JUNE 29, 2026 | REQUEST FOR PROPOSAL

TRAFFIC IMPROVEMENT STUDIES

RFP #26-043

VILLAGE OF ORLAND PARK

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TABLE OF CONTENTS

Executive Summary	4
Project Challenges	11
Experience	14
Operating History	23
Qualifications	25
Proposed Fee	49
Separate Fee for Each Study	52
Required Forms	54

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Office of the Village Clerk
14700 S. Ravinia Ave.
Orland Park, IL 60462
Attn: Diana Porcelli

re: RFP #26-043 | Traffic Improvement Studies

Dear Ms. Porcelli,

Having recently completed PS&E documents for the 151st Street & Regent Drive Traffic Signal Replacement Project within an expedited timeline, **EXP U.S. Services Inc. (EXP)** is well positioned to help the Village succeed in your goal of improving local mobility.

With a well-established local presence and national infrastructure practice, EXP brings the right combination of best practices and community centric solutions. Strategically partnered with **Gewalt Hamilton Associates, Inc.** and **SE3, LLC**, our team brings diverse skill sets that align specifically to deliver expert advice on the three core scope elements required for this project.

Our team has a comprehensive understanding of the project's requirements and objectives, we are confident in our ability to deliver exceptional service and a final product that exceeds expectations. EXP has assembled a **skilled, efficient, and available team of experts to provide quality engineering services.** We are committed to advise, execute, and deliver on these traffic improvement studies to provide the services within the proposed schedule and budget. By engaging with EXP to execute this project, the Village will receive the following benefits:

- **Client Focused Delivery Approach** that keeps you informed and at the center of design decisions
- **Commitment to Quality,** we take ownership of our work and are proud of it, and
- **Spirit of Innovation**, we look at challenges with fresh approaches and apply creative solutions that create efficiencies and lasting value

Since 1959, EXP has been providing its expertise and unwavering can-do attitude to contribute to the infrastructure enhancements within the Chicago region. Should you have any inquiries regarding this submission, please feel free to reach out to Michael Scavo, PE directly at 312.616.7456 or via e-mail at michael.scavo@exp.com.

EXP acknowledges receipt of Q&A's 1, 2 & 3 and Addendums 1, 2, 3 & 4.

Sincerely,

Michael Scavo, PE, PTOE
Project Manager

Brian Umbright, PE, SE
Vice President, Transportation

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EXECUTIVE SUMMARY

01





1 EXECUTIVE SUMMARY

PROJECT UNDERSTANDING & BACKGROUND

The Village of Orland Park is undertaking a comprehensive set of traffic improvement studies aimed at enhancing safety, mobility, and overall network performance across key corridors and the Village's signal system. The requested scope includes three separate studies with interconnected and overlapping components:

- ITEM 1 | Corridor Traffic Studies along La Grange Road and 159th Street
- ITEM 2 | System wide Traffic Signal Progression and Timing Optimization
- ITEM 3 | Driveway Consolidation and Access Management Strategies

The scope also requests the pursuit of at least three grant opportunities to support the implementation of study recommendations and reduce Village costs.

Signal timing optimization has been shown to be a metrically cost-effective way of reducing delays, fuel consumption, and emissions while improving operations, with improvements coming from getting more out of existing infrastructure as opposed to expanding or constructing new roadways. Likewise, properly implemented access management can improve roadway efficiency with the reduction of conflict points and reducing crash rates.

The two intersecting corridors specified in Item 1 and Item 3 are LaGrange Road (US Route 45) from 143rd St to 167th St, and 159th Street (US Route 6) from 108th Ave to 88th Ave. These intersections are all within the IDOT coordinated system "Eagle 3H" and are under their jurisdiction. These corridors are high-volume commercial corridors which are key to the economic viability of the Village and the ease-of-access of its residents. The project team is already very familiar with this corridor, as GHA performed the previous system optimization in 2017 as part of IDOT contract 60M61, which widened US 45 (LaGrange Rd) to its current cross-section. Additionally, EXP staff were involved in the development of the PS&E for 60M61 as well.

Item 2 involves improving coordination and signal timings at all intersections in the Village outside of Eagle 3H, approximately 55 more intersections. Many of these intersections are part of other IDOT coordinated systems that cross Village boundaries.

The Village is seeking deliverables for each study item. These include:

- A future-looking traffic study for the main commercial corridors of LaGrange Rd and 159th Street. This will include the identification of current and future traffic concerns, along with recommendations and improvements that improve vehicular operations and pedestrian safety and accessibility.
- Implementation-ready, optimized traffic signal timing and coordination plans for all signalized intersections in the Village.
- A comprehensive access management plan for the LaGrange Road and 159th Street corridors.

All of these deliverables are to include cost estimates considering a phased implementation plan for each study.

The assembled project team is uniquely qualified to deliver the requested studies, recommendations, and improvements to cost-effectively improve traffic operations within the Village of Orland Park in the near term and into the future.

PROJECT APPROACH

DATA COLLECTION

After obtaining all available data from the Village, the project team will conduct site visits and inspections of 85 study intersections. Measurements will be collected of existing crosswalks to recalculate pedestrian walk and clear times by current standards, and we will open each traffic cabinet to check for maintenance issues and verify controller phasing, programming and communications, as well as other field observations relevant to queueing, progression, pedestrian operations, school-related traffic patterns, and special corridor conditions.

Turning movement count (TMC) data will be collected for 12 hours including 4 hours on Saturday at Eagle 3H corridor intersections (30 locations) and for 8 hours at all other intersections (55 locations).

All traffic counts are done in-house with Miovision technology, and counts can be customized, scheduled, and performed quickly and at low cost. Special traffic periods outside the standard 8-hour count period can be included as well, such as school start and release times, special event times, large industry shift changes, etc. Special count categorization can also be included, separating vehicles into any number of classifications, as well as counting pedestrians and bicycles in the roadway or crosswalks. All video recorded by the cameras will also be available to project team and Village staff to review, allowing further customization and review of existing traffic patterns and driver characteristics. We understand that reliable optimization begins with accurate existing-condition information, and our staff's hands-on field and controller experience allows us to efficiently identify issues that may not be apparent from plans or databases alone.

CAPACITY ANALYSIS MODEL DEVELOPMENT

The project team will use SYNCHRO and SIMTRAFFIC to develop, refine, and evaluate corridor timing plans. This model will include the signalized intersections included in the study and will allow for a full picture of traffic progression within Village limits to be developed.

Using field data and engineering judgment, the team will calibrate models to reflect observed conditions, test alternatives, and develop recommendations that improve progression, reduce stops and delays, and make the best use of the existing signal equipment with only minor enhancements where warranted. In developing recommended plans, the team will coordinate closely with Village, County, and IDOT staff so that final timing recommendations reflect corridor priorities, operational realities, and district-specific preferences for signal operations. In addition to the standard AM peak, PM peak, and midday/off-peak timing plans, staff may need to produce special plans for School Start, School Release, Shift Change, or other time periods. Special Time Of Day plans can be developed for Saturdays, Sundays, or any other day of the week. Some schools have special early release times on Wednesdays, and the TOD plan can be programmed to reflect that. GHA staff could also make special plans for Mondays or Fridays, or special holidays such as Black Friday, New Year's, or Christmas. Every corridor has unique requirements, and the project team will optimize the proposed signal timing plans to best conform to them.

ITEM 1 | CORRIDOR TRAFFIC STUDY

This study will utilize the data collection and Village-wde synchro model as a baseline. The team will then collect additional data including growth projections, crash data, and area land development to grow future conditions and identify potential issues and related solutions.

As established previously, the two intersecting corridors specified in Items 1 are LaGrange Road (US Route 45) from 143rd St to 167th St, and 159th Street (US Route 6) from 108th Ave to 88th Ave. These intersections are all within the IDOT coordinated system "Eagle 3H" and are under their jurisdiction. As the corridor study intersections make up the majority of the IDOT system, the project team recommends performing a full IDOT system optimization for all 30 intersections in Eagle 3H. IDOT considers the system to be one unit, so it should be optimized as one. The Eagle 3H system includes:

- LaGrange Road (US 45) from 142nd St to 171st St,
- 159th Street (US 6) from Ravinia Ave to 76th Ave
- IL 7 from Wolf Rd to SW Hwy,
- 143rd St at Ravinia Ave, 95th Ave, and John Humphrey Ave,
- as well as 94th Ave at Boardwalk Ln.

A full IDOT optimization also includes a GPS before/after speed delay study, as it will quantify the signal timing improvements both operationally and environmentally. Using GPS data collected on a per-second basis, evaluations will quantify benefits such as reductions in travel delay; fuel consumption; and carbon monoxide, nitrous oxide, and hydrocarbon emissions. They will also include performance measures such as travel time, speed, and number of stops, presented in a concise and easy-to-review format including graphs that show the before and after travel time traces. The project team will use its familiarity with the system and with the IDOT and CCDOTH traffic signal timing engineers to update traffic signal programming across these coordinated corridors to the satisfaction of the Village, the County, and the State.

IMPROVEMENTS AND RECOMMENDATIONS

In addition to developing and optimizing timing plans for the proposed corridor, Item 1 will also include a future-looking analysis of the subject corridors. This will consider future traffic growth, crash history, and area development trends to forecast traffic conditions into the future. These

future conditions will be used to ensure that the developed timing plans remain relevant into the future. In addition, improvements and recommendations will be developed which will help mitigate any issues that are observed. The results of this analysis will be summarized in a report for the Village's review and approval.

ITEM 2 | TRAFFIC SIGNAL PROGRESSION AND TIMING IMPROVEMENTS

Item 2 involves improving signal timings at all intersections in the Village outside of Eagle 3H, approximately 55 more intersections. Many of these intersections are part of other IDOT coordinated systems that cross Village boundaries. Systems included are:

- Econolite 173: 159th St from Will-Cook to 104th Ave, IL 7 (Wolf Rd) at 153rd St and 151st St
- Eagle 3C: IL 43 from 175th St to 151st St, US 6 at Park Ctr and 71st St
- Econolite 66: IL 43 at 135th St and 131st St
- Eagle 3G: US 45 from 135th St to 131st St, 131st St at Carl Sandberg HS

As the entire system will not be adjusted, only the intersections within Village limits, some IDOT requirements such as a before/after speed delay study will not be necessary. The project team will perform a standard 8-hour midweek turning movement count, and will update pedestrian programming based on field measurements.

The project team will discuss current traffic signal operations, deficiencies, and timing concerns with the Village, County, and State engineers familiar with the area. Meade Electric, who maintains intersections for all three parties, will also be included in the discussion as they will have insights into current maintenance and operational issues. By coordinating with both the local maintainers and the IDOT staff in charge of the whole District, project team staff can develop new signal timings that increase efficiency and safety both for granular local issues and broad region-wide traffic concerns.

SIGNAL TIMING IMPLEMENTATION

Following Village, County, and State review and concurrence, the project team will implement approved timing plans in the field and perform the fine-tuning necessary to achieve optimum operation.

Our team understands that successful SCAT work depends on practical implementation experience as much as analytical capability, and the project team brings both. With staff experienced in controller programming, system operation, and field adjustments, The project team can place optimized timings into operation efficiently, troubleshoot issues encountered during deployment, and make responsive refinements after implementation to improve progression and address locations where operations remain unsatisfactory. Our team has almost two decades of experience with the issues and programming bugs that can crop up when implementing new timings in the field, from old equipment that has only run in "Free mode" to idiosyncrasies with varying controller software versions. We will use this experience to quickly, efficiently, and safely program each intersection to operate as desired. The project team staff has experience a plurality of cabinet types, controller brands, and various computer software used for programming and communicating with traffic signals.

Project team staff will drive the corridors multiple times in each timing period to watch for traffic issues that would require adjustments to the proposed traffic signal timings.

ITEM 3 | DRIVEWAY CONSOLIDATION AND ACCESS MANAGEMENT

DATA COLLECTION AND DOCUMENTATION OF EXISTING CONDITIONS

The project team will conduct field reconnaissance to verify site terrain conditions (any topography challenges to driveway consolidation). Conduct a field meeting to "walk the corridor" with key departments (Public Works, Police, Fire, etc.) to determine existing challenges the Village is aware of.

Conduct a meeting, like a "charette", with applicable Village staff potentially including Public Works, Economic Development, Planning, and Police to interview them about traffic operations along the corridors to define existing issues including queuing backing up onto the corridors, accidents, complaints about access points operation or use, etc. to give us a heads-up on the research and analysis.

POLICY & GUIDELINE CONFIRMATION

Meet with Planning and Economic Development staff to confirm the Village's official policies and standards for Access. We understand among the considerations for reviewing and granting Permits are context (e.g., speed and traffic volume); degree of access (e.g., full or partial, exclusive or redundant); geometry (e.g., physical location, grade, sight distance, turning radius); treatment of cyclists and pedestrians; and other considerations (e.g., parking, drainage, pavement type). We want to confirm the "Orland Park" Access philosophy and rules.

We work in a range of communities and understand there is considerable variation in how Access permitting is accomplished. States and localities use administrative rules, access codes, guidelines, and design standards to establish driveway permit requirements and restrictions for driveway placement, design, and construction. Implementing these requirements through the driveway permitting process can affect the operation and safety of local roads at driveway locations.

We understand your Planning Division is responsible for providing professional guidance in achieving: Planned village growth; Code updates; and Landscape and Architectural review among other services We understand your Economic

Development Division is responsible for facilitating: Business retention, expansion and attraction; Real estate development in the Village's commercial corridors among other services. We know your development must reflect: Land Development Code Section 6-406.6 and Village Code Title 5, Chapter 1, Section 109.3.7

ACCESS ANALYSIS

We know every driveway represents potential conflict points between motor vehicles, pedestrians, and bicyclists. The number and complexity of these conflict points relate to the safety performance of the roadway.

Our experience across the region helps us realize Access Management can accomplish:

- Preserve public investment in existing roadway network
- Address safety of users, and minimize frequency and severity of related accidents
- Improve access to adjacent properties
- Support economic goals within a community

We understand access should be managed through thoughtful consideration of context, function, and location. Good Access Management begins at the planning level and proceeds through design, construction and ongoing maintenance. When well executed, Access Management will result in an appropriate balance between the safety and operating efficiency of the roadway and effective ingress and egress to adjacent properties. This Project will give you a sound basis to take action over time.

ACCESS MODIFICATIONS

We will review each access point and consider modifications like consolidating driveways, installing raised medians, implementing frontage/service roads; changing full access to right-in/right-out; among several alternatives. We will define the recommendations on a strip map of each corridor with each access point identified with its specific Access Management strategy including the option of "Maintain As Is". The ideas will outline phased short-term and long-term recommendations.

We will consolidate data, analysis, and alternative Access Management strategies (for a generic location, not for each access point i.e. closure would be a diagram of closure) into a comprehensive actionable strategy. We will include exhibits depicting generic alternative strategies. Up to four example strategies are anticipated.

We will produce and include separate OPPCs for each of the alternatives, at a generic location along the corridors, itemizing anticipated implementation costs by type. i.e. construction cost of close driveway, change to right-in/right-out etc.; for up to four (4) strategies. This will all be summarized in a Draft Report for Village review and comment before issuing a final report.

GRANT ASSISTANCE

The project team will help the Village prepare and submit applications for three Federal and/or State grant opportunities on behalf of Orland Park to support implementation of study recommendations and to help offset the Village's project costs. Grant Applications are usually submitted by the Grantee with consultant assistance. Grants, Loans. and other Funding sources are a continuum and often change annually. We will help you confirm the needs in your Capital Improvement Program (CIP) that could use other Funding sources while accounting for the rules and processes of Grantors and expectations of local, state, and federal agencies and elected officials.

POLICY & GUIDELINE CONFIRMATION

The project team will meet with Village staff to confirm Village's official policies and standards for grants and get an understanding of the "Orland Park" grant philosophy and rules. The project team has previous experience working in a range of communities and understand there is considerable variation in how grant / funding work is accomplished.

The goal is to help the Village maintain knowledge of available and forecasted funding opportunities. This could include an Annual Calendar of Fund types and when to apply and when to visit and when Village staff Funding Committee etc., meet to review how Grants are going. Team members will monitor and meet, if needed, with Funding agencies' staff to know more about their Grants, processes, and how to win.

DRAFT GRANT APPLICATION REVIEW

The project team will recognize Village's priorities and identify a funding program that matches that need of the Village defined in their Capital Improvement Program, Budget, Wish List, etc.

The Project Team will:

- Review Projects' Scopes of Work for compliance and applicability to the selected Grant and provide advice when necessary to confirm compliance with Grant requirements.
- Review preliminary funding nomination forms, project plans, and funding applications per applicable Funding programs' criteria.
- Coordinate with Village staff to obtain information to complete preliminary Project reports, funding nomination forms, project plans, and funding applications.
- Develop a DRAFT Grant Application each time for the subject Grant Program.
- Supply the Draft Grant Application for Village Review

COMPLETED GRANT APPLICATION FOR VILLAGE TO SUBMIT

We will meet with the Village to review their comments on the DRAFT Grant Application and incorporate their ideas and edits into the Final Grant Application. We will deliver the Final Grant Application to the Village for submittal.

GRANTSMANSHIP FOR USE OF FUNDS

We will manage tracking of applications throughout the application and award process. We will confirm what systems Village uses administratively beyond Excel or paper notes etc.

We will provide Grant Administration services to monitor use of the Funding including Quarterly or Annual Reporting as required, compliance Audits of activities and financial monitoring with ongoing updates of Funding used and forecast.

We will produce Status Reports per Village calendar to help those involved know what has happened, what happened and what is forecast to happen – would involve Applications' status and use of Funding also.

DEDICATED TEAM

EXP's approach to delivering this infrastructure project for the Village will be spearheaded by a dedicated team of professionals experienced in traffic studies.



15+ YEARS — years of infrastructure engineering experience

EXPERTISE IN: Traffic Impact Studies, Intersection Design Studies

MICHAEL SCAVO, PE, PTOE | *Project Manager*

Michael Scavo, PE, PTOE has over 15 years of experience with traffic impact studies, maintenance of traffic planning, traffic signal design and intersection design studies. Michael is a creative engineer with technical writing skill and is proficient in industry software including MicroStation, Synchro, HCS, and Microsoft Excel - Visual Basic (VBA). Michael will collaborate with our diverse team of traffic engineers to develop required traffic and safety studies.



15+ YEARS — years of design + program management experience

EXPERTISE IN: ADA/PROWAG, Utility Design

MIKE BARTUSIEWICZ, PE | *QA/QC*

Michal "Mike" Bartusiewicz, PE has over 15 years of broad-based design and project management experience in the planning, design and construction of infrastructure projects of all sizes and complexities. While Mike's work primarily focused on projects across the Midwest, his experience has taken him across the country. Mike is well versed in delivering projects for multiple market sectors including roads and streets, highways, bridges, trail, aviation, transit, utilities, inducing water and wastewater, ans site civil improvements. Mike brings a diverse set of engineering and technical skills including roadway geometrics and roadside safety design, traffic modeling and analysis including maintenance of traffic and traffic signal design utility design and coordination, construction cost estimating and facilities design.



VALUE ADD

Project Principal, Brian Umbright, PE, SE has now spent more than 30 years delivering all phases of infrastructure improvements in the Chicagoland region. He is building a Transportation and Infrastructure practice that leverages our global skill sets to deliver local projects with exceptional quality and client focused approaches.

" Transportation agencies have many choices in engineering service providers in the Chicagoland area most are excellent choices, however, if you choose EXP, I give my personal assurance that we will deliver exceptional value for the Village and its residents."

- Brian Umbright, PE, SE | Project Principal & Vice President | EXP

AVAILABLE CAPACITY TO PERFORM

EXP's all local Chicago-based team, including our subconsultants, will **have immediate capacity to fully engage in this project upon Notice to Proceed.** The same team members will be committed for the entire duration of the project.

All team members have prior experience with local and IDOT projects and understand the level of commitment that will be required for this project. In addition to the key team members who will be assigned to this project, EXP boasts a robust local staff in Chicago, comprising over 300 professionals **from diverse backgrounds in architecture and engineering.** We can tap into this wealth of expertise as needed, either to enhance the team's depth or to broaden our technical capabilities for this critical undertaking.

LOCAL AVAILABILITY

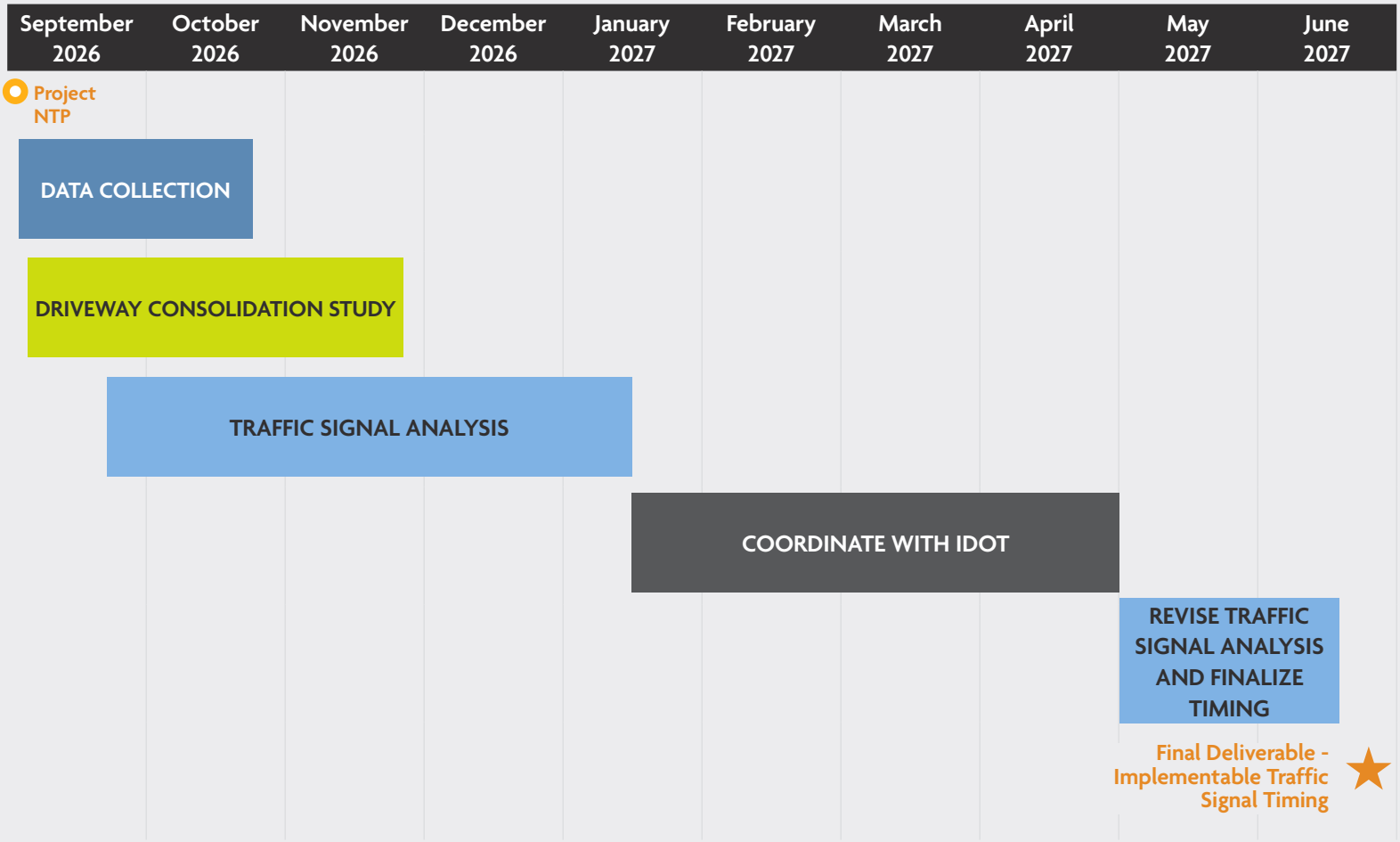
Our proposed team is **all local to the Chicagoland area. Notably, EXP holds the distinction of being the largest Architecture and Engineering firm globally with operational headquarters in Chicago.** This aligns EXP locally and corporately and allows the Village to benefit form our hands-on client focused approach designed to deliver value for you.

SCHEDULE

To ensure project success a detailed schedule will be developed as a part of the study.

An approximate schedule outline is below:

Schedule Summary



PROJECT CHALLENGES

02



CORRIDOR TRAFFIC STUDY

CHALLENGE 1 | JURISDICTIONAL OWNERSHIP OF THE SIGNAL INFRASTRUCTURE

CHALLENGE

The first challenge associated with the Corridor Traffic Study component of the project is related to the jurisdictional ownership of the signal infrastructure along the subject corridors. Both LaGrange Road (US Route 45) and 159th Street (US Route 6) are under Illinois Department of Transportation (IDOT) jurisdiction, which may have different priorities for moving traffic at corridor intersections and will be a stakeholder in any improvements or implementable solutions that result from the study. Additionally, IDOT review and approval for any improvements along these corridors is expected to take a significant amount of time.

OUR APPROACH / SOLUTION

To address this challenge, our proposal includes the incorporation of a robust coordination framework which will allow for the alignment of objectives and constraints with IDOT early in the process. Through this process we will confirm specific agency contacts, review protocols, and approval requirements with the intent of implementing the recommendations as effectively and as quickly as possible. We will utilize our longstanding relationships and knowledge of requirements specific to IDOT District 1 to expedite approvals.

CHALLENGE 2 | RETAIL GENERATORS AND TRAFFIC

CHALLENGE

Another challenge with the Corridor Traffic Study is the large amount of retail generators and traffic along the corridors which will present challenges for weekday afternoon and weekend traffic. The project team plans to count the major corridors on Saturdays to be able to model weekend traffic accurately and better craft new timing plans. Large roadside traffic generators such as shopping malls greatly increase turning movements, both on-to and off-of the coordinated corridor, which reduces the percentage of green time that can be allocated to through movements and the thousands of vehicles per hour that are simply passing through.

OUR APPROACH / SOLUTION

Accurate counts and modeling will allow the project team to efficiently and effectively distribute green time to all roadway users and develop recommendations that consider the adjacent land use along the corridor.

TRAFFIC SIGNAL PROGRESSION & TIMING IMPROVEMENTS

CHALLENGE 1 | 85 SIGNALS ACROSS A LARGE GEOGRAPHICAL AREA

CHALLENGE

The first challenge is the scope of the project is scale, as it includes 85 signals across a large geographic area rather than a dozen or so intersections along a single corridor.

OUR APPROACH / SOLUTION

The proposal team will mitigate the scale by creating a single Village-wide Synchro model of all traffic signals in the Village, rather than multiple smaller models. By having all intersections represented at the same time, the model will show how the various corridors and standalone intersections will interact with each other. Some intersections will bottleneck others or create large platoons of vehicles that can be efficiently intercepted.

CHALLENGE 2 | COORDINATION WITH TRAFFIC SIGNAL OWNERS

CHALLENGE

A second challenge will be coordination with the various other entities that own and maintain the traffic signals in Orland Park.

OUR APPROACH / SOLUTION

The project team has significant experience working with IDOT District 1 and Cook County Department of Transportation and Highways (CCDoTH). Specifically, GHA has worked with IDOT and the specific area traffic signal engineer for South Cook County, Mashama Green, for decades and can easily discuss the project with them. EXP and GHA have also worked with the traffic signal engineers for Cook County Department of Transportation and Highways, Rich Jezierny and Faith Loy, on many different projects. The project team will use its familiarity with the various engineers and departments to improve communication and speed of approvals on traffic signal programming changes.

DRIVEWAY CONSOLIDATION AND ACCESS MANAGEMENT

CHALLENGE 1 | LONG TERM CHANGES TO ACCESS

CHALLENGE

A primary challenge of any Access Management study relates to the scope and timeline of any plan implementation. We view this study as an analysis and planning effort, and that actual changes to access within the study corridors will be in the future, as an identified solution that comes out of this initial assignment.

OUR APPROACH / SOLUTION

These challenges will be addressed by establishing the Village's specific goals and criteria for access management and driveway consolidation through intake and fact-finding meetings. This communication will be used to establish the scope of acceptable driveway consolidation options Our experts have studied thousands of access points to help clients consider their closure, relocation, adjustment with restrictions, and other ways to help manage access. We know once the Village decides to act on one of our recommendations the process can be lengthy, costly, and involve other experts including lawyers, economic development specialists, surveyors, and other professionals. We can help the Village confirm and justify the reasons for seeking access changes, the capital cost to affect the change, but the economic impact will have to be defined through subsequent projects that execute the changes.

CHALLENGE 2 | PROPERTY OWNERS AND USERS RECEPTION

CHALLENGE

A second challenge is expected to the initial reception of specific property owners and users within the two roadways' study limits. Initial reactions to access being modified may be immediately negative due to limited understanding of Access Management and/or misinformation soon after the Project starts.

OUR APPROACH / SOLUTION

We recommend holding off engaging with specific property owners or users during development of this Study. We recommend meeting with the Village Board and/or a recognized business group or the Chamber of Commerce to offer a primer on Access Management with Village staff and/or leadership helping attendees understand the benefits of the practice. This education would help keep the effort factual and provide another channel for specific property owners or users to communicate with the Village to offer their concerns or interest in access changes.

GRANTSMANSHIP

CHALLENGE 1 | FUNDING SOURCES

CHALLENGE

There are often too many needs (and wants) for funding and not enough funding sources or programs to try to capture funding for the Village's infrastructure.

OUR APPROACH / SOLUTION

We will help mitigate this mismatch of needs vs. funding as the Village works to define the needs for the next several years with some specificity and with some ranking or prioritization. As an example, the Village has several street intersections that may warrant signalization - we would help confirm the intersections and rank them based on several technical criteria including accidents, age of infrastructure, traffic volumes - existing/forecast, economic development, adjacent land use, etc. This ranking will help the Village decide which intersections to move forward for potential Grants and more funding. This strategy could be used for any of the improvements the Village is looking to fund.

CHALLENGE 2 | SCALE / SCOPE OF GRANT PURSUITS

CHALLENGE

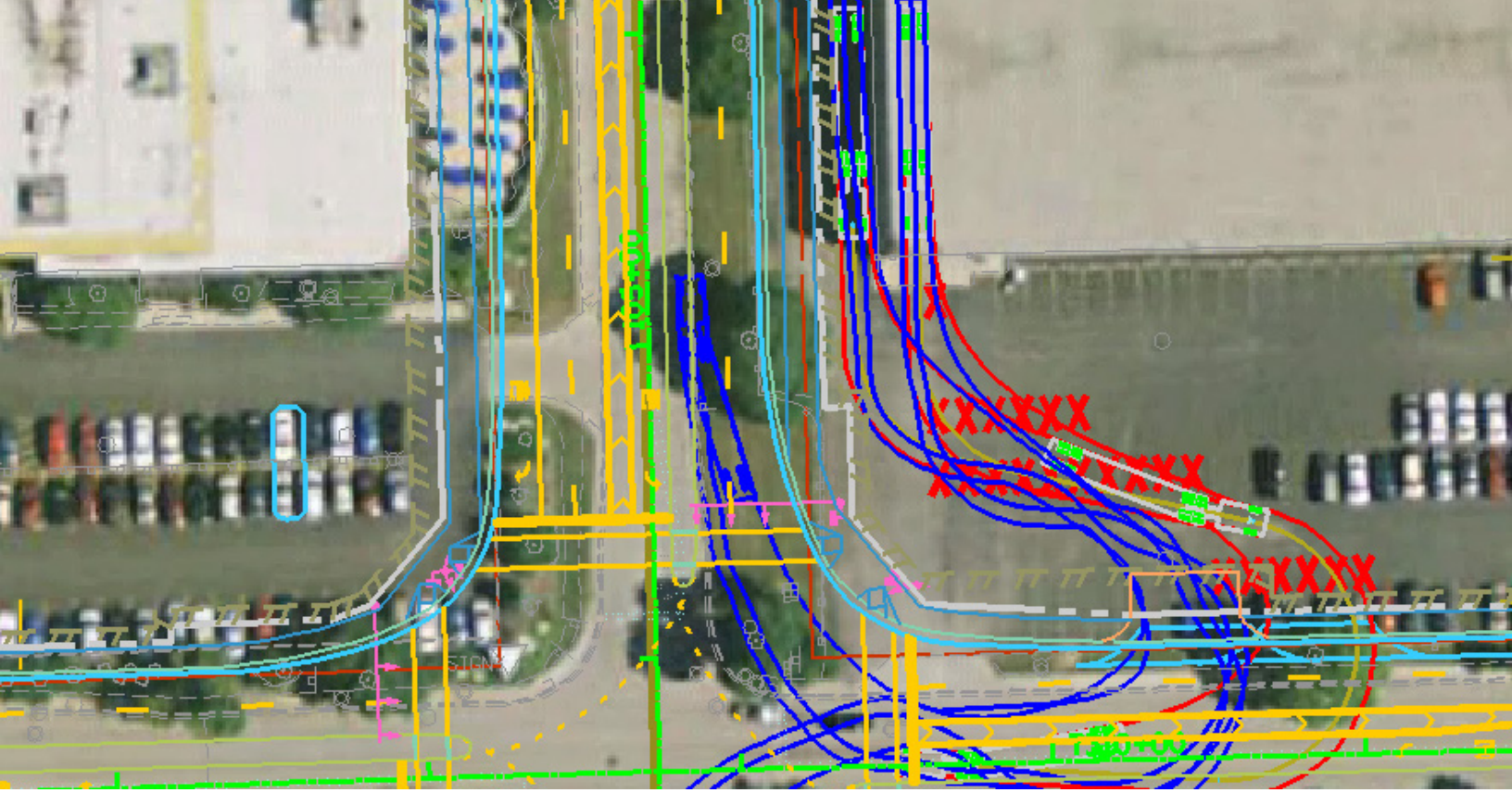
Additional challenges often relate to the scale/scope of most Grant pursuits, which can take significant time to develop, propose, and finally, administer. The administration of awarded Grants is often overlooked in the Grantsmanship process Additionally, another challenge in Grant selection is determining which applications to pursue and how much competition there will be for a given pursuit.

OUR APPROACH / SOLUTION

The team will look to mitigate these challenges by establishing a strong relationship and understanding of need by meeting with Village staff and/or leadership to establish the cost and timeline of various applications. During this process we would will be able to give examples of some Funding programs that aren't worth pursuing due to the odds of winning. Based on our years of experience on over 50 Funding programs, the simplest Grant takes a minimum of 40 hours to complete. We would work with the Village to analyze candidate Grant programs to confirm that they match the criteria (value, odds, former applications) and also communicate with the Grantor staff to see if the Project under consideration passes preliminary/conceptual review before we recommending the Village pursue the effort. This will allow the project team to be as timely and efficient as possible in these pursuits.

EXPERIENCE 03





IDOT CENTRAL AVENUE IMPROVEMENTS

ILLINOIS DEPARTMENT OF TRANSPORTATION | *Chicago, IL*

Dates of Performance

2011 - 2021

Reference

Jose Rios
847.705.4111
jose.rios@illinois.gov

Services

- Civil
- Structural
- Railroad Engineering
- Traffic Analysis
- Hydraulic Analysis
- Pump Station
- Survey
- Environmental

The 8-miles between the Des Plaines River and Pulaski Road has only four crossings of the Belt Railway Company (BRC) and CSX Railroad yards at Archer, Harlem, Cicero, and Pulaski with a 3-mile gap between the Harlem and Cicero Avenue crossings This lack of a north-south connectivity causes heavy traffic congestion along Harlem and Cicero Avenues and hinders mobility and economic growth in the area around Midway Airport. To address this need, the project proposes to connect Central Avenue through the BRC's Clearing rail yard by constructing a depressed underpass and reconstructing Central Avenue from 79th Street to 63rd Street.

The purpose of the project is to improve the north-south connectivity and movement of vehicles, bicycles and pedestrians on the arterial network through Chicago's west and southwest neighborhoods, as well as through the near Southwest suburbs including Burbank, Bedford Park, Bridgeview and Oak Lawn.

The project area is 10 miles southwest of downtown Chicago, just south and west of Midway Airport and includes extensive intermodal operations, light and heavy manufacturing, distribution warehouses, and numerous residential and commercial areas. The project would be well served by regional, national and international transportation links, including I-55 (Stevenson Expressway), I-294 (Tri-State Tollway), Midway Airport, Class 1 freight railroads, and several public transportation connections. The area is bisected by an east-west rail corridor and the Clearing Yard which includes the largest hump classification yard in the United States, dispatching close to 8,500 trains per day.

IDOT CENTRAL AVENUE IMPROVEMENTS

ILLINOIS DEPARTMENT OF TRANSPORTATION | *Chicago, IL*

EXP provided Phase I planning and environmental studies to re-envision previous work on this corridor that dates back many decades. The project was processed as an Environmental Assessment. The project proposes to connect Central Avenue across the BRC yard by constructing a depressed underpass beneath the rail yard from near 70th Place to 66th Street. Six bridges and a tunnel are proposed to support existing and future rail lines and roadways within the BRC yard and 67th Street. The project also proposes to reconstruct Central Avenue to provide two lanes in each direction from 79th Street to 64th Place and one lane in each direction from 64th Place to 63rd Street within the City of Chicago. In addition, the project plans to construct shared use paths to accommodate bicyclists and pedestrians on both sides of Central Avenue from 79th Street to 65th Street. The project will provide the following benefits:

- Improve system linkage and traffic connectivity in the region;
- Increase traffic capacity;
- Reduce traffic congestion and delays, thereby reducing user costs;
- Reduce emergency response times;
- Promote economic development by improving access to I-55, Midway Airport, the CSX intermodal freight rail yard, the Bedford Park industrial area, and other businesses within the area;
- Bring additional freight, rail and distribution-oriented jobs; and
- Improve modal interrelationships amongst vehicles, pedestrians, bicycles, public transportation such as CTA and Pace, rail and air

Phase I services include data collection and analysis including: topographic surveys, traffic counts and projections; traffic modeling and analysis; accident analysis; developing bridge, retaining wall and tunnel type studies; Section 4(f) documentation; drainage studies including a pump station hydraulic report; geometric studies including intersection design studies; Traffic Management Plan; public involvement; historic structure evaluations; Financial Plan; Environmental Assessment, Combined Design Report, and all other work necessary to document the Phase I study.

STAKEHOLDER COORDINATION / PUBLIC INVOLVEMENT

Extensive Data Collection and Public Outreach Program: The Preliminary Engineering Phase of the project involves an extensive data collection and public outreach program in order to collect all related information to assess the existing condition and develop viable alternates that meets todays demands and future challenges. We had numerous partnership meetings with local municipalities and the BRC and CSX to study the existing settings and develop alternates for this challenging project.

EXP assisted the Department in the stakeholder outreach required for this study which included the municipalities of: Alsip, Bedford Park, Bridgeview Burbank, Chicago, Oak Lawn and Stickney Township. Pace and the Chicago Transit Authority (CTA); Active Transportation Alliance and League of Illinois Bicyclists; Bedford Park Clearing Industrial Association, the Belt Railway Company (BRC) and CSX Transportation as well as many area residents and transportation-dependent businesses.

Moreover, many federal, state and local agencies, including the FHWA, FAA, CMAP and Illinois Commerce Commission have been involved with this project. The project is in the 3rd US Congressional District, City of Chicago Ward 13, Illinois Senate District 11 and Illinois House District 22.

EXP assisted the Department in processing this project as a Context Sensitive Solutions (CSS) project.

RELEVANCE TO VILLAGE OF ORLAND PARK TRAFFIC IMPROVEMENT STUDIES

- **Traffic Analysis**
- **Traffic Modeling**
- **Traffic Counts**
- **Crash Analysis**
- **Corridor Study**
- **Congestion Reduction**
- **Implementation Planning**
- **Capacity Improvements**
- **Intersection Studies**
- **Traffic Management**
- **Multimodal Planning**
- **Data Collection**
- **Alternative Analysis**
- **Stakeholder Coordination**



Maryland Department of Transportation, Regional Award for Safety, Small Project Category





SAFE STREETS AND ROADS FOR ALL (SS4A) ACTION PLAN

CITY OF ABERDEEN, TOWN OF BEL AIR AND CITY OF HAVRE DE GRACE | *Maryland*

Dates of Performance

2023 - 2024

Reference

Phyllis G. Grover
410.272.1600 ext. 216
phyllis@aberdeenmd.gov

Services

- Transportation Planning
- Public Outreach
- Traffic Data Analysis
- Concept Design
- Web Based Project Dashboard and Storymap
- Field Reconnaissance
- Existing Conditions Analysis
- Data Analysis

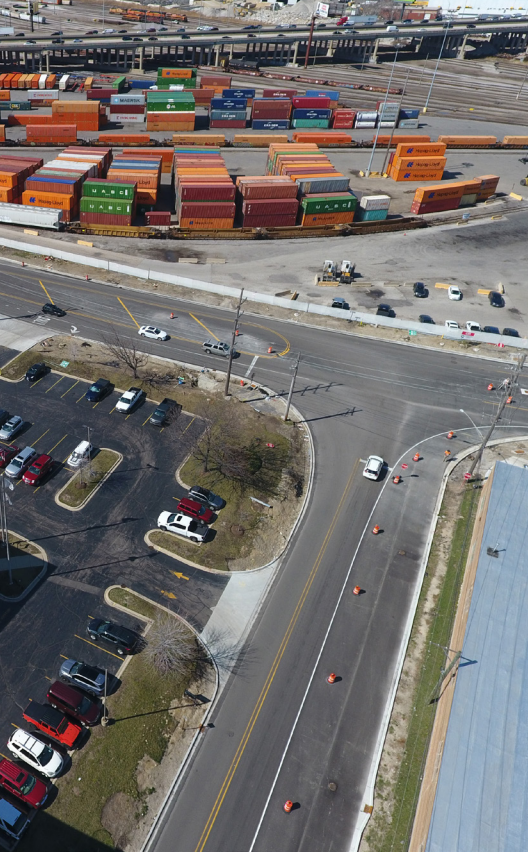
EXP led the development of a comprehensive SS4A Action Plan for three Maryland municipalities, Aberdeen, Bel Air and Havre de Grace, to evaluate safety concerns at 23 high-risk intersections. The study focused on locations with a history of server pedestrian crashes or roadway conditions contributing to documented safety challenges. EXP conducted multimodal safety analyses, reviewed crash histories, preformed traffic and pedestrian data assessments, and identified infrastructure deficiencies.

Working with a multi-agency steering committee, EXP built a collaborative planning framework involving local planning departments, public works, police agencies, Harford County, and Maryland DOT's State Highway Administration. Community engagement played a central role, supported by a StoryMap-based GIS public input tool that captured location-based feedback on safety concerns.

The resulting Action Plan recommended short, mid, and long-term improvements at each intersection, including multimodal design countermeasures, updated policies, and safety-oriented standards aligned with Vision Zero principals. EXP delivered the plan on time and within budget, culminating in presentations to each municipality's elected officials and delivery of both digital and printed report packages.

RELEVANCE TO VILLAGE OF ORLAND PARK TRAFFIC IMPROVEMENT STUDIES

- **Traffic Analysis**
- **Crash Analysis**
- **Corridor Planning**
- **Field Investigations**
- **Stakeholder Coordination**
- **Public Outreach**
- **Data-driven Recommendations**
- **Multimodal Analysis**
- **Signal Improvements**
- **Intersection Improvements**
- **GIS Mapping**
- **Phased Implementation**





FRANKLIN AVENUE IMPROVEMENTS

VILLAGE OF FRANKLIN PARK | *Franklin Park, IL*

Dates of Performance

2018 - 2026

Reference

Thomas McCabe, PE
847899.7240
tmccabe@smithlasalle.com

Services

- Bridge Design
- Bridge Inspection
- Civil
- Environmental + Regulatory Support
- Hydrology
- Pavement Design
- Surveying + Geomatics
- Structural
- Transportation
- Traffic Engineering
- Utility Relocations
- Water Resources

EXP performed comprehensive Phase I planning and Phase II design engineering services to reconstruct and widen 2 miles of Franklin Avenue form Runge to Mannheim Road. The NE roadway will service as an enhanced gateway into downtown once the Tollway's new interchange at I-490 is complete and will also mitigate freight congestion due to the adjacent Bensenville rail yard.

This project included numerous comprehensive multi-discipline planning and design services. Work related to intersection improvements included the modernization of 4 new signalized intersections - Wolf Road, Williams Drive both with Franklin Avenue as well as Belmont Ave./Williams Dr. and Belmont Ave./Mannheim Road. The planned improvements include:

- All new traffic signal equipment and controllers to accommodate the widened roadway and additional turn lanes.
- Traffic signal interconnects.
- ADA Accommodations including the use of Accessible Pedestrian Push Buttons (APS), emergency vehicle pre-emption, video surveillance.
- Work required temporary signals to accommodate staged reconstruction.
- The roadway accommodated a new 8 foot multi-use trail, so each intersection had to account for this enhancement.
- Coordination with the Village and IDOT was required due to the split jurisdiction of the roadways.

RELEVANCE TO VILLAGE OF ORLAND PARK TRAFFIC IMPROVEMENT STUDIES

- **Corridor Analysis & Widening**
- **Capacity & Safety Improvements**
- **Intersection Enhancements**
- **Signalized Intersection Coordination**
- **Access Management Planning**
- **Multimodal Corridor design**
- **Traffic Modeling (VISSIM)**
- **Implementation Ready Solutions**
- **Multi-Agency Coordination**
- **Freight Corridor Operations**
- **Maintenance of Traffic Planning**
- **Funding & Grant Support**

Traffic Signal Coordination and Timing

DuPage County Division of Transportation

CLIENT

DuPage Co Division of Transportation

LOCATIONS

Grand Avenue
Maple Avenue
75th Street
Eola Road
Highland Avenue
Naperville Road
County Farm Road
Lemont Road

PROJECT FEATURES

Traffic Signal Monitoring
Signal Coordination & Timing (SCAT)

SCOPE OF SERVICES

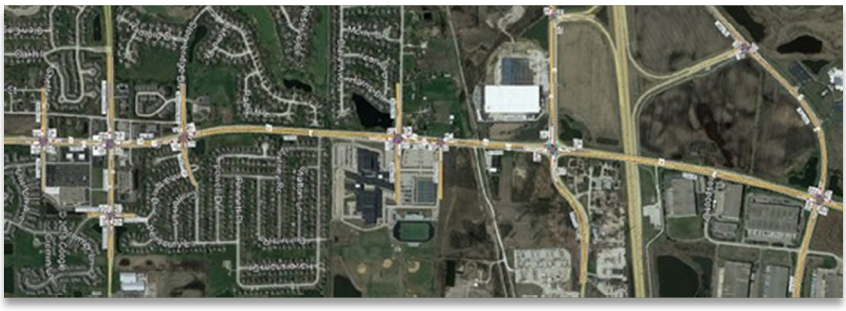
Signal Coordination & Timing (SCAT)

ENGINEERING FEE

$180,000

REFERENCE

William Eidson
County Engineer
DuPage County Division of Transportation
421 N County Farm Rd
Wheaton, IL 60187
630.407.6900
William.eidson@dupageco.org



PROJECT OVERVIEW

GHA currently serves the DuPage County Division of Transportation (DuDOT) on multi-year contracts and has evaluated numerous corridors since 2017. GHA was assigned multiple coordinated corridors of signalized intersections in several cities. Most of these corridors had not been optimized for over a decade and were not handling traffic volumes and patterns efficiently.

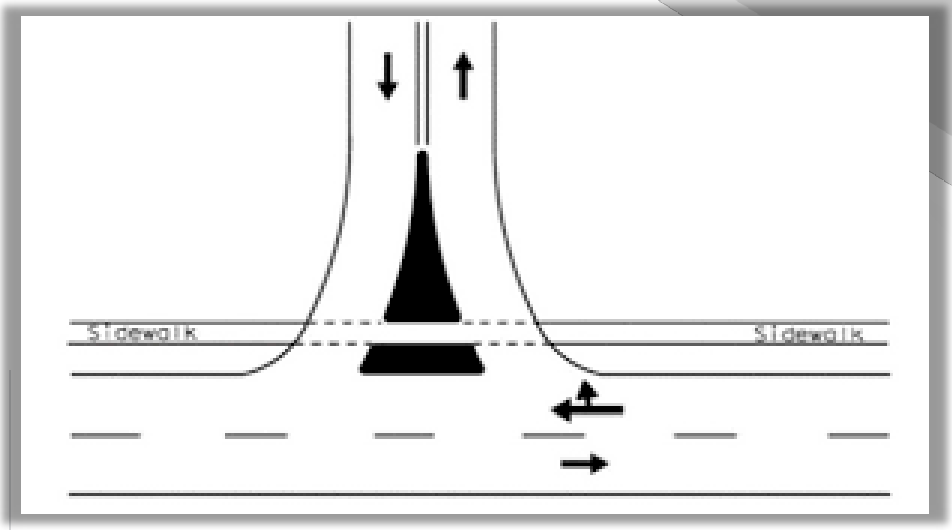
After performing turning movement counts at each intersection, GHA staff created Synchro models for the corridors. Using these models, GHA staff engineered new traffic signal programming to improve traffic flow, efficiency, and safety. GHA staff then implemented these new signal timings in the field and observed how traffic operated. Along with DuDOT staff, GHA adjusted signal timings at the intersections to further improve traffic operations.

The Eola Rd project presented several challenges. Metea Valley High School, located just south of the interchange with I-88, has very large traffic volumes for short periods in the AM and PM. Special school release timing plans were implemented and observed to get school traffic into and out of the parking lots efficiently while minimizing impact to commuter traffic on Eola Rd. Another issue was that increasing capacity on Eola Rd drew in increased traffic from adjacent IL 59. Signal timings for shortcuts from IL 59 to Eola Rd were adjusted to meter cut-through traffic, and disincentivize vehicles from using Eola Rd instead of IL 59.

As a final review of the new timings, GHA staff drove the corridor in all applicable time periods, recording speed and acceleration via GPS tracking. By comparing this data before and after implementation, GHA staff estimated overall improvements to driver delay, average stops, and vehicle emissions. All this information is included in the final report that is submitted to DuDOT.

ACCESS MANAGEMENT STUDIES FOR 13 CORRIDORS

IDOT District 1, Region 1



PROJECT HIGHLIGHT

Completion Date
2010

Consultant Fee
Various

Key Project Staff
John Mick, PE

Client
Illinois Department of Transportation

Client Contact
Illinois Department of Transportation, District 1
Mr. Richard Starr *(Retired)*
SRA Program Director
(847) 223.6984

PROJECT SUMMARY

While with a previous employer Mr. Mick served as Project Director for SRA Subset 3 studying 275+ miles of arterial roadways across the six county Chicagoland area working to confirm their status in 2010, the planning horizon year.

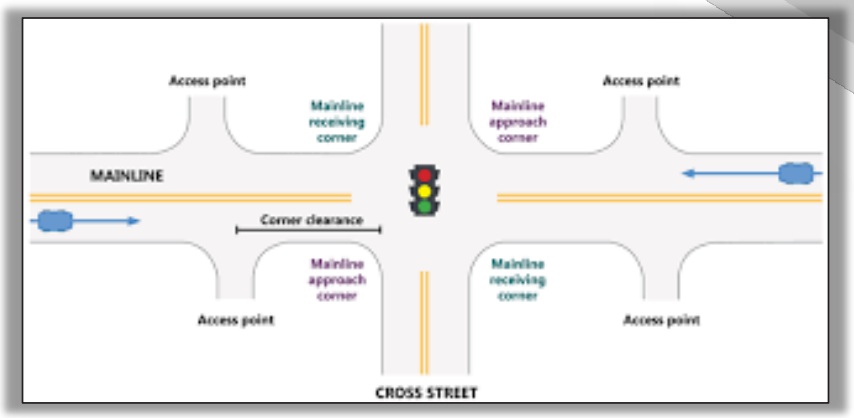
One of many aspects of each of 13 Corridor Studies within Subset 3 were Access Management Studies. He directed, studied existing access, and management of it, along each corridor (some urban, some rural, and some suburban) recognizing it as a critical consideration at the intersection of land use and transportation.

Access Management is the coordinated planning, regulation, and design of access points between roadways and land developments. The SRA Studies included driveway and intersection spacing, access spacing, consideration of turn restrictions, adding raised medians to manage traffic flow, and other tactics to holistically manage access points to optimize traffic flow and safety.

Each corridor had 25 – 75 access points per mile and the team studied each one on each property which included over 13,000 access points. Mr. Mick authored an Access Management Report for each of the 13 corridors, to be used by IDOT and the Local Agencies along each corridor to work on Access Management recommendations into the horizon year.

SRA SUBSET 4, ACCESS MANAGEMENT STUDIES

IDOT District 1, Region 1



PROJECT HIGHLIGHT

Completion Date
2010

Consultant Fee
Various

Key Project Staff
John Mick, PE

Client
Illinois Department of Transportation

Client Contact
Illinois Department of Transportation, District 1
Mr. Richard Starr *(Retired)*
SRA Program Director
(847) 223.6984

PROJECT SUMMARY

While with a previous employer Mr. Mick served as the subconsultant Project Manager on SRA Subset 4 to study 275+ miles of arterial roadways across the six county Chicagoland area working to confirm their status in 2010, the planning horizon year.

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GRANTSMANSHIP SERVICES

Various Locations in Multiple States

> ***"Thank you, team, for all your assistance developing the costs, exhibits, and forms to submit this application in Illinois."***
>
> ***– David Preissig, Director Of Public Works / Village Engineer***



PROJECT HIGHLIGHTS

Completion Date
Ongoing

Consultant Fee
Various

Key Project Staff
Philip Minga, P.E.
Brian Scifers, P.E., PTOE
John Mick, II, P.E., F-NSPE, F-ITE
Michelle Cormier
Scott Williams, PE
Mitchell Quigley
Gabriela Giarratana

PROJECT SUMMARY

SE3 has assisted numerous public agencies with Grantsmanship Services which helped them fund essential infrastructure projects. Our Funding experts understand the intricacies of what it takes to develop budgets and pay for improvements; and the myriad of tasks necessary to evaluate, apply, and successfully win funding that have included: research; analyzing data; meeting with grantors, grantees, and elected officials; developing applications; processing winning monies; and reporting on funds' use.

A few projects and programs our staff have served include:

- Village of Franklin Park, IL was awarded "Invest In Cook" grant, worth $125,000 for study of intersection improvements at Wolf Rd. and Addison Ave.
- Village of Burr Ridge, IL applied for an Illinois Transportation Enhancement Program grant for $278,000 for their Route 66 Bicycle Facility and Safety Improvements Project
- Managed pursuit and use of Funding valued at more than $150M assisting 50+ municipalities using Illinois' DCEO Public Infrastructure Grant Program
- Served as Program Manager for first CREATE Grade Separation completed, the Grand Ave. Underpass, which included pursuit and use of 20 Funding sources
- Evaluated "Safe Streets For All" Projects across Texas, Missouri, and Illinois to confirm which ones required additional Funding for implementation
- Presented Grantsmanship primer classes to teach others at professional organizations and groups of local agency staff

OPERATING HISTORY

04





3 OPERATING HISTORY

BRIEF DESCRIPTION OF THE FIRM + NUMBER OF EMPLOYEES

With a mission to understand, innovate, partner and deliver, EXP provides engineering, architecture, design and consulting services to the world's built and natural environments.

Our heritage dates back to 1906, when the earliest of EXP's predecessor companies started its engineering infrastructure practice. Today, over 4,700 creative EXP professionals across 100+ offices provide the passion and experience needed to deliver successful projects around the world.

EXP's Infrastructure and Design team is at the forefront of the transportation field. Our team is comprised of industry experts with significant experience in transportation projects and improvements of all sizes.

We have a proven track record of success and a reputation for innovation and efficiency based on our work on a wide range of projects, including major interstate, expressway and highway projects; roads and streets; major bridges; railroads; utilities and other projects.

From initial pre-construction activities to project close-out, EXP's staff help clients administer projects to stay on schedule and within budget. EXP's field personnel play a critical role as liaison between the owner, designer, contractor and project stakeholders to help make your vision become a reality.

DESCRIPTION OF SERVICES FIRM PROVIDES

EXP is a multi-discipline, fully integrated engineering and architectural services firm with over 4,700 professionals across more than 100 strategically located offices including our operational headquarters in Chicago. The services our firm offers are significant to summarize it relative to our Transportation and Infrastructure practice, we provide comprehensive planning, design and construction management services for a host of road, bridge, transit and aviation facilities from rural to urbanized locations or various complexities. We are currently pre-qualified in 33 categories through the Illinois Department of Transportation and have the necessary skill sets to perform this traffic signal replacement work requested by this proposal.

FINANCIAL STRENGTH

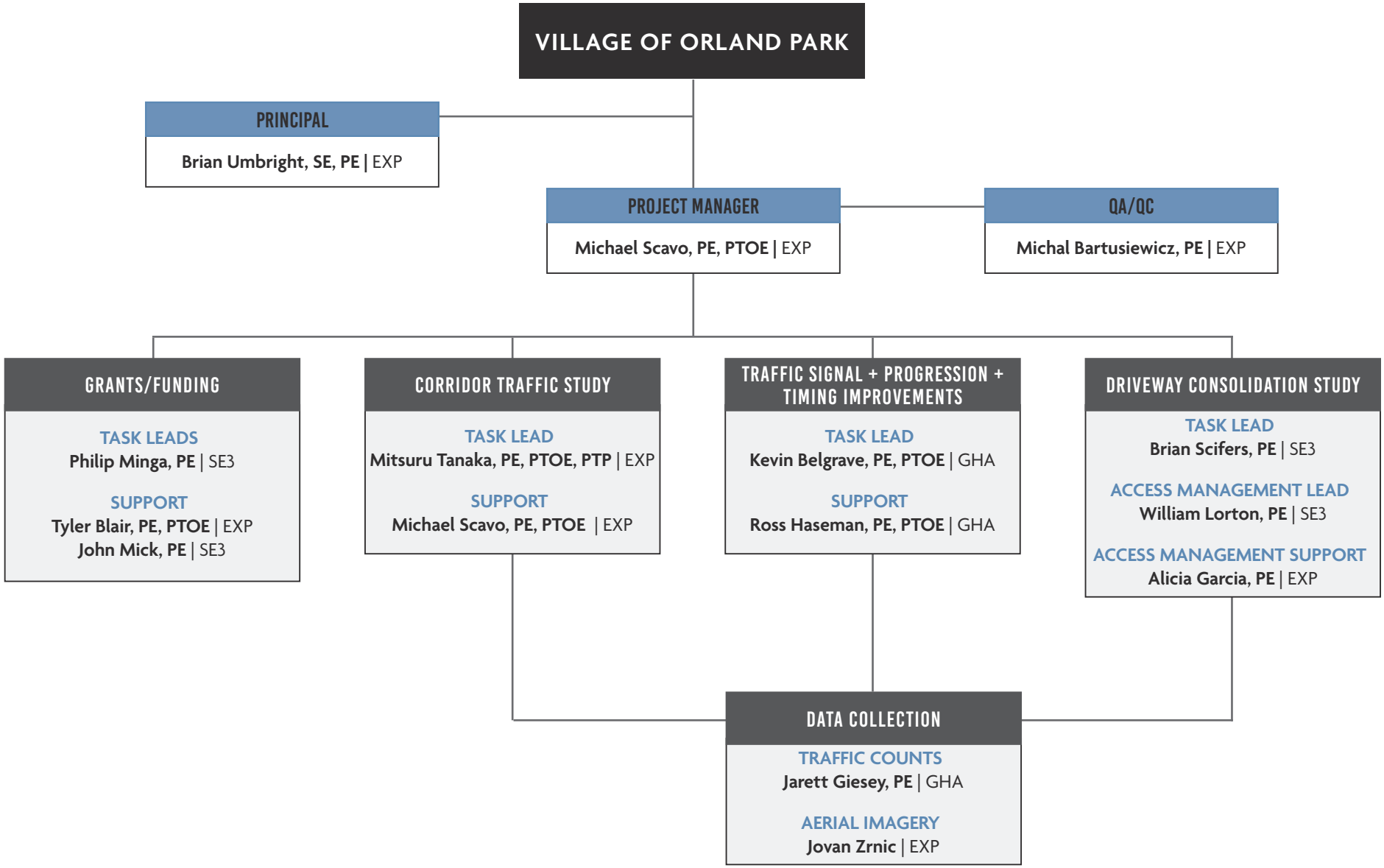
EXP has around 100 offices and over 3,700 professionals throughout North America and over 4,700 employees overall.

EXP is financially stable with $156 million CAD in Shareholder's Equity as of the year ending March 27, 2026.

The current debt to EBITDA ratio as of March 27, 2026 is under 1.0 at 0. The other financial ratios are strong as well with a current ratio of 1.14 and a debt ratio of .77, when considering all liabilities and assets in the calculation. No other conditions (e.g. bankruptcy, pending litigation, planned office closures, impending merger) impede EXP's ability to complete the scope of work for the Village.

QUALIFICATIONS 05





PROJECT TEAM INCLUDES:

- EXP U.S. Services Inc. (EXP)
- Gewalt Hamilton Associates, Inc. (GHA)
- SE3 LLC (SE3)



MICHAEL SCAVO, PE, PTOE

PROJECT MANAGER

Michael has 13 years of experience delivering complex traffic studies and transportation planning projects. He specializes in corridor studies, traffic signal timing and progression, access management, and maintenance of traffic design. As Project Manager, he leads multidisciplinary teams, manages schedules and deliverables, and coordinates closely with agencies including IDOT and Cook County to advance studies from data collection through implementation. Michael has successfully guided large-scale traffic impact studies and corridor improvements, developing data-driven, implementable solutions that enhance mobility, safety, and overall system performance.

13+
years of experience

PROFESSIONAL REGISTRATIONS

- Illinois Professional Engineer: #062070196
- Professional Traffic Operations Engineer

EDUCATION + TRAINING

- BS, Civil Engineering, Michigan State University

PROJECT EXPERIENCE

***Obama Presidential Foundation, Obama Presidential Center, Chicago, IL**

Traffic Impact Study (TIS) for the development of the Obama Presidential Center in Jackson Park on the southside of Chicago. TIS included a 50+ intersection study area, significant traffic diversion, capacity modeling and alternative analysis. Significant public engagement and coordination with numerous authorities having jurisdiction (AHJ) was also a component of the project. Project resulted in closure of 6-lane arterial running through the park, expansive mitigations to improve the perimeter transportation network, and an increase in green space within the park.

***Sterling Bay, Lincoln Yards, Chicago, IL**

Traffic Impact Study associated with a major private redevelopment of a large industrial area approximately 75 acres in size on the north side of Chicago. TIS included a large study area, multiple build year analysis and significant mitigation recommendations. Close coordination with local AHJ in the development of the North Branch Framework Plan.

***City of Toronto, King Street Transit Priority Corridor, Toronto, ON, Canada**

Planning project to implement a transit street access model for a major east-west arterial street in downtown Toronto. Role included developing and modeling changes to traffic operations to better facilitate at-grade streetcar transit operations. Project involved significant data collection, alternative analysis, and public / stakeholder engagement.

***Dermody Properties, Allstate Headquarters Campus Redevelopment, Glenview, IL**

Traffic Impact Study for the redevelopment of a 200+ acre site that was formerly the Allstate Corporate Headquarters. In addition to obtaining municipal approval of the TIS, the project also included coordination with State and County DOTs to communicate impact to planned roadway improvement projects in the area.

***Tribune Real Estate Holdings, 700 &777 W. Chicago Avenue, Chicago, IL**

Project included traffic impact analysis and transportation planning for the redevelopment of a 37-acre industrial site immediately adjacent to the Chicago

central business district. The study included a large study area, trip generation, and capacity analysis in addition to conceptual and preliminary traffic signal design. Significant existing capacity constraints required close coordination with AHJ's and other area stakeholders.

***Penn Entertainment, Aurora Casino Relocation, Aurora, IL**

Traffic Impact Study for the relocation of an existing in Aurora, Illinois. Project included development and approval of the project TIS as well as significant coordination with a parallel public roadway improvement project, other large area businesses, and nearby tollway.

***City of Asheville, I-26 Connector Due Diligence, Asheville, NC**

Project involved the review and development of recommendations to address issues raised by the City of Asheville with respect to the planned I-26 Connector project. City focus was on improving the multimodal components and commercial attractiveness of the surrounding area while minimizing the size and visual impact of the proposed NCDOT interchange. Role included technical review of previous capacity analysis and proposed interchange plan as well as serving as a technical liaison for the City to NCDOT.

DuPage County DOT, Various Preliminary & Design Services On-Call, DuPage County, IL

EXP is performing preliminary and design engineering services for various sidewalk, roadway and multi-use trail projects throughout the County on an on-call and as needed basis through work orders. Assignments include permitting assistance, review of other work, updates to standards and manuals and staff training. EXP acts as an extension of DOT staff.\

- WO 2 75th Street Frontage Roads (Westview Lane to Janes Avenue)
- WO 3 WB Hobson Road at I-355 Guardrail Analysis

Cook County Department of Transportation and Highways, East Lake Avenue over Middle Fork, Village of Glenview/ Wilmette, IL

Project Engineer. East Lake Avenue is an east-west minor arterial that is a vital link in the Cook County transportation network. East Lake Avenue provides access to and from I-94. The bridge over Middle Fork of North Branch of the Chicago River (SN# 016-0544) was built in 1935 and was reconstructed in 1981. Most recently the bridge underwent emergency shoring in 2018. Phase I and II engineering services are required for all work associated with the preparation of a Project Development Report for the proposed roadway improvements.

**Work performed at previous firm.*



BRIAN UMBRIGHT, SE, PE

PRINCIPAL IN CHARGE

30+
years of experience

PROFESSIONAL REGISTRATIONS

- Illinois Professional Engineer: #062051701
- Illinois Structural Engineer: #081005584
- IDOT Certified Bridge Inspection Team Leader
- IDOT Certified Bridge Inspection Team Leader-Element
- e-RAILSAFE Certification

EDUCATION + TRAINING

- MS, Civil Engineering, University of Illinois
- BS, Civil Engineering, University of Illinois
- NHI-130056 Safety Inspection of In-Service Bridges for Professional Engineers
- NHI-130053, Bridge Inspection Refresher Training
- NHI-130078, Fracture Critical Inspection Techniques for Steel Bridges
- IDOT Context Sensitive Solutions (CSS) Awareness Class
- Steel Bride Design Using AASHTO LRFD Bridge Design Specifications

Brian has celebrated 30 years in the engineering industry planning, designing and managing infrastructure construction projects that focus on the highway and bridge segments of the infrastructure marketplace. During that time he has developed a reputation as an industry leader and advocate, but more importantly a manager who can lead diverse teams to deliver innovative, high quality design documents. He has managed several award winning projects and participated in several projects delivered through an alternative project delivery format. Brian understands that successful projects are partnerships between the client, various stakeholders and the engineering team – delivering value and practical solutions.

PROJECT EXPERIENCE

IDOT, Kedzie Ave over CSXT Railroad and Wireton Road Phase I, IL

Project Principal. EXP provided Phase I services for Kedzie Ave over CSXT Railroad and Wireton Rd. Work included preparing complete bridge inspections and reports, data collection, preparation of base maps and mosaics, ground survey, crash analysis, traffic studies, traffic maintenance analysis, drainage studies, and cost estimates. EXP will obtain Design Approval and identify all environmental, utility, right-of-way and permitting challenges for resolution in Phase II. Up to 4 additional bridge projects may be included in this Phase I bundled assignment.

IDOT, I-74 over Spoon River and Knox Road, Peoria, IL

Project Principal. EXP was selected by IDOT District 4 to complete Phase I & II services for the rehabilitation of I-74 bridges over Spoon River and Knox Road/ TR 238A (SNs.048-0051 & 0052). Phase I engineering services included topographic and hydraulic survey, hydraulic study, inspection of bridges, preparation of bridge condition report (BCR), development of Type, Size and Location (TS&L) Plans, crash analysis, preliminary cost estimates, traffic management analysis (TMA), preliminary staging plans, geotechnical investigation and all other work required to produce a Project Report.Phase II engineering services included the preparation of contract plans and documents including final bridge plans, roadway plans, specifications, special provisions, cost estimates, pay items and quantities. Work also included Traffic Management Plan (TMP), maintenance of traffic/staging plans, cross sections, special details, shop drawing reviews, estimate of time, supplemental survey information, and all other work required to complete construction plans.

Illinois Tollway, Tri-State Tollway (I-294) Master Plan + Advanced Engineering from 95th Street to Cermak Road, Cook/DuPage County, IL

Project Manager. As part of a team with TranSystems, EXP performed Master Planning and Advanced Engineering

Studies required to develop a recommended improvement alternative for 12 miles of the most heavily traveled

corridor within the Illinois Tollway's system. The corridor contains 37 bridges, over 60,000 feet of retaining wall/noise wall, 15 major waterway crossings, seven (7)

BRIAN UMBRIGHT, SE, PE – *continued*

PRINCIPAL IN CHARGE

- National Highway Institute, LRFD for Highway Bridge Substructure
- IDOT, Design of Highway Bridges for Seismic Loads
- IDOT, Special Waste, Construction Projects + Special Provisions

AFFILIATIONS + MEMBERSHIPS

- Structural Engineers Associate of Illinois (SEAOI), Board Member
- American Concrete Institute (ACI)
- American Society of Civil Engineers (ASCE)
- American Council of Engineering Companies of Illinois (ACEC-IL), Member
- Illinois Road and Transportation Builder's Association (IRTBA)
- American Road & Transportation Builder's Association (ARTBA)
- The Transportation & Highway Engineering (T.H.E.) Conference
- Will County Center for Economic Development, Member
- Hispanic American Construction Industry Association
- Women's Transportation Seminar (WTS)
- Union League Club
- UIUC TRANS-IPIC at University Transportation Center

interchanges, four toll plazas and one oasis. This 50-year-old facility needs to be reconstructed and the challenge is to develop alternatives that enhance mobility while keeping within the corridor budget. In addition to managing EXP's team, Brian participated in development of recommendations for optimum structure options for structures throughout the corridor section. He worked with the structural team in preparation of TS&L plans for recommended structure options. He participated in structural QA/QC reviews. Brian and the EXP team took part in intensive Value Management Studies. Teams reviewed existing conditions and alternative solutions and costs and developed potential value engineering alternatives. A list of potential cost saving ideas was recommended for final design.

IL 43 (Harlem Avenue) from 46th Street to South of 53rd Street, Chicago, IL

Project Principal. Phase I study along IL 43 (Harlem Avenue) between 46th Street to Archer Avenue in Cook County. The project included structures over I-55, the Stevenson Expressway. The project study limits were along the southwest edge of the City of Chicago and are also within the Villages of Summit, Forest View, and Lyons. The scope of work for this Federal Categorical Exclusion includes: investigate and determine bridge deficiencies, and recommend proposed improvements to bridges that carry Harlem Avenue over the CN Railroad, I-55 and Sanitary and Ship Canal (5 bridges in total); determine recommended geometric, drainage and lighting improvements along the corridor; and study the potential for a future new interchange configuration at I-55/Harlem Ave.

Cook County Department of Transportation and Highways, Sanders Road Reconstruction, Glenview and Prospect Heights, IL

Project Principal. The project includes pavement design, drainage design, traffic signal modernization, construction staging, Plat of Highways, and other typical roadway project elements. Roadway design and the preparation of construction documents will follow State of Illinois and Cook County guidelines. Sanders Road Reconstruction is a complex project scheduled to be designed in a limited time frame by mid-2024. Coordination with private and public utilities, local/state/county organizations, and subconsultants will be necessary to carry the project through to completion. Design of construction staging will require at least one lane open in each direction at all times and mmaintenance of access to driveways.

IDOT, I-57 Corridor & IL 17 Interchange Reconstruction, Kankakee, IL

This project involves reconstruction of the existing substandard Parclo interchange along I-57 at IL 17 in Kankakee and replacing it with a Single Point Urban Interchange (SPUI) to meet the mobility and safety needs of the community. Principal in Charge.

**Work performed at previous firm.*



MICHAL BARTUSIEWICZ, PE

QA/QC

15+
years of experience

Mike brings more than 15 years of broad-based design and project management experience in the planning, design and construction of infrastructure projects of all sizes and complexities. While Mike's work has primarily focused on projects across the Midwest, his experience has taken him across the country. Mike is well versed in delivering projects for multiple market sectors including roads and streets, highways, bridges, trails, aviation, transit, utilities - including water and wastewater - and site civil improvements. Mike brings a diverse set of engineering and technical skills including roadway geometrics and roadside safety design, traffic modeling and analysis including maintenance of traffic and traffic signal design utility design and coordination, construction cost estimating and facilities design. His background in managing construction engineering and inspection works serves to enhance his planning and design expertise.

PROFESSIONAL REGISTRATIONS

- Illinois Professional Engineer: #062066222
- IDOT Document of Contract Quantities #24-21978

EDUCATION + TRAINING

- BS, Civil Engineering, Iowa State University

AFFILIATIONS + MEMBERSHIPS

- American Society of Civil Engineers (ASCE), Member
- American Society of Civil Engineers Transportation & Development Institute, Member
- American Council of Engineering Companies - Illinois, Member

PROJECT EXPERIENCE

***IDOT, US Route 45 (LaGrange Road) Reconstruction and Widening, Orland Park and Adjacent Communities, Cook County, IL**

Highway Engineer. This project included design and development of multiple construction contract documents to stage construct LaGrange Road while maintaining safe travel conditions for road users. The project scope included reconstruction, widening, intersection improvements, pedestrian safety improvements and bicycle accommodations, decorative enhancements, and landscaping. Mike primary responsibilities included geometric design, grading, utility coordination, erosion control, landscaping, plans, specifications, quantities, cost estimates, interdisciplinary plan production and coordination, training, and quality control review.

***Cook County Department of Transportation and Highways, Preliminary and Design Engineering Services for Various-Various Pavement Rehabilitation Projects, Chicago, IL**

Project Manager. The project included Phase II engineering services for the rehabilitation of 17 roadways (a total of 25.4 miles) as part of the Pavement Rehabilitation Program 2024. Proposed scope included milling and resurfacing of HMA roadways, concrete patching and diamond grinding, curb and gutter removal and replacement, construction of sidewalk ramps that are adjacent to proposed roadway work as necessary to bring them into compliance with ADA/ PROWAG requirements, construction of new sidewalk connections in spot locations, new concrete bump outs at various intersections, roadway culvert repairs, drainage structure adjustments and/or cleaning, guardrail analysis and replacement as needed, pavement marking updates, replacement and modernization of traffic signals, traffic signal loop detector replacements, and replacing existing gravel shoulders with asphalt where feasible. As Project Manager, Michal was responsible for the management of milling and resurfacing, concrete patching, curb and gutter removal/ replacement, construction of ADA ramps, concrete bump outs, guardrail analysis and replacement, pavement markings, replacement of gravel shoulders, specifications, quantities, cost estimates, and other miscellaneous improvements.

MICHAL BARTUSIEWICZ, PE – *continued*

QA/QC

***IDOT, Resurfacing and ADA Improvements: US Route 6, Design Various/ Various, LaSalle and Peru, IL**

Project Manager and Traffic Signal Designer. The project consisted of Phase II Design services for the resurfacing and ADA Improvements along US Route 6 in LaSalle and Peru, IL. The scope of work spanned a 4.5-mile stretch of US 6, including resurfacing, associated ADA improvements, and traffic signal upgrades at four intersections. As a Project Manager, Mike oversaw design tasks and performed various project management activities, including scoping and budgeting, traffic signal design, and overall quality control.

***IDOT, SMART Overlay and ADA Improvements: IL Route 17, Design Various/ Various, Kankakee, IL**

Project Manager. This project consisted of Phase II Design services for the SMART Overlay and ADA Improvements along Illinois Route 17 (IL-17) in Kankakee, IL. The scope of work spanned a 1.7-mile stretch of IL-17 and included resurfacing, associated ADA improvements, and traffic signal upgrades at four intersections. As a Project Manager, Mike oversaw design tasks and performed various project management activities, including scoping and budgeting, along with traffic signal design and overall quality control.

IDOT, I-57 over IL 17 Interchange Reconstruction, Kankakee, IL

EXP is serving as the prime consultant for the preparation of Phase II contract plans and specifications for the reconstruction of 1.6 miles of I-57 including reconstruction of the existing partial cloverleaf (Parclo) interchange with Illinois Route 17 (IL 17) to a Single Point Urban Interchange (SPUI). The project includes reconstruction of ¾ mile of IL 17, reconstruction of the North and South Frontage Roads along IL 17, new bridges for I-57 over IL 17 and for the KB&S Railroad over I-57, retaining walls, and noise walls.

Will County, Weber Road (CH88) from Airport Road to 135th Street, Will County, IL

Project Manager. Phase II design engineering services to reconstruct and widen Weber Road from Airport Road to 135th Street. EXP and its subconsultants is providing all final design engineering services necessary to develop plans, specifications and estimates (PS&E) documents including Due to the time lag and delays in Phase I approvals, EXP is assisting the County with modifications to the Phase I documents to obtain Design Approval from IDOT as a Categorical Exclusion.

**Work performed at previous firm.*



MITSURU TANAKA, PE, PTOE, PTP

CORRIDOR TRAFFIC STUDIES TASK LEAD

25+
years of experience

PROFESSIONAL REGISTRATIONS

- Illinois Professional Engineer: #062073065
- Professional Traffic Operations Engineer
- Professional Transportation Planner

EDUCATION + TRAINING

- MS, Civil Engineering, University of Delaware
- BS, Civil Engineering, Hokkaido University

AFFILIATIONS + MEMBERSHIPS

- Institute of Transportation Engineers, Member
- American Society of Highway Engineers, Member
- Transportation Research Board, member

Mitsuru has over 25 years of experience in transportation planning and traffic engineering projects for various state transportation agencies including Caltrans, SBCTA, DDOT, VDOT, MdSHA, MdTA, MTA, DelDOT, PennDOT, NJDOT, GDOT, and FHWA. His areas of expertise include travel demand forecasting, capacity/level of service analysis, traffic safety analysis, traffic impact analysis, traffic signal design, ITS design, signing and pavement marking design, roadway lighting design, and developing Transportation Management Plan (TMP), Maintenance of Traffic (MOT) plans and detour plans. He has been deeply familiar with Highway Capacity Manual (HCM), Manual on Uniform Traffic Control Devices (MUTCD), Highway Safety Manual (HSM), the AASHTO Greenbook, ITE Traffic Engineering Handbook, ITE Trip Generation Manual, ANSI/IESNA RP-8-00, and local and state guidelines for traffic engineering designs and studies.

PROJECT EXPERIENCE

City of Chino, SR71 and Pine Avenue Interchange, Chino, CA

Senior Traffic Engineer. Mitsuru is responsible for designing electrical plans and signing/striping plans at a freeway interchange. The project included widening the existing off-ramps and traffic signal and electrical system designs at the interchange. The electrical plans included the modification designs of the existing ramp metering system and highway lighting system as well as the existing and installing new traffic signal systems at the interchange. A traffic study including the signal warrant analysis was conducted in advance of developing the electrical plans for justifying the new signal, determining the optimized signal phase and timing, and analyzing the existing and future traffic operations at the interchange using Synchro. Mitsuru developed VISSIM traffic simulation models for several scenarios including adjacent two interchanges along SR71 for assessing the traffic impacts to the surrounding area in order to support the Synchro results and mode detailed traffic analysis.

Walker County, Happy Valley Road Traffic Study (Walker County Traffic Engineering IDIQ), Rossville, GA

Lead Traffic Engineer. Mitsuru is a lead traffic engineer responsible for the traffic study of investigating feasible alternatives of transportation facility improvements in this project. The study area is over a 2.5-mile stretch including 29 intersections located at northern end of Walker County that has a state border line with Tennessee within half a mile. There are 4 public schools, 1 high school, 1 middle school and 2 elementary schools, and several developments are currently planned to be built along Happy Valley Road within a few years in the study area. The County plans to install new sidewalks along Happy Valley Road for the school students, at the same time requested to investigate if any other highway and intersection improvements are necessary to accommodate the traffic from/to the planned developments. The future traffic volumes were projected based on the information of the planned developments, background growth, and existing traffic patterns in the area. Synchro/SimTraffic software was utilized for the level of service (LOS) analysis. More than several intersection control alternatives were

examined for finding the best traffic operation in the region. As the conclusion, three roundabouts and additional turn lanes at more than several intersections were recommended. The analysis results and recommendations were presented to the local residents and the County staff.

***MDOT MTA, Purple Line Project Design-Build, Montgomery and Prince George's Counties, MD**

ITS / Traffic Discipline Lead. Responsible for managing the ITS/Traffic team with approximately four million-dollar budget and 30+ traffic study and design staff. The main tasks for the ITS/Traffic team included developing Traffic Operations & Engineering Reports, ITS Design, Traffic Signal Design, Signing and Striping Design, and Street Lighting Design for the Light Rail Transit (LRT) corridor project. The project was the Design-Build P3 project for MTA and its project corridor was laid over 18-mile stretch from Bethesda in Montgomery County to New Carrollton in Prince George's County in Maryland. The corridor included over 65 proposed signals with semi-exclusive and mixed-traffic LRT tracks. The project also included relocation of 4-mile stretch of the existing Capital Crescent Trail with geometry, signing, pavement marking, and lighting designs for the trail. The entire LRT project team conducted ridership analysis and estimated income and operation costs for the sustainable future LRT operations

***MDOT SHA, Route 13 and MD Route 362 Pedestrian Crossing Study, Princess Anne, MD**

Project Manager responsible for studying pedestrian crossing patterns and developing crosswalk alternatives at the intersection of US13 and MD362. MDOT SHA District 1 requested to investigate the current pedestrian activities at and around the intersection and find the best crosswalk alternative in order for securing the pedestrian safety to cross the US13 high speed corridor. Pedestrian activities were observed and analyzed for 13 hours including the morning and evening vehicular peak hours. Several alternatives with pedestrian safety improvements were developed with the construction costs.

***MDOT SHA, US13 Business and Naylor Street Intersection Study, Salisbury, MD**

Project Manager responsible for safety and traffic efficiency improvement at the intersection of US13 Business and Naylor Street. The study was for MDOT SHA District 1 and it included observing traffic counts, signal operations, traffic control device conditions, street lighting conditions, sidewalks and ADA compliance devices at and around the intersection. Crash analysis was also conducted for assessing the intersection safety with the traffic accident data for the past three years at the intersection. Crosswalks replacement, signal interval change, pedestrian signal head installation, audible ADA compliance push button installation, ADA ramp installation, sidewalk repairs, and installing additional warning signs were recommended at the end of the report with the estimated construction cost for each improvement.

**Work performed at previous firm.*



TYLER BLAIR, PE, PTP, PTOE

GRANTS / FUNDING SUPPORT

Tyler has extensive experience in transportation planning and traffic assessment, but also carries a considerable understanding of roadway design, grant administration, and procurement processes through a blend of public and private experience. Serving as the Senior Transportation Engineer for Nassau County, he oversaw Capital Improvement Projects, prepared RFQ and ITB packages for advertisement, coordinated with FDOT for grant funding and permitting, and is keen on the steps involved in bringing projects from the Planning stage to Construction. In his time on the consulting side, he specialized in developing comprehensive traffic studies focusing on operational and safety analyses. Additional oversights included short- and long-range travel demand forecasting, concurrency management, technical and code compliance review, traffic study review, turn lane analysis, signal warrant and timing analysis, model simulation, maintenance of traffic, Client negotiations, and identification of opportunities for innovative design alternatives.

13+
years of experience

PROFESSIONAL REGISTRATIONS

- Professional Engineer: FL, TX, OH, CT, TN
- Professional Traffic Operations Engineer
- Professional Traffic Planner

EDUCATION + TRAINING

- ME, Civil Engineering, University of Florida
- BS, Civil Engineering, University of Florida
- Advanced Maintenance of Traffic

AFFILIATIONS + MEMBERSHIPS

- American Society of Civil Engineers
- First Coast Institute of Transportation Engineers, Past President
- Professional Liaison, University of Florida ITE

PROJECT EXPERIENCE

***Nassau County BOCC, Safe Routes to School, Felmor Road, Yulee, FL**

Project Manager. Engaged the 5 E's, hosted public workshop, conducted parent surveys, prepared conceptual design and cost estimation to provide a shared-use path for Yulee Elementary School. Students were walking in the ditch or on the road to get to class. Prepared Comprehensive Grant Application for funding of the 1.9-mile project, connecting the existing sidewalk on SR-200 to Pages Dairy Road.

***Nassau County BOCC, Legislative Appropriation, Yulee, FL**

Responsible for preparing legislative appropriation requests for $45M in County transportation projects for FY 21-22. Crafted language provided to the State of Florida House of Representatives and Senate to earmark funds for key projects to support surging growth in Nassau County.

Nassau County BOCC, SR-200/A1A Corridor Master Plan, Yulee, FL

Provided Transportation Planning expertise in working with Planning Department to produce a Master Plan that promotes multimodal facilities, interconnectivity, mixed-use development, and congestion management BMPs. He presented, listened, and responded to residents at the public workshops helping guide the vision of the Master Plan.

***Nassau County BOCC, William Burgess Blvd. Extension, Hilliard, FL**

Prepared Transportation Regional Incentive Program (TRIP) application to request funding toward $15M new road connecting US-17 to Miner Road. The segment includes two lanes, on-street parking, and a 10'-wide multi-use trail.

TYLER BLAIR, PE, PTP, PTOE – *continued*

GRANTS / FUNDING SUPPORT

FDOT D2, Felmor Road, Safe Routes to School Program, Fernandina Beach, FL

Prepared comprehensive application for Safe Routes to School funding through FDOT for a shared-use path on Felmor Road, facilitating safe pedestrian and cyclist accessibility for children to Yulee Elementary School. Project included public meetings, resident surveys, conceptual project design and cost estimate preparation.

Nassau County BOCC, Pages Dairy Road Extension, Yulee, FL

Prepared Small County Outreach Program (SCOP) grant application for the extension of Pages Dairy Road, a major thoroughfare paralleling SR-200. The project was intended to provide an alternate route to SR-200 by extending the existing terminus of Pages Dairy Road further east, tying into Blackrock Road.

***Nassau County BOCC, Amelia Island Parkway Trail, Fernandina Beach, FL**

Project Manager. AIP Trail is a 3.2-mile shared use path high-profile project on Amelia Island, with federal funding through $3.1M in LAP Agreements. As Project Manager, coordinated with FDOT, Design Engineer, and Residents to track project for schedule and budget, set and host public meetings, and review plans to ensure consistency and delivery of a quality construction project. As PM, was also responsible for finalizing ITB Package and routing through FDOT and County for Authorizations to Advertise.

***Nassau County BOCC, Crawford Road Paving, Callahan, FL**

SCOP Grant was obtained and used to fund $4.5M. Oversaw Construction of the dirt-to-asphalt paving project from beginning to end. Actively engaged in bi-weekly meetings and site visits, provided support for CEI and Contractor for any RFIs, Change Orders, and any items that required additional coordination.

***Nassau County BOCC, CR-108 Resurfacing, Nassau County, FL**

Project Manager. Project included 9.5 miles of resurfacing and roadway improvements. As a federally funded Local Agency Program (LAP) contract, project required extensive coordination between FDOT, Nassau County, Consultants, and Contractors. As Project Manager, assembled both ITB Package for Construction and RFQ for CEI Professional Services consistent with Federal Requirements and County Legal, Procurement, and Engineering Policies.

FDOT D2, SR-200 Widening, Yulee, FL

Performed daily site visits to observe and inspect the construction of SR-200 for satisfactory completion. Monitored placement of utilities and drainage systems, paving and compaction, density acquisition, maintenance of traffic controls, signal replacement, striping, and fill displacement.

**Work performed at previous firm.*



JOVAN ZRNIC

AERIAL IMAGERY

Jovan Zrnic has over 20 years of surveying and mapping experience. His project experience includes completion of boundary, design and construction surveys. He has worked on project control, river cross sections, topographic and utility surveys, as well as design surveys for railroad tracks, bridges, roadways, and buildings. He is well-versed in the utilization of state-of- the-art electronic survey equipment consisting of Electronic Total Stations in conjunction with Electronic Data Collectors,GPS system and Laser scanners (static LiDAR). He is also experienced in AutoCAD, Land Desk Development, Civil3D, MicroStation and LiDAR processing and modeling software.

20+
years of experience

EDUCATION + TRAINING

- Technical Academy, Knin, Croatia
- C-10 LIDAR Certified by Leica

PROJECT EXPERIENCE

ISTHA, EOWA I-490 Roadway and Bridge Widening and Reconstruction Tri-State Tollway (I-294) South of Grand Ave to Wolf Road, Cook and DuPage County, IL

EXP is performing Phase III CM services for ISTHA on the EOWA at the new interchange with I-294. EXP's responsibilities include on site inspection, record preparation, documentation maintenance, pay estimates and change orders, checking layout and QA materials. The improvements being constructed include: 1. staged reconstruction and widening of I-294 from 4 to 5 through lanes in each direction; 2. staged removal, reconstruction and widening of 4 bridges; and 3. construction of new interchange ramp bridges S1 and S2. Construction of retaining walls, relocation of a water main, extensive earthwork and temporary and new roadway lighting are included.

Village of Franklin Park, Franklin Avenue over Silver Creek Culvert Inspection, Franklin Park, IL

In preparation for planned Tollway improvements along I-490 at Franklin Avenue, EXP is providing preliminary and final design engineering services for the reconstruction and widening of Franklin Avenue. In the existing condition, a large capacity ditch runs along the westbound lanes of Franklin Ave. This large capacity ditch line takes runoff from Franklin Ave and a portion of the CPRR yard north of Franklin, and it bypasses a large amount of off-site flow from west of the site to Silver Creek.

Lake County Division of Transportation, Peterson Road, Round Lake Park, IL

Land Surveyor. EXP provided Phase I engineering and environmental services, along with Phase II final design engineering services for the realignment of Peterson Road at IL Route 60. The project also included increasing the capacity of the roadway from two to four lanes to obtain Lake County "freeway" status, redesign of the stoplight controlled intersection of Peterson Road and IL Route 60, geometric improvements along IL Route 60, and coordination with IDOT.



ALICIA GARCIA, PE

ACCESS MANAGEMENT SUPPORT

Alicia Garcia brings a diverse background and more than 20 years of experience in planning and design for transportation projects. She has participated in Phase I planning and Phase II design for new bridges and roadways, as well as rehabilitations and expansions. She has extensive geometric experience and a deep understanding of plan, specification and estimate development. Alicia brings additional experience in survey, preparation of Phase I NEPA documents, as well as preparation of specifications for sewer projects.

20+
years of experience

PROFESSIONAL REGISTRATIONS

- Illinois Professional Engineer: #062059121

EDUCATION + TRAINING

- BS, Civil Engineering, University of Illinois

AFFILIATIONS + MEMBERSHIPS

- HACIA, Professional Service Committee Member

PROJECT EXPERIENCE

IDOT, Illinois 173, Antioch, IL

Civil Engineer responsible for developing several alternatives for the roadway geometry, profiles, cross-sections and tabulating the impacts to ROW and the environment. Alicia led all geometric design efforts for this planning study. EXP prepared a Phase I study along a 9.5 mile corridor of IL Route 173 in Lake County from IL Route 59 to US Route 41 in order to develop a roadway design that will enhance safety, relieve congestion, and improve mobility and operations while accommodating future economic development through the area.

CDOT, Grand Avenue Bridge over the North Branch of the Chicago River, Inspection & Reconstruction, Chicago, IL

Civil Engineer responsible for preparing the Project Development Report. This project involves a Phase I Study and Phase II Design Engineering for the rehabilitation of the Grand Avenue Bridge, which is a double leaf, trunnion type bascule bridge originally constructed in 1913. The bridge provides vehicular, pedestrian and bicycle access to commercial and residential properties located on either side of the river..

IDOT, IL 43 (Harlem Avenue) Phase I Study from 46th Street to Archer Avenue, Cook County, IL

Civil Engineer for this Phase I study along IL 43 (Harlem Avenue) between 46th Street to Archer Avenue. The scope of work will: investigate and determine bridge deficiencies, and recommend proposed improvements to bridges that carry Harlem Avenue over the CN Railroad, I-55 and Sanitary and Ship Canal (5 bridges in total); determine recommended geometric, drainage and lighting improvements along the corridor; and study the potential for a future new interchange configuration at I-55/Harlem Ave.

Cook County Department of Transportation and Highways, Sanders Road Reconstruction, Glenview, IL

Project Engineer. Sanders Road is designated as a minor arterial road under the jurisdiction of the Cook County Department of Transportation and Highways, except from Evergreen Lane to south of Techny Road, which is under the jurisdiction of the Illinois State Toll Highway Authority. The project includes pavement design, drainage design, traffic signal modernization, construction staging, Plat of Highways, and other typical roadway project elements. Roadway

design and the preparation of construction documents will follow State of Illinois and Cook County guidelines.

Will County, Bell Road, Will County, IL

Project Engineer for the system modernization of about 0.7 miles of Bell Road from 151st Street to Martindale Lane including improvements to both intersections. The project will increase capacity, improve safety and enhance mobility. EXP will provide focused efforts on utility coordination and land acquisition to expedite project delivery so this segment can be coordinated with adjacent improvements.

Village of Franklin Park, Franklin Avenue Improvements, Franklin Park, IL

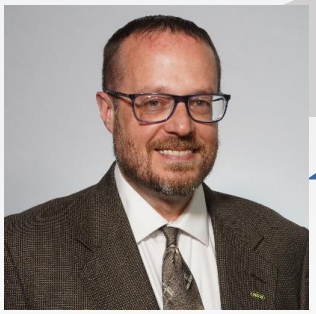
Project Engineer for EXP's team performing preliminary and design engineering services for improvements to Franklin Avenue from Mannheim Road to Runge Street. The existing roadway is two lanes. It is envisioned that the typical section would be improved to five lanes (two-way, 2-lane traffic with a bi-directional turn lane/median) with potential improvements to six intersections (two of which are signalized) and three at-grade railroad crossings.

Illinois Tollway, Elgin-O'Hare Western Access DUR, Taft Avenue, Cook and DuPage Counties, IL

Civil Engineer. The $43M Taft Avenue project will create a new roadway linking Franklin Avenue to Irving Park Road (IL 19) over the Bensenville Rail Yard and will function as an interchange with the new Elgin-O'Hare Western Access. Improvements include a 920' long bridge structure over Metra Rail and the Canadian Pacific Bensenville Rail Yard, barrier warrant analysis/design, new Toll Plaza, ITS elements, signalized intersections, roadway lighting, drainage improvements and all ancillary work items.

IDOT, US Route 14, West Lake Shore Drive to Lucas Road, McHenry County, IL

Civil Engineer and Roadway Lead responsible for plan preparation and cross-sections. EXP provided Phase II engineering for the reconstruction and widening of a three-mile portion of US Route 14 from an existing three-lane and shoulder section to a new four-lane section separated by a raised median.



BRIAN SCIFERS, PE, PTOE

Driveway Consolidation Study Task Lead

Brian Scifers is an accomplished Senior Project Manager. He is experienced in all facets of project development, from pre-design studies through plan implementation and construction; with a specialization in traffic engineering, interacting with or on behalf of government officials, as well as the public. He has designed more than 200 traffic signal installations, including numerous intersection design studies, bus rapid transit, and provided design oversight of fiber optic backbone communications. His experience encompasses preliminary engineering and design of arterial and freeway projects as well. Beyond studies and design, his experience includes traffic operations management, regional program development, and federal funding applications on a local government level. Brian has worked in numerous municipalities including Mount Prospect, Geneva, Elk Grove Village, Homewood, and Chandler, Arizona.

2012 Joined SE3

◆ **30** Years of Experience

bscifers@se3.us

630-641-9900

Licensure
Professional Engineer
IL - #062-054567 (2001)
MI - #6201309686 (2021)
MN - #48083 (2010)
OH - #89147 (2023)
TX - #128115 (2017)

Education
B.S., Civil Engineering, University of Illinois at Chicago (1996)

Certifications
Professional Traffic Operations Engineer (Transportation Professional Certification Board) No. 1441

Professional Affiliations
Institute of Transportation Engineers

SELECTED PROJECTS

Calumet Station Roadway Improvements, DuPage County Department of Transportation
While with a previous company, Brian completed construction plans for the widening and improvement of Governors Highway, including funding participation from Homewood, Hazel Crest, East Hazel Crest, Cook County, and the Illinois Department of Transportation (CMAQ funding).

Various Transportation Projects, Various Locations, Chandler, Arizona
While with a previous company, Brian facilitated roadway construction projects meeting the needs of Chandler's Traffic Engineering Division, often developing alternative solutions to field encountered conditions. He was also the liaison to construction management for traffic signal improvements.

Industrial Park Revitalization, Village of Elk Grove Village
While with a previous company, Brian completed studies to update the 50+ year old industrial park infrastructure and modernize its character, creating a competitive development utilizing public/private partnerships. Studies included analyzing intersection capacities and existing geometry for mobility of modern tractor-trailer trucks. Mid- and long-term improvements were identified for the industrial park to parallel the planned revitalization.

Jeffery Boulevard Bus Rapid Transit Project, Chicago Transit Authority
Brian served as the Project Engineer for a previous employer on the Jeffery BRT project, Brian provided oversight of contract plan development, as well as existing infrastructure investigations, for improvements to the traffic signal system, signing and pavement marking, and ADA ramps.

Phase I Various Geometrics Program Management, IDOT (PTB 176-07 & PTB 195-03)
Brian is the Project Manager providing support to the Geometric Studies Unit. Under this contract SE3 provides submittal reviews of Intersection Design Studies, Traffic Impact Studies, geometric reviews, and technical memos. Additional tasks include special studies to evaluate geometric improvement requirements from adjacent agencies, development of feasibility studies, and evaluation of alternate geometrics to consultant designs.

Rand Road Lighting Improvement, Village of Mount Prospect
Brian served as the Project Manager for roadway lighting improvements. The project corridor falls under Illinois Department of Transportation jurisdiction, making this a permit project requiring an IDOT permit for construction. The project team obtained survey, coordinated with utilities, and developed PS&E documents for Village contract advertisement and to obtain IDOT permit for construction.



JOHN P. MICK, II, PE,
F-NSPE, F-ITE
Grants & Funding

2022 Joined SE3

50 Years of Experience

jmick@se3.us

312-505-1149

Licensure
Professional Engineer
IL: 062.050675 (1996)

Education
B.S., Civil Engineering,
Indiana Institute of Technology
(1975)

Professional Affiliations
ACEC-IL
ISPE
NSPE
ITE
APWA
SAME

John has 50+ years of experience with management, study, design, and construction of public sector vertical and horizontal infrastructure improvements. He is skilled in cost analyses/estimating, pursuit/management of Funding sources, Grant Administration and CIP development. He served Franklin Park, Illinois as Municipal Engineer for seven years, and managed development of the Village's first Capital Improvement Program. He was also a Municipal Engineer, via a Consultant, in Melrose Park and Kenilworth, Illinois. John has experience working with over fifty different Funding sources. He has worked with funding agencies and electeds in Springfield and Washington,

SELECTED PROJECTS

ITEP Grant for Route 66 Improvements, Village of Burr Ridge
John assisted the Village in applying for an ITEP grant for their Bicycle Facility and Safety Improvements Project. The Village modernized the pedestrian crossing at Madison St. and Joliet Rd. (Historic US 66) and constructed a trailhead along the iconic roadway coinciding with the junction of two regional bicycle trails. The trailhead included informational and cultural signage, while adjacent areas were re-landscaped with native wildflowers, grasses, and gardens to remember early farms and prairie that once surrounded "The Mother Road".

Invest in Cook Grant, Village of Franklin Park
John assisted the Village with development of a 2023 Invest in Cook Grant Application. This Funding helped offset the cost of Preliminary Engineering to improve intersection of Wolf Rd. and Addison Ave. as well as other streets in the area, impacted by Illinois Tollway's new I-490 interchange and major improvements to Franklin Ave. The Village asked SE3 to consider how to secure funding for a Phase I Study of streets in the area, and Invest In Cook, per SE3 experience, was chosen.

DCEO Public Infrastructure Grant Program, Various Municipalities
Mr. Mick directed efforts of multiple staff to inform over 150 municipalities and public utility districts about DCEO's Public infrastructure Grants in spring 2020. He led consulting for Grant applications with over 50 of them and managed a comprehensive team of Grant Application Managers, Grant Assistants, and was involved with each agencies' Project seeking Funding of more than $150 M.

Grand Ave. Railroad Relocation Grantsmanship, Franklin Park, Illinois
Program Manager for consolidating several at-grade crossings into one three-track bridge crossing depressed Grand Avenue, a major arterial. The $50 million project had over 20 funding sources, including IDOT, CMAQ, ICC, STP, Railroads, and Village. John's services included analysis, pursuit and capture of numerous grants, Grant Administration, and planning and execution of numerous visits to grantor agencies and elected officials in Springfield and Washington, DC.

Task Order Grantsmanship - Highland Park, IL | Oak Park, IL | Zion, IL
Mr. Mick's previous employer competed for and was chosen, with John as Project Manager, by several public agencies for Grantsmanship Services using a Task Order Contract for a Multi-Year term. His team included Funding Specialists to research, pursue, and administer use of FHWA, USEPA, IEPA, USDA, DCEO, CDBG, and other state and federal funds for public infrastructure.

Federal TIGER Grantsmanship - Lynwood, Illinois; Cook County DOT&H
Project Manager for the $20 million project that focused on Stimulus (ARRA) funding for infrastructure related to economic development. Project involved realignment of Joe Orr Rd. This Federal TIGER Grant was for a new roadway and all new rights-of-way.



PHILIP J. MINGA, PE

Grants / Funding Task Manager

Phil Minga is an accomplished Senior Project Manager with over 41+ years of experience in project management of transportation and site civil projects, and gas utility construction program management. His work includes interstate and atrial roadway design and services during construction. Phil has successfully led multidiscipline teams as well as teams with multiple consultants on transportation and site civil projects as a Department Manager and Project Manager with previous employers. He spent several years in construction management for a large gas utility in northern Illinois.

Phil also served on the Village of Flossmoor Village Board for nearly 22 years. During his tenure, he applied his civil engineering expertise and strong analytical skills to help guide the Village through a wide range of matters, including budgeting and financial planning, zoning and development proposals, personnel issues and union contract negotiations, and bond initiatives supporting critical infrastructure improvements.

In addition to his Board service, Phil dedicated 34 years to the Flossmoor Volunteer Fire Department, rising through the ranks from firefighter to paramedic and ultimately serving as Fire Captain.

2017 Joined SE3

41 Years of Experience

pminga@se3.us

630-641-9900

Licensure
Professional Engineer
Illinois: 062-045292 (1989)
Indiana: PE19700003 (1996)

Education
B.S., Civil Engineering,
Valparaiso University (1984)

Tau Beta Pi, National Engineering Honor Society

Professional Affiliations
Institute of Transportation Engineers

American Society of Civil Engineers

SELECTED PROJECTS

Grant Application Assistance - ITEP Grant, Village of Burr Ridge

Phil was the Project Manager for SE3 assistance to the Village of Burr Ridge to apply for an Illinois Department of Transportation Illinois Transportation Enhancement Program (ITEP) grant in excess of $278,000 for their Route 66 Bicycle Facility and Safety Improvements Project.

The Village intends to modernize the signalized pedestrian crossing at Madison St. and Joliet Rd. (Historic US 66) and construct a trailhead at an idyllic location along the iconic roadway coinciding with the junction of two regional bicycle trails. The trailhead will include informational and cultural signage, while the adjacent areas will be re-landscaped with native wildflowers, grasses, and pollinator gardens to remember the early farms and prairie which surrounded "The Mother Road".

Invest In Cook Grant Application Preparation, Village of Franklin Park

SE3 assisted the Village of Franklin Park with development of a 2023 Invest in Cook Grant Application in the amount of $250,000. This Funding will help offset the cost of Preliminary Engineering to improve the intersection of Wolf Road and Addison Avenue as well as other streets in the vicinity. The project area is impacted by the Illinois Tollway's new I-490 and major Cook County improvements to Franklin Ave. so the Village asked SE3 to consider how to secure funding for a Phase I Study of the streets in the area, and Invest In Cook, per SE3 experience, was chosen as the applicable funding source to apply for.

Work included gathering and analyzing data, reports, and other supporting documents for the Grant Application. Other tasks included preparation of, or conducting:

- Milestone Schedule from Preliminary Engineering to Construction
- Project area field review, photographs, and video
- Scoping of Improvements vs. Purpose and Need
- Preliminary Cost Estimates of Infrastructure Improvements
- Meetings with Village Departments to understand the issues
- Draft content for Village President included with the Grant Application
- Draft Funding Resolution
- Project Description for the planned use of the Invest in Cook funds; anticipated benefits; project history; and references from relevant studies and reports



William Lorton, PE

Access Management Lead

2021 Joined SE3

14 Years of Experience

wlorton@se3.us
309-255-4260

Licensure
Professional Engineer
Illinois - 062.074934 (2023)

Education
M.S., Civil Engineering,
Bradley University (2012)

B.S., Civil Engineering,
Bradley University (2011)

Will Lorton is a Project Traffic Engineer, whose career has been focused on improving transportation systems and safety at the state, county and municipal levels. Will has served IDOT District 4 while a Graduate Student conducting safety analyses, and IDOT District 1 while a Staff Engineer at SE3. Will has also provided Traffic Engineering for various Illinois Tollway and County projects during his tenure. In addition, he previously served as the Traffic Engineer for the Village of Downers Grove. Will leverages his knowledge and experience from studies, design and construction to enhance infrastructure solutions.

SELECTED PROJECTS

Neighborhood Traffic Studies, Village of Downers Grove
While working as the Village Traffic Engineer, Will was responsible for scoping and providing guidance for selection of areas to focus on for general traffic improvements. Will oversaw areas #5, #6, and #7 which included the selection, scope generation, consulting firm selection, and execution of the contract. Following completion of the projects, Will oversaw implementation of the recommendations which included new signage, new intersection controls, striping revisions, and corresponding Ordinance revisions.

Fargo Blvd. Study, City of Geneva
Will served as Project Engineer for evaluating the roadway classification of Fargo Blvd. He completed the required analyses to determine the roadway classification, confirming the appropriate classification to address concerns and reaffirm staff recommendations.

IL 173 Engineering Studies, IDOT District 1
Will serves as Project Engineer to prepare Preliminary Engineering for approximately 9 miles of the IL 173 corridor in Old Mill Creek, Illinois. He is overseeing traffic and safety studies. SE3's role on the project includes traffic studies, safety studies, ADA design, and assisting with geometric studies. The project is a continuation of a partially completed Phase I study performed by other consultants, requiring re-evaluation and update of critical study components.

Various Traffic Studies, IDOT District 1
Will served as Staff Engineer for Phase I Engineering services, comprised of many traffic studies. SE3 leads a team with two other firms in subconsultant roles. Work Order assignments completed include crash analyses at more than 100 locations, traffic data collection for more than 160 locations (including locations with frontage roads and 5-legged intersection), and pedestrian fatality studies.

Geometrics Program Management, IDOT, District 1
Will is serving as Project Engineer performing Traffic and Engineering Study reviews for the Halsted Pace Bus Corridor, pedestrian overpass request review for IL 83, and Geometric reviews of other consultants' PS&E.

Site Safety Studies, Village of Downers Grove
Will served as the Staff Engineer to evaluate guardrail conditions and develop proposed recommendations for key sites within the Village of Downers Grove. The sites included unique conditions and required detailed evaluation for proposed recommendations. The sites involved unique roadside features such as commuter parking, wooden rails, utility poles in the nearby vicinity of a railroad crossing, and the parking lot entrance to a baseball field depressed from the adjacent roadway along a curve.

Phase I Engineering for Wolf/Addison, Village of Franklin Park
Will served as Project Engineer for this intersection improvement of Wolf Rd. and Addison Ave. He provided signal warrants and geometric concepts.



Kevin L. Belgrave, P.E., PTOE

Traffic Signal + Progression + Timing Task Lead

Gewalt Hamilton Associates, Inc.
Direct: 847.821.6226
KBelgrave@GHA-Engineers.com

Education
Bachelor of Science, Civil Engineering, University of Illinois at Urbana, 1991

Professional Registration
State of Illinois Licensed Professional Engineer #062-051750

Professional Traffic Operations Engineer (PTOE) #2967

Memberships
American Public Works Association (APWA)

Illinois Association of Highway Engineers (IAHE)

International Erosion Control Association

Experience
Kevin Belgrave currently serves as the Phase II Manager for Gewalt Hamilton Associates overseeing all highway and roadway design projects associated with State and Federal funded projects requiring processing through the Illinois Department of Transportation's Bureau of Local Roads and Streets. Mr. Belgrave is a Registered Professional Engineer practicing over 35 years as a Civil Engineer, with emphasis on highway and roadway geometrics, transportation engineering and roadway design. Mr. Belgrave holds additional certification as a Professional Traffic Operations Engineer.

Prior to joining GHA in 2005, Mr. Belgrave was employed by the Illinois Department of Transportation. He served as a Construction Inspector and Design Engineer from 1991 to 1999. Mr. Belgrave served as Area Permit Engineer from 1999 to 2005 as well as the interim IDOT District One Permit Engineer from 2004 to 2005, overseeing a staff of eight permit engineers/technicians. Responsibilities included plan review, field review, meetings with municipalities, consultants and developers on various projects, and final permit approval.

Representative Projects:

16th Street Improvements, Berwyn
This project included Phase I Amendment and Phase II Design of the STP funded project which includes milling and resurfacing of 16th Street from IL 43 to Lombard Avenue. The project also included ADA improvements with curb bump-outs, traffic signal modernization, new traffic signal, traffic signal interconnect, drainage improvements, and permeable paver parking lanes. This $10.1 million project was awarded and is to begin construction in 2026.

IL 43 at Westleigh Road, Lake Forest
This project included Phase II Design of the STP funded project which includes widening for the addition of left-turn lanes on all legs and a southbound right-turn lane. The project also includes traffic signal modernization and intersection lighting. This $3.5 million project was award and began construction in 2026.

IL 19 (Irving Park Road) at Old River Road – Schiller Park
The project included Phase II Design of the STP funded project. The project includes widening and resurfacing to add left-turn lanes on IL 19 and Old River Road along with the installation of a new traffic signal and new street lighting. This $4.3 million project was awarded and started construction in 2025/2026.

ITEP Pedestrian Connections, Crystal Lake
This project included Phase II design of this ITEP funded pedestrian sidewalk connection project that included new sidewalk along the north side of Virginia Rd from Darlington Ln to Berkshire Dr, Walkup Ave at Main St sidewalk railroad crossing and pedestrian signal improvements, and Congress Parkway sidewalk. The $0.84 million project was awarded and constructed in 2025.

Oak Spring Road Bridge over Des Plaines River, Libertyville Township
This project included Phase II Design of the STP-Bridge and TBP funds for the bridge replacement over the Des Plaines River. The project required the complete closure of Oak Spring Road and the implementation of a detour for the duration of construction. This $4.8 million project was awarded and was constructed in 2024/2025.

65th Street Improvements, Bedford Park
This project included Phase II Design for the widening and resurfacing of 65th Street from Major Avenue to Linder Avenue in the Village of Bedford Park. The improvements included pavement widening and drainage improvements as well as temporary and permanent traffic signal installation and street lighting. The $2.7 million project was awarded and constructed in 2024.

16th Street at Avenue of The Cities, Moline
This project included Phase II Design for the 16th Street at Avenue of The Cities intersection improvements. The improvements consisted of modification to the NEC and NWC radius to improve pedestrian crossings, replacement of the existing traffic signal and drainage improvements. The $1.02 million project was constructed in 2024.

Dole Avenue Reconstruction, Crystal Lake
This project included Phase II Design of Dole Avenue from Lake Shore Drive to Woodstock Street for a total length of 1.12 miles. The work included breaking the project into three stages and providing three separate detour routes for the proposed replacement of approximately 5,300 lineal feet of water main and reconstruction of the existing roadway. This $6.8 million project was awarded and was constructed in 2023/2024.

US Route 14 @ Metra Access, Barrington
This project included Phase II Design of the CMAQ Funded project which includes the addition of new signalized access to US Route 14 to serve the Metra parking lot. This project includes the addition of a right-turn lane, drainage improvements, traffic signal and interconnect to serve the new intersection. Additionally, these improvements required internal circulation changes to the Metra parking lot, requiring structural retaining walls for the widening of a one-way roadway to accommodate two-way traffic. This $3.1 million project was constructed in 2021.



Ross J. Haseman, P.E., PTOE

Traffic Signal + Progression + Timing Support

Gewalt Hamilton Associates, Inc.
Direct: 847.821.6240 Cell: 312.221.0527
RHaseman@GHA-Engineers.com

Education
Bachelor of Science in Civil Engineering, Valparaiso University, 2008

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

Professional Registration
Illinois Professional Engineer #062-066228

Wisconsin Professional Engineer #102562-6

Professional Traffic Operations Engineer #3973

IMSA Traffic Signal III (Senior Field Tech)

IMSA Traffic Signal Inspector

IMSA Roadway Lighting Tech I

CN On-Track Safety - Contractor

Memberships
International Municipal Signal Association (IMSA)

Institute of Transportation Engineers (ITE)

Experience
Ross Haseman is a Civil Engineer with 18 years of civil engineering experience. Mr. Haseman served as an intern during the summers of 2006 through 2008 and joined GHA full-time upon completion of his Master's Degree. Through his project assignments at GHA, Ross has become GHA's traffic signal expert with a broad range of professional experience, including traffic signal design and maintenance principles, Signal Coordination and Timing (SCAT), fiber optic network design for ITS, roadway geometric design, roadway lighting design, traffic data collection and analysis. Through his leadership on various SCAT and design contracts, Mr. Haseman has developed close working relationships with several IDOT District leads responsible for overseeing traffic signal design and operations, as well as engineers at various counties and municipalities.

Traffic Signal Coordination and Timing (SCAT) Projects

IDOT District 1 Traffic Signal Monitoring
From 2012 until 2025, Mr. Haseman remotely monitored nearly 3,000 traffic signals for IDOT District 1 weekly. Mr. Haseman created a weekly report with all current maintenance, construction, and programming issues with IDOT traffic signals. This report is used by IDOT to direct maintenance efforts and monitor traffic issues in construction areas. Mr. Haseman also created a biweekly report with current detection issues at IDOT traffic signals.

Various Signal Coordination and Timing Projects, IDOT Dist. 2-5, 6-9
For these traffic signal re-coordination projects on various routes throughout Illinois, Mr. Haseman was responsible for Aries zone set up, Synchro traffic model creation and manipulation, traffic controller programming, and speed-delay study data collection and reporting.

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

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

Ross Haseman, P.E., PTOE
continued

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

US 34 (Ogden Ave) Optimization in Naperville
GHA was hired by the City of Naperville to optimize the traffic signal timings at 24 intersections along US 34 and adjacent roads. Synchro models were created for all timing periods on both weekdays and weekends. Mr. Haseman implemented and adjusted the traffic signal timings, and also performed before-after GPS speed delay studies to verify the signal timing improvements. Extra attention was paid to the school release time period for the high school on the corridor, with special timing plans developed to make this period as efficient as possible.

IDOT 2025 ITS Improvements in Lake & McHenry Counties
IDOT's 2025 ITS project involved updating controller and communication equipment at over 100 traffic signals in Lake and McHenry Counties. Mr. Haseman optimized 14 coordinated corridors of varying lengths, and updated signal timings at an additional 14 traffic signals. After new equipment was installed by the contractor, Mr. Haseman inspected, corrected, and updated the programming in the traffic signal controller, before creating and implementing new traffic signal timings. Mr. Haseman coordinated with IDOT and LCDOT staff to bring each intersection into full operation, as well as with the networking consultant hired for the project.

Traffic Signal Design Projects

IL 38 & Technology Blvd, West Chicago
Upgrading a stop-controlled intersection to a signalized intersection. Mr. Haseman lead the traffic signal design, roadway lighting design, state permitting, and bid document preparation.

Tomhy Ave & Lincoln Ave
Traffic signal design in conjunction with geometric changes to the roadway for a large multi-use development. Included design of three signalized intersections, interconnect, as well as signal timing Reoptimization of the full 7-signal corridor.

Traffic Signal Inventory, Lake Forest
Mr. Haseman coordinated with the Village's Electrical Maintenance Contractor to visit all 11 signalized intersections owned and maintained by the Village. Mr. Haseman and the electricians discussed existing maintenance concerns, short term improvements, and major improvements that each location would benefit from. Mr. Haseman prepared a report for the Village listing these recommended changes, along with cost estimates for each improvement.



Jarett M. Giesey

Data Collection Traffic Counts

Gewalt Hamilton Associates, Inc.
Direct: 847.997.6996
JGiesey@GHA-Engineers.com

Education
Bachelor of Business Administration, Birmingham Southern College, AL, 2013

Experience

The Project Manager of GHA's Data Division Traffic Technicians for Vernon Hills, IL and Lenexa, KS offices, Jarett M. Giesey has over 15 years of data collection experience. Working predominantly in the states of Kansas, Missouri, and Illinois, Mr. Giesey has coordinated data collection teams for Kansas Department of Transportation (KDOT), Illinois Department of Transportation (IDOT), North Dakota Department of Transportation (NDDOT), and Michigan Department of Transportation (MDOT), Oklahoma Department of Transportation, and various private sector clients.

Mr. Giesey is highly proficient in FHWA classification counts using road tubes, HiStar electromagnetic counts, and Miovision video collection units for volume, turning movement, and license plate recognition counts.

IDOT Districts 1 2 & 3 Volume & Classification Counts

Data collection for Districts 1,2, & 3 (Northern one-third of the state from Chicago to Rock Island/Moline). This includes deploying all equipment GHA uses in Traffic Data Collection. Mr. Giesey also manages the project on a day-to-day basis, which includes scheduling, overseeing, and assisting with data accuracy.

MDOT Statewide on Demand project

Data collection throughout the state of Michigan but predominately in the Detroit Metro area, Grand Rapids area, and Lansing district. Mr. Giesey is the Project Manager for the project and is responsible for scheduling, overseeing, and assisting with data accuracy. In addition, he works with the client to make sure the counts are accepted into Michigan's MS2 program.

ODOT Statewide Volume & Classification Counts

Data collection for the entire state of Oklahoma. Mr. Giesey is the project manager for the project and oversees crews that deploy FHWA cameras and tubes throughout the state and is responsible for scheduling, overseeing, and assisting with data accuracy. GHA is beginning its 3rd year on the contract.

NDDOT Fargo/Moorhead FHWA count project

Data collection in the Fargo/Moorhead of 515 FHWA tube counts. Mr. Giesey was responsible for managing the crews deploying the equipment of FHWA tubes, and Miovision cameras.

Kansas Division of Transportation Traffic Data Collection

Managing the collection of data for the whole state of Kansas Class Counts for 3 years, using road tubes and camera technology to provide FHWA class data for Kansas DOT, and organizing and managing crews to collect data from a large state-wide area.

PROPOSED FEE 06



RFP 26-043
Traffic Improvement Studies
Village of Orland Park
Date: 6/29/2026

Proposed Fee Breakdown by Task Item

	Description	CONSULTANT ESTIMATE Subtotal Hours*	Total Hours	Fee
1.	**Corridor Traffic Study - Item 1**			
	Project Kick Off and Schedule Development	16 hrs		
	Data Collection	40 hrs		
	Crash Analysis	60 hrs		
	Future Traffic Volumes	24 hrs		
	Capacity Analysis	85 hrs		
	Site Visit	20 hrs		
	Identifcation of Traffic Concerns	40 hrs		
	Improvements and Recommendations	96 hrs		
	Opinion of Probabe Construction Cost - Item 1	80 hrs		
	Final Report	40 hrs		
	Coordination and Meetings	60 hrs		
	Public Hearing / Presentation	16 hrs		
	Item 1 Subtotal		**577 hrs**	**$109,630**
	QA/QC (3.5% of Subtotal)		**20 hrs**	**$4,040**
	Administration & Management (5% of Subtotal)		**30 hrs**	**$6,000**
	Expenses			**$3,000**
	Item 1 Total Fee			**$122,670**
2.	**Traffic Signal Progression and Timing Improvements - Item 2**			
	Project Kick Off and Schedule Development	16 hrs		
	Turning Movement Counts (85 Intersections)	166 hrs		
	Synchro Modeling	100 hrs		
	Site Visit / Inspection	100 hrs		
	IDOT / CCDOTH Coordination	80 hrs		
	Before/After Speed Delay	32 hrs		
	Implementation	120 hrs		
	Final Report & TRP	50 hrs		
	Opinion of Probabe Construction Cost - Item 2	80 hrs		
	Coordination and Meetings	80 hrs		
	Public Hearing / Presentation	16 hrs		
	Item 2 Subtotal		**840 hrs**	**$159,600**
	QA/QC (3.5% of Subtotal)		**30 hrs**	**$6,000**
	Administration & Management (5% of Subtotal)		**45 hrs**	**$9,000**
	Expenses			**$3,000**
	Miovision Processing Expenses			**$12,500**
	Item 2 Total Fee			**$190,100**
3.	**Driveway Consolidation Study (Access Management) - Item 3**			
	Project Kick Off and Schedule Development	12 hrs		
	Confirm Existing Conditions	40 hrs		
	Policy & Guideline Confirmation	40 hrs		
	Access Analysis and Draft Access Management Recommendations & Implementation Plan	160 hrs		
	Final Plan Deliverable	40 hrs		
	Opinion of Probabe Construction Cost - Item 3	40 hrs		
	Coordination and Meetings	60 hrs		
	Public Hearing / Presentation	16 hrs		
	Item 3 Subtotal		**408 hrs**	**$77,520**
	QA/QC (3.5% of Subtotal)		**15 hrs**	**$3,000**
	Administration & Management (5% of Subtotal)		**20 hrs**	**$4,000**
	Expenses			**$3,000**
	Item 3 Total Fee			**$87,520**
4.	**Grant Development and Administration (3 Applications)**			
	Project Kick Off and Schedule Development	20 hrs		
	Policy & Guideline Confirmation	40 hrs		
	Draft Grant Application for Review	120 hrs		
	Complete Grant Application for Village to Submit	48 hrs		
	Grantsmanship for Use of Funds	120 hrs		
	Coordination and Meetings	30 hrs		
	Item 4 Subtotal		**378 hrs**	**$71,820**
	QA/QC (3.5% of Subtotal)		**15 hrs**	**$3,000**
	Administration & Management (5% of Subtotal)		**20 hrs**	**$3,880**
	Expenses			**$1,000**
	Item 4 Total Fee			**$79,700**
	TOTAL HOURS:		**2,398**	
	TOTAL FEE:			**$479,990**

ASSUMPTIONS

- Study includes application and management of three (3) grants and grant applications.
- Study includes eighty-five (85) intersections in the study limits.
- Coordination with Illinois Department of Transportation and Cook County Department of Transportation & Highways is limited to two (2) meetings each.
- Study assumes that all the recommendations and timings can be implemented on existing equipment.
- Study will recommend improvements based on collected traffic data and sound traffic engineering judgment/ methodology with no outside bias sources.
- Study will outline possible geometric shortcomings and improvements at each intersection where apparent improvements can be made based on collected data and analysis.
- Driveway consolidation study will include driveway closure and relocation consolidations based on publicly available DOT/County policies which are subject to approval of relevant agencies.
- Proposed timings will meet or exceed industry standard practices providing three (3) relevant timing schedules based on need or site-specific requirements unless otherwise not warranted.
- Engineer's Opinions of Probable Construction Costs (OPCC) will be developed based on planning level assumptions of known costs as no detailed design of anticipated improvements is proposed, requested, or included in this study.
- Fee for Item 1 assumes traffic counts are collected for Item 1 study intersections as part of Item 2.

EXCLUSIONS

- Additional intersections which are a part of the traffic signal system which extend beyond Village limits are not included in the study.
- No equipment upgrades are included or anticipated at intersections which are a part of the study.
- Study does not include the required design or implementation of improvements to address geometric shortcomings at relevant intersections.
- Driveway consolidation study does not include required design or implementation of improvements to carry out the driveway consolidation.
- The recommendations will be developed with known policies in mind, but approval or execution is not guaranteed and dependent on reviewing agency (IDOT/County) approvals.
- Detailed design required to refine Engineer's Opinions of Probable Construction Costs (OPCC) beyond planning level.

SEPARATE FEE FOR EACH STUDY 07



RFP 26-043
Traffic Improvement Studies
Village of Orland Park
Date: 6/29/2026

Labor Hours Breakdown by Staff Classification

Role:	Technical Manager	Senior Engineer	Engineer	Technician	Technician Aide
Item 1 Hours:	31 hrs	94 hrs	125 hrs	251 hrs	125 hrs
Item 2 Hours:	46 hrs	137 hrs	183 hrs	366 hrs	183 hrs
Item 3 Hours:	22 hrs	66 hrs	89 hrs	177 hrs	89 hrs
Item 4 Hours:	21 hrs	62 hrs	83 hrs	165 hrs	83 hrs

REQUIRED FORMS

08



PROPOSER SUMMARY SHEET
RFP #26-043
Traffic Improvement Studies

Business Name: EXP U.S. Services Inc.

Street Address: 205 N. Michigan Avenue, Suite 3600

City, State, Zip: Chicago, IL 60601

Contact Name: Brian Umbright

Title: Vice President Transportation

Phone: 312.616.7495 Fax: 312.616.6069

E-Mail address: Brian.umbright@exp.com

Price Proposal

PROPOSAL TOTAL $ 479,990

AUTHORIZATION & SIGNATURE

Name of Authorized Signee: Timothy Neumann

Signature of Authorized Signee:

Title: Executive Vice President Date: 6/29/2026

ORLAND PARK

CERTIFICATE OF COMPLIANCE

The undersigned Timothy Neumann, as Executive Vice President
(Enter Name of Person Making Certification) *(Enter Title of Person Making Certification)*

and on behalf of EXP U.S. Services 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.#: 46-0523964
(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
_X_ Corporation Delaware (*State of Incorporation*) November 12, 2009 (*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 [X] 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 [X] 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 [X] No [ ]

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

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

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

6) TAX CERTIFICATION: Yes [X] No [ ]

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

7) AUTHORIZATION & SIGNATURE:

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

ACKNOWLEDGED AND AGREED TO:



Signature of Authorized Officer

Timothy Neumann
Name of Authorized Officer

Executive Vice President
Title

6/29/2026
Date

REFERENCES

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

Proposer's Name: EXP U.S. Services Inc.
(Enter Name of Business Organization)

1. ORGANIZATION Illinois Department of Transportation
   ADDRESS 201 W. Center Court Schaumburg, IL 60196
   PHONE NUMBER 847.705.4111
   CONTACT PERSON Jose Rios
   YEAR OF PROJECT 2011 - 2021

2. ORGANIZATION City of Aberdeen
   ADDRESS 60N Parke ST A, Aberdeen, MD 21001
   PHONE NUMBER 410.272.1600 ext. 216
   CONTACT PERSON Phyllis G. Grover
   YEAR OF PROJECT 2023 - 2024

3. ORGANIZATION Village of Franklin Park
   ADDRESS 9500 West Belmont Avenue, Franklin Park, IL 60131
   PHONE NUMBER 847.260.5823
   CONTACT PERSON Tom McCabe
   YEAR OF PROJECT 2018 - 2026

ORLAND PARK

INSURANCE REQUIREMENTS

Please sign and provide a policy Specimen Certificate of Insurance showing current coverages.

*If awarded the contract, all Required Policy Endorsements noted in the left column in **red bold** type MUST be provided.*

Standard Insurance Requirements	Please provide the following coverage if box is checked.
WORKERS' COMPENSATION & EMPLOYER LIABILITY Full Statutory Limits - Employers Liability $500,000 – Each Accident $500,000 – Each Employee $500,000 – Policy Limit **Waiver of Subrogation in favor of the Village of Orland Park** **AUTOMOBILE LIABILITY** (ISO Form CA 0001) $1,000,000 – Combined Single Limit Per Occurrence Bodily Injury & Property Damage. Applicable for All Company Vehicles. **GENERAL LIABILITY** (Occurrence basis) (ISO Form CG 0001) $1,000,000 – Combined Single Limit Per Occurrence Bodily Injury & Property Damage $2,000,000 – General Aggregate Limit $1,000,000 – Personal & Advertising Injury $2,000,000 – Products/Completed Operations Aggregate **ADDITIONAL INSURED ENDORSEMENTS:** *(Not applicable for Goods Only Purchases)* • **ISO CG 20 10 or CG 20 26 (or Equivalent)** Commercial General Liability Coverage • **CG 20 01 Primary & Non-Contributory (or Equivalent)** The Village must be named as the Primary Non-Contributory which makes the Village a priority and collects off the policy prior to any other claimants. • **Blanket General Liability Waiver of Subrogation - Village of Orland Park** A provision that prohibits an insurer from pursing a third party to recover damages for covered loses.	**LIABILITY UMBRELLA** (Follow Form Policy) ☑ $1,000,000 – Each Occurrence $1,000,000 – Aggregate ☐ $2,000,000 – Each Occurrence $2,000,000 – Aggregate ☐ Other: _____ EXCESS MUST COVER: General Liability, Automobile Liability, Employers' Liability **PROFESSIONAL LIABILITY** ☑ $1,000,000 Limit – Claims Made Form, Indicate Retroactive Date ☐ $2,000,000 Limit – Claims Made Form, Indicate Retroactive Date ☐ Other: _____ Deductible not-to-exceed $50,000 without prior written approval ☐ **BUILDERS RISK** Completed Property Full Replacement Cost Limits – Structures under construction ☐ **ENVIRONMENTAL IMPAIRMENT/POLLUTION LIABILITY** $1,000,000 Limit for bodily injury, property damage and remediation costs resulting from a pollution incident at, on or mitigating beyond the job site ☐ **CYBER LIABILITY** $1,000,000 Limit per Data Breach for liability, notification, response, credit monitoring service costs, and software/property damage ☐ **CG 20 37 ADDITIONAL INSURED** – Completed Operations (Provide only if box is checked)

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

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

ACCEPTED & AGREED THIS 29th DAY OF June, 20 26

Signature

Authorized to execute agreements for:

Timothy Neumann | Executive Vice President

Printed Name & Title

EXP U.S. Services Inc.

Name of Company

ACORD

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
03/30/2026

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 Willis Towers Watson Midwest, Inc. c/o 26 Century Blvd P.O. Box 305191 Nashville, TN 372305191 USA	**CONTACT NAME:** WTW Certificate Center **PHONE (A/C, No, Ext):** 1-877-945-7378 **FAX (A/C, No):** 1-888-467-2378 **E-MAIL ADDRESS:** certificates@wtwco.com
INSURED exp U.S. Services, Inc. 205 N. Michigan Ave., Ste 3600 Chicago, IL 60601	**INSURER(S) AFFORDING COVERAGE** / **NAIC #** **INSURER A :** XL Insurance America Inc — 24554 **INSURER B :** Lloyd's — B7874 **INSURER C :** **INSURER D :** **INSURER E :** **INSURER F :**

COVERAGES **CERTIFICATE NUMBER:** W45184591 **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. LIMITS SHOWN ARE INCLUSIVE OF AMOUNTS REQUESTED BY THE CERTIFICATE HOLDER AND MAY NOT REFLECT POLICY LIMIT AMOUNTS IN EXCESS OF THOSE REQUESTED. ***Not Applicable in WY**

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR X Contractual Liability GEN'L AGGREGATE LIMIT APPLIES PER: X POLICY X PRO-JECT LOC OTHER:			US00057823LI26A	03/31/2026	03/31/2027	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 2,000,000 $ 100,000 $ 5,000 $ 2,000,000 $ 2,000,000 $ 2,000,000
A	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY HIRED AUTOS ONLY SCHEDULED AUTOS NON-OWNED AUTOS ONLY			GGA7479210-02	03/31/2026	03/31/2027	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 2,000,000 $ $ $
A	X UMBRELLA LIAB X OCCUR EXCESS LIAB CLAIMS-MADE DED X RETENTION $ 10,000			US00127865LI26A	03/31/2026	03/31/2027	EACH OCCURRENCE AGGREGATE	$ 5,000,000 $ 5,000,000
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y/N: No If yes, describe under DESCRIPTION OF OPERATIONS below	N/A		GWG7479208-02	03/31/2026	03/31/2027	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000
B	Professional Liability			B080158903P26	03/31/2026	03/31/2027	Per Claim Aggregate	$3,490,998 $3,490,998

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

CERTIFICATE HOLDER

For Insurance Verification Purposes Only

CANCELLATION

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

AUTHORIZED REPRESENTATIVE

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ORLAND PARK

DISCLOSURE TYPE:
___ Original
___ Amended
___ 1 of ( ) Disclosures

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.

N/A

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

N/A

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

N/A

2025/12/8

exp.

(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 Timothy Neumann (Print Name of Person Making Disclosure), as Executive Vice President (Print Title of Person Making Certification), and on behalf of EXP U.S. Services Inc. (Print Name of Vendor / Official), certifies the information supplied is true and accurate.

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



EXP

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t: +1. 312.616.0000

exp • com