide adequate space between the dry land bridge and the sidewalk to negate the impacts of the expected settlement.

Construction Funding

Civiltech has secured over $105M in funding for over 40 projects for our clients. Our grant writing experts will help identify applicable funding opportunities and prepare the applications to secure funding. This project is currently on the SCM FFY 21-25 STP-L contingency list. With the Village moving ahead with Phase 2 design, the project will score

additional points on future applications for project readiness and the Village's dedication to completion of the project. The Village has indicated that they are willing to split the project into multiple phases if that better aligns with available funding and when that funding can be programmed.

A call for projects using STP funds is expected in 2022, which would seek projects to be constructed as part of SCM's next 5 year plan, FFY 26-30. The STP Shared Fund will have a call in 2023 for use in 2025 or beyond. While not as large as most projects for which this program is intended, this project may be suited to fill a gap in the program. Unfortunately, the dry land bridge widening is not eligible for STP-Bridge funds. Those funds are reserved for replacing or rehabilitating bridges that are structurally deficient and/or functionally obsolete. A call for CMAQ projects is expected in 2023, for projects to be constructed in late 2024 or 2025 and beyond. CMAQ will be a bit more flexible in their schedule and use.

Other grants may also be available. The intersection's crash history may make it eligible for HSIP grants. These are typically available yearly and require construction to be federally authorized within two years. If the Invest in Cook program remains active, we will review the current application requirements during each call for projects to determine eligibility. RAISE grants are highly competitive however 1-2 projects a year are funded in Illinois. INFRA grants are also competitive and are typically more successful closer to the time of construction. Rebuild Illinois funds can be used for this project though according to the current program these funds must be expended in 2025. As additional funding may be coming from the pending federal infrastructure bill, Civiltech will look for opportunities through forthcoming programs as well.

Phased Improvements

Since funding has not been secured for this project, and funding may come from different sources and at different times, it may become necessary to phase the construction of the improvements. We understand that the Village's preference would be to complete contract documents for three separate projects – the full improvements, the intersection (alone), and the land bridge (alone). This is likely desired so that the project is "shovel ready" to score highly on the funding applications and to be able to move quickly into construction once the funding is obtained. Our approach to the design effort will be similar to what we have performed on other phased projects. The entire project design will be completed to a Preliminary level and any comments received from the Village will be addressed. At that point, the design would be split into separate construction contracts. We anticipate that this will require the design of interim transitions between the portion of the project that is constructed and the portion that will remain. Assuming that at least one of the funding sources will be from a Federal funding source, we will need to coordinate with IDOT to approve the phased approach to the project. We recently accomplished this on a Federal-aid project in the Village of Schaumburg. The improvements on National Parkway have not received construction funding yet, but the Village wanted to address the failing pavement within a portion of the project. Civiltech developed a stand-alone project to build approximately 1,000 feet of the project using Rebuild Illinois funds. An addendum to the PDR was required to obtain IDOT's approval of the project phasing and the interim geometrics.

Land Acquisition

According to the PDR, permanent right-of-way takes or temporary easements are required from 11 parcels. One of our first tasks will be to confirm the project right-of-way requirements up front in the Phase II design to confirm whether or not there are any revisions necessary before proceeding with the development of the right-of-way documents by **Ruettiger, Tonelli and Associates, Inc.**

The key to land acquisition is to ensure that impacts are identified and addressed up front during design, and then coordinated with the land acquisition team. This goes a long way with property owners to make them feel confident that the team is aware of and looking out for their interests from the start of the acquisition process. For example, field investigations need to identify private features that may be impacted such as business signs and sprinkler systems.

Civiltech provides in-house land acquisition services. Our designers work closely with the Land Acquisition staff to identify impacts to the properties and issues that may create roadblocks to acquiring the parcels. We propose to use the services of **Santacruz Land Acquisitions** to perform the property owner negotiations. Our designers will attend meetings with the appraisers, negotiators and the property owners, when requested, to discuss how the project will impact their properties both during and after construction. These meetings can go a long way in helping to ease concerns from the property owners and allow for the acquisition process to proceed efficiently.

The phasing and schedule of the project will also need to be taken into account. Permanent right-of-way for the entire project could be acquired up-front. However, temporary easements typically expire after either 3 or 5 years. We will strategize with the project team as to when to acquire these easements so that they are in place in time for construction but will not expire before construction is completed. We have also had recent experience on our Lake Cook Road project for Cook County where the duration of several temporary easements was extended beyond the original 5 year expiration because of the extended schedule.

Monument sign and landscaping to be impacted by project.

Maintenance of Traffic

This is a heavily travelled intersection that provides direct access to the Village's major commercial corridor along LaGrange Road to the west and the Orland Square Mall to the south. Full reconstruction of the intersection and land bridge will have significant

impacts on the motoring public. The PDR indicates that two-way traffic will be maintained by constructing half of the roadways at a time. This is a standard staging method and will work well for traffic on the north, south, and east legs since there is adequate space to merge and shift traffic. The west leg presents challenges because of the close proximity of the signalized intersections at 95th Avenue (at the project limits) and at LaGrange Road (585 feet west of 95th Avenue). The locations of the merge and shifting tapers will need to be determined based on IDOT's traffic control Highway Standards and MUTCD requirements. This may require reviewing options for placing the merge between LaGrange Road and 95th Avenue or placing it west of LaGrange Road. It will be important to review the operations of these intersections under the temporary configuration. Our traffic engineers will obtain traffic data for the corridor and model the existing and temporary conditions to provide the Village with an understanding of the impacts on delays through this corridor. This information can also be used to prepare a Work Zone Transportation Management Plan, which IDOT may require for La Grange Road, especially if a southbound left turn lane closure is needed on the north leg.

On several recent projects that involved heavily travelled roadways within commercial corridors, including the Lake Cook Road project, we have found that preparing a Maintenance of Traffic concept memo works well to bring consensus amongst the jurisdictional agencies and stakeholders regarding the proposed staging prior to the preparation of pre-final plans. The memo typically includes a summary of the existing conditions and any known restrictions – those from the Village or from preliminary coordination with the adjacent property owners. Several options for the staging will be developed, including a comprehensive review of the impacts that each option would have on traffic operations, constructability, and project duration. Preliminary plan view exhibits are used to aid with conveying the proposed lane assignments and work zones and can also be used to help prepare preliminary cost estimates for each alternate. One concern is that the cost estimate in the PDR included a line item for a single traffic signal modification ($150,000). This estimate appears to be low since a completely new traffic signal will be required at 143rd Street and John Humphrey Drive and it is unclear if the temporary signals that will be needed at 143rd and John Humphrey Drive and at 143rd and 95th Street were included in the Maintenance of Traffic line item. ***These items could add up to several hundreds of thousands of dollars in increased construction costs.***

Utility Coordination

Accurate identification of existing utilities, both public and private, is the first key step in the utility coordination process. Our goal will be to define potential conflicts up front in the design process so that coordination and design of utility relocations can begin. We have had great success in our utility coordination over the past several years. This coordination starts with performing a J.U.L.I.E. Design Stage utility locate request and requesting atlases from identified utility companies at the beginning of the project. Once preliminary plans have been prepared, we will send those plans directly to the utility companies. The key to this coordination will be holding periodic utility coordination meetings, starting early in the design stage. Having these meetings helps to hold each company accountable for confirming the accuracy of the utility information shown on the plans and making progress in identifying conflict locations and designing relocation

plans when needed. We will also encourage each company to share CAD information with us as designers and the other utility designers who may all be competing for space in the corridor. The goal of the coordination is that all relocation work can be completed prior to the start of construction.

We will also work with our surveying subconsultant to identify any existing utility easements within the corridor. If the roadway improvements will impact utilities within these easements, the cost of their relocation could become a project cost. We will identify these locations early in the project so that the Village can budget appropriately and apply for additional funds if necessary.

One location we have identified as a potential concern is the west side of John Humphrey Drive. West Shore Pipeline appears to have a 12" line that may lie within an existing easement. Civiltech has extensive experience working around West Shore pipelines. Relocations of these lines could cause a significant project delay if not identified as soon as possible, as well as a significant project cost increase should the facility exist within an easement. Based on the exhibits in the PDR and a field visit, the standpipes marking the pipeline location appear to be very close to the proposed back of curb alignment. West Shore will be concerned about any proposed excavation above their lines as well as the type of equipment working above and within 25'. Accurate horizontal and vertical locates will be key to determine if the pipeline can remain in place. On our recent Illinois Route 83 bikepath project, 4 pipelines (2 being West Shore) paralleled the bike path. We were able to work with the Village of Bensenville to have initial potholing completed by Village forces with a vactor truck in order to start the review process. This proactive approach helped the designers convey to West Shore how tight the area was and how important further test holes would be. The pipelines then performed additional test holes and the locations were surveyed so our designers could come up with a solution that did not impact the facilities. The solution we developed was a combination of shifting the path to reduce excavation, utilizing concrete pavement to reduce vibrations, and developing a concrete protection detail acceptable to both IDOT and West Shore in areas of reduced cover.


West Shore Pipeline along John Humphrey Drive.

Environmental Approvals

One of our first tasks during Phase II design will be to review the original Environmental Survey Request that was submitted during Phase I to ensure that there is no work shown outside of the original survey limits. If there are new areas, we will prepare and submit an Addendum ESR for processing by IDOT. Regardless if an addendum is required, because the Bioglogical Clearance is dated April 8, 2020 and it expires after 2 years, we anticipate that the Biological Clearance will need to be updated during the Phase II design.

The PDR also included Wetland Impact Evaluation (WIE) forms and a jurisdictional determination from the US Army Corps of Engineers. Both of these are based on a wetland report prepared in 2016. Both the USACE and MWRD place a 5 year expiration on wetland reports, therefore we will prepare a new wetland delineation report in-house and a new jurisdictional determination will be performed. Based on recent rule changes, it is possible that the wetlands will now be determined to be isolated and under the jurisdiction of MWRD. We will perform the delineations early in the project to confirm the permitting requirements for the project. We anticipate that the impacts to the wetlands will be mitigated through the purchase of credits at a wetland bank. ***Based on the impact areas in the PDR, this could be an approximate $20,000 cost that does not appear to be accounted for in the cost estimate in the PDR.***

A Preliminary Environmental Site Assessment (PESA) was also performed in 2016. PESA's are valid for 3 years, therefore we will have a new PESA prepared by our subconsultant, **Huff & Huff**. Based on the original PESA, sites with Recognized Environmental Concerns (REC's) are present within the project corridor. We anticipate that there will be a need for Huff & Huff to also prepare a Preliminary Site Investigation (PSI), as well as testing of soils to determine if disposal at a CCDD facility is possible.

Wetland area at southeast corner of intersection.

Project Budget and Quality Controls

Our designers recognize the importance to design to our client's budgets, and we maintain a constant awareness of the status of project costs from the beginning to end of every project. Agencies are tasked with completing projects with limited funding, and scope changes that could potentially increase project costs will always be recognized and immediately communicated with the Villages.

We propose to complete quantity calculations and an engineer's estimate of cost at all project milestones in order to develop accurate estimates throughout the project design development. All estimating will be completed in accordance with our Quality Control/Quality Assurance Plan. Reviews will include input from our construction engineering staff to ensure that pay item identification is complete and comprehensive. This will result in high quality and accurate project budget management.

All work will be completed in accordance with Civiltech's Quality Control/Quality Assurance Plan. A key component of that plan includes reviews from our construction engineering staff to ensure that the plans are constructible and that all necessary pay items have been identified. This review will result in a high quality, accurate set of contract documents.

Project Schedule

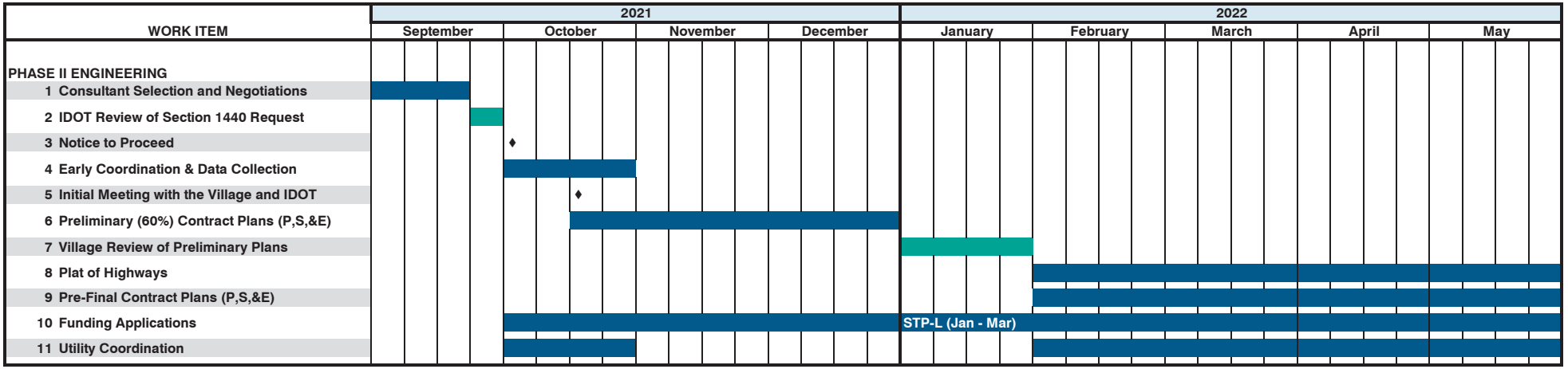
Since construction funding has not been secured, a target letting date has not been established. The goal of the Phase II project schedule will be to prepare pre-final plans and secure right-of-way as quickly as possible. Many of the federal funding sources include a project readiness component to the scoring methodology. We will want to maximize the points obtained by being as far along in the Phase II process as possible. Once the funding for the project has been secured, the Phase II plans and specifications will be updated to the latest IDOT standards, prepared for the project letting, and submitted to IDOT.

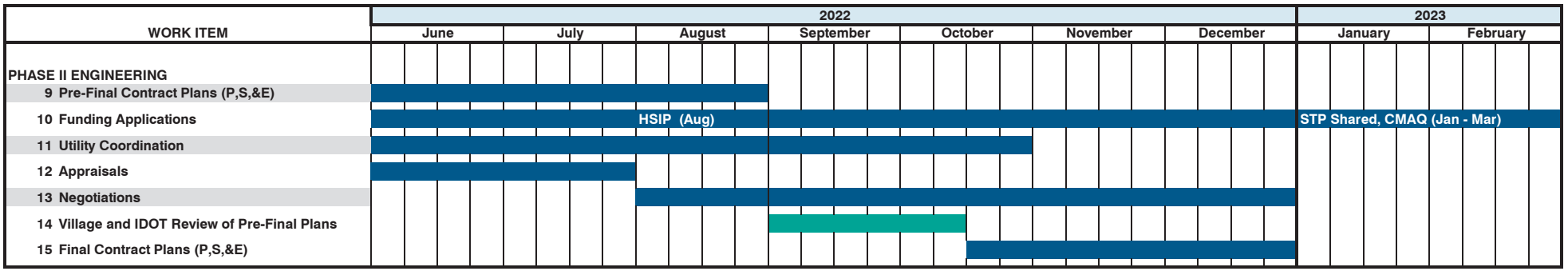
If warranted, we can discuss with the Village IDOT's Circular Letter 2021-10: At-Risk Project Pre-Agreement Authority for Preliminary Engineering, effective March 15th, 2021. Typically, a federally funded Phase II Engineering agreement, such as for this project, sees a lengthy review period through IDOT – often 6-9 months. With the new policy, the Village can request that the policy be used for this project and proceed with Phase II Engineering, allowing the consultant to assist the Village with funding applications at the first opportunity in January. The Village is completing a QBS process for selection of the Phase II Engineering firm and had the project in the CMAP TIP, both of which move the project toward being eligible for the policy. The final step is for the Village to agree to initially pay for the engineering costs until the agreements are executed and federal authorization is received at which point the Village would be able to request reimbursement for engineering costs.

Statement of Qualifications for Phase II Design Engineering Services

John Humphrey Drive at 143rd Street Intersection

Village of Orland Park





Consultant Task

Agency Task

NOTES:

1 This schedule assumes use of IDOT Circular Letter 2021-10 (Section 1440) allowing Phase II Engineering to begin prior to Federal Authorization of funds.

2 Prefinal PS&E's can be ready for submittal by August 2022, but cannot be submitted to IDOT until Construction Funding has been secured.

3 Negotiations will continue in 2023 until all parcels have been acquired.

4 Comments from the Village on the pre-final plans will be addressed and then the project placed on hold if funding has not been obtained. Once funding has been secured, the pre-final plans will be updated and submitted to IDOT based on the BLRS schedule for the target letting.

SECTION 4

Operating History

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SECTION 4 - COMPANY EXPERIENCE

Project	Client	Federal Funding	Bridge Design	Ground Improvement	Right of Way	Environmental Permitting	Signals	Widening	Phased Improvement
U.S. Route 30 - U.S. Route 45 to IL Route 43*	IDOT		X		X	X	X	X	
Fairfield Road/IL Route 176 Junction Improvement*	Lake County			X	X	X	X		X
U.S. Route 6 over Marley Creek*	IDOT		X	X		X	X		
Elgin O'Hare Western Access (EOWA) IL-390 - Lively Boulevard to Supreme Drive	Tollway		X		X	X	X		X
Quentin Road - U.S. Route 12 to IL Route 22*	Lake County	X		X	X	X	X	X	
Lake Cook Road Reconstruction*	Buffalo Grove & Cook County	X	X		X	X	X	X	
U.S. 6 (159th St.) from U.S. 45 to Will-Cook Road*	IDOT		X	X	X	X	X	X	
J.F. Kennedy Boulevard over Salt Creek Bridge Rehabilitation	Elk Grove Village	X	X		X	X	X		
Gilmer Road and Midlothian Road*	Lake County				X	X	X	X	
Caton Farm Road at Essington Road Improvement*	Joliet	X						X	
IL Route 43 and Everett*	Lake Forest	X					X	X	
Woodfield Road Improvement Projects - Meacham Rd to Martingale Rd and Martingale Rd to I-290/IL 53 Frontage Rd*	Schaumburg	X					X	X	X
Weiland Road Reconstruction & Widening	Lake County	X		X	X	X	X	X	X
La Grange Road (US 12/20/45) over I&M Canal, ICG(CN) RR, S&S Canal and over ATS&F(BNSF) RR and Des Plaines River	IDOT	X	X			X		X	

Indicates project profile included

U.S. Route 6 over Marley Creek

Illinois Department of Transportation

Scope of Services

Roadway and Highway Design
Drainage Design
Highway Bridges
Type, Size & Location Drawings
Topographic Survey
Geotechnical Investigation
Pavement Design
Interagency Coordination
Preparation of Contract Plans, Specifications and Estimates

Construction Cost
$14.4 million

Funding
Federal, State

Status
Design Completed in January 2018
Construction Anticipated 2021

Client Contact
Long Tran, P.E.
Illinois Department of Transportation
long.tran@illinois.gov
847.705.4232

A New Design to Mitigate Years of Flooding. The final design of US Route 6 over Marley Creek includes the reconstruction of two bridges.

The US Route 6 over Marley Creek project is being designed to mitigate years of flooding over the roadway by raising it approximately five feet to bring the roadway out of the floodplain. The improvement includes the reconstruction of two bridges over Marley Creek between Haas Road and Spring Meadows Drive. The total project length is approximately one mile.

Close coordination was required with the USACOE and the IDOT Bridge Office to allow a permit to be obtained for construction. Compensatory storage was required within the floodplain due to the excessive amount of fill being placed under the roadway to bring it above the 100-year flood elevation. The elevation of the bridges was raised and the spans were lengthened to allow Marley Creek to flow freely without obstructions. The multi-span bridge designs included PPC IL36 beams. The east bridge length was 271 feet and the west bridge length was 204 feet. An existing tributary will be realigned to pass under the newly constructed west bridge with the main creek, eliminating an existing cross road culvert. The project also included cleaning out two large cross road culverts that have silted up over the years improving drainage between the north and south sides of US Route 6.

US Route 6 is a major route providing east-west travel in this portion of Will County. A detailed traffic maintenance plan was needed to allow a safer construction zone, allow traffic from Haas Road and Spring Meadows Drive access to US Route 6, and permit traffic to safely and efficiently flow through the area. Several options were investigated including constructing each bridge at separate times during the construction sequence; providing a one-way detour along US Route 6; and installing temporary signals at each bridge.

US 6 (159th St.) from US 45 to Will-Cook Road

Illinois Department of Transportation

Scope of Services

Resident Engineering
Construction Inspection
Construction Management
Construction Layout
Bridge Construction Inspection
Construction Documentation
Coordination and Public Involvement
NEPA/404 Merger Process
Interagency Coordination
QC/QA Material Testing

Construction Cost
$62.0 million

Funding
State, Federal

Status
Completed in 2020

Client Contacts
Michael Denne, P.E.
Illinois Department of Transportation
847.705.4300

Administering a Challenging Reconstruction. Civiltech provided construction engineering services along this 3-mile corridor.

This reconstruction was part of a 7-mile long reconstruction that widened 159th Street. The overall improvement traversed several southern suburbs heading east to the interchange at I-355. Civiltech's project on the east half was more heavily travelled and had poor soil conditions which required nearly a mile of dry-land bridges to remedy. The improvement relieved the heavy congestion along the former 2 lane arterial. The street now has 4 new lanes of full-depth PCC pavement with single and double turn lanes throughout. The miles of mainline PCC paving lanes included 159th St. and the major cross arterials of 104th Ave., 108th Ave., and Wolf Rd. Massive earthwork was required with appropriate erosion control and stable base determinations. The poor soils comprised of unstable peat, required the use of sheet pile walls, decorative retaining walls, 7 dry-land bridges, and extensive undercutting.

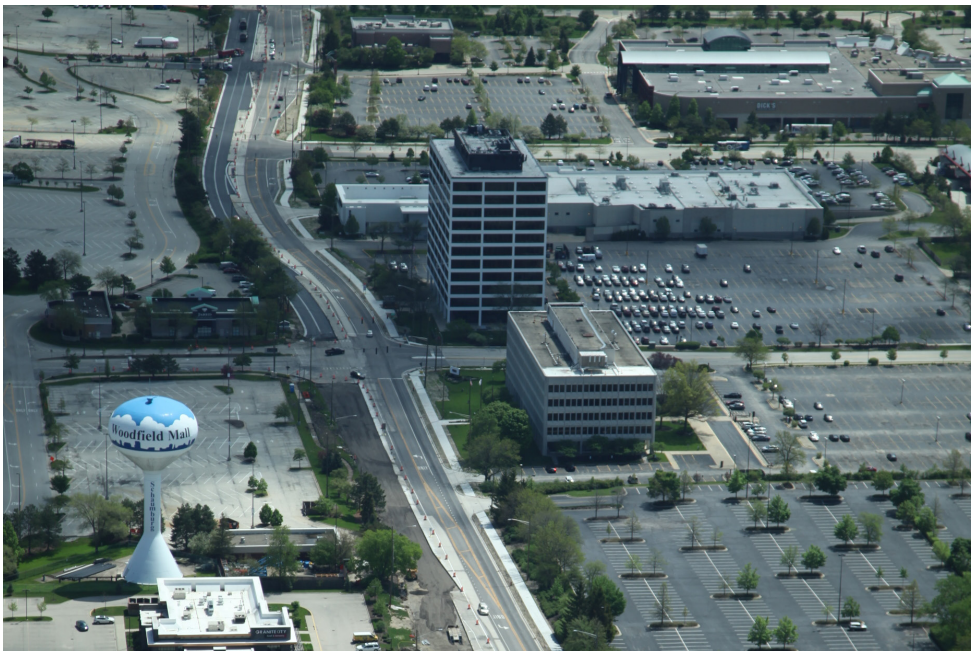
Stormwater management included new detention ponds, as wells as substantial storm sewer, drainage structures, and box culvert installations, and one project challenge included maintaining flow in the Waters of the US. The landscaped median, aesthetic form liner retaining walls, and new lighting create a modern arterial with increased safety. Also, new traffic signals with interconnection were installed at 4 intersections.

Considerable agency coordination was provided. Coordination with Metra was required due to a widened Railroad crossing in the project. Interagency coordination also included Orland Park Forest Preserve, the Army Corps, the MWRD, multiple other agencies, and neighbors

A primary challenge was staging the corridor's heavy traffic. Civiltech's project to the east had to be coordinated with a concurrent project to the west requiring multiple stages to maintain vehicular flow through the construction to the greatest extent possible. Civiltech's Resident Engineer coordinated with stakeholders keeping them up to date on project status and work items affecting their facilities. Also municipalities and their emergency forces kept up to date on project activity.

Woodfield Road Improvement Projects - Meacham Rd to Martingale Rd and Martingale Rd to I-290/IL 53 East Frontage Rd

Village of Schaumburg



Scope of Services

Street Rehabilitation and Reconstruction
Bikeway and Pedestrian Facility Design
Traffic Signal Design
Lighting Design
Drainage Design
Resident Engineering
Construction Inspection
Construction Documentation
Construction Layout
Interagency Coordination
Public Involvement

Construction Cost
$14.7 million

Funding
STP, CMAQ, State, Local

Status
Phase II completed in 2019
Phase III completed in 2020

Client Contact
Cliffton Ganek, P.E.
Village of Schaumburg
cganek@schaumburg.com
847.923.6618

Improving a Heavily Traveled Commercial Corridor. Civiltech provided Phase II and III engineering services on this project located along Woodfield Road between Meacham and frontage roads to I-290/IL 53.

This corridor provides direct access to two of the Village's largest retail centers – Woodfield Mall and the Streets of Woodfield. The existing pavement had deteriorated to a point where reconstruction was necessary, therefore, the existing pavement was removed and replaced. Additional capacity was provided to the frontage roads by adding a second right turn lane and left turn lane on the west frontage road and by adding a dedicated left turn lane on the east frontage road. Design plans included the replacement of the traffic signal systems at six intersections, modifications at one intersection, installation of a traffic signal interconnect system, and a new roadway lighting system. The projects also involved the replacement of approximately 4,400 feet of bike path. This path provides a direct connection to the Busse Woods Forest Preserve. Civiltech performed extensive coordination with the utility companies within the project limits. The Woodfield Road right of way is a major corridor for utility companies, including ComEd, NICOR, and several fiber communication companies. Design revisions were performed where feasible to minimize the impacts. When modifications were not possible, Civiltech worked with the utility companies to develop a relocation plan.

Civiltech also provided Construction Engineering for both projects. They were split into two contracts to be a more manageable size for the contractors while bidding. The inspection team was flexible between both projects providing efficiency and savings to the Village. Detailed coordination was required with IDOT for the work at the I-290 interchange ramps. All parties were kept up to date regarding their access reconstruction. Both projects were carefully planned to not disrupt the Holiday shopping season. The Civiltech Phase III Team worked closely with the contractor making certain that they adhered to the schedule and were able to give realistic dates for each work area's completion.

Lake Cook Road Reconstruction

Village of Buffalo Grove | Cook County Department of Transportation and Highways

Scope of Services

Roadway and Highway Design
Traffic Signal Design
Lighting Design
Watermain Design
Highway Bridges
Retaining Walls
Preparation of Contract Plans
Hydrologic/Hydraulic Analysis
Environmental Permitting

Construction Cost
$58.0 million

Funding
STP, CMAQ

Status
Phase I completed in 2014
Phase II completed in 2019
Construction completion anticipated in 2021

Client Contact
Darren Monico, P.E.
Village of Buffalo Grove
dmonico@vbg.org
847.459.2543

Widening and Reconstruction. Civiltech provided Phase II, Drainage, and Structural Engineering on over one mile of Lake Cook Road through the Villages of Buffalo Grove and Wheeling.

Lake Cook Road will have new concrete pavement and three through lanes in each direction. Additional turn lanes will be provided at the intersections with Buffalo Grove Road, IL Route 83, and Weiland Road. Weiland Road will also be extended south of IL Route 83 to a new intersection with Buffalo Grove Road at St. Mary's Parkway.

The project included the widening in-kind and redecking of the existing single span steel beam structure carrying Buffalo Grove Road over Buffalo Creek and the replacement of the existing triple cell box culvert carrying Short Aptakisic Road over Buffalo Creek with a new, single-span PPC 2-beam bridge. Buffalo Creek will be relocated to the south in order to allow for the extension of Weiland Road. This impact to the Waters of the US, as well as other impacts to wetlands throughout the project, were permitted through the US Army Corps of Engineer, Lake County SMC, North Cook County SWCD, and MWRD.

The project includes a continuous lighting system through the project limits and new traffic signals at nine intersections. At the east end of Lake Cook Road, new noise walls will mitigate the impact of the wider roadway to adjacent residences. Land acquisition was required from 48 parcels, ranging from temporary easements for minor grading to full parcel acquisition for construction of a large detention basin.

Extensive interagency coordination was required. The Cook County Department of Transportation and Highways acted as the lead agency, however roadways impacted by the project included those under the jurisdiction of the Lake County Division of Transportation, IDOT, and the Villages of Buffalo Grove and Wheeling. Civiltech acted as a liaison between all of the agencies and assisted with the preparation of the necessary intergovernmental agreements.

Fairfield Road/IL Route 176 Junction Improvement

Lake County Division of Transportation

Scope of Services

Roadway and Highway Design
Alternate Analysis
Intersection Design Studies
Traffic Modeling and Simulation
Pedestrian Bicycle Underpass
Context Sensitive Solutions Process
Community Advisory Group
Public Information Meetings
Construction Engineering
Construction Inspection

Construction Cost
$15.0 million

Funding
Local

Status
Phase I completed in 2012
Phase II completed in 2013
Phase III completed in 2014

Client Contact
Al Giertych
Lake County Division of Transportation
847.377.7410

Providing Sensitive Design Solutions. Civiltech smoothly guided this challenging project through extensive Phase I study, design engineering, and successful construction engineering.

The severely congested intersection needed an increase in capacity. Completely surrounded by the Lakewood Forest Preserve, great consideration was given to the overall impacts of an intersection improvement as well as the aesthetics. Three alternates were investigated: standard intersection widening, a roundabout, and a grade separation with a connector roadway. Because two of the alternates were not typical intersection designs, 3D digital terrain models were developed for each alternate, illustrating how they would look. Also, traffic models were simulated for each alternate to show the operation of the improvements. After extensive public involvement and coordination with the Lake County Forest Preserve District, the At-Grade Intersection Improvement was selected as the preferred alternative.

The project was divided into two construction contracts. The first included the trail and underpass construction allowing trail users to bypass the future roadway construction. The second included the roadway reconstruction. Civiltech designed three natural looking detention ponds and coordinated closely with Forest Preserve Staff to limit impacts to the Forest Preserve. Unsuitable soils presented a design challenge. To maintain traffic during construction, vibro concrete columns were designed for ground improvement, disturbing a smaller footprint than traditional undercuts.

During Phase III, Civiltech's Resident Engineer continued close coordination with the Forest Preserve to maintain access to their facilities, as well as with the Lake County Stormwater Management Commission and Army Corps of Engineers working to minimize the impact of construction on the adjacent wetlands. Civiltech maintained an informative website which tracked construction progress and provided updates and photos for the public.

Gilmer Road and Midlothian Road

Lake County Division of Transportation

Scope of Services

Roadway and Highway Design

Storm Sewer and Detention Basin Design

Bikeway and Pedestrian Facility Design

Traffic Signal Design

Right-of-Way Acquisition

Construction Cost
$11.5 million

Funding
Local

Status
Construction to begin Fall 2021

Client Contact
Kevin Carrier
Lake County Division of Transportation
kcarrier@lakecountyil.gov
847.377.7448

This project includes the reconstruction of the intersection of Gilmer Road (a Lake County highway) and Midlothian Road (an IDOT highway). The existing intersection consists of single through and left turn lanes on each leg plus right turn lanes on three of the legs. The current traffic volumes exceed the capacity of this signalized intersection. Additionally, 1,800 feet south of the intersection, the Canadian National railroad crosses Gilmer Road. Long freight trains tend to cause traffic to back up through the Gilmer Road / Midlothian Road intersection. As part of this project, a second through lane will be provided in each direction. The second through lane will extend as far south from the intersection as possible, without impacting the railroad crossing, to increase the available storage between the tracks and the intersection. Additional detector loops will be placed downstream of the intersection on Gilmer Road in order to allow the traffic signal timing to be adjusted to prevent back-ups through the intersection.

The additional pavement necessary to construct these improvements will require stormwater detention to meet the requirements of the Lake County Stormwater Ordinance. Lake County DOT's existing pond along Gilmer Road will be expanded and additional in-pipe detention will be provided along Midlothian Road. A permit will be required from both LCSMC and the US Army Corps of Engineers, since both isolated wetlands and Waters of the US will be impacted by the project.

Lake County is funding the project without Federal or State assistance. Therefore a Highway Permit will be obtained from IDOT for the work on Midlothian Road.

Land acquisition is required from approximately 30 parcels, including three parcels where the existing buildings will be removed as part of the construction contract. Civiltech will be providing relocation assistance services for these properties.

The project was let in August 2021 and substantial completion of construction is anticipated in the fall of 2022.

IL Route 43 and Everett Road

City of Lake Forest

Scope of Services

Roadway and Highway Design
Lighting Design
Alternate Analysis
Traffic Signal/Railroad Interconnect
Traffic Modeling and Simulation
Preparation of Contract Plans, Specifications & Estimates

Construction Cost
$2.6 million

Funding
STP

Status
Phase II Ongoing

Client Contacts
Michael Thomas
City of Lake Forest
847.810.3540
thomasm@cityoflakeforest.com

Improving an Intersection and Adjacent Railroad Crossing. Civiltech provided the City with Phase II design engineering services for this intersection and railroad crossing improvement.

This project includes improvements to the intersection of IL Route 43 (Waukegan Road) and Everett Road. Just to the west of the intersection is a Metra railroad crossing. The functioning of the intersection has been increasingly impacted by the increase in number and length of trains (both passenger and freight). The City applied for and received STP funding through the Lake County Council of Mayors to improve the intersection by extending the left and right turn lanes on the west leg and adding a southbound to westbound right turn lane. To improve safety at the railroad crossing, the existing gates will be replaced and a barrier median constructed between the eastbound and westbound lanes.

During preparation of the detailed plans, the City requested that Civiltech investigate the addition of a westbound to northbound right turn lane from Everett Road to IL Route 43 that was not included in the original Phase I design. Civiltech performed new traffic counts and modeled the interaction of the intersection with the adjacent rail crossing. It was determined that the addition of the turn lane would provide a significant improvement to delays and queues on the east leg of the intersection. Civiltech is in the process of adding the turn lane to the scope of the project through preparation of a PDR Addendum to be approved by IDOT and FHWA, and revisions to the Phase II plans.

Caton Farm Road at Essington Road Improvement

City of Joliet

Scope of Services

Preparation of Contract Plans, Specifications, and Estimates
Roadway and Highway Design
Intersection Design Studies
Location Drainage Studies
Crash Analysis
Capacity Analysis
Traffic Signal and System Design
Traffic Modeling and Simulation
Resident Engineer
Construction Layout
Construction Documentation

Construction Cost
$1.8 million

Funding
Federal, Local

Status
Phase I Completed 2013
Phase II Completed 2015
Phase III Completed 2018

Client Contacts
Russell A. Lubash, P.E.
City of Joliet
rlubash@jolietcity.org
815.405.5493

Heavy Traffic Intersection Improvements. Civiltech provided Phase I, III and III engineering services for this project.

The intersection of Caton Farm Road and Essington Road in the City of Joliet experiences heavy travel patterns to and from the west and south legs of the intersection. During the peak hours some of the turning movements were almost over capacity. Nearly two-thirds of all the crashes at the intersection in a 3-year period were left turn collisions or rear end collisions which can be attributable to the congestion experienced at the intersection.

Several intersection configurations were analyzed using the Highway Capacity Software as well as the SYNCHRO traffic modeling and simulation software. Through these capacity analyses and a comparison of the impacts to adjacent properties, a preferred improvement plan was selected that includes the widening and resurfacing of the existing intersection to provide additional turning lanes. With a 10-30% projected increase in traffic volumes by 2040, the addition of an eastbound right turn lane on Caton Farm Road and a southbound right turn lane on Essington Road is necessary. The proposed improvement also included an extension of the eastbound and westbound left turn lanes.

Although the Phase I Engineering was funded locally, Civiltech and the City of Joliet worked with the Illinois Department of Transportation to follow Federal-aid guidelines to be eligible to use the Surface Transportation Program funds that had been allocated for this project. A Categorical Exclusion – Group I was prepared for this project and Phase I Engineering was completed in 2013.

The City of Joliet selected Civiltech to perform the Construction Engineering for this project due to our proven qualifications and experience. Our Resident Engineer brought the involved stakeholders together by coordinating with Joliet, the contractor, multiple utilities, and the businesses to maintain safe access for the public while the reconstruction took place.

US Route 30 - US Route 45 to IL Route 43

Illinois Department of Transportation – District 1

Scope of Services

Roadway and Highway Design
Drainage Design
Traffic Signal and Signal System Design
Temporary Traffic Signal Design
Lighting Design
Interagency Coordination
Preparation of Contract Plans, Specifications and Estimates
Type Size and Location Drawings
Highway Bridges
Topographic Surveys

Construction Cost
$30 million

Funding
Federal

Status
Phase II completed in 2010

Client Contacts
Jose Dominquez
IDOT District 1 Bureau of Design
847.705.4232
Jose.Dominquez@illinois.gov

Reconstruction of U.S. Route 30. This project included the reconstruction of U.S. Route 30 from US Route 45 to IL Route 43 with portland cement concrete pavement designed for a 30 year design life.

U.S. Route 30 was designed to be widened to provide 2–12 foot lanes in each direction plus a 22 foot wide landscaped median. Left turn lanes were provided at most of the side streets. The existing bridge crossing Hickory Creek was widened on both sides to provide the proposed section and an additional future bike path. A bituminous bike path was be constructed along the north side of U.S. Route 30 throughout much of the project based on local agency support.

At the intersection with Harlem Avenue (IL 43), dual left turn lanes and single right turn lanes were provided on all four legs. Harlem Avenue was widened to provide 2–12 foot lanes in each direction with a 30 foot barrier median.

Traffic signals were designed at the intersections of U.S. Route 30 with Pfeiffer Road, 80th Avenue, Frankfort Square Road/Hunter Woods Drive, and Harlem Avenue. A new traffic signal interconnect was also included in the project, and intersection lighting was installed at the intersection of U.S. Route 30 and Harlem Avenue.

The roadway widening and reconstruction included major profile and alignment modifications at various locations throughout the project. These changes were to improve horizontal geometry and safety, as well as to bring the roadway profile above the 100 year floodplain at the west end of the project. The design required compensatory storage to be provided adjacent to the roadway right-of-way for the floodplain fill resulting from the roadway widening. The above items also required substantial right-of-way acquisition, which Civiltech coordinated with the Department.

Quentin Road – U.S. Route 12 to IL Route 22

Lake County Division of Transportation

Rendering

Adjacent Detention Facility Construction

Scope of Services

Roadway and Highway Design
Highway Noise Analysis
Hydraulic Studies
Sustainable Design
Stormwater Management
Bikeway and Pedestrian Facility Design
Retaining Walls and Culverts with Type, Size and Location Drawings
Right-of-Way Acquisition

Construction Cost
$22.8 million

Funding
Federal Surface Transportation Program

Status
Phase II completed 2018

Client Contact
Chuck Gleason
Lake County Division of Transportation
cgleason@lakecountyil.gov
847.377.7400

Widening and reconstruction to meet future travel needs, increase travel safety and enhance bicycle & pedestrian mobility. Civiltech provided Phase I, and Phase II engineering services.

This project included widening and reconstructing 2 miles of Quentin Road from US Route 12 (Rand Road) to Illinois Route 22 through the Villages of Kildeer and Lake Zurich. The project provided a transportation system improvement that meets future travel demands in the corridor, increases travel safety, and enhances both bicycle and pedestrian mobility.

During the design we focused on opportunities to minimize impacts, paying special attention to the construction cost estimate, proposed land acquisitions and environmental components. We closely monitored the P, S & E development, permitting, local agency coordination and agreements, utility conflict assessment and relocations to make sure all these essential project elements are addressed in a timely manner throughout the engineering work which also involves the acquisition of nearly 50 right-of-way parcels. Retaining walls, noise abatement walls, box culverts and ground improvement areas are at various locations within the corridor to minimize impacts to wetlands, floodplains, trees, and adjacent property while traffic noise abatement is being implemented through the residentially developed sections.

The roadway corridor provided few suitable sites for off-road storm water detention and water quality facilities which necessitated our consideration of storm water management and opportunities to work with the local agencies to find solutions to the roadway drainage problems. Through an innovative utilization of detention properties that are outside the public right-of-way, we aimed to achieve storm water storage and sustainable roadway best management practices while preventing flood damages downstream to the four stream tributaries traversing Quentin Road.

SECTION 5

Operating History

Project Understanding

Assessment and Approach to Project Challenges

Company Experience

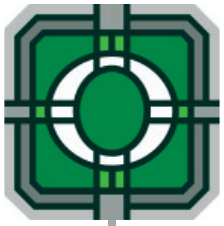
Key Personnel

Forms

SECTION 5 - KEY PERSONNEL

Organizational Chart

**Indicates resume included*



Senior Project Manager & QC/QA
Jon Vana, P.E.*

Project Manager
Dave Kreeger, P.E.*

Project Funding Lead
Joel Christell, P.E.*

Pedestrian Design & Utility Coordination Lead
Kristin Kalitowski, P.E.*

Environmental Scientist (Wetlands)
Samantha Primer, CWS*

Water Resources & Permitting Lead
Tom Liliensiek, P.E.

Drainage Engineer
Weronika Moskal, P.E., CFM

Traffic Signal Lead
Joe Emry, P.E.*

Project Engineer
Jeff Tomasek, P.E.*

Design Engineers
Kyle Clary, P.E.
Justin Greal

Lighting Design Lead
Shirley Choi P.E.*

Chief Structural Engineer
Greg Hatlestad, P.E. S.E.*

Structural Engineers
Juanita Loayza-Ramos, P.E.
Matt Rendino, P.E.

Appraiser
Dave White*

Constructability Reviews
Jeff Lange, P.E.*

Subconsultant Services

Survey and ROW Documents: Ruettiger, Tonelli & Associates, Inc.
Geotechnical: Midland Standard Engineering & Testing, Inc.
Review Appraisals: T Engineering Services Ltd.
Negotiations: Santacruz Land Acquisitions
Special Waste : Huff & Huff, Inc.

Jon Vana, P.E.

Director of Design Services

Expertise

Freeway and Tollway Design
Roadway and Highway Design
Preparation of Contract Plans, Specifications and Estimates
Drainage Design
Street Rehabilitation and Reconstruction
Site Design Engineering
Construction Inspection

Education

B.S. Civil Engineering, 1994
Valparaiso University

Professional Registrations

Professional Engineer - Illinois; 062-055021
Professional Engineer - Wisconsin; 47653-6

Professional Organizations

American Public Works Association
American Society of Civil Engineers
ACEC - Illinois Tollway Subcommittee
ACEC - IDOT District 1 Subcommittee

Employed in civil and transportation engineering since 1994, Jon's experience is in the design of roadways, highways, municipal infrastructure, and civil site development. He is highly engaged at the project level with our talented design engineering staff. Jon serves as senior project manager for the design of highway and expressway projects, as well as provides municipal engineering services for local street and utility infrastructure projects. In addition, Jon provides quality management services for all of Civiltech's design engineering projects and possesses extensive knowledge of the Federal-aid process for the design of transportation projects, which results in cost effective and timely implementation of projects.

Representative Projects

Roadway and Highway Design

Weiland Road - Lake Cook Road to IL Route 22 and Lake Cook Road - Buffalo Grove Road to Hastings Lane; Village of Buffalo Grove and Cook County Department of Transportation and Highways; $68.0 million

Fairfield Road/IL Route 176 Junction Improvement; Lake County Division of Transportation; $15.0 million

IL Route 31 Algonquin Western Bypass; McHenry County Division of Transportation; $64.0 million

U.S. Route 30, U.S. Route 45 to IL 43; Illinois Department of Transportation; $30.0 million

Atkinson Road Extension; Village of Grayslake; $6.0 million

Barrington Road at Schaumburg Road; Village of Schaumburg; $7.4 million

Shoe Factory Road Improvements; Village of Hoffman Estates; $15.5 million

Stearns Road; Kane County Division of Transportation; $9.0 million

Wright Boulevard; Village of Schaumburg; $5.3 million

Ridge Avenue, Lyons Street to Howard Street, Phase I, II and III; City of Evanston; $7.1 million

Wise Road Phase II Improvements; Village of Schaumburg; $6.3 million

Quentin Road Improvement, Long Grove Road to North of U.S. Route 12; Lake County Division of Transportation; $10.0 million

Haligus Road STP Improvement; Village of Huntley; $1.8 million

U.S. Route 14/Davis Street/Arthur Avenue Intersection Improvement - Stage 3; Village of Arlington Heights; $2.5 million

Lively Boulevard STP Improvement, Devon to Touhy; Village of Elk Grove Village; $5.0 million

Biesterfield Road and Widening and Reconstruction; Village of Elk Grove Village; $2.0 million

Rollins Road Extension; Lake County Division of Transportation; $5.4 million

Devon Avenue and Tonne Road STP Intersection Improvement; Village of Elk Grove Village; $2.1 million

Hawthorne Lane STP Improvement, Arbor Avenue to Prince Crossing Road; City of West Chicago; $1.8 million

Jon Vana, P.E.

Director of Design Services

Representative Projects (Continued)

Roadway and Highway Design (Continued)

Busch Parkway/Deerfield Parkway Connector; Village of Buffalo Grove; $1.6 million

Bell Road and 151st Street Intersection Improvement; Will County Highway Department; $2.5 million

IL Route 43 and Westmoreland Drive Intersection Improvement; City of Lake Forest; $600,000

Quentin Road and Lake Cook Road Improvements; Village of Deer Park; $8.0 million

IL Route 83/Busse Road and Devon Avenue STP Intersection Improvement; Village of Elk Grove Village; $3.65 million

IL Route 83/Busse Road and Landmeier Road Intersection Improvement; Village of Elk Grove Village; $2.57 million

Freeway and Tollway Design

Elgin O'Hare Western Access (EOWA) IL-390, Lively Boulevard to Supreme Drive; Illinois Tollway; $88.9 million

I-90 Pavement Rehabilitation (Elmhurst Road to Golf Road); Illinois Tollway; $20.0 million

Northwest Tollway Resurfacing, Newburg Road to IL Route 173; Illinois Tollway; $14.2 million

I-90 Master Plan, IL Route 53 to Higgins Road; Ilinois Tollway; $240.0 million

Street Rehabilitation and Reconstruction

South Broadway Improvements; Village of Lombard; $2.0 million

Duane Street Main Basin Improvement; Village of Glen Ellyn; $2.5 million

North Industrial Park Street Rehabilitation; Village of Lombard; $2.7 million

Special Assessment 219 Watermain and Sanitary Sewer Replacement; Village of Lombard; $1.0 million

Olde Towne East Project; Village of Lombard; $5.0 million

Lombard Road STP Project Fullerton Avenue to U.S. Route 20; Village of Addison; $3.4 million

Lombard Hills East Residential Street Improvement; Village of Lombard; $9.0 million

Bikeway and Pedestrian Facility Design

Gilmer Road over Bicycle Path Underpass; Lake County Forest Preserve District; $1.3 million

Grand Avenue Underpass; Lake County Forest Preserve District

Monaville Road Bike Path Underpass; Lake County Division of Transportation; $1.6 million

York Road/Harger Road Bicycle/Pedestrian Path STP Improvement; Village of Oak Brook; $1.9 million

Busse Road Transit Corridor Improvement Project; Village of Elk Grove Village; $1.1 million

Site Design Engineering

Nike Site Redevelopment Stage 1B, Stevenson High School Parcel; Adlai E. Stevenson High School District #125; $1.5 million

Fort Drum Exchange Site Design; The Jenkins Group

Offutt Air Force Base Exchange; The Jenkins Group; $4.0 million

Robins Air Force Base Commissary; The Jenkins Group; $2.0 million

Fort McCoy Commissary; The Jenkins Group; (Site Design Engineering) $500,000

Elk Grove Town Center; Hamilton Partners; $3.0 million

Prairie Point Center; Hamilton Partners; $2.2 million

Fort Hamilton Commissary; The Jenkins Group; $700,000

Scott Air Force Base Exchange Project; The Jenkins Group; $2.2 million

Dave Kreeger, P.E.

Project Manager

Expertise

Roadway and Highway Design
Street Rehabilitation and Reconstruction
Bikeway and Pedestrian Facility Design
Drainage Design
Roadside Barrier Warrant Analysis

Education

B.S. Civil Engineering, 1998
Valparaiso University

Professional Registrations

Professional Engineer - Illinois; 062-056261

Dave has been employed in private consulting engineering since June 1998. He currently serves as a Project Manager for Phase II projects, including roadway geometrics and drainage, sewer and watermain design, local street rehabilitation and reconstruction, and pedestrian facility design.

Representative Projects

Roadway and Highway Design

Rockland Road (Des Plaines River to St. Mary's Road); Libertyville Township; $2.0 million

IL Route 43 and Everett Road; City of Lake Forest; $2.5 million

Shoe Factory Road Improvements; Village of Hoffman Estates; $11.5 million

Woodfield Road (Martingale Road to IL 53 East Frontage Road); Village of Schaumburg; $6.0 million

Woodfield Road (Meacham Road to Martingale Road); Village of Schaumburg; $7.4 million

Gilmer Road and Midlothian Road; Lake County Division of Transportation; $12.0 million

Lively Boulevard Resurfacing; Village of Elk Grove Village; $1.4 million

State and National Parkways; Village of Schaumburg; $6.0 million

Algonquin Road at West Drive Intersection Improvements; Village of Schaumburg; $2.4 million

Lake Cook Road; Village of Buffalo Grove; $48.0 million

J.F. Kennedy Boulevard and Elk Grove Boulevard Resurfacing; Village of Elk Grove Village; $3.0 million

Salem Drive - Bode Road to Golf Road; Village of Schaumburg; $2.5 million

Lively Boulevard Reconstruction; Village of Elk Grove Village; $3.2 million

Walnut Lane - Golf Road to Bode Road; Village of Schaumburg; $2.5 million

Fairfield Road/Route 176; Lake County Division of Transportation; $11.8 million

Barrington Road at Schaumburg Road; Village of Schaumburg; $6.6 million

IL Route 83 at Greenleaf Avenue; Village of Elk Grove Village; $3.8 million

IL Route 83 at Pratt Boulevard; Village of Elk Grove Village; $3.4 million

Greenwood Road at Glenview Road; Village of Glenview; $3.9 million

Essington Road at Hennepin Drive; City of Joliet, $2.7 million

Wright Boulevard; Village of Schaumburg; $5.3 million

Wise Road Phase II Improvements; Village of Schaumburg; $6.3 million

Haligus Road STP Improvement; Village of Huntley; $1.8 million

Devon Avenue and Arlington Heights Intersection Phase II; Village of Elk Grove Village; $3.3 million

Lively Boulevard STP Improvement, Devon to Touhy; Village of Elk Grove Village; $5.0 million

Dave Kreeger, P.E.

Project Manager

Representative Projects (Continued)

Roadway and Highway Design (Continued)

Biesterfield Road and Leicester Road Intersection Realignment and Widening; Village of Elk Grove Village; $1.0 million

U.S. Route 30, U.S. Route 45 to IL 43; Illinois Department of Transportation; $30.0 million

IL Route 83 (Busse Road) and Devon Avenue STP Intersection Improvement; Village of Elk Grove Village; $3.6 million

Devon Avenue and Tonne Road STP Intersection Improvement; Village of Elk Grove Village; $2.1 million

Quentin Road and Lake Cook Road Improvements; Village of Deer Park; $8.0 million

Street Rehabilitation and Reconstruction

Biesterfield Road Widening and Reconstruction, Meacham Road to IL Route 53; Village of Elk Grove Village; $2.0 million

Circle Avenue; Village of Lombard; $1.4 million

Lombard Meadows Reconstruction Phase I and II; Village of Lombard; $5.2 million

Olde Towne East Project; Village of Lombard; $5.0 million

Lombard Road STP Project Fullerton Avenue to U.S. Route 20; Village of Addison; $3.4 million

Lombard Hills East Residential Street Improvement; Village of Lombard; $9.0 million

North Industrial Park Street Rehabilitation; Village of Lombard; $2.7 million

Bikeway and Pedestrian Facility Design

Randall Road Transit Infrastructure Improvements; Kane County Division of Transportation; $800,000

Fairfield Road/Route 176 Underpass; Lake County Division of Transportation; $5.2 million

Main Street Streetscape and Resurfacing LAPP; Village of Lombard; $900,000

Monaville Road Bike Path Underpass; Lake County Division of Transportation; $1.6 million

York Road/Harger Road Bicycle/Pedestrian Path STP Improvement; Village of Oak Brook; $1.9 million

Busse Road Transit Corridor Improvement Project; Village of Elk Grove Village; $1.1 million

Drainage Design

Fairfield Rd/IL 176; Lake County Division of Transportation; $11.8 million

Elk Grove Business Park; Village of Elk Grove Village; $12.0 million

Haligus Road STP Improvement; Village of Huntley; $1.8 million

Quentin Road and Lake Cook Road Improvements; Village of Deer Park; $8.0 million

Long Grove Road; Village of Deer Park; $600,000

Lombard Hills East Residential Street Improvement; Village of Lombard; $9.0 million

Roadside Barrier Warrant Analysis

York Road/Harger Road Bicycle/Pedestrian Path STP Improvement; Village of Oak Brook; $1.9 million

IL Route 83 (Busse Road) and Devon Avenue STP Intersection Improvement; Village of Elk Grove Village; $3.6 million

IL Route 83 (Busse Road) and Landmeier Road Intersection Improvement; Village of Elk Grove Village; $2.5 million

Quentin Road and Lake Cook Road Improvements; Village of Deer Park; $8.0 million

York Road/Harger Road Bicycle/Pedestrian Path STP Improvement; Village of Oak Brook; $1.9 million

Jeff Tomasek, P.E.

Engineer IV

Expertise

Roadway and Highway Design
Preparation of Contract Plans and Estimates
Drainage Design
Street Rehabilitation and Reconstruction
Watermain Design

Education

B.S. Civil Engineering, 2007
Valparaiso University

Associates in Science, 2004
College of DuPage

Professional Registrations

Professional Engineer - Illinois;062-064408

Jeff has worked with Civiltech since May 2008. His experience is in geometric roadway design, including preparing contract plans, specifications, and cost estimates for state, county, and municipalities. He has also completed drainage and detention design for both Phase I and Phase II projects. As an intern with the City of Elmhurst in Illinois, Jeff performed surveys, construction inspection, and construction layout.

Representative Projects

Roadway and Highway Design

J.F. Kennedy Boulevard and Elk Grove Boulevard Resurfacing; Village of Elk Grove Village; $3.0 million

Lively Boulevard Reconstruction; Village of Elk Grove Village; $3.2 million

Biesterfield Road and Oakton Street Resurfacing; Village of Elk Grove Village; $1.9 million

Gilmer Road and Midlothian Road; Lake County Division of Transportation; $12.0 million

Woodfield Road (Meacham Road to Martingale Road); Village of Schaumburg; $7.4 million

Woodfield Road (Martingale Road to IL 53 East Frontage Road); Village of Schaumburg; $6.0 million

State and National Parkways; Village of Schaumburg; $6.0 million

Brummel-Howard-Louis Ditch Improvements; Village of Elk Grove Village; $3.5 million

Grove Avenue Improvements; City of Highland Park; $600,000

Rockland Road (Des Plaines River to St. Mary's Road); Libertyville Township; $2.0 million

Greenwood Avenue; Village of Deerfield; $1.8 million

Algonquin Road at West Drive Intersection Improvements; Village of Schaumburg; $2.4 million

Arthur Avenue Culvert Replacement; Village of Elk Grove Village; $6.0 million

Salem Drive - Bode Road to Golf Road; Village of Schaumburg; $2.5 million

Lake Cook Road; Village of Buffalo Grove; $45.0 million

Walnut Lane - Golf Road to Bode Road; Village of Schaumburg; $2.5 million

Fairfield Road/Route 176; Lake County Division of Transportation; $11.8 million

Greenwood Road at Glenview Road; Village of Glenview, $3.9 million

Barrington Road at Schaumburg Road; Village of Schaumburg, $7.4 million

Shoe Factory Road Improvements; Village of Hoffman Estates, $11.5 million

Essington Road at Hennepin Drive; City of Joliet; $3.5 million

Mill Road Sidewalk Over I-290; Village of Addison; $320,000

Wright Boulevard; Village of Schaumburg; $5.3 million

Representative Projects (Continued)

Preparation of Contract Plans and Estimates

Algonquin Road at West Drive Intersection Improvements; Village of Schaumburg; $2.4 million

Arthur Avenue Culvert Replacement; Village of Elk Grove Village; $6.0 million

Salem Drive - Bode Road to Golf Road; Village of Schaumburg; $2.5 million

Elk Grove Business Park; Village of Elk Grove Village; $12.0 million

Lombard Meadows Reconstruction Phase I; Village of Lombard; $2.2 million

Illinois Route 31 (Western Algonquin Bypass); McHenry County Division of Transportation; $60 million

IL Route 83 at Greenleaf Avenue; Village of Elk Grove Village; $3.8 million

IL Route 83 at Pratt Boulevard; Village of Elk Grove Village; $3.1 million

Olde Towne East Project; Village of Lombard; $5.0 million

Biesterfield at I-290; Village of Elk Grove Village; $900,000

North Industrial Park Street Rehabilitation; Village of Lombard; $2.7 million

Mill Road Sidewalk Over I-290; Village of Addison; $320,000

Wright Boulevard; Village of Schaumburg; $5.3 million

U.S. Route 30, U.S. Route 45 to IL 43; Illinois Department of Transportation; $30.0 million

Essington Road and Hennepin; City of Joliet; $3.5 million

Drainage Design

Drainage Improvements - Tonne Road to Busse Road; Village of Elk Grove Village; $3.6 million

Brummel-Howard-Louis Ditch Improvements; Village of Elk Grove Village; $3.5 million

Algonquin Road at West Drive Intersection Improvements; Village of Schaumburg; $2.4 million

Arthur Avenue Culvert Replacement; Village of Elk Grove Village; $6.0 million

Salem Drive - Bode Road to Golf Road; Village of Schaumburg; $2.5 million

Lombard Meadows Reconstruction Phase I; Village of Lombard; $2.2 million

Walnut Lane - Golf Road to Bode Road; Village of Schaumburg; $2.5 million

Fairfield Road/Route 176; Lake County Division of Transportation; $11.8 million

IL Route 22 Phase 1 – Quentin Road to IL Route 83; Illinois Department of Transportation; $35.5 million

Quentin Road Phase 1 Study; Lake County Division of Transportation

Shoe Factory Road Improvements; Village of Hoffman Estates; $15.5 million

Kreutzer Road Extension; Village of Huntley

Thorndale Avenue, Arlington Heights Road to IL Route 53; DuPage County Division of Transportation

Street Rehabilitation and Reconstruction

Circle Avenue; Village of Lombard; $1.4 million

Lombard Meadows Reconstruction Phase I and II; Village of Lombard; $5.2 million

Biesterfield Road Resurfacing; Village of Elk Grove Village

Olde Towne East Project; Village of Lombard; $5.0 million

Joel Christell, P.E.

Director of Environmental & Design Studies

Expertise

Environmental Assessment and Design Studies

Public Involvement

Feasibility Studies

Traffic Engineering and Impact Studies

Location Drainage Studies

Education

B.S. Civil Engineering, 1999
University of Illinois at Urbana-Champaign

Professional Registrations

Professional Engineer - Illinois; 062-057475

Certifications

Context Sensitive Solutions Approach Class, September 2006
Illinois Department of Transportation

Illinois Fundamentals of Drainage and Drainage Studies, April 2006
Illinois Department of Transportation

ADA Transition Plan,March 2015
Illinois Department of Transportation

Professional Organizations

Institute of Transportation Engineers – Illinois Section Past President

Illinois Association of Environmental Professionals

Joel has been in private consulting engineering since 1999 specializing in environmental and design studies and public involvement. Over the last 20 years, Joel has managed a wide variety of projects including intersection improvements, roadway and pedestrian bridge projects, pedestrian and bicycle projects, and corridor projects. Joel has completed over 45 Federal-aid projects for municipalities and has helped secure over $50 million dollars of grants for municipalities in the Chicago Region. His knowledge of the Federal-aid processes and procedures has resulted in coordinating with IDOT and municipalities for successful project outcomes.

Representative Projects

Environmental and Design Studies

Environmental Assessment and Design Report, IL Route 31 Western Bypass, Edgewood Drive to Rakow Road; McHenry County Division of Transportation; $50.4 million

Environmental Class of Action Determination and Project Development Report, Fairway Drive Extension, U.S. Route 45 to IL Route 60; Village of Vernon Hills; $17.0 million

Environmental Class of Action Determination and Project Development Report, Orchard Road, U.S. Route 30 to Jericho Road; Kane County Division of Transportation; $23.6 million

Environmental Assessment and Design Report, Weiland Road/Lake Cook Road, Lake Cook Road to IL Route 22 and Buffalo Grove Road to Hastings Lane; Village of Buffalo Grove, Lake County Division of Transportation, and Cook County Department of Transportation and Highways; $96 million

Project Development Report, 14th Street Phase I Study - IL Route 131 to Jackson Street; Lake County Division of Transportation; $13.4 million

Project Report, Darrell Road; Lake County Division of Transportation; $12.0 million

Project Development Report, Main Street Reconstruction; City of Batavia; $4.4 million

Project Development Report, Quentin Road, U.S. Route 12 to IL Route 22; Lake County Division of Transportation; $22.8 million

Oak Park Avenue, Irving Park Road to Forest Preserve Drive; Chicago Department of Transportation, Division of Engineering; $3.6 million

Fullerton Avenue, Ashland Avenue to Southport Avenue – Phase I and II; Chicago Department of Transportation, Streetscape and Sustainable Design Program; $6.0 million

Chicago West Side Safe Routes to School Enhancements; Chicago Department of Transportation, Division of Project Development; $520,000

Lincoln Village Pedestrian and Bicycle Bridge – Phase I and II; Chicago Department of Transportation, Division of Project Development; $2.0 million

Chicago Streets for Cycling Phase IV, Project 3 – Phase I and II; Chicago Department of Transportation, Division of Project Development; $3.0 million

Project Development Report, 111th Street - Cottage Grove Avenue to Doty Avenue; Chicago Department of Transportation; $2.5 million

Joel Christell, P.E.

Director of Environmental & Design Studies

Representative Projects (Continued)

Environmental Assessment and Design Studies (Continued)

Project Development Report, IL Route 83 Bike Path Phase I Study; Village of Bensenville; $1.4 million

Project Development Report, U.S. Route 14 (Rand Road) Sidepath; City of Des Plaines

Project Development Report; Lively Boulevard – Thorndale Avenue to Devon Avenue; Village of Elk Grove Village; $3.2 million

Project Development Report; Church Road Improvements – Grand Avenue to Jefferson Street; Village of Bensenville; $1.9 million

Project Development Report, Barrington Road/Schaumburg Road Intersection Improvement; Village of Schaumburg; $4.4 million

Project Development Report, Kreutzer Road Extension, IL Route 47 to Main Street; Village of Huntley; $4.7 million

Project Development Report; South Main Street Improvements, U.S. Route 14 to South of Virginia Road; City of Crystal Lake; $4.0 million

Project Report, Fremont Center Road Phase I Study; Lake County Division of Transportation; $3.0 million

Project Development Report, State and National Parkway; Village of Schaumburg; $6.0 million

Project Development Report, Biesterfield Road and Oakton Street Resurfacings; Village of Elk Grove Village; $2.0 million

Project Development Report, John F. Kennedy and Elk Grove Boulevard Resurfacing and Bridge Improvements; Village of Elk Grove Village; $3.0 million

Project Development Report, Church Road Bike Path; Village of Bensenville; $1.1 million

Project Development Report, Church Road Reconstruction; Village of Bensenville; $4.6 million

Project Development Report, Proviso Drive; Village of Berkeley; $2.0 million

Categorical Exclusion, Greenwood Avenue; Village of Deerfield; $1.7 million

Project Development Report, Arlington Heights Road/Devon Avenue Intersection Improvement; Village of Elk Grove Village; $2.6 million

Project Development Report, Wise Road, Roselle Road to Plum Grove Road; Village of Schaumburg; $6.3 million

Project Development Report, Lively Boulevard, Devon Avenue to Touhy Avenue; Village of Elk Grove Village; $5.2 million

Project Development Report, Devon Avenue/Tonne Road Intersection Improvement; Village of Elk Grove Village; $2.0 million

Project Development Report, Haligus Road Extension; Village of Huntley; $1.8 million

Project Development Report, Fullerton Avenue, Addison Road to Villa Avenue; Village of Addison; $2.0 million

Project Development Report, Main Street STP Improvement; Village of Lombard

Project Development Report, Addison Road Resurfacing; Village of Addison; $3.8 million

Project Development Report, McDermott Drive Phase I Study, Taft Avenue to Wolf Road; Village of Berkeley; $2.3 million

Project Development Report, Lombard Road STP Project Phase I, Fullerton Avenue to U.S. Route 20; Village of Addison; $3.4 million

Project Development Report, Golfview Road, 31st Street to 1st Avenue; Chicago Zoological Society

Project Development Report, Millennium Trail - Ravens Glen Forest Preserve; Lake County Forest Preserve District; $4.3 million

Project Development Report, Middlefork Savanna Bridge and Trail Connection; Lake County Forest Preserve District, $2.0 million

Project Development Report; Des Plaines River Trail Improvements; City of Des Plaines

Project Development Report; Gilmer Road Bike Path Underpass; Lake County Forest Preserves

Project Development Report, Grand Avenue Bike Path Underpass; Lake County Forest Preserve District

Kristin Kalitowski, P.E.

Project Manager

Expertise

Roadway and Highway Design
Drainage Design
Site Design Engineering
Street Rehabilitation and Reconstruction
Bicycle and Pedestrian Facility Design

Education
B.S. Civil Engineering, 2002
Purdue University

Professional Registrations
Professional Engineer - Illinois; 062-059477

Certifications
Illinois Fundamentals of Geometric Design, June 2003
Northwestern University Center for Public Safety

Professional Organizations
American Society of Civil Engineers

Kristin has been with Civiltech Engineering since May of 2002 and currently serves as a Project Manager primarily on Phase II projects in the Design Services department. She specializes in geometric roadway design, bicycle and pedestrian facility design, highway design, street rehabilitation and reconstruction, and drainage design. Kristin routinely leads utility coordination on projects across company departments and brings ADA design and compliance expertise. She is a strong leader with outstanding communication and organizational skills beneficial to both in-house design team management and public involvement campaigns.

Representative Projects

Street Rehabilitation and Reconstruction

Central Business District Streetscape and Utility Improvements; Village of Glen Ellyn; $10.0 million

Naperville Downtown Streetscape - Phase II; City of Naperville; $5.0 million

Rozanne Drive over Westwood Creek Bridge Replacement; Village of Addison; $450,000

Brandywyn Lane and Thompson Boulevard Improvements; Village of Buffalo Grove; $4.85 million-Brandywyn; $6.52 million-Thompson

Circle Avenue; Village of Lombard; $1.4 million

Lombard Meadows Reconstruction Phase I and II; Village of Lombard; $5.2 million

Olde Towne East Project; Village of Lombard; $4.9 million

Duane Street Main Basin Improvement; Village of Glen Ellyn; $2.5 million

North Industrial Park Street Rehabilitation; Village of Lombard; $2.7 million

Mission Hills Road Rehabilitation; Mission Hills Homeowners Association; $1.2 million

Forest Avenue, Hillside Avenue and Appian Way; Village of Glen Ellyn; $1.0 million

Lively Boulevard / JFK Boulevard; Village of Elk Grove Village; $2.5 million

Biesterfield Road / Oakton Street Resurfacing; Village of Elk Grove Village; $2.0 million

Roadway and Highway Design

Fremont Center Road Extension; Lake County Division of Transportation; $3 million

IL Route 43 and Everett Road; City of Lake Forest; $2.5 million

Lakeview Parkway and IL Route 60; Village of Vernon Hills; $4.6 million

55th Street (Dunham Road to Clarendon Hills Road); DuPage County Division of Transportation; $8.5 million

Woodfield Road (Martingale Road to IL 53 East Frontage Road); Village of Schaumburg; $7.2 million

Woodfield Road (Meacham Road to Martingale Road); Village of Schaumburg; $5.9 million

Gilmer Road and Midlothian Road; Lake County Division of Transportation; $12.0 million

Kristin Kalitowski, P.E.

Project Manager

Representative Projects (Continued)

Roadway and Highway Design (Continued)

Algonquin Road at West Drive Intersection Improvements; Village of Schaumburg; $2.4 million

Lake Cook Road; Village of Buffalo Grove; $45.0 million

Salem Drive - Bode Road to Golf Road; Village of Schaumburg; $2.5 million

Walnut Lane - Golf Road to Bode Road; Village of Schaumburg; $2.5 million

Fairfield Road/Route 176; Lake County Division of Transportation; $11.8 million

Shoe Factory Road Improvements; Village of Hoffman Estates; $11.5 million

Barrington Road at Schaumburg Road; Village of Schaumburg; $7.4 million

Illinois Route 31 (Western Algonquin Bypass); McHenry County Divsion of Transportation; $60.0 million

IL Route 83 at Greenleaf Avenue; Village of Elk Grove Village; $3.8 million

IL Route 83 at Pratt Boulevard; Village of Elk Grove Village; $3.4 million

Greenwood Road at Glenview Road; Village of Glenview, $3.9 million

Essington Road at Hennepin Drive; City of Joliet, $2.7 million

Special Assessment 219 Watermain and Sanitary Sewer Replacement; Village of Lombard; $1.0 million

Wright Boulevard; Village of Schaumburg; $5.3 million

U.S. Route 30, U.S. Route 45 to IL 43; Illinois Department of Transportation; $30.0 million

Wise Road Phase II Improvements; Village of Schaumburg; $6.3 million

Haligus Road STP Improvement; Village of Huntley; $1.8 million

Devon and Arlington Heights Intersection Phase II; Village of Elk Grove Village; $2.6 million

Lively Boulevard STP Improvement, Devon to Touhy; Village of Elk Grove Village; $5.0 million

Lake Street/Springfield Drive; Village of Bloomingdale; $695,000

Contract RR-03-5168; I-Pass Only Lane Expansion (Plazas 37 and 51); Illinois Tollway; $1.5 million

Naperville Road/Warrenville Road Grade Separation and I-88 Interchange Improvement; DuPage County Division of Transportation; $68.0 million

Bicycle and Pedestrian Facility Design

Meacham Road and Golf Road Bikepath Project; Village of Schaumburg; $1.3 million

North York Street Sidewalk Phase II; City of Elmhurst; $1.9 million

Illinois Route 83 Bike Path - Foster Ave to Bryn Mawr Ave; Village of Bensenville; $1.4 million

Rand Road Sidepath - Central Rd to Elk Blvd; City of Des Plaines; $3.8 million

Church road Bike Path and Milwaukee District/West Railway Crossing; Village of Bensenville; $7.4 million

Randall Road Transit Infrastructure Improvements; Kane County Division of Transportation; $900,000

Lake Cook Road; Village of Buffalo Grove; $45.0 million

Fairfield Road/Route 176; Lake County Division of Transportation; $11.8 million

Samantha Primer, CWS

Environmental Scientist III

Expertise

NEPA Processing, Coordination, and Reports
Wetlands Assessments

Education

Master of Science, Plant Biology, University of Illinois Urbana-Champaign, 2016

Bachelor of Science, Environmental Science-Land Concentration, University of Illinois Urbana-Champaign, 2010

Certifications

Certified Wetland Specialist, Lake County, IL (#C-188)

Wetland Delineation Certification

Wetland Training Institute

Professional Organizations

National Association of Environmental Professionals

Samantha is Civiltech's Environmental Scientist. Her areas of specialization include wetland delineations, agency coordination, National Environmental Policy Act Environmental Assessments and Environmental Impact Statements, Clean Water Act 404/401 permitting, threatened and endangered species habitat reviews, and tree surveys. She has worked primarily in Northwest Indiana and Northern Illinois where she's gained experience working with federal and state agencies in the area including the U.S. Army Corps of Engineers, Chicago District, U.S. Fish and Wildlife Service, and the Indiana Department of Natural Resources.

Representative Projects

Environmental and Design Studies

Environmental Impact Statement, North Lake Shore Drive, Grand Avenue to Hollywood Avenue; City of Chicago; $3.0 billion

Environmental Assessment and Design Report, Jackson Park Improvements; Chicago Department of Transportation

Tree Surveys

Tree Survey, 111th Street - Cottage Grove Avenue to Ellis Avenue; Chicago Department of Transportation

Tree Survey, Church Street Pedestrian and Bicycle Improvements; City of Evanston

Wetland Delineation

Wetland Delineation, Church Street Pedestrian and Bicycle Improvements; City of Evanston

Wetland Delineation and Permitting, Rand Road Sidepath; City of Des Plaines

Wetland Delineation, Church Road and Main Street Resurfacing; Village of Bensenville

At a previous place of employment, Samantha worked on the following projects:

Environmental and Design Studies

Environmental Impact Statement and GIS Support, West Lake Corridor Project; Northern Indiana Commuter Transportation District, IN

Environmental Assessment and GIS Support, Double Track Expansion; Northern Indiana Commuter Transportation District, IN

Environmental Impact Statement, Coachella Valley-San Gorgonio Pass Rail Corridor Service Development Plan; Riverside County Transportation Commission., CA

Environmental Impact Statement, Link Union Station; Los Angeles Metro Transportation Authority, CA

Categorical Exclusion, Coolidge Terminal Facility; DLZ Michigan, Detroit, MI

Various Phase I Studies; Illinois Department of Transportation

Wetland Delineation

Wetland Delineation, Logistic Center Expansion; Sauk Village, IL

Wetland Delineation, Lakewood Bikepath; McHenry County DOT, McHenry County, IL

Samantha Primer, CWS

Environmental Scientist III

Tree Survey

Tree Survey, 134th Street Lateral Replacement Project; Chicago, IL

Geographic Information Systems

GIS Support, Noise Analysis; State Department of Transportation, PA, WV, NC

GIS Support, Feasibility Study, Railroad Crossings; Mount Prospect, IL

GIS Support, Black Hills Energy; Fayetteville, AR

Tom Liliensiek, P.E.

Director of Water Resources

Expertise

Drainage Design
Hydrologic and Hydraulic Analysis
Erosion Control
Best Management Practices
Environmental Permitting
Site Design Engineering
Pump Stations

Education

M.S. Civil Engineering, 1993
Michigan State University

B.S. Civil Engineering, 1992
Michigan State University

Professional Registrations

Professional Engineer - Illinois; 062-053291

Professional Organizations

Illinois Association for Floodplain and Stormwater Management

American Council of Engineering Companies

Tom joined Civiltech in 2013 and has over 25 years of experience in the planning and design of water, sewer, and stormwater utilities, stormwater and sewer analysis, modeling, and design of hydraulic and hydrologic systems. He is responsible for hydrologic analyses and modeling of watersheds; modeling and analyses of channel and closed conduit flow; hydraulic design of sewers, channels, erosion protection, detention basins and hydraulic control structures. He provides leadership, direction, and guidance to other engineers working on water resource projects.

Representative Projects

Freeway and Tollway Design

Elgin O'Hare Western Access (EOWA) IL-390 - Lively Boulevard to Supreme Drive; Illinois Tollway; $88.9 million

Municipal, Roadway and Highway Drainage Design

Jackson Park Improvements/Obama Presidential Center; Chicago Department of Transportation

Rockland Road Phase II and III; Village of Libertyville | Libertyville Township Highway Department; Village - $6.2 million; Township - $2.0 million

Berkeley Flood Control Project; Village of Berkeley; $5.0 million

Stormwater Master Plan Update; City of HIghland Park

Oak Park Avenue, Irving Park Road to Forest Preserve Drive; Chicago Department of Transportation, Division of Engineering; $3.6 million

Burnham Park: 31st Auxiliary Parking Lot Expansion; Chicago Park District; $1.6 million

Storm Sewer Improvements; Vernon Township, $390,000

Weiland Road Improvement; Lake County Division of Transportation; $30.0 million

Lake Cook Road; Village of Buffalo Grove; $48.0 million

North Lake Shore Drive, Phase I Study; Chicago Department of Transportation, Illinois Department of Transportation

Business Park Drainage Improvements; Village of Elk Grove Village; $12.0 million

Previous Individual Experience

Roadway and Highway Drainage Design

Reagan Memorial Tollway (I-88) Roadway and Bridge Reconstruction and Add-Lane - Aurora Plaza 61 to Orchard Road; Illinois Tollway; $65.0 million

IL - 173, Phase I Study; Illinois Department of Transportation

I-190; Chicago Department of Aviation; $250.0 million

35th Street Pedestrian Bridge; City of Chicago; $16.0 million

Peterson Road at IL Route 60; Lake County Department of Transportation; $10.0 million

88th Avenue over Forked Creek; Will County Department Highways

Galena Bypass; Illinois Department of Transportation

Joliet Street over Hickory Creek; City of Joliet

Previous Individual Experience (Continued)

Roadway and Highway Drainage Design (Continued)

Naperville Road Interchange; DuPage County Division of Transportation

East-West Tollway (I-88) Widening and Reconstruction; Illinois Tollway

I-294 (Tri-State Tollway)/Willow Road Interchange; Illinois Tollway

I-90 (Northwest Tollway)/Kennedy Expressway to Fox River; Illinois Tollway

IL Route 22 between US Route 12 and Quentin Road; Illinois Department of Transportation

Water Resources

Reconstruction of the Yorkville Dam and Bypass Channel over the Fox River; IDNR; $8.0 million

Cook County Drainage Various/Various Contract #1; Cook County Highway Department

Cook County Drainage Various/Various Contract #2; Cook County Highway Department

Joe Emry, P.E.

Project Manager

Expertise

Traffic Signal and Signal System Design

Environmental Assessment and Design Studies

Traffic Engineering and Impact Studies

Safety Studies

Education

B.S. Civil Engineering, 1999
Valparaiso University

Professional Registrations

Professional Engineer - Illinois; 062-057496

Certifications

Traffic Signal Workshop, April 2000
Northwestern University Center for Public Safety

Phase I Process Overview, March 2006
Illinois Department of Transportation

Road Safety Assessments, June 2007
Illinois Department of Transportation

Highway Safety Manual, December 2008
Institute of Transportation Engineers

Traffic Signal Seminar, October 2009
CECI/IDOT

2009 MUTCD Workshop, May 2010
Institute of Transportation Engineers

Professional Organizations

Institute of Transportation Engineers

Joe has been employed by Civiltech since 1999. His responsibilities include overseeing the design of traffic signals for the Illinois Department of Transportation and other local agencies and municipalities. He also works to complete safety studies, traffic impact studies, and environmental/design study projects.

Representative Projects

Traffic Signal and Signal System Design

Citywide Construction Engineering; Chicago Department of Transportation, Division of Engineering

IL Route 43 and Everett Road; City of Lake Forest; $2.5 million

Oak Park Avenue Improvement - Irving Park Road to Forest Preserve Drive; Chicago Department of Transportation, Division of Engineering; $4.4 million

Chicago Streets for Cycling, Phase IV - Projects 3A and 3B; Chicago Department of Transportation, Division of Project Development; $3.4 million

Lake Cook Road; Village of Buffalo Grove; $43.5 million

Essington Road and Caton Farm Road; City of Joliet

Roselle Road at Schaumburg Road; Village of Schaumburg

Quentin Road, U.S. Route 12 to IL Route 22; Lake County Division of Transportation; $22.8 million

Barrington Road at Schaumburg Road; Village of Schaumburg; $6.6 million

Fairfield Road/Route 176 Improvement; Lake County Division of Transportation; $11.8 million

Elgin O'Hare Western Access (EOWA) IL-390, Lively Boulevard to Supreme Drive; Illinois Tollway; $88.9 million

Wise Road Phase II Improvements; Village of Schaumburg; $6.3 million

Devon and Arlington Heights Intersection Phase II; Village of Elk Grove Village; $2.6 million

Lively Boulevard STP Improvement, Devon to Touhy; Village of Elk Grove Village; $5.0 million

Fairview Avenue Traffic Signal Modernization and Interconnect; Village of Downers Grove; $770,000

Quentin Road and Lake Cook Road Improvements; Lake County Division of Transportation; $10.0 million

Various Traffic Signal Projects, Region 1; Illinois Department of Transportation, Divison of Highways

Naperville Road/Warrenville Road/I-88 Reagan Tollway Improvement; DuPage County Division of Transportation; $68.0 million

Fabyan Parkway Traffic Signal Interconnect; Kane County Division of Transportation; $1.0 million

Meacham Road, Tower Road to Algonquin Road; Village of Schaumburg; $7.0 million

U.S. Route 14/Davis Street/Arthur Avenue Intersection Improvement; Village of Arlington Heights; $5.0 million

Joe Emry, P.E.

Project Manager

Representative Projects (Continued)

Traffic Signal and Signal System Design (Continued)

Deerfield Road Rehabilitation, Wilmot Road to Park Avenue; Village of Deerfield; $3.3 million

Wilson Street Interconnect; City of Batavia; $2.6 million

Stearns Road; Kane County Division of Transportation; $9.0 million

Quentin Road Improvement, Long Grove Road to White Pine Road; Lake County Division of Transportation; $17.8 million

U.S. Route 30, U.S. Route 45 to IL Route 43; Illinois Department of Transportation; $30.0 million

Deerfield Parkway Improvement, IL Route 83 to Weiland Road; Village of Buffalo Grove; $7.0 million

IL Route 31 Algonquin Western Bypass; McHenry County Division of Transportation; $64.0 million

Environmental Assessment and Design Studies

Environmental Assessment and Design Report, U.S. Route 14 Grade Separation at CN/EJ&E Railway; Village of Barrington; $60.5 million

Environmental Assessment and Design Report, IL Route 31 Western Bypass, Edgewood Drive to Rakow Road; McHenry County Division of Transportation; $50.4 million

Environmental Class of Action Determination and Design Report, IL Route 22 Quentin Road to IL Route 83; Illinois Department of Transportation; $29.0 million

Project Development Report; Deerpath Road at Mill Creek; City of Batavia; $1.0 million

Traffic Engineering and Impact Studies

Pinetree Mall Traffic Study; City of Crystal Lake

Pleasant Square Traffic Impact Study; Village of Schaumburg

Treehouse at the Ravines Traffic and Parking Study; The Harp Group

Shoe Factory Road Improvements; Village of Hoffman Estates

Elgin Regional Park; City of Elgin

College of DuPage Traffic Study; College of DuPage

Wilson Street/Prairie Street Traffic Analysis; City of Batavia

Safety Studies

Various Safety Assessments, Region 1/District 1; Illinois Department of Transportation

Shirley Choi, P.E.

Engineer IV

Expertise

Roadway and Highway Design

Street Rehabilitation and Reconstruction

Resident Engineer

Lighting Design

Preparation of Contract Plans, Specifications and Estimates

Education

B.S. Civil Engineering, 1997
University of Illinois at Chicago

Professional Registrations

Professional Engineer - Illinois; 062-055682

Certifications

Fundamentals of Geometric Design, October 2001
Northwestern University Center for Public Safety

ACEC-IDOT Lighting Seminar, May 2011
ACEC-Illinois and Illinois Department of Transporation

Professional Organizations

American Society of Civil Engineers

Shirley has been employed in private consulting engineering since May 1997. Since graduation, she has served as a Resident Engineer and Project Engineer assisting in the areas of highway and pedestrian lighting design, drainage design, highway and roadway design, and the development of contract plans and specifications.

Representative Projects

Roadway and Highway Design

Dee Road, Manor Lane to Farrell Avenue; City of Park Ridge; $300,000

Main Street STP Improvement, Phase II; Village of Lombard; $2.8 million

Lake and Swift Intersection Improvements; Village of Addison; $700,000

Army Trail Road, Regency Drive to Swift Road; DuPage County Division of Transportation; $8.7 million

79th Street, Cicero Avenue to Kedzie Avenue, and Western Avenue, 83rd Street to 119th Street, Median Planters; Chicago Department of Transportation - Bureau of Highways; $10.5 million

Resident Engineering

York Road Bicycle Trail; Village of Oak Brook; $500,000

Dilley's Road; Village of Gurnee, Cypress Equities

Lighting Design

IL Route 43 and Everett Road; City of Lake Forest; $2.5 million

Arterial Street Lighting; Village of Schaumburg; $1.7 million

Lake Cook Road; Village of Buffalo Grove; $45.0 million

Weiland Road Improvements (Lake Cook Road to IL Route 22); Lake County Division of Transportation

LED Beacon Lighting; Village of Gurnee

Dundee Road Lighting; Village of Wheeling; $2.7 million

Lombard Meadows Reconstruction Phase I; Village of Lombard; $2.2 million

Millennium Trail Underpass – Grand Avenue, Illinois Route 132; Lake County Division of Transportation; $2.7 million

Fairfield Rd/IL 176; Lake County Division of Transportation; $11.8 million

Walnut Lane - Golf Road to Bode Road; Village of Schaumburg; $2.5 million

Main Street Lighting, Roosevelt Road to North Avenue; Village of Lombard; $3.0 million

Barrington Road at Schaumburg Road; Village of Schaumburg; $7.4 million

Lively Boulevard, Devon Avenue to Touhy Avenue; Village of Elk Grove Village; $4.6 million

Busse Road (IL 83) Lighting, Mark Street to Howard Street; Village of Elk Grove Village; $2.2 million

Wise Road Phase II Improvements; Village of Schaumburg; $6.3 million

95th Street Park and Ride Phase I/II Engineering; City of Naperville; $1.1 million

Representative Projects (Continued)

Lighting Design (Continued)

Haligus Road STP Improvement; Village of Huntley; $1.8 million

Davis Street Improvement; Village of Arlington Heights; $1.3 million

Wright Boulevard; Village of Schaumburg; $5.3 million

Joint NIKE Site Redevelopment; Village of Vernon Hills; $18 million

Dundee Road (IL 68) Intersection Lighting Improvement at Arlington Heights Road and Buffalo Grove Road; Village of Buffalo Grove; $1.4 million

Cass Avenue Bridge and IL Route 83 Bridge over I-55, Underpass Lighting;

Illinois Department of Transportation - District 1; $7.5 million

The Glen Redevelopment Project; Village of Glenview $65.0 million

Street Rehabilitation and Reconstruction

Main Street Resurfacing (LAPP); Village of Lombard; $900,000

Main Street and Fairview Avenue Resurfacing Project (LAPP); Village of Downers Grove; $1.0 million

South Broadway Improvements; Village of Lombard; $2.0 million

Forest Avenue, Hillside Avenue and Appian Way; Village of Glen Ellyn; $1.0 million

Main Street; City of Park Ridge

Drainage Design

Lake and Swift Intersection Improvements; Village of Addison; $700,000

Main Street STP Improvement, Phase II; Village of Lombard; $2.8 million

Riford Road from St. Charles to Crescent; Village of Glen Ellyn; $2.5 million

Army Trail Road, Regency Drive to Swift Road; DuPage County Divison of Transportation; $8.3 million

Bikeway and Pedestrian Facility Design

Lively Boulevard from Touhy to Howard; Village of Elk Grove Village; $1.9 million

York Road Bicycle Trail; Village of Oak Brook; $500,000

Greg Hatlestad, P.E., S.E.

Director of Structural Design Services

Expertise

Highway Bridges
Railroad Structures
Pedestrian/Bicycle Bridges
Bridge Inspection and Rating
Pedestrian/Bicycle Underpasses
Retaining Walls and Braced Excavations

Education

B.S. Civil Engineering, 1993
University of Illinois at Urbana-Champaign

M.S. Civil Engineering, 2000
University of Illinois at Chicago

Professional Registrations

Structural Engineer - Illinois; 081-005562

Professional Engineer - Illinois; 062-052391

Certifications

Seismic Design of Highway Bridges

Safety Inspection of In-Services Bridges

Professional Organizations

ACEC - IDOT Bridge Subcommittee

American Railway Engineering and Maintenance-of-Way Association

Structural Engineering Association of Illinois

Greg has over 25 years of professional experience in the areas of civil and structural engineering. His experience has focused primarily on the design and inspection of transportation related structures including highway bridges, pedestrian bridges, railroad bridges, hydraulic box culverts and retaining walls. His bridge design experience includes multi-span and cured highway bridges as well as railroad bridges. He is responsible for the preparation of Bridge Type Studies, Type, Size and Location (TSL) Drawings, Technical Reports, Final Plans and Specifications, Bridge Load Ratings on a variety of projects utilizing federal, local and private funds. As department head, he is responsible for the management of the structural engineering staff and projects.

Representative Projects

Highway Bridges

NB La Grange Road (US 12/20/45) over Des Plaines River & BNSF RR; Illinois Department of Transportation; $13.5 million

US 6 over Marley Creek, 2 Bridges; Illinois Department of Transportation; $6.9 million

Rozanne Drive over Westwood Creek; Villlage of Addison; $750,000

Dual Elgin O'Hare Expressway (IL 390) Bridges over IL Route 83 and over Supreme Drive; Illinois Tollway; $13.0 million

J.F. Kennedy Blvd Bridge over Salt Creek Modification; Elk Grove Village; $900,000

York Road Bridge over I-88 Value Engineering; Walsh Construction Co.; $6.0 million

Buffalo Grove Road and Weiland Road over Buffalo Creek, 2 Bridges; Village of Buffalo Grove and Cook County Highway Department; $3.3 million

Illinois Route 31 Western Algonquin Bypass, 4 Bridges; McHenry County Division of Transportation; $12.0 million

LaSalle Drive Pedestrian Underpass Rehabilitation; Chicago Department of Transportation; $2.5 million

Kreutzer Road over South Branch of the Kishwaukee River; Village of Huntley; $1.0 million

Jane Addams Memorial Tollway (I-90) Widening and Reconstruction Master Plan, Higgins Road to IL Route 53/I-290; Illinois Tollway; $400.0 million

Lake Shore Drive (US Route 41) over LaSalle Drive Bridge Rehabilitation; Chicago Department of Transportation; $2.0 million

US 30 over Hickory Creek Bridge Widening; Illinois Department of Transportation; $2.0 million

Gilmer Road over Bicycle Path Underpass; Lake County Forest Preserve District; $1.3 million

Deerpath Road over Mill Creek; City of Batavia; $700,000

Umbdenstock Road Bridge over CC&P RR; Kane County Division of Transportation; $1.8 million

Grand Avenue over Millennium Trail Underpass; Lake County Forest Preserve District; $2.2 million

Greg Hatlestad, P.E., S.E.

Director of Structural Design Services

Representative Projects (Continued)

Retaining Walls

Elgin O'Hare Expressway (IL 390) Retaining Walls; Illinois Tollway; $1.5 million

Illinois Route 31 Western Algonquin Bypass, 10 Retaining Walls; McHenry County Division of Transportation; $6.0 million

Wright Boulevard Retaining Wall; Village of Schaumburg; $280,000

Arlington Heights Road Retaining Wall Extension; Village of Elk Grove Village; $90,000

Stearns Road Retaining Wall; Kane County Division of Transportation; $500,000

Pedestrian / Bicycle Bridges

Lincoln Village Pedestrian and Bicycle Bridge; Chicago Department of Transportation; $1.6 million

Middlefork Savanna Trail Bridge over METRA's Union Pacific North Line; Lake County Forest Preserve District; $725,000

Millennium Trail - Ray Lake Connection, Phase II; Lake County Forest Preserve District; $300,000

Railroad Structures

CN/EJ&E Railway over US Route 14; Village of Barrington and Illinois Department of Transportation; $6.0 million

As a Project/Structural Engineer at previous places of employment, Greg aided in the following projects:

Highway Structures

Mill Street over I-88 (East-West Tollway), City of Naperville; Illinois Tollway

Illinois Route 50 over the North Branch of the Chicago River, City of Chicago; Illinois Department of Transportation

Southwest Highway over B&O Railroad and Stony Creek; Illinois Department of Transportation

East–West Tollway (I-88) Widening and Reconstruction, IL Route 59 to Washington Street; Illinois Tollway

Wilmington Road over I-55, Will County; Illinois Department of Transportation

Illinois Route 22 Reconstruction, Lincolnshire; Illinois Department of Transportation

Sayre Avenue over Kennedy Expressway (I-90)) and CTA, City of Chicago; Illinois Department of Transportation

North-South Tollway (I-355), Boughton Road To 75th Street; Illinois Tollway

Stevenson Expressway (I-55) over Sanitary and Ship Canal; Illinois Department of Transportation

Illinois Route 53 over Springbrook Creek, Village of Itasca; Illinois Department of Transportation

Illinois Route 31 over CC&P Railroad, South Elgin; Illinois Department of Transportation

Hayman Falls Lane over Embrass River, Shawano Wisconsin; Wisconsin Department of Transportation

I-294 (Tri-State Tollway) Master Plan, Dempster Ave. to Lake-Cook Road; Illinois Tollway

Railroad Structures

Temporary Bridge for Carrying the Union Pacific RR over County Farm Road; DuPage County Division of Transportation

Mineral Street Sewer; City of Milwaukee, Wisconsin

Expansion of Rail Service - Track, Structures and Signals, Southwest Service Line; METRA

Improvement of Rail Service - Track, Structures and Signals, Rock Island Service Line; METRA

Dave White

Director of Right of Way Services

Expertise

Real Estate Appraiser and Consultant

Property Valuations Under Eminent Domain

Qualified as an expert witness in Federal Court and the Circuit Courts of Cook, McHenry, DuPage, DeKalb, Kane, Lake Madison, St. Clair, and Will Counties in Illinois; Lake County in Indiana; and Sedgwick County in Kansas.

Education

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

Professional Registrations

Certified General Real Estate Appraiser,
State of Illinois, License No. 553.000624

Certified General Real Estate Appraiser,
State of Indiana, License No. CG41700006

Certifications

IDOT Approved Fee Appraiser
and Review Appraiser

Professional Organizations

International Right of Way Association

Fox Valley Association of Realtors

Dave is the Director of Right of Way Services for Civiltech. He has been actively engaged in real estate valuation and consulting since 1984. Prior to formally joining Civiltech on October 1, 2002, he was President and owner of David White & Company. Appraisals have been performed on various properties including special use properties, neighborhood, community and regional shopping centers, apartment complexes, single- and multi-tenanted industrial buildings, low to high-rise office buildings, mixed-use facilities, and vacant land. Valuations of special use properties include golf courses, self-storage facilities, stone quarries, gasoline stations, railroad right of way, and airplane hangar buildings. Clients served include law firms, lenders, private and public agencies. Valuations have been performed for condemnation purposes, estate planning, financing, and investment analysis.

Representative Projects

Prepared appraisal reports for the following projects

IL 158, 150 parcels; Illinois Department of Transportation - District 8

IL 159, 100 parcels; Illinois Department of Transportation - District 8

Stearns Road Bridge Corridor; Kane County Division of Transportation

Longmeadow Bridge Corridor; Kane County Division of Transportation

Interstate 294, 150 parcels; Illinois Tollway

Interstate 355, 70 parcels; Illinois Tollway

Interstate 255, 70 parcels; Illinois Department of Transportation - District 8

Illiana Expressway, 150 parcels; Illinois Department of Transportation

Army Trail Road, 200 parcels; DuPage County Division of Transportation

126th Street, 40 parcels; Chicago Department of Transportation

Algonquin Road, 90 parcels; McHenry County Division of Transportation

55th Street Widening, 40 parcels; DuPage County Division of Transportation

Lake Cook Road, 72 parcels; Cook County Department of Transportation and Highways

CTA Brown Line Expansion; 30 parcels

McCormick Place Expansion

O'Hare Modernization Program

Illinois High Speed Rail, Joliet to East St. Louis

Prepared appraisal reports for the following State Agencies

Illinois Department of Transportation - Districts 1, 2, 3, 7, 8, 9

Illinois State Toll Highway Authority

Prepared appraisal reports for the following County Agencies

Kansas Department of Transportation

Illinois Attorney General

Cook County Department of Transportation and Highways

DuPage County Division of Transportation

Kane County Division of Transportation

Dave White

Director of Right of Way Services

Representative Projects (Continued)

Prepared appraisal reports for the following County Agencies (Continued)

Kendall County Division of Transportation
Lake County Division of Transportation
McHenry County Division of Transportation
Will County Highway Department
DuPage County Forest Preserve District
Kane County Forest Preserve District
DuPage County State's Attorney
McHenry County State's Attorney
Kane County State's Attorney
DeKalb Airport Authority
DuPage Airport Authority
DuPage Water Commission

Prepared appraisal reports for the following Local Agencies

Village of Antioch
City of Batavia
Village of Bensenville
Village of Berkeley
Village of Buffalo Grove
Village of Carpentersville
City of Chicago
City of Country Club Hills
City of DeKalb
Village of Elk Grove
Village of Frankfort
City of Geneva
Geneva Park District
Village of Schaumburg
City of St. Charles
Village of University Park
City of West Chicago
City of Wichita, Kansas
Lewis Lockport Airport

Prepared appraisal reports for the following Attorneys and Law Firms

Ryan & Ryan
Burke, Burns, & Pinelli, Ltd.
Holland & Knight
Deutsch, Levy, & Engel
Neal & Leroy
Kinnally, Krentz, Loran, Hodge & Herman, PC
Steve Helm & Associates
Day & Robert
Klein, Thorpe, & Jenkins, Ltd.
Brady & Jensen
Rosenthal, Murphey, & Coblentz
Conklin & Conklin
Walker Wilcox Matousek, LLP
Dunn, Martin, Miller & Heathcock, Ltd.
Schmidt & Barbrow, P.C.
Santacruz Land Acquisitions

Prepared appraisal reports for the following Corporations

BP Amoco Oil Company
Shell Oil Company
Phillips 66 Company
Mobil Oil Company
AT&T
Northern Border Pipeline, Enron Corp.
Environtest, Inc.
Commonwealth Edison/ Exelon
Chicago Title & Trust
Union Pacific Railroad

Jeff Lange, P.E.

Project Manager

Expertise

Resident Engineering
Construction Inspection
Construction Staking and Layout
Construction Documentation

Education

B.S. Civil Engineering, 1998
Valparaiso University

Professional Registrations

Professional Engineer - Illinois; 062-057548

Certifications

IDOT ICORS Certified
IDOT Documentation of Contract Quantities; 17-12548 (expires 03/02/2021)
IDOT Mixture Aggregate Technician Course
IDOT Bituminous Concrete Level I
IDOT Bituminous Concrete Density Tester Course
IDOT Portland Cement Concrete Level I Technician Course
IDOT Portland Cement Concrete Level II Technician Course
IDOT Inspection of Erosion& Sediment Control
STTP-S19 Piling
IDOT STTP-S13 Concrete Structures
IDOT S-11 Hot Mix Field Inspection
IDOT TT - Construction Material Inspection Documentation
IDOT TT - Highway Signing

Jeff has been employed in the private sector of the civil engineering field since 1998. He has served as a resident engineer on multiple Illinois Department of Transportation improvements. Jeff's projects now total to well over $200 million in construction. One of Jeff's signature projects was concurrently overseeing three Open Road Tolling Improvements for the Tollway at Plazas One (South Beloit), Five (Belvidere) and Seven (Marengo).

Representative Projects

Resident Engineering / Construction Inspection

US 6 (159th St.) Will-Cook Road; Illinois Department of Transportation; $47.2 million

US 30 from US 34 to IL 31; Illinois Department of Transportation; $45.0 million

Southwest Highway over B&O Railroad and Stony Creek Improvements; Illinois Department of Transportation; $9.6 million

IL Route 60 over I-94 Improvement; Illinois Department of Transportation; $21.0 million

Open Road Tolling, Plazas 1, 5, and 7, Northwest Tollway; Illinois Tollway; $89.0 million

Joint Nike Site Redevelopment; Village of Vernon Hills; $18.0 million

Bell Road and 151st Street Intersection Improvement; Will County Highway Department; $2.6 million

Fairway Drive Extension STP Improvement, Huron Street to Greenview Court; Village of Vernon Hills; $4.0 million

Weiland Road/Aptakisic - Tripp Junior High School Roadway Improvements; Village of Buffalo Grove; $300,000

Warner Avenue Improvement; Village of Lemont; $1.2 million

Canal Street Improvement; Village of Lemont; $1.15 million

Contract CIP-95-728A, Plaza 73 Widening and Modification; Illinois Tollway; $30.3 million

Contract CIP-93-686, Tri-State Tollway M.P. 17.8 to 40.0; Illinois Tollway; $3.1 million

SECTION 6

Operating History
Project Understanding
Assessment and Approach to Project Challenges
Company Experience
Key Personnel

Forms

ORLAND PARK

QUALIFICATION SUMMARY SHEET

RFQ #21-045
John Humphrey Drive at 143rd Street Intersection
Phase II Design Engineering Services

IN WITNESS WHEREOF, the Parties hereto have executed this Qualification as of date shown below.

Organization Name: Civiltech Engineering, Inc.

Street Address: Two Pierce Place, Suite 1400

City, State, Zip: Itasca, IL 60143

Contact Name: Jonathan R. Vana, P.E. | President

Phone: 630.735.3382 Fax: 630.773.3975

E-Mail Address: jvana@civiltechinc.com

Signature of Authorized Signee: 

Title: President | Director of Design Services

Date: 08.19.21

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

ORLAND PARK

CERTIFICATE OF COMPLIANCE

The undersigned Jonathan R. Vana, P.E., as President | Director of Design Services
(Enter Name of Person Making Certification) *(Enter Title of Person Making Certification)*

and on behalf of Civiltech Engineering, Inc., certifies that:
(Enter Name of Business Organization)

1) BUSINESS ORGANIZATION:

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

Federal Employer I.D.#: 36-3606666
(or Social Security # if a sole proprietor or individual)

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

___ Sole Proprietor
___ Independent Contractor *(Individual)*
___ Partnership
___ LLC
X Corporation Illinois 10.12.1988
(State of Incorporation) *(Date of Incorporation)*

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

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

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

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

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

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

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

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

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

6) AUTHORIZATION & SIGNATURE:

I certify that I am authorized to execute this Certificate of Compliance on behalf of the Contractor set forth on the Proposal, that I have personal knowledge of all the information set forth herein and that all statements, representations, that the Proposal is genuine and not collusive, and information provided in or with this Certificate are true and accurate. The undersigned, having become familiar with the Project specified, proposes to provide and furnish all of the labor, materials, necessary tools, expendable equipment and all utility and transportation services necessary to perform and complete in a workmanlike manner all of the work required for the Project.

ACKNOWLEDGED AND AGREED TO:

Signature of Authorized Officer

Jonathan R. Vana, P.E.

Name of Authorized Officer

President | Director of Design Services

Title

08.19.21

Date

REFERENCES

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

Proposer's Name: Civiltech Engineering, Inc.
(Enter Name of Business Organization)

1. ORGANIZATION: City of Joliet
   ADDRESS: 150 West Jefferson Street, Joliet, IL 60432
   PHONE NUMBER: 815.724.4210
   CONTACT PERSON: Greg Ruddy
   YEAR OF PROJECT: 2020

2. ORGANIZATION: Village of Elk Grove Village
   ADDRESS: 450 E. Devon, Elk Grove Village, IL 60007
   PHONE NUMBER: 847.734.8077
   CONTACT PERSON: Brian Lovering, P.E.
   YEAR OF PROJECT: 2020

3. ORGANIZATION: Village of Buffalo Grove
   ADDRESS: 51 Raupp Boulevard, Buffalo Grove, Il 60089
   PHONE NUMBER: 847.459.2523
   CONTACT PERSON: Darren Monico, P.E.
   YEAR OF PROJECT: 2020

ORLAND PARK

INSURANCE REQUIREMENTS

WORKERS' COMPENSATION & EMPLOYER LIABILITY
Full Statutory Limits - Employers Liability
$500,000 – Each Accident $500,000 – Each Employee
$500,000 – Policy Limit
Waiver of Subrogation in favor of the Village of Orland Park

AUTOMOBILE LIABILITY (ISO Form CA 0001)
$1,000,000 – Combined Single Limit Per Occurrence
Bodily Injury & Property Damage

GENERAL LIABILITY (Occurrence basis) (ISO Form CG 0001)
$1,000,000 – Combined Single Limit Per Occurrence
Bodily Injury & Property Damage
$2,000,000 – General Aggregate Limit
$1,000,000 – Personal & Advertising Injury
$2,000,000 – Products/Completed Operations Aggregate
Additional Insured Endorsements: ISO CG 20 10 or CG 20 26 **and**
CG 20 01 Primary & Non-Contributory
Waiver of Subrogation in favor of the Village of Orland Park

☑ **PROFESSIONAL LIABILITY**
$1,000,000 Limit - Claims Made Form, Indicate Retroactive Date
Deductible not-to-exceed $50,000 without prior written approval

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

☐ **UMBRELLA/EXCESS PROFESSIONAL LIABILITY**
$1,000,000 Limit – Claims Made Form, Indicate Retroactive Date
Deductible not-to-exceed $50,000 without prior written approval

☐ **BUILDERS RISK**
Completed Property Full Replacement Cost Limits -
Structures under construction

☐ **ENVIRONMENTAL IMPAIRMENT/POLLUTION LIABILITY**
$1,000,000 Limit for bodily injury, property damage and remediation costs
resulting from a pollution incident at, on or mitigating beyond the job site

☐ **CYBER LIABILITY**
$1,000,000 Limit per Data Breach for liability, notification, response,
credit monitoring service costs, and software/property damage

Any insurance policies providing the coverages required of the Consultant, excluding Professional Liability, shall be specifically endorsed to identify **"The Village of Orland Park, and their respective officers, trustees, directors, officials, employees, volunteers and agents as Additional Insureds on a primary/non-contributory basis with respect to all claims arising out of operations by or on behalf of the named insured."** The required Additional Insured coverage shall be provided on the Insurance Service Office (ISO) CG 20 10 or CG 20 26 endorsements or an endorsement at least as broad as the above noted endorsements as determined by the Village of Orland Park. Any Village of Orland Park insurance coverage shall be deemed to be on an excess

or contingent basis as confirmed by the required (ISO) CG 20 01 Additional Insured Primary & Non-Contributory Endorsement. The policies shall also contain a Waiver of Subrogation in favor of the Additional Insureds in regard to General Liability and Workers' Compensation coverage. The certificate of insurance shall also state this information on its face. Any insurance company providing coverage must hold an A-, VII rating according to Best's Key Rating Guide. Each insurance policy required shall have the Village of Orland Park expressly endorsed onto the policy as a Cancellation Notice Recipient. Should any of the policies be cancelled before the expiration date thereof, notice will be delivered in accordance with the policy provisions. Permitting the contractor, or any subcontractor, to proceed with any work prior to our receipt of the foregoing certificate and endorsements shall not be a waiver of the contractor's obligation to provide all the above insurance.

Consultant agrees that prior to any commencement of work to furnish evidence of Insurance coverage providing for at minimum the coverages, endorsements and limits described above directly to the Village of Orland Park, Nicole Merced, Purchasing Coordinator, 14700 S. Ravinia Avenue, Orland Park, IL 60462. Failure to provide this evidence in the time frame specified and prior to beginning of work may result in the termination of the Village's relationship with the contractor.

ACCEPTED & AGREED THIS 19 DAY OF August, 2021

Signature

Authorized to execute agreements for:

Jonathan R. Vana, P.E. | President

Printed Name & Title

Civiltech Engineering, Inc.

Name of Company

Note: Sample Certificate of Insurance and Additional Insured Endorsement attached.

Client#: 48779 CIVILTECHENGIN

ACORD™ CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 4/03/2021

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

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

PRODUCER	CONTACT NAME: Nicole Larsen	
Greyling Ins. Brokerage/EPIC 3780 Mansell Rd. Suite 370 Alpharetta, GA 30022	PHONE (A/C, No, Ext): 770-220-7686	FAX (A/C, No): 866-550-4082
	E-MAIL ADDRESS: Nicole.Larsen@greyling.com	

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Hartford Accident & Indemnity Company	22357
INSURER B : Hartford Fire Insurance Co.	19682
INSURER C : Travelers Casualty & Surety Co of Ameri	31194
INSURER D :	
INSURER E :	
INSURER F :	

INSURED
Civiltech Engineering, Inc.
Two Pierce Place, Suite 1400
Itasca, IL 60143

COVERAGES **CERTIFICATE NUMBER: 21-21** **REVISION NUMBER:**

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

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY			20SBWLI9844	11/01/2020	11/01/2021	EACH OCCURRENCE	$2,000,000
	CLAIMS-MADE X OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$2,000,000
							MED EXP (Any one person)	$10,000
							PERSONAL & ADV INJURY	$2,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$4,000,000
	POLICY X PRO-JECT LOC						PRODUCTS - COMP/OP AGG	$4,000,000
	OTHER:							$
A	AUTOMOBILE LIABILITY			20UEGVV2743	11/01/2020	11/01/2021	COMBINED SINGLE LIMIT (Ea accident)	$1,000,000
	X ANY AUTO						BODILY INJURY (Per person)	$
	OWNED AUTOS ONLY / SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	X HIRED AUTOS ONLY / X NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
A	X UMBRELLA LIAB X OCCUR			20SBWLI9844	11/01/2020	11/01/2021	EACH OCCURRENCE	$5,000,000
	EXCESS LIAB CLAIMS-MADE						AGGREGATE	$5,000,000
	DED X RETENTION $10000							$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N			20WEGAB8KIA	11/01/2020	11/01/2021	X PER STATUTE / OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? N	N / A					E.L. EACH ACCIDENT	$1,000,000
	(Mandatory in NH)						E.L. DISEASE - EA EMPLOYEE	$1,000,000
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - POLICY LIMIT	$1,000,000
C	Professional Liability			106278045	04/10/2021	04/10/2022	Per Claim $5,000,000 Aggregate $5,000,000	

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

CERTIFICATE HOLDER

Civiltech Engineering, Inc.
Two Pierce Place, Suite 1400
Itasca, IL 60143-0000

CANCELLATION

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

AUTHORIZED REPRESENTATIVE


CIVILTECH