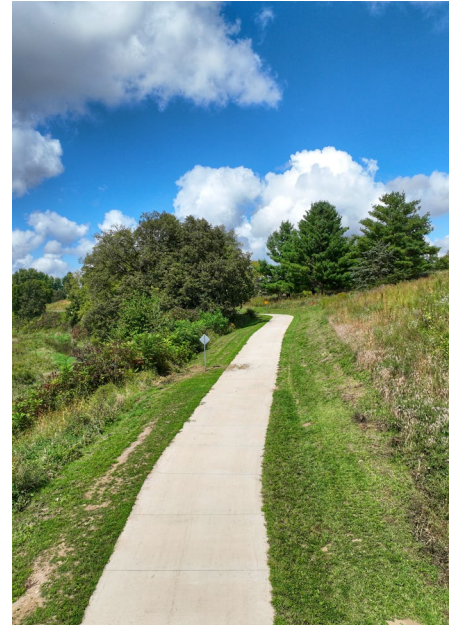


insight • experience • results

PROPOSAL

Lake Sedgewick Multiuse Path Phase I Preliminary Design Engineering

**ORLAND PARK**

PREPARED FOR

Village of Orland Park

Selection Committee

Office of the Village Clerk

14700 South Ravinia Avenue

Orland Park, Illinois 60462

fehrgraham.com

May 18, 2026

Village of Orland Park
Office of the Village Clerk
14700 South Ravinia Avenue
Orland Park, Illinois 60462

**RE: Proposal – Lake Sedgewick Multiuse Path
Phase I Preliminary Design Engineering #26-033**

Dear Selection Committee,

The Village of Orland Park is advancing an exciting project that will improve connectivity and expand recreational access around one of the community's valued natural amenities. Developing a multiuse path around Lake Sedgewick will require thoughtful planning, evaluation of feasible alternatives, and coordination around environmental features and adjacent property considerations. Fehr Graham is prepared to help the Village move this vision forward with a practical, community-focused approach.

Our team will work closely with the Village to evaluate route options and assess conditions near Marley Creek and surrounding wetlands to develop a preferred alignment that balances constructability, user experience and environmental sensitivity. We understand the challenges, including balancing the construction costs of boardwalk structures while minimizing wetland impacts to support project budget and permitting requirements, associated with this alignment. Projects like this require more than technical expertise – they require collaboration, communication and creative problem-solving to navigate challenges while maintaining progress.

I, Mark Decker, will serve as Project Manager and lead a multidisciplinary team of surveyors, structural engineers, civil engineers, environmental scientists and landscape architects. Together, we bring experience designing multiuse paths, coordinating permitting and environmental considerations, and integrating trail improvements into park and open space systems that are functional, durable and aligned with community goals.

Fehr Graham will help the Village of Orland Park create a meaningful new connection around Lake Sedgewick that residents can enjoy for years to come.

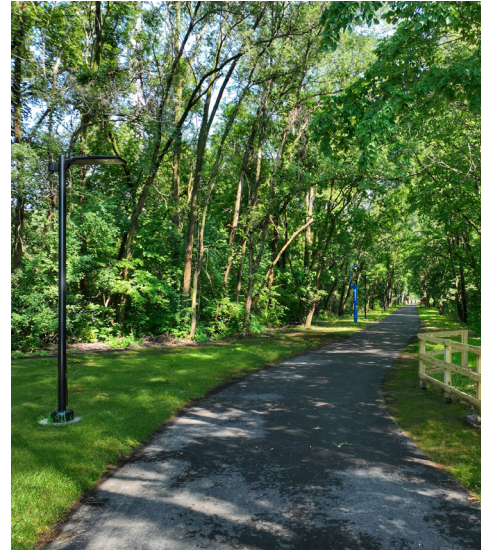
Sincerely,



Mark Decker, PLA, ASLA
Landscape Architect Project Manager
mdecker@fehrgraham.com



Chris DeSilva, PE
Business Unit Leader
cdesilva@fehrgraham.com



Multiuse bike path extensions help connect downtown riverwalk

DIXON, ILLINOIS

The City of Dixon hoped to revitalize its riverfront to make it more navigable for residents and tourists. To guide this vision, the Dixon Riverfront Commission developed a Riverfront Master Plan in 2002, outlining a multiyear, multiphase development of the downtown area along the Rock River. The plan prioritized enhancing pedestrian facilities and establishing multiuse paths. After securing a grant through the Illinois Transportation Enhancement Program (ITEP), the City hired Fehr Graham to design and execute Phase III of the Master Plan. This phase extended 1.5 miles of multiuse paths along the Rock River west of Peoria Avenue, then south along an abandoned, elevated railroad corridor to 7th Street.

One significant challenge was contaminated and hazardous soils, which required remediation. Fehr Graham supported the City's cleanup by applying for and managing federal and state grants from the Environmental Protection Agency (EPA) to ensure safety. The team secured permits for work within the floodplain and floodway, working closely with federal and state agencies. The design also preserved and enhanced historic stone arch railroad bridges, adding functionality and character.

A defining feature of Phase III is the pedestrian bridge that links the riverfront path to the elevated, abandoned rail corridor. This 700-foot boardwalk structure, with an ascent of 40 feet, provides an Americans with Disabilities Act-accessible route while minimizing the impact on the former railroad embankment. The bridge was a cost-effective solution to address the challenging grade changes along the path. By improving connectivity to downtown amenities, the project sparked economic development. To support growth and additional phases of the Riverfront Master Plan, Fehr Graham prepared a comprehensive plan that incorporated Phase III improvements and envisioned the redevelopment of 14 acres along the riverfront with additional pedestrian paths and mixed-use commercial and residential spaces.

With design and permitting complete, Fehr Graham provided Phase III engineering services, overseeing construction and ensuring compliance with the Illinois Department of Transportation's documentation standards. The project remained on schedule and was within 1% of the construction budget, delivering a valuable asset for Dixon.



CLIENT CONTACT

Danny Langloss
 City Manager
 815.288.1485
danny.langloss@discoverdixon.org

PERIOD OF SERVICES

March 2017 to June 2024

CONTRACT VALUE

\$501,850

CONSTRUCTION COST

\$4.5 million

FUNDING

ITEP, Local

PROJECT TEAM

PROJECT MANAGER

Jason Stoll, PE

ENVIRONMENTAL LEAD

Ross Grimes, PG

LEAD STRUCTURAL ENGINEER

Dan Caceres, PE, SE

TRANSPORTATION PROJECT ENGINEER

Brock Sutton, PE

AT A GLANCE

- » Grant funding and administration.
- » Shared use path improvements.
- » Environmental remediation.
- » Comprehensive planning.
- » Preliminary engineering I and II.
- » Structural engineering, TSLs and bridge plans.
- » Landscape architecture.
- » Lighting/photometrics design.
- » Phase III construction engineering.



Rail-to-trail conversion connects Urbana to Kickapoo State Park

VERMILION COUNTY CONSERVATION DISTRICT, ILLINOIS



CLIENT CONTACT

Jamie Pasquale
Executive Director
217.442.1691
jpasquale@vccd.org

PERIOD OF SERVICES

January 2019 to May 2019

CONTRACT VALUE

\$90,000

CONSTRUCTION COST

\$3,038,000

PROJECT TEAM

PROJECT MANAGER

Chad Osterbur, PE, PLS

AT A GLANCE

- » Aided IDOT project development.
- » Designed preliminary trail and bridge.
- » Attended public meetings with landowners and local agencies.
- » Obtained environmental clearances.
- » Completed topographic survey.
- » Construction plans and bid documents preparation.
- » Obtained permits.

Repurposing 24.5 miles of old rail line into a recreation path and connecting Urbana to Kickapoo State Park is no easy feat. It takes multiple partners and phases to complete a project like the Kickapoo Rail Trail in central Illinois.

The trail, which is being built in several phases, started with a 7-mile section in Champaign County and a 3-mile section in Vermilion County completed in 2016 and 2017, respectively.

One of the most challenging phases was the portion that converted a 1,300-foot railroad bridge spanning the Middle Fork Vermilion River into a recreation path near the Vermilion County Fairgrounds. The trestle bridge had to be converted for pedestrian use by modifying it with a prefabricated transverse timber deck panel system and bicycle-safe railings. Fehr Graham prepared the design specifications for the prefabricated system.

In early 2019, Fehr Graham prepared plans and bid documents for the Illinois Department of Transportation (IDOT) to prepare for the August 2019 IDOT letting to transform the rail bridge. Fehr Graham designed the improvements and facilitated the environmental clearances to ensure this portion of the project stayed on schedule.

Funding for the project came from several state and federal grants, including three Illinois Transportation Enhancement Program (ITEP) grants and from the Illinois Department of Natural Resources (IDNR) Recreational Trails Program.

The trail is open from Urbana to St. Joseph, and a new section of trail is currently under construction in St. Joseph. When all the phases are completed, the Kickapoo Rail Trail will run from Weaver Park in Urbana to Kickapoo State Park outside Danville.

Fehr Graham has been a project partner since the beginning of the project. During the initial planning effort, we completed Phase I engineering and environmental work to allow the acquisition of the old CSX rail line to begin. This involved coordinating with the communities along the route, landowners, CSX railroad, IDOT, Federal Highway Administration and IDNR.

In May 2022, the Illinois chapter of the American Public Works Association recognized the state's top projects. The bridge phase of the Kickapoo Rail Trail project took the honor of the top transportation project in the less than \$5 million category.



Stevens Creek Bikeway to enhance connectivity, creation

DECATUR, ILLINOIS

The Stevens Creek Bikeway follows a scenic stream through neighborhoods and woodlands, connecting two parks on the western side of Decatur, Illinois. When the Decatur Park District sought to develop Phase II of the bike path improvement project, they hired Fehr Graham to help.

Fehr Graham is handling Phase I and Phase II engineering for a 1.25-mile regional multiuse trail along Stevens Creek. This will connect to the trails in the Decatur Park District system. Phase I, which involves preliminary design and updating a Project Development Report, is in progress and is pending Illinois Department of Transportation approval.

During Phase II, Fehr Graham will develop and plan for bidding and construction of the Phase 2A segment of the Bikeway System. This segment will feature a 6,600-foot-long, 10-foot-wide asphalt trail, designed for nonvehicular, off-road use along Stevens Creek. This expansion aims to enhance connectivity and provide safe, alternative travel options for Decatur residents and visitors.

Phase II is expected to be completed in October 2026. Once completed, the Stevens Creek Bikeway will create a safe, alternative travel route connecting the Village of Forsyth, Decatur and Rock Springs Conservation Area (RSCA), a 1,300-acre local gem featuring a nature preserve and environmental education museum. The completed trail will offer recreational and multimodal transportation opportunities, improving the quality of life in Decatur.



CLIENT CONTACT

Clay Gerhard
 Executive Director
 217.422.5911
 cgerhard@decparcs.com

PERIOD OF SERVICES

November 2022 to Present

CONTRACT VALUE

\$322,131

CONSTRUCTION COST

\$2.5 million (estimate)

PROJECT TEAM

PROJECT MANAGER

Mark Decker, PLA, ASLA

SENIOR PROJECT ENGINEER

Paul Ertmer, PE

AT A GLANCE

- » Boundary survey.
- » Entitlement.
- » Geotechnical engineering.
- » Wetland delineation.
- » Preliminary design engineering.
- » Project administration, meetings and state agency coordination.



Shared-use path extensions provide safety, accessibility

DEKALB, ILLINOIS



CLIENT CONTACT

Zachary Gill, City Engineer
815.748.2000
zachary.gill@cityofdekalb.com

PERIOD OF SERVICES

March 2021 to February 2023

CONTRACT VALUE

\$145,600

CONSTRUCTION COST

Dresser Road: \$200,000
Fairview Segment A: \$160,000
Fairview Segment B: \$350,000 (estimate)

FUNDING

STP, Local

PROJECT TEAM

PRINCIPAL

Jason Stoll, PE

TRANSPORTATION PROJECT ENGINEER

Brock Sutton, PE

RESIDENT ENGINEER

Royce Monk

AT A GLANCE

- » Phase I and II design engineering.
- » Phase III construction engineering.
- » Construction staking/layout.
- » PDR.
- » ESR.
- » Land acquisition documents.
- » Right-of-way acquisition documents.
- » ADA accessible design.

City of DeKalb officials hoped to extend and update its shared-use paths along Fairview Drive and Dresser Road and hired Fehr Graham to help make it happen.

Fehr Graham provided engineering services for the Hot Mix Asphalt path extension along Dresser Road, which was constructed in 2021. The connector path linked North Annie Glidden Road and the sidewalk at West Dresser Road near DeKalb High School. The 0.34-mile project created a safe and Americans with Disabilities Act (ADA)-accessible route for students and other pedestrians along Dresser Road.

The Fairview Road Shared-Use Path, designed in two phases, extended the shared-use path from 7th Street to Macom Drive as part of the first phase, known as Segment A. In 2022, the path extension was continued as part of Segment B from Macom Drive east to the commercial driveway at 3M Distribution Center.

Because the second phase of this project uses Surface Transportation Program (STP) funds, plans for Segment B required Illinois Department of Transportation (IDOT) review and approval. We created and submitted a Project Development Report (PDR) after completing environmental studies and assessments for an Environmental Survey Request (ESR).

IDOT is in the process of approving path extension designs. We also identified the need for additional right-of-way and prepared legal descriptions and other documents for land acquisition to move the project forward. We handled the bidding process and provided Phase III construction engineering on Segment A and provided those services for Segment B later.

The shared-use path on Dresser Road connects nearby neighborhoods with DeKalb High school, allowing and encouraging safe travel for students to walk or bike to school. It also helps keep pedestrians off the road and on a safer route.



Multiuse path eases commute, enhances safety for pedestrians, students

SAVOY, ILLINOIS



CLIENT CONTACT

Roland White
Public Works Director
217.359.5894
roland.white@savoy.illinois.gov

PERIOD OF SERVICES

February 2019 to October 2022

CONTRACT VALUE

\$240,518

CONSTRUCTION COST

\$1.2 million

FUNDING

ITEP

PROJECT TEAM

PRINCIPAL

Matthew Johnson PE, SE

PROJECT MANAGER

Chad Osterbur PE, PLS

CONSTRUCTION OBSERVATION

Ryan Townsley

AT A GLANCE

- » Phase I, II and III engineering services.
- » Topographic survey.
- » Agency coordination.
- » Right-of-way and easement evaluation.
- » Hydraulic analysis.
- » Environmental Site Assessment.
- » Preliminary plans.
- » Cost estimates.
- » Federal coordination meeting.
- » Project Development Report.

Getting from Savoy to the University of Illinois at Urbana-Champaign and back is not only easier but safer for pedestrians and bikers thanks to a new multiuse path along South First Street.

With no paved shoulders or bicycle lanes, the 1-mile stretch along the west side of South First Street between Curtis Road and Windsor Road was unsafe for pedestrians and cyclists.

Savoy and campus leaders were concerned someone would get hurt – or worse – so with Fehr Graham's help, the Village secured a \$1.2 million Illinois Transportation Enhancement Program (ITEP) grant to add a multiuse path along the stretch. The grant fully funded the project.

Fehr Graham designed a 10-foot-wide Americans with Disabilities Act-accessible concrete path with safety in mind. Plans included lining the path with solar LED pedestrian scale lighting, essential because of the narrow road and lack of streetlights. Our team provided Illinois Department of Transportation Phase I, II and III services, including a Phase I Engineering Study required for funding.

We coordinated with the University of Illinois College of Agricultural, Consumer and Environmental Sciences because several agricultural research plots are adjacent to the path, making it convenient to provide entrance access points. We also worked with the College to create pedestrian lighting that would not inhibit plant growth. Our designers focused on lighting the path but limited extra spillover to agriculture plots.

The multiuse path opened in October 2022, coinciding with the Champaign-Urbana Mass Transit District bus route expansion and improvements to St. Mary's Road. Pedestrians, bikers and the University of Illinois community now have an improved, accessible, and safe walking and biking pathway from the Village to – and from – campus.





Business Organization

History

Fehr Graham was founded in September 1973 by professional engineers Allen Fehr and Joseph Graham. The firm was established by merging these two individuals' practices established in 1965 and 1962, respectively. Today, we proudly serve our valued clients from 12 office locations: Aurora, Champaign, East Peoria, Freeport, Rockford, Rochelle, and Springfield, Illinois; Cedar Rapids, Manchester and West Union, Iowa; and Monroe and Sheboygan, Wisconsin.

Professional Staff

Our staff of 260 is comprised of a wide range of experts, including professional engineers, landscape architects, professional geologists, environmental scientists, safety professionals, engineers-in-training, professional land surveyors, community planners and development specialists, engineering and environmental technicians, field inspectors, grant writers, and support technicians and assistants. Our staff has hands-on experience and applicable registrations and licenses in their areas of discipline.

Organization

Fehr Graham is a Limited Liability Company led by Kyle Saunders. Trilon Group owns Fehr Graham.



CONTACT

Mark Decker, PLA, ASLA
 Landscape Architect Project Manager
mdecker@fehrgraham.com

230 Woodlawn Avenue
 Aurora, Illinois 60506
 630.897.4651
fehrgraham.com

Office Locations

ILLINOIS

Aurora

230 Woodlawn Avenue
 Aurora, IL 60506

Champaign

1610 Broadmoor Drive
 Champaign, IL 61821

East Peoria

140 East Washington Street
 East Peoria, IL 61611

Freeport

101 West Stephenson Street
 Freeport, IL 61032

Rochelle

515 Lincoln Highway
 Rochelle, IL 61068

Rockford

200 Prairie Street, Suite 208
 Rockford, IL 61107

Springfield

2160 South Sixth Street, Suite D-1
 Springfield, IL 62703

IOWA

Cedar Rapids

200 5th Avenue SE, Suite 100
 Cedar Rapids, IA 52401

Manchester

221 East Main Street, Suite 301
 Manchester, IA 52057

West Union

128 South Vine Street
 West Union, IA 52175

WISCONSIN

Monroe

1107 16th Avenue
 Monroe, WI 53566

Sheboygan

909 North 8th Street, Suite 101
 Sheboygan, WI 53081



● ● ● ●
Project Team



Mark Decker, PLA, ASLA

Project Manager/Landscape Architect



EDUCATION

M.L.A. in Landscape Architecture
University of Illinois at Urbana-Champaign, 2007

B.A. in Biology
Trinity Christian College, Palos Heights, Illinois,
1999

PROFESSIONAL LICENSES

Professional Landscape Architect
Illinois #157.001331, 2009
Wisconsin #868-14, 2023
Iowa #LA00864, 2025

PROFESSIONAL ASSOCIATIONS

American Society of Landscape Architects
#1078767, 2005

United States Green Building Council
Sigma Lambda Alpha Honor Society

Mark Decker specializes in the planning and design of conservation and recreation spaces. He brings strengths in graphic communication and 3D modeling/rendering, grounded in a background in ecology, natural resources and art. His portfolio includes open space, parks, green infrastructure, streambank stabilization, streetscapes, trail corridors and public plazas, with a focus on resilient, environmentally responsible solutions.

FAIRVIEW PARK FITNESS AND CHALLENGE COURSE

Decatur Park District | Decatur, Illinois

Mark worked with staff to develop plans for a destination playground, bike skills course and adult fitness area. The playground features a fitness challenge course and interactive play areas themed around football.

STONES LANDING PARK IMPROVEMENTS

Village of Machesney Park, Illinois

Mark prepared a concept development plan to expand a riverfront park along the Rock River. Using his plans, the Village was awarded grant funding from the Illinois Department of Natural Resources Open Space Lands Acquisition and Development (OSLAD) grant program to purchase properties within the proposed park. The proposed park includes an Americans with Disabilities Act-accessible fishing pier, open space restoration, an asphalt trail and a river overlook.

GARFIELD PARK IMPROVEMENTS

Decatur Park District | Decatur, Illinois

Mark helped prepare plans to redevelop Garfield Park. He also led a community engagement effort to identify residents' needs and concerns and developed a concept plan to address the community's needs. Fehr Graham assisted the Park District with funding opportunities for park improvements. Based on Mark's plans, the playground was awarded funding as a PlayOn! National Demonstration Playground because it met the criteria for fitness-based playground design. The park improvements were submitted for grant award consideration in the OSLAD program.

NORTH CENTRAL DUPAGE REGIONAL TRAIL*

Pratt's Wayne Woods Forest Preserve | Bartlett, Illinois

Mark managed design and construction of a 2.1-mile regional trail segment that involved transitioning sidewalks and on-street bike lanes to a limestone multipurpose trail. Mark worked with permitting agencies to identify a trail alignment to avoid impacts on critical habitat for the endangered Blanding's turtle without adding costly boardwalks or bridges, resulting in significant cost savings.

WEST BRANCH DUPAGE RIVER TRAIL*

Forest Preserve District of DuPage County | Wheaton, Illinois

Mark served as Project Manager for the development and construction of multiple segments of the West Branch DuPage River Trail, including a 3.2-mile segment through Timber Ridge Forest Preserve, downtown Winfield and West DuPage Woods Forest Preserve. He led Phase I planning for a complex segment between Warrenville and West Chicago. Mark also negotiated a property agreement with the local Wastewater Authority to enable river-adjacent trail construction. He addressed plant security/appearance (fencing) and converted underused areas into pollinator habitat.

*Project completed with previous employer.



Bridgette L. Stocks

Senior Community Development Specialist



EDUCATION

M.B.A. in Business Administration
Clark College, 2007

B.A. in Political Science
Western Illinois University, 2004

Bridgette Stocks serves as the principal contact for all funding-related programs for clients. She works with municipalities to secure critical funding from many federal, state and local agencies for vital community projects such as infrastructure improvements, recreational developments, environmental assessment and redevelopment, and economic development. Bridgette has obtained more than \$1 billion for Fehr Graham's clients.

Bridgette works with the Illinois Department of Natural Resources (DNR) grant programs to enhance communities' capabilities to support and develop recreational opportunities for residents and visitors alike. Through her work with Illinois DNR programs, Bridgette helps clients recognize that recreational projects are vital for community health, economic growth and social cohesion, and that they encourage active lifestyles, foster community pride and promote environmental sustainability.

Bridgette is an experienced professional with a unique combination of technical expertise, program administration, public administration and project management. She excels at managing multiple projects, meeting tight deadlines and streamlining work to achieve continual process improvement for clients. Bridgette is a resourceful, independent thinker with superb writing and creative problem-solving skills.

2025 ILLINOIS DNR RECREATIONAL TRAILS PROGRAM GRANT

Goose Lake Park Trail | Roselle (Illinois) Park District

2025 ILLINOIS DNR BIKE PATH GRANT

Kemmerling Park Bike Path | Roselle (Illinois) Park District

2024 ILLINOIS DNR RECREATIONAL TRAILS PROGRAM GRANT

Jane Addams Trail Improvements | Freeport (Illinois) Park District

2024 ILLINOIS DNR BIKE PATH GRANT

Krape Park Bike Path | Freeport (Illinois) Park District

2023 ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) ILLINOIS TRANSPORTATION ENHANCEMENT PROGRAM GRANT

Bridge Replacement | Decatur (Illinois) Park District

2023 IDOT ILLINOIS TRANSPORTATION ENHANCEMENT PROGRAM GRANT

Bike Path Construction | Oregon (Illinois) Park District



Vaughn R. Lewis, PE, PTOE, RSP1

Senior Project Manager



EDUCATION

B.S. in Civil Engineering with Emphasis in Transportation and Structural
 University of Illinois at Urbana-Champaign, 2004

B.S. in Biology
 Northern Illinois University, 1998

PROFESSIONAL LICENSES

Professional Engineer
 Illinois #062-61904
 Wisconsin #40489-6
 Iowa #23978

CERTIFICATIONS

Professional Traffic Operations Engineer
 Illinois #3668

Road Safety Professional, Level I
 Illinois #872

US Department of Transportation, Federal Highway Administration, Roundabout Design

PROFESSIONAL ASSOCIATIONS

Institute of Transportation Engineers
 American Public Works Association

Vaughn Lewis' diverse transportation engineering background includes experience in traffic impact and Intersection Design Studies, signal, water main, sanitary sewer and roadway designs, and stormwater management. His field work includes observing construction and erosion control inspections. Vaughn is also responsible for client coordination, scheduling, and cost and quality control. He works on several high-profile transportation projects, including design and permitting for municipal and private clients on state routes and subdivisions.

HIGHCREST ROAD MULTIUSE PATH DESIGN

City of Rockford, Illinois

Vaughn completed the Preliminary Engineering phase and advanced the project to the second phase while coordinating with the Illinois DOT to secure approval of the Project Development Report and shared-use path alignment and Americans with Disabilities Act (ADA) grading plans. Vaughn also developed second-phase plans by finalizing roadway/path geometry and ADA grading and contributing to traffic signal plans, storm sewer design and water main design.

SAFE STREETS AND ROADS COMPREHENSIVE SAFETY ACTION PLAN

City of Freeport, Illinois

Vaughn provided technical leadership in developing and reviewing safety countermeasures, traffic signal warrants and project documents. He coordinated with team members and external partners, guided design decisions and ensured quality through detailed reviews and markups. He also facilitated meetings and contributed technical expertise to advance project deliverables.

DURAND ITEP DOWNTOWN SQUARE STREETScape IMPROVEMENTS

Village of Durand, Illinois

Vaughn served as one of the design leads for the downtown streetscape improvement projects for the Village of Durand. He helped design ADA sidewalks for better access to businesses, storm sewer and a variety of other aesthetic improvements. This project was funded with Illinois Transportation Enhancement Program, so Project Development Reports (PDR) and Preliminary Environmental Site Assessments (PESA) were required to obtain Phase I design approval from IDOT and the Federal Highway Administration.

RIVERFRONT MULTIUSE PATH DESIGN

City of Rockford, Illinois

BAXTER ROAD INTERSECTION DESIGN STUDY AND ROADWAY DESIGN

Winnebago County Highway Department | Rockford, Illinois

CHRISTINA DRIVE AND HIGGINS ROAD IMPROVEMENTS

Village of East Dundee, Illinois

MERCY WAY AND LYFORD ROAD DESIGN

City of Rockford, Illinois

SOUTH MAIN STREET RECONSTRUCTION

City of Rochelle, Illinois

HOPE ANDERSON SUBDIVISION ROUNDABOUT DESIGN

Fred Rose | Waterloo, Iowa



Marc P. Smith

Surveyor



CERTIFICATIONS

Hazardous Waste Site Operations and Emergency Response, 40-Hour Course, 2012

Hazardous Waste Site Operations and Emergency Response, 8-Hour refresher, 2013-2023

Level II Training by Raytheon Technologies, 2022

Level III Training by United Technologies, 2021

Marc Smith specializes in land surveying, construction staking and transportation engineering. He works with municipalities, government agencies such as the Illinois Department of Transportation (IDOT) and private owners to deliver quality results. With experience in fieldwork and office management, Marc completes courthouse research, GPS mission planning, quality assurance monitoring, and data collection and reduction. He also creates drawings and property descriptions to support projects.

EMBASSY SUITES CONSTRUCTION STAKING

Gorman & Company | Rockford, Illinois

Marc played a key role in this project from the beginning, overseeing the interior scanning and surveying for design purposes. He completed boundary work to establish property lines and staked site improvements, including the detailed layout for all 13 floors.

WASTEWATER TREATMENT PLANT IMPROVEMENT DESIGN

City of Monroe, Wisconsin

Marc used reality capture LIDAR scanning equipment to precisely map the property's extent. He processed the point-cloud data to create a topographic survey for design purposes and developed a digital twin of the site to verify and validate data.

AUBURN STREET ROAD DIET

Crawford, Murphy, & Tilly | Rockford, Illinois

SITE STAKING

Rockford Public Library | Rockford, Illinois

SURVEY FOR WEST STATE STREET CLINIC SITE DESIGN

Crusader Community Health | Rockford, Illinois

COLMAN YARDS STAKING SERVICES

ENC Construction & Development | Rockford, Illinois

AMERICAN LAND TITLE ASSOCIATION SURVEYS FOR ILLINOIS LOCATIONS

Sullivan Foods | Rockford, Illinois

PEORIA MILEPOST 17.9 BRIDGE SURVEY

Canadian National Railway | Peoria, Illinois

SUMMERDALE EARLY CHILDHOOD CENTER PARKING LOT SURVEY

Northern Illinois Service Company | Rockford, Illinois

WINNEBAGO LANDFILL SURVEY SERVICES

Waste Connections | Rockford, Illinois

ABC SUPPLY LEARNING CENTER DEVELOPMENT

Corporate Contractors | Beloit, Wisconsin

GREATER ROCKFORD AIRPORT RUNWAY TAXIWAY P PHASE I AND II CONSTRUCTION STAKING

William Charles Construction | Rockford, Illinois



Muhanad S. Jawad, PE, SE

Structural Engineer



EDUCATION

B.S. in Civil Engineering
 University of Baghdad, Iraq, 1984

PROFESSIONAL LICENSES

Professional Engineer
 Illinois #062-066150
 Wisconsin #41836-6
 California #77672

Structural Engineer
 Illinois #081-007829

Mo Jawad works on structural, transportation, land development, water and wastewater projects. His experience includes construction management, bridge inspection and project development, including permitting, plans, specifications and estimates. His duties include structural design, geometric layout and drafting, and hydraulic reports.

MINERAL POINT AND SOUTH JUNCTION ROADS MODIFIED CLOVERLEAF INTERCHANGE

Wisconsin Department of Transportation | Madison, Wisconsin

Mo was the Lead Structural Engineer responsible for preliminary and final design of a two-span precast, prestressed concrete urban bridge, multiuse path culvert, storm sewer culvert and two pedestrian/bicycle concrete spiral bridges. He performed a quality assurance and control review for 14 cantilever concrete retaining walls along the elevated alignment of Junction Road and the connecting road.

DECATUR PARK DISTRICT TRAIL OVER STEVENS CREEK

Decatur Park District | Macon County, Illinois

Mo was the Lead Structural Engineer for a three-span 200-foot pedestrian bridge with solid stem piers. He managed structural design and prepared final plans.

KICKAPOO PARK TRAIL – SEC 08-F3000-03-BT

Vermilion County, Illinois

DECATUR PARK BIKE TRAIL – SEC 22-P4000-00-BT

Fairview Park | Macon County, Illinois

CRYSTAL LAKE PARK SHARED USE PATH – SEC 17-P4003-00-BT

Urbana Park District | Champaign County, Illinois

PRAIRIE FIELDS SHARED USE PATH – SEC 23-00024-01-BT

Village of Savoy, Illinois

PRIVATE ROAD BRIDGES OVER PIPE CROSSINGS

Orbia Polymer Solutions | Marshall County, Illinois

PANTHER GROVE WIND PROJECT CULVERT END SECTIONS

William Charles Construction | Woodford County, Illinois

COUNTY HIGHWAY 18 BRIDGE REPLACEMENT OVER EMBARRAS RIVER

Champaign County (Illinois) Highway Department

RETAINING WALL DESIGN – ST. MARY'S ROAD – SEC 19-00313-00-RS

City of Champaign, Illinois

BRIDGE REPLACEMENT FOR TR 42A OVER UNNAMED STREAM – SEC 13-12151-00-BR

Vermilion County (Illinois) Highway Department

BRIDGE REPLACEMENT FOR TR40 OVER BNSF – SEC 12-11119-00-BR

Henry County, Illinois

Colton Johnson

Project Engineer



EDUCATION

B.S. in Civil Engineering, Structural Emphasis
University of Wisconsin-Platteville, 2022

PROFESSIONAL LICENSES

Professional Engineer Intern
Illinois #061-042071
Iowa #01230

Structural Engineering Intern
Illinois #082000241

ASSOCIATION

American Society of Civil Engineers

CERTIFICATIONS

National Highway Institute, FHWA-NHI Safety
Inspection of In-Service Bridges, 2023

Iowa Department of Transportation -
Bridge Team Leader

Colton Johnson provides multidisciplinary design services for commercial, industrial, and municipal engineering projects, tailoring each solution to meet client goals. He specializes in structural inspection and design for bridges, culverts, and retaining walls. Colton works closely with municipalities, the Illinois Department of Transportation (IDOT), and other state and federal agencies to ensure safe and reliable infrastructure for public use.

DIXON BIKE PATH EXTENSION DESIGN

City of Dixon, Illinois

Colton helped design a wood boardwalk structure that extended a shared use-path along the Rock River. The boardwalk design incorporated soldier pile walls to retain the grade at the ends of the structure. Colton designed the boardwalk support beams and coordinated with the contractor to ensure that the design was constructible.

MAIN STREET PEDESTRIAN BRIDGE DESIGN

Village of Roscoe, Illinois

Colton helped prepare structural plans and details for the Main Street Pedestrian Bridge over South Kinnickinnick Creek. His responsibilities included designing the substructure and coordinating the pre-engineered superstructure style with the manufacturer. Colton coordinated with the design team to ensure that the new pedestrian bridge would not affect the Main Street vehicular bridge.

STONE'S LANDING PARK IMPROVEMENTS

Village of Machesney Park, Illinois

Colton served as the Structural Design Lead for this riverfront park improvements project. The project included designing a new pile-supported concrete fishing pier and river overlook. Colton coordinated with the Landscape Architect to align structural performance with the project's aesthetic vision.

HANCOCK AVENUE BRIDGE REHABILITATION

City of Freeport, Illinois

Colton served as Project Design Lead to improve the Hancock Avenue Bridge. Following inspections by Colton and his team, the bridge was deemed suitable for rehabilitation. The project included bridge deck replacement, superstructure and substructure repairs, and roadway realignment. The path along the structure was widened to provide adequate Americans with Disabilities Act accessibility. Colton coordinated with IDOT to secure state funding and design approval.

AUBURN HIGH SCHOOL CULVERT IMPROVEMENTS

City of Rockford, Illinois

Colton served as Project Design Lead for the rehabilitation of a cast-in-place box culvert under the Auburn High School football stadium parking lot entrance. He led the replacement of the damaged culvert to improve the transition between the roadway and parking lot. The project involved repairing deteriorated sections of the concrete path outside the stadium. He also directed the replacement of steel pipe culverts near the baseball field with pre-cast concrete pipes and cast-in-place end sections.

JEFFERSON STREET BRIDGE PARAPET REHABILITATION

Rockford Public Schools | Rockford, Illinois

Colton served as the Project Design Lead for the rehabilitation of the Jefferson Street Bridge parapet wall along the pedestrian path. After the demolition of a nearby building created a gap in the parapet wall, Colton worked closely with the City to design and integrate a parapet section that maintained the bridge's structural and aesthetic continuity.



Melissa Kupczyk

Environmental Specialist



EDUCATION

B.S. in Geology

Northern Illinois University, 2014

B.S. in Environmental Studies

Northern Illinois University, 2014

CERTIFICATIONS

Occupational Safety and Health Administration (OSHA) 40-Hour HAZWOPER

HAZWOPER Refresher

HAZWOPER 8-Hour Supervisor

TRAINING

DOT General Awareness of Hazardous Materials

BDE 2025 Regulated Substances, Construction Projects & Special Provisions Refresher Training Course

PROFESSIONAL ASSOCIATIONS

Illinois Association of Environmental Professionals

Association of Subcontractors and Affiliates Chicago

Underground Contractors Association – Emerging Leaders Program

Melissa Kupczyk brings specialized experience in Department of Transportation-regulated substance management, with a focus on compliance, reporting and environmental oversight. She ensures projects meet the Illinois Department of Transportation (IDOT) 669 Standard Specifications for Road and Bridge Construction.

Melissa supports every phase of a project – from scope planning and field oversight to sample collection, data review and analysis, and final reporting. She takes pride in delivering thorough, accurate documentation that keeps projects moving and clients in compliance.

PRELIMINARY ENVIRONMENTAL SITE ASSESSMENTS (PESAs) AND PRELIMINARY SITE INVESTIGATIONS (PSIs)

- PESA for proposed riverfront shared-use path | City of Rockford, Illinois
- PESA for proposed Springfield Avenue roadway improvements | City of Urbana, Illinois
- PESA for proposed shared-use path | Village of Pingree Grove, Illinois
- PESA for Safe Routes to School project | Village of Westville, Illinois
- PESA for shared-use path | Village of Savoy, Illinois
- PESA for downtown redevelopment | City of Champaign, Illinois
- PESA for shared-use path | Village of Tolono, Illinois
- PESA for proposed Hancock Avenue improvements | City of Freeport, Illinois
- PESA for proposed roadway improvements | Shabbona Township, Illinois
- PSI for Main Street improvements | City of Jacksonville, Illinois
- PSI for Sullivan Road improvements | City of Aurora, Illinois
- PSI for proposed roadway improvements | City of Danville, Illinois
- PSI for downtown redevelopment | City of Champaign, Illinois
- PSI for proposed Reinking roundabout | Village of Pingree Grove, Illinois

ENVIRONMENTAL SURVEY REQUESTS

- Parkland Way improvements | City of Champaign, Illinois
- Stevens Creek Bridge | Decatur Park District, Decatur Illinois
- Proposed shared-use path | Village of Pingree Grove, Illinois
- Proposed Neil Street roadway improvements | City of Champaign, Illinois
- Proposed shared-use path | City of Dixon, Illinois
- Proposed Mill Road roundabout | City of Byron, Illinois

FIELD SUPPORT

- Soil analysis for Clean Construction and Demolition Debris Disposal
- Soil analysis for non-special waste disposal
- Soil and groundwater analysis for site investigations
- Regulated substances monitoring (IDOT/Illinois Tollway)
- Regulated substances preconstruction plans (IDOT)
- Regulated substances final construction reports (IDOT)
- Earthwork construction plans (Illinois Tollway)
- Earthwork final construction reports (Illinois Tollway)
- Underground Storage Tank oversight



Matt Drabik

Project Manager



EDUCATION

B.S. in Natural Resources and Environmental Sciences

University of Illinois at Urbana-Champaign, 2013

M.S. in Entomology

University of Illinois at Urbana-Champaign, 2021

CERTIFICATIONS

NAUI SCUBA Certified

Society of Freshwater Science

Illinois Department of Natural Resources Aquatic Boating Safety Certification

Wetland Training Institute

Basic Wetland Delineation

ASTM Training on Phase I and Phase II

Environmental Site Assessments for Commercial Real Estate

Confined Space Entry for General Industry

29 CFR 1910.146

Matt Drabik conducts wetland delineations across multiple United States Army Corp of Engineers (USACE) Districts. He leads permit submittals and technical documentation for construction projects. He excels in identifying flora and fauna.

When not in the field, Matt uses Geographic Information Systems (GIS) to survey and map storm and sanitary sewers to help develop exhibits for document submittals. He also collects and analyzes stormwater data using ArcGIS for modeling and analysis.

WETLAND DELINEATIONS AND PERMITTING

Matt has conducted wetland delineations for municipalities within the USACE Rock Island, Chicago and St. Paul districts. These included identifying native and invasive flora down to species-level taxonomy and hydrologic indicators of wetlands, and cataloging soil and substrate types in wetland and upland areas.

WETLAND AND BUFFER SUBMITTALS FOR HILL AVENUE

City of Glen Ellyn, Illinois

Matt prepared wetland and buffer submittal packages for DuPage County following its stormwater ordinance. He prepared native planting lists and a maintenance and monitoring plan for three years following construction.

AQUATIC PLANT MANAGEMENT AND IDENTIFICATION

Matt identified aquatic plants and recommended treatment options for private lake owner associations throughout Illinois. He also performed copper sulfate treatments on small ponds.

VARIOUS BIOLOGICAL SURVEYS

Matt conducted biological surveys focusing on freshwater mussels, fish and macroinvertebrates. He identified species and used data to evaluate water quality across rivers, streams and lakes.

REFERENCE ECOSYSTEM

Village of Machesney Park, Illinois

Matt compiled a reference ecosystem list for native wetland plantings using Winnebago County Forest Preserve Land Restoration Manuals, seed collection and bank data.

WATER SYSTEMS ANALYSIS

City of Elburn, Illinois

Matt used ArcGIS to create maps for modeling and analyzing water systems throughout the City.



Technical Approach

The proposed improvements will complete a continuous loop around Lake Sedgewick, creating an approximately 2-mile multiuse trail that expands recreational opportunities and strengthens connectivity within the community. The design builds on trail segments to form a continuous loop, with the intent of keeping the trail close to the lake where conditions allow while working within environmental, property and constructability constraints.



| Context Plan showing proposed trail loop. |

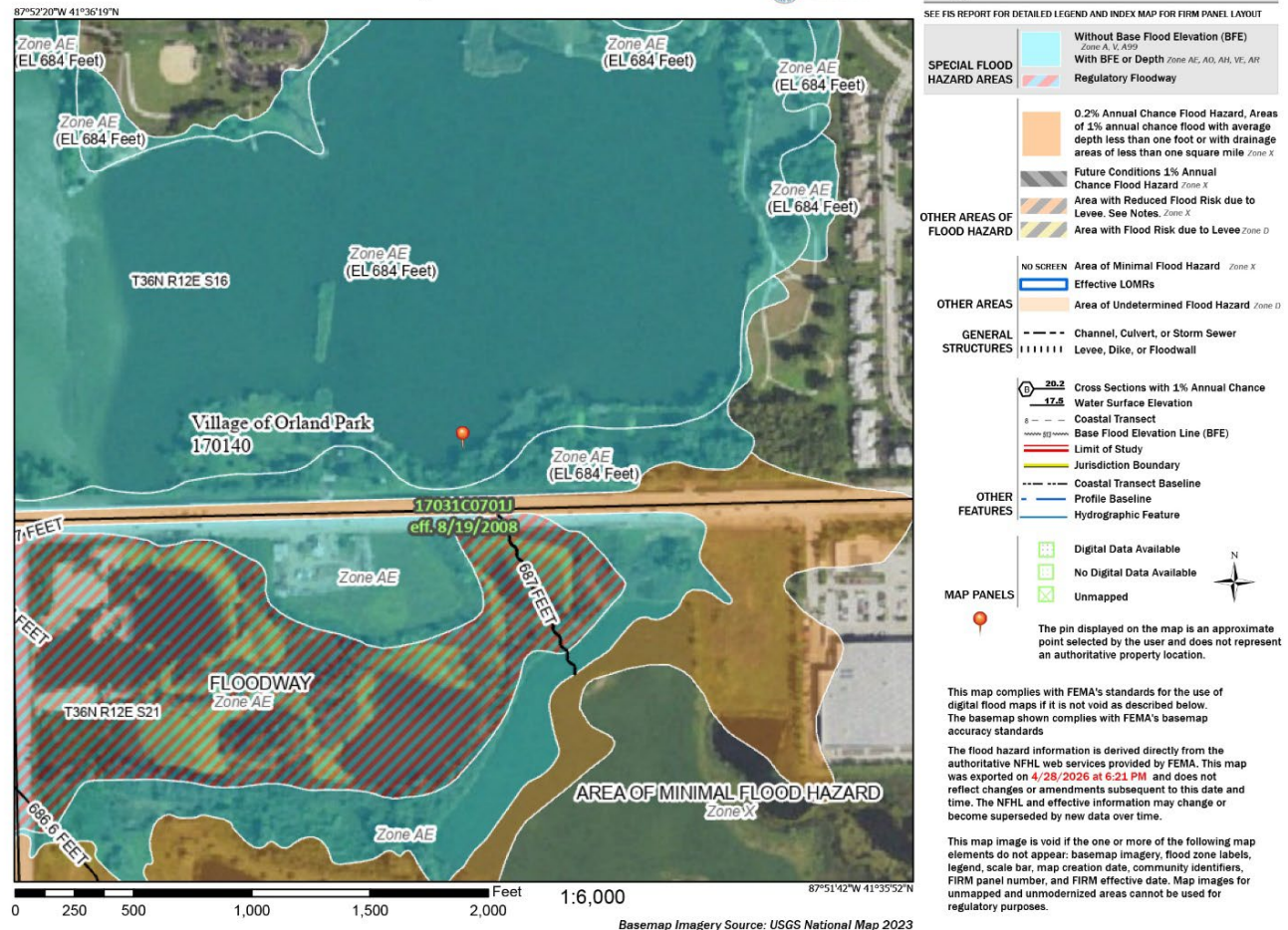
----- PROPOSED TRAIL LOOP

We have developed a concept alignment to guide discussion with the Village and stakeholders. As shown in the Concept Plan exhibit, the alignment follows the lake edge where feasible, shifts to 159th Street where needed to work around property limits and development, and incorporates boardwalk structures as needed to cross wetland and floodplain areas with minimal impact. This concept provides a starting point for coordination and will be refined with input from the Village, regulatory agencies and the public to establish the preferred final alignment and trail design.

Phase I engineering will follow a clear sequence focused on advancing environmental clearances while identifying a preferred alignment for the trail improvements. The work begins with a full site inventory, including topographic and boundary surveys, wetland delineations, floodplain and Federal Emergency Management Agency (FEMA) map review and key project constraints.



National Flood Hazard Layer FIRMette



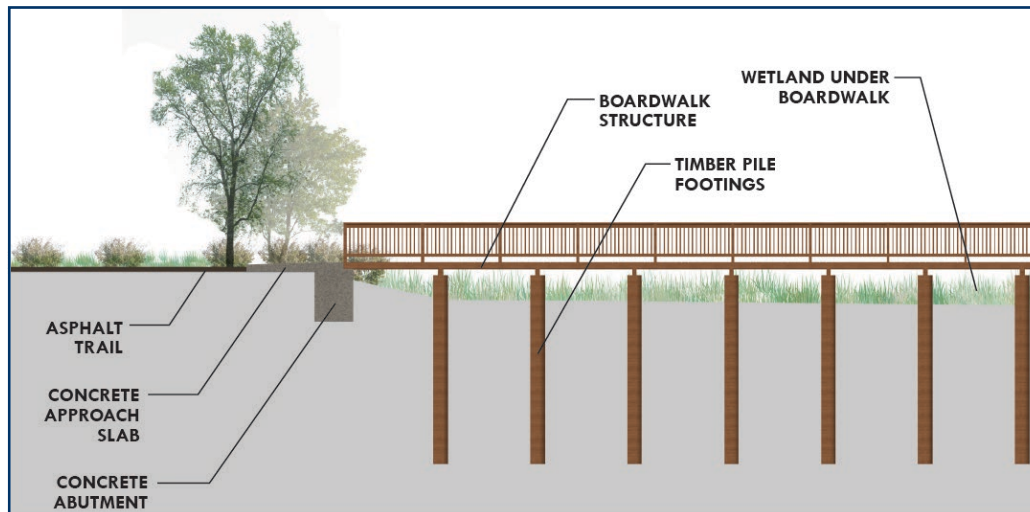
FEMA FIRMette Panel of project site showing floodplain and floodway limits.

A key focus area is the segment near the residential property at 10300 W. 159th St. (PIN 27-16-300-013). Our team will coordinate with the property owner to evaluate alignment options, including potential temporary access easements or permanent trail easements to complete the loop, that balance wetland impacts, property constraints and constructability. Portions of the concept alignment also include segments within the 159th Street (Illinois Route 6) right of way. These areas will require coordination with the Illinois Department of Transportation (IDOT) to confirm feasibility and obtain approval for trail improvements within their right of way. Our team will work with IDOT to review design requirements, access considerations and permitting needs associated with these segments to ensure the proposed alignment can be successfully implemented.

Following field investigations, we will refine and validate the alignment based on surveyed conditions and regulatory constraints. This step establishes project limits and supports advancement into environmental review and permitting. Because environmental review, including Environmental Survey Request (ESR) processing, is typically the longest duration component of Phase I approval, we will initiate these efforts early to maintain project momentum.

Preliminary design, including civil and structural development of the trail and boardwalk system, will then advance. This includes plan and profile sheets, typical sections, cross sections and preliminary

boardwalk design, including pile type, spacing and construction methodology. The design will balance environmental sensitivity, durability and constructability.



| Concept boardwalk elevation. |

Permitting and environmental coordination will proceed in parallel with design. This includes preparing and submitting ESR forms, exhibits and geospatial data to initiate agency review and environmental clearances. As part of the environmental review process, our team will prepare a Preliminary Environmental Site Assessment (PESA) to document conditions, identify potential environmental concerns and support IDOT clearance requirements. Our team will prepare wetland delineations and jurisdictional determinations to submit as part of an Illinois Joint Permit Application (JPA), coordinated with the Illinois Department of Natural Resources, U.S. Army Corps of Engineers and Illinois Environmental Protection Agency. The JPA will document conditions, anticipated impacts and an alternatives analysis demonstrating avoidance and minimization where practicable. Where impacts cannot be avoided, we will include mitigation measures, such as wetland mitigation and compensatory floodplain storage.



| Preliminary boardwalk concept. |

Because wetland impacts are anticipated, a mitigation strategy will be required for IDOT Phase I design approval. The Village will need to evaluate its preference in mitigation strategy between constructing mitigation wetlands (on-site or off-site), which require long-term maintenance and monitoring to achieve performance standards or to purchase wetland mitigation credits within the Des Plaines River watershed. Our team will support the Village's preference to prepare preliminary mitigation plans at a location directed by Village staff or assist in coordinating wetland credits available for regulatory compliance.

Public engagement will include coordination with the Village and stakeholders and a public open house to present the concept plan and gather community input. The project team will prepare exhibits and presentation materials, facilitate discussion and document feedback. This process is an important component of Phase I engineering, as documented public input is required to support the Project Development Report (PDR) and strengthens future grant applications. We will evaluate input from stakeholders and the public and incorporate, as appropriate, to refine the alignment and design before advancing to final Phase I design.

Phase I engineering will conclude with preparation of the PDR for IDOT design approval. Our team brings extensive experience delivering similar trail and transportation projects, including successful PDR preparation and agency coordination, ensuring a smooth and efficient path to approval.

Grant Funding Assistance

Our team will support the Village of Orland Park in identifying, preparing and submitting grant applications to advance funding for the Lake Sedgewick Multiuse Path. In response to the Request for Proposals requirement for a minimum of three state and federal grant applications, we will focus on programs that align with the project schedule, eligibility requirements and competitiveness for a multiuse trail project.

The primary funding opportunities anticipated during Phase I include the Illinois Transportation Enhancement Program (ITEP) and Surface Transportation Program (STP) funding, both administered through the state and regional agencies. Our team will help the Village assemble complete and competitive application packages as these opportunities become available.

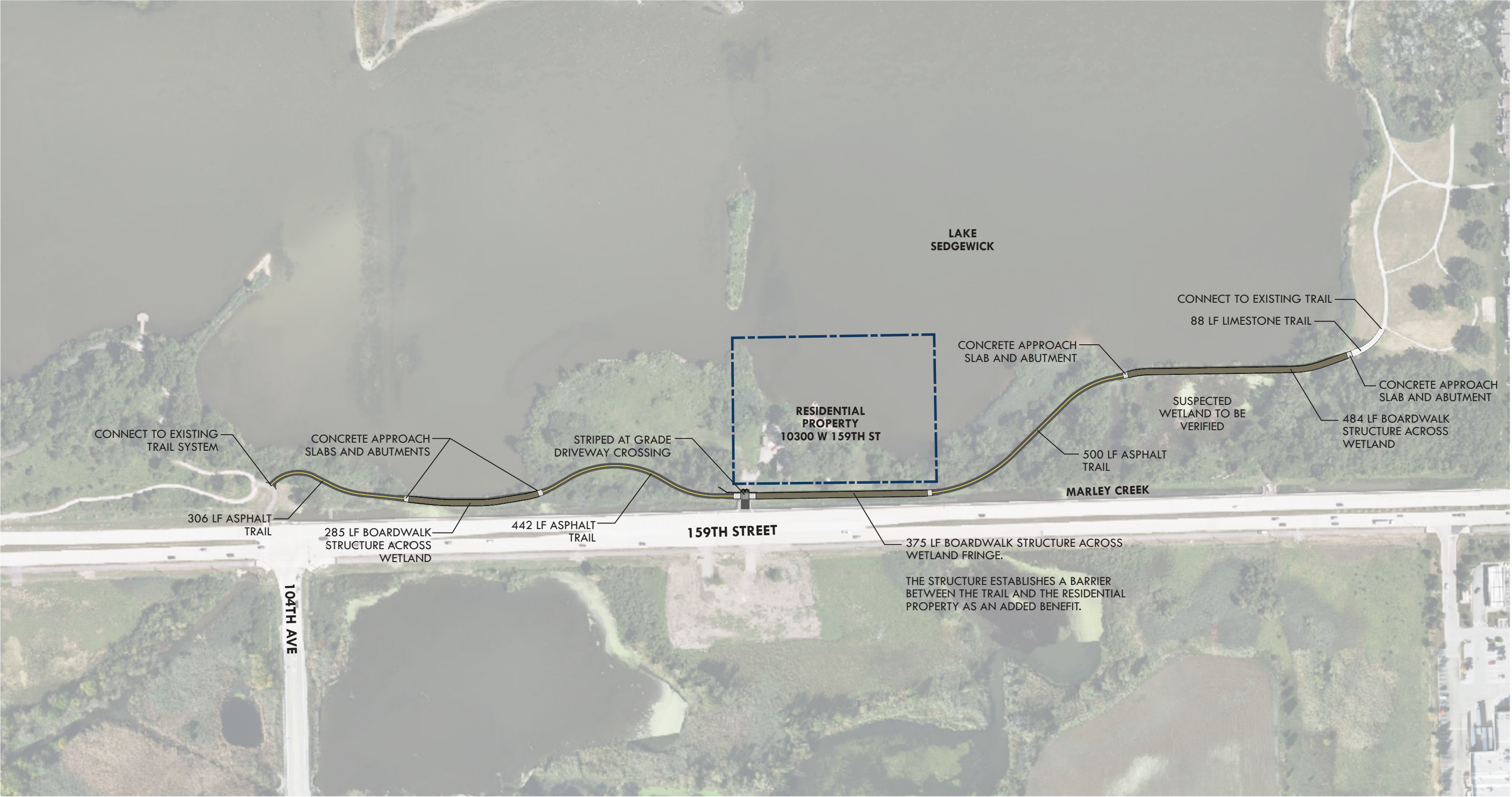
ITEP is a federally funded program administered by the Illinois Department of Transportation that supports projects enhancing the transportation system through pedestrian and bicycle facilities, including shared-use paths and trails. The program is highly competitive and places strong emphasis on projects that improve connectivity, safety and access to community destinations. Applications typically require detailed project descriptions, cost estimates, mapping, environmental status and demonstration of public benefit. The next anticipated ITEP application cycle is expected this October, so our team will position the project to be competitive within that time.

The Recreational Trails Program (RTP) is a federally funded program administered through the Illinois Department of Natural Resources that provides funding assistance for the development and improvement of recreational trails and trail-related facilities. Eligible projects include construction of new trails, boardwalk systems, trailhead improvements and rehabilitation of existing facilities. RTP is particularly well suited for the Lake Sedgewick project because of its emphasis on expanding public recreational access and improving trail connectivity while minimizing environmental impacts. Applications generally require a defined project scope, preliminary cost estimates, mapping,

environmental documentation and demonstration of community benefit and public support. Based on current program schedules, the next anticipated RTP grant cycle is expected in early 2027, and our team will monitor IDNR announcements and coordinate with the Village to prepare a competitive application package.

To meet the requirement for multiple grant submissions, our team can also evaluate additional funding sources. The Open Space Lands Acquisition and Development program may be considered; however, based on typical scoring criteria, a standalone trail project may have limited competitiveness without additional recreational amenities. The Illinois Bicycle Path Grant Program is another potential funding source, but applications are only accepted after completion of Phase II engineering, placing it outside the scope of this Phase I effort.

Throughout the process, our team will work closely with the Village to align grant strategy with project development, ensuring that applications are well-timed, responsive to program criteria and positioned to maximize funding potential.





Project Challenges

The Lake Sedgewick Trail project presents unique design and permitting challenges with environmental constraints, adjacent property considerations, agency coordination and site access. We have extensive experience delivering trail and infrastructure projects in environmentally sensitive areas and are well-positioned to proactively address these challenges through thoughtful planning, coordination and design development.

Site Hydrology and Wetland Crossings

One of the primary project challenges is the site hydrology and the presence of wetlands throughout the corridor. These areas will require careful evaluation during environmental studies and preliminary engineering to determine the most practical and environmentally responsible trail alignment.



We anticipate that portions of the trail may require elevated boardwalk structures to minimize impacts to wetlands and drainage patterns. Elevated structures often provide a more sustainable and permit friendly solution than traditional embankment fill by reducing wetland disturbance, maintaining hydrologic connectivity and limiting long-term environmental impacts. Our team has successfully designed similar boardwalk and low-impact trail systems and understands the structural, environmental and permitting considerations associated with these improvements.

At the same time, we recognize that boardwalk construction represents a significant increase in project cost compared to conventional at-grade asphalt trail construction. As part of the design process, we will evaluate opportunities to use at-grade trail sections where site topography, wetland boundaries and drainage conditions allow. This balanced approach will help the Village evaluate cost, environmental impact, constructability and long-term maintenance considerations during project development.

Residential Property Interface Along 159th Street

Another key challenge involves the trail alignment adjacent to the residential property along 159th Street. The concept alignment proposes crossing this area with an elevated boardwalk structure spanning portions of Marley Creek. This approach minimizes impacts to the creek corridor while establishing a defined physical separation between trail users and the adjacent residential property using boardwalk side railings.



We understand the importance of maintaining privacy and security for adjacent property owners while creating a safe and functional public trail experience. Our team has experience working through similar sensitive interface conditions and will continue evaluating alternatives during preliminary engineering. If environmental conditions and grading allow for an at-grade asphalt trail alternative, we could incorporate fencing or other screening measures to provide an effective separation between the trail corridor and the residential property while potentially reducing overall construction costs.

Wetland Mitigation Requirements

In addition to the physical challenge of crossing wetlands, unavoidable wetland impacts may require compensatory mitigation through construction of mitigation wetlands or the purchase of wetland mitigation credits from an approved wetland bank.

We are aware the Village is considering a study related to the development of a Village wetland bank. While that effort could provide long-term benefits for future projects, the anticipated schedule for the Lake Sedgewick Trail project may place construction outside the availability window for those credits. Our team has extensive experience navigating wetland permitting and mitigation requirements and will work closely with the Village and regulatory agencies to identify the most practical and cost-effective mitigation strategy early in project development. By proactively addressing mitigation needs during preliminary engineering and permitting, we can help minimize schedule impacts and reduce permitting uncertainty.

Coordination with Illinois Department of Transportation (IDOT) Region 1

The project will also require coordination with IDOT Region 1 to advance the Environmental Survey Request process and get subsequent review and approvals through the Local Roads and Central offices. As with many federal- or state-coordinated transportation projects, agency review timelines can create schedule challenges if not managed proactively.

We regularly work with IDOT and are familiar with the agency's environmental documentation, permitting and review procedures. Our team understands the importance of early coordination, complete submittals and consistent communication to keep projects moving efficiently through the approval process. While agency coordination remains an inherent project challenge, our experience with similar IDOT-led review processes positions us to effectively guide the Village through these requirements and help minimize avoidable delays.

Site Access, Survey and Construction Logistics

Site accessibility presents another important consideration for preliminary investigations and construction. Terrain, wetlands and Marley Creek create challenges for access to portions of the corridor with survey equipment, drilling rigs for soil borings and, eventually, heavy construction equipment.

We have experience developing practical access strategies for environmentally constrained sites and recognize that temporary construction access measures may be necessary. Construction could require temporary stream crossings or limited access points from 159th Street to facilitate contractor operations while minimizing disturbance to surrounding natural areas. Our team will carefully evaluate access requirements during design and coordinate with permitting agencies to develop feasible construction staging and access plans that balance constructability, environmental protection and project cost.



Schedule



JUNE 2026

- » Selection and contract award.
- » Project Kickoff. Confirm scope, schedule, funding requirements and Phase I deliverables with the Illinois Department of Transportation (IDOT) and Village.
- » Schedule project Kickoff Meeting with IDOT Bureau of Local Roads and Streets.
- » Perform wetland delineation.
- » Document proposed trail corridor with site photographs and description of conditions for Environmental Survey Request (ESR) submittal.
- » Develop and maintain Phase I project schedule and milestone tracking.



JULY 2026

- » Confirm preliminary limits of project corridor with Village for ESR submittal.
- » Submit ESR to IDOT (anticipated six+ month review and coordination period).
- » Complete topographic, boundary and utility surveys.
- » Complete Wetland Report.
- » Perform geotechnical borings and engineering analysis for boardwalk foundation design.



AUGUST 2026

- » Identify opportunities to avoid and minimize wetland impacts.
- » Conduct community outreach and get stakeholder input with Public Open House.
- » Select preferred alignment based on engineering, environmental and public input criteria.
- » Develop conceptual boardwalk layouts and crossing lengths.
- » Prepare Illinois Transportation Enhancement Program grant application materials for Cycle 17 grant funding consideration.



SEPTEMBER 2026 - JANUARY 2027

- » Prepare preliminary structural systems and foundation concepts for boardwalk improvements.
- » Prepare preliminary engineering plans, including plan and profile sheets, typical sections, cross sections and preliminary drainage concepts.
- » Prepare preliminary cost estimate and supporting engineering documentation.
- » Submit draft Phase I plans and Preliminary Design Report (PDR) to IDOT District 1.
- » Coordinate ESR review, including wetland impacts, mitigation approach, and cultural/environmental clearances, with IDOT environmental staff.



FEBRUARY 2027

- » Prepare application materials for Illinois Department of Natural Resources Recreational Trails Program grant funding.



MARCH – JUNE 2027

- » Address IDOT review comments and revise documents in coordination with Village.
- » Conduct Phase I design approval meeting.
- » Obtain concurrence on preferred alternative and environmental commitments.
- » Finalize approved Phase I/PDR package for transition into Phase II engineering and permitting.



Proposed Fee



Site Inventory

Collection and documentation of conditions to support design and environmental clearance. Work includes topographic survey of the project corridor, bathymetric survey of potential lake boardwalk location, wetland delineation and survey of wetland flags to document jurisdictional boundaries, coordination of soil borings and preparation of a geotechnical report by Testing Service Corporation, and a boundary survey focused on the residential property at 10300 W. 159th St. and the right of way along 159th Street. Survey and geotechnical data will establish base mapping, confirm property limits, evaluate subsurface conditions, and identify constraints that influence trail alignment and feasibility.

Fee: \$62,300



Design

Development of preliminary engineering plans for the proposed trail improvements, focused on identifying an efficient alignment that minimizes boardwalk length while reducing impacts to wetlands to support environmental clearance requirements.

Scope includes site design plans, grading plans and supporting details required for Illinois Department of Transportation (IDOT) Phase I design approval. We will provide structural design, including preliminary determination of pile type, spacing and typical sections, for boardwalk segments. Engineering plans will include full plan and profile sheets of the proposed trail and cross sections in accordance with IDOT Bureau of Local Roads and Streets requirements.

This effort also includes preparing and submitting Environmental Survey Request forms, supporting exhibits, and required geospatial data to initiate environmental review and coordination during Phase I.

Fee: \$88,000



Permitting and Preliminary Development Report Preparation

Preparation of documentation, including the Project Development Report (PDR) for Phase I Design Approval and a Joint Permit Application for review by the U.S. Army Corps of Engineers, Illinois Department of Natural Resources and Illinois Environmental Protection Agency, required for environmental clearance and IDOT approval.

Services include agency coordination, response to review comments and revisions to support PDR approval and associated permitting documentation.

Fee: \$26,200



**Public Engagement**

This task includes preparing for and facilitating public engagement efforts to support the Phase I process. Work will include developing exhibits and materials for a Public Open House to present the project scope, concept alignment and anticipated improvements and collect public input.

We will prepare a summary of public feedback in the PDR and to support future grant applications.

Fee: \$6,000

**Grant Funding Assistance**

Preparation of grant application materials, including development of narratives, exhibits, required supporting documentation and coordination with the Village, to support funding of the proposed improvements.

Effort is anticipated to be greater for the Illinois Transportation Enhancement Program application because of its more extensive requirements for community data, detailed narratives and supporting exhibits. We will also provide Surface Transportation Program application support as opportunities become available, with a comparatively lower level of effort anticipated.

We are not including the preparation of an application for the Illinois Bike Path Grant Program in the base fee because the application can only be submitted following completion of Phase II engineering and therefore falls outside the timeline of this Phase I scope. If the Village elects to include this effort, it can be provided as an additional service for a fee of \$7,000.

Fee: \$16,500

Total Fee: \$199,000

PROPOSAL SUMMARY SHEET

RFP #26-033

Lake Sedgewick Multi-Use Path, Phase I Preliminary Design Engineering

Business Name: Fehr Graham Engineering & Environmental

Street Address: 230 Woodlawn Avenue

City, State, Zip: Aurora, Illinois 60506

Contact Name: Mark Decker

Title: Landscape Architect Project Manager

Phone: 630.897.4651 Fax: _____

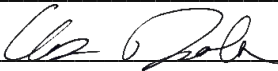
E-Mail address: mdecker@fehrgraham.com

Price Proposal

PROPOSAL TOTAL \$ 199,000

AUTHORIZATION & SIGNATURE

Name of Authorized Signee: Chris DeSilva, PE

Signature of Authorized Signee: 

Title: Business Unit Leader - Central Region Date: May 18, 2026

 ORLAND PARK
CERTIFICATE OF COMPLIANCE

The undersigned Chris DeSilva, as Business Unit Leader - Central Region
(Enter Name of Person Making Certification) (Enter Title of Person Making Certification)

and on behalf of Fehr Graham & Associates, LLC, 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.#: 36-2780335
(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 _____
(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

Chris DeSilva, PE

Name of Authorized Officer

Business Unit Leader - Central Region

Title

May 18, 2026

Date

REFERENCES

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

Proposer's Name: Fehr Graham Engineering & Environmental
(Enter Name of Business Organization)

- | | |
|-----------------|---|
| 1. ORGANIZATION | <u>Decatur Park District</u> |
| ADDRESS | <u>620 East Riverside Avenue, Decatur, Illinois 62521</u> |
| PHONE NUMBER | <u>217.429.3645</u> |
| CONTACT PERSON | <u>Russ Bodine rbodine@decparcs.com</u> |
| YEAR OF PROJECT | <u>2024</u> |
| | |
| 2. ORGANIZATION | <u>Fox Valley Park District</u> |
| ADDRESS | <u>101 West Illinois Avenue, Aurora, Illinois 60506</u> |
| PHONE NUMBER | <u>630-897-0516</u> |
| CONTACT PERSON | <u>Jerad Campbell jcampbell@fvpd.net</u> |
| YEAR OF PROJECT | <u>2025</u> |
| | |
| 3. ORGANIZATION | <u>Byron Park District</u> |
| ADDRESS | <u>500 North Colfax Street, Byron, Illinois 61010</u> |
| PHONE NUMBER | <u>815.234.6218</u> |
| CONTACT PERSON | <u>Nick Warrner nwarrner@byronparks.org</u> |
| YEAR OF PROJECT | <u>2022</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>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>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>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>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: _____ EXCESS MUST COVER: General Liability, Automobile Liability, Employers' Liability <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: _____ Deductible not-to-exceed \$50,000 without prior written approval ☐ <u>BUILDERS RISK</u> Completed Property Full Replacement Cost Limits – Structures under construction ☐ <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 18 DAY OF May, 2026



Signature

Chris DeSilva, Business Unit Leader - Central Region
Printed Name & Title

Authorized to execute agreements for:

Fehr Graham Engineering & Environmental
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

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.

SAMPLE

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

Page 1 of 2

DATE (MM/DD/YYYY)
12/30/2025

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 Willis Towers Watson Insurance Services West, Inc. c/o 26 Century Blvd P.O. Box 305191 Nashville, TN 372305191 USA	CONTACT NAME: WTW Certificate Center PHONE (A/C, No, Ext): 1-877-945-7378 FAX (A/C, No): 1-888-467-2378 E-MAIL ADDRESS: certificates@wtwco.com																					
INSURED Fehr Graham & Associates, LLC 101 W Stephenson St. Freeport, IL 61032	<table><tr><th colspan="2">INSURER(S) AFFORDING COVERAGE</th><th>NAIC #</th></tr><tr><td>INSURER A:</td><td>National Union Fire Insurance Company of P</td><td>19445</td></tr><tr><td>INSURER B:</td><td>Allied World Insurance Company</td><td>22730</td></tr><tr><td>INSURER C:</td><td>AIU Insurance Company</td><td>19399</td></tr><tr><td>INSURER D:</td><td>Allied World Surplus Lines Insurance Compa</td><td>24319</td></tr><tr><td>INSURER E:</td><td>Lexington Insurance Company</td><td>19437</td></tr><tr><td>INSURER F:</td><td></td><td></td></tr></table>	INSURER(S) AFFORDING COVERAGE		NAIC #	INSURER A:	National Union Fire Insurance Company of P	19445	INSURER B:	Allied World Insurance Company	22730	INSURER C:	AIU Insurance Company	19399	INSURER D:	Allied World Surplus Lines Insurance Compa	24319	INSURER E:	Lexington Insurance Company	19437	INSURER F:		
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INSURER E:	Lexington Insurance Company	19437																				
INSURER F:																						

COVERAGES

CERTIFICATE NUMBER: W43362621

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:			042670158	12/31/2025	12/31/2026	EACH OCCURRENCE \$ 2,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 2,000,000 MED EXP (Any one person) \$ 10,000 PERSONAL & ADV INJURY \$ 2,000,000 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			042670159	12/31/2025	12/31/2026	COMBINED SINGLE LIMIT (Ea accident) \$ 5,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
B	☒ UMBRELLA LIAB ☒ OCCUR ☐ EXCESS LIAB ☐ CLAIMS-MADE DED ☒ RETENTION \$ 10,000			0314-9729	12/31/2025	12/31/2026	EACH OCCURRENCE \$ 5,000,000 AGGREGATE \$ 5,000,000
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 ☒ No	N/A	042670162	12/31/2025	12/31/2026	☒ 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
D	Professional Liab incl Pollution			0313-8987	12/31/2025	12/31/2026	Each Claim Limit \$5,000,000 Policy Aggregate \$5,000,000

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

SEE ATTACHED

CERTIFICATE HOLDER**CANCELLATION**

SAMPLE

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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ACORD 25 (2016/03)

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SR ID: 29127467

BATCH: 4258614



ADDITIONAL REMARKS SCHEDULE

Page 2 of 2

AGENCY Willis Towers Watson Insurance Services West, Inc.		NAMED INSURED Fehr Graham & Associates, LLC 101 W Stephenson St. Freeport, IL 61032	
POLICY NUMBER See Page 1		EFFECTIVE DATE: See Page 1	
CARRIER See Page 1	NAIC CODE See Page 1		

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,

FORM NUMBER: 25 **FORM TITLE:** Certificate of Liability Insurance

INSURER AFFORDING COVERAGE: National Union Fire Insurance Company of Pittsburgh NAIC#: 19445
 POLICY NUMBER: 042670160 EFF DATE: 12/31/2025 EXP DATE: 12/31/2026

TYPE OF INSURANCE:	LIMIT DESCRIPTION:	LIMIT AMOUNT:
Auto Liability - MA	Combine Single Limit	\$5,000,000
Any Auto	Each Accident	

INSURER AFFORDING COVERAGE: AIU Insurance Company NAIC#: 19399
 POLICY NUMBER: 042670161 EFF DATE: 12/31/2025 EXP DATE: 12/31/2026

TYPE OF INSURANCE:	LIMIT DESCRIPTION:	LIMIT AMOUNT:
Workers Compensation (WI)	E.L. EACH ACCIDENT	\$1,000,000
& Employers Liability	E.L. DISEASE - EA EMP	\$1,000,000
Per Statute	E.L. DISEASE-POL LMT	\$1,000,000

INSURER AFFORDING COVERAGE: Lexington Insurance Company NAIC#: 19437
 POLICY NUMBER: 012147867 EFF DATE: 12/31/2025 EXP DATE: 12/31/2026

TYPE OF INSURANCE:	LIMIT DESCRIPTION:	LIMIT AMOUNT:
Excess Liability	Each Occurrence	\$5,000,000
	excess of	\$5,000,000



BUSINESS RELATIONSHIP DISCLOSURE FORM

Business Relationships. Pursuant to Village Code, all business relationships between vendors and Officials must be disclosed. Vendors and Officials shall complete this Business Relationship Disclosure Form when applicable. Failure to comply shall be considered a violation of the ordinance and can result in penalties.

For Vendors. Any vendor (Person or Entity) who has had any business relationship within the preceding ten years or reasonably expects such a relationship in the following twelve months with a current official or a past official during the preceding 10 years, where such relationship resulted in or is expected to result in financial benefit, shall disclose the following if the relationship entitled the current or past official to compensation, economic opportunity, or payment in excess of \$7,500 annually. A business relationship does not include a political contribution, otherwise duly reported as required by law.

For Officials. Any official who has had any business relationship within the preceding ten years or reasonably expects such a relationship in the following twelve months with a vendor, where such relationship has resulted in or is expected to result in financial benefit, shall disclose the following if the relationship entitled the official to compensation, economic opportunity, or payment in excess of \$7,500 annually. A business relationship does not include a political contribution, otherwise duly reported as required by law.

Submission of a disclosure does not disqualify a Vendor from consideration for a contract, grant, concession, land sale, lease or any other matters subject to the Village approval.

(1) Check applicable box ☒ Vendor (Person or Entity) ☐ Official

(2) For Vendor (Person or Entity)

☒ Vendor does not have a business relationship with any current Village of Orland Park Official or reasonably expect such a relationship in the following twelve months that entitled the Official to compensation, economic opportunity, or payment in excess of \$7,500 annually. See Appendix A for a listing of current Officials. (Please check the box if applicable and complete Certification section only.)

☐ Vendor did not have a business relationship with any past Village of Orland Park Official in the preceding ten (10) years that entitled the past Official to compensation, economic opportunity, or payment in excess of \$7,500 annually. See Appendix B for a listing of past Officials is included with this disclosure form. (Please check the box if applicable and complete Certification section only.)

(3) Please provide the name(s) of the Vendor(s) or Official(s) or related party.

(4) What is the nature of the business relationship with the Vendor(s) or Official(s) or related party?

(5) Provide the date(s)[month/year] of engagement or expected engagement:

(6) If the Vendor has been acquired or purchased within the preceding five (5) years:

- a. The date(s) of acquisition of the Vendor: May 2023 acquired by Trilon Group
- b. The name(s) of the preceding Vendor, if changed: _____
Fehr Graham's name did not change with the acquisition.

Certification

The undersigned Chris DeSilva, PE, as Business Unit Leader - Central Region and on
(Print Name of Person Making Disclosure) (Print Title of Person Making Certification)

behalf of Fehr Graham Engineering & Environmental, certifies the information supplied is true and accurate.
(Print Name of Vendor / Official)

Signature:  Date: May 18, 2026

See Appendix A for the List of Current Officials

See Appendix B for the List of Officials for the Past Ten (10) Years

APPENDIX A – LIST OF CURRENT OFFICIALS (2025)

Mayor

James V. Dodge, Jr.

Trustees

William R. Healy

Cynthia Nelson Katsenes

Michael R. Milani

Dina M. Lawrence

John Lawler

Joanna M. Liotine Leafblad

Village Clerk

Mary Ryan Norwell

Village Manager

George Koczwar

Assistant Village Manager

Jim Culotta

Directors / Department Heads

Development Services - Steve Marciani

Engineering – Syed Khurshid Hoda

Finance – Christopher Frankenfield

Human Resources - Regina Earley

Information Technology – Tad Spencer

Police Department – Eric Rossi

Public Works – Joel Van Essen

Recreation and Parks – Ray Piattoni

APPENDIX B – LIST OF OFFICIALS FOR THE PAST TEN (10) YEARS

August 2024 – May 2025

Brian Gaspdo, Village Clerk

May 2021 – May 2025

Keith Pekau, Mayor
William Healy, Trustee
Cynthia Nelson Katsenes, Trustee
Michael R. Milani, Trustee
Sean Kampas, Trustee
Brian J. Riordan, Trustee
Joni J. Radaszewski, Trustee

May 2021 – August 2024

Patrick O'Sullivan, Village Clerk

May 2019

Keith Pekau, Mayor
Kathleen M. Fenton, Trustee
James V. Dodge, Trustee
Daniel T. Calandriello, Trustee
William R. Healy, Trustee
Cynthia Nelson Katsenes, Trustee
Michael R. Milani, Trustee

May 2017

Keith Pekau, Mayor
(No change in Trustees)

2015 – April 2017

Daniel J. McLaughlin, Mayor
Kathleen M. Fenton, Trustee
James V. Dodge, Trustee
Patricia A. Gira, Trustee
Carole Griffin Ruzich, Trustee
Daniel T. Calandriello, Trustee
Michael F. Carroll, Trustee
John C. Mehalek, Village Clerk

Inactive Directors / Department Heads

Communications & Marketing – Nabeha M. Zegar, May 2022 – March 2024
Development Services – Karie L Friling, January 2006 – September 2017
Finance – Annmarie K Mampe, August 2003 – May 2020
Finance – Kevin Wachtel, May 2020 – April 2024
Human Resources – Stephana M Przybylski, March 2007 – July 2020
Human Resources – Denise A Maiolo, June 2020 – December 2021
Human Resources - Christina A Hackney, March 2022 – April 2022
Information Technology - John F Florentine, July 2016 – January 2019
Information Technology – David Buwick, June 2019 – March 2023
Police Department – Joseph Mitchell, September 2020 – March 2022
Police Department – Tim McCarthy, May 1994 – August 2020
Public Works – John J Ingram, February 2012 – July 2019
Parks Department - Gary Couch, January 2017 – May 2020
Recreation & Parks Department - Nancy Flores, July 2019 – May 2020

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