



Response to RFP# 25-017

March 11, 2025 / Revised April 8, 2025

# Village of Orland Park

## 94th Avenue and 159th Street

### Safety Improvements

### Phase I Design Engineering

# 2025

**V3 COMPANIES**

7325 Janes Avenue  
Woodridge, IL 60517

# Letter of Transmittal

March 11, 2025

Brian Gaspardo, Village Clerk  
Village of Orland Park  
14700 South Ravinia Avenue  
Orland Park, Illinois 60462

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

Dear Mr. Gaspardo,

Thank you for the opportunity to submit our proposal to provide Phase I Engineering for the 94th Avenue and 159th Street safety improvements. V3 has a full-service approach to engineering and municipal services with a staff exceeding 400 professionals. We are not just civil engineers, but also planners, traffic and roadway engineers, surveyors, stormwater management specialists, structural engineers, environmental professionals, wetland specialists, landscape architects, and construction professionals. V3 is committed to delivering accurate, timely, and cost-effective solutions for the Village.

I will be V3's main point of contact and project manager for this project. I have completed a number of Phase I intersection improvement projects that were processed through IDOT Local Roads. Early coordination with IDOT to determine the level of processing will be a critical element to the successful completion of this project. In addition, applying for and receiving funding will be a priority with our team. STP, HSIP, and potentially CMAQ funds are sources that will be evaluated and applied for, if applicable. We previously submitted for HSIP funding for this intersection on behalf of the Village.

Our submittal includes our firm overview, project experience, proposed team, project schedule and a project understanding, approach, and fee. We look forward to continuing our relationship with the Village of Orland Park and are available immediately to begin work. If you have any questions regarding our qualifications, please feel free to contact me at [mrechterik@v3co.com](mailto:mrechterik@v3co.com) or via phone at 630.649.1384.

Sincerely,  
V3 Companies, Ltd.



Mike Rechterik, P.E., PTOE  
Senior Project Manager



## CONTACT PERSON

Mike Rechterik, P.E., PTOE  
Senior Project Manager  
630.649.1384  
[mrechterik@v3co.com](mailto:mrechterik@v3co.com)

7325 Janes Avenue  
Woodridge, IL 60517  
630.724.9200  
[www.v3co.com](http://www.v3co.com)

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# 1 | Experience

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## REFERENCES

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

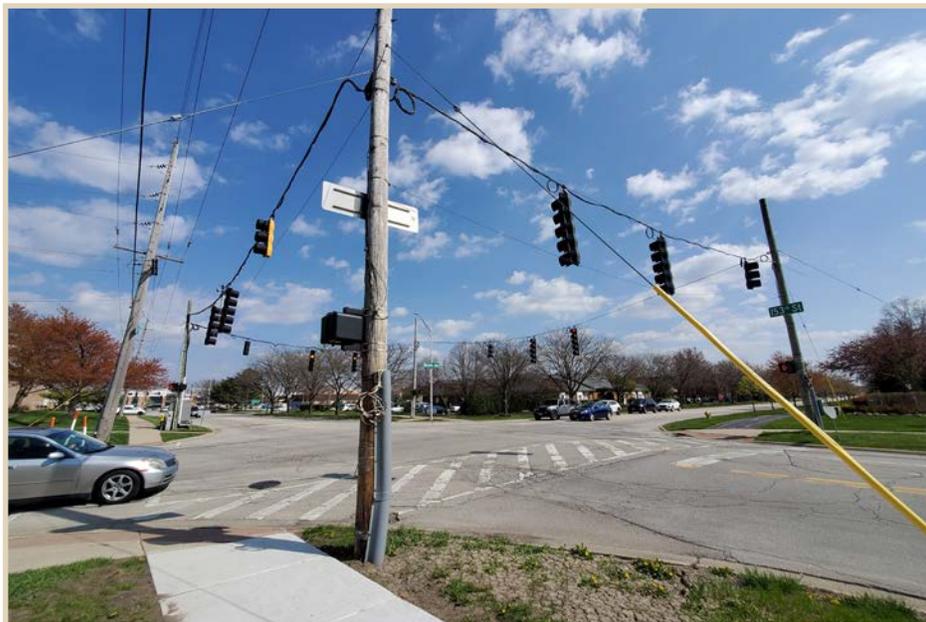
Bidder's Name: V3 Companies, Ltd.  
*(Enter Name of Business Organization)*

1. ORGANIZATION City of Joliet  
ADDRESS 150 West Jefferson Street, Joliet IL 60432  
PHONE NUMBER 815.724.4216  
CONTACT PERSON Russ Lubash, P.E.  
YEAR OF PROJECT 2019-On-going
  
2. ORGANIZATION Village of Park Forest  
ADDRESS 350 Victory Drive, Park Forest, IL 60466  
PHONE NUMBER 708.503.7702  
CONTACT PERSON Roderick Ysaguirre, P.E.  
YEAR OF PROJECT 2000-2024
  
3. ORGANIZATION City of Lockport  
ADDRESS 222 East 9th Street, Suite 4, Lockport, IL 60441  
PHONE NUMBER 815.838.0549  
CONTACT PERSON Ben Benson  
YEAR OF PROJECT 2017-On-going



# 153RD STREET & RAVINIA AVENUE INTERSECTION IMPROVEMENTS

ORLAND PARK, ILLINOIS



## CLIENT

Village of Orland Park



## SERVICES

- V3 provided Phase I services for this intersection reconstruction to accommodate a roundabout. The intersection is currently controlled by temporary traffic signals with dedicated left turn lanes at each leg of the intersection.
  - Several crashes were reported due to distracted drivers approaching or stopping at the existing signal. As part of the Phase I, V3 evaluated two alternatives, one was a traditional traffic signal with lengthened storage lengths to accommodate operational demand and the other was a single lane roundabout.
  - The Village elected to move forward with the proposed roundabout as this alternative reduces the number of conflict points at the intersection. Additionally, roundabouts excel during off-peak traffic periods due to the absence of stopped traffic.
  - In addition, our team conducted a queue analysis by simulating the future traffic volumes along the 153rd Street corridor, between Ravinia Avenue and LaGrange Road, due to the close proximity of an adjacent intersection. This analysis indicated no detrimental queuing between the two intersections.
  - The project site was within the Village of Orland Park's jurisdiction and the project was processed through IDOT District One – Bureau of Local Roads.
  - Our team led the federal funding application process and successfully obtained STP-L funding for the Phase II design and Phase III construction.
- *ADA Side Walk & Ramp Design*
  - *Aerial Mapping*
  - *Alternatives Analysis*
  - *Cost Estimating*
  - *Crash Analysis*
  - *Drainage Design*
  - *Intersection Design Studies*
  - *Environmental Site Assessment*
  - *Location Drainage Study*
  - *Maintenance of Traffic*
  - *Pavement Markings & Signage*
  - *Phase I Engineering Studies*
  - *Public Involvement*
  - *Roadway Design*
  - *Traffic Impact Studies & Analysis*
  - *Tree Survey*



# IL ROUTE 171 & NEW AVENUE FEASIBILITY STUDY & PHASE I/II

LOCKPORT, ILLINOIS



## CLIENT

City of Lockport



## SERVICES

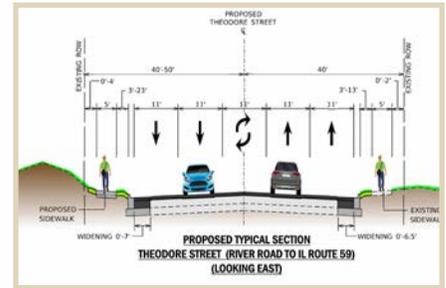
- The purpose of this project is to address safety and capacity concerns associated with the existing conditions by constructing a roadway facility that improves channelization and operations at the intersection to encourage more efficient traffic flow.
- V3 conducted a feasibility study to address safety and capacity issues at the unsignalized, three-leg intersection of IL Route 171 (State Street) and New Avenue located north of downtown Lockport. The majority of crashes that occurred at the intersection were rear-end crashes and primarily on the eastbound New Avenue approach.
- V3 developed and evaluated five conceptual alternatives involving both signalized and unsignalized intersections with a free-flow, right-turn-slip lane, as well as three variations of two-lane roundabouts.
- In an effort to meet the 2050 traffic demands, the proposed improvements add capacity to the intersection by installing a new traffic signal, increasing the southbound through and northbound left storage on IL Route 171, and adding dedicated left and right turn lanes on the eastbound approach of New Avenue.
- V3 is currently conducting a Phase I preliminary engineering and environmental studies processed through IDOT Bureau of Local Roads and Streets. The project received Phase I design approval in 2024 and V3 is currently working on Phase II engineering.
- V3 also identified funding options for the improvements and assisted the City with the preparation of application materials for State Transportation Program-Local Roads grants.

- *Bridge Inspection & Ratings*
- *Feasibility Studies*
- *Hydrologic & Hydraulic Analysis*
- *Topographic Survey*
- *Roundabout Design*
- *Location Drainage Study*
- *Roadway Design*
- *Traffic Impact Studies & Analysis*
- *Wetland Delineation & Assessment*



# THEODORE STREET CORRIDOR IMPROVEMENTS PHASE I/II/III

JOLIET, ILLINOIS



## CLIENT

City of Joliet



## VALUE

Construction Cost: \$13,000,000



## SERVICES

- V3 provided Phase I, II & III design services for corridor improvements which included the widening and resurfacing of two miles of Theodore Street from Drauden Road to IL Route 59.
  - To improve safety, a fifth, paved median/left turn lane was added to assist traffic flow on Theodore Street and potentially decrease the number and severity of accidents.
  - Design included two new traffic signals installed at the intersections with Drauden Road and Wesmere Parkway.
  - Existing street lighting system replaced with new LED street lights.
  - Design corrects existing accessibility issues while minimizing right-of-way acquisitions and utility relocations.
  - The project followed the IDOT federal process in anticipation of securing federal funds for construction. Motor Fuel Tax funds were utilized for Phase I and Phase II engineering. Construction for the project utilized REBUILD IL funding and STP-L funds.
- *Floodplain & Floodway Mapping*
  - *Hydrologic & Hydraulic Analysis*
  - *Intersection Design Studies*
  - *IDOT BLRS Processing & Approval*
  - *Phase I & Phase II Environmental Site Assessment*
  - *Roadway Design*
  - *Topographic Mapping*
  - *Traffic Impact Studies & Analysis*
  - *Wetland Delineation & Assessment*
  - *Project Development Report*
  - *Location Drainage Study*
  - *Environmental Coordination & Documentation*
  - *Public Involvement*

## 2 | Operating History



We believe in building long-term relationships through technical excellence and high-caliber project performance.

**1983**  
FOUNDED  
in Chicago

**408**  
EMPLOYEES

**10**  
OFFICES

**SERVICES**

- Construction Engineering
- Highways & Traffic
- Water Resources
- Wetlands & Ecology
- Landscape Architecture
- Railroads
- Structural
- Geosciences
- Environmental
- Site Civil
- Planning
- Surveying
- Construction Management

**VISIO, VERTERE, VIRTUTE ...**

the vision to transform with excellence



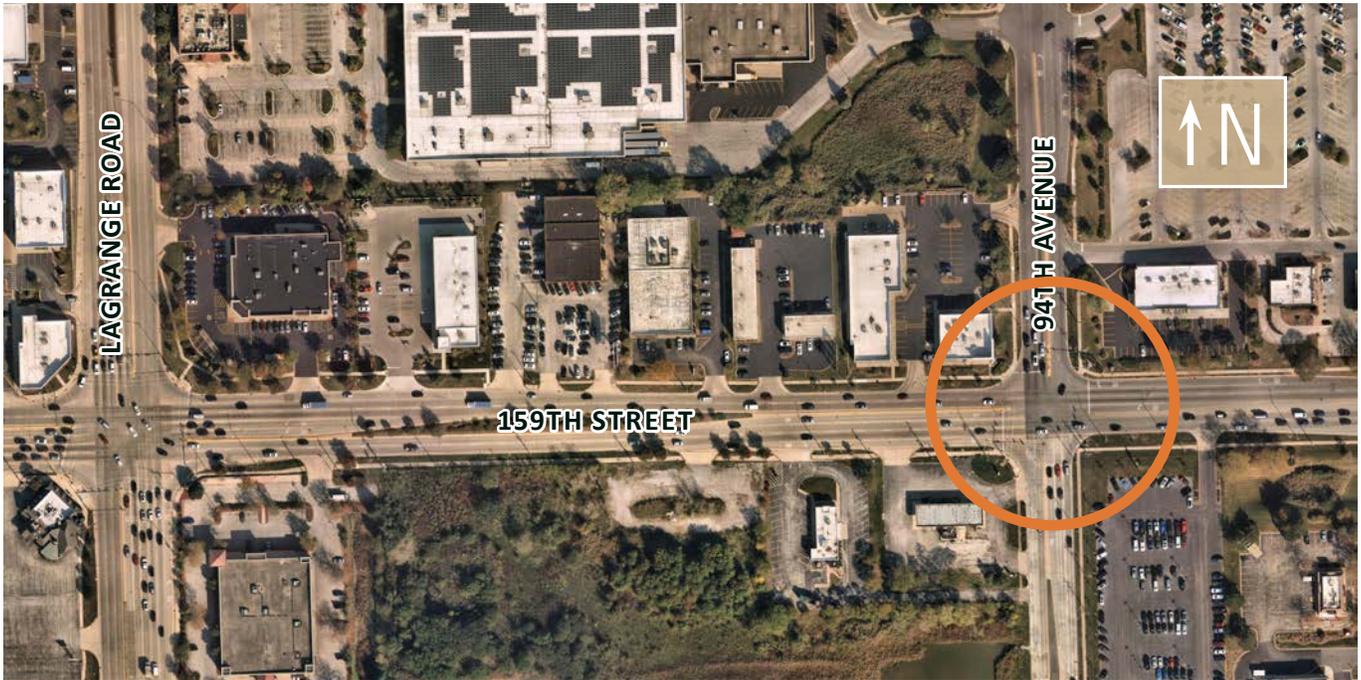


Established in 1983, V3 Companies is an employee-owned civil engineering and consulting firm headquartered in Woodridge, Illinois. With a dedicated team of approximately 408 staff members, V3 has regional offices in Chicago, Charlotte, Denver, Columbus, Edmonton, and Indianapolis. We specialize in planning, landscape architecture, civil engineering, and surveying, partnering with clients across various markets.

Our focus on client service is designed to facilitate communication, encourage long-term relationships and allow us to better deliver the projects you expect. The key is for us to provide seamless, coordinated execution on our end, marshalling and deploying the right talent through a single point of contact so you can always get the information you need, when you need it.

Being employee owned, we view our obligation to excel on your project from a very personal viewpoint. This ownership structure provides all of our team members with the opportunity to serve you — and your transportation and infrastructure, site development and environment, water and natural resource project needs — with the care and concern of an owner.





## 2.1 Project Understanding

The Village of Orland Park (Village) is soliciting Phase I Preliminary Engineering Services for safety improvements at the intersection of 94th Avenue and 159th Street. As part of the project, the Village will evaluate the potential for adding north and south bound right turn lanes on 94th Avenue. Additionally, it is our understanding that Phase I engineering will be 100% locally funded and the Village intends on obtaining outside funding for Phase II, Phase III, and construction. As such, to satisfy the requirements of obtaining federal/state funding for the next phases of the project, Phase I will be processed through IDOT Bureau of Local Roads & Streets (BLRS). Just within the last year, V3 successfully submitted outside funding applications for three projects (one of them for the Village) that resulted in all three projects being awarded STP-L grants. We anticipate the project being eligible for STP-L, CMAQ, HSIP, and Invest in Cook (IIC). We previously submitted for HSIP funding for this location on behalf of the Village but were unsuccessful at the time. However, we feel with an approved Phase I, re-applying for HSIP positions the project to receive this funding.

It will be important to confirm with IDOT the documentation and approval procedure to be utilized for this project. We have found that having a kick off meeting with IDOT prior to finalizing the scope and fee is very beneficial to the municipality. It ensures both the Village and V3 are on the same page with deliverables and minimizes the potential for supplemental services.

## 2.2 Project Approach

A field visit was conducted to evaluate existing traffic and roadway conditions and to identify any possible constraints associated with the proposed improvements.

The intersection of 94th Avenue and 159th Street (US Route 6) is located approximately 0.25 miles east of Lagrange Road (US Route 45), and one mile south of the Orland Square Mall. 94th Avenue is a north-south, 5-lane major collector with left-turn lanes at the intersection. 94th Avenue (CH W26) south of the intersection is under the jurisdiction of the Cook County Department of Transportation and Highways. 159th Street is a 5-lane other principal arterial with left and right auxiliary lanes at the intersection. 94th Avenue and 159th Street have an ADT of 16,500 (north leg), 13,100 (south leg), and 32,200 vehicles per day, respectively.

The intersection of 94th Avenue and 159th Street is currently signalized and has street lighting on all four legs. The existing left turn traffic signal phasing for all approaches is protected-permissive. There are no pedestrian signal accommodations at the intersection. Curb ramps were evaluated during the field visit and it was determined that the corners will need to be updated for ADA compliance.

**Figure 1. NE Corner. No Pedestrian Signal Accommodations.**



**Figure 2. SE Corner. Highlighting no pedestrian accommodations or crosswalk.**

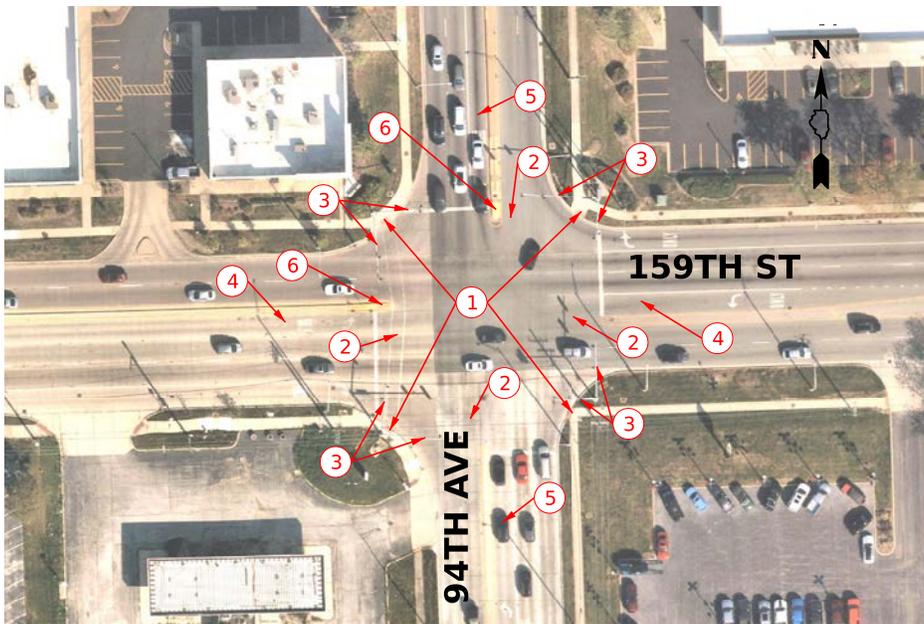


Five years of crash data at the intersection was analyzed for years 2016 – 2022. A total of 217 crashes occurred during this five-year period which is an increase from the five-year period from 2014-2018 of 106 crashes. The predominant crash types that occurred at the intersection were turning (30%), rear end (51%), and then angle (6%). A potential cause of the turning and angle crashes could be attributed to the permitted left-turns at the intersection. The cause of the crashes will be evaluated further during Phase I. The intersection is Red Light Photo enforced. As part of the safety improvements, coordination with IDOT will be required for the re-installation of the red-light cameras.

**Figure 3. SW Leg. Highlighting the existing red-light camera enforcement**







### LEGEND OF POTENTIAL IMPROVEMENTS

- ① ADA ramp improvements, countdown timers, & APS
- ② Stripe Crosswalks
- ③ Retroreflective Backplates
- ④ Protected Left Turn Phasing & Additional Left Turn Storage
- ⑤ Left Turn Lane Evaluation
- ⑥ Median Modifications for ADA Accessibility

#### ACCESSIBLE PEDESTRIAN SYSTEM, PUSH BUTTONS, COUNTDOWN TIMERS & ADA COMPLIANT PEDESTRIAN RAMPS

As part of our field review and stated earlier, the ADA ramps will need to be upgraded to meet current ADA standards. In addition, crosswalks and pedestrian push buttons will need to be added/updated to meet current standards. It is important to note that IDOT requires all new or modified pedestrian crossing to include accessible pedestrian signals (APS). Although the intent will be to utilize the existing and proposed mast arms and signal posts for the pedestrian equipment, we anticipate that new pedestrian posts will be necessary to meet ADA and APS placement requirements.

**Figure 4. SW Corner.** No pedestrian accommodations and non-compliant ADA ramps.



#### GEOMETRIC IMPROVEMENTS

In addition to traffic signal upgrades, back plates, signage, and implementing protected left turn only movements geometric modifications will be included as part of the safety improvements evaluation.

By proposing protected left turns on 159th Street, the left turn storage lengths will need to be modified which impacts the existing landscaped median. In an effort to maintain this project as a safety improvement we do not anticipate introducing additional east bound and west bound through lanes for capacity improvements.

Dual left turn lanes will also be evaluated, however this option will require significant roadway improvements and, potentially, land acquisition requirements.

North and south bound left turns will be evaluated. Understanding that if protected left turns are proposed, the left turn storage lengths will need to be lengthened and potentially interfere with existing commercial driveways.

Finally, north and south bound right turn lanes will also be evaluated. This option will require land acquisition.

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## COORDINATION

V3 has recently coordinated with IDOT regarding pedestrian accommodations and capacity analysis for the City of Lockport's 9th Street Path project and IDOT's IL 53 and IL 7 (9th Street) Intersection Improvement project. Similar to the Village's 167th Street multi-use path project, we will coordinate with Cook County and IDOT for the necessary capacity signal timing analysis for this particular intersection improvement project. Our staff has a good working relationship with IDOT enabling us to share ideas with IDOT as we develop a preferred improvement plan.

Building upon the recent traffic study analysis, the following is our scope of services to provide Phase I Engineering Services. We anticipate the project to be processed as a State CE utilizing form BLR 19100 – with exhibits. As stated earlier, if the Village moves forward with north and south bound right turn lanes, this project would require BLR 22211.

## PHASE I ENGINEERING SCOPE OF SERVICES

The scope of work provided below is associated with the fee following this section.

### 1) Data Collection

- Obtain, review, and analyze data from the Village and/or IDOT.
  - Traffic data (if available)
  - Existing Traffic Signal Plans and Signal Timings
  - Update Crash data (latest 5 years – 2020-2024)
  - Existing R.O.W. boundaries and limits
  - GIS mapping
  - Utility plans
- Site visit and evaluation.
- V3 will provide aerial photographs of the project area from the most recent aerial photo database.

### 2) Topographic Survey

Perform a full topographic survey for the project area including a detailed right-of-way survey. The survey shall include the following:

- Obtain existing utility information from the Village and utility companies that have facilities within the area.
- Topographic survey shall utilize state plan coordinate system (NAD 83) for horizontal control and NAVD 88 for vertical control and tie into existing Village benchmarks.
- Record a minimum of two permanent benchmarks at the site.
- Prepare a contour survey from field spot elevations with 1-foot contour intervals.
- Spot elevations obtained in the field will be of sufficient quantity to generate a contour survey, which properly represents the ground surface. Additional elevations will be indicated on the survey as required to establish accurate profiles (including all changes or breaks in grade) and cross-sections of walks, curbs, gutter, pavement edges, and centerlines.
- Spot elevations will be shown to the nearest 0.01 foot on all "hard surfaces" and utility structures. Spot elevations in unpaved areas such as grass and dirt shall be accurate to the nearest 0.1 foot.
- Pavement types such as concrete, asphaltic concrete, gravel, etc. will be indicated. Provide adjacent home and building finished floor elevations.
- Cross-sections shall be collected every 50 feet as well as locations that include driveways, side streets, and critical drainage and grading areas.
- Locate all property corners within the project limits.
- All storm and sanitary sewers shall be surveyed to establish horizontal and vertical control with rim and invert elevations and pipe diameters.
- Tree survey (trees to be tagged per IDOT requirements).

3) Utility Coordination

- Prepare letters and exhibits to initiate coordination with utility companies within the project corridor.
- Review and identify potential utility conflicts according to the preferred alternative.

4) Special Waste Studies

We anticipate that IDOT will perform the necessary special waste screening along 159th Street.

- V3 will conduct a Level I and Level II screening to determine if a Preliminary Environmental Site Assessment (PESA) is warranted for the project along the north and south legs of the intersection.
- If required, conduct a PESA for the project in accordance with Section 20-12.04 of the IDOT Bureau of Local Roads & Streets Manual, Section 27-3.03(a) of the IDOT Bureau of Design and Environment Manual, and the ISGS Manual for Conducting Preliminary Site Assessments for Illinois Department of Transportation Infrastructure Projects. The PESA will include the following tasks.
  - Provide a general description of the topography, soils, geology, and groundwater flow direction with the Project area
  - Review reasonably ascertainable regulatory information published by federal, state, local, tribal, health, and/or environmental agencies pertaining to the project area
  - Review historical data sources for the project area, including aerial photographs, topographic maps, fire insurance maps, Village directories, and other readily available data
  - Conduct a reconnaissance / visual inspection of properties adjacent to the project area with a focus on indications of hazardous substances, petroleum products, polychlorinated biphenyls, wells, storage tanks, solid waste disposal pits and sumps, and utilities

- Obtain, by Freedom of Information Act (FOIA), reasonably ascertainable regulatory file records related to LUST, SRP, UST, or similar regulatory sites that are deemed to have a strong potential for impacts within the existing or proposed project
- Prepare a written report of the PESA methods, findings, and conclusions

5) Environmental Survey Request (ESR)

- Prepare and submit the Environmental Survey Request (ERS) form to IDOT following the ESR Guidelines provided by IDOT, which will include the following exhibits:
  - Location Map
  - Aerials exhibits or CADD drawings with anticipated proposed right-of-way
  - Photos of all buildings constructed prior to 1984
  - NWI Maps
- Coordinate with IDOT staff and provide additional information as required. IDOT Central Office will perform the necessary coordination with the involved environmental and cultural agencies and provide the appropriate results to obtain an inventory of the affected environment.
- Photograph, research, and document all building structures that were constructed prior to 1984.
- Vegetation and tree tabulation and evaluation.
  - Conduct an inventory of the species, number, diameter at breast height (DBH), location, and quality of tree species within the project corridor
  - Based on the assessment of the tree and the proposed improvements within the corridor, prepare a spreadsheet that identifies whether trees within the corridor should be removed, remain in place, or be protected for the long-term

- 
- Biological/Wetland Clearance is not anticipated for this project since there are no wetlands in vicinity of the project limits.

#### 6) Location Drainage Study – Technical Memo

- A location drainage study (LDS) will be prepared in accordance with IDOT's "Drainage Manual." It is expected that this effort will be minimal given the scope of the project.
- Correspondence and meeting notes will be prepared to document coordination with local agencies.

#### 7) Traffic/Crash Analysis

We will utilize the information in the Villages' 2024 Traffic Study and our HSIP submittal. The following items are anticipated:

- Obtain 2050 traffic projections from CMAP, develop Design Hour Volumes (AM/PM peak).
- Capacity Analyses (existing and projected 2050 traffic) with protected left turn phasing and pedestrian accommodations.
- Capacity Analyses (existing and projected 2050 traffic) with north and south bound right turn lanes
- Review and Update crash data and tabulate (for five years of data 2020-2024) along the route.
- Update crash exhibits.

#### 8) Geometric Studies

- Evaluate the geometric conditions associated the existing conditions.
- Provide the following:
  - Roadway typical section
  - Intersection geometrics
  - Cross Section if improvements along the roadway are proposed
  - Plan Exhibits with the proposed roadway and pedestrian improvements

#### 9) Engineers' Opinion of Probable Construction Cost (to be included in the Project Development Report)

- Update the previously developed engineer's opinion of probable construction costs (EOPCC) of the proposed improvements utilizing IDOT pay items. Itemized costs will be determined using available guides and bid tabulations from similar projects. In addition, the pay item reports with awarded prices from IDOT's website will be used to approximate current unit costs.

#### 10) Public Involvement – if necessary

- It is expected that the public involvement effort will be minimal given the scope of the project. The level of public involvement will be determined at the IDOT Phase I kick-off meeting. Based on our past experiences on similar projects, a project advertisement may only be required.

11) Project Development Report

- This work anticipates preparation of an abbreviated Project Development Report (PDR) for a State Approved Categorical Exclusion using BLR Form 19100. The report will include a description of existing conditions, proposed improvements, traffic and capacity analysis, right-of-way/easement required, identified environmental concerns and impacts, design variances, and agency coordination/public involvement activities. Exhibits that will be prepared and incorporated into the PDR will include, but not be limited to:

- Location and Roadway Functional Classification maps
- Existing and Proposed Typical Sections
- Traffic and Capacity Analysis
- Proposed Plan sheets – if geometric improvements are proposed
- Proposed Traffic Signal Modification Plans
- ADA Sidewalk Ramp Details
- Estimate of Probable Construction Cost

- If BLR 22211 form is required, the report will include a description of existing conditions, proposed improvements, capacity analysis, crash analysis, right-of-way/easement required, identified environmental concerns and impacts, maintenance of traffic during construction, and agency coordination/public involvement activities. Exhibits that will be prepared and incorporated into the project report will include:

- Location and functional classification maps.
- Existing and proposed typical sections.
- Proposed plan and profile sheets.
- ADA details.
- Crash analysis.
- Environmental clearances and correspondence.
- Public involvement meeting documents if required.
- IDOT coordination and meeting minutes.

- Design variances if required.
- Traffic management plan if required.
- Coordination documentation.
- Estimate of probable construction cost.

Two submittals of the PDR will be made to the Village and IDOT (preliminary and final). A disposition of comments will be included with each submittal.

12) Meetings & Coordination

- Kick-off Meeting – Village and IDOT-BLRS (1 meeting with each).
- IDOT/FHWA Coordination Meeting (1 meeting) – if necessary.
- Public Information Meeting – (see Item 10 above) – if necessary.

13) Administration & Management

- Project administration and management will be performed by project manager and administrative staff.
  - Prepare invoices and progress reports on a monthly basis and submit to the Village for review and processing
  - Provide project and staff management. Coordinate project tasks between design team members and the subconsultants
  - Conduct internal team meetings as necessary and provide procedures for documenting and filing of project information

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14) Quality Assurance/Quality Control

- V3 will perform in-house QA/QC reviews to ensure that the documents are prepared to meet all applicable standards and guidelines. These quality control reviews will occur prior to submittal of any deliverable to the Village and IDOT.

15) Funding Applications

- As outside funding opportunities become available, V3 will assist the Village in completing the necessary documents and developing applicable exhibits for submitting funding application(s).
- The following is a list of potential funding opportunities for the intersection safety improvements:
  - STP-L – Next call for projects anticipated to open in October 2025, closing around mid-Dec 2025.
  - CMAQ – Next call for projects is as of yet un-announced but likely to be open either at the end of 2025 or early 2026.
  - HSIP – Next call for projects anticipated to open in Spring 2025, closing in early summer 2025
  - IIC – Currently open, applications due 3/21/25. FY2026 anticipated to be open mid-January 2026 and closing mid- to late March 2026

16) Intersection Design Study

An intersection design study (IDS) will be required if north and south bound right turn lanes are added on 94th Avenue. An IDS will be prepared for IDOT's approval and concurrence following their requirements. The IDS will summarize the geometric layout and storage lengths, capacity analysis, turning analysis, and profile sheets.

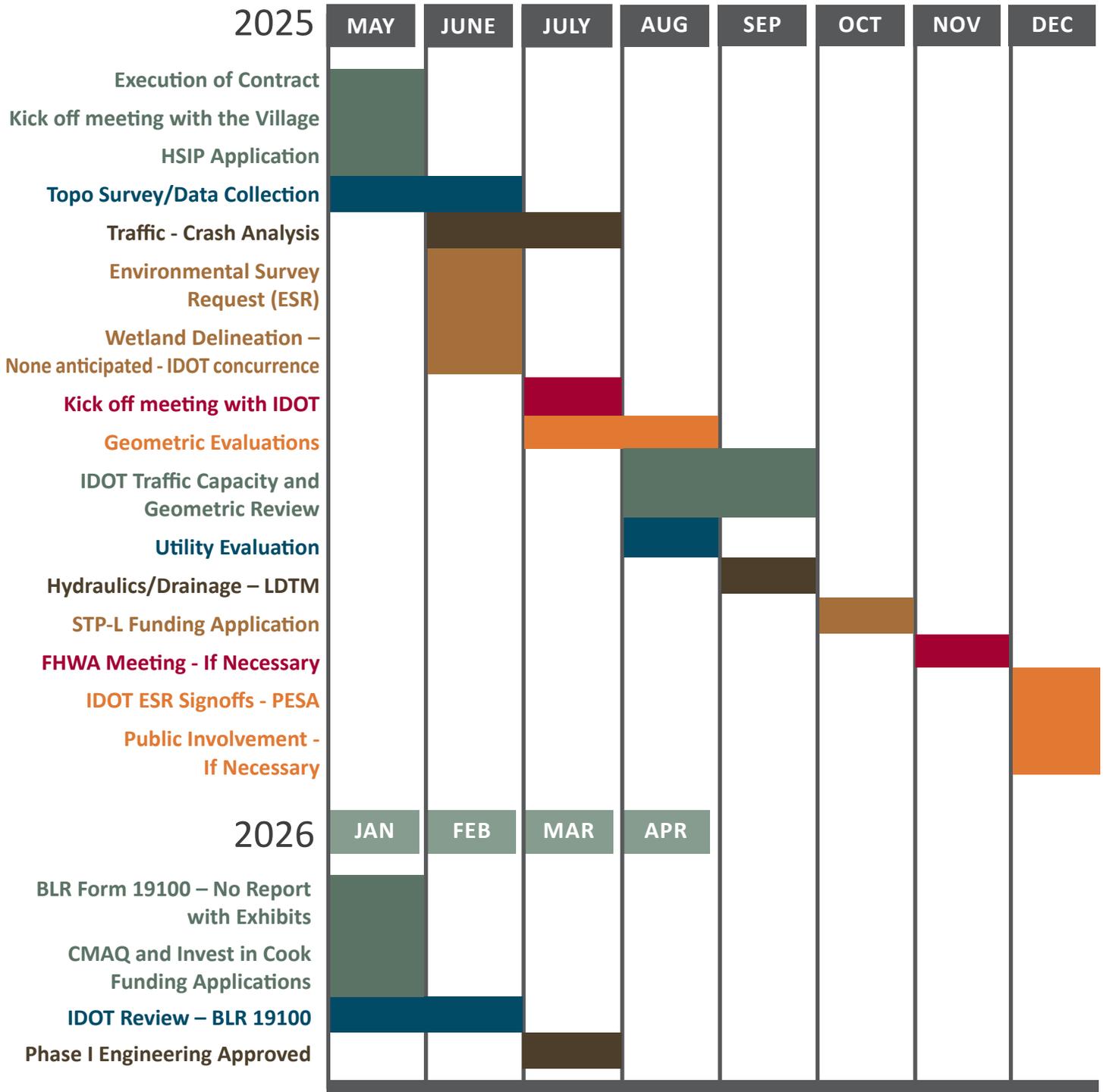
## Grant Funding

The following chart illustrates recent projects that V3 applied for funding.

Grant Funding Assistance for Locally-Led Projects	Client	Phase			Funding		
		I	II	III	Applied	Secured	Year Secured
153rd Street & Ravinia Avenue Intersection Improvements	Village of Orland Park				STP	\$2.27M	2021
131st Street Resurfacing	Village of Orland Park				STP	\$490k	2024
143rd Street Resurfacing	Village of Orland Park				STP	\$2.9M	2024
167th Street Multi-Use Path	Village of Orland Park				ITEP, STP	\$1.8M	2021
Orland Parkway Resurfacing	Village of Orland Park				STP	\$1.6M	2024
IL Route 171 & New Avenue Intersection Improvements	City of Lockport				STP	TBD	TBD
167th Street Pedestrian Crossing	City of Lockport				ITEP, STP		
City of Lockport Downtown Revitalization	City of Lockport				STP, ITEP	\$2M	2021
Farrell Road Path	City of Lockport				ITEP		
Forest Boulevard Improvements	Village of Park Forest				IIC, ITEP	\$3.6M	2023
US Route 14 Multi-Use Path	City of Des Plaines				ITEP	\$2.8M	2023
Theodore Street Corridor Improvements	City of Joliet				STP, ITEP	\$3.1M	2021
Hero's Trail Extension	Village of Homer Glen				ITEP	\$0.3M	2023

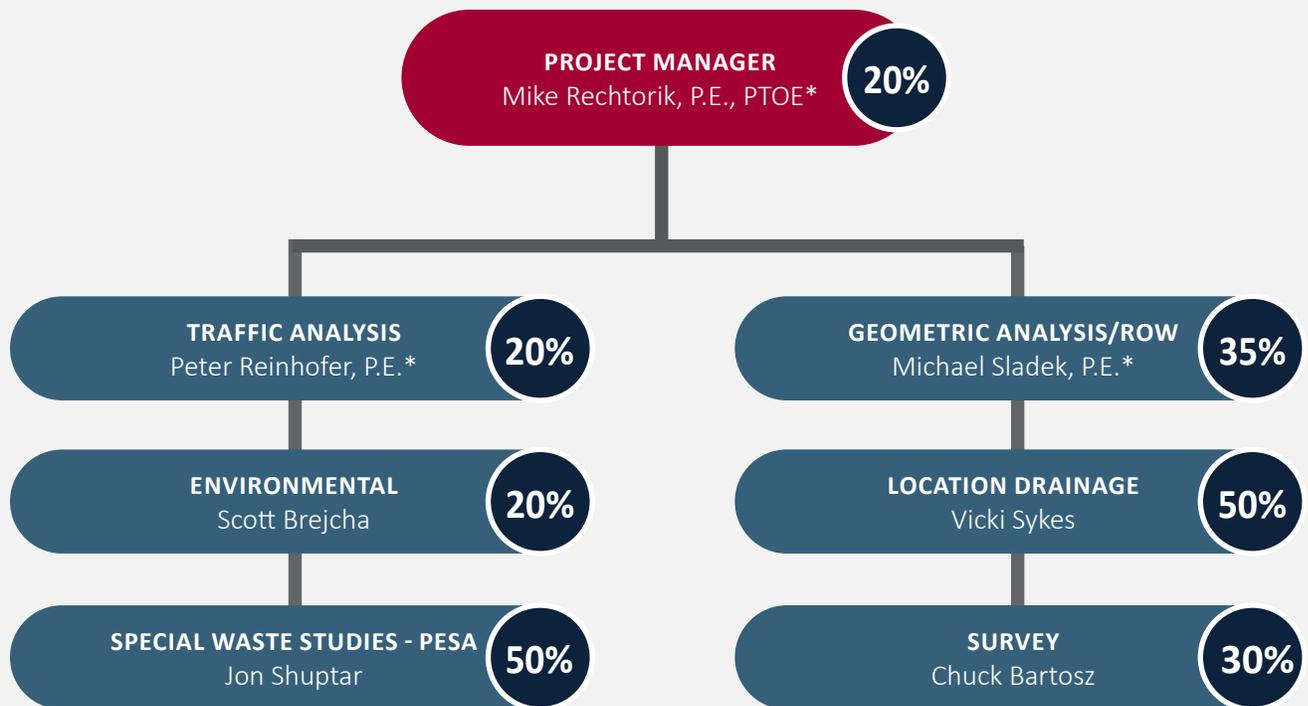
## Work Plan & Detailed Schedule

The following is our proposed schedule to successfully complete the Phase I Engineering. Included in the schedule are anticipated funding application submittal periods.



# 3 | Qualifications

V3 excels in meeting project budgets and schedules, with a strong record of repeat business from satisfied clients. Our in-house resources allow us to quickly add personnel while maintaining QA/QC standards. Key staff, currently wrapping up major projects, will be available for this project in 2025 and beyond. The percentage represents our availability to complete the project within the proposed schedule.



\*Key Staff, resume provided

# MIKE RECHTORIK, P.E., PTOE

## SENIOR PROJECT MANAGER



**Mike** is a Senior Project Manager with expertise in the areas of intersection and roadway improvements, geometric design, lighting design, traffic studies, as well as traffic signal design and operations. His experience includes a wide range of planning and design projects for the Tollway, state and county transportation agencies, local municipalities, and private developers. Mike's responsibilities include management of public improvement and transportation projects and project quality assurance and quality control.

### YEARS OF EXPERIENCE

V3: 20 | Total: 32

### EDUCATION

Master of Science, Engineering,  
University of South Florida

Bachelor of Science, Mathematics,  
University of Tampa

### CONTINUING EDUCATION

IDOT:

- *Region 1 Local Roads Seminar for Federally Funded Projects*
- *QBS Selection*
- *Local Roads Process*
- *Geometrics*
- *Traffic Signals*
- *Highway Lighting*

Illinois Tollway: Intelligent Traffic Systems

### REGISTRATIONS

Professional Engineer:

- *Illinois, #062-058827, 2006*
- *Indiana, #10607220, 2006*
- *Ohio, #PE.87274, 2021*

Professional Traffic Operations Engineer: #1353, 2004

### ASSOCIATIONS

Institute of Transportation Engineers  
American Public Works Association

### **143rd Street & LaGrange Road Intersection Improvements, Village of Orland Park – Orland Park, Illinois**

| Project Engineer for extensive roadway improvements totaling \$12 million in pavement widening, pavement reconstruction, new watermain and oversized storm sewer, irrigation, street lighting, landscaping, plantings, brick pavers, and numerous decorative landscaping improvements. Existing right-of-way contained several existing utilities that had to be moved, adjusted or maintained along with the proposed utilities, lighting, and signals. Mike was responsible for traffic analysis, intersection design studies, streetscape design, and traffic signal and interconnect plans.

### **Theodore Street Corridor Improvements Phase I & II, City of Joliet – Joliet, Illinois**

| Project Manager for the Phase I and II engineering services for the two-mile roadway segment that included widening, resurfacing and the addition of a center lane/left turn lanes. Other improvements included traffic signals, new LED streetlights, a multi-use path, storm sewer, and ADA design. IDOT federal processes are being followed in anticipation of securing federal funds for construction. Mike was responsible for traffic modeling and projections, traffic management analysis, crash analyses, intersection studies, roadway layout, and geometrics as well as the preliminary design report.

### **IL Route 171 & New Avenue Feasibility Study & Phase I, City of Lockport – Lockport, Illinois**

| Quality Assurance and Quality Control for the feasibility study to address the safety and capacity issues at the unsignalized, three-leg intersection of IL Route 171 (State Street) and New Avenue located north of downtown Lockport. V3 was hired to complete Phase I preliminary engineering and environmental studies processed through IDOT Bureau of Local Roads and Streets. The Phase I process involves preparation of a full report state categorical exclusion. V3 also identified funding options for the improvements and assisted the City with the preparation of application materials for State Transportation Program - Local Roads grants. Mike was responsible for the oversight of the traffic modeling and projections, crash analyses, roundabout alignment, and intersection layout.



**Forest Boulevard Improvements, Village of Park Forest – Park Forest, Illinois** | Project Manager for the Phase I and II engineering for this one-mile roadway reconstruction, multi-use path construction, and intersection improvements. A “road diet” is proposed to provide an opportunity to create additional public space adjacent to the downtown area. A new multi-use path is proposed to replace a sidewalk along the west side of the roadway, and the design will also correct existing accessibility issues along the corridor. Phase I engineering utilized local and Cook County Invest in Cook funds. V3 is assisting the Village with pursuing federal funding for Phase II. The project is being processed through IDOT Local Roads.

**143rd Street Phase I Study Lemont Road to Bell Road, Will County DOT – Homer Glen, Illinois** | Project Engineer providing Phase I preliminary engineering services for the reconstruction of approximately 3.5 miles of 143rd Street from a two-lane rural facility to a four-lane urban facility with a continuous mountable median. Project included the preparation of a project development report, alternate geometrics studies, crash studies, wetland delineation and assessment, a location drainage study, environmental coordination, public involvement, and the preparation of hydraulic studies for seven culvert crossings that convey tributaries to Long Run Creek. Mike was responsible for traffic modeling and projections, intersection design studies, and geometric studies.

**75th Street Reconstruction from Adams Street to Plainfield Road, DuPage County DOT – Darien, Illinois** | Project Engineer for Phase II design engineering services for reconstruction of one mile of 75th Street from Adams Street to Plainfield Road. Improvements included addition of a third travel lane in either direction, a new closed drainage system, additional auxiliary lanes at Cass Avenue and Plainfield Road, traffic signal modernization/interconnection, and the resurfacing of one-half mile of existing pavement on Plainfield Road. Mike was responsible for traffic studies and analyses as well as preparing traffic signal modernization and interconnection plans for four signalized intersections.

**Ogden Avenue & Washington Street Intersection Improvements, City of Naperville – Naperville, Illinois** | Project Manager for the design of pedestrian facilities to cross US Route 34 (Ogden Avenue) at Washington Street that included ADA ramp and sidewalk improvements and accessible pedestrian signals. Due to the desired schedule for IDOT’s resurfacing project and the City’s project, the work was completed under one contract. Mike was responsible for oversight of the project, preparing plans, specifications, and cost estimates, and obtaining an IDOT permit.

**Aurora Avenue & Webster Street Intersection Improvements, City of Naperville – Naperville, Illinois** | Project Manager for the redesign of non-compliant intersection crossings at Aurora Avenue and Webster Street. Work included installation of a new traffic signal and interconnect, redesign of non-compliant brick pavers and concrete sidewalk to meet ADA requirements, milling and resurfacing, new curb and gutter, drainage structure adjustments, and pavement marking. Mike was responsible for oversight of the project, preparing plans, specifications, and cost estimates for the locally funded project.

**IL Route 53 Northern Pedestrian Connectivity Project, Village of Woodridge – Woodridge, Illinois** | Traffic Signal Engineer for Phase I and II design engineering services for approximately 11,000 square feet of five-foot-wide sidewalk along IL Route 53 from Hobson Road to Mulligan Drive. Project included traffic signal modernization and new pedestrian signal crossings as well as ADA ramps. Construction was STP funded and processed through IDOT Bureau of Local Roads. IDOT approvals were required from several IDOT Sections including Traffic, Geometrics, Hydraulics, Traffic Signals, Electrical, Arterials and Permits.

# PETER REINHOFER, P.E.

## TRAFFIC ANALYSIS



**Peter** is a Senior Project Manager with experience in transportation engineering, urban planning, traffic engineering, and transportation planning working with both public and private sector clients. Through his work on numerous projects at the state and regional level mixed with local community and private development studies, Peter has been a leader in creating a balanced approach to transportation planning that serves transit, pedestrians, bicyclists, and motorists while creating a safe and comfortable environment for all users.

### YEARS OF EXPERIENCE

V3: 16 | Total: 27

### EDUCATION

Bachelor of Science, Civil Engineering, Marquette University

### CONTINUING EDUCATION

ACEC Illinois: IDOT Phase I Training  
PSMJ: Project Manager Bootcamp  
Northwestern University: Highway Capacity Workshop  
University of Wisconsin: Timing Traffic Signals  
Wisconsin DOT: Paramics Training

### REGISTRATIONS

Professional Engineer: Illinois, #062-056323, 2003

### ASSOCIATIONS

American Public Works Association  
Institute of Transportation Engineers

**Forest Boulevard Improvements, Village of Park Forest – Park Forest, Illinois** | Project Manager for Phase I engineering of this one-mile roadway reconstruction, multi-use path construction, and intersection improvements. Project goals include elimination of a traffic signal in favor of a stop-controlled intersection along with a road diet to better utilize public right-of-way for the path and provide a linear park along the Village’s retail district. Phase I engineering is utilizing local and Cook County Invest in Cook funds and being processed through IDOT Local Roads. Project also includes topographic survey, data collection, intersection evaluation, preliminary engineering, environmental studies, drainage studies, and potentially applying for FAU route designation.

**143rd Street Phase I Study Lemont Road to Bell Road, Will County DOT – Homer Glen, Illinois** | Project Engineer for the preparation of a Phase I study for this 3.5-mile segment of 143rd Street from Lemont Road to Bell Road. Due to ongoing development in the region and the opening of a new Illinois Tollway interchange, 143rd Street is proposed to be upgraded from a two-lane rural facility to a four-lane divided urban facility. Peter assisted the project team with the public outreach process.

**Central Road Intersections Pedestrian & Signal Improvements, Village of Mount Prospect – Mount Prospect, Illinois** | Project Manager for the pedestrian accessibility project along Central Road at the intersections of Arthur Avenue and Bosch Access Drive to bring all corners of the intersections into full compliance with Public Rights-of-Way Accessibility Guidelines requirements for pedestrian facilities. Project included design and preparation of construction documents for sidewalk and traffic signal improvements and required extensive regrading and pavement re-profiling to achieve acceptable slopes for pedestrian crossings.

**Costco Wholesale North East Naperville Location, Costco Wholesale Corporation – Naperville, Illinois** | Traffic Engineer for civil design services of this 18.95-acre, 161,203-square-foot warehouse and gasoline facility. Project included a due diligence report and preliminary plans, a traffic impact study, capacity analysis of 11 intersections, as well as coordination for the design of a proposed electric duct bank with the City of Naperville. Traffic mitigation alternatives were developed at Ogden Avenue and Iroquois Avenue, and the preferred alternative will be approved and permitted through IDOT.

# MICHAEL SLADEK, P.E.

## GEOMETRIC ANALYSIS/ROW



**Michael** is a Project Engineer with experience in civil engineering. He is responsible for contract documents, permitting, and preparing design plans in AutoCAD and OpenRoads Designer. Michael has project experience with roadway design, ADA design and compliance, railroad design, 3D modeling, utility coordination, roadway lighting design, site lighting design, photometric studies, traffic signal design, and transportation studies.

### YEARS OF EXPERIENCE

V3: 9 | Total: 9

### EDUCATION

Bachelor of Science, Civil Engineering,  
University of Illinois

Master of Science, Transportation  
Engineering, University of Illinois

### REGISTRATIONS

Professional Engineer: Illinois,  
#062-071692, 2019

**Forest Boulevard Improvements, Village of Park Forest – Park Forest, Illinois** | Project Engineer for Phase I engineering of this one-mile roadway reconstruction, multi-use path construction, and intersection improvements. Project goals include elimination of a traffic signal in favor of a stop-controlled intersection along with a road diet to better utilize public right-of-way for the path and provide a linear park along the Village’s retail district. Phase I engineering utilizes local and Invest in Cook funds and being processed through IDOT Local Roads. Project includes topographic survey, data collection, intersection evaluation, preliminary engineering, environmental studies, and drainage studies. Michael prepared roadway and ADA plans as well as cost estimates.

**167th Street Multi-Use Path, Village of Orland Park – Orland Park, Illinois** | Project Engineer for Phase I study for a new, one-mile, multi-use path along 167th Street. Improvements included sidewalk removal, new asphalt path, earth excavation and embankment, retaining wall, grading and reshaping of existing ditches, new storm sewer, and pedestrian signals at railroad and roadway intersections. V3 performed a wetland delineation within the Marley Creek floodway/floodplain, a Waters of the U.S. and emergent wetland. Michael was responsible for preparing multi-use path plans as well as the ADA design at intersection crossings.

**IL Route 171 & New Avenue Feasibility Study & Phase I, City of Lockport – Lockport, Illinois** | Project Engineer for the feasibility study to address the safety and capacity issues at the unsignalized, three-leg intersection of IL Route 171 (State Street) and New Avenue located north of downtown Lockport. V3 completed Phase I preliminary engineering and environmental studies processed through IDOT Bureau of Local Roads and Streets. The Phase I resulted in a full report state categorical exclusion. V3 identified funding options for the improvements and assisted the City with the preparation of application materials for State Transportation Program - Local Roads grants. Michael was responsible for preparing concept exhibits of various alternatives during the feasibility study.

**I-80 & Wolf Road Interchange Concept Feasibility Study, Village of Orland Park – Orland Park, Illinois** | Design Engineer for the concept study of a new interchange at I-80 and Wolf Road. Currently, there is an eight-mile gap between existing local access interchanges along I-80 from US Route 30 to LaGrange Road. A total of eight interchange alternatives were developed, which sought to provide new access to/from I-80 while minimizing impacts to adjacent properties, environmental resources, and major utilities. Michael developed conceptual plans, exhibits, and cost estimates for each of the interchange alternatives.

# 4 | Proposed Fee

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## PROPOSAL SUMMARY SHEET

RFP #25-017

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

Business Name: V3 Companies, Ltd.

Street Address: 7325 Janes Avenue

City, State, Zip: Woodridge, Illinois 60517

Contact Name: Vince Del Medico, P.E.

Title: Vice President

Phone: 773.456.8531 Fax: 630-724-9202

E-Mail address: vdelmedico@v3co.com

### Price Proposal

PROPOSAL TOTAL \$ 114,215

### AUTHORIZATION & SIGNATURE

Name of Authorized Signee: Vincent J. Del Medico

Signature of Authorized Signee: 

Title: Vice President Date: 4/8/2025



**94th Avenue and 159th Street Safety Improvements**  
**March 11, 2025**  
**REVISED April 8, 2025**

TASK	Classification:	Director	Senior PM	Project Manager	Sr Project Engineer	Project Engineer	Design Engineer	Project Scientist	Design Technician	Survey Crew	Project Surveyor	Project Coord.	SUMMARY	
	Rate:	\$250.00	\$240.00	\$205.00	\$190.00	\$180.00	\$150.00	\$150.00	\$130.00	\$235.00	\$145.00	\$85.00	HOUR TOTALS	FEE TOTALS
1. Data Collection			1		2		12		4				19	\$2,940.00
2. Topographic Survey			4						20	40			64	\$12,960.00
3. Utility Coordination				4			16						20	\$3,220.00
4. Special Waste Studies				8				24					32	\$5,240.00
5. Environmental Survey Request				1	4		8						13	\$2,165.00
6. Location Drainage Study - Technical Memo			4		20		32						56	\$9,560.00
7. Traffic/Crash Analysis				6		24	32						62	\$10,350.00
8. Geometric Studies			8		24		40		16				88	\$14,560.00
9. Engineer's Opinion of Probable Construction Cost			4				16						20	\$3,360.00
10. Public Involvement			2				16						18	\$2,880.00
11. Project Development Report	2		8		24		40		40				114	\$18,180.00
12. Meetings and Coordination			8				8						16	\$3,120.00
13. Administration & Management			24										24	\$5,760.00
14. Quality Assurance/Quality Control	4		8										12	\$2,920.00
15. Funding Applications												32	32	\$2,720.00
16. Intersection Design Study				8	24		40		16				88	\$14,280.00
<b>HOURLY TOTALS</b>		6	71	27	98	24	260	24	96	40	0	32	<b>678</b>	<b>\$114,215.00</b>

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# 5 | Required Forms



The undersigned Vincent J. Del Medico, as Vice President  
(Enter Name of Person Making Certification) (Enter Title of Person Making Certification)

and on behalf of V3 Companies, Ltd., 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.#: 36-3252440  
(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 10/01/1983  
(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     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  
  
Vincent J. Del Medico  
\_\_\_\_\_  
Name of Authorized Officer  
  
Vice President  
\_\_\_\_\_  
Title  
  
3/11/2025  
\_\_\_\_\_  
Date



## 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.
<p><b><u>WORKERS' COMPENSATION &amp; EMPLOYER LIABILITY</u></b>            Full Statutory Limits - Employers Liability            \$500,000 – Each Accident            \$500,000 – Each Employee            \$500,000 – Policy Limit  <b>Waiver of Subrogation in favor of the Village of Orland Park</b></p> <p><b><u>AUTOMOBILE LIABILITY</u></b> (ISO Form CA 0001)            \$1,000,000 – Combined Single Limit Per Occurrence            Bodily Injury &amp; Property Damage. Applicable for All Company Vehicles.</p> <p><b><u>GENERAL LIABILITY</u></b> (Occurrence basis) (ISO Form CG 0001)            \$1,000,000 – Combined Single Limit Per Occurrence            Bodily Injury &amp; Property Damage            \$2,000,000 – General Aggregate Limit            \$1,000,000 – Personal &amp; Advertising Injury            \$2,000,000 – Products/Completed Operations Aggregate</p> <p><b><u>ADDITIONAL INSURED ENDORSEMENTS:</u></b>  <i>(Not applicable for Goods Only Purchases)</i></p> <ul style="list-style-type: none"> <li>• <b>ISO CG 20 10 or CG 20 26 (or Equivalent)</b>              Commercial General Liability Coverage</li> <li>• <b>CG 20 01 Primary &amp; Non-Contributory (or Equivalent)</b> 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.</li> <li>• <b>Blanket General Liability Waiver of Subrogation - Village of Orland Park</b> A provision that prohibits an insurer from pursuing a third party to recover damages for covered losses.</li> </ul>	<p><b><u>LIABILITY UMBRELLA</u></b> (Follow Form Policy)  <input type="checkbox"/> \$1,000,000 – Each Occurrence                                              \$1,000,000 – Aggregate</p> <p><input type="checkbox"/> \$2,000,000 – Each Occurrence                                              \$2,000,000 – Aggregate</p> <p><input checked="" type="checkbox"/> Other: <b>\$5m Each/\$5m Agg.</b>  <b>EXCESS MUST COVER:</b> General Liability, Automobile Liability, Employers' Liability</p> <p><b><u>PROFESSIONAL LIABILITY</u></b>  <input type="checkbox"/> \$1,000,000 Limit – Claims Made Form, Indicate Retroactive Date</p> <p><input type="checkbox"/> \$2,000,000 Limit – Claims Made Form, Indicate Retroactive Date</p> <p><input checked="" type="checkbox"/> Other: <b>\$3m Each/\$3m Agg.</b>            Deductible not-to-exceed \$50,000 without prior written approval</p> <p><input type="checkbox"/> <b><u>BUILDERS RISK</u></b>            Completed Property Full Replacement Cost Limits – Structures under construction</p> <p><input type="checkbox"/> <b><u>ENVIRONMENTAL IMPAIRMENT/POLLUTION LIABILITY</u></b>            \$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</p> <p><input type="checkbox"/> <b><u>CYBER LIABILITY</u></b>            \$1,000,000 Limit per Data Breach for liability, notification, response, credit monitoring service costs, and software/property damage</p> <p><input type="checkbox"/> <b>CG 20 37 ADDITIONAL INSURED</b> – Completed Operations (Provide only if box is checked)</p>

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 11th DAY OF March, 2025



Signature

Authorized to execute agreements for:

Vincent J. Del Medico, Vice President

Printed Name & Title

V3 Companies, Ltd.

Name of Company





V3 COMPANIES

7325 Janes Avenue  
Woodridge, IL 60517



[WWW.V3CO.COM](http://WWW.V3CO.COM)