Date
May 2, 2024

To
Mr. William McKenna
Village Engineer
Village of Oak Park
201 South Boulevard
Oak Park, IL 60302

Re
Request for Qualifications
Transportation Engineering Services

Dear Mr. McKenna:

Thank you for opportunity to submit our qualifications to provide **Transportation Engineering Services** to the Village of Oak Park. We are excited to build on our working relationship by providing the ideal candidate to serve as the primary transportation engineer for the Village, as well as provide further access to our best-in-region traffic engineering group.

We are familiar and comfortable with the scope of this contract, in which the consultant provides embedded transportation engineering staff and uses its broader resources to complete additional assignments. We are excited to offer **Kristen Hahn, P.E., PTOE** as the project lead. Kristen will bring 23 years of experience, a strong traffic engineering background as an on-site consultant in a municipal office, project and program management skills, and GIS expertise to the role. Additionally, Kristen is an Oak Park resident and knows firsthand the effort the Village puts into customer service for its residents. She is an excellent communicator and understands the importance of a highly responsive, friendly, and understanding voice.

Kristen will act as point person for all transportation and traffic related issues and will delegate tasks to our larger team on an as-needed basis. In addition to Civiltech's deep bench of traffic engineering experts, our team includes **V3 Companies** to provide additional engineering capacity and **Hampton, Lenzini and Renwick, Inc.** for traffic signal assignments requiring specialty SCAT work. We have assembled a team that has all bases covered for any needs that may arise, and we are accustomed to providing a very high level of responsiveness.

I will be the person authorized to represent the company regarding all matters directly related to this RFQ. Please contact me if you have any questions on this proposal or our services. I can be reached at 630.779.1745 or by email at cwolff@civiltechinc.com. We appreciate the opportunity and look forward to discussing further at a potential interview.

Very truly yours,

Christopher S. Wolff, P.E.
Director of Chicago Office

CIVILTECH ENGINEERING, INC.

Civiltech Engineering, Inc.

www.civiltechinc.com

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SECTION 1

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FIRM PROFILE

Chicago's Leading Transportation Engineering Firm

Civiltech Engineering, Inc. is an engineering firm with its primary focus on transportation and civil engineering. The firm offers a wide range of services while maintaining a high level of integrity and attention to detail on each and every area of the job.

Civiltech's municipal client list includes over 85 villages and cities in the Chicago and Northern Illinois region, the Illinois Tollway, Illinois Department of Transportation, Chicago Department of Transportation, multiple county and township DOTs, additional public agencies, as well as private sector clients. Civiltech realizes that success lies in the individual service and attention we provide to our clients. We are committed to providing top quality consulting engineering services. Through the years, we have earned a reputation for professional excellence and integrity.

Doing Business with Civiltech

Civiltech Engineering, Inc. was established in 1988 as a privately held Illinois corporation. We are licensed to do business in the States of **Illinois and Wisconsin**.

Corporate Headquarters
Two Pierce Place, Suite 1400
Itasca, IL 60143

Chicago Office
30 N LaSalle St., Suite 3220
Chicago, IL 60602

35 Years of Service

3,800 Projects & Counting

260+ Satisfied Clients

140+ Dedicated Employees

54 Licensed P.E.'s

Technical excellence.
Responsive service.
Local knowledge.

Civiltech is a leader in innovative planning, design, and construction solutions.

Strong Reputation
We have developed a rapport with our municipal clients such that we have a clear understanding of the communications necessary with not only your staff but also the residents and business owners involved in any given project.

Responsiveness
Civiltech is responsive to our client's needs. We meet or exceed the client's schedule and requirements, and are always readily available if a problem arises in design or during construction. We stand behind our work.

Quality Work
We provide a quality product with a qualified and friendly staff. Our goal is to achieve 100% client satisfaction.

Adaptable
We continually keep abreast of current and/or changing federal and state funding programs that may be of financial benefit to the community.

Knowledge Sharing
Civiltech performs engineering services for many other municipalities, and therefore can share our experiences and information on techniques, new products or innovations that other communities are using that might be of benefit in your community.

Creative Solutions
Civiltech's staff has an enthusiasm for practical, yet creative, design and engineering solutions.

CIVILTECH

Statement of Qualifications

Transportation Engineering Services

Village of Oak Park

URBAN DESIGN + TRAFFIC DEPARTMENT

Mike Folkening, P.E., PTOE
Director of Urban Design + Traffic

PTOE Professional Traffic Operations Engineer
RSP Road Safety Professional
AICP Certified Planner
ASLA Professional Landscape Architect

Traffic Team

Steve Pautsch, P.E., PTOE
Project Manager

Brian DeSalle, P.E., PTOE
Traffic Engineer

Louis Pukelis, P.E.
Traffic Engineer

Anmol Shrivastava, P.E., PTOE, RSP
Traffic Engineer

Mark Shorey
Traffic Engineer

Complete Streets Approach

We apply a Complete Streets design approach to every project, ensuring that it balances all users of the roadway, including pedestrians, bicyclists, transit riders, and drivers. We understand the power of combining planning, landscape architecture and engineering to develop a sense of community identity and investment in roadway projects. We engage the community to improve the sidewalks, paths and roads on which people live, work and play.

Planning Team

Kristen Hahn, P.E., PTOE
Project Manager

Lissa Sweeney, AICP, LEED AP
Transportation Planner

Josie Willman
Transportation Planner

Edith Portales
Planner

Samantha Primer, CWS
Environmental Planner

LANDSCAPE ARCHITECTURE DEPARTMENT

Phil Hutchinson, PLA, LEED AP
Director of Landscape Architect

John Magill
Landscape Designer

Jerry Chen
Digital Rendering Artist

Malak Alomari
Urban Designer

PROJECT EXPERIENCE

A Multimodal Approach to Transportation Systems

Designing A Network of Complete Streets

We apply a Complete Streets design approach to every project, ensuring it balances all users of the roadway, including pedestrians, bicyclists, transit riders, and drivers. We understand the power that providing a well-designed, safe, and equitable street system has to create healthy, sustainable, and livable communities.

Pedestrians: Everyone is a pedestrian at some point during their commute. Our engineers evaluate designs from the perspective of people walking to ensure safe and accessible designs for the most vulnerable users of the transportation system.

Bicyclists: Whether it be sidepaths, on-street lanes, cycle tracks, or neighborhood greenways, or shared use trails, we design high-level facilities that make streets friendlier for people riding bikes.

Drivers: Civiltech looks beyond Level of Service ratings to assess how vehicles move about the street network. We use Vision Zero and Safe Systems approaches which seek to improve the safety of all users of the transportation system.

Transit Riders: From bus lanes, bus bulbs, and transit modeling, Civiltech delivers projects to provide speedier and more reliable bus service.

Freight: The safe and efficient movement of goods is more important than ever from both local and regional perspectives. We work with communities to balance the needs of freight traffic without sacrificing safety or mobility of people walking and riding bikes.

Micromobility: We recognize the potential that emerging transportation options such as electric-assist bikes and e-scooters have to transform the transportation system by enhancing first/last-mile connectivity. Staying abreast of these trends is important to ensure roadways we design are built with an eye to the future.

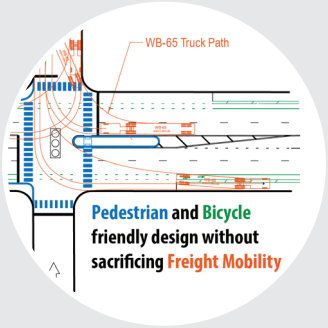
REPRESENTATIVE PROJECTS

Covid-19 Response - CTA Essential Pop-Up Bus Lanes
Chicago Department of Transportation

24-Hour Equitable Transit for Covid-19 Recovery. This project redefines streets with dedicated bus lanes and allows for social distancing and smoother trips for transit customers.

Chicago Streets for Cycling
Chicago Department of Transportation

Comprehensive Network of Bikeways. The Chicago Streets for Cycling program fills in gaps in the City of Chicago bike network by building safe and comfortable bike and pedestrian facilities.



CMAP Freight Studies: Moving Will County
Chicago Metropolitan Agency for Planning

Assessing Freight Mobility in Will County. This project ensures a balance between freight, economic development, natural resource protection, multi-modal connections, congestion relief, quality of life/community character goals.

Chicago West Side Safe Routes to School Enhancements
Chicago Department of Transportation

Making Streets Safer for Kids to Travel to School. Civiltech was selected to provide Phase I and II engineering services to design pedestrian safety enhancements at 10 unsignalized intersections.

PROJECT EXPERIENCE

Municipal On-Call Traffic Engineering Services

Serving Various Municipalities


Civiltech uses Miovision cameras to collect traffic data.

Traffic engineering has been a core service at Civiltech since the company was founded in 1988. Civiltech is routinely retained by municipalities throughout the region to provide On-Call Traffic Engineering Services. Many of these contracts have been multi-year with multiple extensions, and most involve dozens of individual projects.

Civiltech's traffic engineering staff includes eight certified Professional Traffic Operations Engineers (PTOE). As on-call engineers, we serve our municipal clients as a highly skilled and trusted partner working as an extension of their team. Civiltech takes pride in maintaining a high level of responsiveness for each of our clients. From time-to-time, there are tasks that require expedited turnarounds and our staff is experienced in completing these projects quickly and accurately. Often there can be multiple assignments in the queue at any given time, thus Civiltech's team understands that maintaining open channels of communication is paramount to ensure work is prioritized according to client expectations.

Many traffic assignments begin with data collection. Our team collects traffic data entirely in-house using video turning movement and classification counters. Speed data is gathered using machine counters. We have even utilized our drones to collection origin-destination data. As evidenced by the extensive services list, we have brought creative solutions to large and small tasks of every type. When necessary, staff collaborates across disciplines to ensure projects can seamlessly transition from concept to detailed design. Our team also assists our municipal clients to secure funding to bring proposed solutions to reality.

On-Call Traffic Engineering Services

- ✔ Crash analyses and safety studies
- ✔ Traffic modeling and simulation
- ✔ Traffic impact studies
- ✔ Traffic projection studies
- ✔ Feasibility studies
- ✔ Parking studies
- ✔ Intersection control studies
- ✔ Traffic data collection
- ✔ Neighborhood traffic management and traffic calming
- ✔ Pedestrian facility design
- ✔ Traffic signal analysis and design
- ✔ Funding applications

RECENT & RELEVANT ON-CALL TRAFFIC ENGINEERING SERVICES

Municipalities for which Civiltech is currently or has recently been retained for On-Call Traffic Engineering Services include:

Current

- City of Chicago
- City of Crystal Lake
- City of Elmhurst
- City of Highland Park
- Village of Glenview
- Village of Libertyville
- Village of Northbrook
- Village of Vernon Hills
- Village of Wilmette

Recent

- City of Aurora
- Village of Elk Grove Village
- Village of Huntley
- Village of Schaumburg

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PROJECT APPROACH

The Village of Oak Park (the Village) is seeking a qualified transportation engineering consultant to provide part-time staffing support, complete various transportation related projects and initiatives, and perform various traffic/transportation related studies and tasks on an as-needed basis. Civiltech Engineering, Inc. (Civiltech) understands the objectives of this contract and will provide a team that is highly capable and experienced in providing services of this exact nature.

The scope of this contract, in which the consultant provides embedded traffic engineering staff and uses its broader resources to complete additional projects/tasks/assignments, is identical to a contract Civiltech has held with the Chicago Department of Transportation (CDOT) since 2005. Embedded staff work hand-in-hand with City transportation engineers to manage and coordinate the incoming flow of traffic related resident inquiries, aldermanic requests, traffic studies, private development reviews, etc. Through the same contract and often resulting from those original inquiries, engineers and planners stationed in Civiltech's offices complete additional assignments such as traffic counts, traffic analyses, pedestrian safety designs, bicycle facility designs, planning studies, and more.

Your New Transportation Engineering Point Person

Civiltech is accustomed to working on behalf of government agencies – both acting as an outward facing representative to the general public and acting internally as an extension of agency staff. **Kristen Hahn, P.E., PTOE** has operated in this capacity several times throughout her career, including as an embedded traffic engineer in the above-mentioned example. Kristen will bring her 23 years of experience to the Village, acting as the point person for transportation related projects and initiatives. Kristen has a strong traffic engineering background, paired with experience using GIS and other tools to coordinate many simultaneous projects. Kristen has managed the work of other consultants as well, acting on behalf of our client. Finally, Kristen is a very strong communicator. As an Oak Park resident herself, she knows firsthand the effort the Village puts into customer service for its residents, and she understands the importance of a highly responsive, friendly, and understanding voice.

Implementation Plan

Kristen will report to the Public Works building two to three days per week and act as the primary point of contact for all transportation engineering needs for the Village Engineer. She will field emails, calls, and any other communications from Oak Park residents regarding transportation and traffic related issues. Kristen will use her considerable organizational and data management skills to create and maintain records of these issues and track their status. She will use existing Village tracking systems, or create new ones if desired, to best meet the needs of Village staff. Kristen is highly skilled at creating customized spreadsheets that pull data from other databases, including GIS data, to streamline project tracking and reporting processes.

COMMUNITY REQUESTS AND VILLAGE INITIATIVES MAY LEAD TO ADDITIONAL TASKS SUCH AS COMPLETING TRAFFIC STUDIES, REVIEWING TRAFFIC STUDIES BY OTHERS, OVERSIGHT OF OTHER CONSULTANT PROJECTS, ENGINEERING PLAN REVIEWS, ETC. KRISTEN WILL CONSIDER VILLAGE PRIORITIES AND WORKLOAD, SPECIALIZED EXPERTISE OF CIVILTECH AND SUBCONSULTANT STAFF, AND AVAILABILITY OF PERSONNEL AT ANY GIVEN MOMENT TO DETERMINE THE CORRECT BALANCE BETWEEN COMPLETING THESE TASKS HERSELF AND DISSEMINATING THIS WORK TO OTHER TEAM MEMBERS.

At her disposal, Kristen will have Civiltech's team of transportation planners and engineers as well as a capable and knowledgeable team of engineers from V3 Companies.
V3 has been actively engaged with the Village's infrastructure improvements through a variety of projects since 2017, including the Bike Boulevard Program and Madison Street Traffic Study. They've built a strong working relationship with Village staff and have a thorough understanding of resident and area stakeholder needs.

For traffic signal assignments requiring specialty SCAT work, we have Hampton, Lenzini and Renwick, Inc. (HLR) at the ready.
HLR brings extensive experience providing traffic operations assistance at the state, county, and municipal level on projects that include remote system monitoring and reporting, traffic signal troubleshooting, addressing timing complaints, supervising Electrical Maintenance Contractors, field inspections, engineering peer review, and SCAT. HLR staff is well-versed in Centracs and TACTICS traffic management systems. Additionally, HLR is proficient in manual programming of Yunix, Econolite, Peek, and Intelight traffic signal controllers. They have been the City of Elgin's traffic engineer for 15 years, following a very similar scope of work for the City's 44 traffic signals. Over the past few years, we have worked with Elgin to develop a multi-year strategic plan for updating and improving their traffic signal network.

WORK COMPLETED BY CIVILTECH, V3, OR HLR STAFF WILL BE TRACKED AND REVIEWED BY KRISTEN BEFORE SUBMITTING TO VILLAGE STAFF.

Scope of Services

Provision for Embedded Staff

Kristen Hahn, P.E., PTOE, an Oak Park resident, will serve as the assistant transportation engineer for the Village of Oak Park. Kristen will report to the Public Works building on South Blvd two to three days per week. Kristen will run point on transportation and traffic related communications on behalf of the Village Engineer. Kristen is highly responsive. Her communication style, both written and verbal, lends itself to this role as it is thorough yet clear and concise.

Kristen will either self-perform or disseminate and manage traffic engineering tasks such as studies, analyses, and evaluations that may result from resident inquiries, petitions, developer coordination, permit applications, or otherwise assigned by the Village Engineer.

Coordinate the Work of Other Consultants

Kristen's decades of transportation engineering and planning expertise will be at the disposal of the Village, including managing work by other consultants. Kristen has experience managing the work of teams formed by multiple consultants while serving in various roles within the C*NECT program management contract for CDOT. Overall, Kristen's background in project management, planning, and traffic engineering make her the ideal candidate for this role. She is very familiar with complete streets, Vision Zero, traffic calming, traffic studies, pedestrian and bicyclist safety, and ADA design. Additionally, her first-hand familiarity with Oak Park will allow her to quickly get up to speed on ongoing projects, studies, plans, and initiatives.

Traffic Studies Review

Civiltech and V3 both bring extensive experience reviewing traffic studies conducted by developers and other permitting applicants. Civiltech has provided this service to CDOT for almost 20 years running, with **Steve Pautsch, P.E., PTOE** leading that effort. Steve leads a team of expert traffic engineers who will be ready to accept traffic study review assignments that Kristen does not complete herself. Similarly, V3 has qualified traffic engineers ready to expand our team's capacity and flexibility to accept these assignments.

Project Planning and Budgeting

Kristen brings significant experience assisting CDOT with the development of their annual capital improvement programs. Kristen is especially adept at creating custom GIS and Excel tools to map, score, rank, and prioritize improvements for various capital improvement categories. These skills can apply to programming Oak Park's projects and initiatives as well. Civiltech and V3 can both broadly support this task by providing programming level cost estimates and construction schedules for potential projects during planning stages.

Traffic Signal Network Oversight

Civiltech and V3 both bring considerable traffic signal design expertise to support the Village in managing its traffic signal network. Civiltech has performed signal design for IDOT, CDOT, and dozens of municipalities and counties throughout northeast Illinois. This includes new signals, modernizations/modifications of existing signals, timing optimizations, interconnects, transit priority, and APS. HLR also brings specialty SCAT experience, including the capability to physically reprogram the timings in individual signal cabinets .

Signage System Management

Kristen is familiar with the MUTCD and signage design best practices and will quickly evaluate inquiries regarding signage. Tasks may include evaluating requests for loading zone signage, performing warrant analyses for new stop control, general replacement of deteriorated signs, etc.

Capital Improvement Project Review

Kristen has experience and personal interest in designing for all transportation modes. Her primary mode of transportation within Oak Park is walking, and she will ensure each project is reviewed with a complete streets lens. Kristen is also an expert in ADA and can provide input on ADA designs and accessibility issues within the public way. Civiltech and V3 are both capable of providing more comprehensive engineering reviews of Phase II design plans, if needed.

Traffic Studies

Kristen performed hundreds of neighborhood traffic studies and worked closely with the City of Chicago's pedestrian program staff on safety improvements while serving as embedded support staff for CDOT. She is familiar with the process and will be well suited to perform this work herself and manage/oversee studies she delegates to others at Civiltech and V3.

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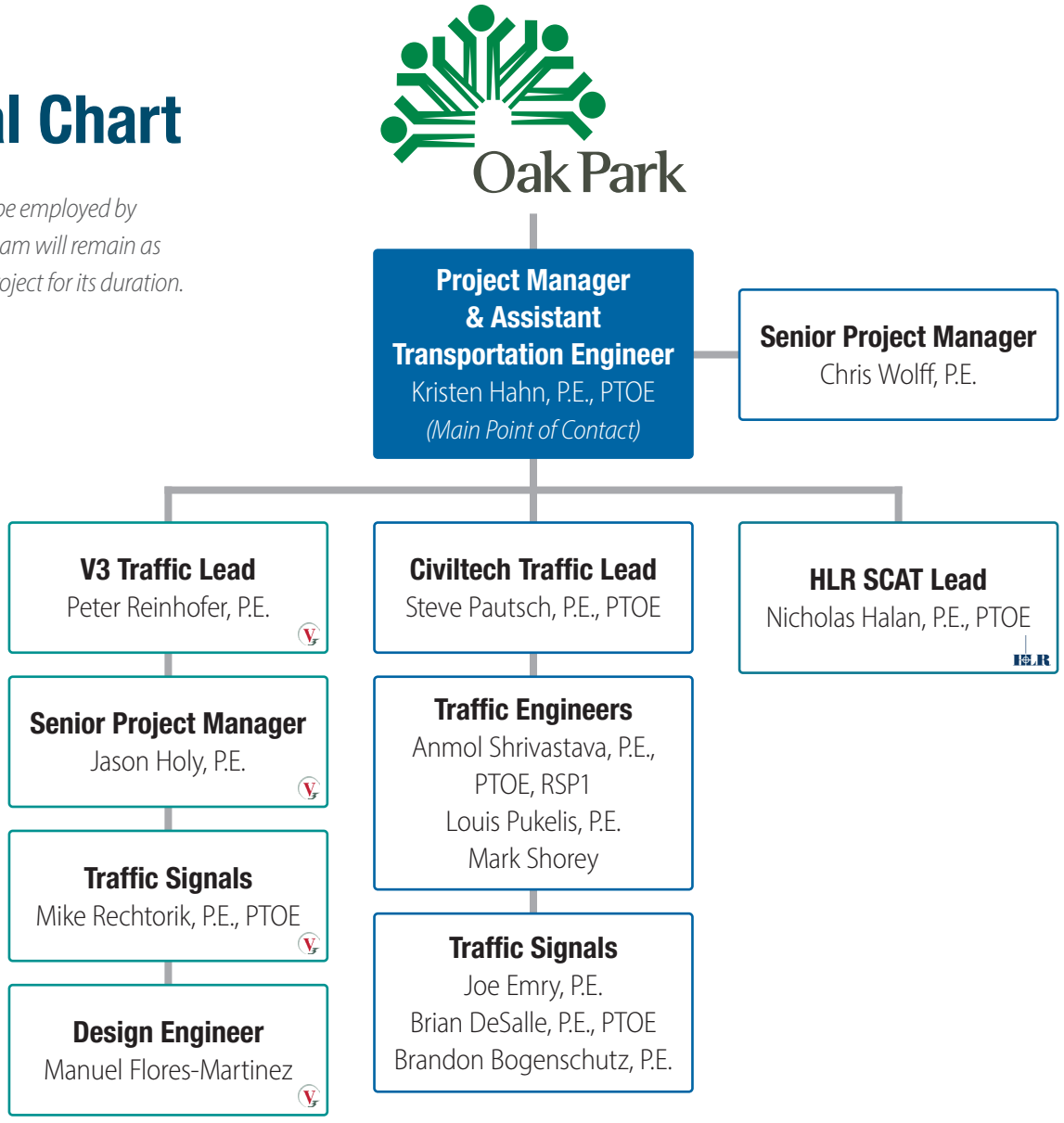
PROJECT PERSONNEL

Organizational Chart

For so long as its members continue to be employed by Civiltech Engineering, Inc., the project team will remain as proposed and will be assigned to this project for its duration.



PROJECT PERSONNEL

Kristen Hahn, P.E., PTOE | Project Manager and Assistant Transportation Engineer

Kristen is an Oak Park resident and a Civiltech Project Manager. She is passionate about balancing the needs of all roadway users including pedestrians, cyclists, transit, and vehicles and feels strongly that public space must be safe and accessible for everyone. Kristen's experience includes pedestrian studies, safety studies, and traffic studies completed while serving as embedded engineering staff at the Chicago Department of Transportation. Her experience also includes traffic signal design, ADA ramp design, roadway design, GIS mapping, grant writing, project programming, and a variety of special projects through Civiltech's C*NECT Program which delivers thousands of public way improvements across the City of Chicago annually.

Chris Wolff, P.E. | Senior Project Manager

Chris is also an Oak Park resident and the Director of Civiltech's Chicago Office. Chris has led and managed many large Chicago Department of Transportation (CDOT) programs including the Chicago Neighborhood Engineering and Construction Team (C*NECT), Citywide Construction Engineering, CDOT's Strategic Plan Update, and In-House Traffic Engineering Services for the City of Chicago. Through this work, he brings extensive relevant experience leading transportation planning projects, bikeway and pedestrian facility design, traffic and safety studies, roadway and highway design, and the development of contract plans, specifications, and cost estimates.

Steve Pautsch, P.E., PTOE | Traffic Lead

Steve is a Project Manager at Civiltech specializing in Traffic, Safety, Bicycle, and Pedestrian Studies. For over 13 years, he was a full-time consultant to CDOT, completing numerous traffic studies while providing expert traffic engineering assistance, consultation, design, and review services in the development and design of auto, bicycle, pedestrian, and transit infrastructure improvements. Steve brings this urban expertise to the suburbs where he continues to author multi-modal transportation studies for municipal clients while indulging his passion for designing high-level bicycle and pedestrian facilities.

Anmol Shrivastava, P.E., PTOE, RSP1 | Traffic Engineer

Anmol is a Traffic Engineer at Civiltech, and as a certified Roadway Safety Professional (RSP), he is an advocate for improving safety for all roadway users. He brings experience analyzing crash data and in recommending safety improvements to support all types of transportation projects. He also uses his traffic engineering expertise to develop traffic modeling simulations, conduct traffic studies, and design traffic signals. His expertise includes capacity analysis, crash analysis, safety studies, traffic signal timing, and warrant analysis.

Joe Emry, P.E. | Traffic Signals Engineer

Joe is a Project Manager in Civiltech's Design Services department, where he leads all Traffic Signal and Signal System Engineering design work. He brings extensive experience in the successful completion of traffic signal installation projects for various municipalities, agencies, and funding sources. Joe is proficient in the preparation of traffic signal interconnect systems.

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Traffic Engineering Services

Chicago Department of Transportation

Scope of Services

Traffic Engineering and Impact Studies
Parking Studies
Traffic Calming
Safety Studies
Pedestrian Studies
Stakeholder Coordination
Design of Pedestrian, Bicycle, and Transit Facilities

Construction Cost
NA

Funding
Local

Status
Ongoing

Client Contact
Malihe Samadi, P.E., PTOE
Chicago Department of Transportation
Division of Project Development
Malihe.Samadi@CityofChicago.org
312.742.3847

Key Staff
Kristen Hahn, P.E., PTOE | Steve Pautsch, P.E., PTOE
Chris Wolff, P.E. | Brian DeSalle, P.E., PTOE
Anmol Shrivastava, P.E., PTOE, RSP1 | Mark Shorey

Assisting CDOT with Full-time In-house Traffic Engineering Staff.

Since 2005, Civiltech staff has assisted CDOT engineers with Traffic Studies and Complete Streets designs throughout the City of Chicago.

As part of the traffic study process, our staff frequently meets with stakeholders such as aldermen, business groups, school staff, and community leaders to listen to traffic-related concerns and to build consensus around options to address them. Our staff also works alongside City engineers to develop conceptual plans, cost estimates, and to identify funding for these improvements. Types of projects that result from these studies have included bicycle facilities, pedestrian refuge medians, curb extensions, bus-only lanes, bus bulbs, and raised crosswalks. Our engineers also assist the City by reviewing developer site plans and traffic impact studies, submitted in preparation for the Chicago Plan Commission. Some of the high profile developments Civiltech has consulted on include the Obama Presidential Center, Lincoln Yards, McCormick Place Wintrust Stadium, and Wrigley Field modernization. Civiltech has contributed to Chicago's Vision Zero efforts by assisting City staff in identifying potential improvements within high-crash corridors, in prioritizing safety funding based on crash history, and investigating/reporting on fatal crash locations.

This work also includes coordinating with other City departments to review and assist with initiatives such as Food Truck Stand Locations (Department of Business Affairs and Consumer Protection), Magnet School Bus Routing (Chicago Public Schools), Brown Line Grade Crossing Safety Improvements and COVID-19 Relief Pop-Up Bus-Only Lanes (Chicago Transit Authority), and Ogilvie Station Pedestrian Wayfinding (Metra). Civiltech's in-house engineering staff have helped develop departmental standards and policies, having led the development of CDOT's Street Planning and Design Guidelines which sets forth City standards for traffic control devices such as stop signs, crosswalks, and rectangular rapid flash beacons, while standardizing applications and describing design considerations for safety countermeasures such as bump-outs, speed humps, and pedestrian refuge islands.

Transportation Committee Traffic Calming Petitions

Village of Oak Park

Scope of Services

Traffic Calming
Traffic Engineering
Crash Analysis
Pedestrian Studies

Construction Cost
N/A

Funding
Local

Status
Ongoing

Client Contact
Jill Juliano, P.E.
Village of Oak Park
708.358.5732
JJuliano@oak-park.us

Key Staff
Steve Pautsch, P.E., PTOE
Anmol Shrivastava, P.E., PTOE, RSP1
Louis Pukelis, P.E.
Mark Shorey

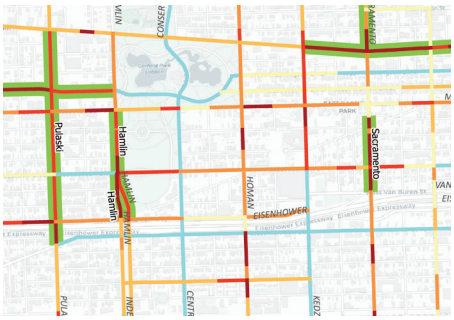
Calming Traffic and Improving Safety throughout Oak Park.

Civiltech engineers work side-by-side with Village staff to collect traffic data and recommend traffic calming treatments to the Transportation Commission.

Civiltech traffic engineering staff works part-time in-house at the Village of Oak Park as an extension of the municipal staff to manage the traffic calming petition process from initiation through completion. The process starts by reviewing applications for traffic calming devices on residential streets to ensure the petitions are valid. Then, mid-block and/or intersection speed, volume, and crash data is collected and reviewed. Recommendations for addressing neighborhood traffic speed and volume issues are proposed and a technical memorandum is written. Civiltech staff presents these recommendations to the Village's Transportation Commission for approval. This project involves close coordination with stakeholders including residents, Transportation Commission members, and Village staff to ensure a quick and seamless project delivery.

City of Chicago Arterial Resurfacing Program

City of Chicago Arterial Resurfacing Program



Scope of Services

Program Management
GIS Mapping
Project Programming
Complete Streets Design

Construction Cost
$40M+ per year

Funding
Various

Status
Ongoing

Client Contact
Matt Crocker, P.E.
Chicago Department of Transportation
matthew.crocker@cityofchicago.org
312.497.3287

Key Staff
Kristen Hahn, P.E., PTOE

Roadway Resurfacing with a Complete Streets Approach. Civiltech is providing Project Programming, Phase I Design, and Phase II Design services for the City of Chicago's annual arterial street resurfacing program, totaling over 40 miles per year.

Since 2016, Civiltech staff has worked hand-in-hand with the Chicago Department of Transportation to deliver over 40 miles of arterial street paving annually. This work includes spatial analysis and priority scoring to aid in selection of projects, Phase I and Phase II plans, IDOT coordination, Project Development Reports, and incorporation of numerous bicycle and pedestrian accommodations into a major capital improvement program.

Scoring for project prioritization incorporates criteria such as pavement condition, overlap with Vision Zero high crash areas, overlap with Streets for Cycling routes, and funding availability based on street classification and jurisdiction. Selection of projects for each year's annual program is an iterative process, with criteria and weighting updated frequently. Most recently, equity factors such as mobility and economic hardship data have been integrated into the scoring.

In addition to standard upgrades to ADA ramps and crosswalk striping, a major focus of the program is incorporating multi-modal improvements into the resurfacing projects. The project team works to identify opportunities to install curb extensions, bump outs, pedestrian refuge medians, and bus bulbs. Civiltech has proposed and designed hundreds of these treatments throughout the City as part of this program. Additionally, approximately three to five new miles of shared and protected bike lane are designed and installed each year as part of this program.

CDOT C*NECT Program: Traffic Signal Design

Chicago Department of Transportation

Scope of Services

Traffic Signal Design

Traffic Signal Timing

Roadway and Highway Design

ADA Ramp Design

Prepration of Plans, Specifications, and Estimates

Construction Cost
Varies

Funding
Various Local

Status
Ongoing

Client Contacts
David B. Gleason
CDOT Division of Engineering
david.gleason@cityofchicago.org
312.744.3775

Key Staff
Joe Emry, P.E.
Brian DeSalle, P.E., PTOE
Louis Pukelis, P.E.
Brandon Bogenschutz, P.E., LEED Green Associate

Traffic Signal Projects Throughout the City. As part of the C*NECT program, Civiltech designs dozens of Traffic Signal projects each year for the City of Chicago.

Projects under this program include new signals, full signal modernizations, accessible pedestrian signals, queue jump signals for transit priority, railroad interconnects, LED upgrades, left turn arrow upgrades, and pedestrian countdown timer upgrades.

For several years, Civiltech has worked closely with the Chicago Department of Transportation to design a wide range of signal related improvements throughout the City of Chicago. Our staff is very familiar with CDOT's signal design process and the preferences of CDOT Traffic and Electrical Operations. Deliverables include Signal Warrant Analyses, Synchro Models, Intersection Design Studies, Traffic Signal Requirements Plans, Traffic Control Systems Plans, Signal Timing Plans, and the accompanying Roadway Removal & Restoration Plans. Plans are packaged into work orders for each location and shepherded through OUC permitting.

St. Charles Bicycle and Pedestrian Plan & Implementation

City of St. Charles

Scope of Services

Transportation Planning
Complete Streets Policy Writing
Community Engagement
GIS
Renderings
Bikeway and Pedestrian Facility Design

Construction Cost
N/A

Funding
Local

Status
Completed September 2023

Client Contacts
Chris Gottlieb
City of St. Charles
cgottlieb@stcharlesil.gov
630.377.4408

Key Staff
Steve Pautsch, P.E., PTOE
Mark Shorey

Combining the Power of Policy and Planning. Civiltech assisted the City of St. Charles in developing an actionable plan for a robust bike and pedestrian network and then implementing it through a new Complete Streets Policy.

Civiltech interviewed staff to understand the transportation project delivery process and how other departments, such as Community Development, weigh in on these decisions. From these findings, we wrote a Complete Streets Policy that will help guide the City in considering multimodal users in all future roadway and development projects.

Implementation of the Complete Streets policy is guided by the Bike and Pedestrian Plan, which proposes a network of corridor, trail, and crossing improvements to improve safety for all users throughout the City. The approach to develop this plan was based on a review of crash, transportation, and land use data as well as an extensive community engagement process. The draft recommendations were presented as highly engaging renderings and other graphics.

Civiltech is completing the design for the first set of bicycle improvements, which will improve safety and comfort on an on-street portion of the Fox River Trail through downtown St. Charles.

SUBCONSULTANT QUALIFICATIONS

V3

LOCKPORT TRAFFIC ENGINEERING STUDIES

LOCKPORT, ILLINOIS

V3 provides on-going engineering services to the City for projects ranging from concept-level planning/feasibility studies through Phase II design and Phase III construction. V3 works closely with the City to ensure that needs are being met on projects, including participation at agency-level and public meetings. Several marquee projects are featured below:

- State Street Streetscape Improvements V3 provided feasibility, planning, design, and construction management support services for streetscape improvements along State Street in Downtown Lockport from 8th Street to 10th Street. Aesthetic enhancements include brick paver sidewalks, limestone outcropping and planters, bicycle racks, benches with custom laser etch pattern, trash receptacles, and parkway landscaping. Electrical enhancements to the corridor included rehabilitation of existing pedestrian lighting and design of festival and holiday tree lighting system.
- Hamilton Street Parking Lot Improvements V3 provided feasibility studies and design services for the redevelopment of a key area within the City's historic central business district. The existing parking lot was deteriorated and did not provide adequate pedestrian connections to the businesses along State Street, the main route through the central business district. This project required extensive design effort to provide an accessible route within the parking lot due to the steep grade from Hamilton Street to State Street. Ramped building accesses were required at several building access points. The final design is in complete compliance with all of the requirements of the Illinois Accessibility Code and PROWAG.
- IL Route 7 & IL Route 171 Redesignation Feasibility Study Project included feasibility of redesignating IL Route 7 and IL Route 171. The primary purpose of this study was to highlight multiple preliminary alternatives for reassigning state designated truck routes to remove a major freight chokepoint and reduce truck turning movements at the signalized intersection of IL Route 7 and IL Route 171 in downtown Lockport. The project required extensive coordination with the City of Lockport and the Chicago Metropolitan Agency for Planning (CMAP). The study was submitted and accepted by CMAP for inclusion in the future planning level discussions related to freight traffic as part of the "Moving Will County" program.
- New Avenue at IL Route 171 Intersection Improvement Feasibility Study V3 was tasked with concept level planning for potential intersection improvements at the stop controlled, T-intersection of New Avenue and IL Route 171. The intersection features a highly-skewed intersection angle. The purpose of the study was to provide initial recommendations for a future Phase I study of the intersection.
- V3 also provides survey services including right-of-way, topographic, and tree surveys. Drawings depict surveyed right-of-way lines, adjoining private boundary lines, ground surface features, and utility structures within and adjoining to the right-of-way. All survey work is performed with GPS and conventional survey equipment by two-man and one-man robotic crews.

CLIENT

City of Lockport

SERVICES

- *Purpose & Need Statement*
- *Complete Existing Condition/ Infrastructure Inventory of more than 43 Lane-Miles of Roadway*
- *Research & Compilation of Planned Roadway Improvements*
- *Evaluation of Proposed Alternatives*
- *Coordination with the City of Lockport, IDOT, & CMAP*
- *Data Collection & Analysis*
- *Auxiliary Lane Analysis*
- *Traffic Signal Warrant Analysis*
- *Capacity Analysis of Stop Sign, Signal, & Roundabout Control Intersections*
- *Concept-Level Geometry for Stop Sign, Signal, & Roundabout Control Intersections*
- *Data Collection*
- *Multimodal Planning*
- *Traffic Capacity Analysis*
- *Feasibility Studies*
- *Festival & Pedestrian Lighting Design*
- *IDOT Permitting & Coordination*
- *ADA Sidewalk & Ramp Design*
- *Construction Cost Estimating*
- *Construction Document Preparation*
- *Construction Management Support*
- *Topographic Mapping*

TRAFFIC ENGINEERING REVIEW SERVICES

WOODRIDGE & VILLA PARK, ILLINOIS

- V3 currently provides traffic engineering and review services to the Village of Villa Park and the Village of Woodridge as part of larger Village review services contracts. Services include providing traffic impact and parking study development reviews for private developments and offering the wide range of technical expertise necessary to provide the Villages with an exceptional range of traffic engineering services.
- V3 views its role and responsibility in the traffic review process as the Village's partner to protect the best interests of the Villages as well as residents and businesses. We strive to protect the Village from unnecessary expenditures for maintenance and repairs related to poor planning and design of public infrastructure, which the Village will maintain in perpetuity. Beyond applying sound engineering principles, this requires diligence and a willingness to dig into the details.
- We encourage petitioners and their team to contact us with questions, with the Village's permission, to increase the efficiency of the review and shorten the process. This approach benefits the developer through a shorter review and approval process and the Village benefits through the reduced staff involvement.
- It is important that the Village consider the current and projected traffic for each roadway when planning improvements. V3 works with the Village to improve the existing transportation system by improving safety and mobility for vehicular and non-vehicular traffic through a reduction in congestion and increased efficiency. Throughout the last several years we have provided various types of traffic and parking studies for developers, local municipalities, numerous Counties, the Tollway, and IDOT. Our experience includes traffic projections, traffic modeling, transportation studies, intersection design studies, and traffic signal design.
- V3 has recently completed or is in the process of reviewing the following private developments:
  - → Belle Tire, Villa Park
  - → Popeye's Louisiana Kitchen, Villa Park
  - → Prairie Ridge Senior Living, Woodridge
  - → Everclean Car Wash, Woodridge
  - → 7-11 Convenience Store and Gas Station, Woodridge
  - → Starbucks, Woodridge
  - → Guiding Light Academy, Woodridge
  - → Wendy's, Villa Park
  - → Bucky's Express, Villa Park

CLIENT

Village of Woodridge & Village of Villa Park

SERVICES

- *Traffic Impact Study*
- *Parking Study*
- *Intersection Capacity Analysis*
- *Traffic Signal Warrant Analysis*
- *Traffic Signal Timing Plans*
- *Turn Lane Warrant Analysis*
- *Onsite Circulation Assessment*
- *Queuing Analysis*
- *Site Access*
- *Parking Lot Geometry & Operations*
- *Fire Lanes & Fire Truck Accessibility*
- *Traffic Impact Mitigations*
- *Striping & Signage*
- *Trip Generation, Distribution & Assignment*

MADISON STREET ROAD DIET ASSESSMENT

OAK PARK, ILLINOIS

CLIENT

Village of Oak Park

SERVICES

- *Traffic Analysis*
- *Traffic Engineering*

- V3 is currently performing an assessment of pre- and post-road diet conditions along Madison Street and adjacent roadways and intersections through the Village.
- Our technical team will review the changes in travel speeds, volumes, and crashes, comparing the conditions before and after the road diet along Madison Street.
- The study will review locations that are impacted by the road diet or have seen increases in crashes and travel speed and develop traffic calming mitigations.
- A Synchro model of Madison Street and adjacent signalized intersections was developed to improve the traffic flow and efficiency of the corridor.

SUBCONSULTANT QUALIFICATIONS

Hampton, Lenzini and Renwick, Inc.

HAMPTON, LENZINI AND RENWICK, INC.

SIGNAL COORDINATION AND TIMING (SCAT)

Various locations

CLIENT

Various

RESULTS

- Reduced delay
- Shorter lines of stopped vehicles
- Air quality improvement through reduced stops and starts
- Reduced complaints to agency staff
- Postponement of physical improvements for increased street capacity

HLR TEAM

Amy McSwane, PE, PTOE (PM)

Nick Halan, PE, PTOE

PROJECT DATES

Ongoing

REFERENCE

Aaron Neal
Superintendent of Public Works
847-931-6099
neal_a@cityofelgin.org

The challenge is to improve the efficiency of traffic flow in street systems by strategically optimizing existing traffic signals and street infrastructure. This involves fine-tuning traffic signal timings and enhancing coordination between signalized intersections to alleviate traffic congestion along state routes, arterial streets, and downtown areas. Poorly-synchronized signals lead to increased driver delay, heightened air pollution, and amplified traffic noise, underscoring the urgent need for optimization measures.

OUR SOLUTION

With proficiency across various signal platforms used in Illinois (including Yunex/Siemens/Eagle and Econolite), HLR specializes in conducting efficient and cost-effective reviews of existing intersection operations. We excel in developing and implementing revised timing plans and controller settings, recognizing that even small adjustments can significantly impact intersection performance and alleviate congestion.

Our SCAT projects typically encompass a thorough process:

System Review – This involves comprehensive traffic counts, speed and delay studies, examination of existing signal timings, coordination data, and controller settings, along with on-site operational assessments.

Optimization – We meticulously analyze data to develop improved timing plans tailored for time-of-day or traffic-responsive operations.

Implementation & Evaluation – Following the analysis phase, we execute the optimized signal settings using platforms such as Yunex Tactics Central and Closed-Loop, Econolite Aries, and Centrax. Subsequently, we conduct field refinements and a final evaluation of performance, employing quantitative measures such as speed, delay, and emissions reductions to gauge effectiveness.

Some notable examples of HLR's recent SCAT projects include enhancements along:

- Willow Road in Northbrook, Glenview, and Northfield
- Central Business District Signal System Analysis and Design in Elgin
- US Route 45/IL Route 21 and IL Route 22 in Vernon Hills and Lincolnshire
- IL Route 171 in Maywood
- Belvidere Street in Waukegan
- IL Route 62 in Hoffman Estates
- IL Route 53 in Romeoville
- US Route 45 in Des Plaines

Through our expertise and proven track record, HLR is committed to optimizing traffic flow and enhancing intersection efficiency to benefit communities and commuters alike.

SECTION 5

Background

Project Approach

Project Personnel

Experience and Qualifications

Financial Responsibility

Appendix

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

April 30, 2024

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Jonathan Vana
CIVILTECH ENGINEERING, INC.
Two Pierce Place
Suite 1400
Itasca, IL 60143

Dear Jonathan Vana,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending Dec 31, 2022. Your firm's total annual transportation fee capacity will be $41,600,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 125.88% are approved on a provisional basis. The rate used in agreement negotiations may be verified by our Bureau of Investigations and Compliance in a pre-award audit. Pursuant to 23 CFR 172.11(d), we are providing notification that we will post your company's indirect cost rate to the Federal Highway Administration's Audit Exchange where it may be viewed by auditors from other State Highway Agencies.

Your firm is required to submit an amended SEFC through the Engineering Prequalification & Agreement System (EPAS) to this office to show any additions or deletions of your licensed professional staff or any other key personnel that would affect your firm's prequalification in a particular category. Changes must be submitted within 15 calendar days of the change and be submitted through the Engineering Prequalification and Agreement System (EPAS).

Your firm is prequalified until December 31, 2023. You will be given an additional six months from this date to submit the applicable portions of the "Statement of Experience and Financial Condition" (SEFC) to remain prequalified.

Sincerely,
Jack Elston, P.E.
Bureau Chief
Bureau of Design and Environment

SEFC PREQUALIFICATIONS FOR CIVILTECH ENGINEERING, INC.

CATEGORY	STATUS
Special Studies - Traffic Studies	X
Special Services - Landscape Architecture	X
Special Studies- Location Drainage	X
Special Plans - Lighting: Typical	X
Location Design Studies - Rehabilitation	X
Location Design Studies - New Construction/Major Reconstruction	X
Highways - Roads and Streets	X
Hydraulic Reports - Pump Stations	X
Hydraulic Reports - Waterways: Typical	X
Special Services - Construction Inspection	X
Structures - Highway: Typical	X
Environmental Reports - Environmental Impact Statement	X
Hydraulic Reports - Waterways: Complex	X
Special Services - Public Involvement	X
Location Design Studies - Reconstruction/Major Rehabilitation	X
Structures - Highway: Simple	X
Structures - Highway: Advanced Typical	X
Special Plans - Traffic Signals	X
Special Studies - Safety	X
Highways - Freeways	X
Special Studies - Feasibility	X
Environmental Reports - Environmental Assessment	X

X	PREQUALIFIED
A	NOT PREQUALIFIED, REVIEW THE COMMENTS UNDER CATEGORY VIEW FOR DETAILS IN EPAS.
S	PREQUALIFIED, BUT WILL NOT ACCEPT STATEMENTS OF INTEREST

SEFC PREQUALIFICATIONS FOR HAMPTON, LENZINI AND RENWICK, INC.

CATEGORY	STATUS
Special Plans - Traffic Signals	X
Hydraulic Reports - Waterways: Typical	X
Special Studies - Safety	X
Special Services - Aerial Mapping/LiDAR	X
Location Design Studies - Rehabilitation	X
Hydraulic Reports - Pump Stations	X
Special Services - Construction Inspection	X
Special Studies - Signal Coordination & Timing (SCAT)	X
Special Studies - Traffic Studies	X
Structures - Highway: Advanced Typical	X
Location Design Studies - Reconstruction/Major Rehabilitation	X
Special Services - Landscape Architecture	X
Special Services - Surveying	X
Location Design Studies - New Construction/Major Reconstruction	X
Special Services - Electrical Engineering	X
Special Studies - Feasibility	X
Structures - Highway: Typical	X
Airports - Construction Inspection	X
Special Services - Mobile LiDAR	X
Special Services - Sanitary	X
Special Studies- Location Drainage	X
Highways - Roads and Streets	X
Highways - Freeways	X
Structures - Highway: Simple	X
Hydraulic Reports - Waterways: Complex	X
Environmental Reports - Environmental Assessment	X
Special Plans - Lighting: Typical	A

X	PREQUALIFIED
A	NOT PREQUALIFIED, REVIEW THE COMMENTS UNDER CATEGORY VIEW FOR DETAILS IN EPAS.
S	PREQUALIFIED, BUT WILL NOT ACCEPT STATEMENTS OF INTEREST

SECTION 6

Background

Project Approach

Project Personnel

Experience and Qualifications

Financial Responsibility

Appendix

Kristen Hahn, P.E., PTOE

Project Manager

Expertise

Program Management

Data Management

GIS

Traffic Engineering and Impact Studies

Pedestrian Studies

Traffic Signal and Signal System Design

Environmental Assessment and Design Studies

Education

B.S. Civil Engineering, 2000
University of Illinois at Urbana-Champaign

Professional Registrations

Professional Engineer - Illinois; 062-058321

Professional Traffic Operations Engineer - National Certification; 1988

Certifications

Designing for Complete Streets, March 2010 - FHWA workshop

Designing Pedestrian Facilities for Accessibility, June 2008 - CMAP

ArcView 9.2 Workshop, April 2008 - CMAP

Designing Streets for Pedestrian Safety, February 2007 - CMAP

Illinois Fundamentals of Geometric Design, June 2003
Northwestern University
Center for Public Safety

Traffic Signal Seminar, CECI/IDOT, May 2002

Highway Capacity - Arterial Streets and Intersection, 2001
Northwestern University
Center for Public Safety

Traffic Signal Workshop, 2001
Northwestern University
Center for Public Safety

Professional Organizations

American Society of Civil Engineers

Institute of Transportation Engineers

Illinois Association of Environmental Professionals

American Public Works Association

Since beginning her career with Civiltech in 2000, Kristen has continually built a reputation for herself as an expert in urban transportation. She is passionate about balancing the needs of all roadway users including pedestrians, cyclists, transit riders, and drivers. Her experience includes pedestrian studies, traffic studies, traffic signal design, ADA compliance review, roadway geometrics, geospatial data analysis, multi-year programming, and a variety of special projects.

For several years, she worked within the Project Development division of the Chicago Department of Transportation primarily providing traffic and pedestrian safety analysis and designs. More recently, Kristen coordinated a large team of consultant engineers to provide project programming, survey, and cost estimating services for the City of Chicago's Aldermanic Menu Program, demonstrating her project and data management skills. Under her guidance, several efficiency benefits were realized allowing for cost savings and improved turnaround times on thousands of surveys completed each year. Kristen currently leads data management, geospatial data collection and analysis, project prioritization, and multi-year programming efforts for the City of Chicago through the C*NECT program.

Representative Projects

Program Management

C*NECT Program: Survey Coordination; Chicago Department of Transportation, Division of Engineering

C*NECT Program: IT Section Management; Chicago Department of Transportation, Division of Engineering

Citywide Construction Engineering: Survey Coordinaion; Chicago Department of Transportation, Division of Engineering

Data Management and Geospatial Services

C*NECT Program: City-wide Multi-Year Pavement Condition Survey Management; Chicago Department of Transportation, Division of Engineering

C*NECT Program: Multi-Year Project Prioritization and Mapping, Various City-Wide Resurfacing and Pavement Marking Projects; Chicago Department of Transportation, Division of Engineering

C*NECT Program: Multi-Year Pavement Marking Prioritization and Mapping; Chicago Department of Transportation, Division of Engineering

C*NECT Program: IT Development Coordination; Chicago Department of Transportation, Division of Engineering

Pedestrian Safety Studies and ADA Evaluation

Pedestrian Engineering Services, Asphalt Resurfacing Program; Chicago Department of Transportation

In-house Pedestrian Program Engineering Assistance; Chicago Department of Transportation

Chris Wolff, P.E.

Director of Chicago Office

Expertise

Program Management

Preparation of Contract Plans, Specifications and Estimates

Roadway and Highway Design

Street Rehabilitation and Reconstruction

Bikeway and Pedestrian Faclity Design

Education

B.S. Civil Engineering, 2002
University of Illinois at Urbana-Champaign

Professional Registrations

Professional Engineer - Illinois; 062-060467

Certifications

Highway Capacity Analysis, August 2003
University of Florida

Professional Organizations

American Society of Civil Engineers

Chris has been with Civiltech since 2002 and specializes in Phase I and Phase II roadway design services including geometrics, pedestrian and bicycle facility design, and ADA compliant urban roadway grading. Chris also spearheads our Program Management service offering. His previous experience includes creating and managing C*NECT, a large scale engineering program contracted by the Chicago Department of Transportation. C*NECT manages thousands of projects annually, providing services throughout all project phases including planning, programming, survey, cost estimating, design, permitting, construction management, closeout, and data management. Chris utilizes his extensive experience on CDOT projects to provide oversight and guidance to C*NECT staff and our team of Phase I and Phase II engineers specializing in City of Chicago projects.

Representative Projects

Program Management category

C*NECT Program; Chicago Department of Transportation, Division of Engineering

Citywide Construction Engineering; Chicago Department of Transportation, Division of Engineering

CDOT Strategic Plan Update; Chicago Department of Transportation, Division of Engineering

In-House Traffic Engineering Services; City of Chicago

Major Roadway and Arterial Design

Jackson Park Improvements/Obama Presidential Center; Chicago Department of Transportation

ISW North Lawndale: Ogden Ave; Pulaski to Roosevelt Corridor Improvements; Chicago Department of Transportation

Chicago Avenue, Austin to Cicero Improvements; Chicago Department of Transportation

LaSalle Drive Reconfiguration, Clark Street to LSD – Phase I and II; Chicago Department of Transportation, Division of Engineering; $10.5 million

63rd Street Improvement, Western Avenue to Wallace Street – Phase II; Chicago Department of Transportation, Division of Engineering; $28.9 million

Stony Island Avenue Improvement at 79th Street/South Chicago Avenue – Phase II; Chicago Department of Transportation, Division of Engineering; $1.9 million

Arterial and Collector Streets

Fullerton Avenue, Ashland Avenue to Southport Avenue – Phase I and II; Chicago Department of Transportation, Streetscape and Sustainable Design Program; $6.0 million

Cermak Road Vertical Clearance Improvement at Kenton Avenue – Phase I; Chicago Department of Transportation, Division of Engineering

Virginia Road, Rakow Road to IL Route 31- Phase II; McHenry County Division of Transportation

Deerfield Road, Wilmot Road to Chestnut Avenue – Phase II; Village of Deerfield; $3.0 million

Steve Pautsch, P.E., PTOE

Project Manager

Expertise

Traffic Engineering and Impact Studies
Pedestrian Studies
Bicycle Studies
Traffic Signal and Signal System Design
Intersection Design Studies
School Studies
Parking Studies
Traffic Calming
Intelligent Transportation System Design

Education

B.S. Civil Engineering, 2001
Valparaiso University

Professional Registrations

Professional Engineer - Illinois; 062-058388

Professional Traffic Operations Engineer - National Certification; 2020

Certifications

Traffic Signal Workshop, 2002
Northwestern University Center for Public Safety

Traffic Signal Seminar, CECI/IDOT, 2002

Professional Organizations

Institute of Transportation Engineers

Steve has been employed with Civiltech since June 2001. For over 13 years, he was a full-time consultant to the Chicago Department of Transportation, providing expert traffic engineering assistance, consultation, design, and review services in the development and design of auto, bicycle, pedestrian, and transit infrastructure improvements. His responsibilities at CDOT included conducting various types of traffic studies and presenting results to city staff and elected officials, reviewing plans and studies submitted to the department, designing pedestrian and bicycle infrastructure improvements, testifying at Plan Commission and other public meetings, and assisting with the development of department standards and policies. In 2019, he returned to Civiltech's Itasca office to serve as a Project Manager, specializing in Traffic, Bicycle, and Pedestrian Studies. Steve also has expertise in traffic signal, signal system, and Intelligent Transportation Systems design projects.

Representative Projects

Bicycle and Pedestrian Facility Studies

Bicycle and Pedestrian Improvement Plan; City of St. Charles

Crosswalk Safety Enhancements at Milwaukee Ave. & Maple Ave.; Village of Libertyville; $250,000

Old Plank Road Trail Extension Feasibility Study; Village of Sauk Village

Church Street Pedestrian and Bicycle Improvements; City of Evanston; $3.0 million

Farnsworth Avenue at Marshall Boulevard and Illinois Prairie Path Segment/ Intersection Improvements; City of Aurora; $250,000

Chicago Avenue, Latrobe Avenue to Kedzie Avenue HSIP; Chicago Department of Transportation; $2.9 million

Buffalo Grove High School Pedestrian Facilities; Cook County Department of Transportation and Highways; $100,000

Broadway Foster Avenue to Devon Avenue; City of Chicago; Chicago Department of Transportation; $8.5 million

Elmhurst Bicycle and Pedestrian Improvements Project; City of Elmhurst; $250,000

Riverside Avenue Design Plans; City of St. Charles; $100,000

Traffic Engineering, Safety and Pedestrian Studies

Traffic Calming Petitions & School Safety Plans; Village of Oak Park

94th Avenue and 159th Street Traffic Safety Study; Village of Orland Park

Fulton Market Traffic Study; Chicago Department of Transportation

Central Avenue Safety Study; Cook County Department of Transportation and Highways

Greggs Parkway & Huntington Drive; Village of Vernon Hills

Traffic Engineering Services; Chicago Department of Transportation

Cook County On-Call Traffic Engineering Services; Cook County Department of Transportation and Highways

Elmhurst City Centre Traffic Review; City of Elmhurst

Vernon Hills Traffic Engineering Services; Village of Vernon Hills

Various Traffic Studies; Village of Libertyville

Anmol Shrivastava, P.E., PTOE, RSP1

Engineer IV

Expertise

Traffic Modeling and Simulation
Traffic Engineering and Impact Studies
Traffic Signal and Signal System Design
Capacity Analysis
Traffic Signal Timing Analysis and Optimization
Crash Analysis
Safety Studies

Education

B.S. Civil Engineering, 2014
University of Illinois at Urbana-Champaign

M.S. Civil Engineering, 2015
University of Illinois at Urbana-Champaign

Professional Registrations

Professional Engineer - Illinois; 062-071022

Professional Engineer - Michigan; 6201067393

Professional Traffic Operations Engineer - National Certification; 4647

Professional Organizations

Institute of Transportation Engineers

American Society of Civil Engineers

Anmol has been working in the field of transportation since 2015. He has been employed at Civiltech since September 2018 as a traffic engineer. He works in the Urban Design & Traffic department helping with traffic modeling-simulation, capacity analysis, crash analysis, safety studies, traffic signal timing, traffic signal design, and warrant analysis. Prior to Civiltech, he worked in Michigan for three years on a variety of transportation projects. The majority of his work involved traffic impact studies, signal warrant analysis, design of municipal roadway projects, and construction administration.

Representative Projects

Traffic Modeling and Simulation

Main Street Improvements; Village of Lombard - Public Works; $2.4 million

Park/Pierce/Devon Synchro (Village of Itasca); Robinson Engineering, Ltd.

Darrell Road Phase I Study; Lake County Division of Transportation

Finley Road/Belmont Road/Ogden Avenue/Cross Street; DuPage County Division of Transportation

Traffic Engineering and Impact Studies

Elmhurst City Traffic Centre Traffic Review; City of Elmhurst

Weiland Road Improvements (Lake County Road to IL Route 22); Lake County Division of Transportation

Various Traffic Engineering Services; City of Highland Park

Indian Lakes Redevelopment TIS Review; Village of Bloomingdale

Vernon Hills Traffic Engineering Services; Village of Vernon Hills

Village of Huntley Traffic Services; Village of Huntley

Traffic Signal and Signal System Design

Shoe Factory Road - Design; Village of Hoffman Estates; $11.5 million

North York Road/Harger Road Intersection Improvement Phase I and Phase II; Village of Oak Brook

Main Street Improvements; Village of Lombard - Public Works; $2.4 million

Capacity Analysis

Biesterfield Road at I-290 Feasibility Study; Village of Elk Grove Village

Weiland Road Improvements (Lake County Road to IL Route 22); Lake County Division of Transportation

Cook County On-Call Traffic Engineering Services; Cook County Department of Transportation and Highways

North York Street Sidewalk Phase I Study; City of Elmhurst

Central Business District (CBD) Streetscape and Utility Improvements; Village of Glen Ellyn

Joe Emry, P.E.

Project Manager

Expertise

Traffic Signal and Signal System Design

Environmental Assessment and Design Studies

Traffic Engineering and Impact Studies

Safety Studies

Education

B.S. Civil Engineering, 1999
Valparaiso University

Professional Registrations

Professional Engineer - Illinois; 062-057496

Certifications

Traffic Signal Workshop, April 2000
Northwestern University Center for Public Safety

Phase I Process Overview, March 2006
Illinois Department of Transportation

Road Safety Assessments, June 2007
Illinois Department of Transportation

Highway Safety Manual, December 2008
Institute of Transportation Engineers

Traffic Signal Seminar, October 2009
CECI/IDOT

2009 MUTCD Workshop, May 2010
Institute of Transportation Engineers

Professional Organizations

Institute of Transportation Engineers

Joe has been employed by Civiltech since 1999. His responsibilities include overseeing the design of traffic signals for the Illinois Department of Transportation and other local agencies and municipalities. He also works to complete safety studies, traffic impact studies, and environmental/design study projects.

Representative Projects

Traffic Signal and Signal System Design

York/Harger Intersection and Underpass Improvement; Village of Oak Brook; $7.4 million

Citywide Construction Engineering; Chicago Department of Transportation, Division of Engineering

IL Route 43 and Everett Road; City of Lake Forest; $2.5 million

Oak Park Avenue Improvement - Irving Park Road to Forest Preserve Drive; Chicago Department of Transportation, Division of Engineering; $4.4 million

Chicago Streets for Cycling, Phase IV - Projects 3A and 3B; Chicago Department of Transportation, Division of Project Development; $3.4 million

Lake Cook Road; Village of Buffalo Grove; $43.5 million

Essington Road and Caton Farm Road; City of Joliet

Roselle Road at Schaumburg Road; Village of Schaumburg

Quentin Road, U.S. Route 12 to IL Route 22; Lake County Division of Transportation; $22.8 million

Barrington Road at Schaumburg Road; Village of Schaumburg; $6.6 million

Fairfield Road/Route 176 Improvement; Lake County Division of Transportation; $11.8 million

Elgin O'Hare Western Access (EOWA) IL-390, Lively Boulevard to Supreme Drive; Illinois Tollway; $88.9 million

Wise Road Phase II Improvements; Village of Schaumburg; $6.3 million

Devon and Arlington Heights Intersection Phase II; Village of Elk Grove Village; $2.6 million

Lively Boulevard STP Improvement, Devon to Touhy; Village of Elk Grove Village; $5.0 million

Fairview Avenue Traffic Signal Modernization and Interconnect; Village of Downers Grove; $770,000

Quentin Road and Lake Cook Road Improvements; Lake County Division of Transportation; $10.0 million

Various Traffic Signal Projects, Region 1; Illinois Department of Transportation, Divison of Highways

Naperville Road/Warrenville Road/I-88 Reagan Tollway Improvement; DuPage County Division of Transportation; $68.0 million

Fabyan Parkway Traffic Signal Interconnect; Kane County Division of Transportation; $1.0 million

Meacham Road, Tower Road to Algonquin Road; Village of Schaumburg; $7.0 million

PETER REINHOFER, P.E.

SENIOR PROJECT MANAGER

Peter is a Senior Project Manager with experience in transportation engineering, urban planning, traffic engineering, and transportation planning working with both public and private sector clients. Through his work on numerous projects at the state and regional level mixed with local community and private development studies, Peter has been a leader in creating a balanced approach to transportation planning that serves transit, pedestrians, bicyclists, and motorists while creating a safe and comfortable environment for all users.

YEARS OF EXPERIENCE

V3: 15 | Total: 26

EDUCATION

Bachelor of Science, Civil Engineering, Marquette University

CONTINUING EDUCATION

ACEC Illinois: IDOT Phase I Training

PSMJ: Project Manager Bootcamp

Northwestern University: Highway Capacity Workshop

University of Wisconsin: Timing Traffic Signals

Wisconsin DOT: Paramics Training

REGISTRATIONS

Professional Engineer: Illinois, #062-056323, 2003

ASSOCIATIONS

American Public Works Association

Institute of Transportation Engineers

Parking Lot 10 Improvements & Green Infrastructure Elements, Village of Oak Park – *Oak Park, Illinois* | Traffic Engineer for the traffic impact study of Parking Lot 10 as part of a green infrastructure partnership program grant awarded to the Village by Metropolitan Water Reclamation District of Greater Chicago. The study will determine if a one-way option can be configured to allow for better traffic flow as well as to gain more space for sidewalks. The parking lot will likely be designed as a permeable paver lot to mimic the look of the rest of the Village's brick sidewalks and streets, and lighting improvements to the parking lot will also be considered.

Traffic Engineering Review Services, Villages of Woodridge & Villa Park – *Woodridge & Villa Park, Illinois* | Project Manager providing traffic engineering and review services as part of larger Village review services contracts and include traffic projections, traffic modeling, transportation studies, intersection design studies, and traffic signal design. V3 has developed a streamlined approach to review services that benefit both the client and developers. In addition, improvements are recommended to existing transportation systems to improve safety and mobility for vehicular and non-vehicular traffic through a reduction in congestion and increased efficiency.

Main Street & 63rd Street Redevelopment, Vequity (7-Eleven) – *Downers Grove, Illinois* | Traffic Engineer for the redevelopment of an existing gas station that, using access management best practices, consolidated the four existing driveways to one full access driveway on Main Street and one full access driveway on 63rd Street. Peter completed a traffic impact study that analyzed the signalized intersection and the site driveways for the proposed redevelopment, including collecting traffic counts which were utilized in the intersection capacity analyses. The traffic study was approved by the Village and by DuPage County DOT.

Madison Street Road Diet Assessment, Village of Oak Park – *Oak Park, Illinois* | Project Manager for this assessment of pre- and post-road diet conditions along Madison Street and adjacent roadways and intersections through the Village. Peter is leading the technical team reviewing the changes in travel speeds, volumes, crashes, and comparing the conditions before and after the road diet along Madison Street. The study will review locations that are impacted by the road diet or have seen increases in crashes and travel speed and develop traffic calming mitigations. Additionally, a Synchro model of Madison Street and adjacent signalized intersections was developed to improve the traffic flow and efficiency of the corridor.

JASON HOLY, P.E.

SENIOR PROJECT MANAGER

Jason is a Senior Project Manager with experience focusing on arterial and expressway design, complex traffic staging, bicycle and pedestrian facilities, utility design/coordination, and constructability reviews. In addition to his extensive roadway design and contract document preparation experience. Jason's expertise also includes construction inspection and topographic survey. Jason specializes in finding solutions to unique project challenges while maintaining schedules and budgets.

YEARS OF EXPERIENCE

V3: 23 | Total: 25

EDUCATION

Bachelor of Science, Civil Engineering, Valparaiso University

REGISTRATIONS

Professional Engineer:

- *Illinois, #062-059941, 2007*
- *Indiana, #PE12200901, 2022*
- *Ohio, #PE.86380, 2021*

Oak Park 2023 Resurfacing Program, Village of Oak Park – *Oak Park, Illinois* | Project Manager for the replacement of existing curbs, sidewalks and gutters that are in poor condition at 12 separate locations. Our team is completing onsite inventories of needed repairs at each location so the contractor can excavate and remove the damaged material, and frame the repairs, and repour the sidewalks, curbs, and gutters as well as install ADA ramps where necessary. Tree protection, including root punning, will be put in place for nearby trees to prevent damage during excavation.

Parking Lot 10 Improvements & Green Infrastructure Elements, Village of Oak Park – *Oak Park, Illinois* | Project Manager for the traffic impact study of Parking Lot 10 as part of a green infrastructure partnership program grant awarded to the Village by Metropolitan Water Reclamation District of Greater Chicago. The study will determine if a one-way option can be configured to allow for better traffic flow as well as to gain more space for sidewalks. The parking lot will likely be designed as a permeable paver lot to mimic the look of the rest of the Village's brick sidewalks and streets, and lighting improvements to the parking lot will also be considered.

Oak Park "Bike Boulevard" Access Program, Village of Oak Park – *Oak Park, Illinois* | Project Manager for the implementation of the first phase of "Bike Boulevard," an access program that provides dedicated streets for bike riders wherein they are able to utilize the entire street and not be restricted to a small bike lane on either side of the road. Our team produced design documents for two streets: Erie Street from Kenilworth Avenue to Scoville Avenue and Scoville Avenue from Erie Street to South Boulevard.

Oak Park Task Order 22-1E, Village of Oak Park – *Oak Park, Illinois* | Project Manager for the design of 2,554 feet of combined sewer main replacement and roadway reconstruction along three separate streets. A key challenge of this project was deciphering whether existing utilities, including water, sanitary, and gas services, were abandoned or still functional in this older community. Ancillary improvements included curb and gutter replacements, ADA updates, and driveway access enhancement. Utility coordination and permitting was required through MWRD.

Nicholas Halan, P.E., PTOE

TRAFFIC ENGINEER

HAMPTON, LENZINI AND RENWICK, INC.

PROFESSIONAL REGISTRATIONS

Professional Engineer, Illinois, #062.073388, 2021

Professional Traffic Operations Engineer, #5163, 2021

YEARS OF EXPERIENCE

7 / 7 at HLR

EDUCATION

B.S., Civil Engineering, 2017, Valparaiso University, Valparaiso, IN

PROFESSIONAL CERTIFICATIONS

Traffic Signal Level II, IMSA, 2019

Work Zone Safety Specialist, IMSA, 2018

Signs and Marking Specialist Level I, IMSA, 2018

Traffic Signal Inspector, IMSA, 2018

Documentation of Contract Quantities, IDOT, #22-19674

OSHA 10-Hour General Industry Safety and Health, 2019

CONTINUING EDUCATION

Communicating Credibility Training, 2019

Traffic Control Corporation Expo, 2019, 2017, & 2022

ITS Awareness FHWA Course, 2019

MoboTrex User's Group, 2019, 2021, & 2022

ATC Training, Traffic Control Corporation, 2018

Aries Training, Traffic Control Corporation, 2018

Writing-At-Work Seminar, 2018

Traffic 101 Seminar, 2018

Qualifications Based Selection Seminar, 2018

Nick is a dedicated Project Engineer within HLR's Traffic Engineering department, entrusted with a multifaceted array of responsibilities. His role encompasses the meticulous preparation of traffic management plans, environmental survey requests, Intersection Design Studies, and comprehensive project reports. Nick's expertise extends to orchestrating and executing traffic studies, crafting intricate traffic signal designs, and meticulously coordinating signal coordination and timing (SCAT) plans, alongside overseeing various traffic-related construction projects. Drawing from his background in information technology, Nick assumes a pivotal role in leading HLR's Intelligent Transportation System (ITS) design, pioneering innovative solutions to meet the diverse needs of our clients.

REPRESENTATIVE PROJECTS

Traffic Signal Operations Management and Engineering, City of Elgin. Responsible for maintaining an inventory of traffic signal equipment and developing and implementing optimized traffic signal timing plans for various time periods. The overall project consists of assisting the City with the management of its traffic signals. Tasks include checking the traffic signal controller programmed databases (auto-compare) once a week for unauthorized changes, detection problems, and communication problems; coordinating with the City's Electrical Maintenance Contractor daily to address and resolve maintenance issues; and performing quarterly field checks of all traffic signals to ensure all contract traffic signal maintenance is being properly performed. Also developed a scope of long-term modernization updates to the City's traffic signal infrastructure.

Glenview Railroad Monitoring, Village of Glenview. Traffic Engineer performing weekly monitoring and detector diagnostics via modem for four intersections with railroad interconnects in Glenview (Dewes & Harlem, Glenview & Harlem, Glenview & Washington, and Chestnut & Lehigh). Weekly report included. On-site meetings for troubleshooting and complaints completed upon request.

Signal Coordination and Timing (SCAT), PTBs 185-003 & 161-010, IDOT District 1. Project Engineer for optimization of various traffic signal systems in IDOT District 1 per District Traffic Signal Special Provisions including preparation of a SCAT Report with a Traffic Responsive Program and Time-Of-Day plans. Also provided on-call assistance to the Bureau of Traffic Area Engineers. Systems optimized include IL 68 & U.S. 14 (Eagle 4K), IL 31 & IL 56 (Eagle 8P), IL 43/Harlem Avenue (Econ 61), U.S. 6/159th Street (Eagle 6), IL 132/Grand Avenue (Eagle 7F), IL 59 (Econ 133), U.S. 6/Southwest Highway (Econ 181), U.S. 34/Ogden Avenue (Econ 42), IL 131/Green Bay Road (Eagle 4P), IL 43/Harlem Avenue (Eagle 5J), State Street (Eagle 6H), IL 62/Algonquin Road (Econ 4), IL 59 & IL 64 (Eagle 5A), US45/IL21 & IL 22 (Former Econ 24), and IL 171 (Eagle 5E).

Interstate 55 at Weber Road Diverging Diamond Interchange System Optimization, IDOT District 1. This previous diamond interchange has been a congestion point in this area for many years as more businesses developed along the I-55 corridor. The DDI is unique in that traffic from the right side of the road transitions to the left side of the road and then back again. This allows for all left turns to occur without having to cross opposing traffic resulting in fewer conflict points. Nick conducted the Signal Coordination and Timing (SCAT) optimization from Lily Cache Road to Romeo Road. This was conducted per District 1 Traffic Signal Special Provisions including preparation of optimized signal timings and system cycle lengths, performing a floating car delay study, and a final SCAT Report with a Traffic Responsive Program and Time-of-Day plans showing the environmental impact of the improvements.

Green Bay Road Signal Timing Evaluation, City of Highland Park. The City had been receiving citizen inquiries into traffic signal operations along Green Bay Road from Park Avenue West to Laurel Avenue. Nick conducted observations via Lake County's PASSAGE ATMS along with evaluating the current traffic signal timing setup at each signalized intersection in the corridor. A list of recommendations was made and summarized into a memorandum to the City. The recommendations subsequently proceeded which Nick implemented.

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Addendum

Addendum Number:	1
Addendum Date:	4/24/2024
Project Name:	Transportation Engineering Services
Project Number:	n/a
Prepared By:	Abby Zielinski
To:	All bidders of record

This addendum amends the original RFQ. Where any part of the RFQ is amended, the unaltered provisions are to remain in effect.

Proposers must acknowledge receipt of any and all addenda as required by the General Requirements of the RFQ and in Section 4 of this document. The acknowledgement page should be signed and included in the proposal document and does not count toward the 30-page limit. Failure to include the addendum acknowledgement will result in rejection of the proposal.

All requirements of the Contract Documents remain unchanged, except as cited herein.

Part 1 – Amendments to the RFQ

1. Change to the "Presentations" section: replace "interviews will be held on May 16-17, 2024" with "interviews will be held on May 20-21, 2024".

2. Change to the "Scope of Services" section: The first bullet point on page 2 of the RFQ shall be revised to "Special Studies – Signal Coordination & Timing (SCAT), Traffic Studies, and Safety". Note – this is only a clarification that "SCAT" is not separate from "Signal Coordination & Timing".

Part 2 – Attachments

1. None

Part 3 – Questions & Answers

1) For the part-time embedded staff, is there a certain range of experience or licensure that is preferred?

   ANSWER: Professional Traffic Operations Engineer (PTOE) certification is preferred, but not required. Equivalent experience in place of the certification is acceptable.

2) Does the embedded staff need to be limited to a single-person or could multiple people help fill the role? For example, Project Manager for 1 day/week and Project Engineer for 2 days/week.

   ANSWER: The embedded staff can be more than one person, but it should be limited to as few people as possible. The intent is for the embedded staff to develop long-term familiarity with the Village's transportation work.

3) Will the IDOT Prequalification Letter count against the 30-page limit?

   ANSWER: The IDOT prequalification letter will count towards the 30-page limit.

4) Will resumes included in the appendix count toward the 30-page limit?

   ANSWER: Resumes will count towards the 30-page limit.

5) We have prequalification in all areas except for one. Should we submit a proposal?

   ANSWER: Consultants can use subconsultants as long as the prime firm self-performs at least 65% of the work.

6) How can we identify other firms that may apply for this RFQ?

   ANSWER: Firms with prequalification are listed on IDOT's website here: https://idot.illinois.gov/doing-business/procurements/engineering-architectural-professional-services/prequalification.html

7) Was there a pre-bid meeting for this RFQ?

   ANSWER: There is no pre-bid meeting for this RFQ.

Part 4 – Acknowledgement

I acknowledge the receipt of this addendum for the referenced project by signing the acknowledgement and returning it with the bid. This acknowledgement must be signed and included with bid. Failure to properly acknowledge this addendum as noted above may result in disqualification of the associated bid.

Addendum Number:	1
Date:	4.24.2024
Name:	Chris Wolff, P.E.
Signature:	
Company:	Civiltech Engineering, Inc.

End of Addendum