STATEMENT OF QUALIFICATIONS

PHASE II DESIGN ENGINEERING

John Humphrey Drive at 143rd Street Intersection

SUBMITTED TO	SUBMITTED ON	RFQ #
Village of Orland Park	August 24, 2021	#21-045

POINT OF CONTACT

MIKE RECHTORIK, P.E., PTOE
Project Manager
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SUBMITTED TO

KHURSHID HODA
Transportation & Engineering
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August 24, 2021

Khurshid Hoda, Transportation & Engineering Division Manager
Village of Orland Park
14700 S. Ravinia Ave.
Orland Park, Illinois 60462

Statement of Qualifications: John Humphrey Drive at 143rd Street Intersection | Phase II Design Engineering

Dear Mr. Hoda,

Thank you for the opportunity to submit our statement of qualifications for the John Humphrey Drive at 143rd Street Intersection project. V3 has a full-service approach to engineering and municipal services with a staff exceeding 240 professionals. We are not just civil engineers, but also planners, traffic and roadway engineers, surveyors, stormwater management specialists, structural engineers, environmental professionals, wetland specialists, landscape architects and construction professionals. V3 is committed to delivering accurate, timely and cost-effective solutions for the Village.

I will be the Village's main point of contact and project manager for this project. I have completed a number of Phase II intersection improvement projects that were processed through IDOT Local Roads. Our Project Engineer, Jake Bauer, P.E. is also well versed with Phase II projects. Currently, Jake and I are working on an interchange improvement project in Manteno for IDOT District 3 that includes intersection improvements at four signalized intersections. We have asked Ciorba to join our team to lead the dryland bridge work. Ciorba has a vast array of dryland bridge experience and complements V3 services for this project. Early identification of potential funding for construction and Phase III engineering will be a priority with our team. STP-L, STP-Bridge and CMAQ are all potential sources that will be evaluated and applied for.

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

Sincerely,
V3 Companies, Ltd.

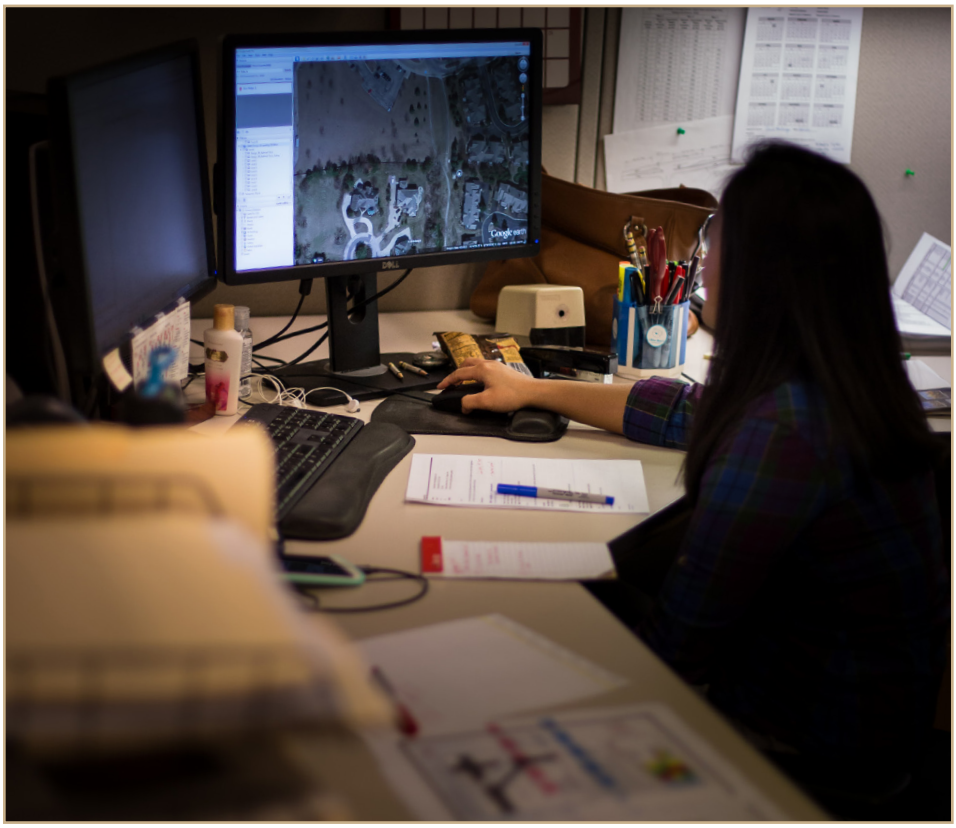
Mike Rechtorik, P.E., PTOE
Senior Project Manager

SECTION 1

OPERATING HISTORY

ABOUT V3

VISIO, VERTERE, VIRTUTE ... THE VISION TO TRANSFORM WITH EXCELLENCE



Launched in 1983, V3 Companies strongly adheres to our original vision to provide our clients with technical excellence and high-caliber project performance. Our name is indicative of that mindset, representing three Latin "V" words – "Visio," "Vertere," "Virtute" or "The Vision to Transform with Excellence."

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

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

QUICK FACTS

- *Founded in 1983*
- *240 Employees*
- *Corporation*
- *www.v3co.com*

SERVICES

- *Construction Engineering*
- *Highways & Traffic*
- *Railroads*
- *Structural*
- *Water Resources*
- *Wetlands & Ecology*
- *Geosciences*
- *Environmental*
- *Land Development*
- *Municipal Consulting*
- *Landscape Architecture*
- *Green Infrastructure*
- *Planning*
- *Surveying*
- *Contracting & Construction Management*

PROJECT OFFICE

7325 Janes Avenue
Woodridge, IL 60517
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CONTACT

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SECTION 2

ASSESSMENT OF PROJECT CHALLENGES

DRYLAND BRIDGE & VARIOUS CONTRACT CHALLENGES

The bridge condition report for the existing eastbound dryland bridge documents continuing deterioration of the roadway pavement west of where the bridge starts. This deterioration is related to the settlement and continuing decay of organic materials underneath the roadway section. A similar finding was noted in the area of the westbound lanes where improvements were previously done to add Expanded Polystyrene Foam (EPS) to reduce the dead load of the pavement structure and limit future settlement. While this has helped, additional rehabilitation will be necessary.

Based on our team's experience with dryland bridges and roadway improvements over poor soils, we have identified the various challenges associated with each of the proposed alternative improvements:

SCENARIO 1 | IMPROVEMENTS FOR ENTIRE PROJECT

- **Maintenance of Traffic (MOT):** To maintain eastbound and westbound traffic during the construction stage widths will need to be evaluated to provide large enough areas for traffic, temporary concrete barriers and deflection distance behind the barrier wall since there will be a drop off for the excavation. The barrier wall will need to be protected by a traffic attenuator as it nears the intersection.
- **Bridge Staging:** The bridge staging will need to be evaluated along with the traffic staging to ensure that the dryland bridge foundation depths are adequate and the pile caps are constructed to support each stage of traffic. The foundation spacing will need to be designed to optimize the pile spacing to minimize the cost.
- **Drainage:** Our project team will work together to ensure that temporary drainage and permanent drainage are accounted for during the staged intersection and land bridge construction.

SCENARIO 2 | INTERSECTION IMPROVEMENTS ONLY

- **MOT:** Any intersection and drainage improvements will need to be coordinated with the existing dryland bridge limits. Given the distressed nature of the westbound lanes, some patching or rehabilitation may need to be addressed in the plans to accommodate staged traffic.

SCENARIO 3 | BRIDGE REMOVAL & REPLACEMENT ONLY

- **MOT:** There are similar challenges regarding MOT under this scenario as Scenario 1 as it relates to the foundation and pile caps for the dryland bridge.
- **Construction Storage:** With only work occurring on the dryland bridge with no intersection improvements, the storage of construction materials and equipment will be limited. We will look at locations where this work can be staged to give the contractor proper access to keep bid prices in line with estimates.
- **Geometric Limitations:** The dryland bridge construction will need to tie into the existing intersection geometry. We would suggest that the dryland bridge be constructed to accommodate future widening so the intersection improvements can be constructed without the need for future bridge work.

A critical component to determine the recommended scope of work will be to determine an accurate estimate of cost so that the Village can determine the funding that needs to be in place. The Bridge Condition Report provided cost estimates; however, the cost estimate is not detailed and only shows a square foot cost for the dryland bridge. These numbers are not well defined and can vary substantially based on the deep foundations needed and span lengths for the land bridge. We will work with our project team to optimize the span lengths and deep foundation type to provide a detailed cost estimate so that the Village can evaluate the various options available.

ASSESSMENT OF PROJECT CHALLENGES

ADA IMPROVEMENTS

The Phase I report identified ADA/sidewalk on the southeast corner of 143rd Street and LaGrange Road with crosswalks across the east and south legs of the intersection. The Phase I report also proposes guardrail around the curb radii similar to existing conditions (see picture to right). This corner will need to be further evaluated in Phase II since this condition is not feasible. Based on a field visit, the grading in this corner is not sufficient for ADA accessibility and will require grading adjustments. Installing the sidewalk on a small retaining wall with handrail is a potential solution. A corner clip is proposed which will provide a larger area to construct the ramps, sidewalk and traffic signal equipment. An evaluation will also be required during Phase II to determine if the corner clip is of sufficient size for the proposed improvements.

WETLAND & ENDANGERED SPECIES

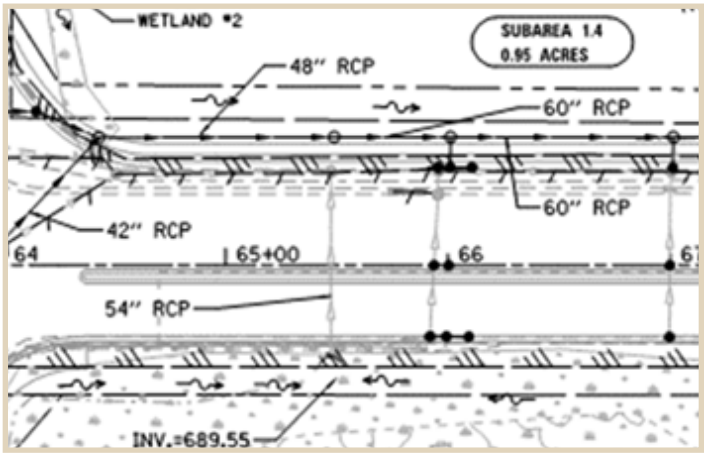
We reviewed the available wetland information from Phase I. The wetland report and the U.S. Army Corps of Engineer jurisdictional determination are expired as they are only valid for a period of five years. In addition, the threatened and endangered species consultations are expired as they are only valid for a period of two years.

At the time this Phase I was prepared the new USACE nationwide permits were not online. Per the Phase I, a regional permit is required. Based on the recent criteria, this project could potentially qualify for a nationwide permit as it is dependent upon what the actual project activity is impacting the wetlands. The V3 team will contact the USACE to confirm the type of permit required under each of the scenarios.

The Phase I report identified that wetland mitigation is proposed at the Mill Creek Wetland Mitigation Bank in Lake County. In Cook County, wetland mitigation can occur in any bank. We will work with the Village to determine the status of this process. We do want to mention that V3 has existing wetland mitigation banks and would discuss opportunity and costs with the Village. Using V3's mitigation bank could potentially save money for the Village.

DRAINAGE

We reviewed the Location Drainage Study and the Phase I report and confirmed that the storm sewer is upsized within the project area to address known pavement flooding on 143rd Street. Since we do not have the model results, we are assuming that the upsized pipe is sufficiently sized. One thing to note, however, is that it appears that the 54" pipe connection from the wetland to the north is not extended. We will confirm if this was just an oversight in the Phase I.



Regarding the redevelopment of the southwest corner of 143rd Street and John Humphrey Drive, it is assumed that stormwater storage for that development is contained on site and not being connected with the right-of-way and roadway drainage system, which is standard practice. This is also the case for the pond south of that site which is piped across John Humphrey Drive to the wetland area on the east side of the road. We will discuss with the Village if there are any roadway and/or geometric improvements needed for the redevelopment that would need to be taken into consideration with this project. If there is a need/benefit for the Village to connect either now or in the future, an inlet and stub could be constructed under this project.

FUNDING

Securing funding for construction and Phase III Engineering for any scenario is going to be a critical component for this project. As we are completing the Phase II Engineering, our team will work with the Village and take the lead with identifying and applying for federal/state grants and programs. In addition, having Phase I approval on the entire project but evaluating the option to construct the project in phases might be beneficial for the Village not only for available grants and funds, but it will also allow the Village to fiscally plan for any local matching that these funds would require. We bring the ability to provide not only sound project construction phasing but financial phasing as well.

V3 has a great working relationship with the Southwest Conference of Mayors (SCM). Prior to this submittal, we contacted SCM to determine what funding sources are available for this project. Although there will not be any call for projects until early next year, our team will stay in contact with the SCM and work with them to identify any and all potential sources for funding. We also contacted Cook County and inquired about Invest in Cook funds. The 2021 program was just awarded but the County will have a 2022 call for projects most likely in January/February 2022.

STREETSCAPE IMPROVEMENTS

With the existing development on the north and south sides of 143rd Street, east of LaGrange Road, and the proposed redevelopment at the southwest corner of 143rd Street and John Humphrey Drive, it is our opinion that the Village has an opportunity and should consider streetscape improvements on 143rd Street from 95th Avenue to John Humphrey Drive. The Village has previously implemented streetscape improvements on 143rd Street from LaGrange Road to 95th Avenue as part of the multi-million dollar 143rd Street and LaGrange Road reconstruction project. V3 served as the Phase II and Phase III engineer for this project and we are very familiar with the previously proposed improvements. These improvements generally include brick pavers, tree plantings with decorative grates, banner arms, outlets for holiday lighting and black painted light poles and traffic signal equipment.

The V3 team, including our in-house landscape architects, will work with the Village to evaluate options for extending the streetscape improvements. The details provided from 143rd Street and LaGrange Road construction documents can be modified as needed and implemented into this project to maintain a consistent feel throughout the corridor. Being familiar with the 143rd Street and LaGrange Road, it is quite possible to add-on to the existing electrical system versus providing a new controller which translates to a cost saving with for the Village.

Finally, the additional 600 feet of streetscape improvements are within the limits of the proposed improvements. Orland's commercial corridor starts at John Humphrey Drive. We feel streetscape enhancements from John Humphey Drive to the west will finish the Village's multi-million dollar investment in LaGrange Road and 143rd Street.

SECTION 3

PROJECT APPROACH

Per the RFQ, the deliverables include three Phase II Engineering Design Reports consisting of bidding and construction documents for the following scenarios: 1) Improvements for the entire project as a single contract, 2) Intersection improvements only as a single contract, and 3) Bridge removal and replacement only as a single contract. We do know that this project is on the SCM's contingency list. Having Phase II Engineering and Land Acquisition started, or even completed, may allow the SCM to move the project(s) up in the program for project funding.

Regardless of the scenario and construction funding source, V3's approach would be to design all improvements and then break that project up into the two separate projects. We are confident that this project would qualify for additional federal funding, therefore, the Phase II Design Reports will follow the IDOT process for an IDOT letting. If, for any reasons, federal funding is not obtained for any scenario of this project, V3 is very familiar with the Village's local bidding process and will assist them with completing the up-front bidding documents, bid evaluation and recommendation or award.

The following scope of services represent V3's detailed project approach. The intent with the scope of services is to provide all required tasks needed for the project and will serve as the scope of work exhibit for the Preliminary Engineering Services Agreement for submittal to IDOT since STP-L funds are being used for Phase II Engineering.

SCOPE OF SERVICES

PRELIMINARY ENGINEERING REVIEW & PREPARATORY WORK

A detailed review of the Phase I Project Design Report (PDR) and preliminary plans will be performed and expanded upon for Phase II Engineering. This will include, but not be limited to, the construction cost estimate, design criteria, utility information, environmental impacts, right-of-way impacts, roadway alignment, intersection geometrics, maintenance of traffic, drainage systems, wetlands and erosion control measures. A summary memorandum will be prepared and submitted to the Village identifying any items missed in the Phase I or items that require additional attention and detail.

SUPPLEMENTAL TOPOGRAPHIC SURVEY

Obtain the Phase I survey files and determine any additional survey required for Phase II Engineering. V3 will perform supplemental topographic survey work as required for Phase II design of the roadway, sidewalk, land bridge, ramps and crossings, drainage, grading and traffic signal modifications. Right-of-way and property lines will be utilized from the Phase I. Updated existing utility information will be obtained from field markings performed by utility companies responding to requests for records through the Joint Utility Locating Information for Excavators (J.U.L.I.E.) design stage/planning information process.

GEOTECHNICAL INVESTIGATIONS

Testing Service Corporation will provide the necessary equipment, labor and associated materials to perform soil borings and provide geotechnical studies to determine the suitability of the soils for the roadway section and land bridge. The actual number of samples will be determined during the preparation of the Preliminary Engineering Services Agreement.

V3 will provide the necessary equipment, labor and associated materials to perform the Preliminary Site Investigation (PSI) along 143rd Street and John Humphrey Drive at the REC properties identified in the Phase I. To certify potential excavation spoils for CCDD disposal, an LPC-663 evaluation will be conducted and the appropriate documentation will be prepared as required by IDOT.

PLANS, SPECIFICATIONS & ESTIMATES

The plans will show the location, configuration and dimensions of the prescribed work that includes layout, plans, profiles, cross sections and other necessary and significant details. Construction plans for the three scenarios will be prepared in accordance to IDOT standards and guidelines at the pre-final (90%) and final (100%) stages. The plans will be prepared by or under the direct supervision of an Illinois licensed Engineer. The plan set will consist of the following sheets as appropriate for each scenario:

- Cover Sheet
- Index of Sheets, Highway Standards and General Notes
- Summary of Quantities
- Typical Sections
- Alignment, Ties and Benchmarks
- Removal Plan
- Roadway Plan and Profile
- ADA Ramp Plan
- Maintenance of Traffic Plan and Notes
- Erosion and Sediment Control Plan (SWPPP) and Notes
- Drainage and Utilities Plan and Profile
- Signing and Pavement Marking Plan
- Traffic Signal Modernization Plans
- Traffic Signal Cable Plans
- Traffic Signal Interconnect Plans
- Traffic Signal Cable Schematic
- Street Lighting Plans
- Street Lighting Details
- Bridge Removal and Replacement Plans and Details (see next section)
- IDOT District One Details
- IDOT District One Traffic Signal Details
- Village Details
- Construction Details
- Cross Sections

The V3 team will prepare quantity computations and an engineer's opinion of probable construction costs for each scenario at the pre-final and final stages. The computed quantities will serve as the basis for the Summary of Quantities sheet and the engineer's opinion of probable construction costs.

Specifications and special provisions will be prepared for each scenario at pre-final and final stages. Where a project item contains work, material, unique sequence of operations or any other requirements that are not included in the Standard Specifications for Road and Bridge Construction, Supplemental Specifications and Recurring Special Provisions or BDE Special Provisions, a project specific Special Provision will be written.

All Plans, specifications and estimates will be submitted to IDOT and the Village for review at the pre-final and final stages. All documents will be revised based on comments received from reviewing agencies. A disposition of comments will be prepared with each resubmittal.

V3 will complete all necessary IDOT BLR forms. The final contract documents will be sent to IDOT for letting. All documents that will be submitted to IDOT will first be submitted to the Village for review. Any revisions needed from Village review will be made prior to the IDOT submittals.

STRUCTURAL DESIGN

Prepare structural plans for the bridge structure (SN 016-D010) in accordance with the IDOT Bridge Manual at the TS&L, pre-final (90%) and final (100%) stages. The plans will show the location, configuration and dimensions of the structural elements of the structure. The structural plans will be prepared by or under the direct supervision of an Illinois licensed Structural Engineer and will be incorporated into the appropriate scenario plan set. The structural plan set is anticipated to consist of the following sheets:

- Bridge Removal Plans
- Bridge Replacement Plan & Elevation
- Bridge Details
- Retaining Wall Plans and Details (if required)
- Soil Boring Logs

PERMITTING & AGENCY COORDINATION

Timely coordination with the utility companies is important to meeting the design and construction schedule. The following utility coordination will be provided:

- Prepare letters and exhibits to initiate coordination with utility companies within the project limits.
- Review and identify potential utility conflicts against the proposed improvements.
- Plans will be submitted to private utility companies at the pre-final and final level of completion in order to coordinate any required utility adjustments/relocations.

MWRD WATERSHED MANAGEMENT PERMIT

The project is located within Cook County and is greater than 0.5 acres in size, therefore, a MWRD Watershed Management Permit is required. The V3 team will prepare a stormwater management report which will include drainage exhibits as needed, ditch capacity calculations, culvert capacity calculations and storm sewer calculations. The report, along with the engineering plans and permit application, will be submitted for review in order to obtain the required permit approval.

NPDES PERMIT

Due to the fact that this project will involve more than 1 acre of soil disturbance, a NPDES permit will be required. The V3 team will prepare and submit an IEPA Notice of Intent (NOI) permit application along with all required SWPPP documents, erosion control plans, notes and details in order to obtain the required permit approval.

U.S. ARMY CORPS OF ENGINEERS

The Phase I PDR identified that a Regional permit is required for the project. However, this project could potentially qualify for a Nationwide permit. The V3 team will confirm with the USACE regarding which permit is required and prepare the required form and exhibits.

QUALITY CONTROL/QUALITY ASSURANCE

The V3 team will perform in-house quality control reviews to ensure that plans, specifications, cost estimates, reports and other computations or assumptions, that form the basis for any deliverable, are correct and meet the standards and guidelines for the element or system. These quality control reviews will occur prior to submittal of any deliverable to IDOT or the Village agency. The Project Manager will be responsible for the oversight of the QA/QC procedures and quality control reviews of the documents submitted for the project.

Internal constructability reviews will also be conducted for the pre-final and final submittals. If needed, the V3 team will meet with Village after the constructability review to present their findings and discuss alternative construction methods or construction staging options and cost savings alternatives.

PROJECT ADMINISTRATION & MANAGEMENT

Project administration and management tasks for the project will include:

- Project administration set-up
- Scope of work reviews
- Scheduling
- Manpower planning (including task assignments and coordination with the various subconsultants)
- Budget control
- Contract administration
- Invoicing and billing reviews
- Project post mortems

MEETINGS

The V3 team will attend meetings as required throughout the duration of the project. Anticipated meetings could include, but are not be limited to:

- Phase II kick off meeting with the Village and IDOT
- Project coordination and progress meetings with Village staff
- Utility coordination meetings
- Permitting agency meetings
- Meetings with the Village and residents to address project concerns

These meetings will serve to discuss and resolve issues in the Phase II design process. Minutes of all meetings will be prepared by V3 and distributed within five working days of the meeting.

BID & AWARD SERVICES

If federal funding is obtained for construction for any scenario, that project will be on the IDOT letting. As part of the IDOT process, the project is awarded to the lowest responsive bidder. IDOT will notify the Village of the bid results and the Village will provide their acceptance of the bid to IDOT. From a consultant standpoint, the work during this process is minimal and will include:

- Provide responses to bidder questions submitted through IDOT.
- Address any RFI's and issue any addendums to interpret or clarify the Bid Documents per IDOT bidding guidelines.

If federal funding is not used for construction for any scenario, that project will be bid locally by the Village. The work during this process will include:

- Obtain the most recent electronic copies of the Village's up-front bid documents and prepare a project manual for bidding in accordance to Village's requirements that will include instructions to bidders, required bid submission documents and any other pertinent information.
- Provide a list of potential qualified bidders to the Village.
- Attend a pre-bid meeting.
- Address any RFI's during the bidding phase and issue any addendums to perspective bidders as required to interpret or clarify the Bid Documents.
- Attend the bid opening meeting.
- Assist the Village in reviewing contractor bid proposals and prepare a recommendation for award of the contract.

LAND ACQUISITION

Hampton, Lenzini & Renwick (HLR) will provide appraisal and negotiation services for land acquisition on a per parcel basis. The general scope of work will be as follows assuming federal funds are being used for land acquisition (process would change slightly if using local funds for land acquisition).

APPRAISAL SCOPE

Valuation Question:

- Estimate the compensation to be paid by the Village to individual property owners for the rights to be acquired to construct the project.

Other Scope of Work issues include the following:

- The reports will be prepared in compliance with the Uniform Standards of Professional Appraisal Practice (USPAP). The reports will be presented in accordance with and is intended to comply with the reporting requirements as set forth in Standard 2-2. Based on the stated purpose, intended use and intended users, we recommend IDOT Land Acquisition form 33A as an appraisal report with summary presentation of the data, reasoning and analysis used in developing the various opinions. Supporting documentation will either be included in the report as addenda exhibits or held in our work files. The depth of discussion in the report will be specific to the Village's needs.
- The definition of market value to be used in this report is the definition cited below.
- The fair cash market value of a property in an eminent domain proceeding is that price which a willing buyer would pay in cash and a willing seller would accept, when the buyer is not compelled to buy and the seller is not compelled to sell. In the condemnation of a property for a public improvement, any appreciation or depreciation in value caused by the contemplated improvement shall be excluded from the consideration of the fair cash market value of the whole property and the value of the part taken. (Illinois Pattern Jury instructions)
- In the event of a partial acquisition where there is remainder property, any appreciation or depreciation caused by the contemplated improvement shall be considered when determining the fair cash market value of the remainder. Any increase or decrease in value caused by the actual acquisition of a part of the property must be considered in estimating the value of the remainder after taking.
- Research will be completed to identify appropriate market data.
- Information will be obtained from public sources, private sources including my files, county and township records. When possible, information will be verified by someone directly involved in the sale. At a minimum, sales will be verified by the assessor's records.
- The Jurisdictional Exception Rule of USPAP is not used. The report will comply with all of the requirements of the Uniform Standards of Professional Appraisal Practice. There is no need for use of the Jurisdictional Exception Rule.

The appraisal reports will be completed by Illinois Certified General Appraisers from Brorsen Appraisal Service, P.C. The appraisal reviews will be completed by Illinois Certified General Appraisers from Hampton, Lenzini and Renwick, Inc.

NEGOTIATION SCOPE

- The negotiator will personally contact the property owner(s) and offer to meet in-person to discuss the project and the acquisition process.
- The negotiator will personally present the approved fair market value of the property (offer to purchase) to the property owner(s).
- The negotiator will document all efforts in the Negotiator's Report which shall contain the names and addresses of all interested parties, and if necessary, a recommendation for further action. The negotiator shall maintain and submit this completed report to the Village upon request.
- The negotiator will review title exceptions and obtain "clear" title.
- The negotiator will obtain proper documentation to secure an adequate interest for the purpose for which it is being acquired.
- The negotiator will be available to meet with Village staff regarding status.
- The negotiator's files will be available for review by the Village.
- Negotiations will be performed in compliance with IDOT Land Acquisition Policies and Procedures.
- Negotiation services will include obtaining right-of-way certification by IDOT.

PLAT OF HIGHWAYS

A Plat of Highways along with legal descriptions shall be prepared conforming to IDOT guidelines. The Plat shall also conform to those requirements necessary for recording in Cook County, Illinois and to Section 765 IL CS 205/9 of the Illinois Compiled Statutes. Iron rods (5/8" in diameter) shall be set at new right-of-way corners and at the intersection of any property lines and new right-of-way lines. V3 will acquire the necessary title commitments for the necessary properties.

FUNDING

As outside funding opportunities become available, V3 will assist the Village in completing the necessary documents and applicable exhibits. We anticipate this project will be eligible for federal/state funding grants and programs.

PHASE III CONSTRUCTION ENGINEERING

Per the RFQ, a scope item listed for this project included preparing a Phase III Construction Engineering scope of work for the Village to use in the Phase III RFQ QBS selection process. Provided below are general scope items that V3 provides for federally funded Phase III Construction Engineering services.

PRECONSTRUCTION SERVICES

- Attend a preconstruction meeting with all interested parties to discuss goals, objectives, and issues.
- Become familiarized with all project permits and requirements needed for construction.
- Document existing conditions with digital photographs and save photos on a CD.
- Review the plans and specifications in-depth, verifying quantities, elevations and dimensions relevant to the project, possibly anticipate potential conflicts or issues and develop solutions prior to construction.
- Review contractors proposed construction schedule for compliance with contract.
- Check and approve project submittals/shop drawings/working drawing for compliance with standards and contract documents.
- Set up field books, quantity books, diary, and all other forms of required project documentation.
- Review MOT for possible improvements and highlighting areas of concern.
- Prepare a project contact list with names, addresses, phone numbers, and fax numbers for all contractors, subcontractors, and suppliers for the project. Also 24-hour contact numbers for applicable parties.
- Verify/establish all control points for project layout.

ACTIVE CONSTRUCTION SERVICES

- Provide a resident engineer for required daily activities such as: observing the progress and quality of the work and determining if the work is proceeding in accordance with the contract documents. Maintaining a site presence at all times when the contractor is working. Verify that there are no deviations from the contract documents unless authorized by the Village's representative. Provide all documentation, as required.
- Keep inspector's daily reports and quantity book records up to date. Also maintain project diary noting all necessary observations. Advise if contactor is falling behind schedule.
- Maintain submittal log and check status to ensure timely approval.
- Perform quantity measurements to prepare pay estimates and change orders to submit to the Village for approval and processing of payment.
- Hold weekly progress meetings.
- Provide liaison functions related to coordination of contractors, utilities, developers, other agencies and property owners engaged or affected by the project.

- Provide coordination with utilities for conflicts or relocations.
- Administer and review minor design related changes.
- Maintain regular contact with the utility companies and their contractors to monitor concurrence with proposed relocation schedules.
- Maintain regular contact with the Village's representative to inform on all relevant project information.
- Inspect, document, and inform the contractor and the Village of the adequacy of the establishment and maintenance of traffic control. Perform all necessary traffic control checks. Document deficiencies and contractor response.
- Provide Quality Assurance services in accordance with IDOT QC/QA practices and procedures (contractor will provide QC). Provide necessary coordination and qualified personnel to perform work for all materials. Obtain and test soil, asphalt, concrete, and aggregate samples to perform necessary testing to fulfill QA/geotechnical requirements. Reports shall be prepared in a timely manner and coordinated with QC data. The consultant shall fulfill the requirements as the QA manager. Coordinate all partial and final materials documentation with IDOT.
- Verify and check contractor layout.
- Prepare minutes for all meetings and distribute to appropriate parties.
- Provide all necessary equipment, instruments, supplies, transportation, and personnel required to perform duties of the project team.
- Obtain material acceptance certifications as materials are incorporated into the project to expedite project closeout. Withhold payment until material inspection and certifications are provided.
- Monitor and enforce all OSHA safety regulations to ensure they are followed by the consultant staff and sub-consultants.
- Monitor and document erosion control and ensure conformity with the plans and standards.
- Monitor all project related permits to ensure compliance with permit requirements.

POST CONSTRUCTION SERVICES

- Perform final inspection with the Village's representative, contractor, IDOT and all applicable utilities to finalize punch list.
- Document the items in the final punch list and submit them to the contractor for close out. Verify completion of all work and provide a recommendation to Village, and complete final IDOT documentation.
- Coordinate traffic signal inspections and turn-ons with jurisdictional agency.
- Provide final cross-sections of completed work.
- Complete a contractor performance evaluation.
- Secure contractor agreement to final quantities.
- Verify that all documentation is accomplished and that all material inspections and certifications have been accounted for and are complete.
- Provide all documentation associated with the final balancing change order and final pay estimate.
- Provide all documentation associated with the final balancing change order and final pay estimate, and final close-out documentation to IDOT/FHWA requirements.

2021 TASK	DATE
Phase II Engineering Negotiations	September/October 2021
Phase II Engineering Agreements to IDOT for Approval	October 2021 *(6-8 months for IDOT agreements. Any work prior is not eligible for reimbursement.)*
2022	
Kick off Meeting with the Village & IDOT	June 2022
Supplemental Topo Survey /Data Collection	June 2022
Soil Boring	June 2022
Special Waste CCDD (PSI)(V3)	July 2022
Bridge Design	August/September 2022
Preliminary Plans	August/October 2022
Plat of Highways Specification	November/December 2022
IDOT Approval	December 2022
Begin ROW/Easement Negotiations	January/March 2022
Wetland Mitigation, MWRD Permit ACOE/IDNR/Will/Cook Soil Conservation	February/April 2022
2023	
Pre-Final Plans	March/June 2023
Final Plans & Draft Agreements (Funding/CE) to IDOT	August 2023
Final Agreements to IDOT	September 2023
Final ROW/Easements Certified	September 2023
IDOT Letting	November 2023
Funding Coordination with IDOT & SCM	August/November 2023
2024	
Construction	2024

SECTION 4

STAFF QUALIFICATIONS

ORGANIZATIONAL CHART

PROJECT MANAGER
Mike Rechtorik, P.E., PTOE

QA/QC
Vince Del Medico, P.E.

PROJECT ENGINEER
Jake Bauer, P.E.

ROADWAY & UTILITIES ENGINEER
Jason Holy, P.E.

LIGHTING ENGINEER
Michael Sladek, P.E.

TRAFFIC SIGNALS
Carl Schwarzer, P.E.

PLATS & SURVEY
Tony Strickland, PLS

DRAINAGE
Vicki Sykes, CFM, LEED AP

LAND BRIDGE DESIGN
Bill Vegrzyn, P.E., S.E.
CIORBA Group, Inc.

LANDSCAPE ADDITIONS & ENHANCEMENTS
Sarah Hurt Evans, PLA, ASLA, GIP

ENVIRONMENTAL
Jon Shuptar, P.G.

WETLAND PERMITTING & MITIGATION
Scott J. Brejcha, PWS

GEOTECHNICAL
Testing Service Corporation

LAND ACQUISITION
Hampton Lenzini and Renwick, Inc.

SUBCONSULTANTS

MIKE RECHTORIK, P.E., PTOE

PROJECT MANAGER

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

YEARS OF EXPERIENCE

V3: 16 | Total: 28

EDUCATION

Master of Science, Engineering, University of South Florida

Bachelor of Science, Mathematics, University of Tampa

CONTINUING EDUCATION

IDOT:

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

Illinois Tollway: Intelligent Traffic Systems

Communispond Executive Presentation Skills

PSMJ: Project Manager Bootcamp

REGISTRATIONS

Professional Engineer:

- *Illinois, #062-058827, 2006*
- *Indiana, #10607220, 2006*

Professional Traffic Operations Engineer: #1353, 2004

ASSOCIATIONS

Institute of Transportation Engineers

American Public Works Association

Division Street over I-57 Interchange Reconstruction, IDOT – *Manteno, Illinois* | Project Manager for Phase II engineering services to replace the structure carrying County Highway 9 (Division Street) over I-57 as well as reconstructing the interchange ramps, County Highway 9 and an existing frontage road. The design includes hydraulic analysis, 3D modeling and additional through lanes, turn lanes, median and a shared-use path. Interchange ramps and the frontage road will be realigned to accommodate proposed improvements.

IL Route 53 & Joliet Road Intersection Improvements – *Romeoville, Illinois* | Project Manager for roadway and intersection improvements associated with an 82-acre mixed-use redevelopment. Project included widening and resurfacing of IL Route 53 and Joliet Road, new turn lanes at the intersection, installation of approximately 3,700 linear feet of new storm sewer, two new driveways, traffic signal modernization, street lighting and utility coordination. Mike was responsible for the overall project, coordination and IDOT permitting efforts. This project was one of the largest privately funded projects permitted through IDOT District 1.

Brookmont Boulevard Viaduct, City of Kankakee – *Kankakee, Illinois* | Project Engineer for Phase II design services for the replacement of a bridge that carries seven sets of CN Railroad tracks over Brookmont Boulevard. The proposed new bridge will be a 78-foot-long, single-span structure featuring a 92.5-foot-wide superstructure carrying six tracks and a 122.5-foot-wide substructure. Mike was responsible for overseeing preparation of plans, specifications and estimates as well as project coordination with IDOT, the City and utility owners.

143rd Street & LaGrange Road Corridor Improvements, Village of Orland Park – *Orland Park, Illinois* | Project Engineer for the reconstruction of roadway and underground utilities at the intersection 143rd Street and LaGrange Road. Project included pavement widening, pavement reconstruction, a new mainline watermain, storm sewer, relocation of electrical and telephone utilities from overhead to underground, streetscape improvements, roadway, pedestrian and outdoor receptacle (holiday) lighting, landscaping, irrigation, retaining walls, traffic signals and property acquisition. Mike was responsible for traffic analysis, intersection design studies, streetscape design and traffic signal and interconnect plans.

MIKE RECHTORIK, P.E., PTOE

PROJECT MANAGER

75th Street Reconstruction from Adams Street to Plainfield Road, DuPage County Division of Transportation – *Darien, Illinois* | Project Engineer for upgrading an existing four-lane urban roadway section to a six-lane urban roadway section along with intersection improvements at Adams Street, Cass Avenue and Plainfield Road. Project also included the evaluation of potential future improvements along the route. Mike's responsibilities included traffic studies and analyses and preparing traffic signal modernization and interconnection plans.

Randall Road Route 529 Bus Service, Kane County Division of Transportation – *Kane County, Illinois* | Project Manager for preparing Phase II engineering plans for new ADA sidewalk and ramps, bus pads, pedestrian crossings and traffic signal modifications at 18 locations along Randall Road, including 13 signalized intersections. Location and design of the bus pads followed PACE guidelines and the traffic signal modifications followed County standards.

Stearns Road & Munger Road Roadway Improvements, Logistics Property Company – *Bartlett, Illinois* | Project Manager for the development of two, 207,000-square-foot industrial buildings on a 28-acre site just outside of the Brewster Creek Business Park. V3 provided site design, natural resources and roadway design services for the project. Permits are required from DuPage County for wetland impacts as well as the widening of Stearns Road and improvements to Munger Road since both are under DuPage County DOT jurisdiction. Mike was responsible for Phase II design for the widening of Stearns Road and Munger Road as well as preparation of photometric and lighting plans for the parking lot.

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

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

St. Charles Road Bridge over Salt Creek Phase I & II, Village of Villa Park – *Villa Park, Illinois* | Project Manager for Phase I and II engineering services of the bridge superstructure replacement of the existing St. Charles Road Bridge over Salt Creek. A major challenge of this project was to obtain all of the necessary approvals so the improvements can be implemented before the bridge needs to be closed due to continued deterioration. V3 also performed emergency bridge repairs to the bridge to keep all lanes open to traffic in the interim.

Route 59 Metra Station Parking Lot & Intersection Improvements, City of Aurora – *Aurora, Illinois* | Project Manager for Phase I and II engineering services consisting of resurfacing, reconfiguring and expanding the parking lot, adding a new driveway to improve pedestrian, bike, vehicle and bus access to the train station. Design alternatives and budgetary cost estimates were prepared that included reconfiguring the parking lot to north-south drive aisles, short term drop-off and pick-up areas, motorcycle parking and a designated Pace bus area. The project was federally funded (CMAQ) and processed through IDOT Bureau of Local Roads and Streets.

Church Road Improvements, City of Aurora – *Aurora, Illinois* | Project Manager for improving approximately one mile of road from Regan Memorial Tollway (I-88) to Butterfield Road. Project included upgrading an existing two-lane rural roadway section to a three-lane urban roadway section along with intersection geometric improvements at Bilter Road, roadway widening/resurfacing, storm sewer drainage, box culvert extensions, watermain design, roadway lighting, traffic signals and interconnect, maintenance of traffic and staging, ADA compliant sidewalks and property acquisition. Mike was responsible for the Phase I and II engineering services for this locally funded project as well as coordination with the V3 Phase III Project Manager.

VINCE DEL MEDICO, P.E.

QA/QC

Vince is experienced in the planning and design of transportation and infrastructure improvements for a wide range of projects including expressways, arterials, local roads, grade separations, bicycle/pedestrian facilities and utilities. As V3's Director of Transportation and Municipal Engineering he has successfully managed multi-discipline teams to complete Phase I and Phase II projects for a variety of transportation agencies and local municipalities.

YEARS OF EXPERIENCE

V3: 13 | Total: 26

EDUCATION

Bachelor of Science, Civil Engineering, University of Illinois

CONTINUING EDUCATION

ACEC Training:

- *Illinois/Illinois Tollway Standards & Manuals Workshop*
- *Executive Education for Senior Managers – Becoming a Visionary Leader in a Changing Climate*

CDOT: Sustainable Streets for Chicagoland

IDOT: Fundamentals of Drainage & Drainage Studies Design/Utility Coordination Urban Drainage Design

PSMJ Training:

- *Principals Boot Camp*
- *Project Management Bootcamp*

REGISTRATIONS

Professional Engineer: Illinois, #620-52786, 1999

OFFICES HELD

America Council of Engineering Companies – Illinois Tollway Committee

American Public Works Association

75th Street Reconstruction from Adams Street to Plainfield Road, DuPage County Division of Transportation – *Darien, Illinois* | Project Manager for Phase II design engineering services for reconstruction of one mile of 75th Street from Adams Street to Plainfield Road. Improvements included addition of a third travel lane in either direction, a new closed drainage system, additional auxiliary lanes at Cass Avenue and Plainfield Road, traffic signal modernization/ interconnection and the resurfacing of one-half mile of existing pavement on Plainfield Road. Due to the heavy traffic volumes within the corridor, Vince prioritized the development of a traffic staging plan which minimized impacts to the traveling public while facilitating construction activities and maintaining safe access to adjacent properties (including two schools).

Brookmont Boulevard Viaduct, City of Kankakee – *Kankakee, Illinois* | Project Director for Phase II design services for the replacement of a bridge that carries seven sets of CN Railroad tracks over Brookmont Boulevard. The proposed new bridge will be a 78-foot-long, single-span structure featuring a 92.5-foot-wide superstructure carrying six tracks and a 122.5-foot-wide substructure. The resulting improvements will provide a much safer viaduct with improved sight lines, increased clearances, ADA accessibility and protection from flooding.

IL Route 53 & Joliet Road Intersection Improvements – *Romeoville, Illinois* | Project Director for roadway and intersection improvements associated with an 82-acre mixed-use redevelopment. Project included widening and resurfacing of IL Route 53 and Joliet Road, new turn lanes at the intersection, installation of approximately 3,700 linear feet of new storm sewer, two new driveways, traffic signal modernization, street lighting and utility coordination. This project was one of the largest privately funded projects permitted through IDOT District 1. V3 also conducted Phase III construction management.

Naperville Road Improvements from Ogden Avenue to Reagan Memorial Tollway (I-88), DuPage County DOT – *Naperville, Illinois* | Project Manager for Phase II engineering for widening and resurfacing of approximately one-half mile of roadway to include a third northbound through lane to the eastbound tollway entrance ramp as well as a third southbound through lane to Naperville-Wheaton Road. Additional improvements include the addition of auxiliary lanes at intersections to enhance traffic flow as well as full modernization and interconnection at two signaled intersections with new sidewalk, ADA ramps and crosswalks. The development of a comprehensive traffic staging plan was a key project component.

**Work performed at previous firm*

VINCE DEL MEDICO, P.E.

QA/QC

167th Street Mutli-Use Path, Village of Orland Park – *Orland Park, Illinois* | Project Director for this Phase I study for a new, one-mile, multi-use path along 167th Street. The proposed path will connect the west side of the Village to the Orland Grasslands as well as an existing path at Centennial Park. Improvements include a new pedestrian, at-grade railroad crossing requiring coordination with Metra in addition to grading and reshaping of existing ditches and new storm sewer.

I-80 & Wolf Road Interchange Concept Feasibility Study, Village of Orland Park – *Orland Park, Illinois* | Project Director for the concept study of a new interchange at I-80 and Wolf Road. The proposed interchange will provide western access to the Village. The study provided preliminary cost estimates and nine interchange alternatives.

Theodore Street Corridor Improvements, City of Joliet – *Joliet, Illinois* | Project Director for the Phase I engineering of the widening of one mile of roadway. Currently this segment of roadway experiences a number of crashes due to the lack of a center turn lane. The project will add a center turn lane as well as two additional traffic signals along the corridor. Phase I engineering is utilizing MFT funds and the City will apply for future construction funding once the Phase I is complete.

Tri-State (I-294) Widening & Rehabilitation, Illinois Tollway – *Cook County, Illinois* | Project Manager providing Phase II design engineering services for the widening and rehabilitation of nearly two miles of I-294 from the new Elgin-O'Hare/ Western Access system interchange to the O'Hare Oasis. Improvements include the addition of a fifth travel lane in each direction, widened median shoulders (for flex lanes), rehabilitation of the two, half-mile long bridges over the Bensenville Rail yard and reconstruction of the south ramps at the oasis. Vince was responsible for leading a multi-discipline design team (including seven sub-consultants) in completion of plans, specifications and cost estimates on an accelerated, eight-month schedule for this $62-million project.

Tri-State Tollway (I-294) Bensenville Yard Bridge Feasibility Study, Illinois Tollway – *Franklin Park & Schiller Park, Illinois* | Project Manager for a feasibility study for reconstruction of the Bensenville Yard Bridges on I-294 over the Canadian Pacific Railway Bensenville Yard, METRA Rail, US Route 45 (Mannheim Road), Franklin Avenue and various private properties. The study developed alternatives for reconstruction of the two mainline structures while maintaining traffic on I-294 and activity within the active rail yard and mainline tracks and limiting impacts to adjacent property.

Airport Road & IL Route 126 / Stevenson Expressway (I-55) Interchange Phase I, Villages of Romeoville, Bolingbrook & Plainfield – *Romeoville, Bolingbrook & Plainfield, Illinois* | Project Director for preparation of a Phase I study for new I-55 interchanges at Airport Road and at IL 126/Essington Road. Project included aerial mapping of the corridor, traffic modeling, bridge condition reports, a location drainage study, environmental assessment, hydraulic survey, technical reports for noise, wetlands, Section 4(f) evaluation, traffic management analysis and a public involvement program following context sensitive solutions procedures.

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

**Work performed at previous firm*

JACOB BAUER, P.E.

PROJECT ENGINEER

Jake is a Project Manager with experience in roadway design, lighting design, traffic signal design, traffic studies, specification preparation, construction cost estimates and construction inspection. Most recently, Jake has specialized in large-scale transportation projects, coordinating directly with clients, subconsultants, construction contractors and stakeholders to facilitate project completion. Jake is proficient with Highway Capacity Software (HCS), AGI 32 Lighting Analyst software, AutoCAD, Microstation and Geopak.

YEARS OF EXPERIENCE

V3: 11 | Total: 12

EDUCATION

Bachelor of Science, Civil Engineering, University of Illinois

CONTINUING EDUCATION

ACEC – Illinois:

- *IDOT Lighting Seminar*
- *Illinois Tollway Standards & Manuals Workshop*
- *Illinois Tollway Traffic Barrier Guidelines Workshop*

A/E/C: Project Management Bootcamp

IDOT: Special Provisions Workshop

IRTBA: Emerging Leadership Program

REGISTRATIONS

Professional Engineer:

- *Illinois, #062-064761, 2013*
- *Ohio, #PE86305, 2021*

ASSOCIATIONS

Illinois Road & Transportation Builders Association

Division Street over I-57 Interchange Reconstruction, IDOT – *Manteno, Illinois* | Project Engineer for Phase II engineering services to replace the structure carrying County Highway 9 (Division Street) over I-57 as well as reconstructing the interchange ramps, County Highway 9 and an existing frontage road. The design includes hydraulic analysis, 3D modeling and additional through lanes, turn lanes, median and a shared-use path. Interchange ramps and the frontage road will be realigned to accommodate proposed improvements.

75th Street Reconstruction from Adams Street to Plainfield Road, DuPage County DOT – *Darien, Illinois* | Project Engineer for preparation of final plans for widening 75th Street to three lanes in each direction between Adams Street and Plainfield Road. Intersection improvements at the 75th Street intersections with Adams Street, Cass Avenue and Plainfield Road will include traffic signal modernization and the provision of dual left and right turn lanes. Jake's responsibilities included lighting design, project coordination and preparing contract documents for bidding through IDOT Bureau of Local Roads.

143rd Street & LaGrange Road Corridor Improvements, Village of Orland Park – *Orland Park, Illinois* | Design Engineer for the reconstruction of roadway and underground utilities at the intersection 143rd Street and LaGrange Road. Project included pavement widening, pavement reconstruction, a new mainline watermain, storm sewer, relocation of electrical and telephone utilities from overhead to underground, streetscape improvements, roadway, pedestrian and outdoor receptacle (holiday) lighting, landscaping, irrigation, retaining walls, traffic signals and property acquisition. Jake was responsible for roadway lighting, pedestrian, ornamental and traffic signal design and preparing contract documents for review and to obtain an IDOT permit.

Brookmont Boulevard Viaduct, City of Kankakee – *Kankakee, Illinois* | Project Engineer for Phase II design services for the replacement of a bridge that carries seven sets of CN Railroad tracks over Brookmont Boulevard. The proposed new bridge will be a 78-foot-long, single-span structure featuring a 92.5-foot-wide superstructure carrying six tracks and a 122.5-foot-wide substructure. The resulting improvements will provide a much safer viaduct with improved sight lines, increased clearances, ADA accessibility and protection from flooding.

Naperville Road Improvements from Ogden Avenue to Reagan Memorial Tollway (I-88), DuPage County DOT – *Naperville, Illinois* | Project Engineer for Phase II engineering for widening and resurfacing of approximately one-half mile of roadway to include a third northbound through lane to the eastbound tollway entrance ramp as well as a third southbound through lane to Naperville-Wheaton Road. Additional improvements include the addition of auxiliary lanes at intersections to enhance traffic flow as well as full modernization and interconnection at two signaled intersections with new sidewalk, ADA ramps and crosswalks. The development of a comprehensive traffic staging plan was a key project component.

St. Charles Road Bridge over Salt Creek Phase I & II, Village of Villa Park – *Villa Park, Illinois* | Project Engineer for Phase I and II engineering services of the bridge superstructure replacement of the existing St. Charles Road Bridge over Salt Creek. A major challenge of this project was to obtain all of the necessary approvals so the improvements can be implemented before the bridge needs to be closed due to continued deterioration. Jake prepared Phase II design plans including roadway plans, maintenance of traffic, cost estimates and specifications.

Metra Station Platform Area Improvements, Village of Cary – *Cary, Illinois* | Project Engineer for Phase I and II engineering services to improve existing pedestrian facilities and provide accessibility at the Metra Station. The final design consisted of a new ADA compliant ramp, retaining wall, resurfacing of the adjacent parking lot, relocation of existing lighting units and platform reconstruction. Jake was responsible for preparing specifications and construction cost estimates.

Tri-State Tollway (I-294) Widening & Rehabilitation, Illinois Tollway – *Franklin Park & Schiller Park, Illinois* | Project Engineer providing Phase II design engineering services for the widening and rehabilitation of nearly two miles of I-294 from the new Elgin-O'Hare/Western Access system interchange to the O'Hare Oasis. Improvements include the addition of a fifth travel lane in each direction, widened median shoulders (for flex lanes), rehabilitation of the two, half-mile long bridges over the Bensenville Rail yard and reconstruction of the south ramps at the oasis. Jake was responsible for preparing roadway plans, detailed traffic staging plan, construction schedule, construction cost estimate and specifications in accordance with Tollway design standards. He also assisted with cross-discipline coordination for preparing construction documents detailing the roadway improvements.

Jane Addams Memorial Tollway (I-90) IL Route 25 to IL Route 72, Illinois Tollway – *Chicago, Illinois* | Project Engineer for Phase II design engineering services for the widening and reconstruction of approximately four miles of I-90. Improvements included the addition of a fourth travel lane in each direction, widened median shoulder shoulders (to accommodate future PACE bus on shoulder service), reconstruction of the mainline bridges over the Wisconsin Central Railroad and the partial reconstruction of the interchanges (at Beverly Road and IL Route 59). Jake prepared a detailed traffic staging plan, construction schedule, specifications and staged erosion control plans in accordance with Tollway design standards. He also assisted with cross-discipline coordination for preparation of construction documents and maintenance of traffic staging.

Jane Addams Memorial Tollway (I-90) at IL Route 25 Interchange, Illinois Tollway – *Kane County, Illinois* | Project Engineer for Phase II design engineering services for the reconstruction of the I-90 interchange at IL Route 25. Improvements included the reconstruction of the interchange ramps, the addition of a fourth travel lane in each direction, widened median shoulders (to accommodate future PACE bus on shoulder service), cross road bridge reconstruction, installation of more than 4,000 feet of new retaining walls and toll plaza improvements. Jake was responsible for roadway design, cross-discipline coordination for preparing construction documents, cost estimates and specifications detailing the roadway improvements.

Route 59 Metra Station Parking Lot & Intersection Improvements, City of Aurora – *Aurora, Illinois* | Design Engineer for Phase I and II engineering services consisting of resurfacing, reconfiguring and expanding the parking lot, adding a new driveway to improve pedestrian, bike, vehicle and bus access to the train station. Design alternatives and budgetary cost estimates were prepared that included reconfiguring the parking lot to north-south drive aisles, short term drop-off and pick-up areas, motorcycle parking and a designated Pace bus area. The project was federally funded (CMAQ) and processed through IDOT Bureau of Local Roads and Streets. Jake's responsibilities included lighting and security camera system design and preparing contract documents.

JASON HOLY, P.E.

ROADWAY & UTILITIES ENGINEER

Jason is a Project Manager with experience focusing on roadway and intersection design, traffic staging, bicycle and pedestrian facilities, utility design/coordination and constructability reviews. His work experience includes construction observation, aggregate materials inspection, onsite inspection, maintenance of traffic and topographic survey. Jason specializes in finding solutions to unique project challenges while maintaining schedules and budgets.

YEARS OF EXPERIENCE

V3: 20 | Total: 21

EDUCATION

Bachelor of Science, Civil Engineering, Valparaiso University

REGISTRATIONS

Professional Engineer: Illinois, #062-059941, 2007

Cedar Road Reconstruction, Will County Division of Transportation – *Will County, Illinois* | Project Engineer for this 1,600-foot, complete roadway reconstruction with intersection improvements at Cedar Road and Francis Road. Project included a complete replacement of the existing box culvert, modernization of traffic signals and new sidewalk along the east side of Cedar Road. To improve the level of service, an additional left turn storage lane and new right turn lanes for additional intersection capacity.

75th Street Reconstruction from Adams Street to Plainfield Road, DuPage County Division of Transportation – *Darien, Illinois* | Project Engineer for preparation of final plans for widening 75th Street to three lanes in each direction between Adams Street and Plainfield Road. Intersection improvements at the 75th Street intersections with Adams Street, Cass Avenue and Plainfield Road included traffic signal modernization and the provision of dual left and right turn lanes. With the heavy traffic volumes on 75th Street, construction staging and maintenance of traffic plans were an important aspect of the project.

143rd Street & LaGrange Road Improvements, Village of Orland Park – *Orland Park, Illinois* | Project and Field Engineer for the reconstruction of roadway and underground utilities at the intersection 143rd Street and LaGrange Road. Project included pavement widening, pavement reconstruction, a new mainline watermain, storm sewer, relocation of electrical and telephone utilities from overhead to underground, streetscape improvements, roadway, pedestrian and outdoor receptacle (holiday) lighting, landscaping, irrigation, retaining walls, traffic signals and property acquisition. Jason was responsible for all of the design and construction plans on the project.

IL Route 53 Pedestrian Corridor Study, Village of Woodridge – *Woodridge, Illinois* | Project Manager for a preliminary master plan for future concrete sidewalk and asphalt path construction projects. The study took into account existing and future development, safety and location of the local trail system. Jason coordinated the different options V3 came up with in house to create a uniform layout that would fit the Village's needs for both today and for the future. He also managed the first phase of design and bidding for improvements.

Naperville Road Improvements from Ogden Avenue to Reagan Memorial Tollway (I-88), DuPage County DOT – *Naperville, Illinois* | Project Engineer for Phase II engineering for widening and resurfacing of approximately one-half mile of roadway to include a third northbound through lane to the eastbound tollway entrance ramp as well as a third southbound through lane to Naperville-Wheaton Road. Additional improvements include the addition of auxiliary lanes at intersections to enhance traffic flow as well as full modernization and interconnection at two signaled intersections with new sidewalk, ADA ramps and crosswalks. The development of a comprehensive traffic staging plan was a key project component.

Tri-State Tollway (I-294) Widening & Rehabilitation, Illinois Tollway – *Franklin Park & Schiller Park, Illinois* | Project Engineer providing Phase II design engineering services for the widening and rehabilitation of nearly two miles of I-294 from the new Elgin-O'Hare/Western Access system interchange to the O'Hare Oasis. Improvements include the addition of a fifth travel lane in each direction, widened median shoulders (for flex lanes), rehabilitation of the two, half-mile long bridges over the Bensenville Rail yard and reconstruction of the south ramps at the oasis. Jason was responsible for leading the maintenance of traffic plan.

Jane Addams Memorial Tollway (I-90) at IL Route 31 Interchange, Illinois Tollway – *Kane & Cook Counties, Illinois* | Project Engineer providing Phase II design engineering services for the reconstruction of the full cloverleaf interchange at I-90 and IL Route 31. Improvements included reconstruction of the interchange ramps, addition of a fourth travel lane in each direction of I-90, widened median shoulders (to accommodate future PACE bus on shoulder service), reconstruction of the mainline bridges over IL Route 31, installation of noise abatement wall and toll plaza improvements. Jason prepared a detailed traffic staging plan and prepared a staged erosion control plan in accordance with Tollway design standards to coordinate with the maintenance of traffic staging.

Bartlett Road Bridge over Jane Addams Memorial Tollway (I-90), Illinois Tollway – *Cook County, Illinois* | Project Engineer for Phase II design engineering services for the reconstruction of the Bartlett Road bridge over I-90. The project included raising the Bartlett Road profile over I-90 by approximately five feet to accommodate the proposed bridge beams, provide adequate vertical clearance and to improve drainage conditions along I-90 as well as 2,000 feet of pavement reconstruction, drainage improvements and new retaining walls. Jason was responsible for the preparation of contract plans, specifications and estimates.

Lockport Heights Sanitary Study, Lockport Heights Sanitary District – *Lockport Heights, Illinois* | Project Manager for the evaluation of the existing eight-inch, sanitary main that serves 144th Place which would back up into residential homes during heavy rain events. V3 surveyed the site and televised the sanitary lines to identify any issues with the pipes or residential service connections. A smoke test was also performed to determine if there were any connections or separations in the lines. V3 recommended that the community increase the size of the pipe to 10 inches to increase capacity. In addition, replacing the pipe will resolve sag points and provide a more constant slope to improve flow.

Lockport Heights Watermain Replacement, Lockport Heights Sanitary District – *Lockport Heights, Illinois* | Project Manager for design and construction-phase services for the abandonment of a failing watermain that was replaced with approximately 1,600 feet of new C900 PVC, eight-inch watermain. V3 worked with the community to submit a Community Development Block Grant to Will County to finance the watermain replacement. Project challenges included meeting Illinois EPA separation requirements and working within a residential community with water service lines that had not been correctly installed when the homes were constructed.

MICHAEL SLADEK, P.E.

LIGHTING ENGINEER

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

YEARS OF EXPERIENCE

V3: 4 | Total: 4

EDUCATION

Bachelor of Science, Civil Engineering, University of Illinois

Master of Science, Transportation Engineering, University of Illinois

REGISTRATIONS

Professional Engineer: Illinois, #062-071692, 2019

Various Site Lighting Design Projects – *Illinois* | Design Engineer for site lighting design projects that include institutional, retail and multi-use developments. Projects included photometric analysis, light pole layout, electrical layout, voltage drop calculations, wiring diagrams and construction details and followed local municipality ordinances and criteria. Projects included:

- *Timber's Edge Park, Woodridge, Illinois*
- *Oak Brook Commons Mixed-Use Development, Oak Brook, Illinois*
- *69th Street Industrial Build-to-Suit, Hobart, Indiana*
- *Virgil Park, Brownsburg, Indiana*
- *The Highlands, Addison, Illinois*
- *Sheetz Gas Station – Newark and Granville Road, South Bloomfield, Ohio*
- *Magnolia Park Subdivision, Sunbury, Ohio*
- *Navistar – New East and West Parking Lots, Lisle, Illinois*
- *Timothy Christian Parking Lot - Elmhurst, Illinois*
- *Truck Wash Parking Lot, Romeoville, Illinois*
- *Downtown Restoration, Village of West Dundee, Illinois*
- *Willis Tower - Street Lighting, Chicago, Illinois*
- *Union Station Office Tower - Street Lighting, Chicago, Illinois*
- *Tommy's Car Wash Parking Lot, Orland Park, Illinois*
- *Morton Salt Redevelopment Site Lighting, Chicago, Illinois*
- *North Shore Bike Path, Lake Bluff, Illinois*
- *Northbrook Court Parking Lot, Northbrook, Illinois*
- *Jefferson Junior High - Sports Lighting, Woodridge, Illinois*
- *Golf Vista Estates, Monee, Illinois*
- *Continental Mazda, Naperville, Illinois*
- *Sunrise Transportation, Lisle, Illinois*
- *Middletown City Building Path Lighting, Middletown, Ohio*
- *Lincoln Yards Soccer Field, Chicago, Illinois*
- *83rd Street Park, Woodridge, Illinois*
- *Mill Street Lighting Improvements, Naperville, Illinois*
- *DuPage River Sports Complex – Sports Lighting, Naperville, Illinois*
- *Senior Living, River Forest, Illinois*
- *717 S. DesPlaines Parking Lot, Chicago, Illinois*
- *Argonne Building 369/370 Parking Lot, Lemont, Illinois*

IL Route 53 & Joliet Road Intersection Improvements – *Romeoville, Illinois* | Design Engineer for roadway improvements associated with an 82-acre, mixed-use redevelopment. Project included widening IL Route 53 and Joliet Road, installation of new storm sewer and utility coordination. Michael developed lighting and roadway plans.

Brookmont Boulevard Viaduct, City of Kankakee – *Kankakee, Illinois* | Project Engineer for Phase II design services for the replacement of a bridge that carries seven sets of CN Railroad tracks over Brookmont Boulevard. The proposed new bridge will be a 78-foot-long, single-span structure featuring a 92.5-foot-wide superstructure carrying six tracks and a 122.5-foot-wide substructure. Michael was responsible for developing the railroad maintenance plans for the new tracks once the bridge is completed.

167th Street Multi-Use Path, Village of Orland Park – *Orland Park, Illinois* | Project Engineer for this Phase I study for a new, one-mile, multi-use path along 167th Street. Improvements included sidewalk removal, new asphalt path, earth excavation and embankment, retaining wall, grading and reshaping of existing ditches, new storm sewer and pedestrian signals at railroad and roadway intersections. Michael was repsonsible for preparing multi-use path plans as well as the ADA design at intersection crossings.

I-80 & Wolf Road Interchange Concept Feasibility Study, Village of Orland Park – *Orland Park, Illinois* | Design Engineer for the concept study of a new interchange at I-80 and Wolf Road. The proposed interchange will provide western access to the Village. The study provided preliminary cost estimates and nine interchange alternatives. Michael developed conceptual plans, exhibits and cost estimates for each interchange alternative.

Tri-State Tollway (I-294) Widening & Rehabilitation, Illinois Tollway – *Franklin Park & Schiller Park, Illinois* | Design Engineer providing Phase II design engineering services for the widening and rehabilitation of nearly two miles of I-294 from the new Elgin-O'Hare/Western Access system interchange to the O'Hare Oasis. Improvements include the addition of a fifth travel lane in each direction, widened median shoulders (for flex lanes), rehabilitation of the two, half-mile long bridges over the Bensenville Rail yard and reconstruction of the south ramps at the oasis. Michael prepared maintenance of traffic staging plans.

Hero's Trail Extension, Village of Homer Glen – *Homer Glen, Illinois* | Project Engineer providing Phase I design engineering services for the 3,000-foot extension of this multi-use trail which connects Heatherwood Drive at Culvert Park to Coachmen Lane through the ComEd right-of-way. Services included a topographic survey and wetland delineation as well as coordination with ComEd to avoid utility towers. Michael was responsible for preparing concept plans.

Forest Boulevard Improvements, Village of Park Forest – *Park Forest, Illinois* | Project Engineer for the Phase I engineering for this one-mile roadway reconstruction, multi-use path construction and intersection improvements. The project is evaluating elimination of a traffic signal in favor of a stop controlled intersection along with a road diet to better utilize public right-of-way for the path and provide a linear park along the Village's retail district. Phase I engineering is utilizing local and Cook County Invest in Cook funds and being processed through IDOT Local Roads. Michael prepared roadway and ADA plans as well as engineers estimates of costs.

Hainesville Road Phase I, Lake County DOT – *Round Lake Beach, Illinois* | Design Engineer providing Phase I engineering services for this 1.5-mile corridor widening of Hainesville Road from Washington Street to Rollins Roads. Key challenges associated with the project included providing pedestrian connectivity, minimizing impacts to wetlands and right-of-way as well as developing a closed drainage system for the roadway. Michael was responsible for geometric design and roadway plan preparation.

State Street Streetscape Improvements, City of Lockport – *Lockport, Illinois* | Project Engineer providing feasibility, planning, design and construction management support services for streetscape improvements along State Street and 9th Street in downtown historic Lockport. Enhancements included various hardscape and streetscape elements including brick paver sidewalks, limestone outcroppings and planters, bicycle racks and benches, ADA design and rehabilitation of existing pedestrian lighting. Michael developed roadway, ADA, lighting and electrical plans as well as cost estimates.

IL Route 171 & New Avenue Feasibility Study & Phase I, City of Lockport – *Lockport, Illinois* | Project Engineer for the feasibility study to address the safety and capacity issues at the unsignalized, three-leg intersection of IL Route 171 (State Street) and New Avenue located north of downtown Lockport. V3 was hired to complete Phase I preliminary engineering and environmental studies processed through IDOT Bureau of Local Roads and Streets. Michael was responsible for preparing concept exhibits of various alternatives during the feasibility study.

CARL SCHWARZER, P.E.

TRAFFIC SIGNAL DESIGN

Carl is a Traffic Engineer with design experience including traffic signal design, traffic impact analysis, roadway design, Phase I studies, street lighting analysis and design as well as cost estimates. Carl has completed numerous traffic studies and assessments for both public and private clients. His traffic models have been used in all phases of a project, from proposals to public involvement to completion.

YEARS OF EXPERIENCE

V3: 9 | Total: 9

EDUCATION

Bachelor of Science, Civil Engineering, University of Kansas

Master of Science, Transportation Engineering, Texas A&M University

REGISTRATIONS

Professional Engineer: Illinois, #062-068674, 2016

75th Street Reconstruction from Adams Street to Plainfield Road, DuPage County Division of Transportation – *Darien, Illinois* | Traffic Engineer for upgrading an existing four-lane urban roadway section to a six-lane urban roadway section along with intersection improvements at Adams Street, Cass Avenue and Plainfield Road. The project also included the evaluation of potential future improvements along the route. Carl's responsibilities included traffic signal modernization and interconnection plans.

Willis Tower Repositioning, Gensler – *Chicago, Illinois* | Traffic Engineer for the repositioning of the existing iconic tower. Improvements included wrapping the base of the building with a podium of entertainment and restaurant space, including rooftop parks. Close coordination was required with the design team to design the streetscape, relocate light poles and traffic signals, relocate existing utilities and assist with the coordination of the Homeland Security mandated bollards. Carl prepared traffic signal designs and assisted with CDOT permitting.

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

BMO Tower, Riverside Investment & Development & Goettsch Partners – *Chicago, Illinois* | Traffic Engineer for this 46-story office tower on two-acres which is associated with the Union Station redevelopment. Project included rerouting an IDOT storm sewer which discharged into the Chicago River, designing a new bulkhead to block potential flooding within a 1910 trolley tunnel, removing and reconstructing an Amtrak pedway and two stormwater detention chambers as well as designing traffic signals at two intersections. Carl prepared a traffic signal requirement submittal and the traffic signal design plans to obtain construction permits through CDOT.

CARL SCHWARZER, P.E.

TRAFFIC SIGNAL DESIGN

Lincoln Yards Development, Sterling Bay – *Chicago, Illinois* | Traffic Engineer for the design of new roadways for this 70-acre, mixed-use development along the North Branch of the Chicago River. Project consisted of infrastructure improvements to establish 'pad-ready' lots, Riverwalk extension, and multiple park spaces. The team worked closely with CDOT for the design and permitting of new roadways using complete street and green infrastructure principals, streetscape on existing and new streets, new traffic signals/modifications, ADA ramps and new duct packages for wet and dry utilities including power, gas, water, sewer, junction structures and stormwater. Carl provided quality assurance and quality control of traffic analyses, traffic signal requirement submittals and lighting design. He also assisted in coordination with multiple subconsultants and the Department of Electrical Operations.

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

St. Charles Road Bridge over Salt Creek Phase I & II, Village of Villa Park – *Villa Park, Illinois* | Traffic Engineer for Phase I and II engineering services of the bridge superstructure replacement of the existing St. Charles Road Bridge over Salt Creek. A major challenge of this project was to obtain all of the necessary approvals so the improvements can be implemented before the bridge needs to be closed due to continued deterioration. V3 also performed emergency bridge repairs to the bridge to keep all lanes open to traffic in the interim. Carl was responsible for preparing plans, specifications, and cost estimates for a temporary and proposed traffic signal interconnect system.

Farrell Road Path, City of Lockport – *Lockport, Illinois* | Traffic Engineer for the design and construction of a multi-use path along Farrell Road. The path runs adjacent to Lockport Township High School, providing a safe route to adjacent pedestrian access points. Acquisition of permanent easements with the School to avoided costly utility relocates. Carl was responsible for preparing plans, specifications and cost estimates for traffic signal modernizations and pedestrian improvements.

Eola Road Realignment at US Route 30, City of Aurora – *Aurora, Illinois* | Traffic Engineer for preparation of a Phase I study to evaluate the realignment of existing Eola/Heggs Road along the route of the future WIKADUKE Trail. The study was initiated due to safety concerns and included the preparation of a project development report, intersection design study, environmental coordination, alternate geometric studies, a stormwater management report and wetland delineation and assessment. Carl was responsible for traffic analysis, preparation of an intersection design study, plans, specifications and cost estimates.

Various Traffic Signal Design Projects – *Illinois & Indiana* | Traffic Engineer for numerous traffic signal design projects wherein the scope of work included installation plans, cable plans, temporary signal layout, interconnect plans, interconnect schematics and construction details. The designs follow IDOT and local municipality standards for projects located in Illinois and local municipality standards for the projects located in Indiana.

Central Road Intersections Pedestrian & Signal Improvements, Village of Mount Prospect – *Mount Prospect, Illinois* | Traffic Engineer for a pedestrian accessibility project at the intersection of Arthur Avenue and Central Road to bring all corners of the intersection into full compliance with Public Rights-of-Way Accessibility Guidelines requirements for pedestrian facilities. Project included design and preparation of construction documents for sidewalk and traffic signal improvements and required extensive regrading and pavement re-profiling to achieve acceptable slopes for pedestrian crossings. Carl was responsible for preparation of plans, specifications and cost estimates for modernizing pedestrian signal equipment.

Bethel Lane Relocation, Village of Schaumburg – *Schaumburg, Illinois* | Traffic Engineer for the relocation of Bethel Lane from Pleasant Drive to Roselle Road. Project included relocation of 750 feet of roadway, addition of a 261-space parking lot and new traffic signals at multiple intersections. Carl was responsible for preparation of plans, specifications and cost estimates for a new traffic signal installation.

BILL VEGRZYN, P.E., S.E.

LAND BRIDGE DESIGN

Bill is a Structural Project Manager with extensive experience in general roadway design and evaluation, bridge studies, bridge design and bridge construction for clients including local municipalities, Illinois Tollway and IDOT. His project work has included Phase I, Phase II and Phase III projects.

YEARS OF EXPERIENCE

V3: 13 | Total: 35

EDUCATION

Masters of Science, Civil Engineering, University of Illinois

Bachelor of Science, Civil & Environmental Engineering, University of Illinois

CONTINUING EDUCATION

PSMJ: Project Management Bootcamp

ACEC: Illinois Bridge Seminar

REGISTRATIONS

Professional Engineer:

- *Illinois, #062-046264, 1990*
- *Ohio, #PE.86681, 2021*

Structural Engineer: Illinois, #081-004983, 1992

Cedar Road Reconstruction, Will County Division of Transportation – *Will County, Illinois* | Structural Engineer for this 1,600-foot, complete roadway reconstruction with intersection improvements at Cedar Road and Francis Road. A complete replacement of the existing double-cell, box culvert with a new cast-in-place, triple-cell, 12-foot by seven-foot box culvert. Improvements were designed to meet the current Will County Stormwater Ordinance.

Division Street over I-57 Interchange Reconstruction, IDOT – *Manteno, Illinois* | Structural Engineer for Phase I and II engineering services to replace the structure carrying County Highway 9 (Division Street) over I-57 as well as reconstructing the interchange ramps, County Highway 9 and an existing frontage road. The design includes hydraulic analysis, 3D modeling and additional through lanes, turn lanes, median and a shared-use path. Interchange ramps and the frontage road will be realigned to accommodate proposed improvements.

South Street Bridge Reconstruction, City of Geneva – *Geneva, Illinois* | Project Manager providing emergency design/build services for this bridge which was observed to have severe deterioration during a routine inspection. Project included a new 20-foot-long, 36-foot-wide reinforced concrete deck slab bridge and guardrails as well as redecking an adjacent pedestrian bridge structure. V3's Construction Group provided the construction of the structure eliminating a bid process and minimizing the road closure time frame. Project won the 2020 APWA Chicago Metro Chapter Project of the Year for Disaster/Emergency Repair award in the "Less than $5 Million" category.

ComEd Bridge 8 Replacement, ComEd & DB Sterlin Consultants, Inc. – *Chicago, Illinois* | Project Manager for the demolition of a two-span bridge and design of a replacement 94-foot, single-span PPC deck beam bridge. The existing center pier is being removed and the bridge will be supported by the existing concrete abutments, which will be modified to accommodate the new bearing seats. The new 24-inch wide bridge carries a ComEd access roadway that provides a means for their equipment to access their power lines and poles along this corridor.

39th Street over Racine Avenue & Railroad Emergency Bridge Repair, IDOT – *Chicago, Illinois* | Project Manager for inspection and emergency repair plan preparation for this bridge that had 100 percent loss in several locations. District 1 requested that V3 complete emergency repair plans to prevent the bridge from being posted and worked with IDOT crews to make field measurements necessary to complete the repair plans which where constructed by IDOT day laborers. V3 completed the seven-sheet repair plan set within a month.

Station Street over the Kankakee River Bridge Inspection, City of Kankakee – *Kankakee, Illinois* | Project Manager for the inspection of this five-span, concrete open spandrel arch with arch ribs, spandrel columns, floor beams and substructure units. The inspection was completed using nondestructive testing to collect field data and photographs and traffic control, a snooper and boat were necessary to complete the inspection. V3 prepared the IDOT Bridge and Structure Routine Structure Inspection Report form which included our National Bridge Inspection Standards ratings.

Royce Road Reconstruction, Elmhurst Chicago Stone Company – *Bolingbrook, Illinois* | Structural Engineer for this design/build project to raise the road profile to accommodate a large box culvert system to prevent stormwater from overtopping the roadway during large storm events. Project included floodplain and floodway modeling, permitting assistance, site civil design for the roadway as well as structural design for a concrete box culvert with modular retaining walls at all four corners.

District 3 Bridge Designs, IDOT – *Various Locations* | Project Manager & Structural Engineer for the design of the following projects.*

- *IL Route 115 over Horse Creek, SN 046-0133*
- *IL Route 17 over the Mazon River, SN 046-0130*
- *IL Route 17 over Gooseberry Creek, SN 053-0038*
- *IL Route 114 over Pike Creek, SN 046-0131*
- *US Route 45 over Drainage Ditch, SN 038-0211*
- *IL Route 18 over the Penn Central Railroad, SN 053-0061*
- *IL Route 9 over Drummer Creek, SN 027-0096*
- *IL Route 49 over Pigeon Creek, SN 038-0217*
- *IL Route 17 over unnamed Drainage Ditch, SN 053-0182*
- *IL Route 23 over Mole Creek, SN 053-0183*
- *IL Route 17 over I-55, SN 053-0114*
- *IL Route 251 over I-80, SN 050-0252*

Tinley Creek Bridge Replacement & Permitting, Elim Christian Services – *Crestwood, Illinois* | Structural Engineer for the removal and replacement of the 60-foot-long, single-span pedestrian bridge that washed out during a heavy rain event in early 2020. V3 removed the old bridge and prepared renderings for a new, 10-foot-wide bridge according to IDNR-Office of Water Resources and MWRD standards. Shoreline restoration and creek modeling was required to place the bridge at the correct elevation and permitting was completed for work around the waterway.

South Street Bridge Replacement, City of Geneva – *Geneva, Illinois* | Project Manager and Lead Structural Engineer for inspection and replacement of this bridge which was shut down after an inspection revealed that the deck beams had no load carrying capacity due to deterioration. V3 replaced the existing deck beam bridge with a reinforced concrete slab bridge to get the bridge built quickly. Bill was responsible for the bridge inspection and closure. He also prepared the final bridge replacement plans in one week so the bridge could reopen as soon as possible.

Five Structures in District 3, IDOT – *Various Counties, Illinois* | Project Manager for the field survey and bridge inspection of five different structures for IDOT District 3. Upon completion of the field survey and bridge inspection V3 prepared the bridge condition report, type, size and location drawing as well as the hydraulic report in accordance to IDOT's Standards.

ComEd Bridge Inspection & Management Program, ComEd – *Various Locations, Illinois & Indiana* | Project Manager and Inspector for an inventory of approximately 70 bridges that are owned by ComEd. Standard NBIS and element level inspection forms and written inspection reports were created for the bridges. Additionally, V3 created and is maintaining a bridge management system for the client to have an organized database of information pertaining to these bridges and to help prioritize and budget for future work on these structures. Design work is performed on an as-needed basis and seven bridges have been eliminated and replaced with pipe culverts.

VICKI SYKES, CFM, LEED AP® BD+C

DRAINAGE ENGINEER

Vicki is a Senior Project Engineer with experience preparing site development and roadway engineering plans with an emphasis in stormwater design and permitting, best management practice design and erosion control methodologies. She has experience in designing and detailing various types of bridges, hydraulic modeling and scour analyses for bridges. Vicki's strengths include hydraulic and hydrologic computer modeling techniques, stormwater and hydraulic report preparation and understanding of permitting processes required by governing agencies.

YEARS OF EXPERIENCE

V3: 27 | Total: 29

EDUCATION

Bachelor of Science, Civil Engineering, Purdue University

CONTINUING EDUCATION

IDOT:

- *Erosion & Sediment Control*
- *Understanding USACE & IDNR-OWR Permitting Requirements*

MWRDGC: Sewer Permitting

NPDES/BMPs Erosion Control:

- *Articulated Concrete Block Mats for Erosion Control*
- *BMPs for Stormwater Quality Improvement Phase II*
- *Illinois Ready Mix Concrete Association Pervious Concrete*
- *Stormwater Erosion Control Planning*
- *Stormwater Phase II Case Studies*

REGISTRATIONS

Certified Floodplain Manager (CFM): #IL-03-00128, 2003

LEED Building Design & Construction, Illinois, 2009

ASSOCIATIONS

American Society of Civil Engineers

Illinois Association for Floodplain & Stormwater Management

U.S. Green Building Council

143rd Street & LaGrange Road Corridor Improvements, Village of Orland Park – *Orland Park, Illinois* | Project Engineer for the reconstruction of roadway and underground utilities at the intersection 143rd Street and LaGrange Road. Project included pavement widening and reconstruction, a new mainline watermain, storm sewer, relocation of electrical and telephone utilities from overhead to underground, streetscape improvements, roadway, pedestrian and outdoor receptacle (holiday) lighting, landscaping, irrigation, retaining walls, traffic signals and property acquisition. Vicki prepared the storm water report and related calculations, storm sewer design and erosion control documents.

IL Route 53 & Joliet Road Intersection Improvements, Abbott Land Gateway, LLC – *Romeoville, Illinois* | Project Engineer for roadway and intersection improvements associated with an 82-acre mixed-use redevelopment. Project included widening and resurfacing of IL Route 53 and Joliet Road, new turn lanes at the intersection, installation of approximately 3,700 linear feet of new storm sewer, two new driveways, traffic signal modernization, street lighting and utility coordination. Vicki prepared a drainage checklist report to obtain IDOT approval, designed a cross-road culvert under Route 53 and used HEC-HMS to calculate discharge rates to the culvert.

167th Street Multi-Use Path, Village of Orland Park – *Orland Park, Illinois* | Drainage Engineer for this Phase I study for a new, one-mile, multi-use path along 167th Street. Improvements included sidewalk removal, new asphalt path, earth excavation and embankment, retaining wall, grading and reshaping of existing ditches, new storm sewer and pedestrian signals at railroad and roadway intersections. Vicki prepared the stormwater management technical memorandum report for submittal to IDOT which involved hydraulic modeling, preparation of a waterway information table as well as floodplain compensatory storage and storm sewer design calculations.

IL Route 171 & New Avenue Feasibility Study & Phase I, City of Lockport – *City of Lockport* | Drainage Engineer for the feasibility study to address the safety and capacity issues at the unsignalized, three-leg intersection of IL Route 171 (State Street) and New Avenue located north of downtown Lockport. V3 was hired to complete Phase I preliminary engineering and environmental studies processed through IDOT Bureau of Local Roads and Streets. The Phase I process involves preparation of a full report state categorical exclusion. V3 also identified funding options for the improvements and assisted the City with the preparation of application materials for State Transportation Program - Local Roads grants.

Division Street over I-57 Interchange Reconstruction, IDOT – *Manteno, Illinois* | Lead Drainage Engineer for Phase II engineering services to replace the structure carrying County Highway 9 (Division Street) over I-57 as well as reconstructing the interchange ramps, County Highway 9 and an existing frontage road. The design includes hydraulic analysis, 3D modeling and additional through lanes, turn lanes, median and a shared-use path. Interchange ramps and the frontage road will be realigned to accommodate proposed improvements.

River Front Trail, City of Kankakee – *Kankakee, Illinois* | Drainage Engineer for Phase I and II trail extension of 2,500 feet along the east side of the Kankakee River from an existing pedestrian bridge south to Station Street. Key project challenges include crossing under an existing Norfolk Southern Rail bridge, building a pedestrian bridge over Soldier Creek and crossing under the Court Street (IL Route 17) bridge. Project components included evaluating the existing and proposed hydrology and hydraulics of the Kankakee River and Soldier Creek, structural design and performing a topographic survey and preliminary environmental site assessment. The project is funded in part by an ITEP grant and is being processed through IDOT Local Roads, District 3.

Tinley Creek Bridge Replacement & Permitting, Elim Christian Services – *Crestwood, Illinois* | Drainage Engineer for the removal and replacement of this pedestrian bridge that was destroyed during a heavy rain event in early 2020. V3 removed the old bridge and prepared renderings for a new, 10-foot-wide bridge according to IDNR-Office of Water Resources and MWRD standards. Vicki prepared a watershed management report and Metropolitan Water Reclamation District of Greater Chicago permit submittal. As the work occurred within the Tinley Creek regulatory floodway, She also prepared an IDNR submittal, hydraulic modeling and compensatory storage calculations.

State Street Streetscape Improvements, City of Lockport – *Lockport, Illinois* | Drainage Engineer providing feasibility, planning, design and construction management support services for streetscape improvements along State Street in downtown historic Lockport. Enhancements included various hardscape and streetscape elements including brick paver sidewalks, limestone outcroppings and planters, bicycle racks and benches, ADA design and rehabilitation of existing pedestrian lighting. Vicki prepared location drainage reports for submittal to IDOT as well as typical roadway storm sewer capacity and hydraulic gradeline calculations.

Deerpath Golf Course Improvements, City of Lake Forest – *Lake Forest, Illinois* | Project Engineer for improvements including installation of more than 10,000 linear feet of asphalt path, regrading of tee and greens as well as installation of slit drainage to remove soil saturation from playing areas on the course. The course is within the 100-year floodplain of the Skokie River and V3 worked closely with the USACE and Lake County Stormwater Management Commission to demonstrate no impact to existing wetlands. V3 also coordinated with the golf course architect to revise path as well as tee and green locations to accomplish wetland avoidance. The permit authorization was obtained within four months of first submittal allowing for fast-track construction.

Five Structures in District 3, IDOT – *Various Counties, Illinois* | Drainage Engineer for the preparation of bridge condition report, type, size and location drawing as well as the hydraulic report in accordance to IDOT's Standard for various District 3 bridges. Vicki prepared hydraulic reports as well as the required hydrologic and hydraulic modeling for proposed bridge replacements. Additionally, she prepared waterway information tables and floodway compensatory storage calculations for each bridge replacement.

IL Route 83 at Ditch North of IL Route 38, IDOT – *Elmhurst, Illinois* | Drainage Engineer for improvements to the structure which carries IL Route 83 (Kingery Highway) over Salt Creek Reach No. 5. V3 provided survey services, prepared the crash and safety analysis and will prepare a traffic management plan once the improvements are determined. Vicki prepared the location drainage technical memorandum for this culvert replacement and stream realignment.

SARAH HURT EVANS, PLA, ASLA, GIP

LANDSCAPE ADDITIONS & ENHANCEMENTS

Sarah is a Professional Landscape Architect with a wide range of design experience including park and trail design, streetscape and right-of-way enhancements, neighborhood creative placemaking, green infrastructure maintenance training and workforce development and public engagement.

YEARS OF EXPERIENCE

V3: 6 | Total: 16

EDUCATION

Bachelor of Science, Landscape Architecture, Arizona State University

REGISTRATIONS

Professional Landscape Architect: #LA21500005, Indiana

National Green Infrastructure Certification Program: #00394, 2018

ASSOCIATIONS

American Society of Landscape Architects

Urban Land Institute

VOLUNTEER WORK

Indianapolis Infill Housing Guidelines Advisory Committee

IndyEast Promise Zone Steering Committee

Indiana Chapter of American Society of Landscape Architects

10 East Arts & Design District Neighborhood Task Force

Local Foods Local Places Technical Steering Committee

Near Eastside Streetscape Technical Advisory Committee

Morris Street "Complete Street" Streetscape, West Indianapolis Development Corporation – *Indianapolis, Indiana* | Project Manager and Lead Designer for this streetscape connecting two major greenways in the Indianapolis parks system. On the eastern boundary, the complete streets plan connects Morris Street to the White River Greenway, providing access to downtown Indianapolis attractions while on the western boundary, the streetscape transitioned to a multi-use path connecting to the Eagle Creek Greenway. Proposed features included custom bus shelters, lighting, wayfinding and interpretive signage and paving treatments incorporating “River to River” theme.*

West Baden Springs Promenade Trail, Town of West Baden Springs – *West Baden Springs, Indiana* | Project Manager and Project Designer leading design of the Promenade Trail, a one-mile multi use path parallel to State Road 56, which serves as the main route into West Baden Springs and French Lick. This trail provided the streetscape pallet for future projects and was funded through a combination of DNR grant, private investment and local funding. Sarah provided design production, public outreach, coordination with the client and stakeholders, grant management and permit submittals.*

Payne Connect10n Gateway, East 10th Street Civic Association – *Indianapolis, Indiana* | Project Manager and Project Designer for this $3-million project serving as convergence of three major trails and as a gateway linking the Near Eastside to the Mass Avenue Cultural District and Downtown Indianapolis. The gateway included landscape plantings, wayfinding and interpretive signage, public art installations and streetscape improvements. Sarah coordinated with the civil engineering firm in charge of the hardscape and was involved in significant public outreach and stakeholder outreach.*

Virgil Park, Town of Brownsburg – *Brownsburg, Indiana* | Project Manager for a 6.67-acre park along the B&O Trail, a regional trail connection along a former railroad alignment. The park will be a unique asset in the Town's recreation offerings, highlighting natural resources and allowing for engagement in a variety of landscape typologies. The park will feature boardwalks over wetlands, trails through prairie, educational signage, a nature playscape and restroom and picnic pavilion. V3 developed the master plan for the Town in successful pursuit of Land & Water Conservation Funds. V3 is also developing construction documents.

**Work performed at previous firm*

SARAH HURT EVANS, PLA, ASLA, GIP

LANDSCAPE ADDITIONS & ENHANCEMENTS

Cheney Run Recreational Area & Karwick Nature Park, Michigan City Sanitary District – *Michigan City, Indiana* | Project Manager for this project to develop recreational amenities encompassing the V3-designed Cheney Run Treatment Wetland area and the remediated Karwick Dump Site. Public and stakeholder input is being solicited to identify park elements and characteristics desired by the community. Key challenges to the project included arranging recreational uses on a remediated former landfill so that fishing activity wasn't disturbed along Trail Creek.

Simon Moon Park Charrette & Master Plan, City of Westfield – *Westfield, Indiana* | Project Manager for the conversion of former sewage lagoons to a nine-acre fishing pond with boardwalk trails to engage emergent wetlands and connect the park to existing community trail system. The project reoriented an existing sledding hill and developed an outdoor education area with access to the pond boat dock. Additional parking was added and park vehicular circulation was separated from the City's public works service area.

White Lick Creek Greenway, Town of Brownsburg – *Brownsburg, Indiana* | Project Manager providing natural resource permitting for proposed improvements to White Lick Creek Trail. The public greenway will provide connectivity to business and recreational amenities for Brownsburg residents through a priority bike and pedestrian route. A unique aspect of this project is that V3 worked with regulatory agencies to permit this trail usage though an existing mitigation area.

MWRD Stormwater Green Guides, Metropolitan Water Reclamation District of Greater Chicago – *Cook County, Illinois* | Landscape Architect and Contributing Author for green infrastructure "how to" manuals for homeowners and municipal developers. The homeowner green book provided step-by-step installation guidance for a number of stormwater best management practices. The municipal green book provided implementation guidance for MWRD's stormwater technical manual, aiming to make best management practices more understandable for developers and municipal engineers. Sarah assisted with production of the manuals.

White River Rock Ramp, Greeley and Hansen, LLC & Citizens Energy Group – *Indianapolis, Indiana* | Landscape Architect for the evaluation of potential recreation benefits associated with construction of a new rock-arch dam. Utilizing her knowledge of Indianapolis neighborhoods, Sarah analyzed connectivity aspects, evaluating how a new dam could complement existing neighborhoods and parks as well as recreation master plans. Sarah also assisted in compilation of the recommendations report and stakeholder meetings.

Lincoln Yards Temporary Soccer Complex, Sterling Bay – *Chicago, Illinois* | Landscape Architect for conversion of an existing parking lot into a temporary soccer complex to provide a community recreational opportunity. This project was delivered on a tight timeline in order to have the field open for the season. Sarah assisted with concept development.

Greystone of Brownsburg, Pulte Homes of Indiana, LLC – *Brownsburg, Indiana* | Project Manager providing community engagement services for this residential development. Project included development of renderings, planned unit development standards and concept development for entry monumentation.

The Heritage, M/I Homes – *Whitestown, Indiana* | Landscape Architect for this development consisting of 180 duplex units and 160 single family lots on 90 acres near Indianapolis. Project challenges include working around existing high tension electric lines and a gas pipeline that traverses the property. A regional sanitary improvement that includes trunk lines and a lift station that can accommodate more than 30,000 residents is included in the design. The existing farmstead will be turned over to the park district for future recreational areas.

Groundwork Indy Invasive Removal & Restoration Plan, Groundwork Indy – *Indianapolis, Indiana* | Project Manager and Landscape Architect for development of a invasive species management and restoration plan along the Central Canal. The three-year plan identified maintenance aspects and native planting plans for three sites along the canal to visually enhance the waterway and provide pollinator habitats as well as stormwater management. V3 will also be providing training in proper planting techniques.

TONY STRICKLAND, PLS

SURVEYOR

Tony is a Senior Project Manager with experience in all phases of land surveying. His project management work includes large-scale commercial and residential land development surveying projects from site development through final subdivision, construction and post-construction phases, as well as commercial land title and construction surveying. Tony also has experience with global positioning system post processing.

YEARS OF EXPERIENCE

V3: 27 | Total: 39

REGISTRATIONS

Professional Land Surveyor:

- *Indiana, #LS20800143, 2008*
- *Illinois, #035-003437, 2001*

ASSOCIATIONS

Indiana Society of Professional Land Surveyors

National Society of Professional Land Surveyors

SPECIALIZED SKILLS

Construction Layout

Topographic Mapping

Boundary Surveys

ALTA/ACSM Land Title Surveys

Preliminary & Final Platting of Subdivisions

MILITARY SERVICE

United States Marine Corps: 1980-1984, Sargent

Indiana American Water Reconstruction, American Infrastructure Technologies, LLC – *Indiana* | Survey Project Manager working in conjunction with American Infrastructure Technologies, LLC to design new watermains for various communities served by Indiana American Water. The project consisted of designing new watermain to avoid existing trees, landscaping and utilities as well as maintaining the existing main during construction. Tony was responsible for topographic survey services of 21,000 linear feet of roadway.

Lincoln Yards Development, Sterling Bay Companies – *Chicago, Illinois* | Survey Project Manager for preparation and coordination of topographic and boundary surveys, site control, and various right-of-way and utility easement vacations, relocations, and dedications for this 70-acre, mixed-use development on former industrial properties located along the North Branch of the Chicago River. Tony was responsible for ALTA/NSPS land title and topographic survey services.

Costco Wholesale North East Naperville Location, Costco Wholesale Corporation – *Naperville, Illinois* | Survey Project Manager for civil design services of this 18.95-acre, 161,203-square-foot warehouse and gasoline facility. Project included a due diligence report and preliminary plans, a traffic impact study, capacity analysis of 11 intersections as well as coordination for the design of a proposed electric duct bank with the City of Naperville. Tony was responsible for boundary and topographic mapping as well as platting services.

Crawford Generating Station, 39 North LLC – *Chicago, Illinois* | Survey Project Manager for this 70-acre redevelopment of a former coal-fire power plant. Services included environmental consulting, remediation design, regulatory negotiations and survey. Tony was responsible for boundary and topographic survey services.

Navy Pier Gateway Park, Navy Pier, Inc. – *Chicago, Illinois* | Project Manager for an ALTA and topographic survey for the 57-acre pier and park. The scope of services included the use of a global positioning system, Total Stations, 3D scanners and direct levels to establish horizontal and vertical control and for the collection of 3D locations of all improvements.

TONY STRICKLAND, PLS

SURVEYOR

2013, 2015, 2016 & 2017 Obsolete Watermain Replacement Program, American Infrastructure Technologies, LLC – *Northwest Indiana* | Survey Project Manager for route and topographic surveys of 80,000 linear feet of municipal streets which were used for an engineering design project involving the repair and replacement of watermains. Surveying included measured depths of manholes, valve vaults, valve boxes, catch basins, inlets and sewer cleanouts and included utility conflicts. Tony was responsible for coordinating field and office staff along with utility agencies.

Highland Levee, Dyer Construction Company, Inc. – *Highland, Indiana* | Project Manager responsible for the Little Calumet River, Indiana Local Flood Protection Stage VI, Phase II, Liable Road to Cline Avenue project. Project included establishing horizontal and vertical control for the 3D location of all improvements for topographic studies of one mile of the constructed flood protection structure to use for preparing and submitting red lines and final as-built drawings to the USACE.

The Gates of St. John, BLB St. John – *St. John, Indiana* | Project Manager of a 702-acre, mixed-use residential community in Northwest Indiana consisting of approximately 1,450 units. Units vary from attached townhome units all the way up to 20,000-square-foot single family lots. Tony was responsible for all pre-construction and post-construction field work calculations and other calculations necessary for plat preparation.

Lake Hills Golf & Country Club, V3 Realty Company, L.L.C. – *St. John, Indiana* | Project Manager for a 320-acre redevelopment of a 27-hole golf course. Built in 1920, the course was set among rolling hills and woodlands and enhanced by a 30-acre lake. It combines townhomes, duplex villas and luxury single-family neighborhoods totaling approximately 456 units and nearly 150 acres of parks, wetlands and nature preserves. Tony was responsible for all pre-construction and post-construction field work calculations and other calculations necessary for plat preparation.

Bridge Surveys, IDOT – *McHenry County, Illinois* | Project Manager responsible for surveying services to include topographic cross sections of approximately 9,500 lineal feet of a four-lane, divided interstate highway. By utilizing total station technology for the topographic mapping and a global positioning system, V3 was able to tie into national geodetic survey monuments already pre-established on the Illinois State Plane coordinate system. This project also called for accurate as-built surveying work to help the design and replacement of existing bridge decks and superstructure on four structures.

CVS Stores, CVS Health, T.M. Crowley & Associates & First Equity Group – *Illinois, Indiana, Wisconsin & Iowa* | Project Manager responsible for the surveying services for more than 45 sites throughout the Chicago area. Projects included highly detailed land title surveys topographic maps, construction layout, plat of vacations, plat of easements, plat of consolidations and plat of subdivisions. Tony was responsible for boundary analysis, research and quality control and quality assurance of survey work.

83rd Street Toll Plaza, Illinois Tollway – *Justice, Illinois* | Survey Project Manager for construction staking of the 83rd Street toll plaza which required verifying horizontal and vertical control and staking for all phases of bridge construction, sewer and roadway improvements. Tony was responsible for supervising field operations.*

Tunnel Mapping, Dunn-Geoscience Corporation – *Milwaukee, Wisconsin* | Survey Project Manager surveying and 3D mapping the historic tunnels under the Miller Brewing Company facilities for the design of structural reinforcements. Tony was responsible for directing two crews.*

Joliet Army Ammunition Plant, US Government – *Joliet, Illinois* | Survey Project Manager for hazardous waste monitoring covering more than 10 square miles, which required 40 hours of hazardous waste operations and emergency response standard training. Tony was responsible for managing several crews.*

**Work performed at previous firm*

JONATHAN SHUPTAR, P.G.

ENVIRONMENTAL

Jon is a Project Manager and licensed Professional Geologist experienced in environmental consulting, specializing in characterization and interpretation of soil and groundwater contamination. Jon has drilling and sampling field experience. He has conducted investigations in remote locations where the lack of accessibility creates additional challenges and a need for proper planning. Jon is able to interpret environmental data and understand how site conditions relate to applicable regulations. Jon is routinely involved in sample plan development, field and drill site management, reporting, historical research and development of remedial strategies.

YEARS OF EXPERIENCE

V3: 5 | Total: 15

EDUCATION

Bachelor of Arts, Geology, Wheaton College

CONTINUING EDUCATION

GIS Certificate, College of DuPage

ODOT Pre-Qualified for Regulated Materials Review

OSHA 40-Hour HAZWOPER

REGISTRATIONS

Professional Geologist: Illinois, #196.001.1404, 2015

167th Street Multi-Use Path, Village of Orland Park – *Orland Park, Illinois* | Project Scientist for this Phase I study for a new, one-mile, multi-use path along 167th Street. Improvements included sidewalk removal, new asphalt path, earth excavation and embankment, retaining wall, grading and reshaping of existing ditches, new storm sewer and pedestrian signals at railroad and roadway intersections. Jon was responsible for conducting and authoring a preliminary environmental site assessment (PESA) to evaluate and report recognized environmental conditions that may be encountered for the project. The PESA included assessment of 38 sites along the proposed route as well as a federal and state database review.

Theodore Street Corridor Improvements, City of Joliet – *Joliet, Illinois* | Project Scientist for Phase I of this one-mile roadway widening. The proposed improvements include adding a center turn lane as well as two additional traffic signals along the corridor. Jon was responsible for conducting and authoring the preliminary environmental Site assessment (PESA) to evaluate and report recognized environmental conditions (RECs) that may be encountered for the project. The PESA included assessment of four sites that were determined to contain RECs and 39 sites that were determined to contain de minimis conditions.

Carpentersville Dam Removal, Forest Preserve District of Kane County – *Carpentersville, Illinois* | Project Geologist for dam removal design and permitting services of a 10-foot-high, low-head, concrete dam within the Fox River. V3 determined ways to use the existing, historic mill races to bypass water during construction. Services included conducting a bathymetric survey, sampling and testing for environmental concerns, hydraulic modeling, wetland delineation upstream and downstream as well as water management, cost estimating and feasibility review. A riffle or rock feature will be incorporated into V3's restoration design to preserve the site as a valuable destination and sense of place for the community.

Forest Boulevard Improvements, Village of Park Forest – *Park Forest, Illinois* | Project Scientist for Phase I engineering of this one-mile roadway reconstruction, multi-use path construction and intersection improvements. The project is evaluating elimination of a traffic signal in favor of a roundabout along with a road diet to better utilize public right-of-way for the path and provide a linear park along the Village's retail district.

Lincoln Yards North Site Preparation & Cleanup, Sterling Bay – *Chicago, Illinois* | Project Geologist for the environmental assessment, remediation and regulatory closure of more 55 acres of assembled land planned for future redevelopment. The land sites include the Former A. Finkl & Sons Co. steel mill, former Lakin General Corporation facility and a former Sims Metal Management scrap metal recycling facility. Jon was responsible for field operations, analytical data evaluation, performing remedial investigations and feasibility studies, assisting with the preparation of remedial alternatives analysis, remedial action plans, remediation specifications and the development of Tier 2 site specific remediation objectives. Jon also led development of the soil management and construction contingency plan which will be used throughout the redevelopment process

Wolf Road Shared-Use Path, Village of Western Springs – *Western Springs, Illinois* | Project Scientist for this 10-foot, shared-use path along the west side of Wolf Road from US Route 34/ Ogden Avenue. The path will run approximately 1,800 feet north to the existing Bemis Woods Trail and include a new pedestrian crossing providing improved safety and connectivity from Ogden Avenue to the Forest Preserve trail system.

Skokie Drainage Ditch Stabilization, East Skokie Drainage District – *Lake Forest, Illinois* | Project Geologist for this stabilization of severely eroding streambanks along one mile of the Skokie River. Stabilization activities included 3,986 linear feet of gabions, 5,344 linear feet of natural or stone toe protection and 936 linear feet of bank reshaping. Jon was responsible for conducting a soil sampling for clean construction demolition debris disposal of excess soils generated from the installation of gabions.

Special Waste Studies & Uncontaminated Soil Certification | Project Manager and Project Geologist providing environmental consultation and professional engineering certifications for various roadway and infrastructure improvement projects. Jon evaluates environmental concerns on transportation and infrastructure projects performing special waste assessments (SWAs), preliminary environmental site assessments (PESAs), preliminary site investigations (PSIs), construction observation and field screening, prepares hazardous waste determinations, waste profiles and disposal facility acceptance documentation, as well as uncontaminated soil certification in accordance with 35 IAC Part 1100 (CCDD) requirements, and determines soil management and contaminant mitigation strategies based on site-specific criteria. Representative projects include:

- *Tri-State Tollway (I-294) Widening & Rehabilitation, Illinois Tollway – Franklin Park & Schiller Park, Illinois*
- *Special Waste Onsite Consulting Services, Baxter & Woodman & IDOT – Various District 1 Locations, Illinois*
- *Various Environmental Screenings, DuPage County DOT – DuPage County, Illinois*
- *Cedar Road Phase II, Will County DOT – Will County, Illinois*
- *Wolf Road Shared-Use Path, Village of Western Springs – Western Springs, Illinois*
- *Forest Boulevard Improvements, Village of Park Forest – Park Forest, Illinois*
- *Melvina Ditch Reservoir Expansion, Metropolitan Water Reclamation District of Greater Chicago – Bedford Park & Burbank, Illinois*
- *Eola Road Realignment PSI & CCDD, City of Aurora – Aurora, Illinois*
- *Central Park Ice Rink Permanent Paver Pads, Wheaton Park District – Wheaton, Illinois*
- *Prince Pond Engineering Study, Downers Grove Park District – Downers Grove, Illinois*
- *Jackson Pond Expansion, Village of Villa Park – Villa Park, Illinois*
- *Downtown Oak Park Watermain & Sewer Improvements, Village of Oak Park – Oak Park, Illinois*
- *Farrell & Briggs Bicycle & Pedestrian Path, City of Lockport – Lockport, Illinois*
- *North Michigan Avenue Reconstruction & Flood Mitigation, Village of Villa Park – Villa Park, Illinois*
- *John Humphrey Complex, Village of Orland Park – Orland Park, Illinois*

Various Environmental Screenings, DuPage County DOT – *DuPage County, Illinois* | Project Geologist providing professional environmental screening services as requested for various projects in the DuPage County highway system and facilities. Project includes hazardous waste reviews, screening, analyses, preliminary environmental site investigations, preliminary site investigations and clean construction or demolition debris evaluations. Jon was responsible for project scopeing, field operations, data analysis, reporting, budgets and schedules.

Meadow Square Redevelopment, Taylor Morrison, Inc. – *Rolling Meadows, Illinois* | Project Manager and Project Scientist for this phase II environmental site assessment (ESA) and remediation for the proposed redevelopment of a strip-mall with a dry cleaner and auto maintenance facility. The site was enrolled in the Illinois Site Remediation Program (SRP) and V3 conducted extensive sampling of site conditions for the ESA. Jon authored the Phase II report and oversaw remediation efforts which included processing the site through the Illinois SRP and completing site characterization as well as developing site specific remediation objectives and the remedial action plan.

SCOTT J. BREJCHA, PWS

WETLAND PERMITTING

Scott is the Manager of V3's Wetland Consulting Group where he manages and plans the activities of a staff of botanists, soil scientists, biologists and ecologists. His additional responsibilities range from marketing and coordinating wetland delineations to permitting, submitting and reviewing federal and county wetland permit applications. He also coordinates and corresponds with state and federal agencies regarding threatened and endangered species surveys. Scott has considerable experience in wetland permitting, watershed management plan preparation and coordination, due diligence consultation, the design/build process and business development within the Midwest.

YEARS OF EXPERIENCE

V3: 14 | Total: 21

EDUCATION

Bachelor of Arts, Environmental Biology, Saint Mary's University in Minnesota

CERTIFICATIONS

Professional Wetland Scientist, PWS

Professional Biologist, Alberta, Canada

Lake County Certified Wetland Specialist: C-106

Kane County Qualified Wetland Review Specialist: W-069

McHenry County Certified Wetland Specialist

ASSOCIATIONS

Society of Wetland Scientists

Association of State Wetland Managers

Alberta Society of Professional Biologists

Zion Woods, Housing Opportunity Development Corporation – *Deerfield, Illinois* | Wetland Permitting Specialist for this residential development. V3 performed the wetland delineation as well as assessed impacts to wetlands under Lake County Stormwater Management Commission and USACE jurisdiction. Scott successfully prepared, submitted and obtained the required regulatory permits. In addition, Scott designed the required native plantings for the on site stormwater management facilities and negotiated the required wetland mitigation for the proposed wetland impacts.

Vermilion River Low-Head Dam Removal & Restoration, IDNR Office of Water Resources – *Oglesby, Illinois* | Wetland Permitting Specialist for removal of a low-head dam to return this section of river to its natural state and allow for the safe passage and recreational usage of the river at this location. V3 prepared the permits as well as the restoration and mitigation plans for construction access activities. Scott prepared, coordinated and obtained the newly-issued, Nationwide Permit 53 from the USACE Rock Island District.

Proposed Development Project – *DuPage County, Illinois* | Wetland Permitting Specialist responsible for preparing, submitting and obtaining the required regulatory permits from DuPage County Stormwater and USACE. Scott was responsible for the native planting design, the required monitoring and management plan and the negotiation of the required wetland mitigation for the project.

905 W. Eastman Street, R2 Companies & CRTKL Architects – *Chicago, Illinois* | Wetland Permitting Specialist for the renovation of an existing commercial building into a new REI retail space adjacent to Chicago's "Wild Mile" initiative. Proposed improvements included the complete design of West Eastman Street as well as new utility services and design of a new section of riverwalk along the west face of the existing structure which will include pedestrian access and a kayak launch to the Chicago River North Branch Canal. Scott prepared, submitted and obtained USACE Section 10, 404 and 408 permits. The 408 permit process had been recently reintroduced by the Chicago District USACE and as part of this project was reviewed and included a public notice comment period.

SCOTT J. BREJCHA, PWS

WETLAND PERMITTING

Weber Road & Airport Road Roadway & Intersection Improvements, Blain's Farm & Fleet – *Romeoville, Illinois* | Wetland Specialist for this retail development on a 29-acre site. Scott prepared the USACE regional permit and also designed the native best management practices that required a three-year maintenance and monitoring plan.

Lancer Creek Bank Stabilization, Schaumburg Park District – *Schaumburg, Illinois* | Project Manager and Wetland Specialist for approximately 106 feet of streambank stabilization on the west bank of Lancer Creek, a Waters of the U.S. Project included wetland delineation, topographic survey, water resource engineering, bank stabilization design and permitting service. Scott prepared USACE and Cook County permits.

Arbor Trails Wetland Permitting & Mitigation Design, K. Hovnanian Homes – *Lisle, Illinois* | Wetland Specialist for this 60.5-acre residential project. Project included preserving a 5.6-acre emergent wetland, onsite and offsite wetland mitigation. Scott prepared the USACE regional permit, DuPage County wetland and stormwater permit as well as the onsite wetland mitigation design and best management practices.

Jane Addams Memorial Tollway (I-90) East Design Corridor Manager, Illinois Tollway – *Chicago, Illinois* | Wetland Specialist or the proposed $1.6-billion reconstruction of 25 miles of I-90 between the Elgin Toll Plaza No. 9 and the Kennedy Expressway. The design of these improvements was completed over a three-year period and required 50 separate contract packages. Scott prepared USACE individual permits for impacts to more than 300 wetland locations (totaling more than 13 acres of regulatory wetlands) along the entire corridor.

ComEd Bank Stabilization, ComEd – *Pawnee, Illinois* | Wetland Specialist for the existing ComEd high-tension tower which was at risk of being undermined by erosion on the bank of Sangchris Lake. V3 evaluated various alternatives to determine the most effective method. Scott was responsible for preparing and obtaining the USACE nationwide permit.

Christ Church of Oak Brook, Christ Church of Oak Brook – *Oak Brook, Illinois* | Wetland Specialist for incremental improvements to this facility. Project included exploring relocation of wetlands and stormwater detention facilities, identifying benefits and impacts of a redevelopment with no increase of impervious area and preparing various site plan options in close coordination with the architect. Scott secured the Village stormwater permits including wetlands as well as the USACE letter of no objection.

Kildeer Marketplace, Bond Companies – *Kildeer, Illinois* | Wetland Specialist for this 7.9-acre development which included three retail buildings. Project included design of a distribution network served by onsite wells, at grade stormwater detention and a StormTrap vault. Scott prepared, submitted and obtained the USACE regional permit, Lake County Stormwater Management Commission wetland and stormwater permits and approval of the native best management practices design.

North Aurora Park Streambank Stabilization, Fox Valley Park District – *Aurora, Illinois* | Project Manager and Wetland Specialist providing professional design and permitting services for North Aurora Park which includes the Fox River Trail. V3 prepared design plans to restore the existing streambank which had eroded and failed. Scott prepared and obtained an emergency streambank stabilization permit from the USACE.

MC Machinery Wetland/Riparian Permit, Opus Development Company, L.L.C. – *Elk Grove, Illinois* | Wetland Specialist who prepared, submitted and received approval for proposed impacts to the existing riparian environment of Higgins Creek located on the site. Project included wetland, stream, riparian and flood control planning services. Permit process included review and approval by the USACE and Metropolitan Water Reclamation District of Greater Chicago.

Lakeside Pointe Residential Development, McNaughton Development, Inc. – *Burr Ridge, Illinois* | Wetland Specialist who prepared, submitted and received approval from Metropolitan Water Reclamation District of Greater Chicago for proposed impacts to the existing isolated wetlands and riparian environment located on this proposed residential development site. Project included wetland, stream, riparian and flood control planning services as well as best management practices and a native stormwater facility design. V3 prepared the required wetland and riparian sections, submitted the ultimately-approved, native planting design and prepared the three-year maintenance and monitoring plans for the proposed onsite native best management practices and native stormwater facility.

Geneva Maintenance Facility – *Unincorporated Kane County, Illinois* | Wetland Specialist responsible for preparing and submitting the required wetland permits under the Kane County Countywide Stormwater Ordinance and USACE Section 404 Regional Permit Program. Responsibilities for this project include county and federal permitting, native planting design and agency coordination.

EDUCATION

Master of Science Civil Engineering
University of Illinois- Chicago

Bachelor of Science Civil Engineering
Valparaiso University

PROFESSIONAL REGISTRATION

Structural Engineer
Illinois #081-006844 (2009)

Professional Engineer
Illinois #062-060429 (2008)
Indiana #11300159 (2013)
Louisiana #40930 (2016)
Michigan #621060664 (2013)
Wisconsin #43430-6 (2014)

CERTIFICATION

FHWA/NHI - Inspection of Fracture Critical Members Course

FHWA/NHI- Safety Inspection of In Service Bridges

IDOT - Element Level Inspection

IDOT – Documentation of Contract Quantities (#10-0563)

IDOT - Program Manager for Bridge Inspection

INDOT - Certified Bridge Inspection Team Leader (IN000483-2019-ATL)

OSHA – Confined Space Training

EXPERTISE

Bridges and Structures

Concept / Feasibility Studies

Structural Inspection Load Ratings and Condition Reports

Construction Services

PROFESSIONAL AFFILIATIONS

American Council of Engineering Companies
IDOT Bridge Committee

American Society of Civil Engineers

Structural Engineers Association of Illinois

Structural Engineering Institute
Illinois Chapter Past Chair

International Association of Bridge and Structural Engineering

American Railway Engineering and Maintenance-of-Way Association

Brett Sauter, PE, SE

Lead Structural Engineer

ABOUT BRETT

Brett Sauter is a Vice President who leads Ciorba's Structural Group, his experience includes concept studies and final design for bridge projects of various levels of complexity for the Illinois Department of Transportation, the Indiana Department of Transportation, the Illinois Tollway and various municipalities and counties. His design experience includes post-tensioned and prestressed concrete structures, long steel plate girder bridges, railroad bridges and bridges with complex geometry and staging. Mr. Sauter has the proven ability to positively interact with other disciplines such as roadway, water resources and with owners to define the project constraints, to prepare accurate project scopes and cost estimates. His knowledge of the construction process gives him a unique ability to engineer complex construction staging procedures, to provide design support to bridge contractors for demolition and erection plans and to successfully operate in a Design-Build team.

REPRESENTATIVE PROJECT EXPERIENCE

80th Avenue Reconstruction, Will County Division of Transportation.
Lead Structural Engineer for final design engineering for the reconstruction of 80th Avenue from 191st Street to 183rd Street, within the Villages of Tinley Park and Mokena. The road will be widened from a two lane rural section to a four lane urban section with auxiliary turn lanes added at cross streets. Improvements will be made to the intersections with 189th Street, 186th Street, 185th Street, and 183rd Street. The existing two lane bridge carrying 80th Avenue over I-80 will be replaced with a new four lane structure. A second bridge crossing over the Union Drainage Ditch was designed to replace existing triple corrugated metal pipes. Due to poor soil conditions, a load transfer platform was designed north and south of teh bridge to stabilize the roadway embankment.

Clavey Road Reconstruction, City of Highland Park
Lead Structural Engineer for the bridge improvements associated with the reconstruction of Clavey Road from US 41 to Green Bay Road within the City of Highland Park. The proposed bridge is a 68' long single span steel rolled beam structure using galvanized beams and semi-integral abutments to extend the life of the structure. Aesthetic formliner and concrete staining was incorporated into the bridge plans.

John Deere Road (IL 5) Widening and Reconstruction, Illinois Department of Transportation, District Two.
Structural Project Engineer for final plans preparation for the widening and reconstruction of 2.5 miles of IL 5 in the City of Moline. The improvements add a third lane in each direction and dual left turn lanes and right turn lanes at all five major intersections. The existing signalized intersection at John Deere Road and 38th Street was eliminated and replaced with a new flyover bridge and a new roadway connecting 38th Street to Coaltown Road. The proposed bridge features stub abutments on spread footings atop Mechanically Stabilized Earth (MSE) walls used instead of earth embankment to minimize wetland impacts. The project includes the reconstruction of various two-cell box culverts, retaining and noise walls.

Peotone Beecher Road Bridge over the Exline Slough, Will County Division of Transportation.
Project Manager for preliminary and final design engineering for a single span bridge replacement. A hydraulic model was completed to determine the required bridge opening and profile adjustments. Because of the presence of deep strata of unsuitable soil during the Bridge Type Study it was determined to use Geofoam material to limit the amount of earth work and to reduce future settlement of the approaches. The existing roadway was closed and traffic detoured during construction. The replacement structure consisted of 36" PPC I-beam superstructure with an 8" reinforced concrete deck will be utilized together with integral-type abutments. The project was paid for with County funds.

Des Plaines River Trail South Extension, Village of Brookfield
Lead Structural Engineer to provide preliminary engineering services for approximately 5 miles of new bike trails along new alignments. The new trails are at four separate locations that extend and connect different sections of the Des Plaines River Trail system. Other services provided will include a full topographic survey, environmental studies, crash analysis, identifying right of way acquisition needs, and construction cost estimates. All studies will be summarized in a Project Development Report (PDR). With the use of STP funds, all engineering studies will follow IDOT BLR&S guidelines.

Colette Tuman

NEGOTIATOR

YEARS OF EXPERIENCE

25 / 10 at HLR

CONTINUING EDUCATION

Federal Highway Administration:

Land Acquisition: Negotiation Skills Workshop, September 2019

Land Acquisition: A Federal and State Update, June 2019

Appraisal Principles and Procedures Under the Uniform Act, November 2016

Uniform Act Workshop, November 2015

Acquisition & Negotiations November 2014

International Right of Way Association:

Principles of Real Estate Law, December 2019

Legal Symposium, April 2016

Advanced Relocation Assistance II, Course 506, August 2004

Advanced Relocation Assistance I, Course 505, November 2003

Computing Replacement Housing Payments, Course 504, November 2003

Relocation Assistance, Course 501, July 2003

Engineering Plan Development and Application, Course 901, April 2002

Colette is a Land Acquisition Negotiator with over 25 years of experience acquiring additional right-of-way needed for highway improvements. She routinely meets and communicates with property owners, prepares and obtains conveyance documents, and clears titles. Colette previously worked as a negotiator, a local agency program coordinator, relocation agent, and internal compliance reviewer for the Illinois Department of Transportation (IDOT) and other consultants.

REPRESENTATIVE PROJECTS

IL Route 19 at Wise Road, IDOT. Currently negotiating the acquisition of temporary construction easements from seven commercial properties in Cook County.

IL Route 83 at Atkinson Road, IDOT. Negotiated the acquisition of fee simple interests and temporary construction easements from nine commercial and industrial properties in Lake County.

U.S. Route 45 at IL Route 173, IDOT. Negotiated the acquisition of fee simple interests and temporary construction easements from seven commercial and agricultural properties in Lake County.

U.S. Route 6/IL Route 7 (Will-Cook Road to U.S. Route 45), IDOT. Negotiated the acquisition of temporary construction easement extensions from four commercial properties in Cook County.

U.S. Route 6/IL Route 7 (I-355 to Will-Cook Road), IDOT. Negotiated the acquisition of temporary construction easement extensions from twenty commercial, residential, and agricultural properties in Will County.

Des Plaines River Road at Robinson Road, IDOT. Negotiated the acquisition of fee simple interests and temporary construction easements from seven commercial and industrial properties in Cook County.

U.S. Route 6 at Gougar Road, IDOT. Negotiated the acquisition of temporary construction easement extensions from three agricultural properties in Will County.

Wolf Road (IL Route 21 to North of Hintz Road), IDOT. Negotiated the acquisition of fee simple interests and temporary construction easements from eleven residential and commercial properties in Cook County.

Lake Avenue, South Street, and Madison Street Roundabout, City of Woodstock. Currently negotiating the acquisition of fee simple interests and permanent and temporary construction easements from six residential and commercial properties in McHenry County.

U.S. Route 30 at Harvey Road, IDOT. Negotiated the acquisition of fee simple interests and temporary construction easements from five residential and commercial properties in Kendall County.

IL Route 72 at State Street/Getzelman Road, IDOT. Negotiated the acquisition of fee simple interests and temporary construction easements from fifteen residential and commercial properties in Kane County.

IL Route 131 (29th Street to proposed Kenosha Road), IDOT. Negotiated the acquisition of fee simple interests and temporary constructions easements from fifteen residential, commercial, and agricultural properties in Lake County.

U.S. Route 6 (Pulaski/Crawford and Kedzie), IDOT. Negotiated the acquisition of fee simple interests and temporary construction easements from twelve commercial and residential properties in Cook County.

Wood Street north of Little Calumet River, IDOT. Negotiated the acquisition of fee simple interests and construction easements from fifteen residential and commercial properties in Cook County.

MICHAEL V. MACHALINSKI, P.E.

Principal Geotechnical Engineer
Vice President

PRIMARY RESPONSIBILITIES

Manager Geotechnical Department
Principal Geotechnical Engineer

EDUCATION

M.S. in Civil Engineering, University of Illinois at Champaign-Urbana, 1976
B.S. in Civil Engineering, University of Illinois at Champaign-Urbana, 1975

PROFESSIONAL REGISTRATION

Professional Engineer: Illinois #062-038559, 1979

PROFESSIONAL EXPERIENCE

Testing Service Corporation, Vice President, 1992 - Present
Testing Service Corporation, Principal Geotechnical Engineer, 1989 - 1992
Testing Service Corporation, Senior Engineer, 1987 - 1989
Mirza Engineering, Inc., Senior Engineer, 1982 - 1987
Harding Lawson Associates, Project Engineer, 1979 - 1982
Testing Service Corporation, Staff Engineer, 1976 - 1979

EXPERIENCE HIGHLIGHTS

Mr. Machalinski's responsibilities as Vice President, Manager Geotechnical Department and Principal Geotechnical Engineer include providing direction of soil and groundwater investigations and associated engineering analysis. Typical projects include mid to high-rise building structures, governmental and commercial properties, business park and residential developments, infrastructure improvements, and roadways. He has provided design criteria for drilled pier, pile and mat foundations. He performs engineering analysis for bearing capacity and settlement of heavy structures using Menard Pressuremeter data; stability of cut slopes, new embankments and landfills modeled by computer studies; and hydrologic investigations related to below grade structures and retention ponds. Prior duties as Senior Engineer in the CME Department included review of engineering reports related to construction inspection services. As a Project Engineer, his duties for selected projects have included testing and observation of foundation soils, engineered fill, cast-in-place concrete, structural steel, masonry, roofing materials, sprayed-on-fireproofing, drilled piers and piles. Mr. Machalinski has also performed engineering analysis for pile load tests, underpinning of foundations, cofferdams and settlement monitoring. Early career experience included design of drilled pier, pile and mat foundation systems and cantilever retaining walls under the supervision of a Licensed Structural Engineer. Field supervision has been performed for major drilling projects from Puerto Rico to Alaska. Experience has also been gained in the evaluation of dam sites, geophysical studies, load-testing of steel and concrete structures, and permitting of disposal facilities.

SECTION 5

COMPANY EXPERIENCE

CEDAR ROAD RECONSTRUCTION

WILL COUNTY, ILLINOIS

- This project includes 1,600 feet of complete roadway reconstruction as well as improvements to the intersection of Cedar Road and Francis Road.
- A complete replacement of the existing double-cell, box culvert with a new cast-in-place, triple-cell, 12-foot by seven-foot box culvert.
- The traffic signal at the intersection of Cedar Road and Francis Road will be modernized to include pedestrian countdown timers and new sidewalk was designed along the east side of Cedar Road at the request of the Village of New Lenox as this is a commonly-used route to a local middle school.
- Improvements were designed to meet the current Will County Stormwater Ordinance.
- To improve the level of service, an additional left turn storage lane and new right turn lanes for additional intersection capacity.
- V3 provided engineering cost estimate of $5 million.

CLIENT

Will County Division of Transportation

VALUE

Construction Cost: $5,000,000

SERVICES

- *Environmental Permitting*
- *Erosion & Sediment Control Design, Inspection & Management*
- *Roadway Design*
- *Stormwater Management Design & Permitting Assistance*
- *Structural Design*
- *Topographic Mapping*
- *Traffic Impact Studies & Analysis*
- *Traffic Signal Design*
- *Wetland Mitigation Design & Permitting Assistance*

75TH STREET RECONSTRUCTION FROM ADAMS STREET TO PLAINFIELD ROAD

DARIEN, ILLINOIS

- Phase II design engineering services were performed for the reconstruction of one mile of 75th Street from west of Adams Street to east of Plainfield Road, upgrading it from a four-lane rural roadway section to a six-lane urban facility. The project also included the resurfacing of approximately one-half mile of existing pavement on Plainfield Road, the realignment of over 1/2 mile of the Southern Regional Trail along 75th Street, new sidewalk and ADA ramps.
- The scope also included adding auxiliary lanes at the Cass Avenue and Plainfield Road intersections with 75th Street to further enhance traffic flow through the corridor. 75th Street within the project limits is designated as a strategic regional arterial.
- Updated traffic projections were developed to evaluate proposed intersection geometrics approved several years earlier as part of the original Phase I Study. The new data, along with a detailed review of potential access, pedestrian and constructability issues, were used to modify the proposed geometrics accordingly.
- The project also featured a complex maintenance of traffic scheme which involved three county routes with average daily traffic in excess of 20,000 vehicles per day and required extensive coordination with two adjacent schools and two large shopping centers.
- A stormwater management permit for submittal to the DuPage County Department of Economic Planning and Development was completed.
- Temporary traffic signals were designed for construction staging and all traffic signals within the project were modernized and replaced. A new interconnected traffic signal system was also designed as part of the project.
- The project also included the removal of the City of Darien's existing lighting system and replacement with new decorative light poles.
- An addendum to the approved 75th Street Phase I Study was completed to document revisions to the roadway geometrics originally proposed within the project limits.
- The project was federally funded (with CMAQ and STP funds) and processed through IDOT- Local Roads.

CLIENT

DuPage County Division of Transportation

VALUE

Construction Cost: $13,450,000

SERVICES

- *Topographic Survey*
- *Alternate Geometric Studies*
- *Stormwater Management Design & Permitting Assistance*
- *Traffic Studies*
- *Roadway Design*
- *Traffic Signal Design*
- *Roadway Lighting Design*
- *Maintenance of Traffic*
- *ADA Ramp Design*
- *Erosion & Sediment Control*
- *Watermain Design*
- *Plat of Highways*
- *Construction Document Preparation*
- *Cost Estimates*
- *Preliminary Environmental Site Assessment*
- *Preliminary Site Investigation*
- *Public Involvement*

143RD STREET & LAGRANGE ROAD CORRIDOR IMPROVEMENTS

ORLAND PARK, ILLINOIS

CLIENT

Village of Orland Park

VALUE

Construction Cost: $20,808,000

SERVICES

- *Traffic Studies*
- *Intersection Design Studies*
- *Traffic Signal Design*
- *Roadway Lighting*
- *Roadway Design*
- *Storm Sewer Improvements*
- *IDOT Permitting & Coordination*
- *Watermain Design*
- *Construction Document Preparation*
- *Right-of-Way Studies*
- *Construction Engineering*

- This reconstruction project included extensive corridor aesthetic enhancements and improvements of the roadway and intersection along LaGrange Road from Southwest Highway to 144th Place and along 143rd Street from the Norfolk and Western Railroad crossing west of Ravinia Drive.
- Extensive coordination with IDOT was required to secure permits for the corridor enhancements.
- The project included roadway widening for additional through lanes in each direction, with dual left turn lanes and single right turn lanes on all legs of the intersection, as well as new storm sewer and watermain design.
- Aesthetic enhancements included extensive parkway and median landscaping, median planters, monument signage and brick paver sidewalks.
- Electrical enhancements included street lighting, decorative lighting, holiday tree lighting system, lighted holiday festoons, illuminated street name signage, black powder coated streetlight fixtures and traffic signal equipment.
- Irrigation enhancements included an automated system for parkway and median landscaping on both 143rd Street and LaGrange Road.
- This project included the design and permit approval of a special detail for brick paver crosswalks across LaGrange Road, representing the only permitted location of a brick crosswalk on a state-marked arterial roadway in IDOT District 1.
- The project scope included full depth pavement pavement removal and replacement and widening of more than one mile of existing concrete pavement on 143rd Street and LaGrange Road with full-depth PCC pavement.
- Other construction activities included new watermain, storm sewer, new traffic signals at three intersections and roadway lighting.
- V3 coordinated adjacent projects with the Village, contractor, IDOT and associated consultants to minimize impacts to the traveling public.
- This project received a 2013 ACEC-IL Special Achievement Award.

BROOKMONT BOULEVARD VIADUCT

KANKAKEE, ILLINOIS

CLIENT

City of Kankakee

VALUE

Construction Cost: $35,000,000

SERVICES

- *Topographic Survey*
- *Roadway Design*
- *Structural Design*
- *Traffic Signal Design*
- *Floodplain & Floodway Mapping*
- *Hydrologic & Hydraulic Analysis*
- *Wetland Delineation & Assessment*
- *Phase I & Phase II Environmental Site Assessment*
- *Environmental Coordination & Documentation*
- *Railroad Track Design*
- *Site Investigations, Alternatives Analysis & Cleanup Strategies*
- *Stormwater Management Design & Permitting Assistance*
- *Project Development Report*
- *Construction Document Preparation*
- *Cost Estimates*

- V3 is providing Phase I and II engineering services for the replacement of a bridge that carries seven sets of CN Railroad tracks over Brookmont Boulevard as well as the widening of Brookmont Boulevard from two to four lanes from Washington Avenue to Schuyler Avenue, a distance of approximately 1,000 feet.
- The proposed new bridge will be a 78-foot-long, single-span structure featuring a 92.5-foot-wide superstructure carrying six tracks and a 122.5-foot-wide substructure. The bridge will be able to accommodate two additional tracks if desired in the future.
- Extensive coordination with the CN Railroad is required to create a staging plan acceptable to all stakeholders. The project includes lowering the existing roadway beneath the bridge by approximately five feet to increase the vertical clearance of the viaduct. A pump station will be designed to prevent future flooding at the viaduct.
- A hydraulic analysis was not performed in the approved Phase I. After V3 performed a hydraulic analysis, it was found that a large amount of water currently drains to the viaduct from the Village of Bradley. To provide for a 100-year storm event, it was determined that in addition to a pump station, additional drainage improvements were needed. To accommodate the required drainage a new detention basin was provided on the northeast corner of Brookmont Boulevard and Washington Avenue and approximately one mile of 72-inch storm sewer was installed to the south and drained to Soldier Creek.
- Due to the various changes in Phase II from the approved Phase I and the addition of the detention basin and storm sewer work, IDOT and the Federal Highway Administration (FHWA) required that a new Phase I study be prepared.
- The Phase I process included the preparation of the environmental survey request, project development report, environmental coordination, noise analysis, public involvement and IDOT/FWHA coordination.
- Right-of-way acquisition and easements were identified which included two complete takings of property to construct the improvements.
- The resulting improvements will provide a much safer viaduct with improved sight lines, increased clearances, ADA accessibility and protection from flooding.

IL ROUTE 53 & JOLIET ROAD INTERSECTION IMPROVEMENTS

ROMEOVILLE, ILLINOIS

- V3 provided civil engineering services for the Romeoville Gateway, a 82-acre site being redeveloped for retail and industrial use and off site roadway improvements.
- Offsite improvements included the widening of IL Route 53 and Joilet Road to include dual left-turn lanes, exclusive right-turn lanes, a widened fourth leg of the intersection, two right in/right out driveways, new traffic signal, a new street lighting system and approximately 3,700 linear feet of storm sewer.
- New culverts were added and extended in order to construct the proposed improvements.
- Detailed hydrologic/hydraulic analyses were conducted to divert the existing flow of offsite drainage. Extensive utility coordination with ComEd, AT&T and Nicor was required for removal and relocation within the project limits.
- IDOT approvals were required from several IDOT Sections including Traffic, Geometrics, Hydraulics, Traffic Signals, Electrical, Arterials and Permits.
- Coordination with the Village of Romeoville was also required to meet the requests of the Village for the development of the property, landscaping and street lighting.
- V3 assisted the Village with coordinating the intergovernmental agreement needed with IDOT for the street lighting maintenance.
- A plat of subdivision and plat of dedication were prepared and coordinated through the IDOT Bureau of Land Acquisition.

CLIENT

Abbott Land Gateway, LLC

VALUES

Construction Cost: $3,000,000

SERVICES

- *IDOT Permitting & Coordination*
- *Topographic Survey*
- *Traffic Signal Design*
- *Roadway Lighting Design*
- *Structural Design*
- *Roadway Design*
- *Erosion & Sediment Control Design*
- *Construction Management*
- *Floodplain & Floodway Mapping*
- *Sanitary Sewer Design*
- *Hydrologic & Hydraulic Analysis*
- *Stormwater Management Design & Permitting Assistance*
- *Platting Services*
- *Watermain Design*
- *Construction Document Preparation*
- *Construction Management*

NAPERVILLE ROAD IMPROVEMENTS FROM OGDEN AVENUE TO REAGAN MEMORIAL TOLLWAY (I-88)

NAPERVILLE, ILLINOIS

CLIENT

DuPage County Division of Transportation

VALUES

Construction Cost: $4,500,000

SERVICES

- *Special Waste Assessment*
- *Alternate Geometric Studies*
- *Plat of Highways*
- *Roadway Lighting Design*
- *Maintenance of Traffic*
- *ADA Ramp Design*
- *Construction Document Preparation*
- *Cost Estimates*
- *Public Involvement*
- *Land Acquisition Services*
- *Roadway Design*
- *Stormwater Management Design & Permitting Assistance*
- *Structural Design*
- *Topographic Mapping*
- *Traffic Signal Design*

- V3 is providing Phase II engineering services for the widening and resurfacing of approximately one-half mile of Naperville Road from Ogden Avenue to Reagan Memorial Tollway (I-88). The roadway is currently a four-lane urban section with a barrier median. A third northbound through lane is proposed from just south of Ridgeland Avenue to the eastbound tollway entrance ramp while a third southbound through lane is proposed from Diehl Road to Naperville-Wheaton Road.
- The existing pavement section is proposed to be milled, patched and overlaid with new hot-mix asphalt surface and binder courses. In addition, nearly 1,000 feet of Diehl Road is proposed to be fully reconstructed.
- The proposed improvements also include the addition of auxiliary lanes at both the Naperville-Wheaton Road/Ridgeland Avenue and Diehl Road intersections to enhance traffic flow along the Naperville Road corridor. In addition, the lanes on Ridgeland Avenue are to be reconfigured in order to improve alignment and intersection operations.
- New sidewalk, ADA ramps and crosswalks are proposed within the limits of improvement.
- Given the presence of numerous adjacent commercial properties and heavy traffic volumes along Naperville Road (ranging from 29,000-35,000 vehicles per day), the development of a comprehensive traffic staging plan was a key project component.
- Short sections of retaining wall are proposed at several locations along the corridor to minimize impacts to adjacent properties and reduce right of way acquisition limits.
- The existing traffic signals at the Naperville-Wheaton Road/Ridgeland Avenue and Diehl Road intersections are proposed to be fully modernized and interconnected. Temporary traffic signal installations are proposed to accommodate staged traffic during construction. In addition, the existing roadway lighting system is proposed to be replaced as part of the improvements.
- A stormwater management permit will be prepared and submitted in accordance with the DuPage County Stormwater and Floodplain Ordinance.

80th Avenue Reconstruction

LOCATION
Will County, IL

CLIENT
Will County Division of Transportation

CONTACT
Mr. Jeff Ronaldson, PE
Director of Transportation/
County Engineer
815.727.8476

CONSTRUCTION COST
$49 Million

PROJECT TEAM
Project Manager
Duane O'Laughlin, PE
Project Engineer
Eric Spina, PE, ENV SP
Lead Structural Engineer
Brett Sauter, PE, SE
Lead Water Resources Engineer
Tony Wolff, PE, CFM
Lead Roadway Engineer
Joseph Attanaseo, PE
Lead Traffic Signal Engineer
Joseph Vondra, PE, LC

SCOPE OF SERVICE
- Final Design

PROJECT DESCRIPTION

Ciorba Group was selected to provide design engineering services for the reconstruction of 80th Avenue from 191st Street to 183rd Street, within the Villages of Tinley Park and Mokena. The road will be widened from a two lane rural section to a four lane urban section with auxiliary turn lanes added at cross streets. Improvements will be made to the intersections with 183rd Street, 185th Street, 186th Street, 189th Street, 191st Street. The existing two lane bridge carrying 80th Avenue over I-80 will be replaced with a new four lane structure. New structures are also planned for the 80th Avenue crossings over Union Ditch and a Union Ditch tributary.

Other improvements will include designing a new enclosed drainage system, replacement of Tinley Park 24" transmission water main, new roadway lighting, and traffic signals at 183rd, 185th, and 191st Streets. A 10 foot wide multi-use path will be designed for the entire length of the project, a total distance of about 5,800 feet. The new bridges over I-80 and the Union Ditch will be designed to accommodate the new multi-use path. Stormwater detention is required to meet the Will County's stormwater ordinance and compensatory storage will be provided for the fill generated by the crossing of the Union Ditch. Environmental concerns include minimizing impacts to wetlands along the roadway, and identifying and quantifying for removal areas of special waste materials.

Aesthetic treatments on the bridge over I-80 included form liner with colored concrete to resemble a limestone facade, decorative lighting, decorative railing, and the street name and Village of Tinley Park logo embossed in the concrete parapet. The intersections of 183rd and 185th Streets will be improved with colored and stamped concrete and asphalt crosswalks and landscaping.

CiorbaGroup
CONSULTING ENGINEERS

John Deere Road (IL 5) Widening & Reconstruction

LOCATION
Rock Island County, IL

CLIENT
Illinois Department of Transportation, District Two

CONTACT
Ms. Rebecca Marruffo, PE
Project Engineer - Studies & Plans
Illinois Department of Transportation
815.284.5902

CONSTRUCTION COST
$67 Million

PROJECT TEAM
Project Manager
Duane O'Laughlin, PE
Project Engineer
Eric Spina, PE
Lead Structural Engineer
Brett Sauter, PE, SE
Lead Water Resources Engineer
Tony Wolff, PE, CFM
Traffic Signal Engineer
Joseph Vondra, PE, LC
QA/QC Engineer
Mark Johnson, PE, PTOE

SCOPE OF SERVICE
- Final Design

PROJECT DESCRIPTION

Ciorba was selected by Illinois Department of Transportation, District Two for final design of a major arterial road in Moline, Illinois. John Deere Road (IL 5) was originally constructed as a four-lane, divided highway with a frontage road system in the early 1970s. Today, John Deere Road is the major east-west access to the Moline/Rock Island area north of the Rock River. It provides the critical link between US 67 to the west and the I-80/I-88 interchange to the east. With no alternative east-west arterial route for this area, almost all traffic within the area uses John Deere Road. The land use along the roadway is largely retail businesses with single/multi-family homes immediately north and south of the commercial area. The closely spaced intersections coupled with the large diversity of vehicle types caused a high level of intersection congestion and delay.

Ciorba Group prepared the final plans, specifications and cost estimates for widening and reconstructing 2.5 miles of John Deere Road from the I-74 interchange to 70th Street. The widening improved safety and capacity by adding a third lane in each direction to the mainline pavement. Dual left turn lanes and a right turn lane were added to four of the six mainline intersections within the project limits. The frontage road system was not reconstructed; however, geometric improvements were made at selected intersections. Approximately 0.6 miles of the roadway was raised to mitigate flooding impacts caused by the nearby Rock River.

The project included the reconstruction of fourteen side streets on new and existing alignments that intersect with the IL 5 mainline and frontage roads. New or modernized traffic signals were installed at ten intersections along IL 5 and the frontage road system. The existing signalized intersection at John Deere Road and 38th Street was eliminated and replaced with a new crossover bridge and roadway (41 St Drive connector) connecting to 38th Street. To minimize wetland impacts, 2,000 feet of Mechanically Stabilized Earth (MSE) walls were built along the new roadway and bridge instead of earth embankment. The new two span bridge has abutments on spread footings atop the MSE walls.

Other improvements included replacement of all across road culverts, drainage improvements, the addition of multi-use paths, and the construction of three retaining walls with a total length of 3,500 feet. One of the retaining walls has 2,250 feet of noise wall mounted onto it. Ciorba coordinated the improvements with the City of Moline.

CiorbaGroup
CONSULTING ENGINEERS

Peotone-Beecher Road over the Exline Slough

LOCATION
Will County, IL

CLIENT
Will County Division of Transportation

CONTACT
Mr. Brian Gieseke, PE
Assistant County Engineer
815.727.8476

CONSTRUCTION COST
$1.4Million

PROJECT TEAM
Project Manager
Brett Sauter, PE, SE
Project Engineer
Joseph Attanaseo, PE
Lead Structural Engineer
Alexander Durbak, PE, SE
Lead Water Resources Engineer
Tony Wolff, PE, CFM

SCOPE OF SERVICE
- Bridge Inspection
- Preliminary Engineering
- Final Design

PROJECT DESCRIPTION

Ciorba Group, Inc. was selected by the Will County Division of Transportation (WCDOT) to provide preliminary and final design engineering services for the replacement of a concrete T-beam bridge over the Exline Slough. Peotone-Beecher Road is a two lane rural collector carrying over 2,000 vehicles per day in Will County.

Previous bridge inspections indicated that the superstructure was in serious condition. WCDOT wanted to replace the existing structure allowing for special loads of 120 kips to accommodate heavy truck traffic from nearby intermodal transportation centers.

Ciorba performed preliminary engineering studies that included an in-depth bridge inspection, condition report, and a bridge type study. In addition to investigating different bridge options and scope for the bridge replacement, Ciorba studied drainage and roadway improvements at the approaches. A hydraulic analysis was completed to determine the required bridge opening. A floodplain analysis was conducted to determine compensatory storage requirements. The required compensatory storage volume was provided in the adjacent ditches and waterway. The recommended alternate for the bridge replacement was a 21 inch PPC deck beam superstructure with a 5 inch reinforced concrete wearing surface and integral-type abutments. The proposed abutments do not have any expansion joints to minimize future maintenance. The improvement was designed using the Load and Resistance Factor Design (LRFD) code.

To expedite construction, Peotone-Beecher Road at the bridge was closed and traffic detoured on an approved route. The roadway profile was raised approximately 4 inches at the center of the bridge due to the thicker wearing surface. The existing drop box was removed and replaced with rip rap. The proposed abutments were built behind the existing abutments which were kept in place and reused as retaining walls. Roadway improvements included replacing of 200 feet of the existing pavement with a new full depth hot-mix asphalt pavement, with 8 foot shoulders and new guardrail.

CiorbaGroup
CONSULTING ENGINEERS

CITY OF KANKAKEE

Neil Piggush, P.E.
City Engineer
304 S. Indiana Avenue
Kankakee, Illinois 60901

Phone: 815.614.3447
Email: npiggush@piggusheng.com

DUPAGE COUNTY DIVISION OF TRANSPORTATION

Chris Snyder, P.E.
Director of Transportation/County Engineer
421 North County Farm Road
Wheaton, Illinois 60187

Phone: 630.407.6910
Email: christopher.snyder@dupageco.org

WILL COUNTY DIVISION OF TRANSPORTATION

Eric Wesel, P.E.
Civil Engineer
302 North Chicago Street
Joliet, Illinois 60432

Phone: 815.727.8476
Email: ewesel@willcountyillinois.com

SECTION 6

REQUIRED FORMS

ORLAND PARK

QUALIFICATION SUMMARY SHEET

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

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

Organization Name: V3 Companies, Ltd.

Street Address: 7325 Janes Avenue

City, State, Zip: Woodridge, Illinois 60517

Contact Name: Lou Gallucci, P.E.

Phone: 630.729.6213 Fax: 630.724.9202

E-Mail Address: lgallucci@v3co.com

Signature of Authorized Signee: Louis J. Gallucci

Title: Chief Executive Officer

Date: 8/24/2021

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

ORLAND PARK

CERTIFICATE OF COMPLIANCE

The undersigned Lou Gallucci, P.E., as Chief Executive Officer
(Enter Name of Person Making Certification) *(Enter Title of Person Making Certification)*

and on behalf of V3 Companies, Ltd., certifies that:
(Enter Name of Business Organization)

1) BUSINESS ORGANIZATION:

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

Federal Employer I.D.#: 36-3252440
(or Social Security # if a sole proprietor or individual)

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

___ Sole Proprietor
___ Independent Contractor *(Individual)*
___ Partnership
___ LLC
✓ Corporation Illinois *(State of Incorporation)* 1983 *(Date of Incorporation)*

2) 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.

3) 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."

4) 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 Rights Act, or the Rules and Regulations for Public Contracts of the Department of Human Rights, the Proposer may be declared non-responsible and therefore ineligible for future contracts or subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations, and this agreement may be canceled or avoided in whole or in part, and such other sanctions or penalties may be imposed or remedies involved as provided by statute or regulation.

5) TAX CERTIFICATION: Yes [✓] No [ ]

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

6) AUTHORIZATION & SIGNATURE:

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

ACKNOWLEDGED AND AGREED TO:

Louis J. Gallucci
Signature of Authorized Officer

Lou Gallucci, P.E.
Name of Authorized Officer

Chief Executive Officer
Title

8/24/2021
Date

REFERENCES

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

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

1. ORGANIZATION City of Kankakee
   ADDRESS 304 S. Indiana Avenue, Kankakee, Illinois 60901
   PHONE NUMBER 815.614.3447
   CONTACT PERSON Neil Piggush
   YEAR OF PROJECT 2018-2020

2. ORGANIZATION DuPage County Division of Transportation
   ADDRESS 421 North County Farm Road, Wheaton, Illinois 60187
   PHONE NUMBER 630.407.6910
   CONTACT PERSON Chris Snyder
   YEAR OF PROJECT 2013-On-going

3. ORGANIZATION Will County Division of Transportation
   ADDRESS 302 North Chicago Street, Joliet, Illinois 60432
   PHONE NUMBER 815.727.8476
   CONTACT PERSON Eric Wesel
   YEAR OF PROJECT 2013-On-going

ORLAND PARK

INSURANCE REQUIREMENTS

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

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

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

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

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

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

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

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

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

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

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

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

ACCEPTED & AGREED THIS 24 DAY OF August, 2021

Signature

Authorized to execute agreements for:

Lou Gallucci, P.E., Chief Executive Officer

Printed Name & Title

V3 Companies, Ltd.

Name of Company

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

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
Date of Completion

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 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	CONTACT NAME: This section must be completed	
Agent/Broker Name & Address	PHONE (A/C, No, Ext):	FAX (A/C, No):
	E-MAIL ADDRESS:	
	PRODUCER CUSTOMER ID #:	

INSURED	INSURER(S) AFFORDING COVERAGE	NAIC #
Vendor/Organization Name & Address	INSURER A :	
	INSURER B :	
	INSURER C :	
	INSURER D :	
	INSURER E :	
	INSURER F :	

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

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

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
	GENERAL LIABILITY X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY PRO-JECT LOC	Y	Y	Policy No.	Eff. Date	Exp. Date	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 1,000,000 $ 50,000 $ 5,000 $ 1,000,000 $ 2,000,000 $ 2,000,000
	AUTOMOBILE LIABILITY X ANY AUTO OR X ALL OWNED AUTOS X SCHEDULED AUTOS X HIRED AUTOS X NON-OWNED AUTOS			Policy No.	Eff. Date	Exp. Date	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
X	**UMBRELLA LIAB** X OCCUR **EXCESS LIAB** CLAIMS-MADE DEDUCTIBLE RETENTION $	Y	Y	Policy No.	Eff. Date	Exp. Date	EACH OCCURRENCE AGGREGATE	$ 2,000,000 $ 2,000,000
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? N **(Mandatory in NH)** If yes, describe under DESCRIPTION OF OPERATIONS below	N / A	Y	Policy No.	Eff. Date	Exp. Date	X WC STATU-TORY LIMITS OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 500,000 $ 500,000 $ 500,000
	Liquor Liability**			Policy No.	Eff. Date	Exp. Date		$1,000,000
	Property		Y	Policy No.	Eff. Date	Exp. Date		$Replacement Cost

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

RE: Event & Dates. ADDITIONAL INSURED with respect to General Liability on a Primary & Non-Contributory basis: Village of Orland Park, its related entities and each of their respective officers, directors, employees and agents. WAIVER OF SUBROGATIOIN applies to General Liability, Workers Compensation & Property coverages. **Required if selling and/or serving alcohol; if applicable, the policy shall list Village of Orland Park & its related entities as the Named Insureds. Alternatively, an existing Liquor Liability policy must extend coverage to your operations at the Event, and shall name Village of Orland Park, its related entities and their respective officers, directors, employees & agents as Primary & Non-Contributory Additional Insureds.

CERTIFICATE HOLDER

Village of Orland Park
14700 Ravinia Avenue
Orland Park, IL 60462

CANCELLATION

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

AUTHORIZED REPRESENTATIVE

This section is to be completed.

POLICY NUMBER:

COMMERCIAL GENERAL LIABILITY
CG 20 10 07 04

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.

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.

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)
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.

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.

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

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".