



STATEMENT OF QUALIFICATIONS  NOVEMBER 2024

VILLAGE OF LA GRANGE PARK

Professional Services for Phase I Preliminary Engineering

La Grange Road Traffic Safety Improvements

PREPARED BY:

Kimley»Horn

Expect More. Experience Better.

RE: Professional Services for Phase I Preliminary Engineering La Grange Road Traffic Safety Improvements

TO:

Derek Rockwell,
*Senior Planner/Project
Coordinator*

Village of La Grange Park
447 N. Catherine Avenue
La Grange Park, IL 60526

FROM:

**Kimley-Horn and
Associates, Inc.**

4201 Winfield Road,
Suite 600
Warrenville, IL 60555

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Dear Mr. Rockwell and Members of the Selection Committee:

The Village of La Grange Park needs a consultant team that will successfully deliver this multifaceted project and secure additional funding to make it a reality. Kimley-Horn has the technical and community engagement expertise to successfully complete this safety improvement project. Our team offers the Village the following benefits:

✔ **PROVEN SUCCESS DELIVERING IDOT PHASE I PROJECTS:** The Kimley-Horn team routinely engages in Phase I design on IDOT routes addressing safety concerns. We are familiar with the process and required submittals to ensure project schedules can be met. We have extensive local roadway and signal modernization experience that is directly applicable to this project, along with access to a national team of transportation experts. Kimley-Horn has completed numerous signal corridor upgrade projects processed through IDOT BLR&S. We recently completed a project for the City of Evanston for seven intersections addressing issues similar to those identified on La Grange Road.

✔ **INCORPORATING BICYCLE AND PEDESTRIAN FACILITIES INTO ROADWAY PROJECTS:** Kimley-Horn currently holds the Village of Northbrook’s On-Call Bicycle and Pedestrian Engineering contract. This contract aims to enhance the biking and pedestrian experience in the community. We have also worked with the Village of Wilmette to develop the initial Master Bike and Active Transportation Plan’s 5-Year Implementation Strategy. By combining our local experience and understanding with the Village of La Grange Park’s own vision, we can work together to create a vibrant and thriving community that meets the needs and aspirations of its residents.

✔ **A PROJECT TEAM YOU CAN TRUST:** Our project manager, Adam Kucharski, has recently delivered several projects for local municipalities with IDOT coordination. Sagar Sonar will assist Adam as a technical advisor and quality control manager; he is a local transportation expert with more than 20 years of experience delivering Phase I projects with a wide range of funding sources including ITEP. We have also strategically partnered with Huff & Huff and Lin Engineering; we have worked with these firms on many projects.

Kimley Horn is excited for the opportunity to partner with the Village on this contract. As stipulated in the Village’s Request for Qualifications, these qualifications are valid for 90 days. Please contact Adam with any questions about our proposal or for more information at 708.982.7779 or adam.kucharski@kimley-horn.com.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Adam Kucharski, PE
Project Manager

Sagar Sonar, PE, PTOE
Authorized Signer

Statement of Qualifications

Kimley-Horn is a multidisciplinary, employee-owned engineering consulting firm providing comprehensive services to federal, state, and local agencies since 1967. With more than 8,200 employees in 130+ offices nationwide, including three in the Chicagoland area (Chicago, Deerfield, and Warrenville), we provide the depth of resources and technical expertise to serve the Village of La Grange Park effectively and efficiently on this project.

Our clients have access to a versatile staff of experienced transportation planning professionals, traffic operations engineers, and roadway engineers who take pride in understanding and meeting our clients' needs in a responsive and quality manner.

Kimley-Horn is organized as one company with multiple locations. When needed, we have the ability to shift resources across offices and regional boundaries. Since our founding 57 years ago, we have delivered outcomes you can depend on—projects that can be successfully developed and built on time and within budget.

Kimley-Horn is consistently ranked nationally in multiple engineering service categories and in 2024, *Engineering News-Record* ranked Kimley-Horn number 10 out of 500 engineering firms in the country.



8,200+
EMPLOYEES



130+
OFFICES
NATIONWIDE



3
LOCAL
OFFICES



★★★ **10** ★★★
OUT OF 500
ENGINEERING FIRMS
Engineering News-Record

Project Experience



Green Bay Road Corridor Improvements, STP Phase I, II, and III

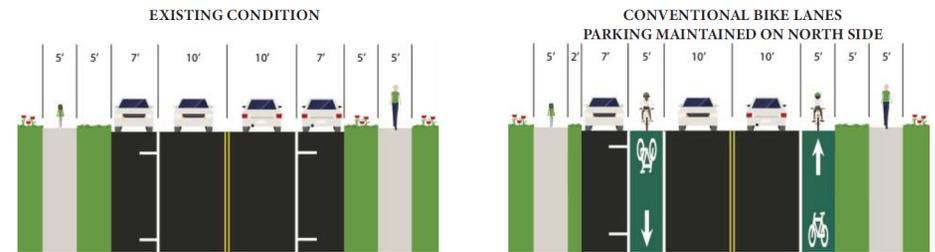
📍 *Evanston, IL*

Kimley-Horn is performing Phase I and Phase II services for the City of Evanston along the Green Bay Road corridor. We partnered with the City to comprehensively improve the corridor through pavement rehabilitation, sidewalk improvements, intersection upgrades with signal modernization, utility and lighting upgrades, and streetscape enhancements that will create a safe corridor for all users and meet ADA requirements. The project included bus stop relocation and addition of bus stop pads. Bicycle parking was improved within project area by providing a bicycle parking station. The project corridor includes two schools, a business district, two bus routes, and a Metra station. The project is IDOT let since the project is STP funded.

Project Manager: Sagar Sonar, PE, PTOE

Key Staff: Adam Kucharski, PE; Emma Albers, PE, PTOE

Local Contact: Sat Nagar, PE, City of Evanston, snagar@cityofevanston.org, 847.866.2967



Walters Avenue, Pfingsten Road to Shermer Road, Phase I

📍 *Northbrook, IL*

Kimley-Horn is assisting the Village in evaluating the corridor along Walters Avenue. The focus is to identify impacts of potential corridor improvements on bicycle and pedestrian accommodations. Additionally, the project involves the replacement of water main and the resurfacing of Walters Avenue from Pfingsten Road to Shermer Road. This corridor is identified in the Village's 2018 Master Bicycle & Pedestrian Plan as a primary east-west connector to downtown Northbrook. As such, the plan recommends implementation of separated bike lanes. Given the dense residential makeup of the corridor, engaging stakeholders through a robust public involvement process is key.

Project Manager: Emma Albers, PE, PTOE

Key Staff: Adam Kucharski, PE; Sagar Sonar, PE, PTOE

Local Contact: Keeley Evans, Village of Northbrook, keeley.evans@northbrook.il.us, 847.664.4119



Indian Trail Signal Modernization, Phase I

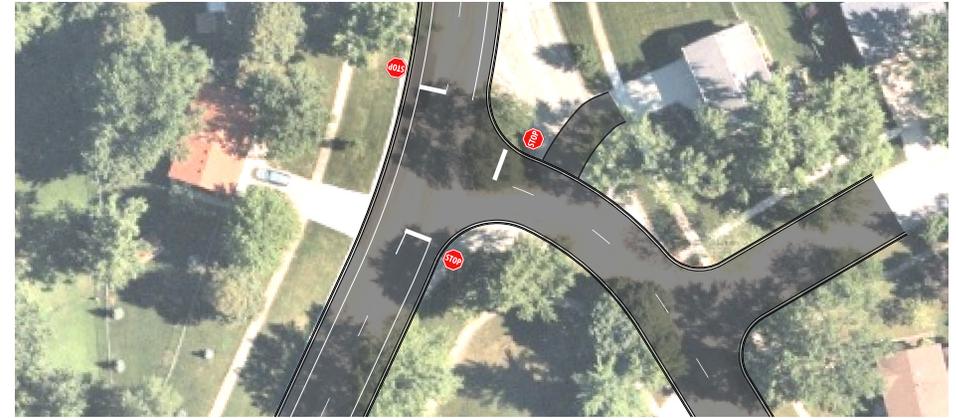
📍 *Aurora, IL*

Kimley-Horn was selected to implement the proposed improvements along Indian Trail Road to modernize deteriorating traffic signal equipment and enhance corridor safety by implementing flashing yellow arrow signals and high-visibility backplates. Additional improvements to the corridor include partial resurfacing and installation of new bus pads and crosswalks. This project continues the City’s long-running initiative to improve key corridors through intersection upgrades with signal modernization to create safe and efficient corridors that reduce energy consumption.

Project Manager: Adam Kucharski, PE

Key Staff: Sagar Sonar, PE, PTOE

Local Contact: Tim Weidner, City of Aurora, WeidnerT@aurora.il.us, 630.256.3200



Braintree Drive, Wise Road to Weathersfield Way, Phase I

📍 *Schaumburg, IL*

The Phase I study involves the Braintree Drive corridor and the intersection of Cambridge Drive. The existing cross-section has one through lane in each direction and on-street bicycle lanes that share space with on-street parking. The project involves reconstruction of Braintree Drive and construction of separate shared-use path. The through lane width will be reduced to provide on-street parking. The Cambridge Drive intersection has a complex configuration that creates confusion and unsafe conditions. The intersection was evaluated for alternative geometry and traffic control options of all-way stop and roundabout. Phase I is being processed through IDOT BLR&S. It is designed according to 3R criteria and processed as a CE.

Project Manager: Sagar Sonar, PE, PTOE

Key Staff: Adam Kucharski, PE

Local Contact: Rachel Benson, City of Schaumburg, rbenson@schaumburg.com, 847.923.3856

Projects Summary

Project	Agency	FUNDING	IDOT COORDINATION	PUBLIC MEETINGS	% COMPLETE
Springinsguth Road Improvements	Village of Schaumburg	STP	✓	2	10%
Walters Avenue Phase I	Village of Northbrook	STP	✓	2	20%
Cottage Grove Avenue Phase I	IDOT	HSIP	✓	0	75%
Lake Avenue Phase I	Village of Wilmette	STP	✓	2	80%
Wilmington-Peotone PEL Study	Will County	County	✓	2	90%
Happ Road Intersection Improvements Phase I	Village of Northfield	ITEP/STP	✓	2	90%
IL Route 64 SMART Corridor Phase II	IDOT	IDOT	✓	0	90%
Braintree Drive Phase I	Village of Schaumburg	STP	✓	2	95%
Indian Trail Signal Modernization, Phase I	City of Aurora	STP	✓	0	95%
Green Bay Road Phase I	City of Evanston	STP	✓	2	100%
US 52 and County Line Road Phase I	IDOT	HSIP	✓	2	100%

Management Structure and Ownership

Kimley-Horn is a privately-held corporation, fully owned by current employees of the firm. Kimley-Horn is divided into 10 geographic regions: Midwest, Texas South, Florida, Atlantic, South, Carolinas, Mountain Pacific, Central, Southwest, and California. Each region is managed by a team of representatives from production, marketing, administration, and practice building. Setting overall direction and policy for the firm is the firmwide management committee—also composed of representatives from production, marketing, administration, and practice building—which assists the regional teams, as needed.

The primary responsibility of the regional teams and management committee is to support our project managers, who are responsible for every facet of a project from beginning to end—contracting, planning, scheduling, quality control, client contact and relationships, and project accounting.

Kimley-Horn and Associates, Inc. is wholly owned by Associates Group Services, Inc. which is wholly owned by APHC, Inc., which is owned by more than 900 Kimley-Horn employees, none of which own 2% or more of the outstanding shares.

Project Team

Our project team is built to fully integrate the specialties and experience of key individuals to deliver the technical expertise, trust, and solutions-oriented approach to the Village. The organizational chart demonstrates our integrated team approach. This allows us to provide the Village with all the services required in your request for qualifications. We have identified key staff in the organizational chart that will be supported by additional local staff. Our organization structure allows us to shift resources across offices and regional boundaries to deliver projects successfully. We will also ensure that adequate resources are available for the project by using our company-wide resource management tools.

Organizational Chart

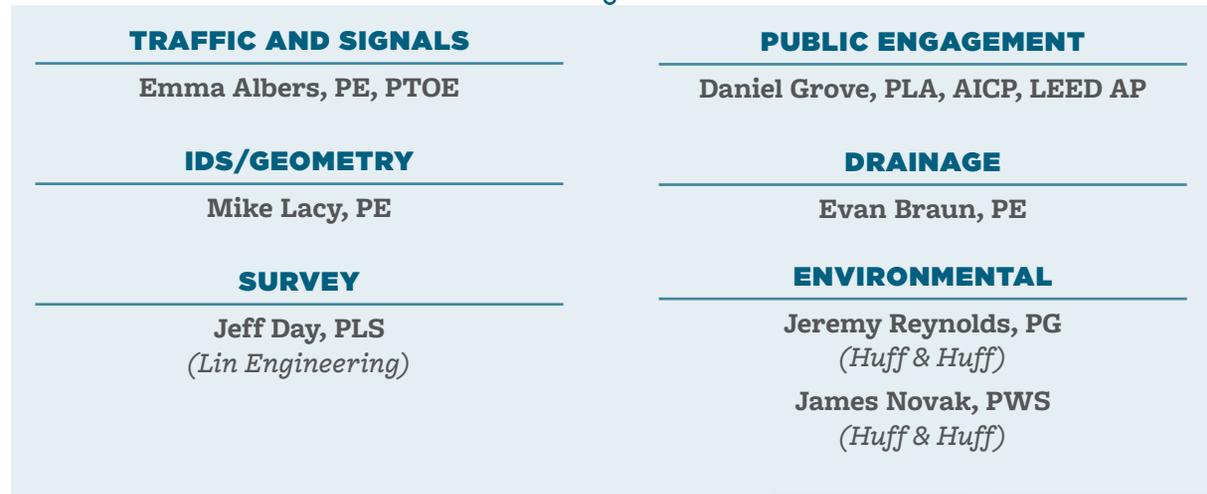
Village of La Grange Park



**PROJECT MANAGER
AND VILLAGE LIASON**
Adam Kucharski, PE



QC/QA
Sagar Sonar, PE, PTOE





ADAM KUCHARSKI, PE

Project Manager

LOCATION: WARRENVILLE | TIME ON PROJECT: 20%

Adam has 14 years of experience as a project manager, senior project engineer, and construction engineer on projects for municipalities, counties, and DOTs. His attention to detail is exhibited in his technical expertise, quality assurance, and leadership capabilities. He brings a variety of experience in design studies, maintenance of traffic, preparation of project development reports, public involvement, and agency coordination.

PROFESSIONAL CREDENTIALS

- › Master of Business Administration, Kellogg School of Management-Northwestern University
- › Bachelor of Science, Civil Engineering, Villanova University
- › Professional Engineer in Illinois

RELEVANT EXPERIENCE

Indian Trail Road Phase I, Aurora, IL — *Project Manager*

Walters Avenue, Pfungsten Road to Shermer Road, Phase I, Northbrook, IL — *Project Engineer*

Wilmington Peotone PEL Study, Will County, IL — *Project Manager*

Braintree Drive Reconstruction (Phase I) - Wise Road to Weathersfield Way, Schaumburg, IL — *Project Engineer*

Springingsguth Road Intersection Improvements (Phase I) - Weathersfield Way to Schaumburg Road, Schaumburg, IL — *Project Engineer*

Happ Road Intersection Improvements (Phase I), Village of Northfield, IL — *Project Manager*

Green Bay Road Corridor Improvements (McCormick Boulevard to Isabella Street Phase I, II, and III), Evanston, IL — *Project Engineer*



SAGAR SONAR, PE, PTOE

QC/QA

LOCATION: CHICAGO | TIME ON PROJECT: 5%

Sagar is a transportation engineer who focuses on urban mobility projects. He has experience working with public clients in DOT, municipal, and county as well as private clients. He has managed roadway improvements projects for intersections, corridors, and interchanges. He has worked on numerous transportation projects in the Chicago area and other states including feasibility studies, preliminary engineering (Phase I), and design engineering (Phase II).

PROFESSIONAL CREDENTIALS

- › Master of Science, Transportation Engineering, Illinois Institute of Technology
- › Professional Engineer in Illinois
- › Professional Traffic Operations Engineer

RELEVANT EXPERIENCE

Braintree Drive Reconstruction (Phase I) - Wise Road to Weathersfield Way, Schaumburg, IL — *Project Manager*

Green Bay Road Phase I, II, and III, Evanston, IL — *Project Manager*

Ridge Avenue Intersection Improvements Phase I, II, and III, Evanston, IL — *Project Manager*

Charles Road Corridor Safety Improvements, Phase I, McHenry County, IL — *Project Manager*

Lake Avenue, Green Bay Road to Sheridan Road, Phase I, Wilmette, IL — *Task Manager*

Deerfield Road - Saunders Road to Wilmot Road, Deerfield, Lake County, IL — *Project Manager*

IL Route 64 SMART Corridor Design, Kautz Road to IL Route 50, IDOT PTB 199-002, DuPage and Cook Counties, IL 3 — *Design Engineer*

Plank Road Phase I and II, Kane County, IL — *Project Manager*



EMMA ALBERS, PE, PTOE

Traffic and Signals

LOCATION: WARRENVILLE | TIME ON PROJECT: 25%

Emma has 12 years of traffic engineering experience ranging from planning through to final engineering design. Her experience with multimodal projects includes the evaluation of uncontrolled trail crossings, crosswalk realignments, bike lane restriping, and institutional pedestrian connectivity plans. Additionally, she has worked on numerous Phase I projects within the Chicagoland area, which included public engagement and open houses. Emma's combined experience with Phase I projects, bicycle and pedestrian evaluation and design, and public engagement gives her the ability to evaluate design alternatives from diverse perspectives and incorporate considerations from multiple stakeholders.

PROFESSIONAL CREDENTIALS

- › Bachelor of Science, Civil Engineering, Valparaiso University
- › Professional Engineer in Iowa, Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin
- › Professional Traffic Operations Engineer

RELEVANT EXPERIENCE

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

IL Route 23/Gurler Road New Traffic Signal, DeKalb, IL — *Project Engineer*

Village of Northbrook On Call Bicycle and Pedestrian Engineering, Northbrook, IL — *Project Manager*

Greenleaf Avenue Bike Boulevard, Wilmette, IL — *Design Engineer*

Montgomery Road at Virgil Gilman Trail Crossing Safety Improvements, Phase I and II, Kane County DOT — *Traffic Engineer*



DANIEL GROVE, PLA, AICP, LEED AP

Public Engagement

LOCATION: WARRENVILLE | TIME ON PROJECT: 20%

Daniel has more than 25 years of landscape architecture and planning experience and has worked on a variety of projects that are most often focused on streetscapes, placemaking, connectivity, identity and wayfinding, parks, plazas, and urban master plans. The majority of these projects involved a significant community engagement component including stakeholder interviews, intercept surveys, open houses, workshops, and interactive websites. Daniel believes strongly in the power of public engagement and has involved the public in meaningful ways in his projects.

PROFESSIONAL CREDENTIALS

- › Bachelor of Science, Landscape Architecture, University of Wisconsin-Madison
- › Professional Landscape Architect in Illinois and Ohio
- › American Institute of Certified Planners

RELEVANT EXPERIENCE

Ogden Avenue Corridor Master Plan, Brookfield, IL — *Project Manager*

Green Bay Road Corridor Improvements, McCormick Boulevard to Isabella Street, Phase I, II, and III, Evanston, IL — *Landscape Architect*

Village Comprehensive Master Plan, Mundelein, IL — *Project Manager*

Design Services for Howard Street Improvements, Niles, IL — *Project Manager*

Uptown Streetscape Master Plan, Kenosha, WI — *Project Manager*

Buckley Road Corridor Plan, North Chicago, IL — *Project Manager*

Downtown Action Plan and Streetscape, Martinsville, IN — *Landscape Architect*



MIKE LACY, PE

IDS/Geometry

LOCATION: CHICAGO | TIME ON PROJECT: 35%

Mike has eight years of experience in geometric and feasibility studies, site development, crash and safety analyses, preparation of contract plans, specifications, roadway and bridge construction inspection, design and reports, and presentations. His primary areas of expertise are geometric design, intersection design studies, ADA sidewalk design, roadway plans, preparation of specifications, construction inspection, and agency coordination.

PROFESSIONAL CREDENTIALS

- Bachelor of Science, Civil Engineering, Bradley University
- Professional Engineer in Illinois

RELEVANT EXPERIENCE

Braintree Drive Reconstruction (Phase I) - Wise Road to Weathersfield Way, Schaumburg, IL — *Design Engineer*

IDOT US 52 and County Line Road Phase I, Will and Kendall County, IL — *Design Engineer*

Lake Avenue Corridor Improvements Phase I, Wilmette, IL — *Design Engineer*

Charles Road Corridor Safety Phase I, McHenry County, IL — *Design Engineer*

Plank Road, Phase I and II, Kane County, IL — *Design Engineer*

IL Route 64 SMART Corridor Design, Kautz Road to IL Route 50, IDOT PTB 199-002, DuPage and Cook Counties, IL — *Design Engineer*



EVAN BRAUN, PE

Drainage

LOCATION: DEERFIELD | TIME ON PROJECT: 10%

Evan has five years of experience providing drainage-related engineering services for public projects throughout Illinois. He has specific expertise in designing drainage systems for roadway infrastructure projects, hydrologic modeling of both small and large watersheds, and hydraulic modeling of culverts, bridges, detention systems, and both open and closed drainage systems. Evan is effective using multiple hydrologic and hydraulic analysis software including XPSWMM, HEC-RAS, HEC-HMS, Hydraulic Toolbox, HY-8, StormCAD, and Hydraflow. His role as a drainage consultant on public infrastructure projects with many different subconsultants has strengthened his coordination and task management skills.

PROFESSIONAL CREDENTIALS

- Bachelor of Science, Civil Engineering, Iowa State University
- Professional Engineer in Illinois

RELEVANT EXPERIENCE

I-57 at US-45/52 Phase I Location Drainage Study, Sigel, IL — *Design Engineer*

I-390 at US-20 Phase I Location Drainage Study, Hanover Park, IL — *Design Engineer*

Charles Road Phase I Location Drainage Technical Memorandum, McHenry County, IL - *Design Engineer*

Plank Road Phase I Location Drainage Technical Memorandum, Kane County, IL - *Design Engineer*

I-80 over DuPage River Bridge Phase I Hydraulic Report, Joliet IL — *Design Engineer*

Detention Modeling I-490 at Touhy Avenue (Tollway) Phase II, Des Plaines, IL — *Design Engineer*

Kimley-Horn will manage and provide overall coordination of the project team. Communication within the team is critical to make sure project needs and priorities are clear and keep all the disciplines moving in the same direction. We will hold weekly check-in communications with the task leads. The task leads will play a key role in communication with the technical team members, disseminating project information to each discipline; working collaboratively among disciplines; and ensuring that key technical issues are raised and resolved, the tasks are initiated, and completed according to the established schedule.

Subconsultants

Huff & Huff, Inc., a Subsidiary of GZA, Inc. is a multidisciplinary firm located at 915 Harger Road, Suite 330 in Oak Brook, IL. They provide environmental and civil engineering services as well as natural resource assessments. Huff & Huff specializes in conducting PESA and PSI for roadway projects. We have worked with them on numerous projects where they completed PESA, PSI and CCDD testing tasks.

Lin Engineering, Ltd. is a DBE firm that has provided data collection and engineering design services to numerous design firms throughout Illinois. They are located at 576 Oakmont Lane, Westmont, IL. We have worked with Lin Engineering on numerous projects where they have completed survey, drainage design, and civil engineering tasks.

JEFF DAY, PLS (LIN ENGINEERING)

Survey | LOCATION: WESTMONT | TIME ON PROJECT: 5%

Jeff is the survey manager for Lin Engineering and is responsible for coordinating the daily work of the office and field personnel. He brings 33 years of surveying experience and has completed numerous projects for county and municipal clients in Illinois.

PROFESSIONAL CREDENTIALS

- › *Associates in Engineering Technology, Lincoln Land Community College*
- › *Professional Land Surveyor in Illinois*

JEREMY REYNOLDS, PG (HUFF & HUFF)

Environmental | LOCATION: OAKBROOK | TIME ON PROJECT: 5%

Jeremy has 28 years of experience as an environmental consultant providing risk assessment, Phase I and II environmental site assessments, subsurface investigation, and remediation. He has transportation project experience related to municipal, local highway, interstate, and railroad projects.

PROFESSIONAL CREDENTIALS

- › *Bachelor of Science, Geology, Winona State University*
- › *Licensed Professional Geologist in Illinois*

JAMES NOVAK, PWS (HUFF & HUFF)

Environmental | LOCATION: OAKBROOK | TIME ON PROJECT: 5%

James has 35 years of environmental analysis experience associated with a variety of wetlands and natural resources, focusing on these issues for transportation projects over the past 31 years. He has authored natural resource sections of numerous transportation Environmental Impact Statements, Environmental Assessments, and other environmental documents.

PROFESSIONAL CREDENTIALS

- › *Bachelor of Arts, Geography and Environmental Studies, Northeastern Illinois University*

Project Understanding

Safety along La Grange Road is a priority for both the Village and the community based upon findings of the preliminary study that was finalized in early 2023. The specific focus for this project includes:

- Pedestrian safety for walking along and crossing La Grange Road
- Reducing vehicle speeds on La Grange Road
- Providing improved access for emergency vehicles at Woodlawn Avenue

This segment of La Grange Road provides access to residences, the Village Market commercial property, and Memorial Park. It is one of two main commercial areas within the Village. As a principal arterial and Strategic Regional Arterial (SRA) route with high traffic volumes and 11-foot-wide lanes, it is imperative to address the safety concerns that currently exist. The Homestead Road intersection includes the only existing pedestrian crossing along with Pace bus stops in each direction on La Grange Road. The Woodlawn Avenue intersection serves an important role in the roadway network connecting the La Grange Park Fire Department to a large portion of the community.

Project Challenges—Issues Map

In addition to analyzing both intersections at Woodlawn and Homestead and addressing pedestrian crosswalk deficiencies, Kimley-Horn will prioritize managing speeds, improving sight lines, and improving crossing conditions for pedestrians and bicyclists at the intersections given the safety concerns and crash trends. The map on the following page highlights the unique project elements and our approach to them.

Issues Map



TRAFFIC CONTROL & INTERSECTION IMPROVEMENTS

- 1 Evaluate traffic operations
- 2 Evaluate signal timing
- 3 Determine traffic control & intersection improvements
- 4 Roadway widening

MULTIMODAL ACCOMMODATIONS

- 5 Confirm PROWAG compliance
- 6 Evaluate pedestrian crossings

PURPOSEFUL INTERSECTION RE-ALIGNMENT

- 7 Determine optimal intersection alignment
- 8 Roadway widening

COORDINATION WITH STAKEHOLDERS

- 9 Memorial Park
- 10 Village Market
- 11 Residents
- 12 Fire department
- 13 Pace bus

- Tree removal

Project Approach

1. Crash Analysis and Safety Review

The project team firmly believes in a proactive approach to safety. Our approach includes a crash analysis for the recent five-year period to understand crash patterns and severity. The second part of our approach includes a field review of the corridor to identify contributing factors that can create potential for future crashes. This review is conducted by a multi-disciplinary team including safety, traffic, and geometric experts. For similar projects we have invited Village staff to join the field review to discuss observations along with corridor and intersection conditions.

An initial review of crash data for the most recent five-year period available from 2019-2023 indicates 66 total crashes within the project limits with 11 of those crashes categorized as injury crashes. There were no fatal crashes during this five-year period; however, one Type A injury and three Type B injuries, and seven Type C injuries were recorded.

Most concerning are the crashes involving pedestrians. Although data from 2024 is not available through IDOT at this time, we are aware of one fatal pedestrian crash in the summer of 2024. The Type A and Type B crashes all involved pedestrians except in one instance. The predominant crash types included turning (33%) and front to rear end (30%).

2. Emphasis on IDOT Coordination and Submittals

➤ La Grange Road (US 12) is under IDOT jurisdiction and is classified as an SRA. This triggers the following IDOT submittals and coordination:

- Traffic Management Plan (TMP)
- Bicycle Travel Assessment (BTA)

- Intersection Design Study (IDS)
- Location Drainage Technical Memorandum (LDTM)—likely required given potential changes to roadway widening and intersection improvements

Kimley Horn has routinely completed these types of submittals and coordination for meeting IDOT requirements. A summary of the recent projects can be found the project summary table on page 5.

3. Public Involvement

Proactive public involvement will be critical for the success of the project. While previous public engagement activities resulted in support of the safety improvements, the approach still must be carefully considered as IDOT has impeded attempts to install an additional signal and denied an application to reduce the speed limit within the project limits. In addition to technical analysis, documenting public support and engagement will help to support the proposed safety improvements.

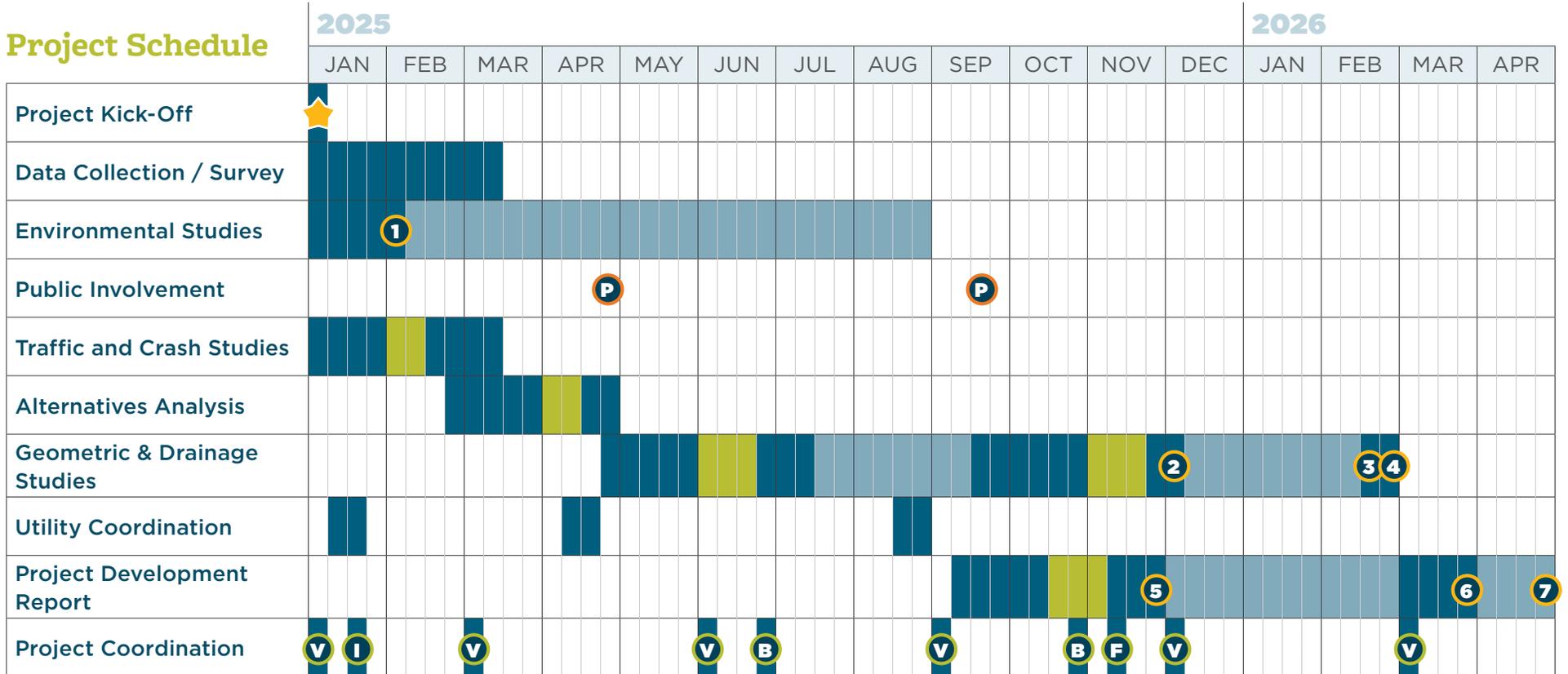
Therefore, the public involvement approach will be twofold:

- An introductory meeting to gather recent public input and data for the user experience within the project limits. This helps the project team to clearly understand the precise issues the project is going to address
- An open house public meeting to gather input on the alternatives and propose the construction stages and project schedule.

Engaging with representatives from Memorial Park, Village Market, Pace Suburban Bus, and the Fire Department early in the project will also be a priority to understand the needs of all users.

Scope of Work

Project Schedule



Legend:

- █ Consultant Task
- █ Village Review
- █ IDOT Review
- ★ Assumed Project Start Date: 1/6/2025

Milestones:

- ① Environmental Survey Request
- ② Pref. Improvement Plan
- ③ Pref. Improvement Plan Approval
- ④ PDP Approval
- ⑤ Draft PDR
- ⑥ Final PDR
- ⑦ Design Approval

Public Involvement

- Ⓟ Public Meeting

Meetings

- Ⓥ Village Progress Meeting
- Ⓟ Village Board Meeting
- Ⓡ IDOT
- Ⓡ FHWA/BDE (if needed)

Task 1: Data Collection and Survey

The data collection includes the following:

- › Kimley-Horn will obtain information from the Village including GIS files; land use maps; flooding reports; existing right-of-way; drainage information; lighting standards; limits of school, fire, and sanitary districts; bike maps; signal timings; and utility plans. The data will be reviewed included in base maps as necessary.
- › We will request crash data from IDOT for the most recent five-year period.
- › One field visit of the project area will be conducted with the Village personnel to understand Village concerns and document site conditions.
- › Request classification (cars, pedestrian, bicycles, and trucks) traffic counts from the Village for at least two hours in AM and PM and four hours on Saturday. Our team will observe traffic operations at the Homestead Road and Woodlawn Avenue intersections during the three peak periods to understand safety issues.
- › The topographic survey will be completed by Lin Engineering. Survey will be obtained for the project limits, including the drainage survey. We will coordinate with Lin and the Village to schedule the work in this task and will check the survey to ensure its completeness and accuracy.
- › Geotechnical investigation will be completed in Phase II and not included in Phase I.

Task 2: Environmental Studies

We will coordinate with Huff & Huff to perform the PESA study and wetland scan. Wetland delineation is not anticipated given the built condition of the corridor. Kimley-Horn will obtain aerials for preparation of environmental survey exhibits and will prepare and submit screening forms and an Environmental Survey Request (ESR)

form with Attachments and Exhibits to IDOT BLR&S for processing. Our team will be responsible for the following related to the ESR:

- › Review of the findings.
- › Responses to inquiries regarding the project impacts on environmental resources.
- › Incorporation of the information into the project report.

A COSIM submittal and noise impact evaluation is not anticipated for the project based on IDOT BLR&S criteria.

Task 3: Public Involvement

We will work with the Village to identify key stakeholders, including the Fire Department and Park District, that will be included in the community outreach effort. The community outreach scope of work includes the following:

Public Meetings

We will coordinate, prepare, and attend two public open house meetings. Developed alternatives for the corridor and the intersections at Homestead Road and Woodlawn Avenue will be presented to get resident and stakeholder input and select a preferred alternative. The tasks for public meetings will include:

- › Prepare mailing list for meeting invitations.
- › Prepare meeting notice, advertising, meeting handout, display exhibits, and audio/visual presentation.
- › Setup and attend meeting.
- › Prepare a public meeting summary and disposition of comments and/or draft response letters.

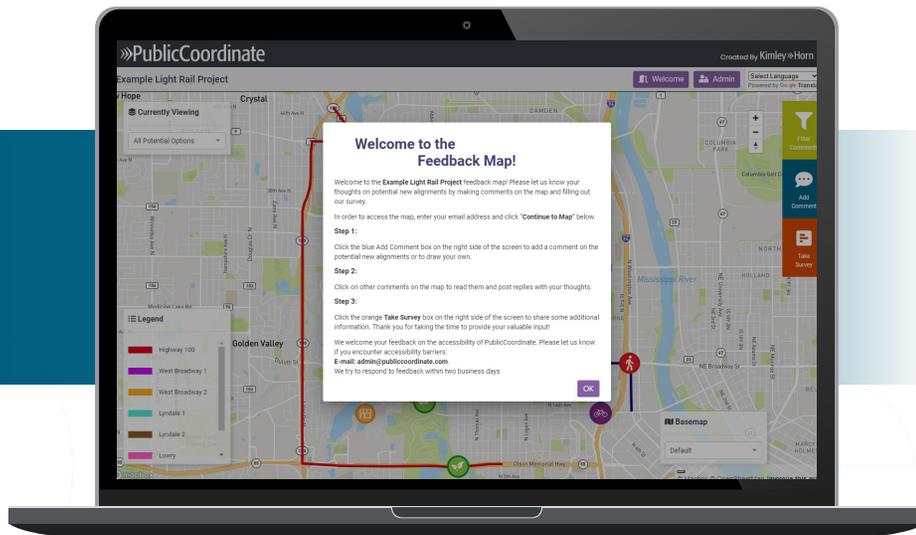
The meeting location will be identified by the Village. Our team will check availability of meeting location and schedule the meetings.

Online Outreach

Kimley-Horn will provide meeting notices, exhibits, meeting brochures, and other content for Village website and social media outreach. Stakeholders will include police, fire, and park district representatives.

PublicCoordinate

This proprietary Kimley-Horn tool is a streamlined, sophisticated interactive map that makes it easier than ever to solicit feedback from the public. This tool offers enhanced capabilities such as comment input, toggling between multiple project alternatives and base maps, ADA web accessibility, custom branding, survey integration, and so much more. Whether the goal of the project is to inform, consult, or collaborate with the public, this tool provides information in an easily digestible format. Its online platform is user-friendly, making it easy for the public to provide input and visualize what their communities would look like with proposed transit, roadway, development, or infrastructure improvements.



Task 4: Traffic Studies

This task will include capacity analysis of both intersections for the weekday morning and evening peak periods. Signal warrant analysis will be completed for the Woodlawn Avenue intersection. Due to the nature of traffic, emergency vehicles, and pedestrian circulation from west to east across La Grange Road at Woodlawn, the signal warrant analysis will include all eight available warrants, not solely focused on the three volume warrants. Special emphasis will be placed on the pedestrian (Warrant 4) and crash experience (Warrant 7), based on discussions with Village staff. We will use the results of these warrants to further discussions with IDOT at the staff level. Investigation of potential signal improvements at the Homestead intersection is also included.

Task 5: Crash Analysis and Safety Review

This task will include analysis of crash data along the corridor, identify corridor risk factors, and conduct a field review of the corridor.

The five-year crash data obtained from IDOT will be tabulated. Kimley-Horn will review the crash data and summarize crashes by year and major type to define trends and roadway deficiencies at each of the above segments and intersections. Areas experiencing severe crash types K, A, and B will be investigated so that countermeasures can be recommended.

Task 6: Alternatives Analysis

The alternatives analysis will review roadway typical sections and intersection improvements at Homestead Road and Woodlawn Avenue to meet the project goals. This includes analysis of the alternatives previously conducted by the Village along with an independent evaluation by Kimley-Horn. A summary of the analysis and impacts will be provided. The alternatives will be developed in coordination with the Village and a preferred alternative will be selected after input from stakeholders.

Task 7: Geometric and Drainage Studies

The following will be completed after a preferred typical section and intersection alternatives are selected:

- Alignment and geometrics plan studies; profile and cross-section studies; and typical sections.
- Design sidewalk and identify locations where the design of ramps is required to meet PROWAG requirements.
- Intersection design study at Woodlawn Avenue and La Grange Road.
- Traffic Management Plan (TMP) & work zone staging
- Lighting assessment of both intersections and roadway within the project limits.

The effort for the Traffic Control Plan will summarize traffic staging to accommodate the construction of the improvements. The work includes preparation of typical sections for each stage of the maintenance of traffic. It is anticipated that there will be a minimum of two stages. La Grange Road is a significant route and a Traffic Management Plan will be required.

We will coordinate the drainage studies with the Village and IDOT. The scope of work for the proposed drainage studies will be based on maintaining the existing storm sewer system, where possible, given that complete reconstruction within the project limits is anticipated. Existing drainage and proposed drainage plans will be included in the deliverable.

A Location Drainage Technical Memorandum is likely required and will be confirmed with IDOT at the project kick-off meeting.

Task 8: Utility Coordination

Utility coordination is important for roadway reconstruction projects. Kimley-Horn will coordinate utilities with JULIE and the Village to request atlases, and identify conflicts that will be coordinated in Phase II.

Task 9: Project Development Report (PDR)

We will prepare the PDR to include exhibits, maps, tables, supplemental documents, and appendices. Kimley-Horn will submit the following documents:

- Draft PDR to Village for review. We will revise the Draft PDR per Village comments. Revised Draft PDR to IDOT BLR&S.
- PDF copy of the Final PDR to Village.
- Final PDR to IDOT BLR&S.

The Final PDR to IDOT BLR&S will include revisions to all IDOT BLR&S comments. The cost for developing the PDR will include assembling all required documents, printing, binding, and delivering the reports.

Task 10: Meetings and Coordination

We anticipate the following meetings:

Village Meetings

- One Kick-off meeting
- Five progress meetings to review project alternatives and submittals (quarterly for the duration of the project)
- Two Board meetings

IDOT

- One kick-off meeting each with IDOT and Village
- One meeting to review Draft PDR
- One FHWA/IDOT coordination meeting (if required)

Task 11: Funding Assistance

We understand the Village has applied for ITEP funding for future phases of the project. Our team will support the application process and seek additional funding opportunities if required.

Task 12: Permit Assistance

A MWRD WMO permit will be required because the area is a combined sewer system. The area of disturbance is under an acre of additional impervious, so rate control, volume control, or detention will not be required for MWRD. There are also no FEMA flood hazards in the area.

Task 13: Administration and Management

Our team will perform project management and administration including staff and resource scheduling, progress monitoring, monthly invoice and progress reports. As part of the design development process, we will hold internal coordination meetings with all pertinent team members on an as needed basis. These meetings are necessary to ensure the project budget and schedule stay on track. Discussions at the meetings will include the following topics:

- › Individual task progress
- › Critical and open issues
- › Coordination between pertinent disciplines
- › Early identification of issues that could negatively affect project schedules and/or budgets
- › Issues related to deliverable dates

Task 14: Quality Control/Quality Assurance

It is our policy that all reports and studies be checked and reviewed under our QC Program to ensure a timely and accurate submittal of deliverables. This process includes review of critical documents by qualified personnel.

Conflicts of Interest

To the best of our knowledge, neither Kimley-Horn nor our staff has any personal or organizational conflicts of interest with the Village of La Grange Park that would affect our work under this contract.

Suggested Contract Modification

We respectfully request the Village of La Grange Park to consider our suggested contract modification noted below.

We expect to arrive at mutually agreeable language as we have in the past. Kimley-Horn requests modifications to the Village's contract language as shown below in **red**.

PROFESSIONAL LIABILITY COVERAGE FOR SERVICES

The delineated services provided by Contractor under this Agreement will be performed as reasonably required in accordance with the generally accepted standards for civil engineering as reflected in the contract for this project at the time when and the place where the services are performed.

The Village requests Contractor's professional liability coverage for the Village and to all construction contractors or subcontractors on the project and affected third parties arising from Contractor's **alleged** negligent acts, errors, or omissions, such that the total aggregate liability of Contractor to all those named shall be \$3,000,000.00.

IDOT Prequalification Documentation

SEFC PREQUALIFICATIONS FOR KIMLEY-HORN AND ASSOC., INC.

CATEGORY	STATUS
Airports - Construction Inspection	X
Location Design Studies - New Construction/Major Reconstruction	X
Special Studies - Safety	X
Location Design Studies - Reconstruction/Major Rehabilitation	X
Special Studies- Location Drainage	X
Hydraulic Reports - Waterways: Typical	X
Special Studies - Traffic Studies	X
Special Studies - Signal Coordination & Timing (SCAT)	X
Special Plans - Traffic Signals	X
Airports - Master Planning/Airport Layout Plans (ALP)	X
Special Services - Public Involvement	X
Airports - Design: Complex Electrical	X
Airports - Construction Inspection: Complex Electrical	X
Special Services - Construction Inspection	X
Structures - Highway: Typical	X
Structures - Railroad	X
Structures - Highway: Advanced Typical	X
Structures - Highway: Simple	X
Structures - Highway: Complex	X
Special Services - Electrical Engineering	X
Highways - Freeways	X
Highways - Roads and Streets	X
Special Services - Landscape Architecture	X
Special Studies - Feasibility	X
Transportation Studies - Mass Transit	X
Location Design Studies - Rehabilitation	X
Special Plans - Lighting: Typical	X
Airports - Design	X
Hydraulic Reports - Waterways: Complex	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