

Request for Qualifications

Village of Oak Park
July 2, 2021

Prepared for:

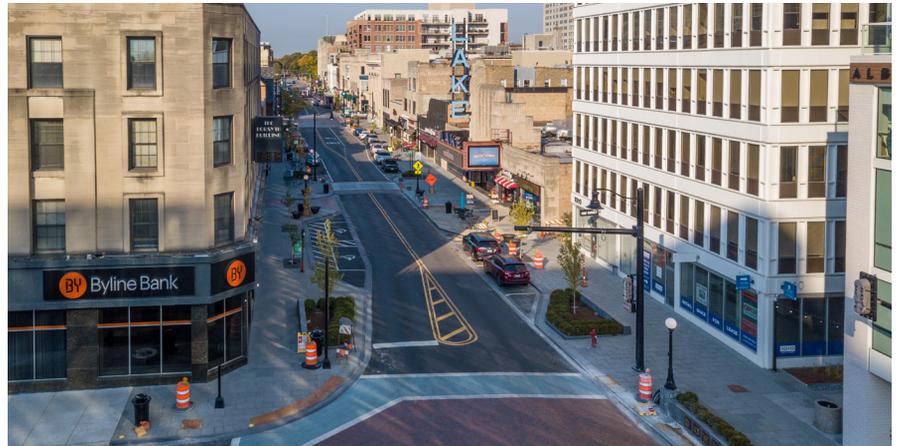
Bill McKenna, PE
Village Engineer
Village of Oak Park
201 South Boulevard
Oak Park, IL 60302
P: 708.358.5425
mckenna@oak-park.us

Submitted by:

Brian Fairwood
Senior Vice President
TranSystems
1475 East Woodfield Road
Suite 600
Schaumburg, IL 60173-5440
P: 847.650.6145
bfairwood@transystems.com



EXPERIENCE | Transportation



ON-CALL ENGINEERING SERVICES

July 2, 2021

Mr. Bill McKenna, PE
Village Engineer
Village of Oak Park
201 South Boulevard
Oak Park, IL 60302

RE: On-Call Engineering Services

Dear Mr. McKenna:

TranSystems is pleased to submit our Statement of Qualifications to provide On-Call Engineering Services for the Village. We have an outstanding reputation and extensive experience in a variety of transportation services. Our firm will provide timely, high quality planning, design, and construction services on the various transportation projects for the Village. When selecting TranSystems, Oak Park can expect the following:

- ▶ A Consultant with **direct project experience**, including roadway design, bridge design, traffic analysis and intersection design studies, utility design, drainage and detention design, hydraulics, water main design, streetscape design, landscape median and irrigation design, roadway lighting, traffic signal and interconnect design, environmental permitting and reports, bike path design, public coordination and involvement, grant writing and administration, rail engineering, transportation and transit planning, right-of-way acquisition, architecture, program management, and construction management/observation/inspection services;
- ▶ A Consultant that is led by highway, bridge, railroad, construction and environmental professionals **experienced in implementing transportation projects for municipalities, IDOT, the Tollway, Metra, Class I railroads, PACE, and counties**;
- ▶ A Consultant that will **provide added value to the Village** by exploring cost-effective alternatives, developing innovative engineering solutions, and focusing on avoiding right-of-way acquisition;
- ▶ A Consultant who is prequalified by IDOT and possesses a thorough understanding of the Federal Aid process. Over the last 10 years, we have completed **over 50 federally funded projects**; and
- ▶ A Consultant that has a thorough understanding of local and IDOT design policies, as well as excellent experience with funding and multiple agency coordination. **We have secured over \$200M in transportation funding for our local clients.**

Our Statement of Qualifications includes a summary of our firm along with an organizational chart of key staff, project experience, and IDOT prequalifications. Our team's energy, creativity, and enthusiasm will enable us to best assist the Village in implementing projects. We encourage the Village to contact our references to assess our dedication to project implementation, quality, responsive services, and deadlines.

Thank you for the opportunity to submit our qualifications to serve the Village. If you have any questions, please feel free to contact me at 847.650.6145 (cell) or blfairwood@transystems.com.

Very truly yours,
TranSystems

A handwritten signature in cursive script that reads "Brian L. Fairwood".

Brian L. Fairwood
Principal/Senior Vice President

CAPABILITIES & QUALIFICATIONS

TranSystems has 30 offices located nationwide with over 900 employees. We have two local offices within the Chicagoland region with a combined staff of over 120 individuals. Our staff includes licensed professional engineers, licensed structural engineers, construction inspectors, design engineers, planners, surveyors, and technicians. TranSystems is highly qualified to complete the most challenging transportation projects, and we are prequalified by the Illinois Department of Transportation in 30 different categories. We possess the talent, knowledge, and experience to deliver superior on-call engineering services for the Village of Oak Park.

We are pleased to offer a short summary of our firm’s capabilities as related to the Village’s needs highlighted in the Request for Qualifications:

GRANT AND LOAN APPLICATION ASSISTANCE

TranSystems provides full service to local agencies in developing strategies and utilizing alternative funding for transportation improvements. The goal of our assistance is to leverage local agency dollars to maximize construction during each fiscal year. Over the last 20 years, we have been **successful in obtaining over \$200M in transportation funding for local agencies.**

TranSystems has worked with our clients within Illinois in utilizing more than 40 distinct funding sources for transportation improvements. We specialize in securing and processing “outside dollars” for our clients. TranSystems’ expertise in the area of funding has laid the foundation for accelerating projects through to the construction phase. Our approach to securing outside funding dollars is identified below:

- ▶ **Project Funding Assessment:** Review of the project to identify funding opportunities from over 40 separate sources from federal, state, county, and municipal levels.
- ▶ **Multi-Agency Coordination:** Organize meetings to stimulate consensus building, partnering arrangements and implementation plans.
- ▶ **Funding Application Submittal:** Prepare and coordinate all phases of funding application submittal including pre-application meeting attendance, on-site review, and public presentations.
- ▶ **Agreement Processing:** Prepare and/or review grant and interagency agreements. TranSystems will prepare agreements required by IDOT and DMMC for each project that receives funding.

PHASE I AND II DESIGN SERVICES

TranSystems’ project management methodology and approach to Phase I and II roadway, utility, and infrastructure improvement projects begins with a full understanding of the project’s objectives, identification of specific issues that are likely to be encountered, and development of a corresponding scope of work. We will call upon our previous experience from similar projects for the Village and other municipalities to provide a complete assessment of the project.

We understand the importance of improving traffic flow and reducing congestion, while also improving safety. Our focus is to address the needs of the many users and stakeholders impacted by each project. Sometimes, the project will not only update the aging infrastructure, but also enhance the beauty and aesthetics of the surrounding area and provide an inviting and safe passage for vehicles, pedestrians, and cyclists through the area.

Our methodology and approach is to identify key issues that could hinder the project’s success. These key issues will typically delay the schedule and/or increase the cost of the project. TranSystems takes a proactive approach to these key issues, and we will address them fully. The key issues will vary project to project based on the current roadway configurations, surrounding land use, traffic volumes, crash history, utilities, and right-of-way availability. The following are typical project risks, and we have provided a brief summary of each:

1. Right-of-Way Acquisition	2. Public Outreach	3. Utility Relocations	4. Permits
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Right-of-Way Acquisition: Staying within the existing right-of-way, if at all possible, is the best way to avoid delays to the project schedule. However, additional property may be required to provide an optimal solution to improve traffic flow and safety. When land acquisition is necessary, TranSystems’ approach is to minimize the amount of land needed, avoid “damages to the remainder,” which increases the costs as well as reduce the viability of the parcel, coordinate with the property owners through an effective public outreach process, and start the acquisition process early.

Public Outreach: The Village of Oak Park does an excellent job at providing transparent public outreach. Adjacent property owners are directly impacted by roadway and intersection widening projects. Residents may not like the possibility of

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traffic being closer to their homes, resulting in a loss of property. Local business owners may be anxious as to the impact construction will have on their economic well-being. TranSystems’ approach is to listen and clearly understand their concerns, then provide a design to address their concerns. A focused and concerted dialogue between the project team and the stakeholders reduces risks to the project schedule.

Utility Relocation: Often, utility relocations will delay the project. They can be slow to review plans and conflicts as well as slow to mobilize their relocation efforts. Both result in delays, which can also result in increased costs. TranSystems’ approach is to begin our design with a JULIE design locate and get location details of utilities. We make every effort to avoid utility conflicts by adjusting proposed sewer or water main locations. Not all conflicts are avoidable, but limiting conflicts significantly helps to keep the project on schedule.

Permits: TranSystems has obtained hundreds of permits over the years. We understand the importance of getting permit approvals to keep the project on schedule. We are experienced with the permitting process for entities such as IDOT, MWRD, IEPA, and other county agencies. We have relationships with adjacent municipalities such as the City of Chicago Department of Transportation and can assist in any joint project permitting and coordination.

Typical Scope of Services

TranSystems will provide complete Phase I and Phase II engineering services in accordance with, but not limited to, the following general task areas:

<u>Phase I Engineering Project Tasks</u>	<u>Phase II Engineering Project Tasks</u>
▶ Project Coordination and Data Collection	▶ Project Coordination
▶ Field Surveys	▶ Supplemental Field Survey
▶ Traffic Studies and Crash Analysis	▶ Geotechnical Investigation
▶ Preliminary Design Studies	▶ Preliminary and Pre-Final Contract Plans and Documents
▶ Drainage Studies	▶ Final Contract Plans and Documents
▶ Environmental Studies	▶ Permitting
▶ Preferred Improvement Plan	▶ Right-of-Way
▶ Village and IDOT Meetings	▶ Contract Letting
▶ Project Budgeting	

PHASE III CONSTRUCTION ENGINEERING

TranSystems approaches every construction engineering project in the same fundamental ways. **We are here to provide our clients a high-quality project that is completed on schedule and within budget.** We proactively engage the contractor, public and private utilities, agencies, and conduct public outreach to keep everyone informed throughout the construction of the project. A summary of critical tasks covered in our Phase III methodology is below:

Pre-Construction

Field Review: The TranSystems team will photo and/or video document existing conditions upon notification to proceed with the project.

Plan Review: A thorough re-examination of the proposed plans and special provisions will be conducted. Cross sections will be verified before any contractor operations start.

Project Schedule Review: We will review the contractor’s schedule and work with them to identify potential issues to their proposed critical path items. We will identify the long lead items (precast culverts, light poles, traffic signal equipment, etc.) and work with the contractor to submit, receive approval, and procure the materials to mitigate delays.

Stakeholder Coordination: Once the contractor’s schedule is approved, our team will communicate with project stakeholders, residents, businesses, and affected agencies to discuss the project schedule, any required off-peak and/or overnight work, if required, any roadway closures and detours, and provide our team’s contact information.

Construction

Progress Meetings: The Construction/Field Engineer will conduct weekly progress meetings with the contractor, Village staff, and necessary stakeholders to review:

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- ▶ Safety
- ▶ Maintenance of Traffic (MOT)
- ▶ Contractor's Original Schedule
- ▶ Look Ahead Schedule
- ▶ Contractor's Recovery Schedule, if needed
- ▶ Outstanding Requests for Information (RFIs)
- ▶ Outstanding Submittals/Issues
- ▶ Pay Estimates
- ▶ DBE and EEO Goals and Progress
- ▶ Utility Coordination Issues
- ▶ Erosion Control Issues
- ▶ Material Inspection Issues

Layout Verification: Our staff is equipped with the necessary survey equipment to verify with the contractor's surveyor that we are in agreement for all control points and temporary benchmarks. Throughout the project, we will spot check the contractor's staking and layout and address any discrepancies with their surveyor.

Traffic Control Inspections: Our team will perform daily traffic control inspections first thing in the morning, throughout the day, and before the end of the day. We will document and inform the contractor and Village of Oak Park of the adequacy of the MOT control and response time for any deficiencies.

On-site Inspection & Documentation: We take great pride in our construction documentation skills. Our team is highly versed in IDOT's Documentation of Contract Quantities policy and procedures regarding local road projects, and we are up-to-speed with the new IDOT Construction Materials Management System (CMMS). In addition, we use state-of-the-art technology with the software HeadLight™. Our Construction/Field Engineer, staff, and subconsultants are trained in using this documentation software as well. To better communicate the status of construction to the Village, our team will be equipped with iPads and the HeadLight software to provide real-time data to Village staff at no additional cost to the Village of Oak Park.

If the project is locally let, TranSystems utilizes our custom construction management online database that will be accessible to the Village. This tool is our electronic job box and will store all project required documentation and records. The combination of our tools provides the Village a complete overview of the project in real-time.

Pay Estimates: Pay estimates will be completed on a monthly basis only for items that have been measured and for which we have received the proper material inspection. We will discuss the pay estimate with the contractor and review with the Village for approval before processing.

Change Orders: No additional work will commence without the prior approval of the Village. TranSystems will provide the Village with the description and reasoning for the additional work along with a cost estimate or requested AUP from the contractor. We will process change orders for reasonable additions or deductions of existing line item work after discussing with the Village. We will maintain a change order log that will be reviewed during progress meetings to maintain transparency of the actual project costs and provide recommendations for keeping the project within budget.

Erosion and Sediment Control Inspections: Our team will submit the required Notice of Intent and Notice of Termination forms to the IEPA to keep the project in compliance with the Stormwater Pollution Protection Plan. We will also conduct weekly inspections and additional inspections when storm events are greater than 0.5 inches. The reports will be sent to the contractor to remediate any deficiencies. The Village will be copied on all correspondence.

Submittals: Our team will keep a comprehensive submittal log to track from submission to approval. The submittal log will be reviewed every progress meeting, and we will encourage the contractor to provide required submittals early and then continuously follow up on outstanding approvals. Our goal is to minimize review times and mitigate any procurement delays.

Utilities: Just as important will be the coordination with the public and private utilities located within the project limits. TranSystems takes a proactive approach in identifying and coordinating mitigation to potential utility conflicts. A concern on every project is the potential for unknown utility conflict. TranSystems will work with the contractor to continue working as we identify and resolve the utility conflict.

Materials QC/QA: TranSystems selected Interra, Inc. to provide Quality Assurance (QA) and materials testing. We have partnered with Interra on many projects for more than 20 years, including our last assignment on the Astor, Myrtle and Euclid Improvements.

Our relationship with Interra includes clear communication and understanding for materials testing, sampling, and inspection schedules. Interra understands the QC/QA services required for this project and is IDOT prequalified in Quality Assurance

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– HMA & Aggregate and Quality Assurance – PCC & Aggregate. Interra also operates an IDOT-approved laboratory. Interra possesses the qualified personnel to successfully complete the tasks of this project in both day and night shifts which includes at their lab. Our team will resolve any material issues that may develop during the project, and QA services will be performed according to IDOT requirements. For more than 25 years, Interra has conducted the following services for various agencies and municipalities: PCC and HMA proposed plans, collect PCC and HMA split and independent samples for QA testing, laboratory testing of PCC and HMA, provide clients with testing result reports, verify that results are within control limits, coordinate with contract QC to obtain results, and verify that results are within the acceptable limits of precision.

Project Closeout

Final Inspection & Punch-List: Our team will maintain a preliminary punch list as items are completed. We will encourage the contractor to complete those items during the course of the project. Once substantial completion is reached, we will issue an official preliminary punch list. We will coordinate a final inspection walk-through with all required stakeholders and develop a final punch list. Separate final inspections may be required for items such as traffic signal turn-ons and maintenance transfers. When the contractor completes the final punch list work, we will provide a recommendation to the Village for final payment.

Record Drawings: The contractor's record drawings will be reviewed for accuracy and all dimensions shown will be verified. We will also provide a detailed set of "As Built" drawings for the Village's records and integration into the GIS system. All changes will be noted and the drawings will be reproducible.

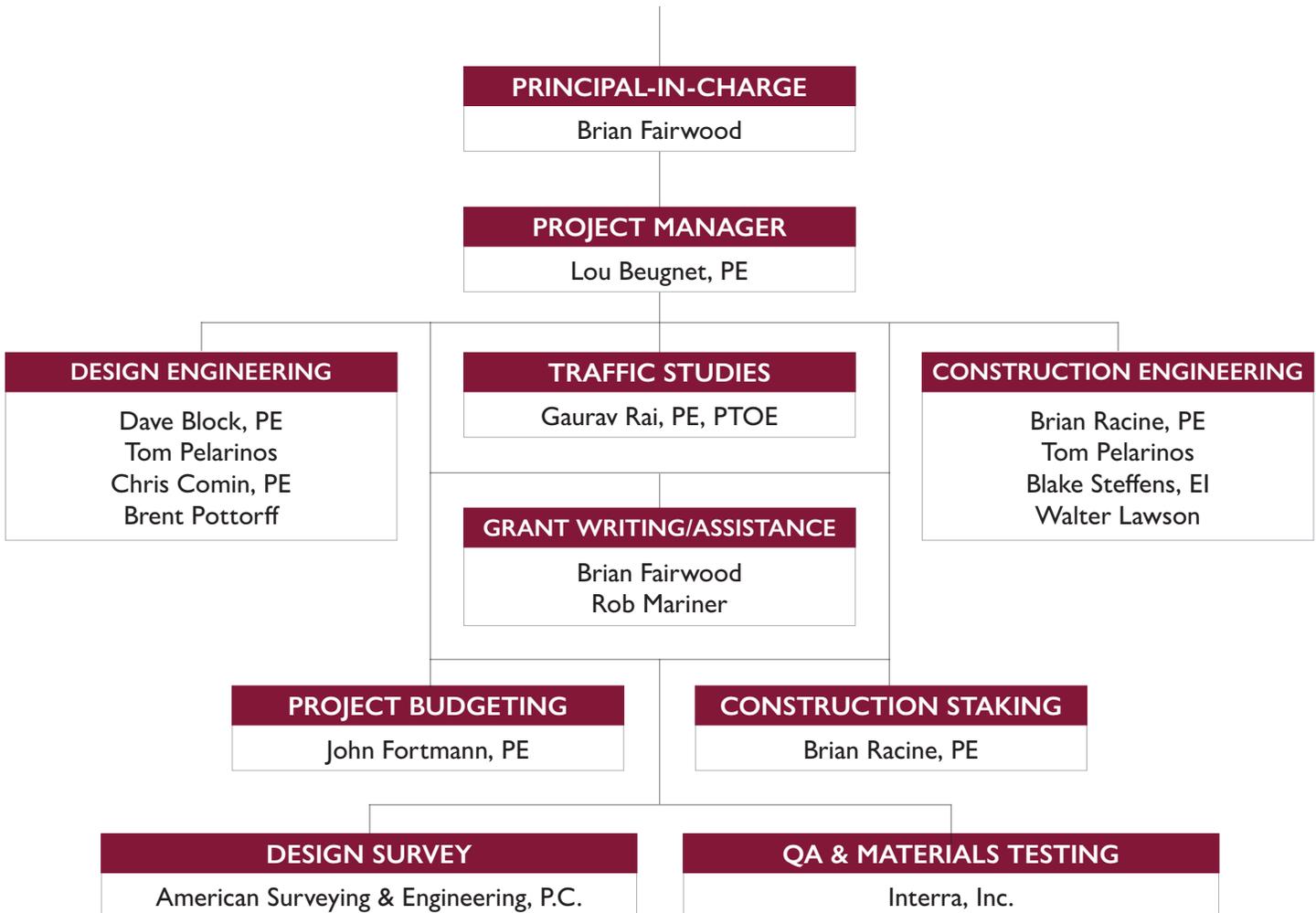


Lake Street Corridor, Oak Park, IL

IDOT PREQUALIFICATIONS

- ▶ Location Design Studies - Rehabilitation
- ▶ Location Design Studies - Reconstruction/ Major Rehabilitation
- ▶ Location Design Studies - New Construction/Major Reconstruction
- ▶ Structures - Highway: Simple
- ▶ Structures - Highway: Typical
- ▶ Structures - Highway: Advanced Typical
- ▶ Structures - Highway: Complex
- ▶ Structures - Moveable
- ▶ Structures - Major River Bridges
- ▶ Structures - Railroad
- ▶ Highways - Freeways
- ▶ Highways - Roads & Streets
- ▶ Special Studies - Lighting: Typical
- ▶ Special Studies - Signal Coordination & Timing (SCAT)
- ▶ Special Studies - Traffic Studies
- ▶ Special Studies - Traffic Signals
- ▶ Special Studies - Location Drainage
- ▶ Special Studies - Feasibility
- ▶ Special Studies - Safety
- ▶ Environmental Reports - Environmental Assessment
- ▶ Environmental Reports - Environmental Impact Statement
- ▶ Airports - Design
- ▶ Airports - Planning & Special Services
- ▶ Transportation Studies - Railway Engineering
- ▶ Transportation Studies - Mass Transit
- ▶ Special Services - Construction Inspection
- ▶ Special Services - Landscape Architecture
- ▶ Hydraulic Reports - Waterways: Typical
- ▶ Hydraulic Reports - Waterways: Complex
- ▶ Hydraulic Reports - Waterways: Pump Stations

Work for all on-call engineering projects will be performed out of our Schaumburg and Chicago, Illinois offices.



TranSystems' team is comprised of experienced professionals with extensive experience in engineering design and construction. Our diversified experience provides for comprehensive management and implementation, and our team provides expertise in all areas required for the Village's on-call projects.

All individuals listed above will be performing work out of our two local offices in Schaumburg and Chicago, Illinois with the exception of Rob Mariner, Grant Writer, who works out of our Orlando, Florida office.



EDUCATION

Certificate of Completion,
Highway Program
Financing-Certificate
National Highway Institute,
2001
B.S., Civil Engineering
Marquette University, 1993

AFFILIATIONS & MEMBERSHIPS

APWA

YEARS OF EXPERIENCE

28 (28 with firm)

BRIAN FAIRWOOD

Principal-in-Charge & Grant Writing/Assistance

Brian has 28 years of experience with planning reports, contract plan preparation, and coordination for municipal projects, including roadway and intersection geometrics, bikeway and pedestrian facilities, streetscape design, capacity analysis, traffic and accident studies, signal warrants, right-of-way requirements, funding analysis, and public coordination and involvement. Brian has also worked with our clients within the Chicago region in utilizing more than 40 distinct funding sources for transportation improvements.

LAKE STREET CORRIDOR IMPROVEMENTS, OAK PARK, IL

Principal-in-Charge for the three projects that comprise the corridor improvements; Lake Street Water and Sewer Improvements (locally funded), Lake Street Resurfacing and Corner Sidewalk Ramp Improvements (locally funded), and the Lake Street Streetscaping Improvements (federally funded). The Lake Street Corridor accommodates 6,750-9,200 vehicles per day and is home to residential developments and dozens of businesses, including retail stores, restaurants, a movie theater, a gas station, and a major grocery store all within the streetscaping section alone. Additionally, the Lake Street Corridor is adjacent to a number of public facilities including the Library, Oak Park and River Forest High School, the post office, several churches, and multiple parks. The roadway and streetscaping improvements were vital to revitalizing this important corridor for the Village, local merchants, and its residents.

FUNDING ASSISTANCE, VARIOUS COMMUNITIES, IL

Project Manager for funding management assistance for various transportation improvements for a number of communities as part of their annual capital improvements program. Prepared funding applications for State and Federal funding programs such as ARRA, CMAQ, ICC, IDNR, ITEP, Illinois FIRST, STP, and TIGER.

GROSS POINT ROAD, GOLF ROAD TO OLD ORCHARD ROAD, SKOKIE, IL

Principal-in-Charge for the Gross Point Road project that was split into two projects which includes Gross Point Road from Payne Street to Old Orchard Road and the Gross Point Road/Golf Road Intersection. The scope of work includes total reconstruction of roadway, storm sewer design to separate an existing combined sewer, on-street bike lanes, signal modernization and intersection improvements at the Gross Point Road / Old Orchard Road intersection, and right-of-way acquisition.

DIVISION STREET AND GOUGAR ROAD, LOCKPORT, IL

Project Principal for Phase II services for intersection of Division Street and Gougar Road in the City of Lockport. Responsibilities included preparing final engineering plans and specifications for the signalization of the intersection of Division Street & Gougar Road. This involved project coordination, supplemental field survey, geotechnical investigation, preliminary and pre-final contract plans and documents, final contract plans and documents, and permitting.

RANDALL ROAD CORRIDOR, MCHENRY COUNTY, IL

Communication and Stakeholder Outreach Lead for the Randall Road Corridor improvement project in McHenry County. The new design improves the corridor by widening and reconstructing this vital arterial to provide three (3) through lanes in each direction, a fourth outside auxiliary lane within critical segments, improved access, and dual left turn lanes with exclusive right turn lanes at the major signalized intersections. A comprehensive outreach plan was conducted to obtain input on the final design.

CENTRAL AVENUE, WILMETTE, IL

Public Outreach for the Phase I preliminary engineering and Phase II design engineering for Central Avenue between Green Bay Road and Sheridan Road. Central Avenue is a major collector, providing access to both residential and downtown business sections of the

Fairwood (continued)

community. The improvements include reconstruction of the deteriorating roadway conditions, replacement of the aging watermain, upgrades to the existing combination sewer system, a new storm sewer system, a modernized traffic signal at Central Avenue and Wilmette Avenue, PACE bus stop enhancements, and pedestrian and bikeway improvements. The project required extensive coordination with the downtown business owners, merchant's group, and Village staff to gain consensus on the scale of streetscape improvements. TranSystems is currently providing Phase III engineering services for this project.

OLD ORCHARD ROAD AND SKOKIE BOULEVARD, SKOKIE, IL

Project Director for Project Development Report, contract plans and documents, and construction engineering for the rehabilitation and resurfacing of the intersection of Old Orchard Road and Skokie Boulevard in the Village of Skokie. The project included additional channelization improvements, sidewalks, roadway lighting, traffic signals, drainage, and pavement markings. These improvements were necessary to improve operations, capacity and safety of this intersection.

OLD ORCHARD ROAD CORRIDOR STUDY, SKOKIE, IL

Principal-in-Charge for the preparation of a feasibility study of the Old Orchard Road Corridor. The study included land use studies, trip generation calculations, roadway network modeling, review of travel lane needs, Cross Section analyses, interchange configurations studies at the I-94 (Edens) interchange, determination of right-of-way requirements, reviewed intersection improvements at seven intersections, and preparation of traffic impact studies.

SHOE FACTORY ROAD BIKE PATH, HOFFMAN ESTATES, IL

Principal-in-Charge for this Phase I and Phase II project for a multi-use path. Key stakeholders are Hoffman Estates Park District and the Forest Preserve District of Cook County. The project will complete a missing gap in the off-street trail system along Shoe Factory Road, adjacent to CN railroad right-of-way, and connecting to the Prairie Stone Business Park. Coordination with the Tollway will create the Village's first grade-separated trail crossing of the Tollway.

HISTORIC THIRD STREET IMPROVEMENTS, GENEVA, IL

Project Manager for seven blocks Third Street rehabilitation in Geneva's downtown historic business district. The project involved roadway and streetscape improvements. Roadway items include street paving, curb and gutter reconstruction, drainage design, roadway striping and lighting, and sanitary sewer and watermain reconstruction. The streetscape items include landscaping, decorative brick paver carriage walls and sidewalks, historic and informational kiosks, signage, site furnishings, and pedestrian walk lighting. Extensive public coordination was involved to reach a consensus with the stakeholders for the streetscape elements of the project. Public meetings, design charettes, newsletters, and a project website were all components of the public involvement plan.

CHURCH STREET & MAIN STREET TWO WAY CONVERSION, ROCKFORD, IL

Principal-in-Charge of this project to convert the north-south one-way streets into two-way streets to simplify traffic circulation in the Rockford w Business District (CBD). Additionally, the two-way street conversion design is needed to improve access, mobility, and safety for all modes, including pedestrians and bicyclists alike. Other considerations may include aesthetics, lighting, and on-street parking accommodations. TranSystems is completing the traffic analysis, phasing strategy, downtown transportation plan, public coordination, IDOT approval, and contract documents.

15TH AVENUE BRIDGE OVER SILVER CREEK, MELROSE PARK, IL

Project Director for the Phase I Engineering for the rehabilitation/replacement of a deteriorated simple-span steel beam bridge over Silver Creek in Melrose Park. The project is being funded with Highway Bridge Program Funds. Services include a preliminary bridge and hydraulic study to determine a recommended bridge alternative.

OHIO STREET BRIDGE REPLACEMENT, AURORA, IL

Project Director for the reconstruction of the Ohio Street Bridge over Indian Creek and the BNSF Railroad in Aurora. Ohio Street is a north-south major connector. The Ohio Street Bridge crosses four tracks of the Burlington Northern Santa Fe Railroad, which accommodate freight and commuter trains, and Indian Creek. The existing bridge is a five span steel girder structure built in 1928, and was replaced by a three span continuous steel plate girder bridge on pile supported abutments with MSE walls, and multi-column concrete piers. This project used Highway Bridge Program funds for the full replacement of the bridge.



REGISTRATIONS

Professional Engineer
(Electrical): IL, 1996

EDUCATION

B.S., Electrical Engineering
Marquette University, 1992

CERTIFICATIONS

IDOT Documentation of
Contract Quantities, #19-
15214
IDOT Material Management
of Jobsites
IDOT Portland Cement
Concrete Level 1
IDOT Bridge Construction
Inspection
OSHA Construction, 10
Hour Course
Confined Space Training

TRAINING

OSHA 30-Hour
Construction Safety
IDOT ICORS Training

YEARS OF EXPERIENCE

30 (16 with Firm)

LOU BEUGNET, PE

Project Manager

Lou has 30 years of project experience in construction management, project coordination, permitting, and design experience. Lou has been involved with a wide variety of construction project types such as ADA sidewalks, pedestrian bridges, expressway bridges, and arterial resurfacing. Lou has worked on multiple Tollway, municipal, IDOT, and CDOT projects either as Project Manager or as the Construction Manager.

LAKE STREET CORRIDOR IMPROVEMENT PROJECTS, OAK PARK, IL

Project Manager for the three projects that comprise the corridor improvements; Lake Street Water and Sewer Improvements (locally funded), Lake Street Resurfacing and Corner Sidewalk Ramp Improvements (locally funded), and the Lake Street Streetscaping Improvements (federally funded). The Lake Street Corridor accommodates 6,750-9,200 vehicles per day and is home to residential developments and dozens of businesses, including retail stores, restaurants, a movie theater, a gas station, and a major grocery store all within the streetscaping section alone. Additionally, the Lake Street corridor is adjacent to a number of public facilities including the library, Oak Park and River Forest High School, the post office, several churches, and multiple parks. The roadway and streetscaping improvements were vital to revitalizing this important corridor for the Village, local merchants, and its residents.

COUNTY FARM BRIDGE & TRAIL IMPROVEMENTS, HANOVER PARK, IL

Project Manager/Resident Engineer for the construction of a new bike path and two pedestrian bridges to construct the missing link for the North Central DuPage Regional Trail. The new bike path connects existing trails in the Hawk Hollow and Mallard Lake Forest Preserves in Hanover Park. The project included a three span pedestrian bridge over County Farm Road, which consisted of simple span prefabricated steel trusses on hammerhead concrete piers and geosynthetic reinforced soil supported abutments. A single span bridge over a tributary to the West Branch to the DuPage River consisted of a prefabricated steel truss on pile supported abutments.

ASTOR, MYRTLE, EUCLID, VILLA PARK, IL

Project Manager for the construction engineering of the reconstruction of Astor Court from Summit Avenue to Myrtle Avenue; Myrtle Avenue from Highland Park Avenue to Park Avenue and Central Boulevard to Kenilworth Avenue; and Crescent Boulevard from Myrtle Avenue to Villa Avenue. The project included combined sewer separation as well as some selective water system and sanitary sewer system improvements. The stormwater improvements included the installation of underground stormwater detention.

ROSELLE ROAD BIKE BRIDGE, SCHAUMBURG, IL

Project Manager/Resident Engineer for the construction of a five span concrete deck and steel plate curved girder structure and a hot-mix asphalt path from Hillcrest Boulevard to Central Road. Other elements of the project included metal shell pile installation, MSE wall construction, form liner textured surfaces on the bridge piers and MSE walls, staining of concrete structures, storm sewer improvements, traffic signal post relocations at two intersections, street lighting modifications and pier lighting, and landscaping. The project required extensive coordination with multiple agencies including the Village of Schaumburg, IDOT, Cook County Department of Transportation and Highways, Illinois Tollway, and the Cook County Forest Preserve District.

OHIO STREET BRIDGE, AURORA, IL

Project Manager for the reconstruction of the Ohio Street Bridge over Indian Creek and the BNSF Railroad in Aurora. The work performed consisted of roadway reconstruction and widening, pavement removal, earth excavation, furnished excavation, HMA pavement, curb and gutter, bridge construction, MSE retaining walls, micro-piles, guardrail, storm sewer and drainage structure adjustments and installation, sanitary sewer, water main, landscaping, and striping.

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BUTTERFIELD ROAD AT COMMONWEALTH LANE INTERSECTION, ELMHURST, IL

Project Manager for this project which included intersection improvements to accommodate future traffic from the construction of Elmhurst Memorial Hospital. Improvements included the addition of a northbound left turn lane on Commonwealth Lane, providing dual left turn lanes onto westbound Butterfield Road. In addition, a southbound left turn lane and shared through/right turn lane were provided on the north approach of Commonwealth Lane. A new eastbound right turn lane was constructed along Butterfield Road. The project included other minor widening and resurfacing within the improvement limits in addition to modernization of the traffic signal equipment. The project tasks included geometric studies, traffic analysis, drainage, and pedestrian/bicyclist accommodations.

SKOKIE BOULEVARD AT OLD ORCHARD ROAD, SKOKIE, IL

Construction Manager responsible for project oversight and management of project staff. The project included resurfacing, rehabilitation, and reconstruction of the intersection of Old Orchard Road and Skokie Boulevard in the Village of Skokie. The project included additional auxiliary lanes, channelization improvements, sidewalks, roadway lighting, traffic signals, drainage detention, and pavement markings. These improvements were necessary to improve operations, capacity, and safety of this intersection.

GOLF ROAD AND SKOKIE BOULEVARD INTERSECTION IMPROVEMENTS, SKOKIE, IL

Construction Manager for the preparation of contract plans and documents for the rehabilitation and reconstruction of the intersection of Golf Road and Skokie Boulevard in the Village of Skokie. The project included additional auxiliary lanes, channelization improvements, sidewalks, roadway lighting, traffic signals, drainage detention, and pavement markings. These improvements were necessary to improve operating capacity and safety of this intersection.

BUTTERFIELD ROAD AT COMMONWEALTH LANE INTERSECTION, ELMHURST, IL

Project Manager for this project which included intersection improvements to accommodate future traffic from the construction of Elmhurst Memorial Hospital. Improvements included the addition of a northbound left turn lane on Commonwealth Lane, providing dual left turn lanes onto westbound Butterfield Road. In addition, a southbound left turn lane and shared through/right turn lane were provided on the north approach of Commonwealth Lane. A new eastbound right turn lane was constructed along Butterfield Road. The project included other minor widening and resurfacing within the improvement limits in addition to modernization of the traffic signal equipment. The project tasks included geometric studies, traffic analysis, drainage, and pedestrian/bicyclist accommodations.

SKOKIE BOULEVARD AT OLD ORCHARD ROAD, SKOKIE, IL

Construction Manager responsible for project oversight and management of project staff. The project included resurfacing, rehabilitation, and reconstruction of the intersection of Old Orchard Road and Skokie Boulevard in the Village of Skokie. The project included additional auxiliary lanes, channelization improvements, sidewalks, roadway lighting, traffic signals, drainage detention, and pavement markings. These improvements were necessary to improve operations, capacity, and safety of this intersection.

GOLF ROAD AND SKOKIE BOULEVARD INTERSECTION IMPROVEMENTS, SKOKIE, IL

Construction Manager for the preparation of contract plans and documents for the rehabilitation and reconstruction of the intersection of Golf Road and Skokie Boulevard in the Village of Skokie. The project included additional auxiliary lanes, channelization improvements, sidewalks, roadway lighting, traffic signals, drainage detention, and pavement markings. These improvements were necessary to improve operating capacity and safety of this intersection.

BLOOMINGDALE TRAIL (606), CHICAGO, IL

Project Manager, Coordination and Traffic Control Manager for a multi-use linear park that is the first of its kind in Chicago. Stretching 2.7 miles through four vibrant Chicago northwest side neighborhoods, the conversion of the elevated Bloomingdale Line into a trail and park provides unprecedented connections to and among these communities. The trail and park runs along an unused, elevated rail line along Bloomingdale Avenue. The Bloomingdale Trail and Park runs through several vibrant communities along Bloomingdale Avenue, adjacent to numerous private properties, and crosses over major arterials, an historic boulevard, bus and bicycle routes, and the CTA Blue Line.

ADA RAMP PROGRAM, CHICAGO, IL

Program Manager and Resident Engineer for the construction of over 4,000 ADA compliant ramps in the Chicago Loop, as well as Chicago's far north, near south, and far south areas. This program was assigned to TranSystems as a series of task orders for City funded or federally funded projects, and required pedestrian traffic control, roadway traffic control, sidewalk removal, new concrete ADA sidewalks, ADA tile installations, curb and gutter removal and replacement, HMA resurfacing and pavement markings.



REGISTRATION

Professional Engineer
(Civil): IL, 1996

EDUCATION

B.S., Civil Engineering
Valparaiso University, 1991

AFFILIATIONS & MEMBERSHIPS

APWA
ASCE

YEARS OF EXPERIENCE

30 (14 with firm)

DAVE BLOCK, PE

Design Engineer

Dave has more than 30 years of private consulting experience as a Project Manager, Project Engineer, Design Engineer, and Construction Resident Engineer. He is a clear and direct communicator with versatile and logical problem-solving skills. He has a wide range of experience managing preliminary engineering studies, design engineering projects, and construction contracts for many municipalities, counties, and IDOT including roadway geometrics, storm sewer design, multi-use path designs, traffic signals, and right-of-way requirements. His knowledge of the programming, funding, and agreement processes allows him to guide many local agencies from project inception through construction.

GROSS POINT ROAD, GOLF RD TO OLD ORCHARD ROAD, SKOKIE, IL

Project Manager for Phase II of the Gross Point Road project has been split into two projects which includes Gross Point Road from Payne Street to Old Orchard Road and the Gross Point Road/Golf Road Intersection. The scope of work includes total reconstruction of roadway, storm sewer design to separate an existing combined sewer, on-street bike lanes, signal modernization and intersection improvements at the Gross Point Road / Old Orchard Road intersection, and right-of-way acquisition.

CENTRAL AVENUE, WILMETTE, IL

Project Manager for the Phase I preliminary engineering and Phase II design engineering for Central Avenue between Green Bay Road and Sheridan Road. Central Avenue is a major collector, providing access to both residential and downtown business sections of the community. The improvements include reconstruction of the deteriorating roadway conditions, replacement of the aging watermain, upgrades to the existing combination sewer system, a new storm sewer system, a modernized traffic signal at Central Avenue and Wilmette Avenue, PACE bus stop enhancements, and pedestrian and bikeway improvements. The project required extensive coordination with the downtown business owners, merchant's group, and Village staff to gain consensus on the scale of streetscape improvements. TranSystems is currently providing Phase III engineering services for this project.

ROSELLE ROAD BIKE BRIDGE, SCHAUMBURG, IL

Project Engineer for this Phase III project. The designed trail alignment (performed by another firm) through the forest preserve required significant tree removal and incurred a cost of a quarter million dollars, assessed by the Forest Preserves of Cook County, based on a tree size and condition evaluation. Schaumburg asked TranSystems to explore and design an alternative trail alignment to reduce this cost. The area was re-surveyed for a more accurate and current representation of the existing tree locations, tree sizes, and topography, and the information was provided to TranSystems' design support team. The design effort to realign the trail not only reduced costs of tree losses, but entirely eliminated them. The tree valuation was also improved by planting more trees, and the construction and design teams worked together to revamp the planting plan. The trail realignment effort was able to maintain the designed bridge structure alignment, preventing costly construction revisions.

GOLF ROAD AND SKOKIE BOULEVARD, SKOKIE, IL

Project Manager for the preparation of contract plans and documents for the rehabilitation and reconstruction of the intersection of Golf Road and Skokie Boulevard in the Village of Skokie. The project includes additional auxiliary lanes, channelization improvements, sidewalks, roadway lighting, traffic signals, drainage detention, and pavement markings. These improvements are necessary to improve operating capacity and safety of this intersection.

KUHN ROAD BIKE PATH (BLOOMINGDALE TRAIL), CAROL STREAM, IL

Project Manager for an off road bikeway along Kuhn Road using CMAQ/TCM funds. This project involved construction of a 0.71 mile segment of the Carol Stream-Bloomingtondale Trail. This specific segment of the trail is an off-street bikeway along Kuhn Road from Lies Road to Army Trail Road in the Village of Carol Stream. The facility connects into several miles of

Block (continued)

existing bicycle and pedestrian facilities that are both locally and regionally significant. These include off-street bikeways along Lies Road, Fair Oaks, and Kuhn Road, as well as Great Western and West Branch Trails.

SKOKIE BOULEVARD AT OLD ORCHARD ROAD, SKOKIE, IL

Project Manager for the preparation of contract plans and documents for the resurfacing, rehabilitation, and reconstruction of the intersection of Old Orchard Road and Skokie Boulevard in the Village of Skokie. The project includes additional auxiliary lanes, channelization improvements, sidewalks, roadway lighting, traffic signals, drainage detention, and pavement markings. These improvements are necessary to improve operations, capacity and safety of this intersection.

DIVISION STREET AND GOUGAR ROAD, LOCKPORT, IL

Project Manager for Phase II services for intersection of Division Street and Gougar Road in the City of Lockport. Responsibilities included preparing final engineering plans and specifications for the signalization of the intersection. This involved project coordination, supplemental field survey, geotechnical investigation, preliminary and pre-final contract plans and documents, final contract plans and documents, and permitting.

MEACHAM ROAD AND IL 62 INTERSECTION, SCHAUMBURG, IL

Project Manager for this project that included additional intersection turn lanes, additional third eastbound lane on IL 62, updated crash reports, noise analysis study, location drainage study, intersection design studies, and preferred improvement plan. Phase II engineering included design of the roadway, storm sewer system, utility relocations, traffic signals, and lighting. Extensive right-of-way acquisition was required and four properties went through condemnation proceedings. There was extensive coordination with utilities to determine conflicts and collaborate on facility relocations.

OLD ORCHARD ROAD, SKOKIE, IL

Project Manager for this project which began with preparation of a feasibility study of the Old Orchard Road Corridor between Harms Road and Skokie Boulevard. The purpose of the study was to address congestion on the Interstate 94 ramp intersections with Old Orchard Road and along the corridor. The study included land use studies, trip generation calculations, roadway network modeling, review of travel lane needs, cross section analyses, intersection analyses, interchange configuration studies at the Interstate 94 interchange, determination of right-of-way, and preparation of a summary report. The project was split into two segments: West (Harms Road to the Interstate 94 southbound ramps) and East (Interstate 94 northbound ramps to Skokie Boulevard). Work tasks include alignment studies, preparation of intersection design studies, drainage analyses, cross section analyses and structural analyses for proposed retaining walls. The project eventually became a single construction project, and TranSystems designed Phase II contract plans and documents, coordinating closely with IDOT, CCDOTH and the Village of Skokie.

DESIGN ENGINEERING SERVICES ON-CALL CONTRACT, COOK COUNTY, IL

Project Manager for the various Phase II design services contract with CCDOTH. TranSystems is responsible for the preparation of contract documents including plans, specifications and estimates with supporting engineering analysis for various projects throughout Cook County. The scope of services includes intersection design, traffic signal design, small roadway segments/roadway corridors, structures, and design of drainage/flooding solutions; completion of on-going plans, specifications and estimates; updating County standard details and specifications; identification and preparation of grant applications for project funding; and various project permitting (IDOT, MWRD, ACOE, FPCC, IEPA, IDNR, FEMA, and USFW). The services covered include survey, geotech, CCDD testing, geometrics, traffic, complete streets, bridge, drainage, sewer videotaping, MOT, cost estimates, public outreach, and others as needed.

SHERIDAN ROAD IMPROVEMENTS, WILMETTE, IL

Project Engineer for the reconstruction of 2.16 miles of Sheridan Road. The project was processed as a Jurisdictional Transfer utilizing Surface Transportation Program (STP) federal funds. Intersection and signalized improvements occurred at the Sheridan Road intersections with Westerfield Avenue, Lake Avenue, and Isabella Street. Sheridan Road was reconstructed to provide two 11-foot wide through lanes, a 10-foot wide bi-directional center turn lane, and two 4.5-foot bike lanes including the gutter section. Scope of work included pavement reconstruction, storm sewers, watermain, sanitary sewer, lighting, signals, streetscaping and retaining wall. This project involved intricate coordination with multiple agencies as well as MWRD permitting. This project won the APWA Project of the Year Award and ACEC - Illinois Special Achievement Award.

SKOKIE BOULEVARD WATER MAIN, SKOKIE, IL

Project Manager for the preparation of contract plans and documents for a water main along Skokie Boulevard (U.S. Route 41) from Golf Road to north of Old Orchard Road. These plans were incorporated into the design plans of the Skokie/Golf intersection project as Stage 1. Stage 2 was included with the Skokie/Old Orchard intersection project.



TOM PELARINOS

Design Engineer

Tom has over three years of consulting experience as a Design Engineer and Construction Inspector. His thorough and logical problem-solving skills have allowed him to effectively manage many design tasks, and his open communication style invites robust collaboration within project teams. His design experience includes a command of Microstation skills, alignment and profile design, ADA sidewalk curb ramp design, quantity calculations, and plan preparation on projects ranging from street resurfacing to bike trails to major arterial roadways. His construction experience includes inspection of roadways, streetscape construction, and fiber optic installations.

EDUCATION

B.S. Civil Engineering from
Bradley University, 2017

TRAINING

OSHA 10-Hour
Construction Safety

YEARS OF EXPERIENCE

3 (3 with firm)

LAKE STREET RESURFACING, OAK PARK, IL

Construction Inspector for the rehabilitation of the Lake Street Corridor which accommodates 6,750-9,200 vehicles per day and is home to residential developments and businesses, including retail stores, restaurants, gas stations, and a major grocery store. Additionally, the Corridor is adjacent to a number of public facilities, including Oak Park and River Forest High School, the post office, churches, and a number of parks / fields. The project included roadway resurfacing and patching, drainage improvements, ADA improvements, sidewalk and curb replacement, installation of pedestrian crosswalk signals, and adjusted road width near OPRF High school for pedestrian safety. Tom's responsibilities included construction documentation, verifying proposed work with contractors, and communication and coordination with adjacent businesses and residents.

TEMPORARY STAFF ENGINEER, OAK PARK, IL

Tom is currently a temporary Staff Engineer for the Village and is assisting the Engineering division with their daily design and construction-engineering activities to supplement increased construction-season workloads and fluctuations in staffing. Most of the work is anticipated to be construction related, but there are several projects requiring design assistance. Typical projects consist of water and sewer design, development inspection in the public right-of-way, sidewalk construction, and other miscellaneous projects. Typical in-house designs consist of water-sewer, resurfacing, and parking-lot designs.

FIBER OPTIC RING, OAK PARK, IL

Construction Inspector for this project that was an expansive Village-wide endeavor. The objective for the Village was to run fiber to each of their Village-owned buildings and all of the school District 97 buildings. In total, 24 buildings were looped into the fiber ring. Tom's responsibilities included daily communication with contractor crews, documenting all work performed, identifying key obstructions and potential issues, and communicating with residents regarding work performed near their property.

CENTRAL AVENUE, WILMETTE, IL

Design Engineer for Central Avenue between Green Bay Road and Sheridan Road, and for Wilmette Avenue between Green Bay Road and Lake Avenue. Services included design of the roadway, storm sewer system, water main, combination sewer rehabilitation, utility relocations, traffic signals, lighting, and streetscape. The project required extensive coordination with the downtown business owners, merchant's group, and Village staff to gain consensus on the scale of streetscape improvements.

NORTHFIELD ROAD RECONSTRUCTION PROJECT, NORTHFIELD, IL

Design Engineer for improvements to Northfield Road from Willow Road to Winnetka Road. Project involved the design of reconstruction of Northfield Road at its current width and on its current alignment with minor modifications to the vertical profile. The existing curb and gutter were also replaced. Additionally, sidewalk ramps and curb ramps were improved to meet ADA standards along the corridor.



CHRIS COMIN, PE

Design Engineer

Chris has 23 years of experience in transportation design and construction engineering. His strengths include design of horizontal and vertical alignments and analyzing right-of-way impacts from cross sections. Chris also has significant experience in construction surveying and using the Global Positioning System (GPS).

REGISTRATION

Professional Engineer
(Civil): IL, 2003

EDUCATION

B.S., Civil Engineering
University of Wisconsin,
Platteville, 1997

TRAINING

OSHA 10-Hour
Construction Safety

YEARS OF EXPERIENCE

23 (21 with firm)

CENTRAL AVENUE, WILMETTE, IL

Design Engineer for the Phase I preliminary engineering services for Central Avenue between Green Bay Road and Sheridan Road, a distance of approximately 5,800 feet. Central Avenue is a major collector, providing access to both residential and downtown business sections of the community. The improvements include reconstruction of the deteriorating roadway conditions, replacement of the aging watermain, upgrades to the existing combination sewer system, a new storm sewer system, a modernized traffic signal at Central Avenue and Wilmette Avenue, PACE bus stop enhancements, and pedestrian and bikeway improvements.

MEACHAM AND ALGONQUIN ROAD INTERSECTION, SCHAUMBURG, IL

Design and Drainage Engineer for the Phase I project to update the original Meacham Road Phase I project, including additional intersection turn lanes, additional third eastbound lane on IL 62, updated crash reports, location drainage study, intersection design studies, and preferred improvement plans.

SOUTH MAIN STREET, CRYSTAL LAKE, IL

Project Engineer for the improvement of South Main Street. The scope of work includes the widening of South Main to provide a five-lane cross section to match the existing cross sections to the north and south of the project. Additional channelization and signal modernization will occur at the intersection of South Main Street/Berkshire Lane and South Main Street/Pyott Road/Virginia Road. The scope of work also includes pedestrian, drainage and utility improvements.

KUHN ROAD BIKE PATH, CAROL STREAM, IL

Design Engineer for the 10-foot bituminous path to be constructed along Kuhn Road. The Kuhn Road Bike Path provides a direct connection to residential neighborhoods, four parks, three churches, one high school, one college, one fire station, and one shopping center and provide access to other facilities along the Lies Road Bikeway and the Great Western Trail, including the nearby West Branch Reservoir Forest Preserve. Regionally, the bike path provides an important link for the community to an established bikeway network. Project is funded with CMAQ and local matching funds. Construction was funded with STPU and local matching funds. The project was coordinated through IDOT's Bureau of Local Roads. The project also involved acquiring right-of-way from three parcels via the Federal Process.

WOODFIELD ROAD, SCHAUMBURG, IL

Design Engineer for the Phase I work for the reconstruction of Woodfield Road between Meacham Road and IL Route 53. The project included additional channelization improvements, sidewalk/bike path, traffic signals, lighting, drainage, landscaping and pavement markings. These requirements were needed to improve operations, capacity and safety of the corridor.

FLEMING ROAD IMPROVEMENTS, MCHENRY COUNTY, IL

Fleming Road is a north-south rural collector that passes through the Village of Bull Valley and unincorporated McHenry County. The project included innovative pervious pavement and porous designs, geometric studies, an intersection control evaluation for the intersection of Fleming Road and Country Club Road, public coordination, and preparation of design plans. While this was primarily a Phase II contract many Phase I elements were incorporated into the final design.

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SHERIDAN ROAD IMPROVEMENTS, WILMETTE, IL

Roadway Engineer for the reconstruction of 2.16 miles of Sheridan Road. The project was processed as a Jurisdictional Transfer utilizing Surface Transportation Program (STP) federal funds. Intersection and signalized improvements occurred at the Sheridan Road intersections with Westerfield Avenue, Lake Avenue, and Isabella Street. Sheridan Road was reconstructed to provide two 11-foot wide through lanes, a 10-foot wide bi-directional center turn lane, and two 4.5-foot bike lanes including the gutter section. Scope of work included pavement reconstruction, storm sewers, watermain, sanitary sewer, lighting, signals, streetscaping and retaining wall. This project won the APWA Project of the Year Award and ACEC - Illinois Special Achievement Award.

FAIR OAKS BIKE PATH, CAROL STREAM, IL

Design Engineer for a 10-foot bituminous path along the West Branch of the DuPage River and Fair Oaks Road between the Great Western Trail and Army Trail Road. Within the project limits, the 2.2 mile path connects several neighborhoods, 2 schools, 5 parks, 2 churches, West Branch Reservoir Forest Preserve, Timber Ridge Forest Preserve, and Fair Oaks Plaza shopping center to the Great Western Trail and Lies Road Bikeway. The 2.8 mile Lies Road Bikeway connects to the West Branch Reservoir Forest Preserve, 13 parks, 6 schools, 2 churches, Simkus Recreation Center/Carol Stream Water, and Town Center.

HART ROAD AT US ROUTE 14, LAKE COUNTY, IL

Project Engineer for the Phase I engineering study for the intersection of US RT 14 at Hart Road. The project included the addition of auxiliary turn lanes at the intersection including geometric studies, traffic analyses, drainage studies, pedestrian/bicyclist accommodations and traffic signal modernization.

CAROL STREAM LAPP PROGRAM, CAROL STREAM, IL

Design Engineer for the preparation of contract plans and documents for the rehabilitation and resurfacing of five local streets for Carol Stream. The roadways were Lies Road (East), Fullerton Avenue, Lies Road (West), Fair Oaks Road, and Kuhn Road. Tasks included completing Local Agency Pavement Preservation (LAPP) approval forms, pavement surveys, rehabilitation recommendations, mix design, abbreviated design plans, cost estimates, and specifications.

ST. CHARLES ROAD LAPP, ELMHURST, IL

Design Engineer for the preparation of contract plans and documents for the resurfacing of St. Charles Road from York Street to Poplar Avenue. Tasks included completing LAPP approval forms, pavement surveys, rehabilitation recommendations, mix design, abbreviated design plans, cost estimates, and specifications.

SPRING ROAD AND VALLETTE STREET IMPROVEMENTS, ELMHURST, IL

Design Engineer for the preparation of construction plans and specifications for the Local Agency Pavement Preservation (LAPP) project along Spring Road and Vallette Street in the City of Elmhurst, a total distance of approximately 2.5 miles. The scope of work included a 3" mill and overlay of this roadway section. It also involved removing and replacing deteriorated portions of curb and gutter and sidewalks. Areas of extensive deteriorated pavement were patched after the milling and before the overlay was constructed. Structure adjustments or reconstruction as well as parkway restoration were performed.

GOLF ROAD AND SKOKIE BOULEVARD INTERSECTION IMPROVEMENTS, SKOKIE, IL

Design Engineer for Project Development Report, contract plans and documents, and construction engineering for the rehabilitation and resurfacing of the intersection of Golf Road and Skokie Boulevard in the Village of Skokie. The project included additional auxiliary lanes, channelization improvements, sidewalks, roadway lighting, traffic signals, and pavement markings. These improvements were necessary to improve operating capacity and safety of this intersection.

OLD ORCHARD ROAD AND SKOKIE BOULEVARD INTERSECTION IMPROVEMENTS, SKOKIE, IL

Design Engineer for Project Development Report, contract plans and documents, and construction engineering for the rehabilitation and resurfacing of the intersection of Old Orchard Road and Skokie Boulevard in the Village of Skokie. The project included additional channelization improvements, sidewalks, roadway lighting, traffic signals, drainage, and pavement markings. These improvements were necessary to improve operations, capacity and safety of this intersection.

ILLINOIS PRAIRIE PATH, AURORA BRANCH, DUPAGE COUNTY, IL

Project Engineer for preliminary engineering services for realignment of the Illinois Prairie Path - Aurora Branch from the Canadian National Railroad to Eola Road, with the preferred route requiring bridge widening on Eola Road over I-88 to accommodate a multi-use path. Total project distance is 3,200 feet (0.61 miles).



BRENT POTTORFF

Design Engineer

Brent has 39 years of experience in the planning, design, and construction of transportation related projects, including extensive work with IDOT as well as numerous local agencies. Brent has served as Project Manager on several award winning projects and was part of the team named winner of Kane County Division of Transportation's inaugural Engineer of the Year award.

EDUCATION

BS, Civil Engineering
Technology, Southern
Illinois University, 1982

TRAINING

IDOT Stormwater Pollution
and Erosion & Sediment
Control
IDOT Bituminous
Proportioning
IDOT Design Surveying
IDOT Detention Basin
Design
IDOT/ACI Levels I & II
Concrete Inspection
IDOT QA/QC Hot Mix
Asphalt Levels I & II
IDOT QA/QC Aggregate
Mixture
ISTHA Construction
Documentation Seminar

YEARS OF EXPERIENCE

39 (2 with firm)

PRAIRIE STREET AT WILSON STREET, BATAVIA, IL

Design Engineer for Phase II engineering services to design the intersection of Prairie Street at Wilson Street, located in downtown Batavia. The intersection is being widened to accommodate the addition of warranted turn lanes on all approaches, and a traffic signal will be installed to improve operations and safety. A 3R design approach is being used to minimize the project footprint and propose improvements within the City's available funds.

MEACHAM ROAD RESURFACING, CHAUMBURG, IL

Project Engineer for the resurfacing of Meacham Road between Higgins Road and Golf Road. The work includes milling and resurfacing of pavement to logical termini within the corridor; removal and replacement of curb and gutter; improvements to the drainage structures, removal and/or replacement of driveway aprons and sidewalks to meet current ADA/PROWAG standards, grading and restoration of parkway areas to promote positive drainage, roadway striping, and coordination with the Village for an anticipated future bike path project. The Phase I is being processed using the BLRS 19100 form, and a traffic signal warrant analysis was completed at the Bank Drive intersection. All improvements are being designed per IDOT BLRS guidelines.

KAUTZ ROAD, IL 38 TO IL 64, CITIES OF ST. CHARLES AND GENEVA, IL

Project Engineer for this project in which the City of Geneva and City of St. Charles are looking to provide improvements to the Kautz Road corridor between Commerce Drive in St. Charles to north of IL Route 38 in Geneva. The work includes widening Kautz Road to add a third lane, reconstruction of the majority of the roadway, connection of a recreational trail and formal designation of Kautz Road as a truck route. All Phase I and Phase II work is following the same process and guidelines as the Federal Aid process. Brent is responsible for leading the corridor design efforts and plan deliverables, including special provisions and estimates.

WO #12 - PPRP NORTH AND SOUTH, COOK COUNTY, IL

Design Engineer for the design plan reviews, revisions, and updates to eight (8) sets of plans for roadway repair and rehabilitation work under the Pavement Preservation and Rehabilitation Program (PPRP). Reviews included quantities, typical sections, pavement rehabilitation, ADA ramp design, maintenance of traffic, pavement marking plans, special provisions, and estimate of cost. Work also involved revising, updating, and reviewing the plans after the incorporation of in-house reviews as well as CCDOTH's and IDOT's comments. Plans incorporated traffic signal designs prepared by the County.

WO #15 - REHABILITATION (PPRP) PROJECTS, COOK COUNTY, IL

Design Engineer for various Phase II services for the rehabilitation of CCDOTH's roadway network. The various services included reviewing infrastructure condition data, developing rehabilitation alternatives, making recommendations, preparing master contracts for rehabilitation projects, and updating the project list, as well as other tasks such as monitoring progress, coordinating with utilities, local governments, and other County consultants. Overall project management was also provided.

CLEARMONT PEDESTRIAN BRIDGE, ELK GROVE, IL

Brent provided geometrics design and quality assurance review of the civil engineering associated with the multi-use pathway reconstruction of the Clearmont Pedestrian Bridge. The existing bridge structure is located within the Salt Creek floodplain, and the structure and adjacent path flood during high water events. Brent completed a feasibility study and subsequent Phase I

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preliminary engineering for the reconstruction of this vital pedestrian and cycling link within the Elk Grove Village community. Phase I Engineering included route & hydraulic survey, subsurface investigation, utility coordination, Abbreviated Bridge Condition report, hydrology/hydraulic analysis, environmental surveys and wetland delineation and report, preliminary bridge design and Project Development Report. Brent also assisted the Village in applying for both the Illinois Transportation Enhancement Program (ITEP) and Chicago Metropolitan Agency for Planning CMAQ/TAP-L Federal grant funding.

ANNIE GLIDDEN ROAD AT FAIRVIEW DRIVE, CITY OF DEKALB, IL

Design Engineer on this Phase I/II project to plan and design the intersection of Annie Glidden Road at Fairview Drive, located at the southwest limits of the City of DeKalb. The intersection was widened to accommodate the addition of warranted turn lanes on the north and east approaches. A3R design approach was used to minimize the project footprint and propose improvements within the City's available funds. Brent's responsibilities included plan preparation, quantity calculations, engineer's estimate of cost, contract time, and lump sum breakdowns.

KAUTZ ROAD /ROUTE 38 INTERSECTION EXTENSION, CITY OF GENEVA, IL

Project Engineer for this Phase I study to evaluate the planning, design, and construction of the missing fourth leg on this IDOT newly constructed 3-legged intersection at Kautz Road and Route 38. The newly constructed 3-legged intersection includes a substantial grade separation with the Union Pacific railroad running under the intersection. In providing the Phase I services, consideration was given to future improvements, including a bike path, funding alternatives and adherence to an expedited schedule.

SHEFFER ROAD OVER BLACKBERRY CREEK, AURORA, IL

Project Engineer for the replacement of the Sheffer Road Bridge over Indian Creek. The project consists of replacing and widening the existing structure (built in 1933), a reinforced concrete slab bridge, 32 feet in length. The new structure is a 17" PCC deck beams, 43'2" in length, and 37' wide, face to face of parapet. The Phase I scope consisted of route and hydraulic surveys, stream hydraulic analysis and report, wetland and environmental surveys and reporting, bridge inspection and Bridge Condition Report. Preliminary Bridge Design & Hydraulic Report, Project Development Report, and preparation of plats and legal descriptions.

IL ROUTE 31 AND WING STREET INTERSECTION IMPROVEMENTS, ELGIN, IL

Project Manager for the Phase II engineering for the reconstruction and widening of the intersection of Wing Street and IL Route 31 in Elgin, Illinois. The existing facility was a 4-lane urban section without turn lanes located near downtown Elgin. The proposed facility was widened 5-lane urban section to accommodate left turn lanes. The project required improvement to railroad crossing facilities within 200' of the intersection. Phase II engineering improvements include HMA pavement widening, surface and base courses, curb and gutter, raised channelization islands, traffic signals, railroad crossing improvements, sidewalks, driveways and landscaping. Federal funds were secured for the project and were administered by the Illinois Department of Transportation Bureau of Local Roads.

SPARTAN DRIVE REHABILITATION, ELGIN, IL

Project Manager for the Phase II engineering for the rehabilitation of approximately one mile of Spartan Drive between Lehr Drive and McLean Boulevard. The existing facility was a 3-lane urban concrete section without medians located in a predominantly commercial area and adjacent to the Elgin Community College. The proposed facility was rehabilitated by rubblizing the existing concrete pavement to be used as a base and overlaying the entire roadway with HMA surface and base courses. The project also included the incorporation of a bio-swale median, new curb and gutters, street lighting, multi-use path, and landscaping.

INDIAN TRAIL ROAD, MITCHELL ROAD TO FARNSWORTH AVENUE, AURORA, IL

Project Manager for the Phase I and Phase II engineering for the reconstruction and widening of Indian Trail Road between Mitchell Road and Farnsworth Avenue, a length of approximately one mile. The existing facility was a 4-lane rural section without medians located in a predominantly residential area. The proposed facility was a widened 5-lane urban section with HMA surface and base courses, curb and gutter, raised median, traffic signals, street lighting, multi-use path and landscaping. Federal funds were secured for the project and were administered by the Illinois Department of Transportation Bureau of Local Roads.

ERICK STREET RECONSTRUCTION, CRYSTAL LAKE, IL

Provided QA/QC for the Phase I engineering for the reconstruction of 1/2-mile of Erick Street between Crystal Lake Avenue and IL Route 176. Erick Street is a two-lane urban collector road, which will be reconstructed and widened to three lanes. Phase I included an Intersection Design Study, Location Drainage Study, geometric alternates, accident analysis, signal warrant analysis, traffic data collection, and other studies required by IDOT and federal-aid procedures.



GAURAV RAI, PE, PTOE

Traffic Studies

Rai has 16 years of experience in traffic operations and transportation planning, design of traffic control devices, and PS&E development for transportation projects. He provides expertise at solving complex signalization and congestion issues and has a proven record of collaborating with team members and public agencies to track and resolve project issues. Rai is an expert in traffic operations analysis and planning, traffic signals and interconnect systems, safety engineering and crash studies. He is proficient with Synchro and SimTraffic, VISSIM, Highway Capacity Software (HCS), MicroStation, GEOPAK Road, AutoTURN, and GuidSIGN.

REGISTRATION

Professional Engineer
(Civil): IL, 2013
Professional Engineer
(Civil): WI, 2010
Professional Traffic
Operations Engineer: NA,
2013

EDUCATION

M.S., Transportation
Engineering
Illinois Institute of
Technology, 2005

B.S., Civil Engineering
Delhi College of
Engineering, 2002

TRAINING

OSHA 10-Hour
Construction Safety

YEARS OF EXPERIENCE

16 (4 with firm)

BUTTERFIELD ROAD AT YORK STREET, ELMHURST, IL

Lead Traffic Engineer for this project in which TranSystems is performing Phase I and Phase II Engineering for improvements at the intersection of Butterfield Road (IL 56) and York Road in Elmhurst, IL. The intersection is located in an urban/suburban setting, with several adjacent commercial properties, residential subdivisions, and significant access density. During peak hours, the intersection experiences significant delays and queues. The scope of work is expected to include construction of additional auxiliary turn lanes, traffic signal modernization, ADA improvements, and other appurtenant work in order to improve traffic operations. Rai is the lead traffic engineer on the project, responsible for the traffic and safety analysis.

CHURCH STREET & MAIN STREET TWO WAY CONVERSION, ROCKFORD, IL

Traffic Engineer for this project that aims to convert the north-south one-way streets into two-way streets to simplify traffic circulation in their CBD. Additionally, the two-way street conversion design needs to improve access, mobility, and safety for all modes, including pedestrians and bicyclists alike. complete the traffic analysis, phasing strategy, downtown transportation plan, public coordination, IDOT approval, and ultimately contract documents.

DIVISION STREET AND GOUGAR ROAD, LOCKPORT, IL

Traffic/Signals Engineer for Phase II services for intersection of Division Street and Gougar Road in the City of Lockport. Responsibilities included preparing final engineering plans and specifications for the signalization of the intersection. This involved project coordination, supplemental field survey, geotechnical investigation, preliminary and pre-final contract plans and documents, final contract plans and documents, and permitting.

CHICAGO STREET RE-OPENING, JOLIET, IL

Rai provided bid documents for design of temporary and proposed traffic signals and interconnect for the reconstruction of Chicago Street at US-30 (Jefferson St) in downtown Joliet, while navigating design complexities related to right-of-way constraints, vaulted sidewalks, constricted work zone traffic control, ADA ramps, and underground utility conflicts. He coordinated with IDOT and Joliet to meet the signal design preferences of both agencies.

RUSSELL ROAD CORRIDOR, LAKE COUNTY, IL

Lead Traffic Engineer for this study, which evaluates alternatives for operations and safety improvements at the intersections on Russell Road at Kilbourne, Kenosha, and Lewis Avenue. TranSystems was selected by the Lake County DOT to develop and evaluate viable intersection alternatives that address the capacity, mobility, and safety requirements that the public can support. Alternatives evaluated under this Phase 1 study included roundabouts, signals and stop signs. A detailed review of 5-year crash data and a multi-agency Road Safety Audit (RSA) was also performed under the safety analysis.

ACKMAN ROAD FEASIBILITY STUDY, MCHENRY COUNTY, IL

Lead Traffic Engineer for this project, which looks to evaluate traffic operations, safety issues, addition of bicycle and pedestrian accommodations, and drainage improvements along the Ackman Road corridor between Lakewood Road and Randall Road. Scope

Rai (continued)

includes analysis of geometric alternatives, traffic operations, preparation of reports, evaluation of various additions as stated above and their impacts, providing public involvement and coordination, identifying Complete Streets improvements and safety improvements along the corridor. Traffic analysis included both macroscopic (Synchro) and microscopic (Vissim) models for design alternatives. Safety studies included detailed review and analysis of 5-year crash data and a Road Safety Review (RSR).

RANDALL ROAD, MCHENRY COUNTY, IL

Traffic/Signals Engineer for this project to reevaluate the previous Phase I design (by others) and develop Phase II contract plans for the 3.5 mile Randall Road Corridor. The roadway networks exhibited the following deficiencies: Severe Congestion, Inconsistent Access, Safety and Accident Concerns, and Lack of Pedestrian and Bicycle Access. Rai developed PS&E for temporary and proposed traffic signals and interconnect for all (seven) intersections under the project scope, while coordinating closely with civil, ADA ramps and street lighting design elements. Signal design accommodated the design preferences from the County, IDOT, and local townships.

RANDALL ROAD AND IL ROUTE 72 TRAFFIC ANALYSIS, KANE COUNTY, IL

Rai provided analysis of traffic operations under existing and proposed conditions for the project study area, which extends along Randall Road corridor from Recreation Drive to Technology Drive and along IL Route 72 from Randall Road to Galvin Drive. This traffic analysis supports the decision making process for selection of the preferred alternative, and included evaluation of several designs ranging from triple left-turn lanes to grade-separated SPUI interchange. Traffic analysis efforts included coordination with adjacent projects at Randall Road and I-90 interchange.

NAPERVILLE ROAD AT IL 38, DUPAGE COUNTY, IL

Traffic/Signals Engineer for this project in which TranSystems is performing Phase I and Phase II Engineering for improvements at the intersection of Naperville Road and IL 38 (Roosevelt Road) in Wheaton, IL. The intersection is located in an urban/suburban setting, with several adjacent commercial properties, residential subdivisions, and significant access density. During peak hours, the intersection experiences significant delays and queues. The scope of work is expected to include construction of additional auxiliary lanes, traffic signal modernization, and other appurtenant work in order to improve traffic operations. Matt is a design engineer on the project, responsible for leading the traffic and safety analysis, while developing preferred geometric alternatives.

MEACHAM ROAD AND IL 62 INTERSECTION, SCHAUMBURG, IL

Traffic/Signals Engineer for the Phase II scope which was a result of coordination between Schaumburg, IDOT, and TranSystems over the last few years, culminating in a signed letter of intent between IDOT and Schaumburg regarding cost sharing for the project. Phase II engineering included design of the roadway, storm sewer system, utility relocations, traffic signals, and lighting. Extensive right-of-way acquisition was required and four properties went through condemnation proceedings. There was extensive coordination with utilities to determine conflicts and collaborate on facility relocations. The project scope increased over the life of the project and it became necessary to coordinate with NWMC and CMAP for additional CMAQ funding and with IDOT to revise the letter of intent and commit the state to more funding.

CENTRAL AVENUE AND WILMETTE AVENUE RECONSTRUCTION, WILMETTE, IL

Rai provided design of temporary and proposed signal at the intersection of Central Avenue and Wilmette Avenue in historical downtown Wilmette. Plans provided decorative signal equipment and coordinated closely with ADA ramps, landscape and streetscape design.

TOUHY AVENUE RECONSTRUCTION, COOK COUNTY, IL

Design Engineer responsible for development of PS&E for temporary and proposed traffic signals and interconnects. Redesigned Phase I recommendations to resolve traffic operations and safety issues. Developed work zone traffic control plans for a three-year construction schedule.

PERSHING ROAD RECONSTRUCTION, CDOT, CHICAGO, IL

Engineer responsible for the collection and analysis of traffic data for Phase I study at Pershing Road, from Wentworth Avenue to Ashland Avenue. Work included compilation of traffic data, intersection analyses for existing and design year conditions, development of phase I alternatives, and signal warrant studies.

DIVERGING DIAMOND INTERCHANGE (DDI) AT WEBER ROAD OVER I-55, IDOT

Design Engineer for the design of five traffic signals and closed loop interconnect along Weber Road, including DDI interchange at I-55. He provided a specialized, fail-safe design for DDI signals. Design work included PS&E for temporary and permanent ITS equipment, including replacement of 2 miles of mainline Fiber Optics. He provided the warrant analyses for roadside hazards.



REGISTRATION

Professional Engineer
(Civil): IL, 2007

EDUCATION

B.S., Civil Engineering
University of Illinois,
Urbana-Champaign, 1999

CERTIFICATIONS

ICOR Certified
IDOT Documentation of
Contract Quantities, # 21-
18689

YEARS OF EXPERIENCE

21 (8 with firm)

BRIAN RACINE, PE

Construction Engineering

Brian has 21 years of experience in the construction of expressway, bridges, and urban highway improvements including municipalities, CDOT, and IDOT. Brian is well versed in IDOT's project documentation, materials inspection, and construction inspection procedures. His responsibilities include overseeing daily inspection activities and contractor coordination.

LAKE STREET CORRIDOR IMPROVEMENT PROJECTS, OAK PARK, IL

Resident Engineer for the three projects that comprise the corridor improvements; Lake Street Water and Sewer Improvements (locally funded), Lake Street Resurfacing and Corner Sidewalk Ramp Improvements (locally funded), and the Lake Street Streetscaping Improvements (federally funded). The Lake Street Corridor accommodates 6,750-9,200 vehicles per day and is home to residential developments and dozens of businesses, including retail stores, restaurants, a movie theater, a gas station, and a major grocery store all within the streetscaping section alone. Additionally, the Lake Street Corridor is adjacent to a number of public facilities including the Library, Oak Park and River Forest High School, the post office, several churches, and multiple parks. The roadway and streetscaping improvements were vital to revitalizing this important corridor for the Village, local merchants, and its residents.

NORTHFIELD ROAD RECONSTRUCTION, NORTHFIELD, IL

Resident Engineer for the Phase III construction which consisted of ½ mile of full roadway reconstruction and utility improvements on Northfield Road. The project scope included full depth HMA pavement, milling, HMA surface course, aggregate subgrade improvement, curb and gutter, storm sewer, sidewalk and ADA ramps, and marking and restoration on Northfield Road from Winnetka Road to Willow Road.

ASTOR, MYRTLE, EUCLID, VILLA PARK, IL

Resident Engineer for the construction engineering of the reconstruction of Astor Court from Summit Avenue to Myrtle Avenue, Myrtle Avenue from Park Boulevard to Highland Avenue, and Crescent Boulevard from Myrtle Avenue to Villa Avenue. The project included combined sewer separation, as well as some selective water system and sanitary sewer system improvements. The stormwater improvements included the installation of underground stormwater detention.

ROSELLE ROAD BIKE BRIDGE, SCHAUMBURG, IL

Resident Engineer for the construction of a five span concrete deck and steel plate curved girder structure and a hot-mix asphalt path from Hillcrest Boulevard to Central Road. Other elements of the project included metal shell pile installation, MSE wall construction, form liner textured surfaces on the bridge piers and MSE walls, staining of concrete structures, storm sewer improvements, traffic signal post relocations at two intersections, street lighting modifications and pier lighting, and landscaping. The project required extensive coordination with multiple agencies including the Village of Schaumburg, IDOT, Cook County Department of Transportation and Highways, Illinois Tollway and the Cook County Forest Preserve District.

FULLERTON DRIVE BRIDGE OVER THE LINCOLN PARK LAGOON, CHICAGO, IL

Resident Engineer for the removal and replacement of a 72 year old bridge over the Lincoln Park Lagoon and adjacent pedestrian underpass across Fullerton Drive. Key bridge and underpass construction elements include detailed architectural precast cladding for all cast-in-place structures and reconfiguration of both pedestrian and vehicular access to increase capacity and safety across the bridge. Responsible for the direct oversight of the project. Liaison between the City of Chicago, Chicago Park District, IDOT, and the Alderman's Office for coordination of staged construction efforts and resolution of any construction issues related to the project. Managed a team of inspectors and engineers that oversaw the daily construction activities and the documentation of quantities and materials.

*Racine (continued)***WACKER DRIVE PROGRAM MANAGER, CHICAGO, IL**

Outreach Engineer for the Program Manager Services for the reconstruction of the north-south section of the multi-level Wacker Drive and the Congress Parkway Interchange. The Program Manager assignment involved oversight and administration of four distinct construction contracts valued at \$303 million, as well as coordinating private utility relocation agreements and various city force account work orders. This project won the national ACEC Grand Conceptor award.

41ST STREET PEDESTRIAN BRIDGE, CHICAGO, IL

Resident Engineer for the installation of a double curved arch mono-truss tube structure with reinforced concrete deck, arch foundation and lateral supporting columns on deep foundation, architectural elements, roadway resurfacing and reconstruction, new lighting, and relocation of Metra Electric overhead power and communication utilities.

OHIO STREET BRIDGE OVER INDIAN CREEK AND THE BNSF RAILROAD, AURORA, IL

Inspector for the reconstruction of the Ohio Street Bridge over Indian Creek and the BNSF Railroad in Aurora. The work performed consisted of roadway reconstruction and widening, pavement removal, earth excavation, furnished excavation, HMA pavement, curb and gutter, bridge construction, MSE retaining walls, micro-piles, guardrail, storm sewer and drainage structure adjustments and installation, sanitary sewer, water main, landscaping and striping.

FIRST STREET RECONSTRUCTION, ELMHURST, IL

Resident Engineer for the Phase III construction which consisted of 1.31 miles of reconstruction and resurfacing of First Street in downtown Elmhurst. The project scope included full depth PCC pavement, milling, HMA surface course, patches, curb and gutter, median replacement, sidewalk, marking and restoration on First Street from West Avenue to Willow Road.

15TH AVENUE BRIDGE OVER SILVER CREEK, MELROSE PARK, IL

Resident Engineer for the removal and replacement of the 15th Avenue Bridge that crosses Silver Creek just south of Illinois Route 64 (North Avenue). The existing bridge, which was constructed in 1949, was a single-span rolled steel beam bridge with a 4½ inch reinforced concrete deck and 2½ inch bituminous overlay. This project required complete replacement of the bridge.

BLOOMINGDALE TRAIL (606), CHICAGO, IL

Assistant Resident Engineer for a multi-use linear park that is the first of its kind in Chicago. Stretching 2.7 miles through four vibrant Chicago northwest side neighborhoods, the conversion of the elevated Bloomingdale Line into a trail and park provides unprecedented connections to and among these communities. The trail and park run along an unused, elevated rail line along Bloomingdale Avenue. The Bloomingdale Trail and Park runs adjacent to numerous private properties, and crosses over major arterials, an historic boulevard, bus and bicycle routes, and the CTA Blue Line.

WACKER DRIVE PROGRAM MANAGER, CHICAGO, IL

Outreach Engineer for the Program Manager Services for the reconstruction of the north-south section of the multi-level Wacker Drive and the Congress Parkway Interchange. The Program Manager assignment involved oversight and administration of four distinct construction contracts valued at \$303 million, as well as coordinating private utility relocation agreements and various city force account work orders. This project won the national ACEC 2014 Grand Conceptor award.

I-90/94 (KENNEDY EXPRESSWAY) FROM HUBBARD'S CAVE TO THE CIRCLE INTERCHANGE, CHICAGO, IL

Resident Engineer for the improvement of I-90/94 from Hubbard's Cave to I-290, the work included realignment and reconstruction of the ingress and egress ramps on I-90/94 from Hubbard's Cave to I-290. The ramp modifications incorporated the removal and replacement of the retaining walls to accommodate the realignments. New PCC and bituminous pavement was installed in addition to single and/or double-faced concrete barrier wall at each new ramp section. Responsible for documenting and implementing design changes. Performed daily on-site inspections, maintained documentation, measured quantities, and reviewed pay estimates and change orders. Coordinated Quality Assurance efforts and oversight of Contractor's Quality Control.

FRANKLIN AVENUE CONNECTOR AT 26TH STREET AND I-55 FRONTAGE ROAD B, IDOT

Assistant Resident Engineer. The project consisted of (but not limited to) the Reconstruction of the 26th Street and Frontage Road B bridges over the Franklin Connector. The work included the removal and replacement of abutment stems and backwalls in addition to pier repairs. The roadway lighting work consisted of the removal and replacement of existing overhead bridge deck lighting, removal and replacement of existing under deck lighting, and installation of conduits, conductor, and junction boxes. Responsible for documenting and implementing design changes. Performed daily on-site inspections, maintained documentation, measured quantities, and reviewed pay estimates and change orders. Coordinated Quality Assurance efforts and oversight of Contractor's Quality Control.



REGISTRATION

Professional Engineer
Intern: IL, 2014

EDUCATION

B.S., Civil Engineering
Bradley University, 2014

CERTIFICATIONS

E-Railsafe System
IDOT Documentation of
Contract Quantities, #18-
14083

TRAINING

OSHA 10-Hour
Construction Safety

YEARS OF EXPERIENCE

7 (2 with firm)

BLAKE STEFFENS, EI

Construction Engineering

Blake has a vast working knowledge of civil engineering and construction. As a construction Inspector, he monitors construction methods, inspects field quantities, tests materials, and coordinates with contractors under IDOT documentation procedures. Through applied experience in topographic survey work, Blake attained a practical understanding of the bridge between CAD design and the physical application field data. In addition, as the design engineer on several Nicor Gas main relocation and replacement projects, he obtained in-depth experience in client coordination and communication, utility conflict analysis, utility field locating, drafting, and the design and constructability of gas main installation.

LAKE STREET CORRIDOR IMPROVEMENT PROJECTS, OAK PARK, IL

Construction Inspector for the three projects that comprise the corridor improvements; Lake Street Water and Sewer Improvements (locally funded), Lake Street Resurfacing and Corner Sidewalk Ramp Improvements (locally funded), and the Lake Street Streetscaping Improvements (federally funded). The Lake Street Corridor accommodates 6,750-9,200 vehicles per day and is home to residential developments and dozens of businesses, including retail stores, restaurants, a movie theater, a gas station, and a major grocery store all within the streetscaping section alone. Additionally, the Lake Street Corridor is adjacent to a number of public facilities including the Library, Oak Park and River Forest High School, the post office, several churches, and multiple parks. The roadway and streetscaping improvements were vital to revitalizing this important corridor for the Village, local merchants, and its residents.

SHOE FACTORY ROAD BIKE PATH, HOFFMAN ESTATES, IL

Construction Inspector for this multi-use path. Key stakeholders were the Hoffman Estates Park District and Forest Preserve District of Cook County. The project completed missing gaps in the off-street trail system providing a paved connection through the Cook County Forest Preserve District Shoe Factory Road Nature Preserve, connecting residents to the Poplar Creek Trail. The second portion of the project was to pave the trail adjacent to CN railroad right-of-way, and connect to the Prairie Stone Business Park. The path work consisted of converting the existing gravel/turf path to a paved surface composed of nine inch aggregate base course and three inches of HMA surface course. The path is 10' wide and has a 2' buffer area adjacent to the path and graded for drainage. The path crosses two wetland areas to the west. The project entailed clearing, grading, aggregate base course and HMA placement, shoulder aggregate, landscaping, striping and signing.

CDOT RESURFACING, CHICAGO, IL

Construction Inspector for various locations throughout Chicago, including high priority locations such as Lake Shore Drive from LaSalle Drive to E. Illinois Street and Randolph Street from Michigan Avenue to Canal Street. Responsible for coordinating working schedules with the contractor as well as documenting construction progress and tracking pay item quantities. Calculating yield checks and providing documentation for daily reports.

CENTRAL AVENUE, WILMETTE, IL

Construction Inspector for the Central Avenue project between Green Bay Road and Sheridan Road, and for Wilmette Avenue between Green Bay Road and Lake Avenue. Project includes roadway, storm sewer system, water main, combination sewer rehabilitation, utility relocations, traffic signals, lighting, and streetscape. The project required extensive coordination with the downtown business owners, merchant's group, and Village staff to gain consensus on the scale of streetscape improvements.

DIVISION STREET AND GOUGAR ROAD, LOCKPORT, IL

Construction Inspector for the widening and installation of new traffic signals at Division Street and Gougar Road in Lockport, Illinois. The work included pavement widening, HMA milling, binder course surface course, new traffic signals, storm sewer, curb and gutter, earth excavation.



WALTER LAWSON

Construction Engineering

Walter has 31 years of experience providing construction engineering and inspection services for a variety of highway projects. He has served as resident engineer and assistant resident engineer, inspector, and survey supervisor for transportation projects. Walter's project experience includes bridge rehabilitation, retaining walls, roadway reconstruction and/or widening, piling installation, stabilized shoulder installation, pavement patching, pavement facing, traffic signal modernization, and storm sewers. Walter has performed on construction contracts for their startup to closeout and has been responsible for all aspects of the work.

EDUCATION

B.S., Industrial Education and Technology (Pre-Engineering)
Western Illinois University, 1989

CERTIFICATIONS

E-Railsafe System
IDOT Documentation of Contract Quantities, # 17-12893

TRAINING

OSHA 10-Hour
Construction Safety

YEARS OF EXPERIENCE

31 (7 with firm)

71ST STREET OVER I-94 RECONSTRUCTION, CHICAGO, IL

Resident Engineer for the reconstruction of 71st St. bridge over I-94, including removal of the existing 3-span structure and replacement with a new 5-span reinforced concrete deck and galvanized composite steel beam superstructure, abutment reconstruction, construction of 2 new piers and reconstruction of 2 existing piers adjacent to the CTA tracks, roadway approach work, traffic signal modernization, deck and underpass lighting. Responsible for reviewing project schedules, processing documentation and pay estimates, reviewing and submitting lane closure request; and coordination with IDOT, and community stakeholders. Reviewed submittals, weekly reports, as-built drawings, and close-out documentation.

IR-83 RESURFACING, IL 72 (HIGGINS ROAD) TO ILLINOIS 64, SCHAUMBURG, IL

Senior Field Inspector for the resurfacing of IR-83. This project included HMA pavement patching, mainline with shoulders milling and resurfacing, new pavement for the extension of left turn lanes, new storm sewers and catch basins, ditch grading, median surface removal and replacement with topsoil and seed, curb and gutter removal and replacement. Walter was responsible for all field personnel and generating all daily reports, daily quantities, and coordination of daily operations with the contractor from startup to closeout.

SOUTH DAMEN AVENUE, CHICAGO, IL

Senior Construction Inspector for the demolition of all existing viaduct and bridge structures and replacement with new structures. The project also included the reconstruction of adjacent approach roadway; sewer replacements; rehabilitation of existing retaining walls and lighting replacement. Walter was responsible for all field operations and daily reports.

WACKER DRIVE VIADUCT UTILITY RELOCATION, CHICAGO, IL

Resident Technician for the relocation of public utilities which are being relocated prior to the reconstruction of the Wacker Drive Viaduct, a reinforced concrete multi-span structure. Walter was responsible for reviewing project schedules, processing documentation and pay estimates, reviewing and submitting lane closure requests; and coordination with CDOT, and community stakeholders. Reviewed submittals, weekly/ monthly reports, as-built drawings, close-out documentation, and performed constructability reviews. Also, monitored all job activities from startup to closeout.

CONCRETE & MISCELLANEOUS ASPHALT PROGRAM, CHICAGO, IL

Project Field Technician for the removal and replacement of residential sidewalk, driveway, curb & gutter and drainage structures. This project included daily monitoring of sidewalk placement, HMA surface removal and replacement, pavement marking placement, structure adjustments and installation of ADA compliant sidewalk ramps. Walter was responsible for generating all daily reports, daily quantities, job photos, quality control of ADA ramps and coordination of daily operations with the contractor from startup to closeout.

41ST STREET PEDESTRIAN BRIDGE, CHICAGO, IL

Assistant Resident for the installation of a double curved arch mono-truss tube structure with reinforced concrete deck, arch foundation and lateral supporting columns on deep foundation, architectural elements, roadway resurfacing and reconstruction, new lighting, and relocation of Metra Electric overhead power and communication utilities.



EDUCATION

M.A., Transportation Policy,
Operations and Logistics
George Mason University

B.S., Civil Engineering
Morgan State University

YEARS OF EXPERIENCE

25 (3 with firm)

ROB MARINER

Grant Writing/Assistance

Robert brings more than 24 years of experience in the transportation industry promoting domestic and international policies. He has represented USDOT as a speaker across the country and with foreign governments and organizations on various transportation policy matters, including topics such as MAP-21 Reauthorization (authorized as the FAST Act), the \$5.6 billion BUILD (formerly TIGER) discretionary grant program, the \$4.5 billion INFRA (formerly FASTLANE) discretionary grant program, and the Department of Transportation's credit programs (e.g., TIFIA and RRIF Loans and Private Activity Bonds). Robert directed the development of USDOT's signature \$5.6 billion TIGER discretionary grant program, leading a 75+ person, multi-modal team responsible for the implementation, administration, and delivery of more than 525 surface transportation projects across multiple modes of transportation (i.e., FHWA—Title 23, FTA—Title 49, Chapter 53, FRA and MARAD) in all 50 states, the District of Columbia, the U.S. Virgin Islands, Guam, and the Commonwealth of Puerto Rico for three Secretaries of Transportation (Ray LaHood (R-IL), Anthony Foxx (D-NC), and Elaine Chao (R-KY)).

FEDERAL GRANTS MANAGER, TRANSYSTEMS, ORLANDO, FL (2018 – PRESENT)

Grant Programs and Awards

- PIDP: On-dock Rail Facility Development Project, Port of Palm Beach, FL (\$13,224,090 grant award)
- BUILD: St. Louis Bi-State Regional Ports Improvement Project, America's Central Port District (IL and MO) (\$20,840,000 grant award)

2020 GRANT PROGRAMS AND AWARDS

- BUILD: Long Range Transportation Study to Widen State Routes 167 and 52, International Cargo Terminal Modernization Project, Coffee, Geneva, and Dale Counties, AL (\$450,000 planning grant award)
- BUILD: Ridgeville Industrial Campus Supporting Infrastructure Project, South Carolina Ports Authority, Ridgeville, SC (\$21,678,125 grant award)
- Port Infrastructure Development Grant (PIDP): Crown Bay Terminal Improvement Project, Virgin Islands Ports Authority, St. Thomas, U.S.V.I. (\$21,869,260 grant award)
- U.S. Economic Development Administration (EDA) Grant Program: Crown Bay Terminal Improvement Project, Virgin Islands Ports Authority, St. Thomas, U.S.V.I. (\$21,869,260 grant award)

2019 GRANT PROGRAMS AND AWARDS

- BUILD: International Cargo Terminal Modernization Project, JAXPORT, FL (\$20,000,000 grant award)
- BUILD: Silicon Shores East-West Connector Road Project—Town of Mooresville, NC (\$13,609,131 grant award)
- BUILD: Transportation Accessibility, Safety, and Connectivity (TASC) Project, City of Greenville, NC (\$15,000,000 grant award)
- BUILD: Ashley River Crossing Project, City of Charleston, SC (\$18,149,750 grant award)

2018 GRANT PROGRAMS AND AWARDS

- INFRA: I-15/French Valley Parkway Improvements Phase 2, City of Temecula, CA (\$50,000,000 grant award)

CEO, RAM CONSULTING SERVICES, JACKSONVILLE, FL (2018 - PRESENT)

Expertly formulate and execute strategies to identify transportation infrastructure needs, prioritize those transportation infrastructure needs, and then assist clients with identifying and securing federal funding, legislation, and regulatory changes to support client priorities.



REGISTRATION

Professional Engineer
(Civil): IL, 1991

EDUCATION

B.S., Civil Engineering
Bradley University, 1987
M.S., Civil Engineering
Illinois Institute of
Technology, 1992

CERTIFICATIONS

Documentation of
Contract Quantities

AFFILIATIONS & MEMBERSHIPS

Bradley University Civil
Engineering Construction
Advisory Committee
University of Illinois
Circle Civil Engineering
Professional Advisory
Committee

YEARS OF EXPERIENCE

37 (5 with firm)

JOHN FORTMANN, PE

Project Budgeting

John has over 37 years of experience in roadway design, programming, right-of-way, construction management, and project coordination. Prior to joining TranSystems, John worked in many roles for the Illinois Department of Transportation. He began his IDOT career as an Engineering Technician and worked his way up the ranks to his most recent position as Region One Engineer. In this role, he directed IDOT forces covering the six county Chicago Metropolitan area. His responsibilities included program development, project implementation, maintenance operations, and administration. John oversaw project delivery and operations with the support of 1,100 staff, consultants and contractors.

In John's current role with TranSystems, he leads design teams and works with clients to facilitate the design and implementation of roadway and transportation improvements.

NORTHFIELD ROAD, NORTHFIELD, IL

Project Director for this reconstruction of Northfield Road from Willow Road to Winnetka Road and additional sidewalks ramps and curb ramp work to meet ADA requirements. Provided abbreviated value engineering study to identify cost savings.

RUSSELL ROAD INTERSECTION IMPROVEMENTS, LAKE COUNTY, IL

QC/QA Engineer for this federally funded study which evaluated alternatives for the intersections along Russell Road at Kilbourne Road, Kenosha Road, and Lewis Avenue. TranSystems was selected by the Lake County DOT to develop and evaluate viable intersection alternatives, including roundabouts, which address the capacity, mobility, and safety requirements which the public can support. The alternatives analysis also included evaluating both an urban section with storm sewer and rural section with ditches. A multi-agency Road Safety Audit (RSA) was conducted to identify safety deficiencies and viable solutions at each of the intersections. From these accepted alternatives, a preferred improvement plan will be selected and documented in the Phase I Project Development Report.

OLD MCHENRY ROAD, LONG GROVE, IL

Public Outreach for preliminary and design engineering for the reconstruction of Old McHenry Road through the Village of Long Grove's downtown district. The proposed improvements included measures to improve pedestrian safety such as installation of a traffic signal with pedestrian countdown timers at the Robert Parker Coffin Road intersection, construction of curb and gutter to improve drainage, pedestrian accommodations including sidewalk and lighting, and tight corner radii to minimize crossing distances.

RANDALL ROAD CORRIDOR, MCHENRY COUNTY, IL

Performed QC/QA on the Phase II contract plans for the 3.5 mile Randall Road Corridor. Randall Road at Algonquin Road plans widens Randall Road to three (3) through lanes in each direction with dual left- and right-turn lanes. Algonquin Road will have a triple left turn lane. Other improvements include drainage and detention, eight (8) traffic signals, lighting, sidewalks, multi-use paths, bus pads, and pedestrian grade separations. During the Phase II Design reevaluation process stakeholders were actively re-engaged to develop the best design for the County, three (3) adjacent Communities, daily users, and numerous businesses.

CHURCH STREET & MAIN STREET TWO WAY CONVERSION, ROCKFORD, IL

QC/QA reviewer and coordination for this project that aims to convert the north-south one-way streets into two-way streets to simplify traffic circulation in their CBD. Additionally, the two-way street conversion design needs to improve access, mobility, and safety for all modes, including pedestrians and bicyclists alike. complete the traffic analysis, phasing strategy, downtown transportation plan, public coordination, IDOT approval, and ultimately contract documents.

JANE BYRNE (CIRCLE) INTERCHANGE (I-90/94 AND I-290) (PTB 163/001), ILLINOIS DOT, CHICAGO, IL

QC/QA on the AECOM/TranSystems IDOT JV team for the eastbound I-290/Congress Parkway roadway and bridge design contracts (Contracts 60X75 and 60X76), and the interchange completion and Ramp EN contracts (Contracts 60X79 and 60X93). The Circle Interchange connects I-90/94 and I-290 in Chicago. This project is completely reconfiguring the interchange. The interchange accommodates approximately 400,000 vehicles per day and is ranked #1 for congestion for freight movement in the US. The scope includes the design of modifications to interchange geometrics to improve safety, mobility and facility condition. The interchange reconfiguration eliminates weaves and short merging distances.

DAUBERMAN ROAD EXTENSION, KANE COUNTY, IL

QC/QA reviewer for the Phase II contract plans and ICC coordination assistance to extend Dauberman Road south from its current terminus at US 30 to Granart Road, approximately 1.1 miles south. The project also includes relocation of Granart Road, reconstruction of US Route 30, and a new Connector Road to connect the proposed grade separation of Dauberman Road and US Route 30. The project included a new alignment and profile of Dauberman Road and the Connector Road, a new traffic signal at US Route 30 and the Connector Road, two new Dauberman Road bridges spanning the BNSF railroad and US Route 30 right-of-way, a new multi-use recreational trail, a proposed storm sewer system, and detention pond design. A significant amount of right-of-way was necessary to construct the project, and negotiations with multiple property owners were required. Property acquisitions along Dauberman Road were in the name of the County and those along US Route 30 were in the name of the State. Coordination with both the ICC and BNSF was necessary to establish the permanent easement for the bridge to span the BNSF right-of-way. An ICC petition was prepared for the County's State's Attorney's office to file.

HOUBOLT ROAD AT I-80 DDI INTERCHANGE, JOLIET IL

Project Director for the design of a diverging diamond interchange at I-80, as well as the widening and reconstruction of Houbolt Road for approximately 1 mile with improvement to US Route 6 and crossing of the CSX Railroad. Duties include addressing design issues; monitoring progress; attending meetings with City of Joliet and project stakeholders, including Will County Forest Preserve, CSX Railroad, Will County DOT, and IDOT; and assisting the Project Manager and Project Engineer with the direction of the project.

PREVIOUS EXPERIENCE (IDOT)**ILLINOIS DEPARTMENT OF TRANSPORTATION, REGION ONE ENGINEER**

Directed Region One, which is the six county Chicago Metropolitan area. Region One's Annual Highway Improvement Programs varied from \$900 million to \$1.5 billion. Responsibilities included program development, project implementation, maintenance operations and administration. He oversaw project delivery and operations with the support of 1,100 staff, consultants and contractors. Major projects included Jane Byrne (Circle) Interchange reconstruction project, I-57 at I-294 EIS and plan preparation, I-55 at Lakeshore Drive reconstruction, Illiana Tier I & II EIS, I-55 Managed Lanes EA, Elgin O'Hare Western Access EIS and numerous other Capital Bill projects.

ENGINEER OF PROGRAM DEVELOPMENT

Accountable for preparing and delivering the Annual and Multi-Year Highway Improvement Programs for Region One. This position coordinates the function of programming, preliminary engineering; plan preparation, right of way, and public information to ensure projects meet established letting schedules.

ACTING BUREAU CHIEF OF LAND ACQUISITION

Supervised Bureau of Land Acquisition staff in the preparation of plats, appraisals, negotiations, and condemnation. Responsibilities also included property management and signboards.

BUREAU CHIEF OF DESIGN

Responsible for the of Bureau of Design staff in the preparation of contract plans, specification, and necessary contract documents to meet the Annual and Multi-Year Highway Improvement Program in accordance with Department policies, design procedures. Major projects included Dan Ryan reconstruction project, I-55 add-lane project from Weber Road to I-80, and I-80 Kingery reconstruction.

Northfield Road Northfield, IL



The Village of Northfield selected TranSystems to provide design and construction engineering services for this federally funded reconstruction project of Northfield Road from Willow Road to Winnetka Road.

Northfield Road is a collector roadway that connects Willow Road to Winnetka in the Village of Northfield. The current land use along the corridor is retail, office, commercial, and public use with the Village Public Works building/site and a fire department located at Winnetka Road and Northfield Road. On the west side of the road, and behind adjacent businesses, is the Middle Fork North Branch of the Chicago River. The roadway carries roughly 3,100 vehicles per day. The typical existing cross section provides one lane in each direction. Parking was restricted with truck loading and unloading allowed on the west side of the street. Street lighting, consisting of eight poles, was located along the east side of the street. Drainage was accommodated by an enclosed system. The pavement was in poor condition and needed to be reconstructed.

TranSystems' design engineering included pavement design, storm sewer design, one-way detour route, traffic control, guardrail and terminal end section design, pedestrian access design for curb ramps and sidewalk replacement, utility coordination, preparation and coordination of MWRD permit application, Cook County Department of Transportation and Highways permit application, and preparation of contract plans, specifications, cost estimate, and estimate of time for bidding.

Northfield Road was completely reconstructed at its current width and on its current alignment with minor modifications to the vertical profile. The existing curb and gutter was replaced. Additionally, sidewalk ramps and curb ramps were improved to meet ADA standards along the corridor.

CLIENT: Village of Northfield, 1800 Winnetka Road, Northfield, IL 60093

CONTACT: Michael Nystrand, Director of Public Works, 847.441.3820

Pavement Preservation Projects Cook County, IL



TranSystems was selected by the Cook County Department of Transportation and Highways (CCDOTH) for a Design Engineering On-Call contract. The contract had an original three-year schedule and CCDOTH exercised the options to renew the contract with two, one-year extensions.

TranSystems is responsible for a variety of work orders ranging from the preparation of contract documents including plans, specifications and estimates; engineering analysis for various projects throughout Cook County; bridge inspections and rehabilitation plans; and utility coordination. The scope of services includes pavement preservation plans, ADA ramp improvements, intersection improvements, bridge rehabilitation plans, sewer and drainage designs, incorporation of traffic signal designs prepared by CCDOTH, updating County standard details and specifications, identification and preparation of grant applications for project funding, and various project permitting (IDOT, MWRD, ACOE, FPCC, IEPA, IDNR, FEMA, and USFW).

Pavement preservation projects include segments of the following:

- ▶ Central Road
- ▶ Schaumburg Road
- ▶ Euclid Avenue
- ▶ Nerge Road
- ▶ Roselle Road
- ▶ 167th Street
- ▶ Walker Road
- ▶ Quentin Road
- ▶ Old Orchard Road
- ▶ Wolf Road
- ▶ 135th Street
- ▶ 94th Avenue
- ▶ 167th Street/170th Street
- ▶ E Steger Road
- ▶ Joe Orr Road
- ▶ Ridgeland Avenue/Narragansett Avenue/Nagle Avenue

CLIENT: Cook County Department of Transportation and Highways, 118 N. Clark Street, Room 1018, Chicago, IL 60602

CONTACT: Noel Basquin, Bureau Chief of Design, 312.603.1600

Central Avenue Wilmette, IL



TranSystems provided Phase I, II, and III engineering services for Central Avenue between Green Bay Road and Sheridan Road and for Wilmette Avenue between Green Bay Road and Lake Avenue, a total distance of approximately 6,900 feet. Central Avenue and Wilmette Avenue are major collectors, providing access to both residential and downtown business sections of the community.

The improvements included downtown streetscape features, reconstruction of the deteriorating roadway, replacement of the aging water main, rehabilitating the existing combination sewer system, new storm sewer structures and laterals, a modernized traffic signal, and pedestrian and bikeway improvements. Streetscape features included all new scored PCC sidewalk between street and building faces, concrete seat walls, benches, flush concrete planter curbs, festoon lighting, bollard lighting, wayfinding signs, informational kiosk, bicycle racks, trash and recycling receptacles, trees, shrubs, and perennials.

Key factors in the design of the project included addressing traffic staging, pedestrian access, PACE bus routing, and Central Elementary School. The narrow roadway width and the complexities in the downtown section required careful analysis to safely manage traffic operations throughout the project. A one-way detour route was selected to best fit the needs of the stakeholders and users, and a specific plan was developed with interim completion dates accompanying stage changes. Pedestrian access to businesses was critical, and a pedestrian access plan was designed to ensure access to each business during each part of the project. PACE operated two bus routes within the project corridor, and communication was imperative to transition their operations to the one-way detour during construction. Central Elementary School's drop-off and pick-up operation queues traffic for three blocks twice per day, which became a critical concern for installation of water main, storm sewer, and roadway construction within the queuing zone. It was decided to install water main by directional boring across this frontage to minimize the disruption and carefully stage the remaining work.

CLIENT: Village of Wilmette, 1200 Wilmette Avenue, Wilmette, IL 60091

CONTACT: Brigitte Berger-Raish, Director of Public Works, 847.853.7627

North Aurora Road Naperville, IL



TranSystems completed the Phase I Preliminary Engineering and Phase II Design Engineering that meets federal requirements for the improvements to North Aurora Road from Frontenac Road to Fairway Drive. We are currently providing Phase III Construction Engineering.

The project includes the reconstruction of North Aurora Road to provide two through lanes in each direction separated by a median. The proposed roadway includes curb and gutter and an enclosed drainage system with underground detention storage, water main relocation, as well as sidewalk/bicycle accommodations on the south side of the roadway and connections to existing sidewalks on the north side of the roadway. Traffic signals were upgraded and street lighting was replaced along the corridor. The new improvement matches into the five-lane cross section east of the North Aurora Road/Weston Ridge Drive intersection.

The Phase I study included multiple public outreach methods including an on-line survey, website data, one-on-one meetings, and two open house public meetings. Intersection Design Studies were developed and coordinated through IDOT for the three signalized intersections within the project limits. To reduce impacts to residential areas, an asymmetric widening to the south was recommended at the conclusion of an Alternative Analysis process.

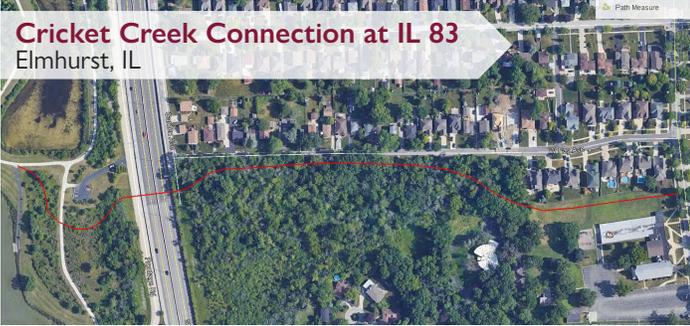
This project is located in District 1 and is Federally Funded.

CLIENT: City of Naperville, 400 S. Eagle Street, Naperville, IL 60540

CONTACT: Andy Hynes, Deputy City Engineer
630.548.2958



Cricket Creek Connection at IL 83 Elmhurst, IL



TranSystems is performing Phase I preliminary engineering and environmental studies for the proposed multi-use path crossing of IL 83 in Elmhurst, Illinois. The services include a Conceptual Alternatives Analysis to determine a crossing location and to complete a project development report for the selected crossing. The project is being documented as a State Approved Categorical Exclusion.

The new bridge will connect the Cricket Creek Forest Preserve on the west side to Fay Avenue on the east. The new bridge will provide multi-use path connectivity for the residents of the City of Elmhurst and Village of Villa Park across IL Route 83, which is currently not available at IL 64 (North Avenue) and US 20 (Lake Street). The project team worked closely with the Forest Preserve District of DuPage County in order to provide a connection to the Salt Creek Greenway Trail, which is a regional bike trail. The bridge design will clear span the IDOT right-of-way, reducing the impacts from construction on IL Route 83.

CLIENT: City of Elmhurst, 209 N. York Road, Elmhurst, IL 60126

CONTACT: Kent Johnson, City Engineer, 630.530.3000



Lake Street Corridor Improvement Projects Oak Park, IL



There are three projects that comprise the corridor improvements; Lake Street Water and Sewer Improvements (locally funded), Lake Street Resurfacing and Corner Sidewalk Ramp Improvements (locally funded), and the Lake Street Streetscaping Improvements (federally funded). TranSystems was responsible for construction management services of all three projects. The Lake Street Corridor accommodates 6,750-9,200 vehicles per day and is home to residential developments and dozens of businesses, including retail stores, restaurants, a movie theater, a gas station, and a major grocery store, all within the streetscaping section alone. Additionally, the Lake Street Corridor is adjacent to a number of public facilities, including the Library, Oak Park and River Forest High School, the post office, several churches, and multiple parks. The roadway and streetscaping improvements were vital to revitalizing this important corridor for the Village, local merchants, and its residents.

The general scope for the streetscape project (Harlem to Euclid) included roadway and pedestrian lighting installations, traffic signal replacement, pavement resurfacing and reconstruction including decorative materials at intersections, curb and sidewalk replacement including decorative materials and decorative crosswalks, landscaping features including irrigation and specialty items, tree removals and plantings, drainage and fire hydrant relocations, furnishing, and signage replacement. The Water and Sewer project consisted of water and sewer main replacement of 120 year old mains on Lake Street in the heart of the Hemingway District from Oak Park to Euclid Avenues. The Resurfacing project entailed roadway, sidewalk, ADA Ramp, and signal improvements on Lake Street from Euclid Avenue to Austin Boulevard.

APWA Suburban Branch: Project of the Year Award Winner - Transportation \$5M to \$25M.

ASCE Project of the Year

Recipient of the ASCE 2020 Outstanding Civil Engineering Achievement Award!

CLIENT: Village of Oak Park, 201 S. Boulevard, Oak Park, IL 60302

CONTACT: Bill McKenna, Village Engineer, 708.358.5425

Astor, Myrtle, & Euclid Villa Park, IL



Phase III Construction Engineering for the reconstruction of Astor Court from Summit Avenue to Myrtle Avenue, Myrtle Avenue from Park Boulevard to Highland Avenue, and Crescent Boulevard from Myrtle Avenue to Villa Avenue. The project includes combined sewer separation and the reconstruction and resurfacing of various streets, which includes installation of new storm sewers, manholes, inlets and catch basins, HMA pavement reconstruction, curb and gutter, driveway and sidewalk removal and replacement, drainage and utility improvements, pavement markings, and erosion and sediment control.

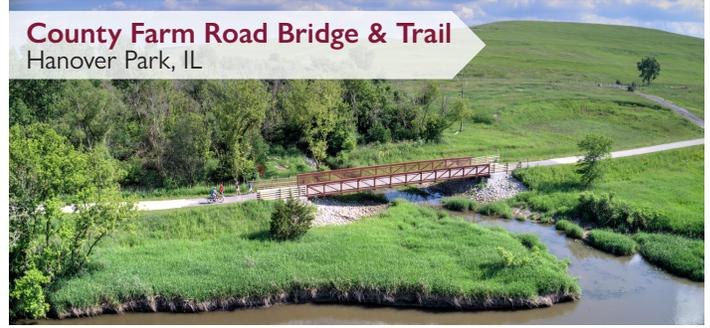
The project includes approximately 2,250 linear feet of storm sewers and 700 linear feet of sanitary sewers. The combined length of road improvements is 3,650 feet. The project also includes the construction of a stormwater underground detention system. The system is composed of precast concrete modules placed on a level foundation with one foot overhang on all sides. Several two-foot diameter openings will be installed to allow access to the system for future maintenance.

CLIENT: Village of Villa Park, 20 S. Ardmore Avenue, Villa Park, IL 60181

CONTACT: Michael Guerra, Director of Public Works, 630.834.8505



County Farm Road Bridge & Trail Hanover Park, IL



The County Farm Road Bridge and Trail Improvements project accomplished the long term goal of the Forest Preserve District of DuPage County of connecting the Hawk Hollow and Mallard Lake Forest Preserves and completing the missing link in the 35-mile North Central DuPage Regional Trail (NCDRT). The project includes a new bridge over County Farm Road, providing a safe crossing over a major arterial roadway. The completed trail benefits the region by providing a direct connection along the NCDRT between the West Branch DuPage River Trail and the Busse Woods Trail in Cook County.

The Forest Preserve District of DuPage County engaged TranSystems as the Design Firm and as the Construction Management Firm. TranSystems was responsible for the preliminary and final design engineering activities; preparing environmental documentation; preparing plans and specifications; establishing project schedules; producing construction cost estimates; supervising subconsultant design activities and assisting the FPDDC with securing funding for this project.

The District had secured partial funding for the project from DuPage County and the Illinois Department of Commerce and Economic Opportunity. TranSystems was instrumental in securing additional federal funds from the Surface Transportation Program and Illinois Transportation Enhancement Program. TranSystems ability to obtain these funds allowed the District to complete this project.

TranSystems was also responsible for all of the project construction activities; maintaining construction schedules, processing RFIs and change orders, conducting shop drawing reviews, inspecting steel truss fabrication at the shops, on-site material testing, supervising subconsultant inspection activities, and conducting weekly meetings with the FPDDC and the contractor. The team also oversaw the contractor's activities to ensure that the construction was completed in accordance with the contract plans and specifications.

Recipient of the ACEC Engineering Excellence Special Achievement Award.

CLIENT: Forest Preserve District of DuPage County, PO Box 5000, Wheaton, IL 60189

CONTACT: Brock Lovelace, Manager of Engineering & Environmental Services, 630.933.7234

HOURLY RATE SCHEDULE, MULTIPLIERS, & OVERHEAD RATES**TranSystems Corporation**

Hourly Rate Schedule by Classification
as of April 3, 2021

Classification	Average Labor Rate
Engineer 5 (E5)	\$78.00
Engineer 4 (E4)	\$77.21
Engineer 3 (E3)	\$65.29
Engineer 2 (E2)	\$47.59
Engineer 1 (E1)	\$35.73
Planner 5 (P5)	\$78.00
Planner 4 (P4)	\$66.91
Planner 3 (P3)	\$45.33
Architect 4 (AR4)	\$75.25
Architect 3 (AR3)	\$53.07
Architect 2 (AR2)	\$43.14
Architect 1 (AR1)	\$36.74
Environmental Scientist 4 (SC4)	\$78.00
Industry Specialist 3 (IS3)	\$58.35
Construction Services 4 (CS4)	\$54.28
Construction Services 3 (CS3)	\$56.74
Construction Services 2 (CS2)	\$32.10
Technician 3 (T3)	\$38.02
Technician 1 (T1)	\$19.34
Administrative 3 (A3)	\$54.60
Administrative 2 (A2)	\$36.12
Administrative 1 (A1)	\$26.14
Proposed Standard Multiplier - Design	2.85
Proposed Standard Multiplier - Construction	2.65
Overhead Rate - Office/Design	148.69%
Overhead Rate - Field/Construction	128.26%

Salaries are adjusted annually and take affect around April 1st each year.



RESPONDENT CERTIFICATION

PROPOSAL SIGNATURE: Brian L. Fairwood

State of Illinois

County of Cook

Brian L. Fairwood

TYPE NAME OF SIGNEE

being first duly sworn on oath deposes and says that the Respondent on the above proposal is organized as indicated below and that all statements herein made on behalf of such Respondent and that this deponent is authorized to make them, and also deposes and says that he has examined and carefully prepared their bid proposal from the Contract Exhibits and Specifications and has checked the same in detail before submitting this proposal or bid; that the statements contained herein are true and correct.

Signature of Respondent authorizes the Village of Oak Park to verify references of business and credit at its option.

Signature of Respondent shall also be acknowledged before a Notary Public or other person authorized by law to execute such acknowledgments.

Dated 6/22/2021

TranSystems Corporation

Organization Name

(Seal - If Corporation)

By Brian L. Fairwood

Authorized Signature

1475 E. Woodfield Road, Suite 600, Schaumburg, IL 60173

Address

847-605-9600

Telephone

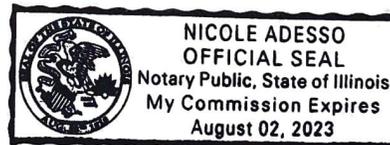
Subscribed and sworn to before me this 22nd day of June, 2021.

Nicole Adesso

In the state of Illinois Notary Public

My Commission Expires: 8/2/2023

(Fill Out Applicable Paragraph Below)



(a) Corporation

The Respondent is a corporation, which operates under the legal name of TranSystems Corporation

and is organized and existing under the laws of the State of Missouri

President Paul Malir
Secretary Julie Frigon
Treasurer Julie Frigon

The corporation does have a corporate seal. (In the event that this bid is executed by a person other than the President, attach hereto a certified copy of that section of Corporate By-Laws or other authorization by the Corporation which permits the person to execute the offer for the corporation.)

(b) Partnership

Name, signature, and addresses of all Partner

The partnership does business under the legal name of _____ which name is registered with the office of _____ in the county of _____ in the state of _____.

(c) Sole Proprietor

The Respondent is a Sole Proprietor whose full name is _____.
If the Respondent is operating under a trade name said trade name is _____ which name is registered with the office of _____ in the county of _____ in the state of _____.

Signed _____
Sole Proprietor



Attachment I.

RESPONDENT CERTIFICATION

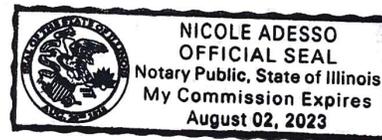
TranSystems Corporation, as part of its bid on a contract for
(name of Respondent)

statement of qualifications (SOQ) from multi-disciplined civil engineering consultants as eligible to submit on proposals with the Village for on- call professional engineering services, hereby certifies that said Respondent is not barred from bidding on the aforementioned contract as a result of a violation to either Section 33E-3 or 33E-4 of Article 33E of Chapter 38 of the Illinois Revised Statutes or Section 2-6-12 of the Oak Park Village Code relating to "Bidding Requirements".

By: *Bin S. Jamil*
(Authorized Agent of Respondent)

Subscribed and sworn to
before me this 22nd day
of June, 2021

Nicole Adesso
(Notary Public)





Attachment II. TAX COMPLIANCE AFFIDAVIT

Brian L. Fairwood, being first duly sworn, deposes and says:

that he/she is Principal / Senior Vice President of
(partner, officer, owner, etc.)

TranSystems Corporation
(bidder selected)

The individual or entity making the foregoing proposal or proposal certifies that he/she is not barred from entering into an agreement with the Village of Oak Park because of any delinquency in the payment of any tax administered by the Department of Revenue unless the individual or entity is contesting, in accordance with the procedures established by the appropriate revenue act, liability for the tax or the amount of the tax. The individual or entity making the proposal or proposal understands that making a false statement regarding delinquency in taxes is a Class A Misdemeanor and, in addition, voids the agreement and allows the municipality to recover all amounts paid to the individual or entity under the agreement in civil action.

Brian L. Fairwood

By:
Its:

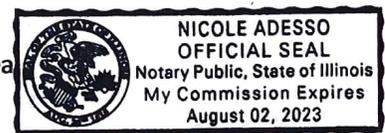
Brian L. Fairwood, Principal / Senior Vice President
(name of bidder if the bidder is an individual)
(name of partner if the bidder is a partnership)
(name of officer if the bidder is a corporation)

The above statement must be subscribed and sworn to before a notary public.

Subscribed and sworn to before me this 22nd day of June, 2021.

Nicole Adesso
Notary Public's Signature

- Notary Public Seal



Minority Business and Women Business Enterprises Requirements

The Village of Oak Park in an effort to reaffirm its policy of non-discrimination, encourages and applauds the efforts of bidders and subConsultants in taking affirmative action and providing Equal Employment Opportunity without regard to race, religion, creed, color, sex, national origin, age, handicap unrelated to ability to perform the job or protected veteran's status.

Reporting Requirements

The following forms must be completed in their entirety, notarized and included as part of the statement of qualification document. Failure to respond truthfully to any question on the list or failure to cooperate fully with further inquiry by the Village of Oak Park will result in disqualification of your statement of qualifications.



Attachment III. ORGANIZATION OF BIDDING FIRM

Please fill out the applicable section:

A. Corporation:

The Consultant is a corporation, legally named TranSystems Corporation and is organized and existing in good standing under the laws of the State of Missouri. The full names of its Officers are:

President Paul Malir

Secretary Julie Frigon

Treasurer Julie Frigon

Registered Agent Name and Address: Brian L. Fairwood
1475 E. Woodfield Road, Ste. 600, Schaumburg, IL 60173

The corporation has a corporate seal. (In the event that this Bid is executed by a person other than the President, attach hereto a certified copy of that section of Corporate By-Laws or other authorization by the Corporation that permits the person to execute the offer for the corporation.)

B. Sole Proprietor:

The Consultant is a Sole Proprietor. If the Consultant does business under an Assumed Name, the

Assumed Name is _____, which is registered with the Cook County Clerk. The Consultant is otherwise in compliance with the Assumed Business Name Act, 805 ILCS 405/0.01, et. seq.

C. Partnership:

The Consultant is a Partnership which operates under the name _____

The following are the names, addresses and signatures of all partners:

_____	_____
_____	_____
Signature	Signature

(Attach additional sheets if necessary.) If so, check here _____.

registered with the Cook County Clerk and the partnership is otherwise in compliance with the Assumed Business Name Act, 805 ILCS 405/0.01, et. seq.

D. Affiliates: The name and address of any affiliated entity of the business, including a

description of the affiliation: N/A

Signature of Owner



TranSystems
2400 Pershing Road
Suite 400
Kansas City, MO 64108
Tel 816 329 8700
Fax 816 329 8701
www.transystems.com

December 2, 2020

To Whom It May Concern:

Article IX, Section 18 of the Bylaws of TranSystems Corporation makes reference to our Officers election and responsibilities. The Section 18, Authority to Bind Corporation, states that all agreements and contracts pertinent to Corporation business shall be signed by an Officer of the corporation. Consequently, Brian L. Fairwood, Senior Vice President/Principal has the authority to enter into contract agreements as determined by the Board of Directors.

Trusting that this meets your requirements; if you have any additional questions, please feel free to contact me at 816.329.8700.

Sincerely,
TranSystems Corporation

A handwritten signature in blue ink that reads "Julie Frigon".

Julie Frigon
Secretary





Attachment IV. Compliance Affidavit

I, Brian L. Fairwood being first duly sworn on oath depose and state as follows:

(Print Name)

1. I am the (title) Principal / Senior Vice President of the Proposing Firm ("Firm") and am authorized to make the statements contained in this affidavit on behalf of the Firm.
2. The Firm is organized as indicated on Exhibit A to this Affidavit, entitled "Organization of Proposing Firm," which Exhibit is incorporated into this Affidavit as if fully set forth herein.
3. I have examined and carefully prepared this proposal based on the Request for Qualifications and verified the facts contained in the proposal in detail before submitting it.
4. I authorize the Village of Oak Park to verify the Firm's business references and credit at its option.
5. Neither the Firm nor its affiliates¹ are barred from proposing on this project as a result of a violation of 720 ILCS 5/33E-3 or 33E-4 relating to bid rigging and bid rotating, or Section 2-6-12 of the Oak Park Village Code related to "Proposing Requirements".
6. The Proposing Firm has the M/W/DBE status indicated below on the form entitled "EEO Report."
7. Neither the Firm nor its affiliates is barred from agreement with the Village of Oak Park because of any delinquency in the payment of any debt or tax owed to the Village except for those taxes which the Firm is contesting, in accordance with the procedures established by the appropriate revenue act, liability for the tax or the amount of the tax. I understand that making a false statement regarding delinquency in taxes is a Class A Misdemeanor and, in addition, voids the agreement and allows the Village of Oak Park to recover all amounts paid to the Firm under the agreement in a civil action.
8. I am familiar with Section 13-3-2 through 13-3-4 of the Oak Park Village Code relating to Fair Employment Practices and understand the contents thereof; and state that the Proposing Firm is an "Equal Opportunity Employer" as defined by Section 2000(E) of Chapter 21, Title 42 of the United States Code Annotated and Federal Executive Orders #11246 and #11375 which are incorporated herein by reference. **Also complete the attached EEO Report or Submit an EEO-1.**
9. I certify that the Consultant is in compliance with the Drug Free Workplace Act, 41 U.S.C.A, 702.

¹ Affiliates means: (i) any subsidiary or parent of the bidding or contracting business entity, (ii) any member of the same unitary business group; (iii) any person with any ownership interest or distributive share of the bidding or contracting business entity in excess of 7.5%; (iv) any entity owned or controlled by an executive employee, his or her spouse or minor children of the bidding or contracting business entity.

Signature: *Brian L. Fairwood* Printed Name Brian L. Fairwood

Name of Business: TranSystems Corporation Your Title: Principal / Senior VP

Business Address: 1475 E. Woodfield Road, Suite 600, Schaumburg, IL 60173

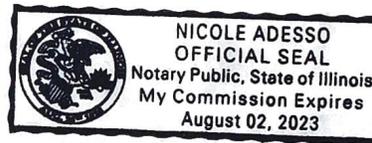
(Number, Street, Suite #)

(City, State & Zip)

Telephone: 847-605-9600 Fax: 847-453-0565 Web Address: www.transystems.com

Subscribed to and sworn before me this 22nd day of June, 2021.

Nicole Adesso
Notary Public



1. Consultant Name: TranSystems Corporation

2. Check here if your firm is:

Minority Business Enterprise (MBE) (A firm that is at least 51% owned, managed

Failure to respond truthfully to any questions on this form, failure to complete the form or failure to cooperate fully with further inquiry by the Village of Oak Park will result in disqualification of this Bid. For assistance in completing this form, contact the Department of Public Works at 708-358-5700.

and controlled by a Minority.)

Women's Business Enterprise (WBE) (A firm that is at least 51% owned, managed and controlled by a Woman.)

Owned by a person with a disability (DBE) (A firm that is at least 51% owned by a person with a disability)

None of the above

[Submit copies of any W/W/DBE certifications]

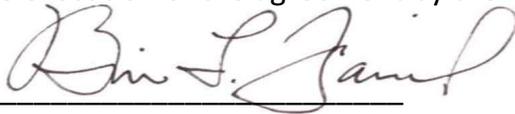
3. What is the size of the firm's current stable work force?

822 Number of full-time employees

105 Number of part-time employees

4. Similar information will be requested of all subConsultants working on this agreement. Forms will be furnished to the lowest responsible Consultant with the notice of agreement award, and these forms must be completed and submitted to the Village before the execution of the agreement by the Village.

Signature: _____



Date: June 22, 2021

EEO REPORT

Please fill out this form completely. Failure to respond truthfully to any questions on this form, or failure to cooperate fully with further inquiry by the Village of Oak Park will result in disqualification of this proposal. An incomplete form will disqualify your proposal. For assistance in completing this form, contact the Purchasing Department at 708-358-5473.

An EEO-1 Report may be submitted in lieu of this report _____

Consultant Name TranSystems Corporation
 Total Employees _____

Please see the following page for our EEO-1 Report.

Job Categories	Total Employees	Males				Females				Total Minorities
		Total Males		Total Females		Total Males		Total Females		
		Black	Hispanic	American Indian & Alaskan Native	Asian & Pacific Islander	Black	Hispanic	American Indian & Alaskan Native	Asian & Pacific Islander	
Officials & Managers										
Professionals										
Technicians										
Sales Workers										
Office & Clerical										
Semi-Skilled										
Laborers										
Service Workers										
TOTAL										
Management Trainees										
Apprentices										

This completed and notarized report must accompany your Proposal. It should be attached to your Affidavit of Compliance. Failure to include it with your Proposal will be disqualify you from consideration.

Brian Fairwood Brian L. Fairwood being first duly sworn, deposes and says that he/she is the Principal _____ (Title or Officer)
 (Name of Person Making Affidavit) of TranSystems Corporation and that the above EEO Report information is true and accurate and is submitted with the intent that it be relied upon. Subscribed and sworn to before me this 30th day of June, 2021.
 _____ June 30, 2021
 (Signature) (Date)



NICOLE ADESSO
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
August 02, 2023

Consolidated Report

SECTION B – COMPANY IDENTIFICATION

1. TRANSYSTEMS CORPORATION
 2400 EAST PERSHING ROAD
 STE 400
 KANSAS CITY, MO 64108

SECTION C – TEST FOR FILING REQUIREMENT

1-Y 2-N 3-Y DUNS=045102084

2.a. TRANSYSTEMS CORPORATION
 2400 EAST PERSHING ROAD
 STE 400
 KANSAS CITY, MO 64108
 c. EIN= 430839725

SECTION E – ESTABLISHMENT INFORMATION

NAICS: 541330 - Engineering Services

SECTION D – EMPLOYMENT DATA

JOB CATEGORIES	Hispanic or Latino		Non-Hispanic or Latino										Overall Totals							
	Male	Female	***** Male *****					***** Female *****												
			White	Black or African American	Native Hawaiian Or Pacific Islander	Asian	American Indian or Alaska Native	Two or More Races	White	Black or African American	Native Hawaiian Or Pacific Islander	Asian		American Indian or Alaska Native	Two or More Races					
Exec/Sr. Officials & Mgrs	3	0	48	0	0	0	2	0	0	0	0	7	0	0	2	0	0	0	0	62
First/Mid Officials & Mgrs	0	2	86	4	0	0	4	0	0	0	0	14	1	0	1	0	0	0	1	113
Professionals	13	12	196	15	0	0	41	0	0	0	3	60	8	0	10	0	0	0	2	360
Technicians	11	4	103	15	0	0	6	0	0	0	1	12	1	0	0	0	0	0	0	153
Sales Workers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Administrative Support	1	4	2	0	0	0	0	0	0	0	0	34	3	0	3	0	0	0	0	47
Craft Workers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operatives	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Laborers & Helpers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Service Workers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	22	435	34	0	0	53	0	0	0	4	127	13	0	16	0	0	0	3	735
Previous Year Total	33	24	440	31	0	0	52	0	0	0	5	128	8	0	15	0	0	0	4	740

SECTION F – REMARKS

DATES OF PAYROLL PERIOD: 10/3/2020 THRU 10/16/2020

SECTION G – CERTIFICATION: CERTIFIED DATE: 5/12/2021 8:45 AM

CERTIFYING OFFICIAL: Shari Frank
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