John V. Ambrose, PE
Vice President

EDUCATION
B.S., Civil Engineering,
Marquette University, 1983

Joined Firm in 1984

Years of Experience: 44

REGISTRATIONS
Licensed Professional Engineer: Illinois

ASSOCIATIONS
Illinois Road and Transportation Builders Association

- IDOT District One Committee
- Lake County Co-op Committee
- Kane County Co-op Committee

American Council of Engineering Companies

- IDOT Liaison Executive Committee
- Risk Management Committee Chairperson

DuPage Mayors & Managers Transportation Technical Committee

BAXTER & WOODMAN Consulting Engineers

John has over 44 years of municipal civil engineering experience with specific expertise in transportation planning, design, and construction services. His in-depth knowledge of State and Federal transportation funding opportunities, and his respected relationship and project experience with many County Division of Transportation officials will help to facilitate your projects.

John ensures that the expectations of our clients are met and exceeded, and that projects are completed within budget and on schedule. He remains in close contact with the firm's clients to provide advice and guidance and to ensure needed resources are available.

REPRESENTATIVE PROJECTS

Principal-in-Charge responsible for oversight of municipal engineering service delivery for capital improvements to:

- Prairie Grove
- South Barrington
- La Grange
- Highwood

Lake County Division of Transportation, IL
Weiland Road Improvements (North and South)
Principal-in-Charge for $25M STP-funded roadway improvements to two segments of Weiland Road totaling 2.25 miles. Overall, these projects involved reconstructing Weiland Road from an existing two-lane asphalt pavement to a five-lane asphalt pavement including two lanes in each direction with a center turn lane through a majority of the project. Additional improvements include an 8-foot asphalt multi-use path, a 5-foot concrete sidewalk, bicycle-friendly shoulder configuration, detention pond, culvert replacement, street lighting, and noise abatement wall. Project information is being provided through a project website, email updates, Lake County PASSAGE real-time traffic information system, open houses, and meetings with stakeholders.

Lake County, IL
Fairfield Road & Metra/IL 134 Intersection Improvements
Principal-in-Charge for engineering services as a subconsultant to help evaluate alternatives and prepare a Phase I Project Development Report. The report provided a recommended design of study alternatives of a railroad grade separation with or without a grade separated interchange of the existing intersection, and an intersection improvement that retained the existing at-grade railroad crossing.

Grayslake, IL
Atkinson Road Extension – Phase I
Project Manager for the preparation of a Project Development Report for Group II Categorical Exclusion with an Environmental Class of Action Determination (ECAD). Significant coordination with several IDOT Bureaus, the Canadian National Railroad, telecommunication companies, and local businesses was required. Included in the project was a Wetland Delineation Report, an ECAD, Intersection Design Studies at three intersections, public information meetings and related exhibits, coordination

McHenry County Council of Mayors – Methodology Review Committee

McHenry County Council of Government Transportation Committee

PAPERS/PRESENTATIONS

Sustainability in Pavement Rehabilitation, Transportation and Highway Engineering Conference, 2012

with Lake County Stormwater Management Commission, roadway realignment alternatives, Phase I Project Development Report, Location Drainage Study, railroad/traffic signal warning time study, and right-of-way impact analysis.

Waukegan, IL
Water System Improvements
Principal-in-Charge overseeing the water system improvements consisting of upgrading the City's 30 MGD Lake Michigan surface water treatment plant, including gravity filter reconstruction, chemical treatment equipment replacement, backwash reclaim pumps, sludge pumps, sludge thickener repairs, HVAC improvements, chlorine residual analyzers, and gate valve replacement.

Glen Ellyn, IL
Oak-Euclid-Forest-Alley Improvements
Principal in Charge for design engineering services for the urban roadway reconstruction or resurfacing of over one mile of residential streets, including reconstruction of a concrete alley.

Design was completed in 2013, and included curb repair or replacement, sidewalk repairs, storm sewer installation, water main installation, sanitary sewer repairs, Hot Mix Asphalt resurfacing or reconstruction, aggregate base repairs, and restoration on the following streets:

- Oak Street, from Western Avenue to Main Street
- Euclid Avenue, from Oak Street to Hawthorne Boulevard
- Forest Avenue, from Oak Street to Maple Street
- Prairie/Western Alley, from Oak Street to Elm Street

The project also included a public meeting with the stakeholders prior to bidding.

Baxter & Woodman presented the Village with alternative water main repair methods. One alternative included cast-in-place lining, saving the Village approximately 20%-40% of the water main cost. Installation of the new water main in casing pipe so that it could be replaced under the street (the Village's preferred water main location) was also considered.

Illinois Department of Transportation, District 1
IL 120 at Cedar Lake and Bacon Road, Lake County
Project Manager responsible for coordinating all aspects for Phase I engineering services, including data collection (i.e. traffic counts), roadway survey, preparation of base maps and mosaics, accident analysis, alternate geometric studies, Intersection Design Studies, preparation of the Project Development Report, Location Drainage Study, Air Quality Analysis, submittal of Wetland Impact evaluation forms as necessary, preliminary construction cost estimates, and public involvement.

Illinois Department of Transportation, District One
Wolf Road; IL 21 to North of Hintz Road in Cook County
Project Manager for Phase II engineering services for widening and resurfacing of Wolf Road from south of IL 21 to north of Hintz Road, a distance of 1.35 miles. The pavement was widened to provide one lane, 13-feet wide in each direction with a two-way left turn lane median, 11-feet wide. The project also included stormwater drainage/detention improvements, traffic signal modifications, and intersection improvements.