

A photograph of a street intersection. In the foreground, there are double yellow lines on the road. In the background, there are traffic lights, a street sign for "94th Ave", and a commercial building with signs for "AMERICAN MATTRESS" and "JANET'S VACUUMS". Several cars are parked along the street.

PROPOSAL FOR

94th Avenue and 159th Street Safety Improvements, Phase I Design Engineering

RFP #25-017 | Village of Orland Park

March 11, 2025
(Updated March 28, 2025)

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Office of the Village Clerk
Village of Orland Park
14700 S. Ravinia Ave, 2nd Floor
Orland Park, IL 60462

RE: RFP #25-017 - 94th Avenue and 159th Street Safety Improvements, Phase I Design Engineering

Dear Members of the Selection Committee:

The intersection of 159th Street and 94th Avenue, a critical component of Orland Park's transportation network, is experiencing significant congestion and safety concerns due to high traffic volumes and queuing from the nearby La Grange Road intersection. As this intersection serves as a key connection for residents, businesses, and commuters, strategic improvements are necessary to enhance traffic flow, reduce delays, and improve overall safety. Farnsworth Group is prepared to deliver innovative and effective solutions that align with these objectives.

Extensive Experience in Multijurisdictional Coordination: The intersection at 159th Street and 94th Avenue requires careful coordination with Illinois Department of Transportation (IDOT), the Cook County Department of Transportation and Highways (CCDOTH), and the Village of Orland Park. Farnsworth Group has a proven history of successfully managing similar projects requiring extensive stakeholder collaboration, facilitating seamless communication and project efficiency.

Expertise in Traffic Engineering & Signalization: With significant traffic volumes—including 35,000 vehicles per day on 159th Street, and over 13,600 vehicles from the north and 10,800 from the south per day on 94th Avenue—this intersection requires precise signal optimization and traffic flow improvements. Our team has successfully designed and implemented traffic signal modifications, congestion mitigation strategies, and safety enhancements that align with IDOT and federal funding requirements.

Proven Success in Securing Federal and State Funding: Given that this project must follow the federal process to qualify for future grant funding, Farnsworth Group's experience with securing design engineering and construction grants is a major advantage. We understand the documentation, approvals, and coordination necessary to maximize funding opportunities, supporting the project's long-term financial viability. Our recent grant successes—including federal STP, SS4A, IDOT, HSIP, and Invest in Cook—demonstrate our ability to navigate complex funding processes and secure critical resources for our clients.

Safety Expertise: The presence of red-light cameras at this location necessitates careful planning to integrate safety improvements while maintaining compliance with the Village's enforcement program. Farnsworth Group's experience in designing intersections with existing automated enforcement systems allows safety enhancements and operational improvements to work cohesively with existing infrastructure.

Innovative and Data-Driven Design Solutions: Our team leverages the latest in traffic modeling, microsimulation, and data-driven analysis to develop solutions that not only alleviate congestion but also enhance safety for all users, including motorists, cyclists, and pedestrians. With our deep understanding of major arterial and collector roadway classifications, we will provide a design that optimizes traffic operations while supporting regional mobility goals.

Farnsworth Group is committed to delivering a project that meets the Village of Orland Park's needs while ensuring compliance with IDOT and CCDOTH standards. We appreciate the opportunity to be considered for this important project and look forward to the possibility of working together to improve the safety and functionality of this key intersection.

Please do not hesitate to reach out if you have any questions or need additional information. We look forward to discussing how our team can contribute to the success of this project.

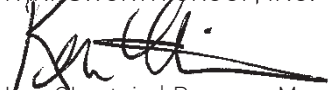
Sincerely,
FARNSWORTH GROUP, INC.Ken Chastain | Program Manager | kchastain@f-w.com

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Professional Service Exclusions

Required Forms

Section 1

EXPERIENCE

Rivercrest Drive/Cicero Avenue Intersection Improvements



The former Seneca Oil site, located on the east side of Cicero Avenue across from Rivercrest Drive, is set to be transformed into a commercial development featuring fast-food restaurants and potentially retail space. To support this redevelopment, infrastructure improvements will be required at the signalized intersection of Cicero Avenue and Rivercrest Drive, including modifications to the roadway approaches. As part of this process, access and roadway upgrades will need to be approved by the Illinois Department of Transportation (IDOT).

The project began with a preliminary survey and engineering services, including traffic and environmental studies, roadway assessments, and coordination with IDOT for necessary approvals. Key tasks include a traffic

impact study, topographic survey, pavement coring, and environmental site assessments for both Village and IDOT right-of-way areas. Additionally, design elements such as data collection, intersection studies, and construction permit coordination will be completed.

Phase II will focus on the detailed design of roadway, traffic signal, lighting, and drainage improvements, ensuring compliance with IDOT standards. Plans, specifications, and estimates (PS&E) will be developed to guide construction.

During Phase III, construction engineering services will provide oversight, including administration, material testing, and documentation, ensuring the project meets all regulatory requirements.

LOCATION /
Crestwood, IL

CLIENT /
Village of
Crestwood

SCALE /
1 intersection

COMPLETION /
Ongoing

COST /
\$1.8M

SERVICES /
Transportation

Traffic

Utility
Relocation

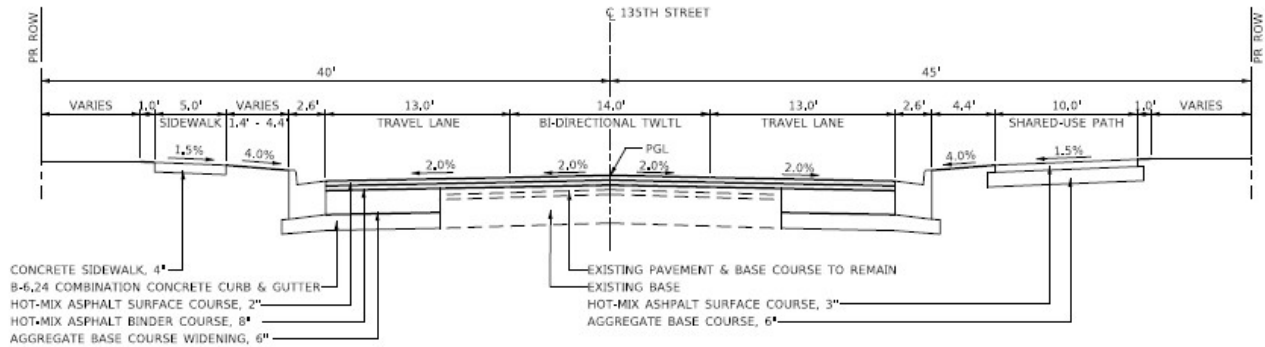
Survey

Grants

RESULTS /

IMPROVEMENTS
WILL ENHANCE
COMMERCIAL
ACCESS WHILE
IMPROVING TRAFFIC
OPERATIONS AND
ROADWAY SAFETY

135th Street Reconstruction



PROPOSED TYPICAL SECTION

Phase I and Phase II engineering services are currently underway for the federally funded design of 1.6 miles of roadway reconstruction on 135th Street, from Central Avenue to Kostner Avenue. The project includes public engagement; roadway widening and resurfacing; intersection and traffic signal upgrades; and the construction of ADA-compliant sidewalks and a multi-use path.

These improvements aim to enhance connectivity to the proposed Natalie

Creek Trail at Kostner Avenue and the Tinley Creek Trail.

During Phase I, accident and capacity analyses were conducted to identify safety improvement needs. A two-way left-turn lane was added between Central Avenue and Laramie Avenue to improve traffic flow by reducing delays caused by left-turning vehicles in through lanes.

Coordination with IDOT was completed to facilitate proposed interconnected signal improvements at 135th Street and Cicero Avenue. Additionally, collaboration with the Metropolitan Water Reclamation District of Greater Chicago was carried out to accommodate storm sewer upsizing improvements along 135th Street.

LOCATION /
Crestwood, IL

CLIENT /
Village of
Crestwood

SCALE /
1.6 miles

COMPLETION /
Ongoing

COST /
\$10.4M

SERVICES /
Transportation
Water Resources
Traffic
Electrical
Survey
Grants

RESULTS /

IMPROVEMENTS TO ENHANCE CONNECTIVITY

Midlothian Turnpike Improvements



Farnsworth Group provided professional engineering and surveying services for intersection and sidewalk improvements along the Midlothian Turnpike from Central Avenue to Pulaski Road, spanning approximately two miles. The design includes a 7-foot-wide PCC sidewalk along both sides of the roadway. The project also involved the replacement and rehabilitation of pedestrian crossings, traffic signal modifications, and entrance aprons as necessary to align with proposed sidewalk crossings while meeting ADA and PROWAG requirements.

Phase I and Phase II services included survey and data collection; preparation of the Project Development Report; coordination with FHWA and IDOT, public outreach; environmental

investigations and reports; and development of PS&E and signalized intersection details. Farnsworth Group provided Phase III construction engineering and documentation services, including new concrete sidewalks, segmental concrete block walls, utility adjustments, new pedestrian signals, and pavement marking upgrades.

This project was made possible through the support of Cook County and the Invest in Cook program. Farnsworth Group played a crucial role in securing STP funds and obtaining Invest in Cook funding for Phase III and construction engineering.

LOCATION /
Crestwood, IL

CLIENT /
Village of
Crestwood

SCALE /
2 miles

COMPLETION /
Ongoing

COST /
\$3.5M

SERVICES /
Transportation
Water Resources
Traffic
Electrical
Survey
Construction
Observation
Grants

Cicero Avenue Streetscape Improvements



Farnsworth Group provided Phase I and II engineering services for streetscape improvements along Cicero Avenue from 143rd Street to the Cal Sag Channel. The proposed improvements consisted of selective sidewalk and accessible pedestrian ramps replacements, upgrades to pedestrian traffic signals, landscape enhancements, and the modernization of street lighting.

RESULTS /

STREETSCAPE IMPROVEMENTS FOR 1.54 MILES OF ROADWAY

We also provided Phase III construction engineering services for the 1.54-mile project.

All phases of the project were funded through Surface Transportation Program (STP) funds. In 2021, the Village received additional construction funding through the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) to address a construction funding gap.

Farnsworth Group also coordinated closely with the Chicago Metropolitan Agency for Planning (CMAP) – District of Greater Chicago throughout the project.

LOCATION /
Crestwood, IL

CLIENT /
Village of Crestwood

SCALE /
1.54 miles

COMPLETION /
Ongoing

COST /
\$4.5M

SERVICES /
Transportation

Landscape
Architecture

Traffic

Electrical

Survey

Construction
Observation

Grants

Egyptian Trail Reconstruction



Phase I, Phase II, and Phase III engineering services for the reconstruction of approximately 0.7 miles of the existing Egyptian Trail, which consists of turning a 2-lane rural cross section into a 3-lane urban cross section roadway.

Phase I project tasks included field topography, data collection, environmental clearance coordination, geometric alternative reviews, hydraulic study, traffic counts and analysis, roundabout intersection design, project development report, stormwater management report, and location drainage study. Phase I services also included Client, Public Agency, and Design Team coordination; and Public Open House outreach to the community.

Phase II design included preparation of construction plans, specifications, and estimates for the proposed roadway, roundabout, lighting, landscaping, sidewalks, driveways, ROW services, and a storm sewer system that includes pipe storage and underground stormwater detention.

Phase III construction services included daily on-site construction engineering, material testing, and IDOT documentation services to ensure the improvements were built in accordance with the plans and specifications.

LOCATION /
Monee, IL

CLIENT /
Village of Monee

SCALE /
0.7 miles

COMPLETION/
2018

COST /
\$3.2M

SERVICES /
Transportation
Traffic
Electrical
Survey
Utility Design
Construction
Observation

College Avenue Reconstruction



The Town of Normal retained Farnsworth Group to provide Phase I planning, Phase II design, and Phase III construction engineering services for the rehabilitation of a 1.5-mile-long segment of College Avenue from Rivian Motorway to White Oak Road. Since the project is federally funded, its development and design adheres to policies and procedures of IDOT and FHWA.

This project will not only efficiently convey motor vehicle traffic, but it will also provide a complete street by constructing the trailways

RESULTS /

STREET REHAB ALLOWS SAFE MOVEMENT FOR ALL

necessary to allow safe movement of pedestrians and bicycles along the corridor.

Engineering services and responsibilities include topographic surveys; public involvement, coordination with state and federal agencies; utility coordination and subsurface investigations; railroad and ICC coordination; geotechnical engineering; permitting and agency coordination; environmental reviews, instigations, and reports; traffic analyses and Intersection Design Studies; pavement design and life cycle cost analysis; drainage improvements; PROWAG/ADA compliance; grant application; and construction cost estimates, and construction inspection.

LOCATION /
Normal, IL

CLIENT /
Town of Normal

SCALE /
1.5 miles

COMPLETION /
Ongoing

COST /
\$15.8M (Phase 1)
\$2.5M (Phase 2)

SERVICES /
Transportation

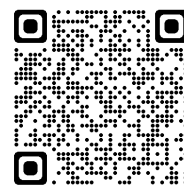
Landscape
Architecture

Traffic

Electrical

Survey

Grants



SCAN THE QR CODE
to see our expertise
at work. This fly-thru
rendering shows the
planned rehabilitation
for a 1.5-mile-long
segment of College
Avenue in Normal, IL.

Laraway Road Reconstruction



Farnsworth Group is currently working with the Will County Division of Transportation on the ongoing Laraway Road Reconstruction from Cherry Hill Road to Nelson Road in the Village of New Lenox. The project includes the expansion of the roadway from an existing rural two-lane facility to an urban four-lane facility with a divided median. The project will also provide intersection modifications at Gouger Road and Laraway Road, new storm sewer and associated drainage improvements, and a new multi-use path.

During Phase II, the project team completed a Subsurface Utility Engineering (SUE) study at the Jackson Branch culvert to investigate utility impacts of extending the

culvert. Based on the Phase I design, the proposed culvert would require relocation of two large gas mains. Impacts to these utilities were eliminated by shifting the existing structure 15 feet to the east, reducing the culvert skew angle, and utilizing a modified headwall design. Revised Type, Size, and Location Drawings were submitted and reviewed by the County.

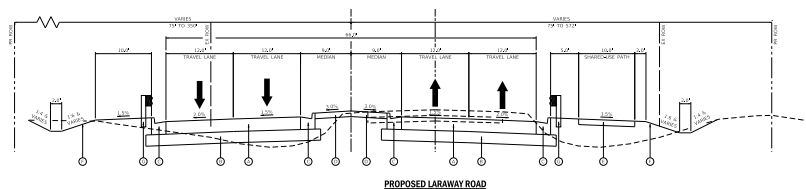
LOCATION /
New Lenox, IL

CLIENT /
Will County DOT

COMPLETION /
Ongoing

COST /
\$21.4M

SERVICES /
Transportation
Structural
Drainage/
Hydraulics
Traffic
Electrical
Subsurface
Utility
Engineering
Survey



DuPage County Various/Variou Traffic Signal Engineering



Farnsworth Group held a contract with the DuPage County Division of Transportation to provide professional traffic signal design engineering services for various federally and/or locally funded roadway projects. Services provided include: data collection/traffic studies; survey; Intersection Design Studies; geometric review; PROWAG/ADA review and application; intersection lighting; ITS review and application; and traffic signal plan preparation, specifications, and estimates.

Task orders have included:

63rd Street Pedestrian Improvements

Developed final plans, specifications, and estimates for the modernization of traffic signals, incorporating pedestrian accommodations at three intersections, including a diamond interchange at I-355. The project involved relocating light poles, implementing a partial temporary signal, installing new signal poles and heads, relocating mast arms, and adding new crosswalks and pushbuttons, including Accessible Pedestrian Signals.

63rd Street & Main Street HSIP Project

Prepared Phase I reports and final plans, specifications, and estimates for traffic signal modernization aimed at replacing an outdated signal, utilizing federal safety funding. Main Street and 63rd Street are both five-lane arterials, with the signal being part of a radio interconnect system.

Gary Avenue Signal Modernization

Produced final plans, specifications, and estimates for the removal and replacement of three traffic signals along Gary Avenue. The work included temporary signals, video detection, combination lighting, accessible pedestrian signals, and emergency vehicle preemption, with the intersections being part of a large interconnected system.

UPS and Communication Upgrades

Developed final plans for various ITS upgrades at 37 intersections. The work included the installation of emergency vehicle preemption equipment, PTZ cameras, cell modems, network switches, new controllers, electric meters, UPS systems, and wireless transmission systems.

LOCATION /
Varies

CLIENT /
DuPage County
Division of
Transportation

SCALE /
Varies

COMPLETION /
2023

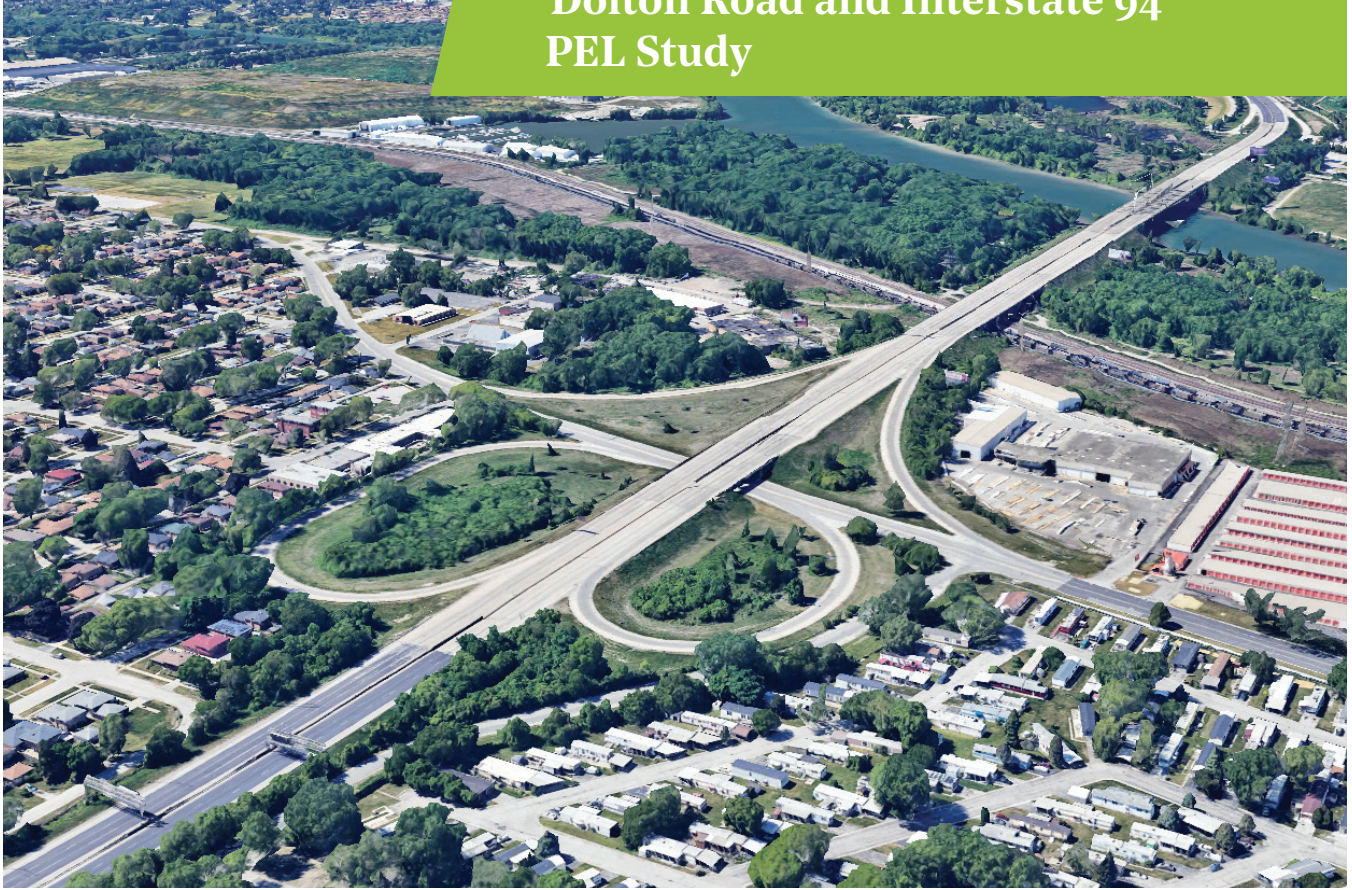
COST /
Varies

SERVICES /
Transportation

Traffic

Electrical

Dolton Road and Interstate 94 PEL Study



The current configuration of the interchange allows access from Dolton Road in an east-west direction to westbound I-94 in the north, and conversely, from eastbound I-94 in the south to Dolton Road in an east-west direction. To assess whether a full interchange is necessary, a PEL Feasibility Study will be conducted to evaluate the potential benefits of economic growth, improvements to quality of life, and safety enhancements. During the study, various interchange alternatives will be examined, and those that fail to meet the project's anticipated benefits will be eliminated.

Engineering services for the study include conducting traffic analysis for both existing conditions and projected scenarios, evaluating the spacing of interchanges on I-94,

assessing the potential traffic impact on other nearby interchanges, exploring different interchange configurations, considering the effects on the current highway infrastructure, examining environmental and noise impacts, identifying preliminary right-of-way requirements, projecting the construction budget, and identifying potential funding sources and partnerships.

By undertaking these comprehensive assessments, the PEL Feasibility Study aims to make informed decisions about the interchange project, ensuring its viability and potential positive impact on the Calumet region.

LOCATION /
Calumet City, IL

CLIENT /
City of Calumet
City

SCALE /
1 interchange

COMPLETION /
Ongoing

COST /
NA

SERVICES /
Transportation

Environmental
Traffic

Community
Liaison

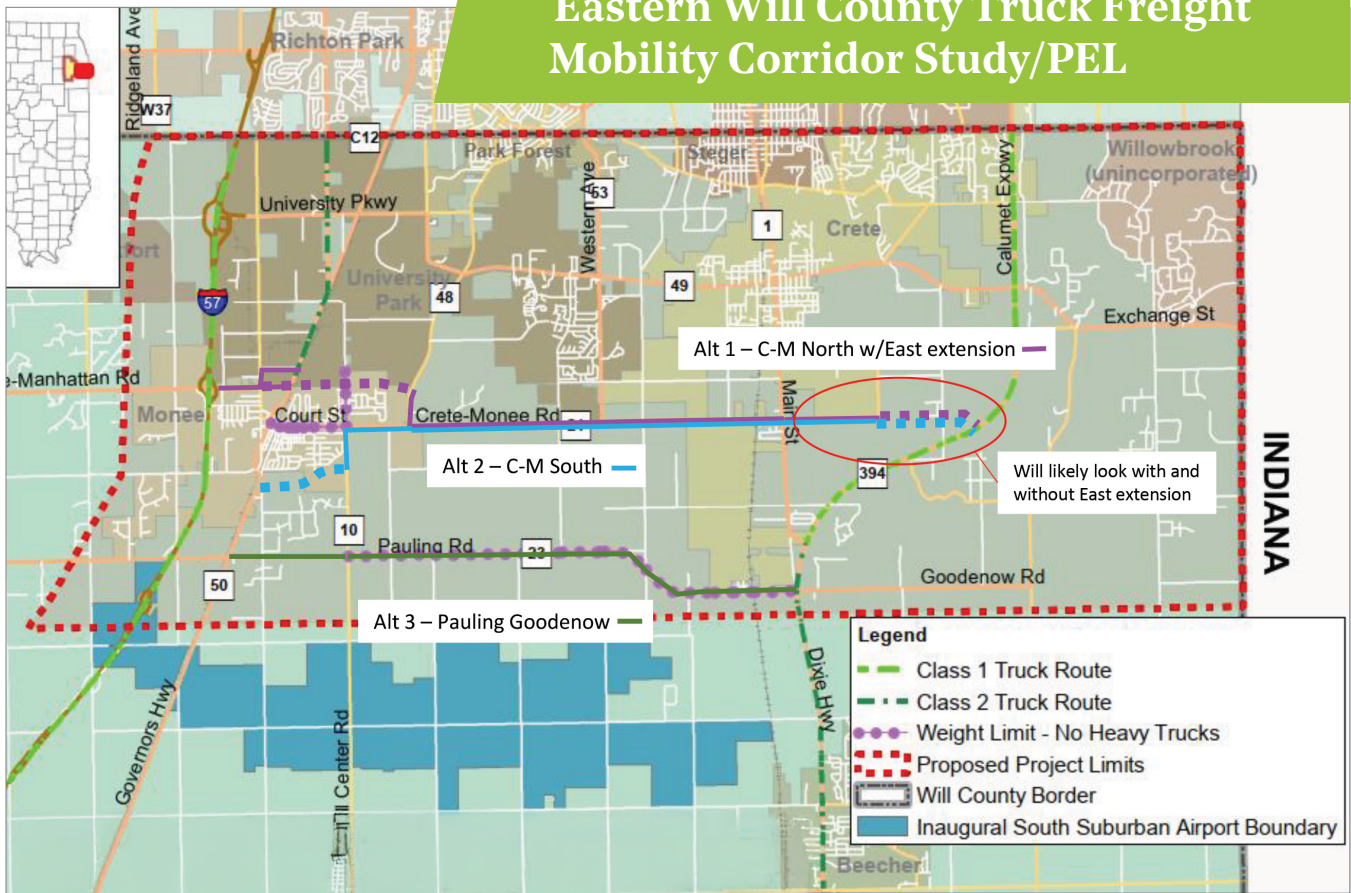
Stakeholder
Engagement

Civil

SUE

Grants

Eastern Will County Truck Freight Mobility Corridor Study/PEL



The Eastern Will County Freight Mobility Corridor Study focused on two conceptual corridors to improve freight mobility and access through eastern Will County. The study employed the Planning and Environmental Linkages (PEL) approach, developed by FHWA as a pre-planning method for the National Environmental Policy Act (NEPA) process. By integrating PEL decision-making into later stages, this approach streamlines environmental reviews, enabling many preliminary steps to be completed prior to issuing a Notice of Intent.

Farnsworth Group completed traffic analysis, crash analysis, and alternative analysis for both proposed freight corridors. The two corridors studied, Crete-Monee Road to the north and Pauling-

Goodenow Road to the south, are each approximately 8 to 9 miles in length. Our responsibilities also included services related to roadway pavement conditions, typical sections, traffic movements and intersection efficiencies, and the evaluation of alternative alignments at the east and west ends.

Alignment options were explored at the west end of Crete-Monee Road to minimize impacts on residential areas and identify a logical connection to I-57. Options were also examined at the east end of each corridor to evaluate potential intersections with IL-394 and to minimize impacts on natural areas.

The project is now transitioning into Phase I to further evaluate the preferred alternatives.

LOCATION /
Will County, IL

CLIENT /
Will County
DOT/WSP USA

SCALE /
17 miles

COMPLETION /
2023

COST /
NA

SERVICES /
Transportation
Traffic

Orland Park Various Services



Since early 2021, Farnsworth Group has provided multiple architectural and engineering services to the Village of Orland Park.

FLC and Sportsplex HVAC Design, Commissioning, and Retro-Commissioning

The Village of Orland Park is advancing with two significant projects: upgrading the HVAC systems at the Franklin Loebe Center (113,125 SF) and the Sportsplex (89,000 SF). The FLC will receive a grade-mounted RTU, tankless hot water heaters, DDC controls, and re-balanced air devices. The Sportsplex will get two new RTUs, high-volume low-speed fans, replacement of variable air volume units, and a facility-wide re-balancing. To ensure optimal functionality, both projects include comprehensive commissioning of HVAC systems, valves, ducts, pipe insulation, and hot water recirculation. Expertise provided for these upgrades encompasses commissioning, planning, and design for hot water systems, AHUs, packaged AC units, terminal units, reheat coils, unit heaters, domestic hot water systems, building automation systems, and testing and balancing.



Village Hall Finance Department Renovations

Farnsworth Group provided MEP engineering and architectural services to prepare construction documents for renovations in the Finance Department of the Village Hall's east wing, addressing temperature control issues and upgrading lighting.

Franklin Loebe Center & Civic Center Boiler Upgrades

Heating hot water boilers were replaced in the Franklin Loebe Center and Orland Park Civic Center facilities. Mechanical and electrical services included an energy comparison between condensing and non-condensing options, equipment selection, design documentation, and final commissioning for IECC compliance.



Asset Management & Preventive Maintenance Tasking

Approximately 500 mechanical system assets were accounted for across more than 15 buildings owned and operated by the Village. Preventive maintenance tasking lists were then generated for each type of equipment to help the Village budget for hours and cost in the future.



Village Hall HVAC Replacement

Farnsworth Group is currently upgrading the Orland Park Village Hall HVAC system. The work consists of replacing the existing boilers with high-efficiency condensing boilers; replacing existing internally-insulated ductwork with externally insulated ductwork; replacing heat piping, fin tube radiators, valves, and accessories throughout the building; and replacing variable air volume terminals with hot water reheat coil-equipped terminals.

Police Station UPS Replacement

Farnsworth Group is designing the replacement of the uninterruptible power supply (UPS) at Orland Park's Police Station. Our team provided construction documents that included plans, schedules, and specifications, as well as phasing of the work to minimize downtime of the backup system.



Centennial Park Aquatic Center Drain Modifications

Farnsworth Group is aiding the Village in completing an IDPH permit application and designing the replacement of two main drains in the Centennial Park Aquatic Center's Activity Pool, standardizing the drain grates to match others in the center. Farnsworth Group's licensed IDPH pool designer will sign and seal the plans.

Storm Shelter Reviews

Farnsworth Group has provided comprehensive ICC 500 Peer Reviews for various storm shelters, ensuring compliance with industry standards and enhancing the safety and resilience of these critical structures.

References

Farnsworth Group's team combines exceptional professional and technical expertise with a long-standing tradition of successful service. With 10 offices across Illinois, including our local Tinley Park location, we've cultivated strong relationships with municipal and local agency clients. These partnerships have allowed us to navigate challenges, meet urgent project needs, and deliver results on time and within budget, even under complex and demanding conditions. Our client-centric approach, focused on delivering top-tier engineering and service, has been key to our success. Many of our projects have received recognition through ACEC and APWA awards.

At Farnsworth Group, we are committed to providing superior quality and value to both our clients and the communities we serve. This commitment is reflected in the awards we've received and in the positive feedback from our clients. The Farnsworth Group team is proud of the relationships we have established with clients throughout Illinois. We welcome and encourage you to contact any of our selected references below.

Village of Crestwood

Bill Graffeo
13840 Cicero Ave.
Crestwood, IL 60418
708.371.4800
bgraffeo@crestwood.illinois.gov

Village of Calumet City

Val Williams
204 Pulaski Road
Calumet City, IL 60406
708.891.9138
williams@calumetcity.org

Will County Division of Transportation

Eric Wesel or Christina Kupkowski
16841 W. Laraway Road
Joliet, IL 60433
815.727.8476
ewesel@willcountyillinois.com
ckupkowski@willcountyillinois.com

Village of Orland Park

Michael Mazza
14700 S. Ravinia Avenue
Orland Park, IL 60462
708.403.6370
mmazza@orlandpark.org



Section 2

OPERATING HISTORY



Operating History

Farnsworth Group traces its origins back to the 1890s, when its predecessor firms provided land surveying and drainage services in central Illinois. Now, with offices in 24 cities throughout the country, we have become a multi-discipline leader in all facets of design and technical consulting.

Our talented and dedicated staff of over 600 engineers, architects, surveyors, scientists, technicians, and support personnel provides the full range of services in civil, environmental, transportation, mechanical, electrical, structural, and municipal engineering; architecture; and surveying. Registrations are held throughout the continental United States.

Transportation Expertise

Farnsworth Group has been providing transportation engineering services in Illinois for more than 50 years. We work with approximately 60 local communities, county engineers, the Illinois Tollway, and the Illinois Department of Transportation on a multitude of transportation projects. Our expertise includes conceptual planning, feasibility studies, Phase I studies, Phase II design, and Phase III construction inspection, as well as offering Professional Traffic Operations Engineer (PTOE), LEED, and Context Sensitive Solutions professionals. We provide these services for federal, state, county, and local governments in both urban and rural environments. Our experience working with contractors and government agencies allows us to get the project completed on schedule, within budget, and according to the specifications.

Financial Stability

Farnsworth Group is an active multidiscipline architecture and engineering firm that had revenues of \$118M in 2024 and \$100M in 2023. Its diverse services and strong equity position provide the financial stability and capacity to deliver the proposed services.



IDOT Prequalifications

Plans, Specifications & Estimates

Freeways
Roads & Streets
Highway Structures: Simple
Highway Structures: Typical
Highway Structures: Adv. Typical
Highway Structures: Complex
Structures: Railroad

Special Plans

Traffic Signals
Pumping Stations
Lighting: Typical

Studies

Location Drainage
Traffic Studies
Safety Studies
Feasibility Studies

Hydraulic Reports

Waterways: Typical
Waterways: Complex

Location & Design Studies

Rehabilitation
Reconstruction/Major Rehabilitation
New Construction/Major Reconstruction

Special Services

Survey
Architecture
Electrical Engineering
Mechanical Engineering
Sanitary Engineering
Landscape Architecture
Construction Inspection
Subsurface Utility Engineering
Aerial Mapping/LiDAR
Project Controls

Transportation Studies

Railway Engineering

Airports

Design

Environmental Reports

Environmental Assessments

130+

YEARS IN BUSINESS

\$118M

REVENUE IN 2024

600+

STAFF NATIONWIDE

14K

CLIENTS SERVED



VOTED A GREAT PLACE TO WORK

Farnsworth Group has been voted a Great Place To Work for the past 9 years.

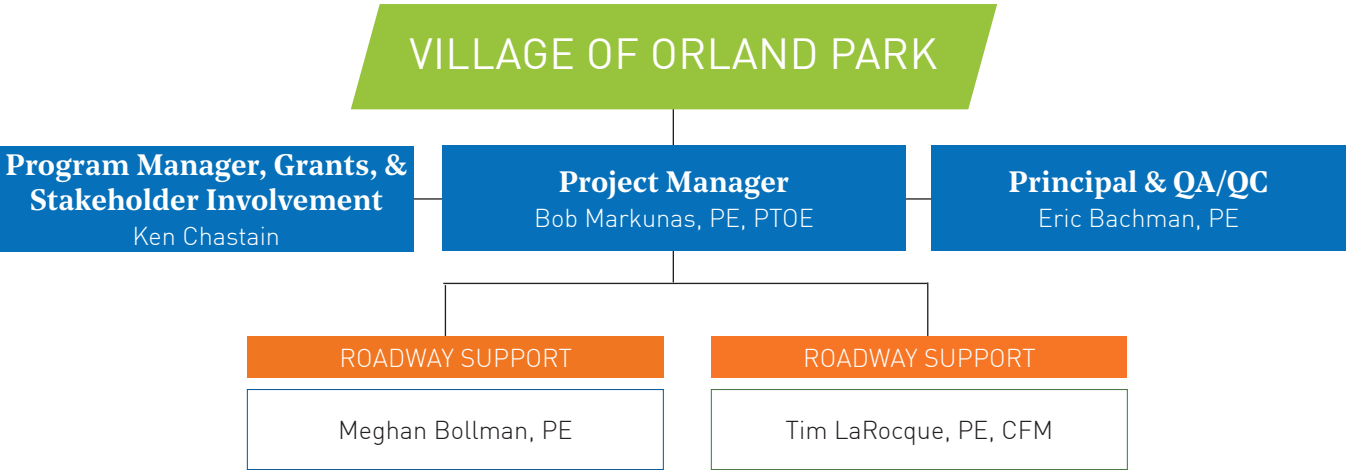
Section 3

QUALIFICATIONS

Qualifications

Organizational Chart

Farnsworth Group is pleased to present the following team members for the Village of Orland Park's project. The team has been carefully assembled to deliver the highest quality services in the most cost-effective manner. Each proposed task specialist will be supported by additional personnel to assist with their responsibilities, as well as other resources from within the firm to ensure successful project outcomes.



Team Availability to Meet Schedule

We have assembled a highly qualified team with extensive experience in securing state and federal funding for transportation projects. Our technical leads are well-versed in IDOT and federally funded initiatives, as well as the complexities of traffic operations, safety standards, and multimodal transportation planning. Our team includes grant specialists who understand the federal funding process, ensuring that the project remains eligible for future design engineering and construction grants.

Farnsworth Group's current workload and capacity allow us to begin work immediately upon your notice to proceed. We have carefully selected a team that is fully available to support the Village of Orland Park and ensure a streamlined, well-coordinated approach to project funding and development. Our depth of personnel enables us to devote the necessary time and attention to meeting project requirements and keeping progress on schedule. Backed by a 600-person firm, we have the resources to respond quickly and efficiently. Whether it's producing technical documents, conducting site visits, or addressing client questions, our local staff is committed to responsiveness—including nights and weekends if needed—to keep the project moving forward.



STAFF	AVAILABILITY
Robert Markunas	100%
Ken Chastain	90%
Eric Bachman	80%
Megan Bollman	80%
Tim LaRocque	80%



Bob Markunas, PE, PTOE

ENGINEERING MANAGER

As an Engineering Manager, Mr. Markunas is experienced in all phases of project development and completion for municipalities, counties, and state Departments of Transportation. He has worked on various transportation and commercial development projects that include rehabilitation, reconstruction, and maintenance work for urban and rural intersections, streets, and highways. His primary focus is traffic engineering, where his experience includes traffic impact studies, roadway safety studies, intersection design studies, traffic signal installation design, interchange design studies, speed studies, and signal interconnect design. Responsibilities include client, agency, public, and utility coordination; report and study development; and final plan, specification, and estimate preparation.

EDUCATION /

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

REGISTRATION AND CERTIFICATIONS /

Professional Engineer: Illinois, Indiana, Michigan, Ohio

Professional Traffic Operations Engineer

INDUSTRY AFFILIATIONS /

Institute of Transportation Engineers

EXPERIENCE /

Rivercrest Drive and Cicero Avenue Intersection

Crestwood, Illinois

Project Manager/Traffic Engineer. The former Seneca Oil site on Cicero Avenue is set for commercial redevelopment, including fast-food restaurants and potential retail space. This project requires infrastructure upgrades at the signalized Cicero Avenue and Rivercrest Drive intersection, subject to IDOT approval. Preliminary work will include traffic and environmental studies, roadway assessments, and coordination with IDOT. Phase II will focus on detailed design for roadway, traffic signal, lighting, and drainage improvements, ensuring compliance with IDOT standards. Phase III will provide construction oversight, including material testing and documentation.

Will County DOT Laraway Road Reconstruction

New Lennox, Illinois

Traffic Engineer for the Laraway Road Reconstruction from Cherry Hill Road to Nelson Road in the Village

of New Lenox. The project includes the expansion of the roadway from an existing rural two-lane facility to an urban four-lane facility with a divided median. The project will also provide intersection modifications at Gouger Road and Laraway Road, new storm sewer and associated drainage improvements, and a new multi-use path.

On-Call Traffic Engineering DuPage County DOT

Traffic Engineer for the preparation of traffic studies; Phase I reports; surveys; and traffic signal, ITS, and lighting PS&E for various projects throughout the County on a work order basis.

Barrington Road Hoffman Estates, Illinois

Project Engineer responsible for traffic signal design for a reconstructed single point urban interchange (SPUI) at Interstate 90 and Barrington Road. Design includes traffic signal layout, interconnection between three signalized intersections associated with the SPUI, and temporary signals and interconnect.



Ken Chastain

DIRECTOR OF MUNICIPAL SERVICES

Mr. Chastain has over 40 years of experience in the civil engineering and municipal planning environment in the Chicago metropolitan area. Prior to joining Farnsworth Group, he was the owner/manager of two consulting engineering and land surveying firms specializing in municipal consulting, land development, water resources, construction services, land planning, and survey. Ken has also worked in local government and for non-profits in city planning and community relations.

EDUCATION /

BA, Political Science / Urban Planning, DePaul University

INDUSTRY AFFILIATIONS /

American Planning Association

American Public Works Association

Illinois County/Municipal Management Association

Kankakee County Chamber of Commerce

South Suburban Mayors and Managers Association

Will County Center for Economic Development

Will County Governmental League

Illinois Association of Park Districts

Southland Chamber of Commerce

Southwest Conference of Mayors

SKILLS /

Program Management for small and large-scale municipal infrastructure and building projects, capital plans, and comprehensive planning initiatives.

Creative **Public Engagement** campaigns to support roadway, infrastructure, and parks/recreation projects.

Grant Funding research, writing, and coordination for tens of millions of dollars in infrastructure and planning financing support. **Over \$58 Million in Grant Funding for municipalities and park districts.**

EXPERIENCE /

Federal Surface Transportation Program (STP) Liaison

Various Locations

Working with CMAP and local Councils of Government, Mr. Chastain has overseen and managed programs for several South Suburban STP-funded projects, including those in Calumet City, Crestwood, Monee, and Crete.

Pavement Management Plan / ADA Transition Plan

Calumet City, Illinois

Mr. Chastain supervised the data collection, analysis, and budgetary recommendations for Calumet City's first Pavement Management Plan to extend the lifespan of the City's multi-million dollar roadway system. In addition, he managed the City's first plan to enhance and maintain full compliance with federal ADA requirements for the right-of-way of all the City's road jurisdictions.

Cook County Department of Transportation and Highways

Calumet City, Illinois

Mr. Chastain acts as the City's primary consultant regarding County assets in the City, including the Sand Ridge Nature Center and Water Park, the Burnham Greenway, and Michigan City Road. He has extensive experience in agency coordination and is actively involved in various Invest in Cook grants, including for the Michigan City Road Path Phase I.



Eric Bachman, PE

PRINCIPAL

Mr. Bachman has over 30 years of experience in transportation systems and bridge planning, design, and construction. Project Manager and Designer duties include all phases of project development and completion for municipalities, counties, and state Departments of Transportation. Responsibilities include client, agency, public, and utility coordination; report and study development; and final plan, specification, and estimate preparation. Projects include rehabilitation, reconstruction, and maintenance work for urban and rural intersections, streets, highways, and bridges.

EDUCATION /

BS, Civil Engineering with Honors,
University of Illinois

REGISTRATION AND CERTIFICATIONS /

Professional Engineer: Illinois

INDUSTRY AFFILIATIONS /

Illinois Society of Professional
Engineers

National Society of Professional
Engineers

Chi Epsilon Honor Society

EXPERIENCE /

Will County DOT Laraway Road Reconstruction

New Lenox, Illinois

Principal-in-Charge for the Laraway Road Reconstruction from Cherry Hill Road to Nelson Road in the Village of New Lenox. The project includes the expansion of the roadway from an existing rural two-lane facility to an urban four-lane facility with a divided median. The project will also provide intersection modifications at Gouger Road and Laraway Road, new storm sewer and associated drainage improvements, and a new multi-use path.

Midlothian Turnpike Improvements

Crestwood, Illinois

Principal-in-Charger for the intersection and sidewalk improvements along Midlothian Turnpike from Central Avenue to Pulaski Road, covering about two miles. The design includes 7-foot-wide PCC sidewalks on both sides, pedestrian crossing upgrades, traffic signal modifications, and entrance aprons to meet ADA and PROWAG requirements. Phase I and II services

involve survey, data collection, Project Development Report (PDR), coordination with FHWA and IDOT, public outreach, environmental reports, and PS&E development. Currently, Phase III services include construction engineering for new sidewalks, concrete block walls, utility adjustments, pedestrian signals, and pavement markings.

135th Street Reconstruction

Crestwood, Illinois

Principal-in-Charge for the federally funded reconstruction of 1.6 miles of 135th Street, from Central Avenue to Kostner Avenue. The project includes roadway widening, resurfacing, intersection and traffic signal upgrades, and the construction of ADA-compliant sidewalks and a multi-use path to improve connectivity to the Natalie Creek and Tinley Creek Trails.



Meghan Bollman, PE

SENIOR PROJECT ENGINEER

Meghan Bollman has more than nine years of experience in transportation systems, design, and construction. Her responsibilities include client, agency, public, and utility coordination; report and study development; and final plan, specification, and estimate preparation, as well as construction engineering responsibilities. Her projects include rehabilitation, reconstruction, and maintenance work for urban and rural intersections, streets, and highways.

EDUCATION /

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

REGISTRATION AND CERTIFICATIONS /

Professional Engineer: Illinois

INDUSTRY AFFILIATIONS /

American Society of Civil Engineers, Young Members Group

American Public Works Association, Young Professionals

American Council of Engineering Companies, Emerging Leaders

Young Professional in Transportation, Chicago Chapter

Southwest Suburban Conference of Mayors

South Suburban Mayors and Managers Association

EXPERIENCE /

Will County DOT Laraway Road Reconstruction

New Lenox, Illinois

Roadway Engineer for the Laraway Road Reconstruction from Cherry Hill Road to Nelson Road in the Village of New Lenox. The project includes the expansion of the roadway from an existing rural two-lane facility to an urban four-lane facility with a divided median. The project will also provide intersection modifications at Gouger Road and Laraway Road, new storm sewer and associated drainage improvements, and a new multi-use path.

Cicero Avenue Streetscape Improvements

Crestwood, Illinois

Roadway Engineer for the streetscape improvements along Cicero Avenue from 143rd Street to the Cal Sag Channel. The proposed improvements consisted of selective sidewalk and accessible pedestrian ramps replacements, upgrades to pedestrian traffic signals, landscape enhancements, and the modernization of street lighting.

All phases of the project were funded through Surface Transportation Program (STP) funds. In 2021, the Village received additional construction funding through the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) to address a construction funding gap.

135th Street Reconstruction

Crestwood, Illinois

Roadway Engineer for the federally funded reconstruction of 1.6 miles of 135th Street, from Central Avenue to Kostner Avenue. The project includes roadway widening, resurfacing, intersection and traffic signal upgrades, and the construction of ADA-compliant sidewalks and a multi-use path to improve connectivity to the Natalie Creek and Tinley Creek Trails.



Tim LaRocque, PE, CFM

SENIOR PROJECT ENGINEER

Tim LaRocque is a Sr. Project Engineer with 14 years of experience. He is located in Farnsworth Group's Tinley Park office. His work experience includes resident engineer experience on numerous municipal transportation construction projects; assisting municipalities in the development and execution of Motor Fuel Tax programs; assisting in the completion of cost estimates, specifications, plan preparation, and design for roadway construction projects; and assisting IDOT resident engineers on various projects.

EDUCATION /

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

AS, Engineering, Kankakee Community College

REGISTRATION AND CERTIFICATIONS /

Professional Engineer: Illinois

Certified Floodplain Manager

Certified Bridge Inspector - IDOT

INDUSTRY AFFILIATIONS /

APWA - Southwest Branch of Chicago Metro Chapter

EXPERIENCE /

University Avenue Traffic Impact Study

City of Cedar Falls, Iowa

Staff Engineer responsible for Crash Analysis and QC/QA review of Traffic Study Appendices.

N. Thomas Street and E. 2nd Street Roadway Improvements

City of Gilman, Illinois

Project Engineer for the Phase II design of N. Thomas Street and E. 2nd Street roadway improvements in the City of Gilman. The Phase II design included the complete reconstruction of the roadway from right-of-way to right-of-way, featuring hot-mix asphalt pavement, PCC sidewalk, PCC curb and gutter, curb ramps, pavement markings, storm sewer, water main, a pre-cast concrete box culvert, and other incidental items.

E. 3rd Street and N. Maple Street Roadway Improvements

City of Gilman, Illinois

Project Engineer for the Phase II design of E. 3rd Street and N. Maple Street roadway improvements in the

City of Gilman. The Phase II design included the complete reconstruction of the roadway from right-of-way to right-of-way, featuring hot-mix asphalt pavement, PCC sidewalk, PCC curb and gutter, curb ramps, pavement markings, storm sewer, water main, and other incidental items.

E. 3rd Street and N. Main Street Roadway Improvements

City of Gilman, Illinois

Project Engineer for the Phase II design of E. 3rd Street and N. Main Street roadway improvements in the City of Gilman. The Phase II design included the complete reconstruction of the roadway from right-of-way to right-of-way, incorporating hot-mix asphalt pavement, PCC sidewalk, PCC curb and gutter, curb ramps, pavement markings, storm sewer, water main, a pre-cast concrete box culvert, and other incidental items.

Section 4

PROPOSED FEE

Proposed Fee

Approach

Farnsworth Group understands that the 159th Street and 94th Avenue intersection, located in Orland Park, faces significant traffic congestion, particularly during peak periods, due to queues extending from adjacent intersections. The intersection also presents unique safety challenges, particularly concerning traffic flow and pedestrian accessibility. As part of the proposed improvements, the project requires coordination with multiple agencies, including IDOT, CCDOTH, and the Village of Orland Park. Farnsworth Group is committed to delivering a thorough and efficient Phase I Preliminary Engineering process that ensures the safety, functionality, and long-term viability of the intersection while adhering to federal guidelines for grant funding eligibility.

Project Initiation: Upon selection, Farnsworth Group will thoroughly review the project scope and initiate the necessary activities for successful completion. We will conduct field visits, assess existing conditions, review prior studies, and meet with key stakeholders. An initial scoping meeting will be held with representatives from the Village of Orland Park to further define the project's scope, schedule, budget, and expectations. Our team will leverage its extensive knowledge of local and regional transportation projects to define the project's parameters, taking into account the existing infrastructure and the community's needs.

Farnsworth Group's team will emphasize clear, timely, and proactive communication with all stakeholders throughout the project. We recognize that the intersection improvements must be sensitive to the needs of both vehicular and pedestrian traffic, with an emphasis on improving safety and efficiency.

Phase I Study: The Phase I study will begin with a thorough evaluation of existing conditions, including traffic flow, intersection geometry, safety data, and environmental constraints. Our team will develop design alternatives for the intersection, incorporating data and recommendations provided in the 159th Street and 94th Avenue Intersection Traffic Safety Study, feedback from stakeholders, environmental impacts, potential for right-of-way acquisitions, and an overall benefit-cost analysis. We will assess the existing signalization system and propose modifications.

The planned improvements are expected to include geometric modifications, ADA/PROWAG-compliant ramp upgrades, signal timing adjustments, upgraded signal equipment such as signal heads and pedestrian push buttons, median modifications, and enhancements to pavement markings and signage.

Farnsworth Group's team will focus on:

Intersection Design Study: Farnsworth Group will prepare and submit a 20-year Intersection Design Study (IDS) for 159th Street and 94th Avenue, incorporating proposed roadway geometrics, pedestrian evaluations, and ADA-compliant intersection ramp details. The IDS will follow IDOT and CCDOTH guidelines, justify any design variances, and address agency review comments before final submission.



FARNSWORTH GROUP QUICK STATS

130+

ILLINOIS
COMMUNITIES
SERVED

100+

YEARS SERVING
OUR LONGEST
CLIENT

32+

IDOT
PREQUALIFICATION
CATEGORIES

Our team is dedicated to identifying and responding to the needs of municipalities.

We have extensive experience assisting communities with transportation projects.

Environmental Clearances: Farnsworth Group will prepare and submit the Environmental Survey Request (ESR), coordinate with IDOT for environmental clearances, request IDOT's completion of a PESA within State ROW along 159th Street, and conduct a local PESA for Village and County ROW along 94th Avenue.

Utility Coordination: Early engagement with utility providers will help identify and coordinate any required utility relocations or upgrades early in the design process, preventing delays during construction.

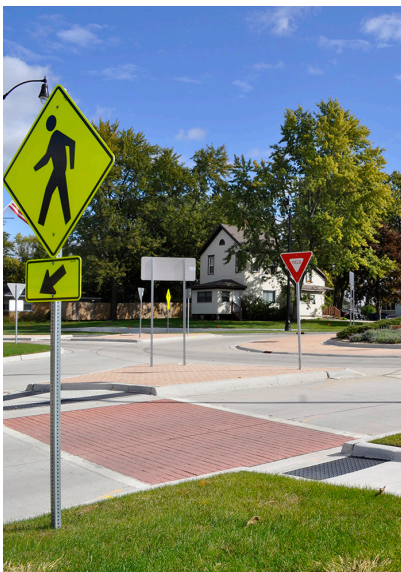
Stakeholder Coordination: We will organize meetings with IDOT, CCDOTH, the Village, and other key stakeholders to ensure the project complies with regulatory requirements and aligns with community needs.

Cost Estimation and Funding Applications: Farnsworth Group will prepare cost estimates that meet the requirements of IDOT, CCDOTH, and CMAP for Phase II Design Engineering, Phase III Construction, and Phase III Construction Engineering. We will identify and pursue multiple local, state, and federal funding sources, submitting three applications for funding. It is anticipated that these grant applications may include the following: Surface Transportation Program (Local or Shared), Safe Streets and Roads for All (SS4A), Highway Safety Improvement Program (HSIP), and Invest in Cook. Our team will work closely with IDOT and CCDOTH to confirm the project qualifies for the necessary funding and stays on schedule.

Project Development Report (PDR): At the conclusion of the Phase I study, Farnsworth Group will provide a comprehensive Project Development Report (PDR) that includes all necessary documentation. We will confirm that the PDR meets the requirements of IDOT and CCDOTH and that all deliverables are reviewed, approved, and accepted by the agencies involved.

QA/QC Plan: Farnsworth Group will adhere to a robust Quality Assurance/Quality Control (QA/QC) process to make sure that the project deliverables meet the highest standards. Each team member will be responsible for maintaining quality throughout the design process, from data collection to final deliverables. We will conduct regular reviews of the project's progress and quality to identify potential issues early and take corrective actions.

Conclusion: Farnsworth Group and its team of experts are committed to delivering a well-designed, efficient, and safe intersection improvement project for the Village of Orland Park. With extensive experience in IDOT and federally funded projects, transportation safety, and community engagement, we are confident in our ability to meet the project's needs and exceed expectations. Our approach provides a comprehensive, well-coordinated process that will result in an improved intersection, enhancing safety, efficiency, and mobility for all users.



Client References

"Calumet City has relied on Farnsworth Group as valued experts on several critical projects. These include roadways, sewer and water, stormwater mitigation, and capital planning. Their diligence, expertise, and integrity are a tremendous asset to the City."

- Jerico Thomas, Commissioner of Public Works, City of Calumet City

"Farnsworth Group has served Crestwood as appointed Village Engineers since 2016 and have provided planning, design, and construction services on several Village infrastructure projects. I have relied on them to provide trusted advice, excellent skills, and responsive service."

- Bill Graffeo, Administrator, Village of Crestwood

Scope of Work

The Village of Orland Park (Village) is seeking Phase I preliminary engineering services for the 94th Avenue and 159th Street Intersection Safety Improvements project. The project limits include the 94th Avenue and 159th Street intersection and approximately 1,000 feet on all legs of the intersection for a gross project length of 4,000 feet (0.76 miles). 94th Avenue is classified as a major collector and 159th Street is classified as an Other Principal Arterial. 94th Avenue is under the jurisdiction of the Village north of the intersection and Cook County Department of Transportation and Highways (CCDOTH) south of the intersection. 159th Street is under the jurisdiction of the Illinois Department of Transportation (IDOT). Phase I services will provide a recommendation for safety improvements at the intersection.

A Project Development Report, per requirements of Chapter 22 of the IDOT Bureau of Local Roads and Streets (BLRS) Manual for Federal funded projects, will be submitted as part of the Phase I services. The services below shall be funded with local Village funds. It is anticipated that federal funding may be used for Phase II design engineering, Phase III construction, or Phase III construction engineering.

1. Field Topographic Survey Complete

- Length of topographic survey for 159th Street – 2,000 feet (0.38 miles) centered on 94th Avenue. Width of topographic survey will be 160 feet (80 feet on either side of the existing alignment).
- Length of topographic survey for 94th Avenue – 2,000 feet (0.38 miles). Width of topographic survey will be 160 feet (80 feet on either side of the existing alignment).
- Establish project site control, benchmarks, and ties for the general site topographic survey and proposed roadway centerline.
- Control shall be on State Plane Coordinates and USGS Elevation Datum.
- Set site benchmarks every 500 feet within the project limits.
- Request existing utility information from utility agencies listed by JULIE.
- Utilize GIS to visualize existing right-of-way and property locations.

2. Existing Base Sheet Preparation

- Request existing information, existing plans, and available utility maps – to be provided by the Village
- Process survey data and prepare existing base sheets, including existing conditions, utilities, and existing horizontal and vertical alignments.
- Conduct a field check of existing plan base sheets resulting from survey work.
- Label and dimension existing features in CADD base sheets.

3. Intersection Design Study (IDS)

- Prepare and submit a 20-year design period IDS, including proposed horizontal and vertical roadway geometrics and pedestrian evaluation to the Village, CCDOTH, and IDOT for review and comment.
 - i. This IDS will be completed based on the information provided within the *159th Street and 94th Avenue Intersection Traffic Safety Study*.



We understand
the importance of
frequent and efficient
communication.

- ii. Geometrics, Design Vehicle, and Design Speed for the IDS are to be completed according to the *IDOT Bureau of Design and Environment Manual, July 2020 Edition* for 159th Street and the *IDOT Bureau of Local Roads and Streets Manual, 2005 Edition* for 94th Avenue.
 - iii. Baseline stationing on 159th Street and 94th Avenue shall match existing plans if available from IDOT and CCDOTH.
 - iv. This IDS will include detailed ADA/PROWAG compliant Intersection Ramp Detail Drawings at four quadrants at the intersection of 159th Street and 94th Avenue.
- Prepare and submit to the Village, CCDOTH, and IDOT written justification of Design Variances and complete BDE 2600 (Design Exception Request Project Identification).
 - Address Village, CCDOTH, and IDOT review comments with comment disposition document, finalize the IDS, and submit the final IDS to Village, CCDOTH, and IDOT.
 - Microstation V8i and Geopak shall be used to perform the work.

4. Location Drainage Technical Memorandum (LDTM)

- Prepare a LDTM in accordance with the IDOT policies and guidelines.
- Prepare a general location drainage map with callouts of storm sewers and drainage features.
- Delineation of drainage areas and identification of general drainage patterns.
- Drainage analysis of existing drainage areas and storm sewers.
- Coordination with IDOT, Local Agencies, etc. to identify existing drainage problems and issues.
- Determination of proposed design criteria.
- Preparation of existing and proposed drainage plans (scale 1"=20') showing drainage structures, flow patterns, and drainage areas.
- Written discussion of existing and proposed drainage features, patterns, and issues.
- Review of storm water detention requirements with recommendations.
- Review right-of-way needs related to proposed drainage design.
- Attend two (2) meetings with local agencies for coordination of drainage issues.



5. Environmental Survey Request and Permitting

- Prepare and submit an Environmental Survey Request (ESR) form and exhibits.
- Coordinate with IDOT to request environmental clearances.

6. Preliminary Environmental Site Assessment Report (PESA)

- Coordinate with IDOT and request their completion of an IDOT PESA within State Right-of-way (ROW) along 159th Street.
- Complete a local PESA for the Village and County ROW along 94th Avenue.

7. Agency Coordination and Meetings

- Attend one (1) project kickoff meeting with the Village and prepare meeting minutes.
- Attend one (1) Bi-Monthly Coordination Meeting with IDOT District with exhibits, preparation, and meeting minutes.
- Attend up to two (2) project review meetings with CCDOTH (virtual) and prepare meeting minutes.
- Attend up to two (2) project review meetings with IDOT (virtual) and prepare meeting minutes.

8. Project Development Report (PDR)

- Prepare existing and proposed Typical Section Drawings.
 - i. Drawings assume proposed pavement surface types will match the existing pavement surface types.
- Prepare Plan and Profile Drawings.
 - i. Drawings will be cut at 1":20' scale.
 - ii. Drawings will show proposed roadway and sidewalk improvements, pavement markings, signage, and proposed horizontal and vertical alignments.
 - iii. Project limits will be limited to those required by those improvements specified in the previously mentioned safety study.
- Signal Modification Schematics at the intersection of 159th Street and 94th Avenue shall be included as part of the IDS.
- Develop Maintenance of Traffic exhibit.
- Prepare a Traffic Management Plan on D1 OP0042 for IDOT review.
- Prepare an Opinion of Probable Construction Cost on form BLR 11510 using major pay items and quantities developed in Phase I.
- Prepare design variance request forms, if needed
- Complete and submit a Pre-Final PDR to the Village, CCDOTH, and IDOT.
 - i. The proposed project is anticipated to follow the State Approved Group I Categorical Exclusion process (BLR 22210).
- Complete and submit a Final PDR and Disposition of Comments to the Village, CCDOTH, and IDOT.

9. Public Information Meeting

- Prepare graphics, exhibits, and presentation materials for one (1) Public Information Meeting and attend with up to three (3) team members.
- Public Information Meeting materials may include exhibit boards (up to



ten (10) boards), comment forms, sign-in sheets, project handouts, and PowerPoint presentation.

- Tabulate and respond formally to public comments received.
- Summarized public open house findings to be included in PDR.

10. Utility Coordination

- Submit a JULIE design ticket and request atlas maps throughout the corridor from JULIE identified agencies.
- Distribute project base sheets to utility companies for review for potential conflicts to include with final PDR.
- Coordinate with utility companies throughout the Phase I preliminary engineering process.

11. Future Funding Grant Applications

- Complete and submit up to three (3) grant applications which might consist of local, state, and federal funding for Phase II Design Engineering, Phase III Construction, and Phase III Construction Engineering. Funding applications may include the following:
 - i. Highway Safety Improvement Program
 - ii. Surface Transportation Program (Local or Shared)
 - iii. Invest in Cook
- Additional documents not created as part of the PDR (i.e. Gata Applications) to be provided by the Village.

12. Quality Assurance / Quality Control

- Provide quality control throughout the Phase I project.
- Review major deliverables, including the PDR, at approximately 60 percent and 90 percent completion prior to each submittal.

13. Project Management and Administration

- This task anticipates a 12 to 15-month schedule. Additional services will be necessary if the project duration exceeds 15 months.
 - i. Track project schedule, budget, and task completion.
 - ii. Develop and submit (to the Village) invoices.
- Provide Project Program Information form and quarterly updates to the SSMMA.
- Provide quarterly Invest in Cook updates to CCDOTH.

Farnsworth Group has provided our proposed fee for this scope of services in the attached proposal summary sheet.

Quality Assistance and Quality Control Program

Quality assurance and quality control (QA/QC) is an essential part of a successful project. The basis of Farnsworth Group's QA/QC Program is to make sure that the work is done correctly the first time. Quality control does not just consist of a peer review after a deliverable is completed; it requires the entire project team to systematically perform and integrate timely activities during the course of the project as planned.

Professional Service Exclusions

Note: The services and deliverables listed below can be completed on a time and material basis or under a separate contract addendum, if requested at a later date by the Village.

- Existing drainage structure invert survey and existing pipe diameter survey. (To be obtained from record drawings provided by the Village, County, and IDOT)
- Existing right-of-way, section line, and property line surveys
- Hydraulic survey and hydraulic reports
- Existing storm sewer cleaning, televising, and inlets/manholes inspections
- Intersection traffic counts (to be provided in the Safety Study)
- Synchro Traffic Capacity Analysis Models (to be provided by the Village)
- Additional crash data or reporting (to be provided by the Village)
- Use of Microstation Connect and OpenRoads Designer
- Pavement Coring Report and geotechnical borings
- Roadway cross sections
- PESA within State ROW (to be completed by IDOT)
- Preliminary Site Investigation (PSI) report and associated soil borings and testing
- Any additional Local, State, or Federal funding services or grant applications beyond those listed above
- IHPA Historical/Archeological Level 1 Studies or 106 Report
- Structural engineering for structures or retaining walls
- IDNR Endangered Species Detailed Action Reports
- Wetland surveys or wetland mitigation services
- 4(f) or 6(f) Special Lands Studies
- COSIM Air Quality Analysis
- Noise wall barrier design
- Environmental Impact Statement (EIS) or Environmental Assessment (EA)
- Preparation of Jurisdictional Agency or Roadway Maintenance Agreement
- Formal Context Sensitive Solution (CSS) process
- Public or private stakeholder, Council, or Board Meetings other than those listed above
- Formal Speed Studies
- Formal Safety Studies
- IEPA Notice of Intent (NOI) or Notice of Termination (NOT) and fees
- IDOT Construction Permit Bond or Fees
- Conversion of Electronic Microstation (.DGN) files to any format other than .PDF
- Additional ADA intersection ramp details other than those listed above
- Additional Village, IDOT, CCDOTH, stakeholder, or other meetings other than those listed above
- Additional Public Information Meetings other than those listed above
- Phase II Design Engineering Plans, Specifications, and Phase II Estimates of Time and Cost
- Phase III Construction Engineering Services including Bidding, Shop Drawing Review, Construction Staking, Construction Documentation, and Material Testing
- Right-of-Way and/or Easement Property Survey, Title Commitments, Descriptions, Plats, Appraisals, Acquisition, and/or Recording Services

Existing Roadway Plans, Accident Data, and any Plat/Easement information available in files shall be provided by the Village, County, and State.

PROPOSAL SUMMARY SHEET

RFP #25-017

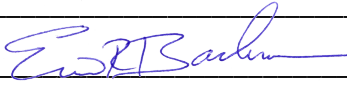
94th Avenue and 159th Street Safety Improvements, Phase I Design Engineering

Business Name: Farnsworth Group, Inc
Street Address: 18311 North Creek Drive, Suite F
City, State, Zip: Tinley Park, IL 60477
Contact Name: Ken Chastain
Title: Program Manager
Phone: 708.326.4000 Fax: 309.663.1571
E-Mail address: kchastain@f-w.com

Price Proposal

PROPOSAL TOTAL \$ 149,400

AUTHORIZATION & SIGNATURE

Name of Authorized Signee: Eric Bachman
Signature of Authorized Signee: 
Title: Principal Date: March 11, 2025
(Updated March 28, 2025)

 ORLAND PARK
CERTIFICATE OF COMPLIANCE

The undersigned Eric Bachman, as Principal
(Enter Name of Person Making Certification) (Enter Title of Person Making Certification)
and on behalf of Farnsworth Group, Inc., certifies that:
(Enter Name of Business Organization)

1) BUSINESS ORGANIZATION:

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

Federal Employer I.D.#: 37-1123236
(or Social Security # if a sole proprietor or individual)

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

☐ Sole Proprietor
☐ Independent Contractor (Individual)
☐ Partnership
☐ LLC
☒ Corporation Illinois 12-29-1983
(State of Incorporation) (Date of Incorporation)

2) STATUS OF OWNERSHIP

Illinois Public Act 102-0265, approved August 2021, requires the Village of Orland Park to collect "Status of Ownership" information. This information is collected for reporting purposes only. Please check the following that applies to the ownership of your business and include any certifications for the categories checked with the proposal. Business ownership categories are as defined in the Business Enterprise for Minorities, Women, and Persons with Disabilities Act, 30 ILCS 575/0.01 et seq.

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

How are you certifying? Certificates Attached ☐ Self-Certifying ☐

STATUS OF OWNERSHIP FOR SUBCONTRACTORS

This information is collected for reporting purposes only. Please check the following that applies to the ownership of subcontractors.

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

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

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

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

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

5) **EQUAL EMPLOYMENT OPPORTUNITY COMPLIANCE:** Yes ☒ No ☐

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

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

the Proposer will not utilize any subcontractor declared by the Illinois Human Rights Department to be ineligible for contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations. Subcontract" means any agreement, arrangement or understanding, written or otherwise, between the Proposer and any person under which any portion of the Proposer's obligations under one or more public contracts is performed, undertaken or assumed; the term "subcontract", however, shall not include any agreement, arrangement or understanding in which the parties stand in the relationship of an employer and an employee, or between a Proposer or other organization and its customers. In the event of the Proposer's noncompliance with any provision of this Equal Employment Opportunity Clause, the Illinois Human Right Act, or the Rules and Regulations for Public Contracts of the Department of Human Rights the Proposer may be declared non-responsible and therefore ineligible for future contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations, and this agreement may be canceled or avoided in whole or in part, and such other sanctions or penalties may be imposed or remedies involved as provided by statute or regulation.

6) **TAX CERTIFICATION:** Yes [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.

7) **AUTHORIZATION & SIGNATURE:**

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

ACKNOWLEDGED AND AGREED TO:



Signature of Authorized Officer

Eric Bachman

Name of Authorized Officer

Principal

Title

March 11, 2025 (Updated March 28, 2025)

Date

REFERENCES

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

Bidder's Name: Farnsworth Group, Inc.
(Enter Name of Business Organization)

- | | |
|-----------------|---|
| 1. ORGANIZATION | <u>Village of Crestwood</u> |
| ADDRESS | <u>13840 Cicero Ave, Crestwood, IL 60418</u> |
| PHONE NUMBER | <u>708.371.4800</u> |
| CONTACT PERSON | <u>Bill Graffeo</u> |
| YEAR OF PROJECT | <u>2016 - Present</u> |
| 2. ORGANIZATION | <u>Will County Division of Transportation</u> |
| ADDRESS | <u>16841 W. Laraway Road, Joliet, IL 60433</u> |
| PHONE NUMBER | <u>815.727.8476</u> |
| CONTACT PERSON | <u>Eric Wesel or Christina Kupkowski</u> |
| YEAR OF PROJECT | <u>2020 - Present</u> |
| 3. ORGANIZATION | <u>City of Calumet City</u> |
| ADDRESS | <u>204 Pulaski Road, Calumet City, IL 60406</u> |
| PHONE NUMBER | <u>708.891.9138</u> |
| CONTACT PERSON | <u>Val Williams</u> |
| YEAR OF PROJECT | <u>2021 - Present</u> |



ORLAND PARK

INSURANCE REQUIREMENTS

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

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

Standard Insurance Requirements	Please provide the following coverage if box is checked.
<u>WORKERS' COMPENSATION & EMPLOYER LIABILITY</u> Full Statutory Limits - Employers Liability \$500,000 – Each Accident \$500,000 – Each Employee \$500,000 – Policy Limit Waiver of Subrogation in favor of the Village of Orland Park	<u>LIABILITY UMBRELLA</u> (Follow Form Policy) ☐ \$1,000,000 – Each Occurrence \$1,000,000 – Aggregate ☐ \$2,000,000 – Each Occurrence \$2,000,000 – Aggregate ☒ Other: \$5m Each/\$5m Agg. EXCESS MUST COVER: General Liability, Automobile Liability, Employers' Liability
<u>AUTOMOBILE LIABILITY</u> (ISO Form CA 0001) \$1,000,000 – Combined Single Limit Per Occurrence Bodily Injury & Property Damage. Applicable for All Company Vehicles.	<u>PROFESSIONAL LIABILITY</u> ☐ \$1,000,000 Limit – Claims Made Form, Indicate Retroactive Date ☐ \$2,000,000 Limit – Claims Made Form, Indicate Retroactive Date ☒ Other: \$3m Each/\$3m Agg. Deductible not-to-exceed \$50,000 without prior written approval
<u>GENERAL LIABILITY</u> (Occurrence basis) (ISO Form CG 0001) \$1,000,000 – Combined Single Limit Per Occurrence Bodily Injury & Property Damage \$2,000,000 – General Aggregate Limit \$1,000,000 – Personal & Advertising Injury \$2,000,000 – Products/Completed Operations Aggregate	☐ <u>BUILDERS RISK</u> Completed Property Full Replacement Cost Limits – Structures under construction
<u>ADDITIONAL INSURED ENDORSEMENTS:</u> <i>(Not applicable for Goods Only Purchases)</i> ISO CG 20 10 or CG 20 26 (or Equivalent) Commercial General Liability Coverage CG 20 01 Primary & Non-Contributory (or Equivalent) The Village must be named as the Primary Non-Contributory which makes the Village a priority and collects off the policy prior to any other claimants. Blanket General Liability Waiver of Subrogation - Village of Orland Park A provision that prohibits an insurer from pursuing a third party to recover damages for covered losses.	☐ <u>ENVIRONMENTAL IMPAIRMENT/POLLUTION LIABILITY</u> \$1,000,000 Limit for bodily injury, property damage and remediation costs resulting from a pollution incident at, on or mitigating beyond the job site
	☐ <u>CYBER LIABILITY</u> \$1,000,000 Limit per Data Breach for liability, notification, response, credit monitoring service costs, and software/property damage
	☐ CG 20 37 ADDITIONAL INSURED – Completed Operations (Provide only if box is checked)

Any insurance policies providing the coverages required of the Consultant, excluding Professional Liability, shall be specifically endorsed to identify "The Village of Orland Park, and their respective officers, trustees, directors, officials, employees, volunteers and agents as Additional Insureds on a primary/non-contributory basis with respect to all claims arising out of operations by or on behalf of the named insured." The required additional Insured coverage shall be provided on the Insurance Service Office (ISO) CG 20 10 or CG 20 26 endorsements or an endorsement at least as broad as the above noted endorsements as determined by the Village of Orland Park. Any Village of Orland Park insurance coverage shall be deemed to be on an excess or contingent basis as confirmed by the required (ISO) CG 20 01 Additional Insured Primary & Non- Contributory Endorsement. The policies shall also contain a Waiver of Subrogation in favor of the Additional Insureds in regard to General Liability and Workers' Compensation coverage. The certificate of insurance shall also state this information on its face. Any insurance company providing coverage must hold an A-, VII rating according to Best's Key Rating Guide. Each insurance policy required shall have the Village of Orland Park expressly endorsed onto the policy as a Cancellation Notice Recipient. Should any of the policies be cancelled before the expiration date thereof, notice will be delivered in accordance with the policy provisions. Permitting the contractor, or any subcontractor, to proceed with any work prior to our receipt of the foregoing certificate and endorsements shall not be a waiver of the contractor's obligation to provide all the above insurance.

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

ACCEPTED & AGREED THIS 11 DAY OF March, 2025 (Updated March 28, 2025)



Signature

Eric Bachman, Principal

Printed Name & Title

Authorized to execute agreements for:

Farnsworth Group, Inc.

Name of Company

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

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

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

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

A. Section II – Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by:

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

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

However:

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

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

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

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

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

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

1. Required by the contract or agreement; or

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

whichever is less.

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

SAMPLE

POLICY NUMBER:

COMMERCIAL GENERAL LIABILITY
CG 20 26 07 04

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – DESIGNATED PERSON OR ORGANIZATION

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

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

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

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

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

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

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

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

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

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

However, the insurance afforded to such additional insured:

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

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

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

This insurance does not apply to:

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

any professional architectural, engineering or surveying services, including:

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

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

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

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

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

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

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

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

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

SAMPLE

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

PRIMARY AND NONCONTRIBUTORY – OTHER INSURANCE CONDITION

This endorsement modifies insurance provided under the following:

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

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

Primary And Noncontributory Insurance

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

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

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

POLICY NUMBER:

COMMERCIAL GENERAL LIABILITY
CG 20 37 07 04

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – OWNERS, LESSEES OR CONTRACTORS – COMPLETED OPERATIONS

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

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

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



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

3/27/2024

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

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

PRODUCER Cottingham & Butler Robert Heath 800 Main St. Dubuque IA 52001	CONTACT NAME: PHONE (A/C, No, Ext): 563-587-5000 E-MAIL ADDRESS:	FAX (A/C, No): 563-583-7339
INSURER(S) AFFORDING COVERAGE		NAIC #
INSURER A : Hartford Fire Insurance Company		19682
INSURER B : Travelers Property Casualty Company of America		25674
INSURER C : Twin City Fire Insurance Co.		29459
INSURER D :		
INSURER E :		
INSURER F :		

COVERAGES**CERTIFICATE NUMBER:** 606290275**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 INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☒ POLICY ☒ PRO-JECT ☒ LOC ☐ OTHER:			83UENOB8121	4/1/2024	4/1/2025	EACH OCCURRENCE \$2,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$300,000 MED EXP (Any one person) \$10,000 PERSONAL & ADV INJURY \$1,000,000 GENERAL AGGREGATE \$4,000,000 PRODUCTS - COMP/OP AGG \$4,000,000 \$
A	☒ AUTOMOBILE LIABILITY ☒ ANY AUTO ☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS ☒ HIRED AUTOS ONLY ☒ NON-OWNED AUTOS ONLY			83 UEN OB8122	4/1/2024	4/1/2025	COMBINED SINGLE LIMIT (Ea accident) \$2,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
B	☒ UMBRELLA LIAB ☒ OCCUR ☐ EXCESS LIAB ☐ CLAIMS-MADE ☐ DED ☒ RETENTION \$ 0			CUP-1T995102-24-NF	4/1/2024	4/1/2025	EACH OCCURRENCE \$6,000,000 AGGREGATE \$ \$
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y / N ☒ N	N / A	83WE OB8G0H	4/1/2024	4/1/2025	☒ PER STATUTE ☐ OTH-ER E.L. EACH ACCIDENT \$1,000,000 E.L. DISEASE - EA EMPLOYEE \$1,000,000 E.L. DISEASE - POLICY LIMIT \$1,000,000

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

A 30-day notice of cancellation is provided by the insurance company to the certificate holder as outlined by the endorsement attached to the _____ policy.

CERTIFICATE HOLDER**CANCELLATION**Farnsworth Group, Inc
2709 McGraw Drive
Bloomington IL 61704

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

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CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

3/27/2024

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

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

PRODUCER Holmes Murphy & Associates 2727 Grand Prairie Parkway Waukee IA 50263		CONTACT NAME: Audrey McNeill PHONE (A/C, No, Ext): 309-282-3907 E-MAIL ADDRESS: amcneill@holmesmurphy.com		FAX (A/C, No):
		INSURER(S) AFFORDING COVERAGE		NAIC #
		INSURER A : XL Specialty Insurance		37885
INSURED Farnsworth Group, Inc. 2709 McGraw Drive Bloomington, IL 61704		INSURER B :		
		INSURER C :		
		INSURER D :		
		INSURER E :		
		INSURER F :		

COVERAGES**CERTIFICATE NUMBER:** 812411043**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 INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
	COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☐ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☐ PRO-JECT ☐ LOC ☐ OTHER:						EACH OCCURRENCE \$ DAMAGE TO RENTED PREMISES (Ea occurrence) \$ MED EXP (Any one person) \$ PERSONAL & ADV INJURY \$ GENERAL AGGREGATE \$ PRODUCTS - COMP/OP AGG \$ \$
	AUTOMOBILE LIABILITY ☐ ANY AUTO ☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS ☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY						COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
	UMBRELLA LIAB ☐ OCCUR EXCESS LIAB ☐ CLAIMS-MADE DED ☐ RETENTION \$						EACH OCCURRENCE \$ AGGREGATE \$ \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? ☐ Y ☒ N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below		N/A				PER STATUTE ☐ OTH-ER ☐ E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$
A	Professional Liability (Claims Made)			DPR5026791	4/1/2024	4/1/2025	Each Claim Aggregate 5,000,000 10,000,000

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

CERTIFICATE HOLDER**CANCELLATION**

Farnsworth Group, Inc 2709 McGraw Drive Bloomington IL 61704 USA	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
	AUTHORIZED REPRESENTATIVE <i>Kari Coolidge</i>

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