



THE VILLAGE OF ORLAND PARK

RFP #26-043

Traffic Improvement Studies

To:

Village of Orland Park

14700 S Ravinia Avenue
Orland Park, IL
60462

From:

Kimley-Horn and Associates, Inc.

111 West Jackson Boulevard
Suite 1320
Chicago, IL 60015



Re: RFP #26-043

JUNE 29, 2026

Traffic Improvement Studies

MEMBERS OF THE SELECTION COMMITTEE,

Kimley-Horn is pleased to submit our proposal to support the Village of Orland Park in delivering Traffic Improvement Studies. These efforts will focus on improving vehicular and pedestrian safety, reducing congestion, and enhancing overall traffic operations and mobility while continuing to support Orland Park as a vibrant place to live, visit, shop, and work.

Our team understands the study elements identified in the scope, including corridor analysis, signal timing, and driveway consolidation. We also know that success depends on strong coordination with the Village, IDOT, and Cook County Department of Transportation and Highways (CCDoTH) to move recommendations into implementation. Led by our local team and strengthened by Kimley-Horn's national experience, we bring insights and best practices from similar studies to deliver informed, practical solutions. Our use of tools like PublicCoordinate simplifies stakeholder engagement and keeps communication clear and accessible, enabling the Village to make confident decisions with well-organized stakeholder input.

KIMLEY-HORN OFFERS THE VILLAGE:



Seamless Coordination Across Agencies. Our team has established working relationships with the Village, IDOT, and CCDoTH allowing us to coordinate efficiently across agencies. We understand each agency's processes and expectations, which helps streamline communication and avoid delays. By keeping coordination aligned from the start, we help move recommendations forward without unnecessary rework. This approach supports a smoother transition from study recommendations to implementation.



Local Experience and National Resources. At Kimley-Horn, our deep-rooted local experience is seamlessly integrated with our expansive national resources to deliver unparalleled service and excellence. Our team brings an understanding of the community's unique characteristics, cultivated through years of dedicated service on regional projects. This local expertise is augmented by access to cutting-edge tools, technologies and best practices from our nationwide network of professionals. This is evidenced by our experience in similar access studies for Live Nation venues across the Midwest, the Ryan Field Redevelopment at Northwestern University, and the Potawatomi Cargill Temporary Event Center at Potawatomi Hotel and Casino in Milwaukee.



Effective Community Engagement Efforts. We leverage tools like PublicCoordinate to support clear, transparent engagement. This platform allows us to organize and track stakeholder input in one place, helping the Village see how feedback is documented and considered in recommendations. It also streamlines communication across agencies, staff, and the public, reducing gaps and duplication. This leads to more informed decisions and recommendations that are easier to move into implementation.

Kimley-Horn appreciates the opportunity to partner with the Village of Orland Park on this important effort. We are confident our combination of local knowledge, national resources, and practical approach will result in implementable recommendations that improve safety and mobility across the Village.

Sincerely,

Kimley-Horn and Associates, Inc.

A handwritten signature in black ink, appearing to read 'Peter Lemmon'.

Peter Lemmon, PE, PTOE

Project Manager and Authorized Signer

Traffic Improvement Studies

Operating History

Founded in 1967, Kimley-Horn is a full-service engineering and planning firm with more than 10,200 employees across more than 165 offices nationwide. Our continued growth and stability over nearly six decades reflect a disciplined commitment to integrity, quality, and client-focused service.

We provide our clients with the local knowledge and responsiveness of a small organization, backed by the depth of resources only a national firm can offer. For the Village of Orland Park, that means a dedicated local team with direct accountability, supported by a firm with technical depth and staffing capacity to keep this project on schedule and on budget. Kimley-Horn is able to meet and exceed the requirements set forth in the RFP. Our project approach, starting on page nine, outlines the duties to be performed by Kimley-Horn and what we assume will be provided by the Village.



10,200
EMPLOYEES



365+
ILLINOIS
EMPLOYEES



59
YEARS IN
BUSINESS

**BY ENGINEERING
NEWS-RECORD 2025:**

#8

**TOP 500
DESIGN FIRMS**

#4

PURE DESIGN

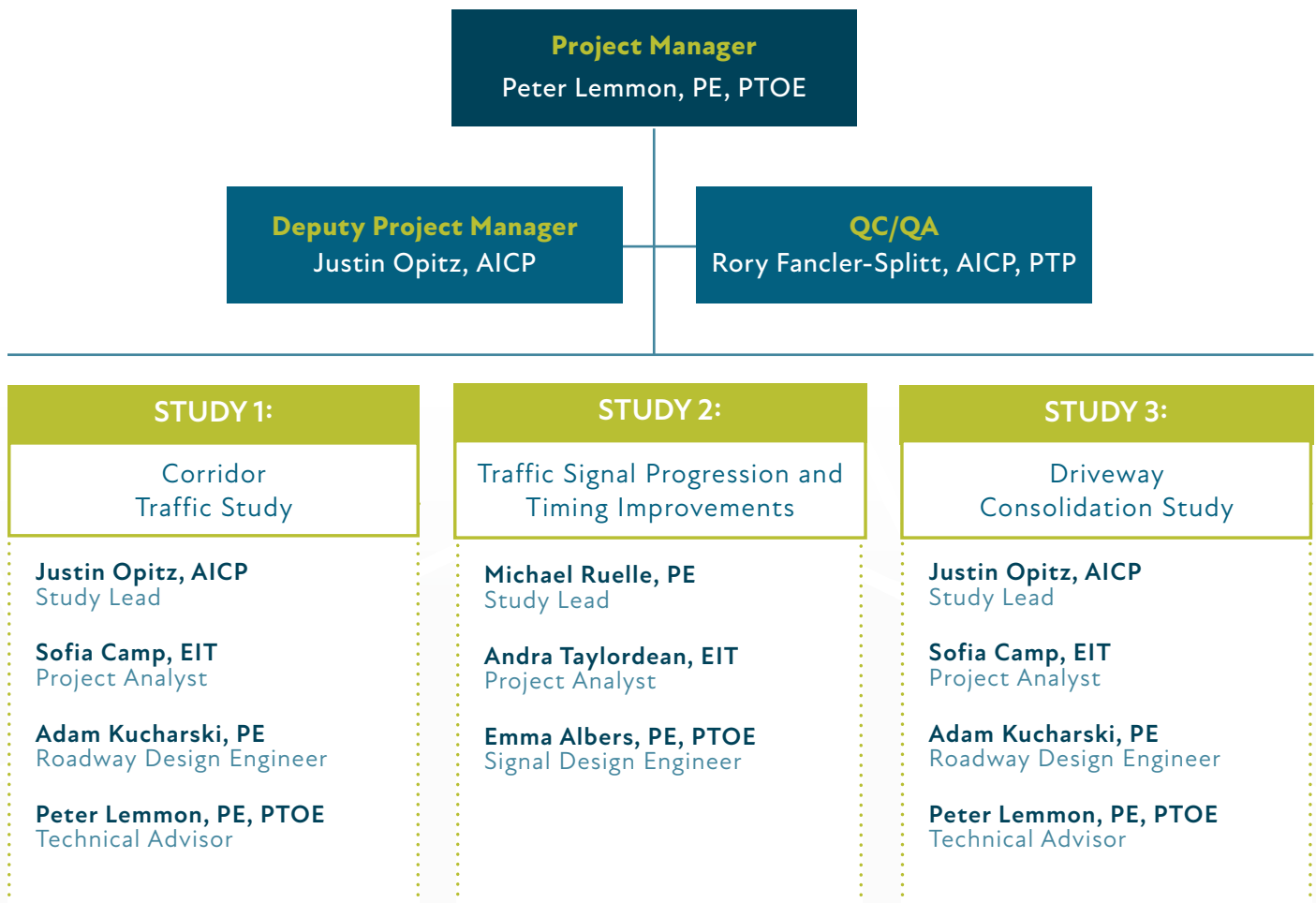
#8

TRANSPORTATION

Traffic Improvement Studies

Team Organization

The team below of experienced professionals will offer responsive service, strong local knowledge, and expertise across all necessary disciplines. Based on current workload projections, team members are immediately available to serve the Village of Orland Park and are well-equipped to manage all aspects of the Traffic Improvement Studies. Kimley-Horn acknowledges that key project personnel will not be changed without prior written approval from the Village.



Traffic Improvement Studies

Qualifications of the Project Team



**Peter Lemmon,
PE, PTOE**

*Project Manager/
Technical Advisor*

Peter has 28 years of experience in the Chicago area managing and conducting numerous multimodal transportation engineering, parking and mobility planning, access/circulation evaluation, and subarea planning studies for a wide range of public sector, private development, and institutional clients. He focuses on incorporating multimodal sensibilities to safely balance needs of motorists, pedestrians, cyclists, and transit. With a breadth of project experience integrating transportation with community planning, economic development, and other design disciplines, he balances a wide range of project considerations and leverages transportation as a means to support broader community goals and objectives.

Peter regularly engages with local, state, and county agencies along with community stakeholders to gather input, collaborate, and incorporate diverse perspectives resulting in plans and solutions that are effective and demonstrate broad support.

PROFESSIONAL CREDENTIALS

- Bachelor of Science, Civil Engineering, Purdue University
- Professional Engineer in IL and IN
- Professional Traffic Operations Engineer

RELEVANT EXPERIENCE

North Avenue Multimodal Traffic Safety and Mobility Plan, Chicago, IL — Project Manager

Green Bay Road Corridor Improvements, Phase I Study, Evanston, IL — Transportation Engineer

Roosevelt Road Corridor Plan, Oak Park and Berwyn, IL — Transportation Lead

Downtown District Traffic Study, West Lafayette, IN — Transportation Lead

Northwestern University Ryan Field Redevelopment Traffic and Parking Plan, Evanston, IL — Project Manager
Master Bike and Active Transportation Plan Implementation Planning, Wilmette, IL — Project Manager



Justin Opitz, AICP

*Deputy Project Manager
and Study 1 and 3 Lead*

Justin has performed professional transportation and mobility planning work on a multitude of corridor plans and comprehensive plans, which regularly include extensive public outreach efforts and exploration of mobility alternatives. He also manages the production of traffic impact and parking studies for private development which requires coordination and outreach to balance the needs of private businesses and developers with the public interest.

Justin has experience collaborating with stakeholders to solicit input to achieve desired outcomes. He leverages his comprehensive understanding of transportation and mobility concepts to communicate these ideas to steering committees and the public clearly and accessibly. Justin crafted mobility plans for a number of municipalities and has analyzed traffic-calming options and pedestrian and bicycle connectivity improvements. He has worked on more than 200 traffic impact studies and 50+ planning studies throughout the Chicagoland area.

PROFESSIONAL CREDENTIALS

- Bachelor of Science, Community and Regional Planning, Iowa State University
- American Institute of Certified Planners
- American Planning Association Member

RELEVANT EXPERIENCE

Kirchoff Road Corridor Plan, Rolling Meadows, IL — Project Manager

Woodridge Comprehensive Plan, Woodridge, IL — Project Manager

Southwest Highway Corridor Study, Oak Lawn, IL — Transportation Lead

Prairie Stone Parkway Access Plan, Hoffman Estates, IL — Project Manager

Northwestern University Ryan Field Redevelopment Traffic and Parking Plan, Evanston, IL — Transportation Planner

Hickory Hills Comprehensive Plan, Hickory Hills, IL — Transportation Planner

Traffic Improvement Studies



Rory Fancier-Splitt, AICP, PTP

QC/QA

Rory brings 23 years of experience in land use and transportation planning. She has completed comprehensive plans, corridor studies, subarea planning studies, and mobility plans. Through these projects, Rory has demonstrated a commitment to quality analysis, implementable solutions, and collaboration with stakeholders. Prior to joining Kimley-Horn, Rory worked for the City of Naperville, Illinois, where she managed long-range planning studies, entitlement processes, and capital improvement planning and implementation. With a background in both the public and private sectors of the planning profession, Rory's familiarity with agency requirements, combined with her experience collaborating with key stakeholders, delivers high-quality service and successful project outcomes.

PROFESSIONAL CREDENTIALS

- Master of Planning, University of Southern California
- Bachelor of Science, Urban Planning and Development, University of Southern California
- Professional Transportation Planner
- American Institute of Certified Planners

RELEVANT EXPERIENCE

City of Warrenville Traffic Calming Toolkit, Warrenville, IL — Project Manager

Citywide Speed Study, Warrenville, IL — Project Manager

City of Naperville Road Improvement Plan Update, Naperville, IL — Project Manager

Comprehensive Road Improvement Plan Update, Kane County, IL — Project Manager

North Avenue Multimodal Traffic Study and Mobility Plan, Chicago, IL — Project Planner

Prairie Stone Parkway Access Plan, Hoffman Estates, IL — QC/QA

Woodfield Mall Multimodal Study, Schaumburg, IL — Project Manager

5th Avenue Multimodal Transportation Plan, Naperville, IL — Project Manager

Brookfield Comprehensive Plan, Brookfield, IL — Project Planner



Sofia Camp, EIT

Project Analyst

Sofia has four years of experience in a range of multimodal transportation engineering and planning studies in the Chicagoland area. Her experience includes pedestrian/bicycle infrastructure feasibility evaluations, corridor planning studies, traffic impact studies for institutional and private developments, traffic data collection and analysis, and community outreach/engagement activities. Sofia has worked with a variety of client types, including municipalities, educational institutions, and private developers. She applies her skills using Synchro, Sim Traffic, AutoCAD, ArcGIS, and Illustrator to prepare technical reports and graphics/exhibits for agency review, public-facing plans, and client-oriented planning guides.

PROFESSIONAL CREDENTIALS

- Bachelor of Engineering, Civil Engineering, McGill University
- Engineer-in-Training
- Professional Engineer (IL) *starting August 2026

RELEVANT EXPERIENCE

Roosevelt Road Corridor Plan, Oak Park and Berwyn, IL — Transportation Analyst

Kirchoff Road Corridor Plan, Rolling Meadows, IL — Transportation Analyst

Downtown District Traffic Study, West Lafayette, IN — Transportation Analyst

Master Bike and Active Transportation Plan Implementation Planning, Wilmette, IL — Transportation Analyst

Bike Corridor Feasibility Studies (Illinois Road, Lake Avenue, Ridge Road and Wilmette Avenue), Wilmette, IL — Transportation Analyst

Northwestern University Ryan Field Redevelopment Traffic and Parking Plan, Evanston, IL — Transportation Analyst

Woodridge Comprehensive Plan, Woodridge, IL — Transportation Analyst

Fox Lake Comprehensive Plan, Fox Lake, IL — Transportation Analyst

Traffic Improvement Studies



Adam Kucharski, PE *Roadway Design Engineer*

Adam brings 16 years of experience delivering traffic and transportation improvement projects for municipal, county, and state clients across Illinois. His background includes leading corridor studies and roadway design with a focus on developing implementable recommendations that improve operations and safety.

He has successfully managed Phase I and II projects involving roadway design, maintenance of traffic, ADA compliance, and multimodal considerations, while coordinating closely with local agencies and IDOT to align project delivery, funding requirements, and stakeholder expectations.

Adam also leads data-driven planning and public engagement efforts during study development, helping agencies evaluate alternatives, address operational challenges, and build consensus among stakeholders. His experience working directly with municipalities provides a strong understanding of local priorities and constraints, allowing him to deliver practical solutions.

By combining municipal program leadership with familiarity in IDOT processes, Adam brings a collaborative approach to the transition from study to actionable plans, coordinated improvements, and successful project delivery.

PROFESSIONAL CREDENTIALS

- Master's in Business Administration, Finance and Strategy, Northwestern University
- Bachelor of Science, Civil Engineering, Villanova University
- Professional Engineer in IL, MN, WI, and TX

RELEVANT EXPERIENCE

IL 64 SMART Corridor Design, DuPage and Cook Counties, IL — Project Engineer

Indian Trail Road Phase I/II Signal Modernization, Aurora, IL — Project Manager

La Grange Road Traffic Safety Improvements, La Grange Park, IL — Project Manager

Walters Avenue Corridor Improvements Phase I, Northbrook, IL — Project Engineer

31st Street Corridor Transportation Plan, La Grange Park, IL — Project Engineer



Michael Ruelle, PE *Study 2 Lead*

Michael has more than 23 years of experience with Kimley-Horn providing professional engineering and consulting services for technology-focused transportation projects, systems, and solutions. Throughout his career, Michael has assisted public agencies across the United States manage their transportation infrastructure including intelligent transportation systems (ITS), traffic signals, connected vehicles, central software applications, and communications networks. His experience spans the entirety of the technology life cycle including planning, design, procurement, integration, operations, and maintenance. Michael is currently managing a large project with the Chicago DOT to perform various infrastructure improvements and technology upgrades at 160 traffic signals on seven major corridors in the City.

PROFESSIONAL CREDENTIALS

- Bachelor of Science, Civil Engineering, Michigan State University
- Professional Engineer in IL, IN, GA, IA, MI, MN, OH, TX, and WI

RELEVANT EXPERIENCE

Chicago DOT Wireless Traffic Signal Interconnect Project, Chicago, IL — Project Manager

Systemwide Traffic Operation and Maintenance Performance Evaluation and Enhancement Support, Statewide, IL — Project Manager

IL 64 SMART Corridor Design, DuPage and Cook Counties, IL — Deputy Project Manager

Butterfield Road Traffic Signal Optimization and Adaptive Signal Control Technology (ASTC) Implementation, Lake County, IL — Project Manager

Transit Signal Priority (TSP) Software Deployment (Purple Line BRT, Red Line BRT, and Local Route 37), Indianapolis, IN — Project Manager

Bureau of Traffic Operations Systems Manager Contract, Statewide, WI — Project Manager

Connected Vehicle Pilot Project (Phase I and II), Milwaukee, WI — Project Manager

Traffic Improvement Studies



Andra Taylordean, EIT

Project Analyst

Andra has four years of experience as a transportation planning and traffic operations engineer, serving public sector clients across the Southeast and Midwest. Her technical expertise includes signal timing, TSP optimization, traffic impact studies, safety analyses, public engagement for trails and rails, and transit planning. Andra focuses her project experience on signal operations and management projects, including special event management, construction signal timing management, incident management, and seasonal timing plans for summer, holidays, and school operations. She uses Synchro, PTV Vissim, EOS Econolite, QFree Maxtime, SEPAC Tactics, and Microsoft Suite to prepare technical reports for agency review and to propose and implement approved signal timings in the field.

PROFESSIONAL CREDENTIALS

- Bachelor of Science, Civil Engineering, Georgia Institute of Technology
- Engineer-in-Training in GA

RELEVANT EXPERIENCE

Chicago DOT Wireless Traffic Signal Interconnect Project, Chicago, IL — Transportation Engineer

Signal Operations Southwest Program, Atlanta, GA — Transportation Engineer

ITS Expansion, Franklin, TN — Transportation Engineer

Traffic Signals Operations Support, Orlando, FL — Transportation Analyst

HC Washington Avenue Raise Grant Application, Minneapolis, MN — Transportation Analyst

MARTA Rapid Clifton Environmental Review and Project Development Planning, Atlanta, GA — Transportation Analyst

Metro Nashville Gallatin Pike and Main Street Complete Street Project, Nashville, TN — Transportation Analyst

Blue Light Rail Transit Expansion Project, Minneapolis, MN — Transportation Analyst



Emma Albers, PE, PTOE

Signal Design Engineer

Emma has 13 years of transportation engineering experience ranging from planning and traffic operations through final engineering design. Her background includes experience evaluating access patterns, turning movements, crash trends, multimodal needs, and corridor constraints to identify practical improvement strategies. She has led and supported corridor studies, traffic impact analyses, Phase I engineering projects, bicycle and pedestrian safety evaluations, and traffic signal modernization efforts throughout the Chicagoland area and Midwest. This combination of planning, safety analysis, operations, and design experience allows Emma to move beyond high-level recommendations and develop driveway consolidation, access management, and intersection improvement concepts that are technically sound, feasible to implement, and responsive to adjacent land use and stakeholder needs. Emma is also experienced in public and agency engagement, including open houses, municipal coordination, and community meetings, and is skilled at explaining technical findings in clear, easy-to-understand terms.

PROFESSIONAL CREDENTIALS

- Bachelor of Science, Civil Engineering, Valparaiso University
- Professional Engineer in IL, IN, IA, MI, MN, OH, and WI
- Professional Traffic Operations Engineer

RELEVANT EXPERIENCE

31st Street Corridor Transportation Plan, La Grange Park, IL — Project Manager

Walters Avenue Corridor Improvements Phase I, Northbrook, IL — Project Manager

On-Call Bicycle and Pedestrian Engineering, Northbrook, IL — Project Manager

La Grange Road/171st Street Intersection Improvements, Orland Park, IL — Traffic Engineer

Green Bay Road Corridor Improvements STP Phase I, II, and III, Evanston, IL — Traffic Engineer

Ridge Avenue Signalized Intersection Improvements Phase I, II, and III, Evanston, IL — Design Engineer

Traffic Improvement Studies

Project Understanding, Explanation of Challenges, and Project Approach

Project Understanding

LaGrange Road and 159th Street in Orland Park play an outsized role in the regional economy, with approximately 11 million square feet of retail space and an estimated 42 million annual visitors supporting the Village's continued position as a regional destination commercial hub. These corridors serve a mix of trip purposes ranging from local residents traveling to work, school, shopping, and recreation to regional pass-through traffic and destination-oriented travel to key retail, civic, and community destinations. These multipurpose demands create a complex operating environment where mobility, access, and economic vitality are closely linked.

To strengthen these corridors and support the Village's continued role as a regional hub for commercial activity, this planning effort must focus on implementation-ready strategies that improve corridor performance while supporting economic development and long-term reinvestment. By collectively targeting improvements to the physical infrastructure, signal timing and coordination improvements, and access management strategies that make the system more efficient, the Village is seeking to leverage operational enhancements that improve safety, maintain access to current destinations in the community, and strengthen opportunities for reinvestment along LaGrange Road and 159th Street.

Using an implementation-forward approach coupled with multi-agency collaboration will position the Village with a framework plan to strengthen grant opportunities, coordinate with capital planning initiatives and maintain momentum to realize the Village's broader vision along these key corridors.

Anticipated Project Challenges

Building on our understanding of the Village's goals and the context of the LaGrange Road and 159th Street corridors, we have identified anticipated challenges unique to the three Traffic Improvement Studies. A summary of anticipated challenges and outlined approaches to address each noted challenge is highlighted on the following pages.

Traffic Improvement Studies

STUDY 1. Corridor Traffic Study

Challenge #1: Multi-Agency Coordination and Approval

The study corridors include roadways and intersections under multiple jurisdictions (Village, IDOT), requiring coordination for data, assumptions, and implementation approvals.

Approach:

- Establish a **formal agency coordination framework** at project kick-off (monthly touchpoints + milestone reviews). This creates a shared channel of communications and coordination throughout the project, helping to align on objectives, improvement concepts, and setting the stage for next steps.
- Prepare a **shared assumptions memo** to align on foundational elements that will inform the evaluation and plan development (e.g., traffic growth, design year, performance metrics).
- Use **PublicCoordinate**, our Kimley-Horn-developed engagement online tool to provide agencies with a transparent, real-time view of study alternatives, community input, and key findings.
- Scheduling **early and regular work sessions** with agency staff to review concepts and recommendations, solicit input and comments, and to advance plan recommendations that have broad support.

Challenge #2: Transition from Planning-Level Study to Implementation

While planning is an important phase, it is only the first step. Momentum from the planning effort must be maintained and the study should translate findings into actionable, phased improvements that advance implementation.

Approach:

- Apply an **implementation-forward approach** to concept development from the outset, considering the perspectives of the Village, IDOT, and Cook County, and adjacent property owners.
- **Outline a strategic implementation plan** with tiered recommendations relative to:
 - » Timeframe
 - » Priority for the Village and/or other agencies
 - » Level of community benefit
 - » Costs and available funding opportunities
 - » Project dependencies or partnerships
 - » Capital planning efficiencies with other planned projects or redevelopment
 - » Lead agency
- **Align and/or pair improvements with grant eligibility criteria** to maximize competitiveness. In our experience, defining improvements that best measure with the evaluation parameters of intended grant and funding options increases the ability to secure the necessary dollars for implementation.

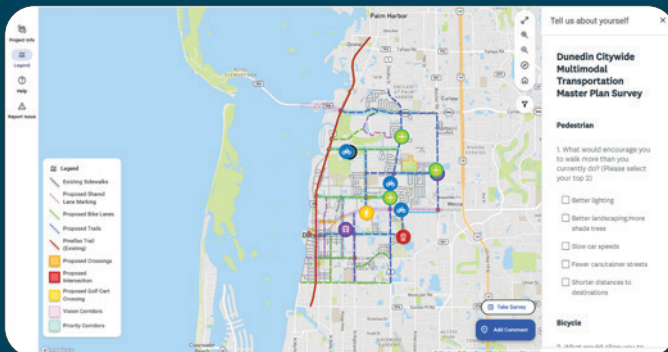
PublicCoordinate

Our engagement approach in transportation planning includes a combination of in-person interactive events and our proprietary digital platform, PublicCoordinate. Given the length that the La Grange Road and 159th Street corridors span and the mix of land uses, Kimley-Horn understands it is important to reach a broad audience and promote accessibility across the entire community.

Through the in-person outreach event and online platform, participants can identify areas with needs, suggest innovative solutions, and express preferences for specific engineering and operational measures. For a plan to properly respond to the transportation needs of the community, we need to know how people get around, barriers to travel that they face, and what would allow them to use their modes of choice more easily. We recognize that engaging a broad cross-section of the community presents challenges.

The PublicCoordinate tool will be operational through the duration of the project, providing opportunities for the public and stakeholders to offer feedback when its most convenient for them. Furthermore, this tool can function as a “project website”, if desired, that can be integrated as a link within the Village website, providing the ability for engagement, documents, and project updates to be posted and viewable by all in one central location.

Information and examples can be found on our website: <https://www.kimley-horn.com/solutions/community-engagement/publiccoordinate/>



Traffic Improvement Studies

STUDY 2. Traffic Signal Progression and Timing Improvements

Challenge #1: Systems are Fragmented Across Jurisdictional Boundaries

Traffic signals are operated and maintained by different agencies, each with their own design standards, traffic signal timing and coordination strategies and objectives, and varying degrees and types of deployed technologies (hardware and software).

Approach:

- **Coordinate with Meade Electric** (Village signal maintenance contractors) and **IDOT/CCDoTH staff and contractors** to inventory and document existing signal systems, infrastructure, technology, and available data sets.
- Group signals into **logical coordination corridors** while considering signal operation, location and surrounding dependencies.
- Develop methodology for **agency-specific implementation** packages, following agency standards and preferences.
- Coordinate directly with IDOT/CCDoTH traffic engineers and signal technicians during timing plan development to incorporate feedback.

Challenge #2: Facilitate Smooth Implementation

Traffic signals on the corridor are operated and maintained by different agencies which often means that traffic signal timing plans are implemented separately by each agency through contractors hired by each agency.

Approach:

- **Deliver controller-ready timing parameters** and traffic signal controller databases for coordinated systems and isolated intersections that could be provided to associated contractors for implementation.
- **Identify and pursue grant opportunities** that will support implementation funding.
- **Provide implementation support** (optional/on-call) for field fine-tuning to further optimize the corridor and respond to challenging traffic conditions.
- Outline, measure, and analyze performance metrics (i.e., travel time, stops, wait time) to **validate success** of implementation and drive continued improvements.

Traffic Improvement Studies

STUDY 3. Driveway Consolidation/Access Management Study

Challenge #1: Property Owner and Business Resistance to Access Changes

Driveway consolidation may remove or modify direct access, creating real and/or perceived business impacts. A successful plan maximizes property owner buy-in.

Approach:

- Conduct **proactive stakeholder outreach**. Using PublicCoordinate, Kimley-Horn's proprietary online engagement platform, we will:
 - » Share project background, objectives, and plan information
 - » Cost effectively solicit input from the community using map-based comment tools
 - » Document input received and share for transparency
 - » Share concepts and alternatives visually for review
 - » Collect feedback on concepts and share updates
- **Balance benefits for the broader community with alternative access for adjacent properties.** A key project goal is to support economic vitality along the study corridors. In communications with business and property owners, we will listen to concerns, be flexible, and emphasize community benefits (e.g., improved safety, reduced conflict points, and improved traffic flow) while also sharing how plans would specifically relate to individual properties and businesses.
- Use **existing vs. proposed comparison exhibits** that clearly illustrate current access routes with proposed plans. Visual diagrams tailored to impacted property owners and businesses, coupled with transparent dialog, help to arrive at solutions that work for multiple groups.

Challenge #2: Phased and Coordinated Implementation

Existing development patterns limit immediate access consolidation across the study area—changes will need to be phased and coordinated with adjacent properties and corridor improvements.

Approach:

- Categorize access management opportunities into initial phasing buckets based on scale or scope of changes:
 - » **Near-Term:** signing, striping, and operational adjustments
 - » **Mid-Term:** shared access agreements, internal cross-access connection
 - » **Long-Term:** redevelopment-driven access consolidation, roadway reconstruction
- **Adjust phasing based on identified implementation constraints** such as pending redevelopment, physical limitations to alternative access, timing with adjacent infrastructure improvements.
- **Identify collaboration points** that initiate implementation. Examples include redevelopment of a subject or adjacent property; coordination with an adjacent capital project (e.g., utility replacement, road improvement, or bike path installation).
- **Be flexible** and update implementation schedules based on evolving conditions that arise over time. Examples may include a new redevelopment opportunity or property sale, funding availability, or changes in state or county construction schedules.

Traffic Improvement Studies

Project Approach

The Village of Orland Park is advancing a coordinated set of Traffic Improvement Studies to enhance safety, improve mobility, reduce congestion, and support continued growth and economic vitality.

Kimley-Horn understands that the success of this effort depends on delivering practical, implementable, and agency-supported solutions that move efficiently from analysis to implementation. Our approach integrates data-driven evaluation, proactive coordination, and forward-looking planning, so that each recommendation is actionable and aligned with Village priorities and partner agency requirements.

We understand the important role that the LaGrange Road and 159th Street corridors serve in Orland Park. These critical arteries serve a mix of travel demands, including regional pass-through traffic, daily commuters traveling into the Village for work, and commercial activity accessing area businesses while also providing essential pedestrian and bicycle connectivity between adjacent neighborhoods and key destinations.

Key project goals include:

- Continue the Village's position as a hub of activity in the region
- Support commercial (re)investment
- Increase travel efficiency by 10% via signal timings

We will deliver the Corridor Traffic Study (Study 1) and the Driveway Consolidation Study (Study 3) components as separate documents but as a unified program, maintaining consistency in methodology and coordination while tailoring technical approaches to the needs of each study type. The Traffic Signal Progression and Timing Improvements (Task 2) will be developed in close partnership with the Village, IDOT, and CCDoTH.

STUDY 1.

CORRIDOR TRAFFIC STUDY

Kimley-Horn will perform a comprehensive evaluation of the LaGrange Road and 159th Street study corridors to identify existing and future transportation needs and develop a phased, implementation-ready plan to improve safety, operations, and multimodal mobility.

TASK 1.1 KICK-OFF MEETING AND PROJECT COORDINATION

The study will begin with project initiation and coordination, including a kick-off meeting to confirm corridor limits, study objectives, and performance measures. During this phase, we will establish clear communication protocols and initiate coordination with the Village and IDOT to align on data needs, analysis methods, and review procedures. Kimley-Horn recommends monthly progress meetings throughout the project duration. Meeting frequency may be adjusted in coordination with the Village. The kick-off meeting will be coordinated to occur simultaneously with Task 3.1.

TASK 1.2 DATA COLLECTION

Following initiation, Kimley-Horn will conduct a comprehensive data collection and existing conditions assessment. This effort will include compiling available traffic volumes, collecting turning movement counts (see Task 2.4), signal timing plans, crash data, and pedestrian and bicycle activity. These efforts will establish a reliable baseline for evaluating corridor performance.



Kimley-Horn will conduct a corridor study area visit on a typical weekday and Saturday midday to observe existing traffic conditions and confirm pertinent data in the site vicinity regarding roadway lane configurations, traffic control, curbside regulations and activity, and pedestrian/bicycle accommodations. Observations will focus on:

- Prevailing multimodal traffic conditions and patterns
- Curbside activity (e.g., parking, pick-up/drop-off activity, etc.)
- Access location and control
- Operational deficiencies and their contributing factors along the adjacent streets
- Other characteristic impact on how vehicles, pedestrians, and bicyclists circulate through the immediate area, the existing developments, and surrounding streets

Traffic Improvement Studies

TASK 1.3 EXISTING CONDITIONS ANALYSIS

Building on this dataset, we will perform a detailed operational and safety analysis. This includes evaluating intersection operations, corridor progression, travel time reliability, and queueing conditions, as well as conducting a crash analysis to identify trends, contributing factors, and high-priority safety locations. Operational and capacity analysis will be performed for existing conditions at each study intersection using Synchro for the typical weekday AM and PM peak hours, as well as the Saturday midday peak hour.

In addition, we will evaluate existing multimodal conditions along the LaGrange Road and 159th Street corridors, including pedestrian, bicycle, and transit accommodations, to understand how all users experience the transportation network. This effort will identify multimodal issues, constraints, and gaps, as well as opportunities to enhance safety, connectivity, and accessibility.

The Existing Conditions Analysis will identify key issues and opportunities that inform the development of targeted improvement strategies and support data-driven recommendations aimed at enhancing safety, mobility, and overall corridor performance for all users.

TASK 1.4 STAKEHOLDER OUTREACH MEETING # 1

Kimley-Horn will facilitate a targeted stakeholder outreach effort to gather input and communicate the study methodology, goals, and initial issues and opportunities. This may include the development of presentation materials, exhibits, and engagement content for the first public meeting or workshop to be coordinated with the Village. The outreach process will be designed to solicit feedback on existing corridor issues, community priorities, and initial issues and opportunities. Input received will be documented and incorporated into the evaluation and refinement of the existing conditions memorandum. To optimize stakeholder participation and minimize time demands, this meeting is recommended to be conducted concurrently with Meeting #1 within Task 3.4.

TASK 1.5 EXISTING CONDITIONS SUMMARY MEMORANDUM

Kimley-Horn will incorporate feedback from the public and document the findings of the data collection and existing conditions analysis in a technical memorandum. This report will summarize corridor characteristics, traffic operations, safety performance, and multimodal conditions, and will identify key opportunities and constraints. Graphics, figures, and exhibits will be used to clearly communicate findings. Kimley-Horn will facilitate one virtual meeting with the Village and IDOT to review the document and discuss the findings. The report will serve as a baseline reference for evaluating future conditions and developing improvement alternatives and will be finalized after review by the Village and IDOT.

TASK 1.6 FUTURE ALTERNATIVES ANALYSIS

Kimley-Horn will assess future conditions using available planning inputs through coordination with the Chicago Metropolitan Agency for Planning (CMAP) to identify potential operational and safety deficiencies associated with growth and evolving travel patterns.

Based on this comprehensive evaluation, we will develop and assess a range of improvement alternatives. These alternatives will consider geometric enhancements, signal modifications developed in Study 2 access management strategies, and multimodal improvements to better serve all users of the corridor. Each alternative will be evaluated based on its operational effectiveness, safety benefits, feasibility, and consistency with Village goals and IDOT standards.

Development of alternatives will be iterative, with refinements informed by ongoing coordination and feedback from the Village and IDOT resulting in solutions that are practical, implementable, and aligned with stakeholder priorities. Kimley-Horn will facilitate up to two virtual meetings with the Village and IDOT to refine preliminary alternatives.



Traffic Improvement Studies

TASK 1.7 STAKEHOLDER OUTREACH MEETING #2

Kimley-Horn will facilitate a second stakeholder outreach meeting to present the results of the future conditions analyses, as well as the range of improvement alternatives developed for the corridors. The purpose of this meeting will be to clearly communicate study findings, explain the benefits and trade-offs of the alternatives, and gather input from stakeholders and the public.

We will prepare presentation materials, exhibits, and graphics to effectively convey technical information in an accessible format. Feedback received during this meeting will be documented and incorporated, as appropriate, into the refinement and selection of preferred alternatives. Again, to optimize stakeholder participation and minimize time demands, this meeting is recommended to be conducted concurrently with Meeting #2 within Task 3.8.

TASK 1.8 LAGRANGE ROAD AND 159TH STREET CORRIDOR PLAN

The study will culminate in the development of a preferred improvement plan supported by a phased implementation strategy. This plan will prioritize improvements based on cost, benefit, and constructability and will include detailed Opinions of Probable Construction Cost (OPCCs) to support planning and funding decisions. Kimley-Horn will identify opportunities for grant funding and support preparation of applications to advance priority improvements. Kimley-Horn will facilitate a virtual meeting with the Village and IDOT to review the document, discuss the proposed plan, and incorporate feedback prior to finalization.

TASK 1.9 PLAN COMMISSION AND VILLAGE BOARD MEETINGS

Kimley-Horn will prepare and deliver presentations to the Plan Commission and Village Board to communicate study findings, alternatives, and the recommended corridor plan. Presentation materials will be clear, concise, and tailored to support decision-making, including graphics, exhibits, and summary tables. The team will attend up to two in-person meetings to present key findings, respond to questions, and incorporate feedback from appointed and elected officials and stakeholders into the final plan.



TASK 1.10 FINAL LAGRANGE ROAD AND 159TH STREET CORRIDOR PLAN DOCUMENT

Incorporating all feedback from the Plan Commission and Village Board, Kimley-Horn will revise the corridor plan document. Findings and recommendations will be documented in a comprehensive report and delivered to Village staff and elected officials to facilitate informed decision-making.

STUDY 2.

TRAFFIC SIGNAL PROGRESSION AND TIMING IMPROVEMENTS

Kimley-Horn will develop optimized signal timing and coordination plans to improve progression, reduce delay, and enhance overall system efficiency throughout the Village.

TASK 2.1 KICK-OFF MEETING AND PROJECT COORDINATION

The plans will begin with project initiation and coordination, including an in-person kick-off meeting to confirm corridor limits and intersections to be reviewed. During this phase, we will establish clear communication protocols and initiate coordination with the Village, IDOT and CCDoTH to align data needs, analysis methods, and review procedures. Kimley-Horn will facilitate the kick-off meeting and discuss the following key topics:

- Overall project schedule
- Confirmation of priority corridors and system boundaries
- Constraints and capabilities of the signal system (detection, communication, etc.)
- Local controller parameters, including preferred minimum green times and vehicular and pedestrian clearance intervals
- Cycle length expectations
- Phase sequence expectations
- Implementation procedures
- Elected official, staff, and/or citizen concerns within each system
- Any adjacent planned projects within each system and intersecting corridors

TASK 2.2 DEVELOP SYNCHRO BASE MODELS

The Village will provide any available base Synchro model(s) for the traffic signal and/or systems, as well as existing phasing diagrams and signal timing databases in PDF or D4 format for all 13 intersections operated by Orland Park. Kimley-Horn will coordinate with IDOT and CCDoTH to collect available Synchro model(s), phasing diagrams, and timing databases for the remaining 72 intersections. Base mapping will be developed

Traffic Improvement Studies

using publicly available web-based mapping and/or GIS shapefiles. Kimley-Horn will update and input into Synchro the intersection geometries, signal phasing, storage lane lengths collected using aerial imagery, and corridor and approach speed limits.

TASK 2.3 FIELD INVENTORIES AND OBSERVATIONS

The information gathered in Task 2.2 will be treated as the starting point for the field inventory. Kimley-Horn will perform field inventories of each intersection to confirm and document the following data:

- Intersection geometry
- Turn lane storage lengths
- Signal phasing/traffic signal head type and configuration
- Approach and corridor speed limits
- Turning restrictions by time-of-day
- Pedestrian crosswalk locations
- Pedestrian detection (push button presence and location)

Differences between signal phasing and intersection geometry observed during the field inventories and the phasing diagrams provided by the Village, IDOT, and CCDoTH will be documented with handwritten notes on the phasing diagrams. Kimley-Horn will provide the agencies any marked-up phasing diagrams in digital format.

In conjunction with the field inventories, Kimley-Horn will perform field visits to each of the 85 traffic signals during the weekday AM, Midday, and PM peak periods, as well as during a midday Saturday. During the field visits, the team will observe existing pedestrian/bicyclist activity, platoons and progression of traffic, traffic flow patterns, queuing, detection issues, and lane utilization. Observations will be documented for internal use during timing plan development and Synchro model adjustments.

TASK 2.4 TRAFFIC DATA COLLECTION

Kimley-Horn will collect weekday (Tuesday, Wednesday, or Thursday) turning movement counts (TMCs) in 15-minute intervals for all 85 intersections. The specific times of day are to be confirmed, but 12-hour TMCs will be collected at all 85 intersections. The traffic counts will include passenger car and heavy vehicle turning movements, as well as pedestrian and bicycle counts.

Directional average daily traffic (ADT) volume counts will be collected for seven consecutive days at up to eight locations to be jointly identified by Kimley-Horn and Village staff. The TMCs described above will be performed within the same seven-day period as the ADT counts.

All traffic count data will be collected in Fall 2026 when schools are in session. Kimley-Horn will provide the Village, IDOT, and CCDoTH with the count data in digital Excel and PDF format. Furthermore, the team will analyze the turning movement count data to determine the weekday AM, midday, PM, as well as Saturday midday peak hour volumes for individual intersection movements for use in signal timing development.

TASK 2.5 TIMING PLAN DEVELOPMENT

Throughout the process, Kimley-Horn will coordinate closely with the Village, IDOT, and CCDoTH to review and refine recommended timing plans, maintaining consistency with agency requirements and facilitating efficient implementation. Final deliverables will include implementation-ready signal timing parameters and supporting documentation suitable for direct deployment by signal contractors.

Task 2.5.A Clearance Interval Calculations

Kimley-Horn will coordinate with the Village, IDOT, and CCDoTH to determine the appropriate yellow and red clearance times, per movement, for all signalized intersections. Pedestrian clearance time will be calculated to provide sufficient time for pedestrian movements where applicable. Kimley-Horn will document the clearance distance measurements for each intersection on an aerial background. If desired, Kimley-Horn will coordinate with the Village to assess the need for Leading Pedestrian Intervals (LPI) based on pedestrian crossing patterns and vehicular turning movements.

Task 2.5.B Develop Synchro Timing Plan Models

The team will input the calculated vehicular and pedestrian clearance intervals (Task 2.5.A) into the Synchro base models and update the minimum split times for each phase.

Kimley-Horn will use the base models to develop up to five timing plan Synchro models for each signal and system consisting of the weekday AM, midday, PM, as well as Saturday midday and off peak periods. Kimley-Horn will input peak movement traffic volumes into the Synchro models for the peak periods.

Kimley-Horn will consider pedestrian volumes, pedestrian accommodations, adjacent land use, and field observations to identify areas where pedestrian activity may influence signal operations and develop the signal timings accordingly. If pedestrian volumes are low, it is anticipated that the vehicle splits will be developed without regard for the pedestrian clearance times.

Traffic Improvement Studies



Task 2.5.C Cycle Length Evaluation

Kimley-Horn will use Synchro to evaluate the natural cycle length of each intersection as well as the coordinatability factors between the intersections. The team will then compare cycle length optimization outputs including arterial progression, side street delay, and number of stops for a wide range of cycle lengths in five-second increments. Additionally, Kimley-Horn will calculate uniform arrival requirements that are based on Poisson's distribution methodology for each movement at up to four critical intersections per system to determine total split requirements to serve existing demands and clear each movement within a single cycle. The team will tabulate this information and use the evaluations to recommend cycle lengths for each timing plan for each system.

Cycle length recommendations will be presented at an in-person or virtual meeting. Up to 12 bi-weekly meetings are assumed to cover the signals and systems. The intent of the cycle length evaluation meeting(s) is to review preliminary recommendations and agree upon final cycle lengths for use in timing plan development.

Task 2.5.D Optimize Splits and Offsets

Once the cycle lengths for each system are finalized, Kimley-Horn will evaluate each of the intersections to determine the optimal phase splits for each vehicle movement for each timing plan using a uniform arrival analysis.

Using Synchro time-space diagrams, phase sequencing will be evaluated and lead-lag phasing considered for intersections operating with protected-only or flashing yellow arrow (FYA) left-turn phasing. Offsets will be analyzed to optimize progression along the corridors within each system.

The team will present the recommended phase sequence changes and timing plans at an in-person or virtual meeting. Time-of-day schedule recommendations (see Task 2.5.E) will also be tabulated and presented at this meeting. Up to 12 virtual bi-weekly meetings are assumed to cover the signals and systems. The intent of the timing

plan review meeting(s) is to provide an understanding of the philosophy for each timing plan, review the recommended timing plans and time-of-day schedule, and agree upon final parameters.

Kimley-Horn will incorporate agency comments received during the review meeting and provide the Village, IDOT, and CCDoTH with the final proposed Synchro files in digital format.

Task 2.5.E Time of Day Schedule

Kimley-Horn will prepare a proposed time-of-day schedule for each of the 13 Village owned traffic signals and for up to 12 systems based on the traffic count data and existing signal operations observed in the field. The time-of-day schedule(s) will recommend the schedule for optimal timing plans for a typical weekday and weekend for each system.

Kimley-Horn will provide the recommended time-of-day schedule(s) and will incorporate agency comments received during the meeting before finalizing.

TASK 2.6 SUMMARY MEMO

Kimley-Horn will prepare a summary memorandum for each of the 13 Village-controlled signal and for up to 12 systems consisting of a description of the system and, a summary of the timing plans, and a detailed OPCCs to support planning and decision making.

STUDY 3.

DRIVEWAY CONSOLIDATION STUDY

Kimley-Horn will develop a comprehensive access management strategy to improve safety and corridor efficiency through targeted recommendations for driveway closure, consolidation, and relocation along LaGrange Road and 159th Street.

TASK 3.1 KICK-OFF MEETING AND PROJECT COORDINATION

The study will begin with project initiation and coordination, including a kick-off meeting to confirm study objectives and performance measures. This meeting will be coordinated to occur simultaneously with Task 1.1. Kimley-Horn recommends monthly progress meetings throughout the project duration; however, frequency can be adjusted accordingly based on coordination with the Village.

TASK 3.2 DATA COLLECTION

The study will begin with the development of a detailed inventory and mapping of all existing driveways and access points along the study corridors. This effort will document driveway spacing, type, and relationship to adjacent land uses, providing a clear understanding of existing access conditions.

Traffic Improvement Studies

Field investigations will be conducted to verify access locations and identify operational and safety concerns such as turning conflicts, inefficient spacing, and interactions with nearby intersections. The field investigation will be coordinated to occur simultaneously with Task 1.2.

TASK 3.3 EXISTING CONDITIONS ANALYSIS

Kimley-Horn will evaluate how existing access patterns influence traffic operations and safety, with a focus on identifying high-conflict locations and areas where driveway density contributes to congestion or crash risk and/or does not align with current IDOT Strategic Regional Arterial (SRA) spacing standards.

TASK 3.4 STAKEHOLDER MEETING #1

This meeting is recommended to occur concurrently with Meeting #1 within Task 1.4. The outreach process will be designed to solicit feedback on existing access issues and opportunities, as well as property owner priorities. Input received will be documented and incorporated into the evaluation and refinement of the existing conditions memorandum.

PublicCoordinate

The LaGrange Road and 159th Street corridors span roughly 5-6 miles and support a broad mix of business and destinations within Orland Park. Kimley-Horn understands it is important to provide opportunities to reach potentially impacted property owners and stakeholders along the corridors. The PublicCoordinate tool will be operational through the duration of the project, providing opportunities for potentially impacted property owners and stakeholders to offer feedback when it's most convenient for them.

TASK 3.5 EXISTING CONDITIONS SUMMARY MEMORANDUM

Kimley-Horn will incorporate feedback from the key stakeholders and document the findings of the data collection and existing conditions analysis in a technical memorandum. This report will summarize access characteristics and key opportunities and challenges. Graphics, figures, and exhibits will be used to clearly communicate findings. Kimley-Horn will facilitate one virtual meeting with the Village and IDOT to review the document and discuss the findings. The report will serve as a baseline reference for evaluating future conditions and developing driveway closure, consolidation, and relocation strategies and will be finalized after review by the Village and IDOT.

TASK 3.6 DRIVEWAY CONSOLIDATION STRATEGIES

Based on this analysis, we will develop a series of targeted driveway consolidation strategies, including closure, modification, relocation, and shared access opportunities. These recommendations will be developed with consideration for corridor function, adjacent land uses, and long-term redevelopment potential. These strategies may be grouped in near-term, mid-term, and long-term depending on characteristics such as type of modification (striping/signage, location, etc.) and impact to adjacent land uses.

We will coordinate closely with the Village and IDOT to confirm that recommendations are feasible, compliant with applicable standards, and positioned for implementation. Kimley-Horn will facilitate one virtual meeting with the Village and IDOT to review the strategies and discuss the findings.

TASK 3.7 TARGETED FOCUS GROUP/STAKEHOLDER OUTREACH

Kimley-Horn will conduct targeted outreach to key stakeholders, including affected property owners and business operators to supplement the broader stakeholder outreach process. This effort will focus on locations where access modifications may have more direct or site-specific impacts.

This outreach will include up to five virtual small group meetings, one-on-one discussions, or focused workshops to better understand site constraints, operational needs, and redevelopment considerations. Input gathered through this process will help refine recommended strategies, identify practical implementation public considerations, and build stakeholder support for proposed access modifications.

TASK 3.8 STAKEHOLDER OUTREACH MEETING #2

This meeting will be conducted concurrently with Meeting #2 within Task 1.7. Kimley-Horn will present the results of the driveway consolidation analysis and recommended strategies, alongside the broader corridor study findings.

The purpose of this meeting is to communicate key issues and opportunities, present proposed access management concepts, and gather input from stakeholders and the public. We will prepare clear, graphic-focused materials to illustrate existing challenges and the benefits of proposed improvements. Feedback received will be documented and considered in refining the recommended strategies.

Traffic Improvement Studies

TASK 3.9 LAGRANGE ROAD AND 159TH STREET DRIVEWAY CONSOLIDATION STUDY

The final driveway consolidation study will include a prioritized, phased implementation plan supported by OPCCs, providing the Village with a clear roadmap for advancing access management improvements over time. Kimley-Horn will facilitate a virtual meeting with the Village and IDOT to review the document, discuss the proposed plan, and incorporate feedback prior to finalization.

TASK 3.10 PLAN COMMISSION AND VILLAGE BOARD PRESENTATIONS

Kimley-Horn will prepare and deliver presentations to the Plan Commission and Village Board to communicate study findings and the recommended access management strategies. Presentation materials will be clear, concise, and tailored to support decision-making, including graphics, exhibits, and summary tables. The team will attend up to two in-person meetings to present key findings, respond to questions, and incorporate feedback from appointed and elected officials and stakeholders into the final document. Kimley-Horn assumes these meetings will be scheduled concurrently with Task 1.9.

TASK 3.11 FINAL LAGRANGE ROAD AND 159TH STREET DRIVEWAY CONSOLIDATION STUDY DOCUMENT

Findings and recommendations will be documented in a comprehensive document and delivered to Village staff and elected officials to facilitate informed decision-making.

GRANT FUNDING

During the Corridor Traffic Study, Driveway Consolidation Study, and Traffic Signal Progression and Timing Improvements process, Kimley-Horn will coordinate with the Village to identify and prepare up to three grant funding submissions associated with improvement alternatives defined in the documents. This may include funding sources such as ITEP, Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Surface Transportation Program (STP).

Integrated Project Management and Delivery

Kimley-Horn will provide proactive project management to support efficient and coordinated delivery across all tasks. We will lead project kick-off and progress meetings, prepare meeting agendas and summaries, and maintain consistent communication with the Village and partner agencies throughout the study.

Our team will develop and maintain a detailed project schedule with clearly defined milestones and deliverables, so that work progresses efficiently and that key decision points are well supported. Coordination will extend to all study components to maintain consistency in methodology and integration of findings.

Kimley-Horn will also support the Village in identifying and pursuing funding opportunities by preparing grant applications aligned with study recommendations, helping to advance priority projects toward implementation.

Kimley-Horn's approach is designed to deliver clear, technically sound, and implementation-ready solutions that enhance safety, improve operations, and position the Village of Orland Park for continued success.

North Avenue Multimodal Safety and Mobility Plan

Kimley-Horn led a multimodal corridor plan with CDOT along a two-mile stretch of North Avenue between Harlem Avenue and Central Avenue that forms the border of Chicago and Oak Park. In addition to the two neighboring communities, the project included several agencies and stakeholders including IDOT, CTA, Pace, and CMAP and local community organizations. Completed in 2021, a key focus of the study included enhancing pedestrian safety and level of comfort along and across the busy state route. Elements of the plan include increasing pedestrian crossing locations, installing new medians and pedestrian refuges, constructing curb extensions and widened pedestrian spaces, establishing new corner plazas and public people spaces, adding bus stop amenities, and leveraging transportation to create opportunities that enhance the quality and experience of the pedestrian realm while supporting broader community goals relating to economic development, safety, character, and sustainability.

Malihe Samadi, Senior Transportation Engineer – Project Development
312.742.3847 | malihe.samadi@cityofchicago.org



Traffic Improvement Studies



IL Route 64 SMART Corridor Design, Kautz Road to IL Route 50, IDOT PTB 199-002

✦ DUPAGE AND COOK COUNTIES, IL

Kimley-Horn was selected by IDOT to design and develop plans for one of the Department's first arterial Smart Corridors, extending 27.5 miles along IL 64 (North Avenue) from St. Charles to IL 50 (Cicero Avenue) in Chicago. This transformative effort is broken into two separate contracts for the east and west sections of the corridor and spans 27.5 miles along IL 64 (North Avenue), stretching from St. Charles to IL 50 (Cicero Avenue) in Chicago. As a critical east-west arterial serving a diverse range of communities, IL 64 presents a unique opportunity to implement innovative transportation technologies that enhance safety, mobility, and multimodal access.

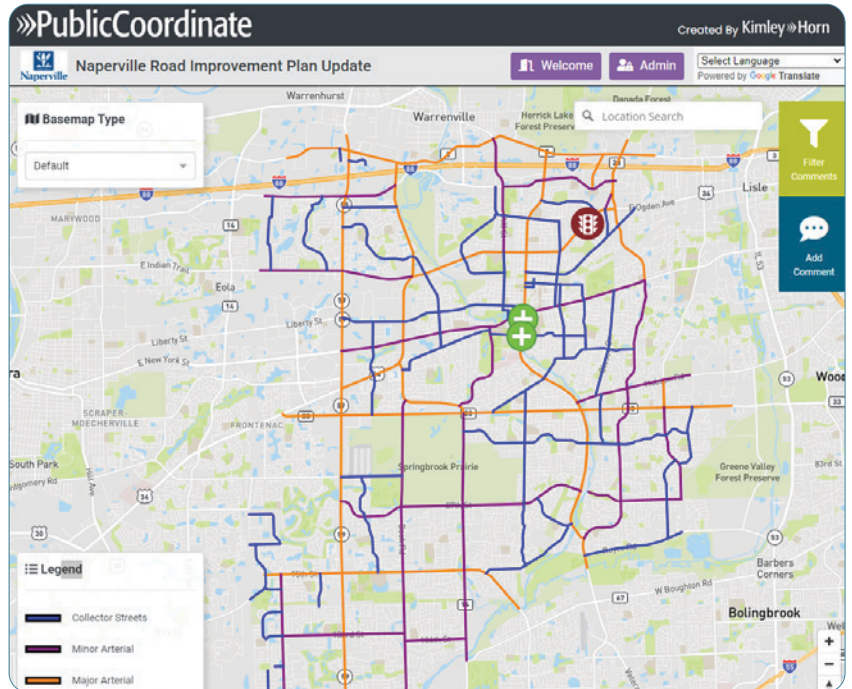
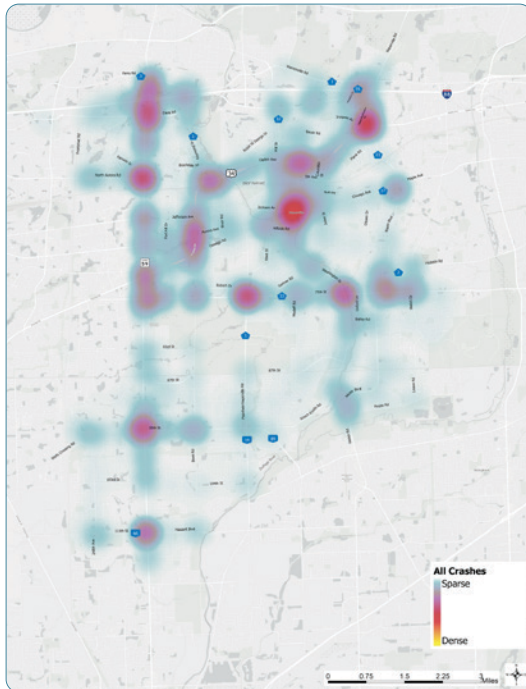
The project will deploy a comprehensive suite of Intelligent Transportation Systems (ITS) designed to improve traffic operations and traveler experience. These enhancements include traffic signal interconnectivity across 70 signalized intersections, enabling smoother traffic flow and reduced congestion. Dynamic message signs will provide drivers with up-to-date information, helping them make informed decisions and improving overall corridor efficiency.

To further support safety and accessibility, the corridor will be equipped with closed-circuit television (CCTV) cameras for enhanced surveillance and incident management. Transit signal priority and emergency vehicle preemption systems will be integrated to improve transit reliability and emergency response times. Additionally, the project includes ADA-compliant pedestrian improvements, upgraded bus pads and relocations for better transit access, and pedestrian countdown signals to promote safer crossings.

Client Reference:

Fawad Aqeel, Bureau Chief of Design, IDOT District 1
847.705.4211 | fawad.aqeel@illinois.gov

Traffic Improvement Studies



City of Naperville Road Improvement Plan Update

✦ NAPERVILLE, IL

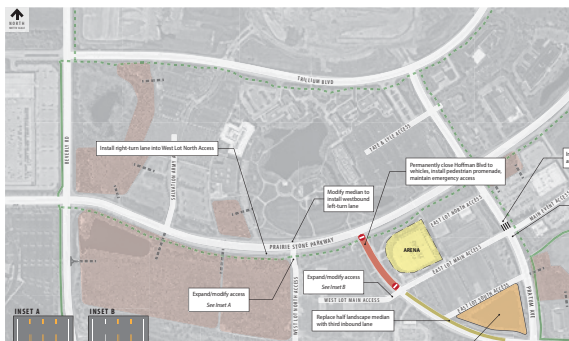
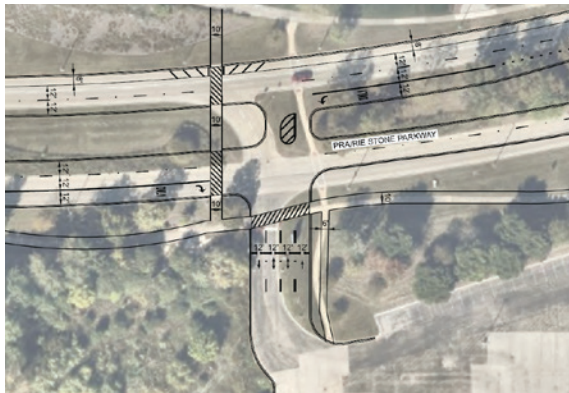
Kimley-Horn prepared the Road Improvement Plan (RIP) Update for the City of Naperville, which included an analysis of traffic conditions on arterial and collector roadway segments and intersections under City jurisdiction. A total of 134 intersections and 184 roadway segments were analyzed as part of the RIP Update. To supplement the capacity analysis, Kimley-Horn completed a crash analysis using data from IDOT for the most recent five-year period available (2019-2023). To evaluate locations where capacity improvements may enhance safety conditions, both crash frequency and crash rate were evaluated.

As part of the RIP Update, Kimley-Horn facilitated a public open house, solicited public input via PublicCoordinate, and participated in three Transportation Advisory Board meetings. Public input was solicited on the existing and future roadway network to identify unique operational conditions that were not readily evident in the analysis. Based on the results of the capacity analysis, public input on the existing and future roadway network, and a review of crash history, Kimley-Horn identified capacity improvements. For each improvement, a planning-level feasibility review was completed to determine potential right-of-way and utility conflicts. Planning-level construction cost estimates were also prepared. The improvements identified through the RIP Update will be implemented over the next 20 years through the City's Capital Improvement Program. To assist with prioritization of improvements, Kimley-Horn identified implementation considerations such as jurisdiction, right-of-way, funding, safety, school walk route/park access, overall traffic operations, and cost effectiveness.

Client Reference:

Andy Hynes, PE, City Engineer/Deputy Director - Transportation, Engineering, and Development Department, City of Naperville
630.548.2958 | hynesa@naperville.il.us

Traffic Improvement Studies



Cost Estimates

Table 4 summarizes the cost estimates associated with the recommended improvements for the NOW Arena Access Plan.

Table 4. NOW Arena Access Plan Recommended Improvement Cost Estimates

Recommendation	Cost Estimate		
	Low	Mid	High
Hoffman Boulevard Improvements at West Lot Driveway	\$1,430,000	\$2,160,000	\$3,060,000
Driveway Widening (3 to 4 lanes)	\$50,000	\$60,000	\$80,000
Road Widening (2 to 3 northbound lanes)	\$480,000	\$600,000	\$780,000
Pedestrian Promenade (Prairie Stone to West Lot Driveway)	\$800,000	\$1,000,000	\$1,300,000
Overhead Lane Control Sign	\$100,000	\$500,000	\$900,000
Prairie Stone Pkwy Improvements at West Lot Driveway	\$1,050,000	\$1,350,000	\$1,775,000
Driveway Widening (2 to 4 Lanes)	\$50,000	\$100,000	\$150,000
Road Widening, Turn Lanes, Parking Lane	\$1,000,000	\$1,250,000	\$1,625,000
Pratum Avenue at East Lot Driveway	\$168,000	\$210,000	\$273,000
Northbound Left-Turn Lane	\$160,000	\$200,000	\$260,000
North Leg Crosswalk	\$8,000	\$10,000	\$13,000
West Lot Restriping	\$120,000	\$150,000	\$200,000
Total (without new parking lot)	\$2,768,000	\$3,870,000	\$5,308,000
New Parking Lot (South of East Lot)	\$1,000,000¹	\$4,000,000	\$6,000,000
Total (with new parking lot)	\$3,768,000	\$7,870,000	\$11,308,000

¹ Assumes no underground detention

Prairie Stone Parkway Access Plan

★ HOFFMAN ESTATES, IL

Kimley-Horn prepared an access plan for existing and future development in the Prairie Stone Parkway area on behalf of the Village of Hoffman Estates. The study area includes diverse land uses such as offices, entertainment, commercial businesses, the NOW Arena, and the Village Green/Hideaway Brew Garden.

The access plan was prepared to support existing development and facilitate future redevelopment opportunities with a focus on accommodating existing and future vehicular, bicycle, and pedestrian access and mobility. The access plan defines near-term improvements to address existing challenges, but also identifies long-term improvements to provide efficient and safe operations for new vehicle, pedestrian, and bicycle traffic. Key areas of focus include:

- New access associated with future development
- Pedestrian and bicycle accommodations and routes
- Special event traffic management
- Roadway cross-sections
- Stakeholder coordination
- Optimized traffic flow and operations under both typical and event conditions

To support Village implementation of the plan, Kimley-Horn identified improvements for the three unique components of the study area: future commercial and residential developments, the NOW Arena, and the Village Green/Hideaway Brew Garden. Improvements included roadway modifications to increase capacity, access improvements to facilitate more efficient ingress and egress, pedestrian improvements, and operational improvements under event conditions. For each improvement, Kimley-Horn identified cost estimates and conceptual improvement plans.

Client Reference:

Sonia Zala, PE, Senior Transportation Engineer, Village of Hoffman Estates
847.252.5806 | sonia.zala@vohe.org

Traffic Improvement Studies



Ogden Avenue Corridor Master Plan

★ BROOKFIELD, IL

As an implementation action item from the Brookfield Comprehensive Plan, Kimley-Horn assisted the Village of Brookfield with a Corridor Master Plan Process for Ogden Avenue. The project team conducted analysis and extensive community engagement to evaluate the corridor and then developed a series of recommendations for both private and public enhancements. Kimley-Horn refined those recommendations through a public workshop and input from Village staff. Kimley-Horn then prepared a series of “toolkits” that provide guidance and resources for various private and public enhancements to improve walkability, economic development, and aesthetics along the corridor. Private enhancements focused on elements like building facades, business signage, and parking lot improvements. Recommendations for public projects included streetscape, access management, and enhancement improvements.

Client Reference:

Emily Egan, Community Development Director for the Village of Wilmette (Former Village of Brookfield Community Development Director)
847.853.7530 | egan@wilmette.com

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Kimley»Horn

Traffic Improvement Studies

Project Fees

Orland Park Transportation Studies Budget Matrix					
	Project Manager/Technical Advisor	Deputy Project Manager/Task Lead	QA/QC	Roadway Design Engineer	Project Analyst
Study 1 - Corridor Traffic Study	Peter Lemmon	Justin Opitz	Rory Fancier-Splitt	Adam Kurcharski	Sofia Camp
Staff					
Rates	\$ 290	\$ 230	\$ 290	\$ 230	\$ 185
Existing Conditions					
1.1 Kick-Off Meeting and Project Coordination	4	4			6
1.2 Data Collection	2	10			40
1.3 Existing Conditions Analysis	4	12	2		32
1.4 Public Outreach Meeting #1	6	8			16
1.5 Existing Conditions Summary Memorandum	4	8	2		16
Project progress meetings (monthly)	3	3			5
Task Fee Total	\$				39,455
Future Alternatives Analysis					
1.6 Future Alternatives Analysis	8	16	4	8	40
1.7 Public Outreach Meeting #2	6	8			16
Project progress meetings (monthly)	5	5		5	7
Task Fee Total	\$				27,985
Corridor Traffic Study Plan					
1.8 LaGrange Road & 159th Street Draft Corridor Plan	4	8	2	2	20
1.9 Plan Commission and Village Board Meetings	8	8			
1.10 Final LaGrange Road & 159th Street Corridor Plan Document	2	2			4
Project progress meetings (monthly)	3	3			5
Task Fee Total	\$				16,165
Total Hours	59	95	10	15	207
Total Fees	\$ 17,110	\$ 21,850	\$ 2,900	\$ 3,450	\$ 38,295
Corridor Traffic Study Total	\$				83,605
Public Coordinate Expense	\$				3,000
5% Expense Allocation	\$				4,180
Study Total	\$				90,785

Orland Park Transportation Studies Budget Matrix					
	Project Manager	Task Lead	QA/QC	Signal Design Engineer	Project Analyst
Study 2 - Traffic Signal Progression and Timings Improvements	Peter Lemmon	Mike Ruelle	Rory Fancier-Splitt	Emma Albers	Andra Taylordean
Staff					
Rates	\$ 290	\$ 255	\$ 290	\$ 230	\$ 185
Existing Conditions					
2.1 Kick-Off Meeting and Project Coordination		4		4	8
2.2 Develop Synchro Base Models		4		12	90
2.3 Field Inventories and Observations		4		12	90
2.4 Traffic Data Collection		2		2	4
Project progress meetings (monthly)	2	4	2	2	4
Task Fee Total	\$				49,370
Timing Plan Development					
2.5.A Clearance Interval Calculations		12		45	95
2.5.B Develop Synchro Timing Plan Modules		12		45	95
2.5.C Cycle Length Evaluation		12		45	95
2.5.D Optimize Splits and Offsets		12		45	95
2.5.E Time of Day Schedule		12		45	95
Project progress meetings (bi-weekly)	2	12	2	12	12
Task Fee Total	\$				164,125
Summary Memos					
2.6 Summary Memos	2	8	2	8	40
Project progress meetings (monthly)					
Task Fee Total	\$				12,440
Total Hours	6	98	6	277	723
Total Fees	\$ 1,740	\$ 24,990	\$ 1,740	\$ 63,710	\$ 133,755
Traffic Signal Progression and Timing Improvements Total	\$				225,935
Traffic Count Expense	\$				100,000
5% Expense Allocation	\$				11,297
Study Total	\$				337,232

Traffic Improvement Studies

Project Fees

Orland Park Transportation Studies Budget Matrix		Project Manager/Technical Advisor	Deputy Project Manager/Task Lead	QA/QC	Roadway Design Engineer	Project Analyst
Study 3 - Driveway Consolidation Study		Peter Lemmon	Justin Opitz	Rory Fancier-Splitt	Adam Kurcharski	Sofia Camp
Staff						
Rates		\$ 290	\$ 230	\$ 290	\$ 230	\$ 185
Existing Conditions						
3.1 Kick-Off Meeting and Project Coordination (see Task 1.1)						
3.2 Data Collection		2	8			32
3.3 Existing Conditions Analysis		4	8			12
3.4 Public Outreach Meeting #1 (see Task 1.4)						
3.5 Existing Conditions Summary Memorandum		4	6	2		12
Project progress meetings (monthly - see Task 1)						
Task Fee Total		\$				18,900
Driveway Consolidation Strategies						
3.6 Driveway Consolidation Strategies		8	8	4	6	16
3.7 Targeted Focus Group/Stakeholder Outreach		10	10			16
3.8 Public Outreach Meeting #2 (see Task 1.7)						
Project progress meetings (monthly - see Task 1)						
Task Fee Total		\$				17,820
Corridor Traffic Study Plan						
3.9 LaGrange Road & 159th Street Driveway Consolidation Study		16	24	2	2	40
3.10 Plan Commission and Village Board Meetings		8	8			
3.11 Final LaGrange Road & 159th Street Corridor Plan Document		4	4			8
Project progress meetings (monthly - see Task 1)						
Task Fee Total		\$				26,320
Total Hours		56	76	8	8	136
Total Fees		\$ 16,240	\$ 17,480	\$ 2,320	\$ 1,840	\$ 25,160
Driveway Consolidation Study Total		\$				63,040
5% Expense Allocation		\$				3,152
Study Total		\$				66,192

Orland Park Transportation Studies Budget Matrix		Project Manager	Deputy Project Manager	QA/QC	Roadway Design Engineer	Project Analyst
Study 4 - Grant Funding		Peter Lemmon	Justin Opitz	Rory Fancier-Splitt	Adam Kurcharski	Sofia Camp
Staff						
Rates		\$ 290	\$ 230	\$ 290	\$ 230	\$ 185
Grant Funding						
4.0 Grant Funding Opportunity #1		1	1		6	16
Grant Funding Opportunity #2		1	1		6	16
Grant Funding Opportunity #3		1	1		6	16
Task Fee Total		\$				14,580
Total Hours		3	3	0	18	48
Total Fees		\$ 870	\$ 690	\$ -	\$ 4,140	\$ 8,880
Grant Funding Total		\$				14,580
5% Expense Allocation		\$				729
Study Total		\$				15,309

Total Fee: \$509,518

Required Forms

.....



PROPOSER SUMMARY SHEET

RFP #26-043

Traffic Improvement Studies

Business Name: Kimley-Horn and Associates, Inc.

Street Address: 111 West Jackson Boulevard, Suite 1320

City, State, Zip: Chicago, IL 60604

Contact Name: Peter Lemmon, PE, PTOE

Title: Vice President

Phone: 312.924.7436 Fax: N/A

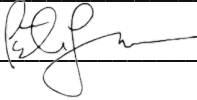
E-Mail address: peter.lemmon@kimley-horn.com

Price Proposal

PROPOSAL TOTAL \$ 509,518

AUTHORIZATION & SIGNATURE

Name of Authorized Signee: Peter Lemmon, PE, PTOE

Signature of Authorized Signee: 

Title: Vice President Date: June 29, 2026

 ORLAND PARK
CERTIFICATE OF COMPLIANCE

The undersigned Peter Lemmon, PE, PTOE, as Vice President
(Enter Name of Person Making Certification) (Enter Title of Person Making Certification)

and on behalf of Kimley-Horn and Associates, Inc., certifies that:
(Enter Name of Business Organization)

1) BUSINESS ORGANIZATION:

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

Federal Employer I.D.#: 56-0900113; Corporation
(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 North Carolina 2/10/1967
(State of Incorporation) (Date of Incorporation)

2) STATUS OF OWNERSHIP

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

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

How are you certifying? Certificates Attached [] Self-Certifying []

STATUS OF OWNERSHIP FOR SUBCONTRACTORS

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

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

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

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

4) SEXUAL HARASSMENT POLICY: Yes ☒ No ☐

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

5) EQUAL EMPLOYMENT OPPORTUNITY COMPLIANCE: Yes ☒ No ☐

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

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

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

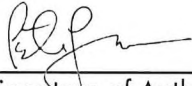
6) TAX CERTIFICATION: Yes ☒ No ☐

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

7) AUTHORIZATION & SIGNATURE:

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

ACKNOWLEDGED AND AGREED TO:



Signature of Authorized Officer

Peter Lemmon, PE, PTOE

Name of Authorized Officer

Vice President

Title

June 29, 2026

Date

REFERENCES

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

Proposer's Name: Kimley-Horn and Associates, Inc.

(Enter Name of Business Organization)

- | | |
|-----------------|--|
| 1. ORGANIZATION | <u>Chicago Department of Transportation</u> |
| ADDRESS | <u>2 N. LaSalle Street, Suite 950</u> |
| PHONE NUMBER | <u>(312) 742-3847</u> |
| CONTACT PERSON | <u>Malihe Samadi, PE</u> |
| YEAR OF PROJECT | <u>2024</u> |
| | |
| 2. ORGANIZATION | <u>City of Naperville</u> |
| ADDRESS | <u>400 S. Eagle Street</u> |
| PHONE NUMBER | <u>(630) 548-2958</u> |
| CONTACT PERSON | <u>Andy Hynes, PE</u> |
| YEAR OF PROJECT | <u>2024</u> |
| | |
| 3. ORGANIZATION | <u>Village of Brookfield</u> |
| ADDRESS | <u>8820 Brookfield Avenue</u> |
| PHONE NUMBER | <u>(847) 853-7530</u> |
| CONTACT PERSON | <u>Emily Eagan, AICP* (Currently with the Village of Wilmette)</u> |
| YEAR OF PROJECT | <u>2021</u> |



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

3/16/2026

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

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

PRODUCER Edgewood Partners Ins Center 3780 Mansell Rd. Suite 370 Alpharetta GA 30022	CONTACT NAME: Jerry Noyola PHONE (A/C, No, Ext): 7702207699 FAX (A/C, No): E-MAIL ADDRESS: greylingcerts@greyling.com
INSURED Kimley-Horn and Associates, Inc. 421 Fayetteville Street, Suite 600 Raleigh, NC 27601	INSURER(S) AFFORDING COVERAGE INSURER A: National Union Fire Ins Co of Pittsburg INSURER B: New Hampshire Insurance Company INSURER C: Lloyd's of London INSURER D: Columbia Casualty Company INSURER E: INSURER F:

COVERAGES**CERTIFICATE NUMBER:** 1790432787**REVISION NUMBER:**

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

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR ☒ Contractual Liab GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☒ PRO-JECT ☒ LOC OTHER:			GL5268169	4/1/2026	4/1/2027	EACH OCCURRENCE \$ 2,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 1,000,000 MED EXP (Any one person) \$ 25,000 PERSONAL & ADV INJURY \$ 2,000,000 GENERAL AGGREGATE \$ 4,000,000 PRODUCTS - COMP/OP AGG \$ 4,000,000 \$
A	☒ AUTOMOBILE LIABILITY ☒ ANY AUTO ☐ OWNED AUTOS ONLY ☒ HIRED AUTOS ONLY ☐ SCHEDULED AUTOS ☒ NON-OWNED AUTOS ONLY			CA4489663 (AOS) CA2970071 (MA)	4/1/2026 4/1/2026	4/1/2027 4/1/2027	COMBINED SINGLE LIMIT (Ea accident) \$ 2,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
D	☒ UMBRELLA LIAB ☒ OCCUR ☒ EXCESS LIAB ☐ CLAIMS-MADE ☐ DED ☒ RETENTION \$ 10,000			8038116944	4/1/2026	4/1/2027	EACH OCCURRENCE \$ 5,000,000 AGGREGATE \$ 5,000,000 \$
B	☒ WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N N	N/A	WC067961230 (AOS) WC013711885 (CA)	4/1/2026 4/1/2026	4/1/2027 4/1/2027	☒ PER STATUTE ☐ OTH-ER E.L. EACH ACCIDENT \$ 2,000,000 E.L. DISEASE - EA EMPLOYEE \$ 2,000,000 E.L. DISEASE - POLICY LIMIT \$ 2,000,000
C	Professional Liability/ Pollution Liability			RLUSP26000552026	4/1/2026	4/1/2027	Per Claim Aggregate \$2,000,000 \$2,000,000

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

CERTIFICATE HOLDER**CANCELLATION**

Sample Certificate

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

AUTHORIZED REPRESENTATIVE

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BUSINESS RELATIONSHIP DISCLOSURE FORM

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

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

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

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

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

(2) For Vendor (Person or Entity)

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

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

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

Syed Khurshid Hoda

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

Former employee of Kimley-Horn and Associates, Inc.

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

From 8/27/2013 to 10/27/2017

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

a. The date(s) of acquisition of the Vendor: N/A

b. The name(s) of the preceding Vendor, if changed: N/A

Certification

The undersigned Peter Lemmon, PE, PTOE, as Vice President, and on
(Print Name of Person Making Disclosure) (Print Title of Person Making Certification)

behalf of Kimley-Horn and Associates, Inc., certifies the information supplied is true and accurate.
(Print Name of Vendor / Official)

Signature: 

Date: June 29, 2026

See Appendix A for the List of Current Officials

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



ORLAND PARK

RFP #26-043

Traffic Improvement Studies

GENERAL TERMS AND CONDITIONS

Assignment

The successful Proposer shall not assign the work of this Project without the prior written approval of the Village.

Award

Award of the contract is subject to Village Board approval. The Village award will be made within ninety (90) days after the date of the proposal opening, or any mutually agreed extension thereof.

Compliance with Laws

The Proposer shall at all times observe and comply with all laws, ordinances and regulations of the federal, state, local and Village governments, which may in any manner affect the preparation of proposals or the performance of the Contract. Proposer hereby agrees that it will comply with all requirements of the Illinois Human Rights Act, 775 ILCS 5/1-101 et seq., including the provision dealing with sexual harassment and that if awarded the Contract will not engage in any prohibited form of discrimination in employment as defined in that Act and will require that its subcontractors agree to the same restrictions. Proposers and all subcontractors shall comply with all requirements of the Act and of the Rules of the Illinois Department of Human Rights with regard to posting information on employees' rights under the Act. Proposers are also required to comply with all applicable federal laws, state laws and regulations regarding minimum wages, limit on payment to minors, minimum fair wage standards for minors, payment of wage due employees, and health and safety of employees. Proposers are required to pay employees all rightful salaries, medical benefits, pension and social security benefits pursuant to applicable labor agreements and federal and state statutes and to further require withholdings and deposits therefore.

Confidentiality

As a unit of local government, the Village is subject to the Illinois Freedom of Information Act (FOIA) or 5 ILCS 140/1, et seq. as amended. Therefore, after award of the Contract, responses, documents, and materials submitted by the Proposer in response to this RFP will be made available for public inspection in accordance FOIA, unless otherwise determined by the Village Manager. Based upon the public nature of these RFPs, where applicable, a Proposer must inform the Village, in writing, of the exact materials in the offer which it claims are exempt from disclosure pursuant to FOIA.

Contract

Actual work cannot begin until the Village issues a written Notice to Proceed to the successful Proposer. In order to receive said Notice, the successful Proposer shall submit to the Village for its approval all the necessary contracts, bonds, and insurance. Village approval of the contracts, bonds, and insurance shall be evidenced by its issuance of the signed contract by the Village and the Notice to Proceed. The Village reserves the right to terminate the relationship with the successful



ORLAND PARK

RFP #26-043

Traffic Improvement Studies

Proposer if these documents are not submitted to and approved by the Village within ten (10) days of notice of proposal award. *Section III* includes a sample standard contract, subject to modifications, that the successful Proposer will be required to enter into with the Village within ten (10) business days of notice of proposal award (hereinafter referred to as the "Contract"). This Contract will be satisfied upon completion, inspection, acceptance, and final payment for the work performed. Certain provisions of the Contract shall survive the expiration or termination of the Contract.

Incurring Costs

The Village will not be liable in any way for costs incurred by Proposers in replying to this RFP.

Indemnification

The successful Proposer shall indemnify, ~~defend~~ and hold harmless the Village, its trustees, officers, directors, officials, ~~agents~~, employees, representatives and assigns, from lawsuits, actions, costs (including ~~reasonable~~ attorney's fees), ~~claims~~ or liability of any character, incurred due to the ~~alleged~~ negligence of the Proposer, brought because of any injuries or damages received or sustained by any person, persons or property ~~to the extent caused by on account of~~ any ~~negligent~~ act or omission, neglect or misconduct of said Proposer, its officers, agents and/or employees arising out of, or in performance of any of the Contract provisions, including and claims or amounts recovered for any infringements of patent, trademark or copyright; or from any claims or amounts arising or recovered under the "Worker's Compensation Act: or any other law, ordinance, order or decree. ~~In connection with any such claims, lawsuits, actions or liabilities, the Village, its trustees, officers, directors, officials, agents, employees, representatives and their assigns shall have the right to defense counsel of their choice. The Proposer shall be solely liable for all costs of such defense and for all expenses, fees, judgments, settlements and all other costs arising out of such claims, lawsuits, actions or liabilities.~~

~~The Proposer shall not make any settlement or compromise of a lawsuit or claim, or fail to pursue any available avenue of appeal of any adverse judgment, without the approval of the Village and any other indemnified party. The Village or any other indemnified party, in its or their sole discretion, shall have the option of being represented by its or their own counsel. If this option is exercised, then the Proposer shall promptly reimburse the Village or other indemnified party, upon written demand, for any expenses, including but not limited to court costs, reasonable attorneys' and witnesses' fees and other expenses of litigation incurred by the Village or other indemnified party in connection therewith.~~

Insurance

The successful Proposer shall produce and maintain for the term of the Contract, and any renewals or extensions thereof, the various insurance coverage requirements as stated on the enclosed Insurance Requirements certification in *Section III* of this RFP. Proposers must sign and submit with the proposal, the Insurance Requirements in *Section III* of this RFP, as recognition of the insurance coverages and amounts that will be required to be in place before the commencement of any work by the successful Proposer. By signing this form, Proposers certify that in the event the Proposer does not already have the required insurance coverages in place, the Proposer has checked with



ORLAND PARK

RFP #26-043

Traffic Improvement Studies

their insurance carrier and verified that the coverages and endorsements requested will be able to be obtained by the Proposer within ten (10) days after the date of the Notice of Award of the Contract. Certified copies of policies evidencing required insurance coverage and all certificates of insurance in connection therewith shall be furnished to the Village at its request prior to commencement of any work. All such policies except for professional liability and worker compensation insurance shall name the Village as an additional insured and shall provide that the policy may not be terminated or canceled without at least thirty (30) days advance written notice to the Village, or, except upon prior written approval of the Village, materially changed. Proposers have the sole responsibility of verifying that the coverages and endorsements will be available for purchase and that they have made any and all inquiries necessary to satisfy this requirement and fully inform themselves in regards to any additional policy premiums the successful Proposer may incur as a result of obtaining said required coverage's. Proposers also represent that they have taken the insurance requirements into account and at Proposers' sole discretion, has factored this into the proposal prices submitted. The successful Proposer is solely and entirely responsible for the payment of policy premiums and in no event will the Village be obligated to incur any additional expense, nor will the Village increase the amount of the Contract above the amount proposal, as a result of any expense the successful Proposer may incur to satisfy the obligations required herein.

Length of Contract

The term of the services contract herein granted shall be less than 1 year commencing on the date of contract signing, with the option to renew for 0 additional years.

Negotiations

The Village reserves the right to negotiate specifications, terms and conditions which may be necessary or appropriate to the accomplishment of the purpose of this Project. The Village may require the entire proposal be made an integral part of the resulting contract. This implies that all responses, supplemental, and other submissions provided by the Proposer during discussions or negotiations will be held by the Village as contractually binding on the successful Proposer.

SPEED
LIMIT
40

C
6
M
2

Kimley»»Horn

Expect More. Experience Better.