

ORLAND PARK

94TH AVENUE AND 159TH STREET SAFETY IMPROVEMENTS

Request for Proposals
#25-017

GHA GEWALT HAMILTON
ASSOCIATES, INC.

An Employee-Owned Company

625 Forest Edge Drive - Vernon Hills, IL 60061

847.478.9700 GHA-Engineers.com

March 31, 2025

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

Re: **REQUEST FOR PROPOSALS #25-017 – Phase I Design Engineering**
94th Avenue and 159th Street Safety Improvements
GHA Proposal No. 2025.T045

Village of Orland Park,

The Village of Orland Park is advancing its transportation infrastructure to ensure that safety and efficiency remain priorities as the community continues to grow. By addressing these needs with innovative, sustainable engineering solutions, the Village will stay at the forefront of infrastructure management and service delivery.

At Gewalt Hamilton Associates (GHA), we are excited about the opportunity to help Orland Park achieve its goals. With a proven track record of delivering solutions tailored to municipalities' unique demands, we are confident that our expertise aligns seamlessly with the Village's vision.

Our approach will build upon the 2024 traffic safety study, ensuring that our proposed improvements are informed by thorough analysis and strategically aligned with the Village's vision and future needs. We will develop intersection geometry and alignment alternatives, assess right-of-way requirements, and explore enhancements to traffic signals, pedestrian access, and ADA compliance. Furthermore, we will coordinate closely with IDOT, CCDOTH, and the Village to ensure that our proposed solutions are eligible for future grant funding.

GHA's extensive experience in managing complex projects, along with our collaborative approach and strong commitment to community engagement, positions us as the ideal partner for this initiative. We are dedicated to delivering projects on time, within budget, and to the highest standards of quality. Our direct experience with similar projects, coupled with our ability to adapt to evolving requirements, makes us the best choice for this critical safety improvement project.

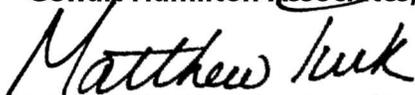
Attached, you'll find our comprehensive proposal, detailing our technical approach, project team qualifications, and proposed fee structure. We look forward to the opportunity to contribute our expertise to enhancing safety at the 94th Avenue and 159th Street intersection, furthering Orland Park's ongoing efforts to improve transportation infrastructure.

Thank you for considering our proposal. We are eager to collaborate with the Village of Orland Park to ensure the success of this important project.

contribute to the success of this important project.

Sincerely,

Gewalt Hamilton Associates, Inc.



Matt Turk, P.E., Director of Transportation

Direct: 847.821.6223 | MTurk@GHA-Engineers.com

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GHA's Vision - Now and into the Future:



GHA will be the premier consultant partner in the Midwest, providing high-quality services and designs for our clients and community.

GHA will be forward looking, working toward a common vision that includes diversity and inclusion, a feeling of belonging, and built upon strong internal and external relationships.

GHA will build and maintain a strong culture, one built upon trust and growth, and our core values of Ownership, Integrity, Passion, Initiative and Accountability.

EXPERIENCE

Proven Expertise in Intersection Safety & Phase I Engineering

Gewalt Hamilton Associates (GHA) brings an unmatched depth of experience in Intersection Traffic Safety Analysis and Phase I Design, with a team of experts skilled in traffic signal design, safety assessments, geometric improvements, and federal/state funding processes. Our team has successfully delivered intersection improvements that enhance safety, optimize operations, and comply with IDOT and FHWA requirements.

Intersection Safety & Phase I Leadership

Daniel Brinkman, P.E., PTOE leads GHA's Phase I engineering efforts, having secured Design Approval for over 25 federally funded projects. His work includes US 12/45 (Lee Street) at Forest Avenue, eliminating an "hourglass" bottleneck with new lanes and traffic signals, and Touhy Avenue at Gross Point Road, where safety enhancements included turn lanes, multimodal accommodations, and intergovernmental coordination. Mr. Brinkman's Traffic Impact Studies (TIS) and Traffic Signal Warrant Analyses have guided infrastructure improvements across Illinois, ensuring data-driven safety solutions.

Geometric Design & Safety Enhancements

Julie Roberts, P.E. has extensive experience in ADA-compliant pedestrian improvements, intersection design, and roadway reconstruction. As Design Engineer for the Wolf Road Sidewalk Project, she ensured safe pedestrian connectivity through ADA improvements and a complex ICC-approved railroad crossing. She has also contributed to Phase I & II intersection improvements in Buffalo Grove, Lincolnshire, and Grant Township, addressing multimodal safety and infrastructure challenges.

Traffic Signal & Operational Expertise

Ross Haseman, P.E. is GHA's traffic signal expert, specializing in signal coordination and timing (SCAT), fiber optic interconnect design, and real-time traffic monitoring. He has managed signal re-coordination projects for IDOT Districts 2-9, DuPage County, and Lake County DOT, optimizing traffic flow and safety across hundreds of intersections. His leadership on IDOT District 1's Traffic Signal Monitoring Program ensures the operational efficiency of nearly 3,000 traffic signals. Mr. Haseman has also designed and implemented numerous traffic signal systems, including IL 38 & Technology Blvd, US 12 & Volo Village Rd, and Touhy Ave & Lincoln Ave, enhancing intersection safety and efficiency.

Crash Analysis & Traffic Safety Studies

David Westergreen, P.E. brings a strong background in crash analysis, traffic impact studies, and Phase I engineering. His experience includes evaluating roadway safety and geometric designs for IDOT projects such as the I-94 Reconstruction and Drainage Study and Kedzie Avenue Bridge over the Cal-Sag Channel. At GHA, he develops Traffic Impact Studies (TIS) for municipal, commercial, and mixed-use developments, applying predictive traffic modeling and crash data to guide safety-driven improvements.

Delivering Safety & Efficiency for 94th Avenue & 159th Street



With a team of specialists in traffic safety, signal design, and Phase I engineering, GHA is uniquely positioned to develop a comprehensive intersection safety solution for 94th Avenue and 159th Street. Our proven success in obtaining Design Approvals, optimizing traffic signals, and implementing multimodal safety measures ensures that our approach will enhance traffic flow, reduce crash potential, and meet all federal and state requirements.



IL RTE 19 (IRVING PARK RD) AT OLD RIVER RD - PHASES I, II AND III

Schiller Park, IL

CLIENT

Village of Schiller Park

LOCATION

Schiller Park, IL

PROJECT FEATURES

Pedestrian Improvements
Commercial
Feasibility Study
Federally Funded Project
Highway/Roadway Phase I
Project Development Report
Stakeholder Coordination
Stormwater Management

SCOPE OF SERVICES

Topographic Survey
Concept Plans
Public Engagement
Data Collection
Preliminary Engineering
Stormwater Mgmt./Water Resources
Utility Coordination
Highway/Roadway Phase I Design
Lighting Design

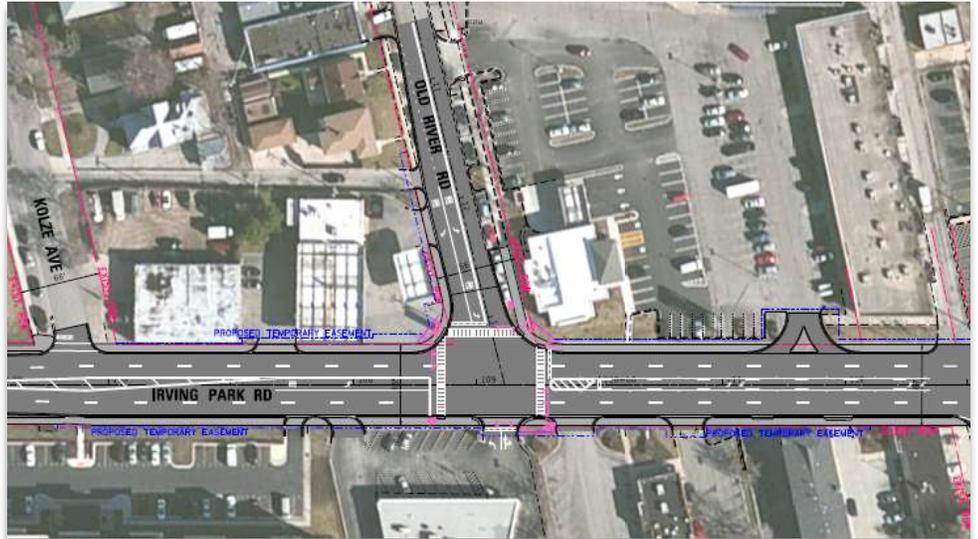
COST

\$1,735,000 (At Design Approval)

REFERENCE

Alex L. Alejandro, P.E., CFM, DECI
Vice President

Edwin Hancock Engineering
9933 Roosevelt Road
Westchester, IL 60154
708.865.0300
aalejandro@ehancock.com



RELEVANT SIMILARITIES

- Intersection improvement Phase II utilizing BLR 22211
- Traffic Study
- IDS

PROJECT OVERVIEW

The Village of Schiller Park initially contacted the Illinois Department of Transportation (IDOT) in 2013 inquiring about the ability to warrant a traffic signal at this location in response to numerous requests for improving pedestrian safety. IDOT confirmed that the intersection did warrant signals and the Village set out to find a way to construct the improvements including the eastbound and southbound left turn lanes that IDOT made a condition of the signal.

Funds for Phase I engineering were secured from the West Cook Council of Mayors and GHA was engaged to assist. Finding an acceptable solution to widen Irving Park Road and Old River Road to provide the required turn lanes and minimize the impacts and access changes on adjacent development within constrained rights of way proved challenging.

Ultimately, with a series of access changes and overwhelming public support a compromise was reached. GHA worked with the IDOT BLRS and Geometric sections to update and secure all the necessary environmental clearances and continued to pursue design approval through the pandemic. After considerable coordination Design Approval was ultimately secured in March of 2022.

GHA has been selected to provide Phase II engineering services for the improvements and is awaiting approval of Engineering Agreements.

GHA provided Phase II engineering services for the improvements which will commence construction in the spring of 2025. GHA will also provide Phase III Engineering services to the Village.



US 12/45 (LEE STREET) AT FOREST AVENUE PHASES I-II-III

Des Plaines, IL

CLIENT

City of Des Plaines

LOCATION

Des Plaines, IL

PROJECT FEATURES

- Roadway Improvements
- Improved Pedestrian Safety
- Traffic Signals
- Enhanced Drainage
- Federal Funding
- ADA Compliance

SCOPE OF SERVICES

- Topographic Survey
- Right-of-Way Survey
- Public Engagement
- Roadway Phase I Design
- Roadway Phase II Design
- Roadway Phase III Construction
- Project Development Report
- Traffic Study
- Traffic Signal Design
- Stormwater Management
- Utility Design
- Data Collection
- Resident Engineering
- Federal Paperwork

COST

\$2.6 Million

REFERENCE

Tim Oakley
Director of Public Works & Engineering
 City of Des Plaines
 1420 Miner St.
 Des Plaines, IL 60016
 847.391.5390
 toakley@desplaines.org



RELEVANT SIMILARITIES

- Intersection improvement Phase I utilizing BLR 19100
- Traffic Study
- IDS

PROJECT OVERVIEW

Gewalt Hamilton Associates, Inc. (GHA) was retained by the City of Des Plaines to improve public safety. The City of Des Plaines initiated traffic signal and intersection improvements at FAU Route 330 U.S. Route 12/45 (Lee Street/Manheim Road) and Forest Avenue. Route 12/45 is a four to five-lane north/south principal arterial connecting the City of Des Plaines' downtown area with the Lee Street and Oakton Street business corridors with the majority of the project being in a highly commercialized area intermixed with residential housing.

The project includes the widening of Lee Street/Manheim Road to create separate left turn lanes at a new signalized intersection with Forest Avenue. The west leg of Forest Avenue will be widened to provide a 3-lane roadway section.

Property acquisition was required from 21 parcels to accommodate the proposed improvements. Frequent communication with affected property owners at the onset of the project was a necessity.

GHA served as the Resident Engineer for Phase III Construction Engineering, and performed duties in accordance with IDOT requirements for federally funded project. Construction required close coordination with residents and local business.

Permits were obtained from:

- Illinois Environmental Protection Agency – Water Main
- Illinois Environmental Protection Agency – NPDES
- Metropolitan Water Reclamation District



US 14 (NORTHWEST HWY) AT METRA PARKING ACCESS

Barrington, IL

CLIENT

Village of Barrington

LOCATION

Barrington, IL

IDOT LETTING



3-5-2021

Contract #61E91

PROJECT FEATURES

ADA Compliance

Federal Funding

HMA Widening and Resurfacing

Lightweight Cellular Concrete Fill

Pedestrian/Roadway Improvements

Utility Improvements

SCOPE OF SERVICES

Topographic/Boundary Survey

Plats of Highway

Agency Coordination

NPDES Compliance Monitoring

Stakeholder Coordination/Public

Outreach

Roadway Phase I/II Design

Project Development Report

Transportation Planning

Traffic Study

Traffic Signal Design

Permitting Assistance

Stormwater Management

COST

\$1.9 Million

REFERENCE

Marie Hansen, P.E.

Deputy Village Manager

Village of Barrington

200 South Hough Street

Barrington, Illinois 60010

847.304.3460

mhansen@barrington-il.gov



RELEVANT SIMILARITIES

- Comprehensive intersection improvement project
- Traffic signal installation and interconnect
- Federally Funded

PROJECT OVERVIEW

The Village of Barrington retained GHA to provide Phase I and Phase II engineering services for a long-envisioned project to improve access to the existing Metra Parking lot. The Village was able to secure STP funds for design and construction of a new signalized intersection along US Route 14 to serve as the primary access.

The proposed improvements consisted of roadway widening and resurfacing; utility relocations; minor drainage improvements; regulated substances coordination; concrete pavement; new sidewalk and curb and gutter; new traffic signal installation and interconnect; tree installations; and parkway restoration. Daily lane closures and detailed commuter lot staging were required throughout the duration of the project to maintain parking access.



APWA Award Winner:
Transportation less than
\$5 million

PROJECT UNDERSTANDING AND APPROACH

Project Understanding

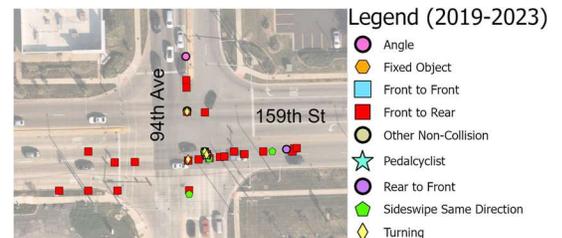
The Village is requesting Phase I Engineering Services for an intersection safety improvement at 94th Avenue and 159th Street (US Rte 6). The 94th Avenue and 159th Street intersection has historically been a high crash intersection in the Village of Orland Park. The Village completed a study of the intersection in 2024, which will give context for the project approach.

Gewalt Hamilton Associates (GHA) is well versed in the intricacies of urban intersection design, signalized intersection operations, pedestrian facilities, and navigating the Phase I approval process through the IDOT Bureau of Local Roads and Streets. Our team is fully equipped and ready to take on this project. We have allocated resources for the Village's 82nd Street Pathway Improvements, and due to a delay in that project timeline, we are eager to redirect our efforts and begin work on this initiative.

As part of the Phase I Engineering services, GHA feels the best approach is to first prepare a Concept Plan of the proposed improvements. Following a technical review and approval, we will proceed into more detailed engineering aspects of the Phase I Engineering study.

Approach

To enhance traffic safety and operational efficiency, this project will be approached through improvements in three key areas: Signal Work, Geometric Enhancements, and Pedestrian Facilities. Each category addresses specific aspects of intersection safety, visibility, accessibility, and traffic flow.



Signal Work

- ◆ Modify the existing traffic signal phasing to implement protected-only left-turn movements for both eastbound and westbound approaches.
- ◆ Design and install extended mast arms to ensure optimal positioning of traffic signal heads for all approach lanes.
- ◆ Install one signal head per lane, improving visibility and compliance with modern safety standards.
- ◆ Propose recommended advanced traffic signal and monitoring technology.



Geometric Improvements

- ◆ Modify the median and turn lane geometry to reduce the offset of eastbound and westbound left-turn lanes, improving driver visibility and reducing the likelihood of opposing vehicle conflicts.



Pedestrian Facilities

- ◆ Design and install high-visibility crosswalk pavement markings to improve pedestrian safety at designated crosswalks.
- ◆ Install accessible pedestrian push-button signals to assist pedestrians in safely crossing at the intersection.
- ◆ Assess and realign pedestrian crossings as necessary to minimize pedestrian exposure time within the crosswalk.
- ◆ Reconstruct pedestrian ramps and landings to ensure full ADA compliance, including proper slope, width, and detectable warning surfaces.

Upon completion of the Concept Plan and direction from the Village, GHA will commence the detailed Phase I Engineering for the proposed improvements to 159th Street and 94th Avenue. All work will be performed in accordance with current IDOT, and Village standards and guidelines. Based on the anticipated scope of work but the unknown need for Right-of-Way, we are preparing for the project to be processed as a State Approved Categorical Exclusion.

Our Phase I scope will identify any anticipated Right-of-Way and easement needs. A Plat of Highways for submittal and review by IDOT would be required in Phase II. Additionally, property negotiations and acquisitions, utility relocation coordination, and preparation of contract plans, specifications, and estimates will occur in Phase II.

We have organized our Scope of Services into the tasks detailed below:

Concept Plan

- ◆ Prepare geometric concept level plans to evaluate potential intersection layout modifications.
- ◆ Perform vehicle and pedestrian counts at the intersection to establish current baseline traffic volumes and patterns.
- ◆ Conduct traffic capacity analysis for proposed intersection configurations.

Phase I

- ◆ Project Coordination & Administration
 - ◆ Coordination is an important part of any Phase I Engineering Study. GHA will coordinate with federal, state, and relevant local agencies throughout the duration of the project.
 - Village
 - IDOT
 - FHWA
 - Utility Agencies
 - ◆ Project Administration
 - GHA will submit the pre-final reports and relevant documents for the Village to review. We will also submit the preliminary plans to the corresponding agencies as directed by the Village. All final plans and reports will be provided to the Village as appropriate in electronic format.
 - This item also includes project setup, monthly invoicing, and preparation of status reports. In addition, this item includes internal project team coordination / design meetings.
 - ◆ Funding – GHA will assist the Village and complete up to three (3) applications for local, state, or federal funding for up to two years after the project is complete.



Data Collection

- ◆ GHA will request available historical data and information (e.g., engineering plans, subdivision plans, easement plats, drainage reports, as-built plans, utility atlases, roadway plans, tax maps, USGS maps, FEMA maps, etc.) from the relevant agencies during the coordination process.
- ◆ Traffic Data Collection Utilizing Miovision Video Data Collection Units (VCU). Miovision collects all vehicle and pedestrian movements and also captures video that can be stored and viewed in the future should the Village desire.



Topographic Survey

- ◆ Existing Conditions Topographic Survey - The survey will meet or exceed the Minimum Standards of Practice as set forth by Illinois Administrative Code for a Topographic Survey. Accordingly, we will provide the following services:
 - ◆ Obtain benchmark information (NAVD88) from the Village of Orland Park Benchmark Network.

- ◆ Horizontal coordinates shall be referenced to the State Plane Coordinate System, Illinois East Zone, NAD83 adjustment. Vertical elevations shall be referenced to the North American Vertical Datum of 1988 (NAVD88). All units shall be U.S. Survey feet and decimal parts thereof.
- ◆ Establish five (5) permanent site benchmarks (i.e. crosses or boxes cut on concrete, flange bolts on fire hydrants, etc.) on site.
- ◆ Contours will be provided at 1'-0" intervals, with an error not to exceed one-half the contour interval.
- ◆ Elevations will be taken at 50-foot cross sections across the right-of-way width along the limits of survey, including spot grades at high points, low points, and grade changes. Points required are located at the right-of-way line, sidewalk, driveways and aprons, back of curb, flow line, centerline/concrete median, etc. The topography will extend approximately 20 feet beyond the existing ROW. The survey limits will be as shown on the attached Limits of Survey Exhibit.
- ◆ The survey will show the location of the visible ground features, physical improvements with the project limits including location and elevation of light poles, utility poles, traffic lights, sidewalks, driveways, fences, guard rails, signage, striping, overhead wires, etc.
- ◆ The location of underground utilities, both observed and from record information such as Village utility atlases, will be provided and will including location and size of water mains, fire hydrants and valves. The survey will show depth, size, and direction of flow for all sanitary, storm drains, and culverts serving the property. The location of all manholes, catch basins and all pipe inverts that are accessible from will be depicted.
- ◆ Location of "dry" utilities such as telephone, electric, gas and cable T.V. lines, etc. will be depicted based on visual surface evidence and available utility atlas information from the respective utility companies. The cost for marking of private utilities is not included in this proposal, but GHA will include this information if the Client arranges to have private utilities marked in the field prior to our field visit.
- ◆ Locate existing tree and brush lines in the right-of-way (ROW). Individual free-standing trees of 6" caliper or greater at breast height (DBH) will be individually located (tagging and identification are not included); and will be shown as deciduous or coniferous. Groupings of trees or landscaped areas will be shown en masse.



Right-of-Way Survey

- ◆ Obtain all necessary documentation and complete a survey of the right-of-way (ROW) within project limits for the purposes of establishing the ROW.
 - ◆ Research available plats and property records.
 - ◆ Locate and survey the existing property monumentation in the project area and establish the position of the ROW lines within the project limits.
 - ◆ Locate and survey monuments on side lot property lines along the ROW that will be within the project limits.
 - ◆ Side lot property line monuments will not be located or surveyed along the ROW within the project limits. If it is determined that the side lot property lines need to be surveyed due to acquisition of ROW or easements, GHA will request additional fee for the time to research, field locate, and survey of any side lot property lines.

Note: GHA will provide the Client with a cost estimate for obtaining the title commitments or deeds for the parcels. Title commitments or deeds will not be obtained without the written authorization of the Client. The fee for the title commitments will be billed to the Client without markup.



Traffic & Crash Analysis

GHA will review the current and projected traffic volumes along the corridor. Projected volumes will be calculated using the previously provided 2050 CMAP Traffic Volumes.

- ◆ **Crash Data & Analysis** - GHA will request the most recent five (5) years of crash statistics from IDOT Division of Traffic Safety in Springfield, IL. We will also request crash reports from the Village for the years 2024-25 to date, to build upon the previously completed traffic study. The data will be reported and analyzed according to federal guidelines.

- ◆ **Intersection Design Study (IDS)** - Building on the work from the Concept Plan, GHA will prepare an Intersection Design Study (IDS) in accordance with Illinois Department of Transportation (IDOT) Bureau of Design and Environment (BDE) manual guidelines and requirements.
 - ◆ Coordinate with IDOT to determine the appropriate design year (e.g., year 2050 or construction +5).
 - ◆ Develop Design Year traffic projections based on previously provided 2050 traffic projections.
 - ◆ Complete Morning and Evening Peak Hour capacity analyses for the selected design year.
 - ◆ Determine design components such as turn lane storage length, approach and departure tapers, design vehicle, curb radii, lane widths, and pedestrian operations.
 - ◆ Complete AutoTURN simulations for the appropriate Design Vehicle(s).
 - ◆ Prepare a preliminary traffic signal design layout.
 - ◆ Prepare detailed ADA Design for pedestrian crossings.
 - ◆ Prepare required documentation for any Design Exceptions identified in the IDS. This effort includes completion of the BDE 3100 Design Exception form(s), preparation of the required exhibits, and representing the Village at a Design Exception virtual meeting with IDOT and BDE.
 - ◆ Identify any preliminary easement and or Right of Way needs.

Environmental Studies

GHA will prepare the required submittals and ensure the necessary coordination is completed so the project can receive Design Approval (DA) clearances for Biological, Cultural, and Special Waste impacts.

- ◆ GHA will prepare and submit the Natural Resources Screening Form and the Cultural Resource Review for Categorical Exclusion forms including the necessary attachments.
- ◆ GHA will prepare and submit the IDOT Environmental Survey Request (ESR) Form. This includes completing the form and creating the attachments.
- ◆ Wetlands
 - ◆ GHA will conduct a review of the project limits and complete a wetland delineation and associated wetland determination report if necessary.
 - ◆ We are not anticipating any wetland impacts in the project limits and would assist the Village in submitting a "No Wetlands Impacted" letter to complete the wetland analyses and secure the Wetlands clearance.
- ◆ Preliminary Environmental Site Assessment (PESA)
 - ◆ GHA will initiate coordination for the State PESA through the submittal of the ESR for Special Waste Clearance.
- ◆ Threatened and Endangered (T/E) Species
 - ◆ GHA will initiate coordination for federal and state threatened and endangered species through the submittal of the ESR for Biological Clearance
- ◆ Section 4(f) De Minimis Evaluation
 - ◆ A Section 4(f) evaluation is needed for any impacts to publicly owned recreational land. No Section 4(f) evaluation is anticipated.
- ◆ Archaeological and Historic Preservation
 - ◆ GHA will initiate coordination for archaeological and historic preservation consultation through the submittal of the ESR for Cultural Clearance.

Preliminary Drainage & Analysis

GHA will prepare a preliminary drainage evaluation and perform the required analysis in accordance with the stormwater requirement of the MWRD, CCDOH, IDOT, Village of Orland Park. Efforts will include:

- ◆ Collect pertinent as-built plans, USGS maps, County topographic maps, utility atlas maps from the Village Orland Park and MWRD permits in the vicinity of the project area, and other pertinent data. Collect and review of reports of flooding problems (flood-prone areas, roadway overtops, etc.) of both adjacent properties and the roadway facility.

- ◆ Perform an evaluation of existing drainage conditions by reviewing record roadway plans, maps, reports, and field reconnaissance trips. Identify existing drainage patterns, drainage systems, and major drainage features. Evaluate the sensitivity and suitability of the existing drainage systems and outlets to determine adequacy for continued use.
- ◆ Evaluate stormwater runoff and identify permit requirements in accordance with the MWRD, IDOT, CCDOTH, and Village requirements. Stormwater detention and volume control are not anticipated by the MWRD. It is assumed that IDOT or CCDOTH does not require stormwater detention due to the minimal addition of impervious areas.
- ◆ Evaluate and perform preliminary stormwater system design, including hydraulic grade line computations.
- ◆ Evaluate the need for additional rights-of-way and easement for drainage purposes.
- ◆ Prepare a Location Drainage Technical Memorandum (LDTM) in accordance with the IDOT Hydraulics Manual.

Preliminary Engineering

- ◆ GHA will develop typical sections (existing and proposed) and preliminary plan and profile sheets for the proposed roadway, signal, and pedestrian crossing improvements.
- ◆ Utilizing the preliminary cross sections, signal plans, and ADA details, GHA will identify any preliminary easement and or Right of Way needs.
- ◆ GHA will prepare a preliminary Engineers Opinion of Probable Cost (EOPC) for the improvements utilizing current IDOT pay items.
- ◆ GHA will review existing Village utilities within the project limits and coordinate with the Village to determine the extent of local utility improvements that may be constructed at the same time as the improvements. Storm sewer improvements are generally eligible for federal participation, while water main replacement and sanitary sewers are not eligible but can be included in the plan set.
- ◆ GHA will engage Testing Service Corporation (TSC) as a sub-consultant to provide soil borings for future pavement design.

Public Involvement

- ◆ Given the proposed safety improvements and the current BLRS requirements for public involvement, we anticipate the need to prepare property owner notification letters. This is contingent on the limited Right of Way or easement requirements associated with the proposed improvements.
- ◆ Should a formal Public Information Meeting be required or desired we would present the proposed improvements, potential right-of-way and easement needs, and other design components. Comments received at the Public Information Meeting will be incorporated in the Project Development Report. GHA will prepare newspaper notices for the Village to publish, prepare handouts, sample resident invitation letters and comment forms, a Frequently Asked Questions (FAQ) document for responses to public comment and prepare for and staff an open-house format meeting.

Project Development Report

- ◆ The Phase I Engineering Study culminates in the completion and submittal of the Project Development Report (PDR). GHA will prepare Pre-Final (draft) and final versions of the PDR document and attachments. The PDR is expected to follow the requirements of IDOT BLR 22210, which addresses processing the project as a State Approved Categorical Exclusion.

Note: until funding for a future phase of the project is committed to and entered into the CMAP TIP, IDOT and FHWA will not issue Design Approval.

OPERATING HISTORY

HEADQUARTERS

625 Forest Edge Dr • Vernon Hills, IL 60061 | 847.478.9700 | GHA-Engineers.com

OVERVIEW

GHA prides itself on providing superior services and designs for our clients and community. Built on the values of Integrity, Dedication and Passion, along with a strong culture built upon trust and growth, GHA was established in 1981 by firm founders Dave Gewalt and Bob Hamilton. Since then, GHA has expanded to a full service multidisciplinary civil engineering and surveying firm offering a wide range of professional civil engineering, surveying, transportation, environmental and geographic information services.

GHA is prequalified with IDOT in 15 categories



Illinois Department
of Transportation

SEFC PREQUALIFICATIONS FOR GEWALT HAMILTON ASSOC., INC.

IDOT has set GHA's annual transportation fee capacity as over \$24M. The Transportation Division will lead this project and leverage other internal teams for specific expertise when necessary. We have grown to over 130 employees, while focusing on staff development with versatility in mind to effectively plug-in our resources. **We are ready to hit the ground running for the Village on this project.**

- | | |
|---|------------------------------------|
| Special Studies - Signal Coordination & Timing (SCAT) | Special Studies - Traffic Studies |
| Hydraulic Reports - Waterways: Typical | Special Plans - Traffic Signals |
| Hydraulic Reports - Waterways: Complex | Highways - Roads and Streets |
| Location Design Studies - Rehabilitation | Special Services - Surveying |
| Special Services - Construction Inspection | Special Studies - Safety |
| Special Services - Aerial Mapping/LiDAR | Hydraulic Reports - Pump Stations |
| Location Drainage Studies - New Construction/Major Reconstruction | Special Studies- Location Drainage |
| Location Design Studies - Reconstruction/Major Rehabilitation | Special Services - Sanitary |

TRANSPORTATION ENGINEERING EXPERTISE

GHA's Transportation Services Division has earned a strong reputation of excellence throughout the greater Chicagoland area. We owe this high level of trust to our high regard for adherence to best-practices and the standards on which they are based.

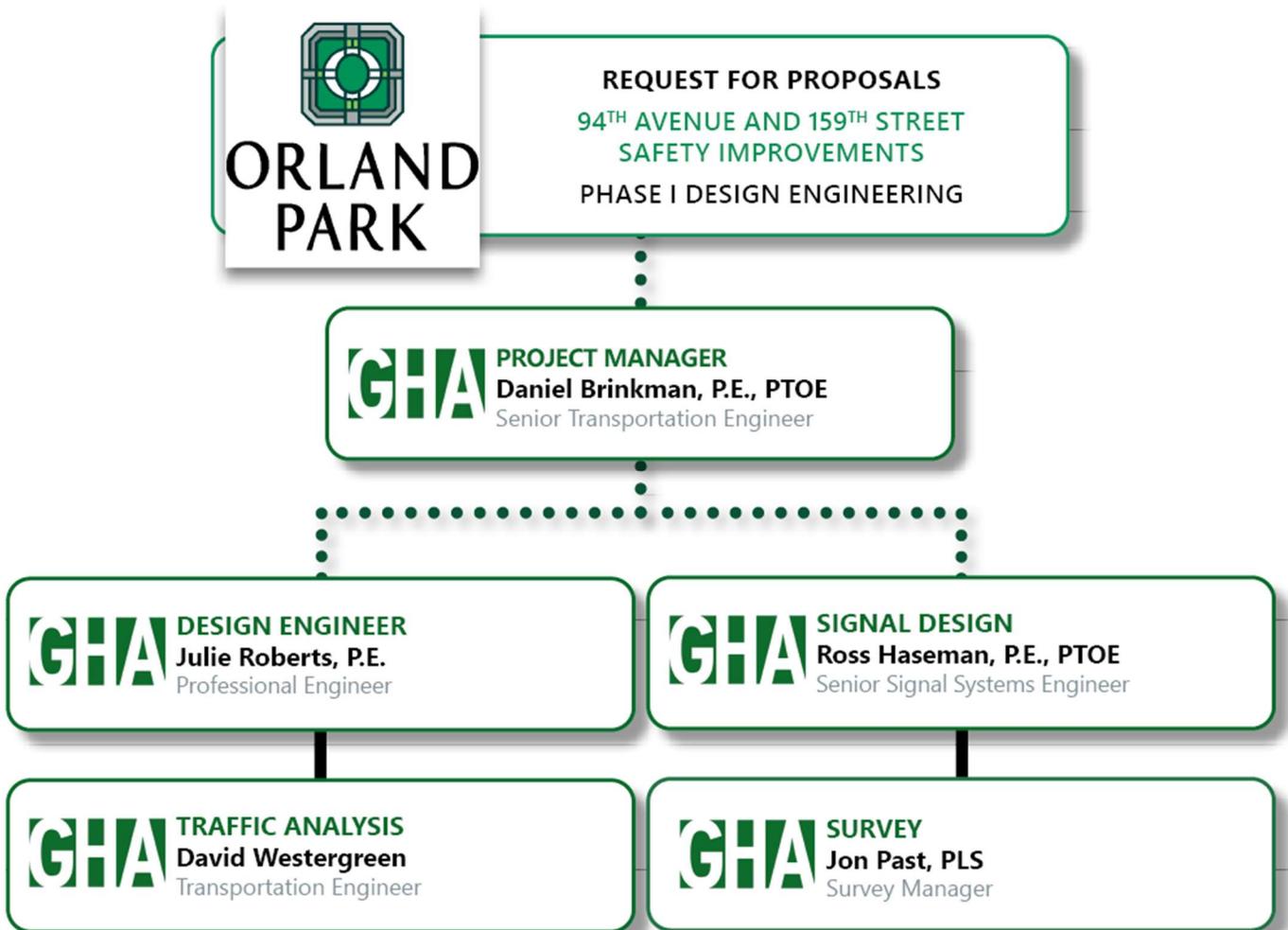
GHA's perspective has guided many new path improvement projects utilizing CMAQ, ITEP, SRTS and STP funding sources with exemplary outcomes. This includes a wide variety of project sizes and unique complexities including working closely with multiple jurisdictional approvals; water resource impacts such as floodplains, floodways, and wetland impacts; and compliance from various permitting requirements from state, county and local agencies.

QUALIFICATIONS

Workload

Gewalt Hamilton is committed to serving our existing clients and we carefully monitor the current and projected workload for each of our employees. We understand the importance of being responsive to our clients' needs, and we always consider the impact an awarded project will have on the workload of our staff.

Workload responsibilities of all proposed team members have been reviewed, and the team presented in this statement can fully accept the responsibility of your project. We are confident that – **with our resources, experience, and manpower** – we will provide you with successful, efficient, and cost-effective engineering services that are completed on time and within budget.





Daniel P. Brinkman, P.E., PTOE

Senior Transportation Engineer

Gewalt Hamilton Associates, Inc.

Direct: 847.821.6222

DBrinkman@GHA-Engineers.com

Experience

Daniel P. Brinkman is a Licensed Professional Engineer with 28 years of experience in the traffic engineering and transportation planning fields. His experience covers both the public and private sectors, with clients including municipalities, retail and residential developers, school districts, park districts and hospitals/medical centers. Mr. Brinkman holds additional certification as a Professional Traffic Operations Engineer and currently serves as the Assistant Director of Transportation Services. Additionally, Mr. Brinkman serves as the Phase I Manager for Gewalt Hamilton, overseeing Preliminary Engineering efforts associated with State and Federally Funded projects requiring Design Approval from the Illinois Department of Transportation's Bureau of Local Roads and Streets.

Black Road Interconnect: US 30 to IL Rte 59, Joliet

Mr. Brinkman served as Project Manager for both Phase I and Phase II of this CMAQ funded Traffic Signal Interconnect and Modification project. The nearly 5-mile corridor connected three existing closed loop systems, upgraded 11 signals and necessitated three bridge crossings including the Black Road bridge over I-55 and over the DuPage River. Pedestrian signals and pushbuttons were replaced at most of the local jurisdiction signals. Design Approval was received in January 2020 and the \$1M project was subsequently placed on the November 6, 2020, IDOT Letting.

IL Rte. 50 (Liberty Street) at CSL Behring Access, Bradley

Mr. Brinkman served as Project Manager for the design of signal modifications to construct the fourth (east) leg of an existing signalized entrance along IL Rte. 50 to serve the 1M square foot expansion at the CSL Behring pharmaceutical manufacturing facility in Bradley, Illinois. Serving as part of team for this fast tracked, locally funded improvement, GHA prepared temporary and permanent traffic signal and interconnect plans for the improvements. Coordinating almost daily with the Prime consultant and IDOT District 3 staff the improvement plans were approved in less than 3 months. The permit for \$1.9M in off-site roadway improvements was issued in June 2019 and is expected to be complete in 2020.

IL Rte. 59 at Duke Parkway Extension, Cities of Aurora and Warrenville

Mr. Brinkman served as Project Manager for the IL Rte. 59 at Duke Parkway intersection project which included the extension of an existing roadway and new signalized intersection to serve a proposed 1.1 million square foot AMAZON distribution facility. This project was partially funded with Economic Development for a Growing Economy (EDGE) funding from State of Illinois. The project consisted of approximately 0.15 miles of new roadway and 0.4 miles of mainline roadway widening and a new signalized intersection spanning both the City of Aurora and the City of Warrenville. The project had an extremely compressed timeline with preliminary traffic studies and engineering commencing in September 2016 with

Education

Bachelor of Science in Civil Engineering, University of Illinois at Chicago, 1996

NHI/FHWA – National Environmental Policy Act (NEPA) and the Transportation Decision-making Process, June 2018

Professional Registration

State of Illinois Licensed Engineer #062-55293

Professional Traffic Operations Engineer (PTOE) #1253

Memberships

Institute of Transportation Engineers (ITE)

American Society of Civil Engineers (ASCE)

ASCE Transportation and Development Institute (T&DI)

International Municipal Signal Association (IMSA)

a local letting in June 2017. The \$3.5 million construction project was substantially complete in November 2017.

US Rte. 12/45 (Lee Street) at Forest Avenue Phases I and II, Des Plaines

Mr. Brinkman served as the Project Manager for roadway widening and traffic signal installation at the intersection of Lee Street and Forest Avenue. Proposed improvements include widening to eliminate an existing "hourglass" condition on the mainline and installation of a new traffic signal. The project received \$1.3 million in Surface Transportation Program (STP) funding for construction. Design Approval was received in September of 2015. After a lengthy Land Acquisition process involving 22 individual parcels, the project was awarded on the January 2020 IDOT letting.

Lake County Division of Transportation CMAQ Signal Improvements, Waukegan

Mr. Brinkman served as the Project Manager for three Lake County Division of Transportation signalization projects that received Congestion Mitigation and Air Quality (CMAQ) funding:

- Sunset Avenue – Golf Road – Greenwood Avenue, from McAree Road to Sheridan Road. This project included 2.81 miles of fiber optic interconnect, modifications to two existing signals and reconstruction of three additional intersections. Additionally, GHA prepared a Plat of Highways for Land Acquisition from three individual parcels. Design Approval was received in October of 2018 and the project was awarded on the June 2020 IDOT letting.
- IL Rte. 43 from IL 137 to Northpoint Boulevard & Greenleaf Avenue from Lakehurst Road to Washington Street. This project included over 1.8 miles of fiber optic interconnect and modifications to 12 separate intersections. The project was on the January 2016 IDOT letting and construction was completed in 2016.
- IL Rte. 137 (Sheridan Road) from IL Rte. 173 to Grand Avenue. This project included almost 5 miles of fiber optic interconnect, reconstruction of three existing intersections, and modifications to 12 additional intersections. The project was on the November 2014 IDOT letting and construction was completed in 2015.

McHenry County Division of Transportation Temporary Signal Improvements, Huntley

Mr. Brinkman served as the Project Manager for a McHenry County Division of Transportation signalization project near the Huntley High School. Two offset "T" intersections at Harmony Road/Hemmer Road/Main Street were improved with long term temporary traffic signals to improve the traffic flow for the student arrival and dismissal periods of the nearby High School. The project was designed, locally let and constructed during a three-month summer period to allow for turn-on prior to school opening in the fall.



Julie M. Roberts, P.E.

Professional Engineer

Gewalt Hamilton Associates, Inc.

Direct: 847.821.6276

JRoberts@GHA-Engineers.com

Experience

Ms. Julie Roberts is a professional civil engineer with over nine years of experience in design and construction of roadway and utility improvements. She began her career as an intern at GHA in 2015 where she provided construction oversight on a variety of municipal infrastructure improvements. Her construction experience has enhanced her design capabilities on roadway and highway resurfacing and reconstruction projects. In addition to her technical duties, Ms. Roberts has assumed leadership roles in several of the firm's internal organizations, assisting with coordination of events and programming.

Wolf Road Sidewalk, Prospect Heights

Ms. Roberts served as Design Engineer for Phase I design of approximately 1.3 miles of sidewalk, varying from five to seven feet in width to connect the Prospect Heights METRA Station to the Palatine Frontage Road. This project included ADA improvements, drainage improvements and coordination with the Illinois Commerce Commission (ICC) for a crossing of a railroad.

Riverwoods Road Path, Lincolnshire

Ms. Roberts served as Design Engineer for the Phase I and II design of approximately 0.3 miles of 8-foot wide HMA path along Riverwoods Road. This project included ADA improvements, drainage improvements, and required a permit through Lake County Division of Transportation. The \$270,000 project received Illinois Transportation Enhancement Program (ITEP) funding.

Lake Street Phase II, Grayslake

Ms. Roberts is part of the design team for this STP funded resurfacing project, which includes sidewalk ramp and crosswalk improvements along the full project length. A portion of the project also includes new curb & gutter and associated drainage improvements. Ms. Roberts' responsibilities include design of sidewalk ramps for ADA compliance, calculation of quantities, and preparation of cost estimates.

Green Knolls and Gail Street Reconstruction, Buffalo Grove

Ms. Roberts was the Resident Engineer for the \$1.8 million improvement located on Green Knolls and Gail Street from Thompson Boulevard to Deerfield Road, in Buffalo Grove. Improvements included earth excavation, pavement and stabilized base removal, curb and gutter removal, sidewalk improvements, curb and gutter installation, storm sewer installation and improvements, full depth pavement placement, and landscape restoration. The project included substantial ADA upgrades. Ms. Roberts was responsible for construction observation in conformance with IDOT specifications and documentation, material inspection management, and quantity calculations per standard practices as well as extensive communication and coordination with the contractor, Village staff, Park District staff, residents, and GHA project team on this fast-paced project.

Education

Bachelor of Science in
Civil Engineering,
Minor in Leadership,
University of Detroit
Mercy, 2015

Professional Registration

Illinois Professional
Engineer # 062-071981

IDOT Documentation of
Contract Quantities
Certification #21-18527

Memberships

American Society
of Civil Engineers

Molidor Road Safe Routes To School, Grant Township

Ms. Roberts was the Design Engineer as well as the Resident Engineer for this federally funded project. Ms. Roberts was responsible for the preliminary geometric design, preparation of cross sections, computation of quantities and preparation of cost estimates.

Thompson Boulevard and Brandywyn Lane Roadway Improvements, Buffalo Grove

Ms. Roberts assisted the GHA Resident Engineer on this \$4.8 million federally and locally funded improvements to Thompson Boulevard and Brandywyn Lane in the Village of Buffalo Grove. Improvements included storm sewer system upgrades, full-depth roadway reconstruction, curb & gutter and sidewalk removal and replacement, and parkway landscape enhancements. Ms. Roberts assisted with project management, contractor coordination, construction observation and documentation in conformance with IDOT specifications, materials inspection management, and extensive resident coordination.

Beck Road Improvements Phase III, Lindenhurst

Ms. Roberts was an inspector for the improvements to Beck Road between Sand Lake Road and Grass Lake Road. These STP-funded improvements include roadway resurfacing (between Sand Lake Road and Rolling Ridge Lane, and between Rolling Ridge Lane and Springhill Lane); storm sewer, curb & gutter, and roadway base spot repairs; sidewalk installation; and coordination with ComEd for light pole relocations and upgrades. Between Springhill Lane and Grass Lake Road, the project consists of roadway widening and reconstruction; new storm sewer and underdrains, sidewalk installation, new curb & gutter, and reprofiling to improve drainage. Ms. Roberts was responsible for construction observation and daily project documentation

2018 Street Program, Schiller Park

As part of the design team for this annual improvement project, Ms. Roberts was responsible for designing the full reconstruction of two alleys, utility coordination, calculation of quantities, and cost estimating.

2017 Road Program & Metra Parking Lot Improvements, Golf

Ms. Roberts served as the Resident Engineer for the \$68,000 project. Improvements included milling and HMA resurfacing, curb & gutter removal and replacement, and ADA sidewalk improvements. Ms. Roberts was responsible for all aspects of construction, including conformance with plans and specifications, schedule and budget adherence, material inspection management, and coordination between the Village, residents, and the contractor.

2017 Elm Circle Water Main Improvements, Golf

Ms. Roberts served as the Resident Engineer on the \$63,000 water main Improvement project in the Village of Golf which consisted of abandoning the existing water main and the installation of approximately 180' of 8" PVC pipe and associated water services. Ms. Roberts was responsible for all aspects of construction, including conformance with plans and specifications, schedule and budget adherence, water main testing verification, and coordination between the Village, residents, and the contractor.



Ross J. Haseman, P.E., PTOE

Senior Signal Systems Engineer

Gewalt Hamilton Associates, Inc.

Direct: 847.821.6240

RHaseman@GHA-Engineers.com

Education

Bachelor of Science in
Civil Engineering,
Valparaiso University,
2008

Master of Science in Civil
Engineering,
Transportation Focus,
Purdue University, 2010

Professional Registration

Illinois Professional
Engineer #062-066228

Professional Traffic
Operations Engineer
#3973

IMSA Traffic Signal III
(Senior Field Tech)

IMSA Fiber Optics for ITS
II

CN On-Track Safety -
Contractor

Memberships

International Municipal
Signal Association
(IMSA)

Institute of
Transportation Engineers
(ITE)

Experience

Ross Haseman is a Civil Engineer with 16 years of civil engineering experience. Mr. Haseman served as an intern during the summers of 2006 through 2008 and joined GHA full-time upon completion of his Master's Degree. Through his project assignments at GHA, Ross has become GHA's traffic signal expert with a broad range of professional experience, including traffic signal design and maintenance principles, Signal Coordination and Timing (SCAT), fiber optic network design for ITS, roadway geometric design, traffic data collection and analysis. Through his leadership on various SCAT contracts, Mr. Haseman has developed close working relationships with several IDOT District leads responsible for overseeing traffic signal design and operations.

IDOT District 1 Traffic Signal Monitoring

Starting in 2012, Mr. Haseman has remotely monitored nearly 3,000 traffic signals for IDOT District 1 weekly. Mr. Haseman creates a weekly report with all current maintenance, construction, and programming issues with IDOT traffic signals. This report is used by IDOT to direct maintenance efforts and monitor traffic issues in construction areas. Mr. Haseman also creates a biweekly report with current detection issues at IDOT traffic signals.

Various Signal Coordination and Timing Projects, IDOT Dist. 2-5, 6-9

For these traffic signal re-coordination projects on various routes throughout Illinois, Mr. Haseman was responsible for Aries zone set up, Synchro traffic model creation and manipulation, traffic controller programming, and speed-delay study data collection and reporting.

Various Signal Coordination and Timing Projects, DuPage County

Through several contracts since 2017, Mr. Haseman has worked on many traffic signal re-coordination projects on various routes throughout DuPage County. Mr. Haseman was responsible for Aries zone set up, Synchro traffic model creation and manipulation, traffic controller programming, and speed-delay study data collection and reporting.

LCDOT Engineering Assistance

Starting in 2023 Mr. Haseman has assisted the Lake County Division of Transportation in several different work orders. One contract included developing traffic signal modification plans to remove old equipment and install new detection, while another involved deep data manipulation and investigation to update signal coordination schedules at hundreds of intersections, using stored ATSPMs and MOEs.

Reconstruction of IL 171 Northbound Bridge over I-55

Mr. Haseman implemented detour timings along several detour routes related to the partial closure and reconstruction of the IL 171 & I-55 interchange. Mr. Haseman adjusted signal timings at 25 traffic signals along these routes, and

continuously adjusted them as traffic conditions changed throughout the span of the project. This included correcting and adjusting existing traffic signal timings to improve traffic flow during and after the project. Mr. Haseman worked closely with the IDOT RE and consultant RE to keep traffic flowing as efficiently and safely as possible.

Randall & Stearns Road Traffic Signal System Re-Optimization, South Elgin

GHA re-optimized this signalized intersection in conjunction with the construction of the new Stearns Road Corridor. Mr. Haseman's responsibilities included updating and editing an existing Synchro model of Randall Road, creating signal timing plans for this intersection which operates within the already established coordinated corridor, and implementing timings in the field.

US 14 Widening from Crystal Lake to Woodstock

Mr. Haseman was the traffic signal timing consultant for both halves of the widening project along US 14. A total of 11 signals were affected by this construction. Mr. Haseman programmed the temporary traffic signals and adjusted them as traffic conditions changed throughout the project, and then programmed the new traffic signals once construction was complete. This involved creating a Synchro traffic model, engineering new traffic signal timings, implementing & adjusting those timings, and performing a before-after GPS speed delay study.

Traffic Signal Design Projects

- IL 38 & Technology Blvd, West Chicago – Upgrading a stop-controlled intersection to a signalized intersection. Traffic Signal design, state permitting, and bid document preparation.
- US 12 & Volo Village Rd, Volo – Modernizing an existing signalized intersection with new decorative mast arms and posts and a new pedestrian crosswalk.
- Touhy Ave & Lincoln Ave – Traffic signal design in conjunction with geometric changes to the roadway for a large multi-use development. Included design of three signalized intersections, interconnect, as well as signal timing Reoptimization.
- Briggs St & New Lenox Rd - Traffic signal design in conjunction with geometric changes to the roadway for a gas station. Included design of one signalized intersection and one signalized interstate ramp, interconnect, as well as assisting with roadway lighting design.
- Hook Dr & Nicole Ln - Traffic signal design in conjunction with geometric changes to the roadway. Included interconnect and electrical service to existing HAR radio installation.
- Deerpath Rd, Lake Forest – Traffic signal improvements as well as ADA improvements to three intersections near a middle school. Includes bid document and bidding assistance, as well as TIS design for inclusion on county-wide Centracs network. This design project stemmed from a separate contract where Mr. Haseman inspected all City-owned traffic signals in order to recommend maintenance and improvement upgrades for future construction projects.
- US 14 & Water's Edge Blvd, Crystal Lake – IDS and traffic signal design for modifications to existing signalized intersection for new development.



David Westergreen, E.I.

Transportation Engineer

Gewalt Hamilton Associates, Inc.

Direct: 847.821.6307

DWestergreen@GHA-Engineers.com

Education

Bachelor of Science in
Civil Engineering from
Clemson University, 2016

Experience

Mr. David Westergreen is a civil engineer with eight years of experience in Right-Of-Way, Design, and Traffic Civil Engineering. He began his career in Nashville, Tennessee at the Tennessee Department of Transportation (TDOT) and worked in Right-of-Way for two years, then moved to Illinois where he spent two years working for Stanley Consultants as a Phase I Transportation and Design Engineer. Joining in July of 2022, he has settled into a Traffic Engineering role at Gewalt-Hamilton Associates, where he currently works on Traffic Impact Study creation and assists GHA Engineers with Phase I/II Traffic and Design Work.

Hawthorne Avenue, Round Lake Beach

Mr. Westergreen was part of this design team for this municipal project. Ms. Westergreen was responsible for the preliminary geometric design, crash analysis, and design variances.

Gewalt Hamilton Associates Traffic Impact Studies

Mr. Westergreen's primary tasks at Gewalt-Hamilton Associates are creating Traffic Impact Studies, for which he performs traffic analysis using HCS7 and Synchro 11 to create predictive traffic data patterns as well as crash analysis to determine the roadway capacity and performance due to site changes. Some locations Mr. Westergreen has performed traffic impact studies at: Crest Hill Illinois Police Department, Palatine Popeyes, and Crystal Lake and Deer Park for Multi-Use Facilities.

In the Employ of Others

I-94 Reconstruction and Drainage

Mr. Westergreen has experience with large-scale IDOT projects from working at Stanley Consultants. One example of this is his work on I-94 between Martin Luther King Drive and US Route 6, a total of 9 miles of Reconstruction and Drainage. Mr. Westergreen was responsible for Phase I design and crash data analysis on this job, and handled many cross sections, typical sections, planning, design exceptions, and thousands of highway crashes over his time on the study.

Kedzie Ave Bridge over Cal-Sag Channel, Blue Ridge

Mr. Westergreen also has experience with small-scale IDOT projects from working at Stanley Consultants. Mr. Westergreen was responsible for the Phase I work on a small bridge project including plan and corridor design, crash analysis, and guardrail design along Kedzie Avenue over the Calumet-Sag Channel in Blue Ridge, Illinois. Mr. Westergreen worked to submit this design for approval in his time at Stanley Consultants.



Jonathan F. Past, PLS

Survey Manager

Gewalt Hamilton Associates, Inc.

Direct: 847.821.6236

JPast@GHA-Engineers.com

Professional Registration

State of Illinois Licensed Professional Land Surveyor #035 003341

Memberships

Illinois Professional Land Surveyors Association, Northeast Chapter

National Society of Professional Surveyors

Leadership

Workforce Development Committee

Representative, NE Chapter of the Illinois Professional Land Surveyors Association

Past President of NE Chapter of the Illinois Professional Land Surveyors Association

President, Illinois Professional Land Surveyors Association, Northeast Chapter

Experience

Mr. Past is a Licensed Professional Surveyor with more than 35 years of industry experience in all types of surveys using a variety of technologies. As Manager of GHA's Survey Group, Mr. Past is responsible for scheduling and management of all survey staff, project procurement and pricing, QA/QC of completed work, and R&D for new innovations in land surveying.

Boundary Surveys

Retraces and monument title lines for ALTA/ACSM/NSPS land title surveys, new subdivisions and existing parcels requiring a current survey, including legal descriptions and plat preparation. Also prepares legal descriptions and plats for roadway and easement dedications, roadway and easement vacations and tax division or annexation parcels.

Route Surveys

Transportation related experience involving control surveys by GPS and classical methods. Determines existing centerline alignments and existing right-of-way from field surveys and public records. Also prepares plats of highway with legal descriptions for proposed right-of-way for small and large-scale land acquisition projects.

Engineering and Construction Surveys

Broad range of experience in small to very large private and public works projects involving settlement monitoring, roadway and site topographic surveys, centerline alignment surveys, and drainage and hydraulic surveys. Experience also includes construction layout and final as-built surveys. All experience has included residential, commercial and industrial development, along with railroads, quarries, roadways, bridges and airports.

Control Surveys

Experience with all forms of plane and geodetic survey control for horizontal and vertical purposes. Includes control for photogrammetry, densification, and topographic and engineering surveys.

Subdivision Surveys

Preparation and execution Subdivision surveying for the development of several multi acre developments (Residential, Retail and Industrial Subdivisions). From project beginning to fulfillment including deed research, Boundary Survey, ALTA/ACSM/NSPS Land Title Survey, Plat of Subdivision, Individual Lot Plats. Field staking of development including layout of civil improvements, property lines houses, etc., in Lake, McHenry, Boone, DuPage, Kane and Cook Counties.

Monitoring Surveys

Experience with numerous and varied monitoring projects.

PROPOSED FEE

	Sr. PM II	Sr. PM I	PM II	PM I	ENG VI	ENG V	ENG IV	ENG II	ENG I	LS III	LS I	GIS III	GIS II	GIS I	EC II	ET IV	LA	Data Mgr	DT III	CT III	AD II	AD I	Total Hours	Fee	
	\$255	\$225	\$206	\$182	\$215	\$200	\$185	\$158	\$149	\$181	\$140	\$165	\$135	\$115	\$155	\$172	\$185	\$165	\$154	\$158	\$118	\$95			
94th Avenue and 159th Street Safety Improvements																									
1 Project Initiation, Coordination & Data Collection																									
Coordination with Village	4				4	4																	12	\$ 2,620	
Coordination with IDOT BLRS					8	4																	12	\$ 2,460	
Coordination with FHWA					4	4																	8	\$ 1,600	
Coordination with MWRD	4																						4	\$ 1,020	
Coordination with Utility Agencies							2														12		14	\$ 1,786	
Data Collection & Record Drawings	2				1																		3	\$ 725	
Preparation and Submittal of Funding Applications					10		30																40	\$ 7,700	
COM Coordination / Quarterly Reports					8		8																16	\$ 3,200	
SubConsultant Coordination					4		2																6	\$ 1,230	
General Project Administration						14	12																26	\$ 5,230	
Category Subtotal	10				53	66															12		141	\$ 27,571	
2 Topographic Survey, ROW Survey & Base Plan Preparation																									
Research/Project Setup										3													3	\$ 543	
Control										9	9												18	\$ 2,889	
Recon and Locate Property Corners										6													6	\$ 1,086	
Locate Improvements in Field										54													54	\$ 9,774	
Dip Structures										9	9												18	\$ 2,889	
Draft Existing Conditions																					64		64	\$ 10,112	
Analyze Boundary										4													4	\$ 724	
QA/QC					4					4												4	12	\$ 2,084	
Project management		5			2																		7	\$ 1,489	
Category Subtotal		5			6					89	18											68	186	\$ 31,590	
3 Traffic & Crash Analyses																									
Traffic Data Collection								2									1	4	12			1	20	\$ 3,104	
Crash Data & Traffic Analyses					2			8															10	\$ 1,694	
Capacity Analyses					1			4															5	\$ 847	
Collision Diagrams					1			4															5	\$ 847	
Intersection Design Study (IDS)			4		20			20															92	\$ 15,868	
Category Subtotal			4		24			38									1	4	12			1	132	\$ 22,360	
4 Preliminary Engineering																									
Base Plans																							20	\$ 3,160	
Field Review																8							8	\$ 1,376	
Preliminary Plan & Profile / Exhibits					4			24															28	\$ 4,652	
Estimate of Cost					2											8							10	\$ 1,806	
Category Subtotal					6			24								16						20	66	\$ 10,994	
5 Environmental Studies																									
Wetland Letter															2								2	\$ 310	
Natural Resource Screening						2									4								6	\$ 990	
Cultural Resource Screening						2																	2	\$ 370	
Environmental Survey Request & Documentation					2		4						12								6		24	\$ 3,738	
Category Subtotal					2		8						12		6						6		34	\$ 5,408	
6 Preliminary Drainage Analyses																									
Research and Evaluate Existing Drainage System	1							8	8														17	\$ 2,711	
Stormwater Requirement Evaluation	1							8	8														17	\$ 2,711	
Storm Sewer Design	1							12															13	\$ 2,151	
Permitting Requirement	2							4	4														10	\$ 1,738	
Drainage Easement	2							2															4	\$ 826	
LDTM	16							20															36	\$ 7,240	
Revisions								8															8	\$ 1,264	
Category Subtotal	23							62	20														105	\$ 18,641	
7 Public Input																									
Property Owner Notice Letters					1	4						2										8	15	\$ 2,289	
Public Information Meeting Exhibits					2			6														8	22	\$ 3,212	
Public Information Meeting					8		16																24	\$ 4,680	
Category Subtotal					11	4	16	6				2										8	8	61	\$ 10,181
8 Design Variance Processing																									
Design Component Review / BLR 22000					2	6																		8	\$ 1,630
Design Variance Form / BLR 22210						6																		6	\$ 1,200
Coordination with IDOT BLRS					2	4																		6	\$ 1,230
Coordination with Village					2	2																		4	\$ 830
Category Subtotal					6	18																		24	\$ 4,890
9 Project Development Report																									
Prepare Draft Project Development Report							24																	24	\$ 4,440
Prepare Final Project Development Report							8																	8	\$ 1,480
QAQC					4																			4	\$ 860
Category Subtotal					4		32																	36	\$ 6,780
Total Labor																								785	\$ 138,415
TSC Corp - Geotechnical																									\$ 9,900
Reimbursable Expenses																									\$1,250.00
Total Labor + Reimbursables Base Scope																									\$149,565.00

PROPOSAL SUMMARY SHEET

RFP #25-017

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

Business Name: _____

Street Address: _____

City, State, Zip: _____

Contact Name: _____

Title: _____

Phone: _____ Fax: _____

E-Mail address: _____

Price Proposal

PROPOSAL TOTAL \$ _____

AUTHORIZATION & SIGNATURE

Name of Authorized Signee: _____

Signature of Authorized Signee: Matthew Turk _____

Title: _____ Date: _____

 **ORLAND PARK**
CERTIFICATE OF COMPLIANCE

The undersigned _____, as _____
(Enter Name of Person Making Certification) (Enter Title of Person Making Certification)

and on behalf of _____, 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.#: _____
(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 [] 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

Name of Authorized Officer

Title

Date

REFERENCES

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

Bidder's Name: _____
(Enter Name of Business Organization)

1. ORGANIZATION _____
ADDRESS _____
PHONE NUMBER _____
CONTACT PERSON _____
YEAR OF PROJECT _____

2. ORGANIZATION _____
ADDRESS _____
PHONE NUMBER _____
CONTACT PERSON _____
YEAR OF PROJECT _____

3. ORGANIZATION _____
ADDRESS _____
PHONE NUMBER _____
CONTACT PERSON _____
YEAR OF PROJECT _____



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.
<p><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</p> <p><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.</p> <p><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</p> <p><u>ADDITIONAL INSURED ENDORSEMENTS:</u> <i>(Not applicable for Goods Only Purchases)</i></p> <ul style="list-style-type: none"> 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 loses. 	<p><u>LIABILITY UMBRELLA</u> (Follow Form Policy) <input type="checkbox"/> \$1,000,000 – Each Occurrence \$1,000,000 – Aggregate <input type="checkbox"/> \$2,000,000 – Each Occurrence \$2,000,000 – Aggregate <input checked="" type="checkbox"/> Other: \$5m Each/\$5m Agg. EXCESS MUST COVER: General Liability, Automobile Liability, Employers' Liability</p> <p><u>PROFESSIONAL LIABILITY</u> <input type="checkbox"/> \$1,000,000 Limit – Claims Made Form, Indicate Retroactive Date <input type="checkbox"/> \$2,000,000 Limit – Claims Made Form, Indicate Retroactive Date <input checked="" type="checkbox"/> Other: \$3m Each/\$3m Agg. Deductible not-to-exceed \$50,000 without prior written approval</p> <p><input type="checkbox"/> <u>BUILDERS RISK</u> Completed Property Full Replacement Cost Limits – Structures under construction</p> <p><input type="checkbox"/> <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</p> <p><input type="checkbox"/> <u>CYBER LIABILITY</u> \$1,000,000 Limit per Data Breach for liability, notification, response, credit monitoring service costs, and software/property damage</p> <p><input type="checkbox"/> <u>CG 20 37 ADDITIONAL INSURED</u> – Completed Operations (Provide only if box is checked)</p>

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

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

ACCEPTED & AGREED THIS 10th DAY OF March, 2025



Signature

Authorized to execute agreements for:

Matt Turk, P.E.

Printed Name & Title

Gewalt Hamilton Associates, Inc.

Name of Company

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

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

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

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

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

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

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

However:

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

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

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

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

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

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

1. Required by the contract or agreement; or

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

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

SAMPLE

POLICY NUMBER:

COMMERCIAL GENERAL LIABILITY
CG 20 26 07 04

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – DESIGNATED PERSON OR ORGANIZATION

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

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

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

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

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

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

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

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

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

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

However, the insurance afforded to such additional insured:

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

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

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

This insurance does not apply to:

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

any professional architectural, engineering or surveying services, including:

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

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

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

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

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

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

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

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

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

SAMPLE

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

PRIMARY AND NONCONTRIBUTORY – OTHER INSURANCE CONDITION

This endorsement modifies insurance provided under the following:

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

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

Primary And Noncontributory Insurance

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

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

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

SAMPLE

POLICY NUMBER:

COMMERCIAL GENERAL LIABILITY
CG 20 37 07 04

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – OWNERS, LESSEES OR CONTRACTORS – COMPLETED OPERATIONS

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

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

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



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

09/26/2024

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

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

PRODUCER Crissie Insurance Group 6400 Shafer Court Suite 600 Rosemont IL 60018		CONTACT NAME: Anne Christy-Stob, CISR PHONE (A/C, No, Ext): (847) 296-0655 E-MAIL ADDRESS: annec@crissieins.com FAX (A/C, No):	
INSURED Gewalt Hamilton Associates, Inc. 625 Forest Edge Drive Vernon Hills IL 60061		INSURER(S) AFFORDING COVERAGE INSURER A: National Fire Insurance Company of Hartford INSURER B: Valley Forge Insurance Company INSURER C: Continental Casualty Company INSURER D: Underwriters at Lloyds of London INSURER E: INSURER F:	
		NAIC #	
		20478	
		20508	
		20443	

COVERAGES

CERTIFICATE NUMBER: 2024-2025

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	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY			6043217108	09/30/2024	09/30/2025	EACH OCCURRENCE	\$ 1,000,000	
	<input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	\$ 100,000	
	GEN'L AGGREGATE LIMIT APPLIES PER:							MED EXP (Any one person)	\$ 15,000
	<input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PROJECT <input type="checkbox"/> LOC						PERSONAL & ADV INJURY	\$ 1,000,000	
	OTHER:						GENERAL AGGREGATE	\$ 2,000,000	
							PRODUCTS - COMP/OP AGG	\$ 2,000,000	
								\$	
B	AUTOMOBILE LIABILITY			6043217092	09/30/2024	09/30/2025	COMBINED SINGLE LIMIT (Ea accident)	\$ 1,000,000	
	<input checked="" type="checkbox"/> ANY AUTO						BODILY INJURY (Per person)	\$	
	<input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS						BODILY INJURY (Per accident)	\$	
	<input checked="" type="checkbox"/> HIRED AUTOS ONLY <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	\$	
							\$		
C	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR			6043217089	09/30/2024	09/30/2025	EACH OCCURRENCE	\$ 10,000,000	
	<input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE						AGGREGATE	\$ 10,000,000	
	<input type="checkbox"/> DED <input checked="" type="checkbox"/> RETENTION \$ 10,000						\$		
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY			6049525032	09/30/2024	09/30/2025	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER		
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)	Y / N	N / A				E.L. EACH ACCIDENT	\$ 1,000,000	
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	\$ 1,000,000	
							E.L. DISEASE - POLICY LIMIT	\$ 1,000,000	
D	Architects & Engineers Professional Liability			ANE111802023	09/10/2024	09/10/2025	Per Claim / Aggregate	\$2M / \$4M	
							Deductible per Claim	\$75K	
							Deductible Aggregate	\$225K	

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

CERTIFICATE HOLDER**CANCELLATION**

Proof of insurance

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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