



**RESOLUTION OF THE COUNTY BOARD
WILL COUNTY, ILLINOIS**

Authorizing Approval of Professional Services Agreement for Supplemental Design Engineering Services (Phase I) with Civiltech Engineering for Caton Farm Road-Bruce Road Corridor Study from U.S. Route 30 to the Intersection of IL Route 7 and Cedar Road (CH 4), County Board Districts #7 and #9

WHEREAS, the Director of Transportation/County Engineer requested proposals for additional design engineering services for a roadway improvement of Caton Farm Road-Bruce Road Corridor Study from U.S. Route 30 to the intersection of IL Route 7 and Cedar Road (CH 4), Section 00-00074-21-EG, County Board Districts #7 and #9; and

WHEREAS, said design engineering services (Phase I) are budgeted for in the current Division of Transportation budget.

NOW, THEREFORE, BE IT RESOLVED, that the County of Will enter into a supplemental agreement for additional design engineering services with Civiltech Engineering, Inc., Two Pierce Place, Suite 1400, Itasca, Illinois, for improvement of Caton Farm Road-Bruce Road Corridor Study, Section 00-00074-21-EG.

BE IT FURTHER RESOLVED, that the compensation for the additional design engineering services (Phase I) be according to the schedule as listed in the supplemental agreement.

BE IT FURTHER RESOLVED, that there is approved a sum of \$163,745.13 using any combination of the following funds: County's allotment of Motor Fuel Tax funds, County RTA Tax funds, County Highway Tax funds, County Matching Tax funds, County Option Motor Fuel Tax funds.

BE IT FURTHER RESOLVED, that the County Executive and County Clerk of Will County are hereby authorized to execute the agreement subject to review and approval by the Will County State's Attorney.

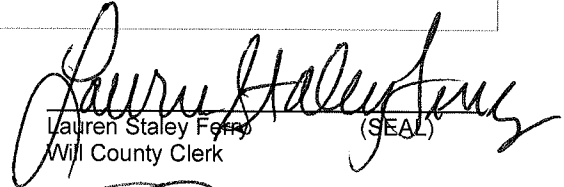
BE IT FURTHER RESOLVED, that the Preamble of this Resolution is hereby adopted as if fully set forth herein. This Resolution shall be in full force and effect upon its passage and approval as provided by law.

Adopted by the Will County Board this 17th day of November, 2022.

AYES:	Newquist, Ogalla, Flagel, Moustis, Mitchell, Tyson, Gazanfer, Traynere, Fritz, Mueller, Gould, VanDuyne, Balich, Fricilone, Brooks Jr., Coleman, Marcum, Berkowicz, Cowan, Pretzel, Weigel, Freeman, Kraulidis
NAYS:	Parker
ABSENT:	Winfrey, Ventura

Result: Approved - [23 to 1]

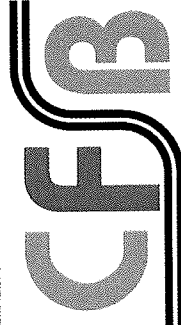
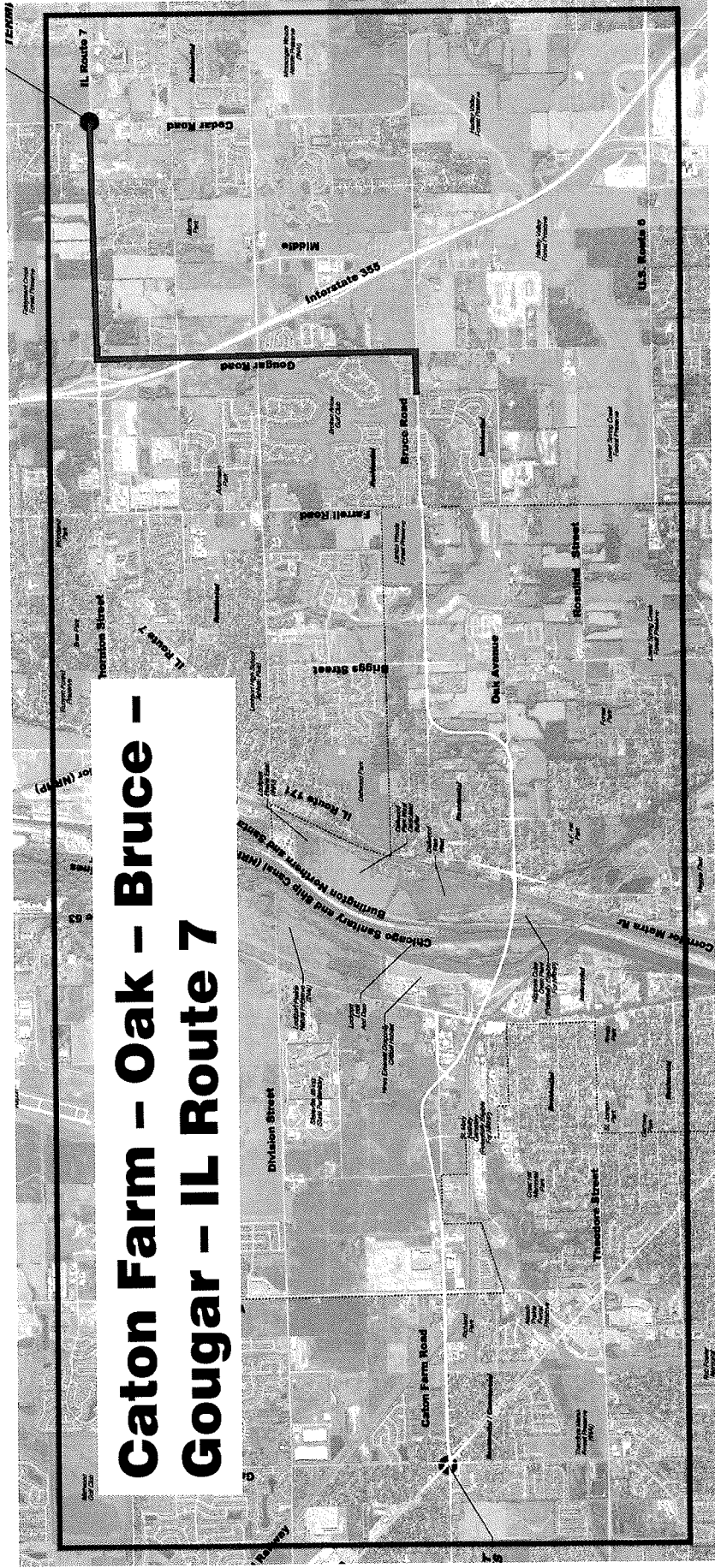
Approved this 29 day of November, 2022.


Lauren Staley Fero
Will County Clerk (SEAL)


Jennifer Bertino-Tarrant
Will County Executive

Recommended Preferred Alternative

**Caton Farm - Oak - Bruce -
Gougar - IL Route 7**



Caton Farm - Bruce Road ■ Phase I Study


**Illinois Department
of Transportation**
**Local Public Agency
Engineering Services Agreement**

Using Federal Funds? ☐ Yes ☒ No Agreement For **MFT PE** Agreement Type **Supplement** Number **3**

LOCAL PUBLIC AGENCY

Local Public Agency **Will County** County **Will** Section Number **00-00074-21-EG** Job Number

Project Number Contact Name **Christina Kupkowski, P.E.** Phone Number **(815) 727-8476** Email **ckupkowski@willcountyillinois.com**

SECTION PROVISIONS

Local Street/Road Name **Caton Farm, Bruce Road** Key Route **FAU 0292** Length **10.5** Structure Number

Location Termini **U.S. Route 30 to IL Route 7 (159th Street)** **Add Location**
Remove Location

Project Description

Preparation of location, design, and environmental studies associated with Phase I engineering for the completion of the Phase I as a Planning and Environmental Linkages (PEL) Study

Engineering Funding ☒ MFT/TBP ☐ State ☐ Other

Anticipated Construction Funding ☐ Federal ☐ MFT/TBP ☐ State ☐ Other

AGREEMENT FOR

☒ Phase I - Preliminary Engineering ☐ Phase II - Design Engineering

CONSULTANT

Prime Consultant (Firm) Name **Civiltech Engineering, Inc.** Contact Name **Joel Christell, P.E.** Phone Number **(630) 735-3941** Email **jchristell@civiltechinc.com**

Address **Two Pierce Place, Suite 1400** City **Itasca** State **IL** Zip Code **60143**

THIS AGREEMENT IS MADE between the above Local Public Agency (LPA) and Consultant (ENGINEER) and covers certain professional engineering services in connection with the improvement of the above SECTION. Project funding allotted to the LPA by the State of Illinois under the general supervision of the State Department of Transportation, hereinafter called the "DEPARTMENT," will be used entirely or in part to finance ENGINEERING services as described under AGREEMENT PROVISIONS.

Since the services contemplated under the AGREEMENT are professional in nature, it is understood that the ENGINEER, acting as an individual, partnership, firm or legal entity, qualifies for professional status and will be governed by professional ethics in its relationship to the LPA and the DEPARTMENT. The LPA acknowledges the professional and ethical status of the ENGINEER by entering into an AGREEMENT on the basis of its qualifications and experience and determining its compensation by mutually satisfactory negotiations.

WHEREVER IN THIS AGREEMENT or attached exhibits the following terms are used, they shall be interpreted to mean:

Regional Engineer	Deputy Director, Office of Highways Project Implementation, Regional Engineer, Department of Transportation
Resident Construction Supervisor	Authorized representative of the LPA in immediate charge of the engineering details of the construction PROJECT
In Responsible Charge Contractor	A full time LPA employee authorized to administer inherently governmental PROJECT activities Company or Companies to which the construction contract was awarded

AGREEMENT EXHIBITS

The following EXHIBITS are attached hereto and made a part of hereof this AGREEMENT:

- ☒ EXHIBIT A: Scope of Services
- ☒ EXHIBIT B: Project Schedule
- ☒ EXHIBIT C: Qualification Based Selection (QBS) Checklist
- ☒ EXHIBIT D: Cost Estimate of Consultant Services (BLR 05513 or BLR 05514)
- ☐ EXHIBIT ____ : Direct Costs Check Sheet (attach BDE 436 when using Lump Sum on Specific Rate Compensation)
- ☐ _____
- ☐ _____
- ☐ _____

I. THE ENGINEER AGREES,

1. To perform or be responsible for the performance of the Scope of Services presented in EXHIBIT A for the LPA in connection with the proposed improvements herein before described.
2. The Classifications of the employees used in the work shall be consistent with the employee classifications and estimated staff hours. If higher-salaried personnel of the firm, including the Principal Engineer, perform services that are to be performed by lesser-salaried personnel, the wage rate billed for such services shall be commensurate with the payroll rate for the work performed.
3. That the ENGINEER shall be responsible for the accuracy of the work and shall promptly make necessary revisions or corrections required as a result of the ENGINEER'S error, omissions or negligent acts without additional compensation. Acceptance of work by the LPA or DEPARTMENT will not relieve the ENGINEER of the responsibility to make subsequent correction of any such errors or omissions or the responsibility for clarifying ambiguities.
4. That the ENGINEER will comply with applicable Federal laws and regulations, State of Illinois Statutes, and the local laws or ordinances of the LPA.
5. To pay its subconsultants for satisfactory performance no later than 30 days from receipt of each payment from the LPA.
6. To invoice the LPA, The ENGINEER shall submit all invoices to the LPA within three months of the completion of the work called for in the AGREEMENT or any subsequent Amendment or Supplement.
7. The ENGINEER or subconsultant shall not discriminate on the basis of race, color, national origin or sex in the performance of this AGREEMENT. The ENGINEER shall carry out applicable requirements of 49 CFR part 26 in the administration of US Department of Transportation (US DOT) assisted contract. Failure by the Engineer to carry out these requirements is a material breach of this AGREEMENT, which may result in the termination of this AGREEMENT or such other remedy as the LPA deems appropriate.
8. That none of the services to be furnished by the ENGINEER shall be sublet, assigned or transferred to any other party or parties without written consent of the LPA. The consent to sublet, assign or otherwise transfer any portion of the services to be furnished by the ENGINEER shall be construed to relieve the ENGINEER of any responsibility for the fulfillment of this AGREEMENT.
9. For Preliminary Engineering Contracts:
 - (a) To attend meetings and visit the site of the proposed improvement when requested to do so by representatives of the LPA or the DEPARTMENT, as defined in Exhibit A (Scope of Services).
 - (b) That all plans and other documents furnished by the ENGINEER pursuant to the AGREEMENT will be endorsed by the ENGINEER and affixed the ENGINEER's professional seal when such seal is required by law. Such endorsements must be made by a person, duly licensed or registered in the appropriate category by the Department of Professional Regulation of the State of Illinois. It will be the ENGINEER's responsibility to affix the proper seal as required by the Bureau of Local Roads and Streets manual published by the DEPARTMENT.
 - (c) That the ENGINEER is qualified technically and is thoroughly conversant with the design standards and policies applicable for the PROJECT; and that the ENGINEER has sufficient properly trained, organized and experienced personnel to perform the services enumerated in Exhibit A (Scope of Services).
10. That the engineering services shall include all equipment, instruments, supplies, transportation and personnel required to perform the duties of the ENGINEER in connection with this AGREEMENT (See DIRECT COST tab in BLR 05513 or BLR 05514).

II. THE LPA AGREES,

1. To certify by execution of this AGREEMENT that the selection of the ENGINEER was performed in accordance with the Professional Services Selection Act (50 ILCS 510) (Exhibit C).
2. To furnish the ENGINEER all presently available survey data, plans, specifications, and project information.
3. To pay the ENGINEER:
 - (a) For progressive payments - Upon receipt of monthly invoices from the ENGINEER and the approval thereof by the LPA, monthly payments for the work performed shall be due and payable to the ENGINEER, such payments to be equal to the value of the partially completed work minus all previous partial payments made to the ENGINEER.
 - (b) Final payment - Upon approval of the work by the LPA but not later than 60 days after the work is completed and reports have been made and accepted by the LPA and DEPARTMENT a sum of money equal to the basic fee as determined in this AGREEMENT less the total of the amount of partial payments previously paid to the ENGINEER

shall be due and payable to the ENGINEER.

(c) For Non-Federal County Projects - (605 ILCS 5/5-409)

- (1) For progressive payments - Upon receipt of monthly invoices from the ENGINEER and the approval thereof by the LPA, monthly payments for the work performed shall be due and payable to the ENGINEER. Such payments to be equal to the value of the partially completed work in all previous partial payments made to the ENGINEER.
- (2) Final payment - Upon approval of the work by the LPA but not later than 60 days after the work is completed and reports have been made and accepted by the LPA and STATE, a sum of money equal to the basic fee as determined in the AGREEMENT less the total of the amount of partial payments previously paid to the ENGINEER shall be due and payable to the ENGINEER.

4. To pay the ENGINEER as compensation for all services rendered in accordance with the AGREEMENT on the basis of the following compensation method as discussed in 5-5.10 of the BLR Manual.

Method of Compensation:

- ☐ Percent
- ☐ Lump Sum
- ☐ Specific Rate
- ☒ Cost plus Fixed Fee: Anniversary

Total Compensation = DL + DC + OH + FF

Where:

DL is the total Direct Labor,

DC is the total Direct Cost,

OH is the firm's overhead rate applied to their DL and

FF is the Fixed Fee.

Where $FF = (0.33 + R) DL + \%SubDL$, where R is the advertised Complexity Factor and %SubDL is 10% profit allowed on the direct labor of the subconsultants.

The Fixed Fee cannot exceed 15% of the DL + OH.

5. The recipient shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any US DOT-assisted contract or in the administration of its DBE program or the requirements of 49 CFR part 26. The recipient shall take all necessary and reasonable steps under 49 CFR part 26 to ensure nondiscrimination in the award and administration of US DOT-assisted contracts. The recipient's DBE program, as required by 49 CFR part 26 and as approved by US DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as violation of this AGREEMENT. Upon notification to the recipient of its failure to carry out its approved program, the Department may impose sanctions as provided for under part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C 3801 et seq.).

III. IT IS MUTUALLY AGREED,

1. To maintain, for a minimum of 3 years after the completion of the contract, adequate books, records and supporting documents to verify the amount, recipients and uses of all disbursements of funds passing in conjunction with the contract; the contract and all books, records and supporting documents related to the contract shall be available for review and audit by the Auditor General, and the DEPARTMENT; the Federal Highways Administration (FHWA) or any authorized representative of the federal government, and to provide full access to all relevant materials. Failure to maintain the books, records and supporting documents required by this section shall establish a presumption in favor of the DEPARTMENT for the recovery of any funds paid by the DEPARTMENT under the contract for which adequate books, records and supporting documentation are not available to support their purported disbursement.
2. That the ENGINEER shall be responsible for any all damages to property or persons out of an error, omission and/or negligent act in the prosecution of the ENGINEER's work and shall indemnify and save harmless the LPA, the DEPARTMENT, and their officers, agents and employees from all suits, claims, actions or damages liabilities, costs or damages of any nature whatsoever resulting there from. These indemnities shall not be limited by the listing of any insurance policy.
The LPA will notify the ENGINEER of any error or omission believed by the LPA to be caused by the negligence of the ENGINEER as soon as practicable after the discovery. The LPA reserves the right to take immediate action to remedy any error or omission if notification is not successful; if the ENGINEER fails to reply to a notification; or if the conditions created by the error or omission are in need of urgent correction to avoid accumulation of additional construction costs or damages to property and reasonable notice is not practicable.
3. This AGREEMENT may be terminated by the LPA upon giving notice in writing to the ENGINEER at the ENGINEER's last known post office address. Upon such termination, the ENGINEER shall cause to be delivered to the LPA all drawings, plats, surveys, reports, permits, agreements, soils and foundation analysis, provisions, specifications, partial and completed estimates and data, if any from soil survey and subsurface investigation with the understanding that all such materials becomes the property of the LPA. The LPA will be responsible for reimbursement of all eligible expenses incurred under the terms of this AGREEMENT up to the date of the written notice of termination.

4. In the event that the DEPARTMENT stops payment to the LPA, the LPA may suspend work on the project. If this agreement is suspended by the LPA for more than thirty (30) calendar days, consecutive or in aggregate, over the term of this AGREEMENT, the ENGINEER shall be compensated for all services performed and reimbursable expenses incurred prior to receipt of notice of suspension. In addition, upon the resumption of services the LPA shall compensate the ENGINEER, for expenses incurred as a result of the suspension and resumption of its services, and the ENGINEER's schedule and fees for the remainder of the project shall be equitably adjusted.
5. This AGREEMENT shall continue as an open contract and the obligations created herein shall remain in full force and effect until the completion of construction of any phase of professional services performed by others based upon the service provided herein. All obligations of the ENGINEER accepted under this AGREEMENT shall cease if construction or subsequent professional services are not commenced within 5 years after final payment by the LPA.
6. That the ENGINEER shall be responsible for any and all damages to property or persons arising out of an error, omission and/or negligent act in the prosecution of the ENGINEER's work and shall indemnify and have harmless the LPA, the DEPARTMENT, and their officers, employees from all suits, claims, actions or damages liabilities, costs or damages of any nature whatsoever resulting there from. These indemnities shall not be limited by the listing of any insurance policy.
7. The ENGINEER and LPA certify that their respective firm or agency:
 - (a) has not employed or retained for commission, percentage, brokerage, contingent fee or other considerations, any firm or person (other than a bona fide employee working solely for the LPA or the ENGINEER) to solicit or secure this AGREEMENT,
 - (b) has not agreed, as an express or implied condition for obtaining this AGREEMENT, to employ or retain the services of any firm or person in connection with carrying out the AGREEMENT or
 - (c) has not paid, or agreed to pay any firm, organization or person (other than a bona fide employee working solely for the LPA or the ENGINEER) any fee, contribution, donation or consideration of any kind for, or in connection with, procuring or carrying out the AGREEMENT.
 - (d) that neither the ENGINEER nor the LPA is/are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency,
 - (e) has not within a three-year period preceding the AGREEMENT been convicted of or had a civil judgment rendered against them for commission of fraud or criminal offense in connection with obtaining, attempting to obtain or performing a public (Federal, State or local) transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property.
 - (f) are not presently indicated for or otherwise criminally or civilly charged by a government entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph and
 - (g) has not within a three-year period preceding this AGREEMENT had one or more public transaction (Federal, State, local) terminated for cause or default.

Where the ENGINEER or LPA is unable to certify to any of the above statements in this clarification, an explanation shall be attached to this AGREEMENT.

8. In the event of delays due to unforeseeable causes beyond the control of and without fault or negligence of the ENGINEER no claim for damages shall be made by either party. Termination of the AGREEMENT or adjustment of the fee for the remaining services may be requested by either party if the overall delay from the unforeseen causes prevents completion of the work within six months after the specified completion date. Examples of unforeseen causes included but are not limited to: acts of God or a public enemy; acts of the LPA, DEPARTMENT, or other approving party not resulting from the ENGINEER's unacceptable services; fire; strikes; and floods.

If delays occur due to any cause preventing compliance with the PROJECT SCHEDULE, the ENGINEER shall apply in writing to the LPA for an extension of time. If approved, the PROJECT SCHEDULE shall be revised accordingly.

9. This certification is required by the Drug Free Workplace Act (30 ILCS 580). The Drug Free Workplace Act requires that no grantee or contractor shall receive a grant or be considered for the purpose of being awarded a contract for the procurement of any property or service from the DEPARTMENT unless that grantee or contractor will provide a drug free workplace. False certification or violation of the certification may result in sanctions including, but not limited to suspension of contract on grant payments, termination of a contract or grant and debarment of the contracting or grant opportunities with the DEPARTMENT for at least one (1) year but not more than (5) years.

For the purpose of this certification, "grantee" or "Contractor" means a corporation, partnership or an entity with twenty-five (25) or more employees at the time of issuing the grant or a department, division or other unit thereof, directly responsible for the specific performance under contract or grant of \$5,000 or more from the DEPARTMENT, as defined the Act.

The contractor/grantee certifies and agrees that it will provide a drug free workplace by:

- (a) Publishing a statement:
 - (1) Notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance, including cannabis, is prohibited in the grantee's or contractor's workplace.
 - (2) Specifying actions that will be taken against employees for violations of such prohibition.
 - (3) Notifying the employee that, as a condition of employment on such contract or grant, the employee will:
 - (a) abide by the terms of the statement; and
 - (b) notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than (5) days after such conviction.
- (b) Establishing a drug free awareness program to inform employees about:
 - (1) The dangers of drug abuse in the workplace;

- (2) The grantee's or contractor's policy to maintain a drug free workplace;
- (3) Any available drug counseling, rehabilitation and employee assistance program; and
- (4) The penalties that may be imposed upon an employee for drug violations.
- (c) Providing a copy of the statement required by subparagraph (a) to each employee engaged in the performance of the contract or grant and to post the statement in a prominent place in the workplace.
- (d) Notifying the contracting, or granting agency within ten (10) days after receiving notice under part (b) of paragraph (3) of subsection (a) above from an employee or otherwise, receiving actual notice of such conviction.
- (e) Imposing a sanction on, or requiring the satisfactory participation in a drug abuse assistance or rehabilitation program.
- (f) Assisting employees in selecting a course of action in the event drug counseling, treatment and rehabilitation is required and indicating that a trained referral team is in place.

Making a good faith effort to continue to maintain a drug free workplace through implementation of the Drug Free Workplace Act, the ENGINEER, LPA and the Department agree to meet the PROJECT SCHEDULE outlined in EXHIBIT B. Time is of the essence on this project and the ENGINEER's ability to meet the PROJECT SCHEDULE will be a factor in the LPA selecting the ENGINEER for future projects. The ENGINEER will submit progress reports with each invoice showing work that was completed during the last reporting period and work they expect to accomplish during the following period.

- 10. Due to the physical location of the project, certain work classifications may be subject to the Prevailing Wage Act (820 ILCS 130/0.01 et seq.).
- 11. For Preliminary Engineering Contracts:
 - (a) That tracing, plans, specifications, estimates, maps and other documents prepared by the ENGINEER in accordance with this AGREEMENT shall be delivered to and become the property of the LPA and that basic survey notes, sketches, charts, CADD files, related electronic files, and other data prepared or obtained in accordance with this AGREEMENT shall be made available, upon request to the LPA or to the DEPARTMENT, without restriction or limitation as to their use. Any re-use of these documents without the ENGINEER involvement shall be at the LPA's sole risk and will not impose liability upon the ENGINEER.
 - (b) That all reports, plans, estimates and special provisions furnished by the ENGINEER shall conform to the current Standard Specifications for Road and Bridge Construction, Bureau of Local Roads and Streets Manual or any other applicable requirements of the DEPARTMENT, it being understood that all such furnished documents shall be approved by the LPA and the DEPARTMENT before final acceptance. During the performance of the engineering services herein provided for, the ENGINEER shall be responsible for any loss or damage to the documents herein enumerated while they are in the ENGINEER's possession and any such loss or damage shall be restored at the ENGINEER's expense.

AGREEMENT SUMMARY

Prime Consultant (Firm) Name	TIN/FEIN/SS Number	Agreement Amount
Civiltech Engineering, Inc.	36-360666	\$163,745.13
Subconsultants	TIN/FEIN/SS Number	Agreement Amount
Subconsultant Total		
Prime Consultant Total		\$163,745.13
Total for all work		\$163,745.13

AGREEMENT SIGNATURES

Executed by the LPA:

Attest: The County of Will County

By (Signature & Date) [Signature]

Local Public Agency Type County Clerk

By (Signature & Date) [Signature] 11/29/22

Local Public Agency Will County Title County Executive

(SEAL)

Executed by the ENGINEER:

Attest: Prime Consultant (Firm) Name Civiltech Engineering, Inc.

By (Signature & Date) [Signature]

Title [Signature]

By (Signature & Date) [Signature]

Title [Signature]

APPROVED:

Regional Engineer, Department of Transportation (Signature & Date)

[Signature]

Attachment: Civiltech PELL Supplement (22-408 : Caton Farm - Bruce Road Corridor Study w Civiltech)

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
Will County	Civiltech Engineering, Inc.	Will	00-00074-21-EG

EXHIBIT A
SCOPE OF SERVICES

To perform or be responsible for the performance of the engineering services for the LPA, in connection with the PROJECT herein before described and enumerated below

See attachment A

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
Will County	Civiltech Engineering, Inc.	Will	00-00074-21-EG

**EXHIBIT B
PROJECT SCHEDULE**

Completion date 9 months after notice to proceed.

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
Will County	Civiltech Engineering, Inc.	Will	00-00074-21-EG

Exhibit C**Qualification Based Selection (QBS) Checklist**

The LPA must complete Exhibit D. If the value meets or will exceed the threshold in 50 ILCS 510, QBS requirements must be followed. Under the threshold, QBS requirements do not apply. The threshold is adjusted annually. If the value is under the threshold with federal funds being used, federal small purchase guidelines must be followed.

☐ Form Not Applicable (engineering services less than the threshold)

Items 1-13 are required when using federal funds and QBS process is applicable. Items 14-16 are required when using State funds and the QBS process is applicable.

		No	Yes
1	Do the written QBS policies and procedures discuss the initial administration (procurement, management and administration) concerning engineering and design related consultant services?	<input type="checkbox"/>	<input type="checkbox"/>
2	Do the written QBS policies and procedures follow the requirements as outlined in Section 5-5 and specifically Section 5-5.06 (e) of the BLRS Manual?	<input type="checkbox"/>	<input type="checkbox"/>
3	Was the scope of services for this project clearly defined?	<input type="checkbox"/>	<input type="checkbox"/>
4	Was public notice given for this project?	<input type="checkbox"/>	<input type="checkbox"/>
5	Do the written QBS policies and procedures cover conflicts of interest?	<input type="checkbox"/>	<input type="checkbox"/>
6	Do the written QBS policies and procedures use covered methods of verification for suspension and debarment?	<input type="checkbox"/>	<input type="checkbox"/>
7	Do the written QBS policies and procedures discuss the methods of evaluation?	<input type="checkbox"/>	<input type="checkbox"/>
Project Criteria		Weighting	
8	Do the written QBS policies and procedures discuss the method of selection?	<input type="checkbox"/>	<input type="checkbox"/>
Selection committee (titles) for this project			
Top three consultants ranked for this project in order			
1			
2			
3			
9	Was an estimated cost of engineering for this project developed in-house prior to contract negotiation?	<input type="checkbox"/>	<input type="checkbox"/>
10	Were negotiations for this project performed in accordance with federal requirements.	<input type="checkbox"/>	<input type="checkbox"/>
11	Were acceptable costs for this project verified?	<input type="checkbox"/>	<input type="checkbox"/>
12	Do the written QBS policies and procedures cover review and approving for payment, before forwarding the request for reimbursement to IDOT for further review and approval?	<input type="checkbox"/>	<input type="checkbox"/>
13	Do the written QBS policies and procedures cover ongoing and finalizing administration of the project (monitoring, evaluation, closing-out a contract, records retention, responsibility, remedies to violations or breaches to a contract, and resolution of disputes)?	<input type="checkbox"/>	<input type="checkbox"/>
14	QBS according to State requirements used?	<input type="checkbox"/>	<input type="checkbox"/>
15	Existing relationship used in lieu of QBS process?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16	LPA is a home rule community (Exempt from QBS).	<input type="checkbox"/>	<input type="checkbox"/>

Instructions for BLR 05530 - Page 1 of 3

Form instructions are not to be submitted with the form

This form shall be used for a Local Public Agency (LPA) to enter into an agreement with an Engineering firm in connection with a project funded with Federal, State, and/or Motor Fuel Tax (MFT) funds. Based on the selection of type of engineering agreement and funding type, the form will change. For more information refer to the Bureau of Local Roads and Streets Manual (BLRS) Chapter 5. For signature requirements refer to Chapter 2, Section 3.05(b) of the BLRS manual.

This form can also be used for structure inspections.

When filing out this form electronically, once a field is initially completed, fields requiring the same information will be auto-populated.

Using Federal Funds?	The user must select yes or no. Based on the selection, a drop-down menu will appear. The language of the form changes based on the selection. Selecting yes indicates federal funds will be used to fund all or a portion of the engineering for this phase of this project. Selecting no indicates no federal funds will be used to fund any engineering for this phase of the project.
Agreement For	If yes was selected for using Federal Funds, select Federal PE or Federal CE from the drop-down. If no was selected for using Federal Funds, select MFT PE, MFT CE, or MFT PE-CE.
Agreement Type Number	From the drop down, select the type of agreement, types to choose from are: Original or Supplemental If the agreement is for a supplemental, insert the number of the supplemental using number 1 for the first supplemental, and increase the numbering as the supplementals increase.
Local Public Agency	
Local Public Agency	Insert the name of the LPA. This field value is used to populate the LPA name in the Agreement Signatures and the Exhibit pages.
County	Insert the name of the county in which the LPA is located.
Section Number	Insert the section number applied to this project without dashes, dashes are automatically inserted.
Job Number	Insert the job number assigned for the project, if applicable.
Project Number	Insert the project number assigned for this project, if applicable.
Contact Name	Insert the name of the LPA contact for this project.
Phone Number	Insert the phone for the LPA contact listed to the left without dashes.
Email	Insert the email for the LPA contact listed to the left.
Section Provisions	
Location	Use the add location button to add additional locations, if needed, for up to a total of five locations. If there are more than five locations, use various.
Local Street/Road Name	Insert the local street/road name.
Key Route	Insert the key route of the street/road listed to the left, if applicable.
Length	Insert the length in miles as it pertains to the location listed to the left. For a structure insert 0.01.
Structure Number	Insert the existing structure number(s) for this project.
Location Termini	Insert the beginning and ending termini as it pertains to this location for this project.
Add Location	Use this button to add additional location.
Remove Location	Use this button to remove a location added in error. Please note that at least one location is required.
Project Description	Insert a description of the work to be accomplished by this project.
Engineering Funding	Check all boxes that apply, if type other is checked, insert the type of other funding in the box following "other." The form will change based on the box(es) checked.
Anticipated Construction Funding	Check all boxes that apply, if type other is checked, insert the type of other funding in the box following "other."

Instructions for BLR 05530 - Page 2 of 3

Agreement For

Select the check box for the type of engineering the agreement is for. Phase I for Preliminary Engineering, Phase II for Design Engineering, Phase III for Construction Engineering. When Federal Funds are used, Phase I and Phase II can be selected when the agreement is for Federal PE. When Federal CE is selected, only Phase III can be selected. For MFT, the Phases can be selected based on the original selection at the top of the form for the agreement type.

Consultant

Primary Consultant (Firm) Name Insert the name of the primary consultant firm that will be executing this agreement. This field value is used to populate the consultant name in the Agreement Summary, Agreement Signatures and the Exhibit pages.

Contact Name Insert the name of the contact for the firm listed to the left.

Phone Number Insert the phone number for the contact listed to the left, without dashes.

Email Insert the email of the contact listed to the left.

Address Insert the address of the firm listed to the left.

City Insert the city of the firm listed to the left.

State Insert the state of the firm listed to the left.

Zip Code Insert the zip code of the firm listed to the left.

Agreement Exhibits

Check all that apply, for boxes checked that do not have a description, insert the name of the exhibit.

Exhibit A Insert the scope of services covered by this agreement/ project. This exhibit is required.

Exhibit B Insert the project schedule that applies to this agreement/ project. This exhibit is required.

Exhibit C Qualification Based Selection (QBS) Checklist process must be followed when the value of engineering will meet and/or exceed the threshold in 50 ILCS 510. If the process does not apply, check the form not applicable checkbox on the top of the exhibit page. If the process applies and using federal funds, complete items 1 through 13. If the process applies and using state funds, complete items 14 through 16.

Exhibit D Cost Plus Estimate of Consultant Services (CECS) Worksheet (BLR 05513 or BLR 05514). If the method of compensation was checked (under LPA Agrees item 4) as Cost Plus Fixed Fee (Anniversary Raise or Fixed Raise) in the agreement, then this exhibit is required and the correct BLR form: BLR 05514 for Fixed Raise or BLR 05513 for Anniversary Raise.

Exhibit Use the remaining boxes and lines to add additional exhibits as needed.

LPA Agrees

Method of Compensation

Select the method of compensation for this agreement by checking the applicable box.

If Percent is checked (this is only available when agreement is for MFT funds.), insert in the box the applicable percentage.

If Lump Sum is checked, complete the box after lump sum showing the lump sum compensation amount. For agreements funded with federal funds the lump sum shall be determined by using the Cost Plus Fixed Fee formula.

If Specific Rate is checked, insert the specific rate in the box. The specific rate cannot exceed \$150,000. For a federal project this is limited to testing services only.

If Cost Plus Fixed Fee is checked, select the type of raise the agreement will use: Anniversary or Fixed. If this method is selected, BLR 05513 or BLR 05514 must be included in the exhibits.

Instructions for BLR 05530 - Page 3 of 3

Agreement Summary

Prime Consultant (Firm) Name	Field populated from the Prime Consultant (Firm) Name entered on the first pages of the agreement.
TIN/FEIN/SS	Insert the Prime Consultant's Taxpayer Identification Number (TIN), Federal Employer Identification Number (FEIN) or Social Security Number (SS).
Agreement Amount	Insert the maximum agreement amount.
Subconsultant(s)	As applicable, insert the name of each subconsultant engaged in this agreement/ project. Subconsultants are defined as any firm that is required to complete a Cost Estimate of Consultant Services (CECS) Worksheet.
TIN/FEIN/SS	Insert the Subconsultant's Taxpayer Identification Number (TIN), Federal Employer Identification Number (FEIN) or Social Security Number (SS).
Agreement Amount	Insert the maximum agreement amount for the subconsultant listed to the left.
Add Subconsultant	If additional lines are needed for additional subconsultants, insert lines as needed and complete the required information.
Subconsultant Total	This field is automatically completed, it is the sum of all the agreement amounts for all subconsultants listed.
Prime Total	This field is automatically completed, it is the amount of the prime consultant fee as listed above.
Total for All	This field is automatically completed, it is the sum of the subconsultant and the prime total.

Agreement Signatures

Executed by LPA

Local Public Agency Type	From the drop down, select the type of LPA. Types to choose from are: City, County, Town, or Village.
Local Public Agency	Field populated from the Local Public Agency entered on the first pages of the agreement.
By	The LPA clerk will sign here.
By	The LPA official authorized to sign this agreement will sign and date here.
Seal of LPA	The LPA will seal the document here.
Title	Insert the title of the LPA official who signed above.

Executed by the Engineer

Prime Consultant (Firm) Name	Field populated from the Prime Consultant (Firm) Name entered on first pages of the agreement.
By	The person(s) authorized to sign this agreement from the engineering firm will sign and date here.
Title	Insert the title of the person signing above.

For Agreement using MFT or State Funds only:

Regional Engineer	Upon approval the Regional Engineer will sign and date here.
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A minimum of four (4) signed originals must be submitted to the Regional Engineer's District office.

Following approval, distribution will be as follows:

- Central Office (only for Projects using State and/or Federal Funds)
- District
- Engineer (Municipal, Consultant or County)
- Local Public Agency Clerk

Caton Farm - Bruce Road Phase I Study
Will County Division of Transportation

**SCOPE OF WORK
SUPPLEMENT #4**

Scope of Work

All of the items described below are modifications to the scope of services contained in the Original Agreement for the Caton Farm – Bruce Road Phase I Study dated May 16, 2001, Supplement #1 dated October 7, 2009, Supplement #2 dated August 24, 2012, and Supplement #3 dated October 29, 2020.

1. **Collect, Review and & Evaluate Existing Data** – Reevaluation and updates to existing right-of-way and survey data. Incorporation of existing County Lidar data to provide accurate geometric and surface modeling.
2. **Aerial Photography Base Sheets** – No additional work is required.
3. **Field Surveys** – No additional work is required.
4. **Environmental Data, Coordination, Inventory, and Analysis** – No additional work is required.
5. **Evaluate Environmental Impacts to Feasible Alternates** – No additional work is required.
6. **Geotechnical Investigations** – No additional work is required.
7. **Location Drainage Study** – Assistance to CBBEL to provide detailed geometric modeling and cross sections to complete the drainage design and analysis.
8. **Noise Analysis** – Prior to Supplement #3, a draft Highway Noise Analysis report dated August 21, 2013 was completed for the preferred alternative that included the Middle Alignment. It was reviewed by IDOT and was ready for FHWA review. Subsequently, the preferred alternative was revised to omit the Middle Alignment, and instead include the Gougar Road alignment. Supplement #3 included updating the analysis to accomplish the following: 1) reflect the new preferred alternative, 2) use 2050 traffic volumes in place of the previous 2040 traffic volumes, and 3) bring the entire analysis and reporting process up to the latest standards to meet current

reviewer expectations at IDOT. As work has progressed on the updated traffic noise analysis, additional effort has been identified as follows.

- a. Field measurements to quantify the level of existing highway traffic noise at sensitive receptors and to validate the noise model 25 sensitive receptor locations were completed as anticipated, however an additional day of measurements was necessary due to a delay in monitoring in the Fairmont neighborhood. A second additional day is necessary due to several locations not validating during the 2021 field measurements.
- b. Field measurements were conducted to establish existing conditions noise levels at Common Noise Environments where traffic noise is not the singularly dominant noise source in the field. Subsequent to Supplement #3, through another Civiltech noise project with a proposed roadway on a new alignment, IDOT made Civiltech aware of a newer unwritten policy regarding using field measured noise levels as the existing noise levels in the analysis (instead of using modeled noise levels). Since TNM only models noise coming from traffic sources, and there are no nearby traffic sources along new alignments, the model can significantly underestimate the true ambient noise in the field, thereby over-predicting impacts due to substantial noise increases. On this project, this condition exists where the proposed alignment extends roughly between Brassell Street and Bruce Road. This sub-item covers field measurement of noise levels at the 10 CNE locations along this stretch.
- c. Based on 1) the change in alignment from Middle to Gougar, and 2) updating to the latest IDOT modeling and reporting expectations, there is a net increase of approximately 12 CNEs over what was anticipated in Supplement #3. This sub-item covers modeling these additional 12 CNEs.

See sub-item c. This sub-item covers modeling the additional 12 CNEs.
- d. Perform highway traffic noise analysis for 2050 No-Action Alternative.

See sub-item c. This sub-item covers modeling the additional 12 CNEs.
- e. Perform a 2050 analysis using TNM for the preferred improvement to identify if highway traffic noise impacts will result at any of the developed receptor locations.

See sub-item c. This sub-item covers modeling the additional 12 CNEs.
- f. Highway traffic noise abatement measures and the feasibility of noise barriers was completed as part of the August 2013 Draft Report. Noise barriers were evaluated at 27 impacted receptors and deemed feasible at 19. Supplement #3 assumed a similar number of barrier evaluations and feasible locations. This sub-item covers evaluating barriers at an additional 8 locations (total 35) and assumes barriers are feasible at an additional 5 locations (total 24). This sub-item covers evaluating feasibility at an additional 8 locations.
- g. Evaluation of the noise reduction design goal and cost reasonableness of the noise barrier(s) was completed as part of the August 2013 Draft Report. Noise barriers at 16 of the 19

**Caton Farm-Bruce Road Phase I Study
Scope of Services
Supplement #4**

impacted receptors met the noise reduction design goal (NRDG), and 8 of those 16 met the cost-reasonableness (CR) criterion. Supplement #3 assumed a similar number of receptors meeting the NRDG criterion, and that 10 would meet the CR criteria. This sub-item will cover re-evaluating the reasonableness of an additional 5 feasible noise barrier locations, and assumes that an additional 2 will meet CR criteria, for a total of 12.

- h. Meetings with residents predicted to be benefited by feasible and reasonable noise barriers.

Civiltech is currently scoped to hold five meetings covering an anticipated total of 10 impacted neighborhoods where barriers are deemed feasible and reasonable based on NRDG and CR. This item covers an additional 2 neighborhoods, which translates to 1 additional meeting.

- i. For undeveloped properties, using TNM, predict the offset from the roadway beyond which highway traffic noise impacts might be expected in 2050 if the properties were developed.

As of the August 2013 Draft Report, this effort was completed for 15 undeveloped properties along the study corridor. Supplement #3 assumed a similar number of undeveloped property locations, however it is now estimated that there will be 18. This sub-item covers evaluating impacts at 3 undeveloped property locations.

- j. Prepare Highway Traffic Noise Analysis Technical Memorandum including exhibits and tables for the preferred alternative and submit for review and comment to the County, IDOT, and FHWA. All submittals will be electronic.

This sub-item covers additional text, table, and exhibit work required for the additional analyses described above.

- k. Revise Technical Memorandum one time per each review (County, IDOT, and FHWA).

This sub-item covers additional text, table, and exhibit revision work required for the additional analyses described above.

- l. Incorporate results into Environmental Report – No additional work is required.
- m. Transmit noise analysis report to local officials – No additional work is required.

9. Air Quality Analysis – No additional work is required.

10. Wetland Impact Evaluation – No additional work is required.

11. **Determine Comprehensive Impacts** – Identify additional comprehensive impacts to the preferred alternative that have developed since the 2015 Draft EA submittal.
12. **Identify Measures to Minimize Harm** – Additional design modifications to accommodate for drainage throughout the corridor.
13. **Alternate Geometric Studies** – Further geometric evaluation is required to accommodate shifts in the alignment at the I-355 bridge and additional turn lanes at multiple intersections.
14. **Accident Analysis** – IDOT has recently begun requiring an HSM analysis to be completed for evaluation of existing and predicted crashes within the corridor. An HSM data analysis will be completed in IDOT's HSM modeling program and the analysis will be completed in a separate report from the Environmental Assessment document and included as part of the appendices.
15. **Maintenance of Traffic** – No additional work is required
16. **Intersection Design Studies** – No additional work is required.
17. **Environmental Assessment (Preliminary)** – No additional work is required.
18. **Combined Design Report (Preliminary)** – No additional work is required
19. **Public Involvement** – Additional public involvement will include:
 - 2 Fairmont Community Stakeholder Involvement Group Meeting
 - 3 additional Fairmont Community Public Involvement Meetings
 - Stakeholder Bi-monthly Updates
 - Public Hearing – Animation of the corridor and various renderings throughout the corridor (6 total)
 - Additional Public Hearing location in Fairmont

Reorganization of the project website to provide easier navigation for the public. Also, recreation of several areas of the website was required after the web host lost several years of website data. To prevent further website hosting issues, the website will be

transferred to a new web host to allow for more stability.

20. **Environmental Assessment/ FONSI** – Additional reviews from IDOT that have become a requirement in the past year.
21. **Combined Design Report (Final)** – CBBEL will be responsible for the Combined Design Report. Civiltech will assist with incorporation of new information.
22. **Section 4(f) Evaluation/ Section 6(f) Coordination & Documentation** – Given the findings of the Historic Resources Report, an Individual Section 4(f) Evaluation may be required following the review from the State Historic Preservation Office (SHPO). An Individual Section 4(f) Evaluation due to a Section 106 Adverse Effect determination would require the following:
 - Write draft Section 4(f) Evaluation including the following:
 - Description of the proposed action, including a statement of the project purpose and need.
 - Description of the Section 4(f) resource(s).
 - Description of the alternatives, including avoidance alternatives.
 - Description of impacts.
 - Discussion of mitigation measures.
 - Discussion of a Least Harms Analysis
 - Discussion of coordination activities.
 - Prepare report exhibits.
 - Submit draft Section 4(f) Evaluation report to IDOT/FHWA for review and comment.
 - Revise draft report up to 5 times based upon review comments and prepare the Final Section 4(f) Evaluation.
 - Prepare disposition of comments for each submittal.
 - Publish Draft Section 4(f) Evaluation for public comment.
 - Prepare disposition of public comments.
 - Submit Final Section 4(f) Evaluation. Hard copies as well as electronic files will be provided.
 - Process Final Section 4(f) Evaluation for signature.
23. **Section 106 Coordination and Documentation** – Given the findings of the Historic Resources Report, an Adverse Effect determination is possible for several historic properties within the corridor. Concurrence for the Area of Potential Effects has already been received from SHPO. An Assessment of Effects (AOE) would be completed by CBBEL with support from Civiltech. Additional items Civiltech will complete as part of the requirements to meet Section 106 requirements are as follows:

- **Memorandum of Agreement**
 - Description of the proposed action, including a statement of the project purpose and need.
 - Description of the Section 106 resource.
 - Description of the alternatives, including avoidance alternatives.
 - Description of impacts.
 - Discussion of mitigation measures.
 - Discussion of coordination activities.
 - Applicable exhibits.
 - Revised draft MOA up to 3 times based upon review comments and prepare the MOA. This includes a disposition of comments.
24. **Administration & Coordination** –A draft EA was last submitted to IDOT in 2015. Additional assessment of what items require updating must be coordinated with IDOT, FHWA, Local Agencies, and County Staff. Addition coordination meetings anticipated for the duration of the project are as follow:
- Weekly consultant coordination meetings
 - Bi-weekly project status check-in with WCDOT
 - 3 additional IDOT/FHWA meetings
 - Coordination with V3 and municipalities for upcoming municipal work
 - Tollway meeting – update for project and drainage basin
25. **NEPA/404 Merger Process Coordination** – One additional meeting was required to receive approval of Concurrence Point #3.
26. **Hines Emerald Dragonfly Coordination** – Additional help was requested by IDOT to complete the Biological Assessment.
27. **Structural Studies** – Additional effort was required to inspect the Gougar Rd Culvert over Fraction Run (SN 099-3096) and the Gougar Rd Bridge over I-355 (SN 099-3026). Additional efforts were also required in preparing the BCRs for SN 099-3026 and SN 099-3096. Specifics include:
- The inspection of the bridge (SN 099-3026) due to field conditions
 - Additional BCR preparation for the culvert (SN 099-3096) due to geometric challenges with the proposed side path and landscaped median.
 - Streambed migration (SN 099-3096) that complicated the proposed scope of work, eliminating culvert extension and requiring a full structure replacement.
 - Additional coordination was required with subconsultants due to the proposed replacement for the Gougar Rd Culvert (SN 099-3096).

Caton Farm-Bruce Road Phase I Study
Scope of Services
Supplement #4

- Additional revision of the BCR for the bridge (SN 099-3026) due to complexity of the extreme skew, tapered framing plan, and Spliced Post-Tensioned PPC I-beams, and close proximity of the 163rd Street intersection.

Additional preparation is required for the Type Size & Location (TSL) for the bridge (SN 099-3026) due to the structure's complexity being great than anticipated due to:

- Tapered Framing Plan
- Spliced Post-Tensioned PPC I-Beams
- Profile Raise over the Bridge

28. **Preliminary Environmental Site Assessment** – PESA figures will need to be updated to reflect the revised ESR limits. Additionally, A PESA validation will be required, as 180 days will have passed since the initial assessment.

The PESA validation will be completed by Huff and Huff , Inc. A copy of their scope is attached.

Will County Division of Transportation
Caton Farm - Bruce Road Phase I Study

EXHIBIT A - PRELIMINARY ENGINEERING COST ESTIMATE OF CONSULTANT SERVICES Supplement #4

Route: Caton Farm - Bruce Road
Local Agency: Will County Division of Transportation
Section: 00-0074-21-EG
Project:
Job No:

Method of Compensation:

- ☒ Cost Plus Fixed Fee 1
☐ Cost Plus Fixed Fee 2
☐ Cost Plus Fixed Fee 3
☐ Specific Rate
☐ Lump Sum

See Exhibit A-1 for Scope of Services

See Exhibit A-2 for a Detailed Workhour Estimate.

See Exhibit A-3 for detailed Services by Others and In-House Direct Costs.

*Firm's approved rates on file with IDOT's
Bureau of Accounting and Auditing:

Overhead Rate (OH) 1.2488
Complexity Factor (R) 0.000
Calendar Days 550

Cost Estimate of Consultant's Services in Dollars

Element of Work	Employee Classification	Man-hours	Payroll Rate	Payroll Costs (DL)	Overhead*	Services by Others	In-House Direct Costs (IHDC)	Profit	Total
1 Data Collection									
	Principal	0	\$ 70.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Manager	0	\$ 48.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sr. Project Engineer	0	\$ 45.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Engineer	8	\$ 35.00	\$ 280.00	\$ 359.65	\$ -	\$ -	\$ 93.91	\$ 741.56
	Design Engineer	40	\$ 33.50	\$ 1,340.00	\$ 1,673.39	\$ -	\$ -	\$ 436.94	\$ 3,450.33
	Sr. Design Technician	40	\$ 40.00	\$ 1,600.00	\$ 1,998.08	\$ -	\$ -	\$ 521.72	\$ 4,119.80
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	88	\$ -	\$ 3,228.00	\$ 4,031.13	\$ -	\$ -	\$ 1,052.57	\$ 8,311.70
2 Aerial Photography/Base Sheets									
	Principal	0	\$ 70.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Manager	0	\$ 48.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sr. Project Engineer	0	\$ 45.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
No Additional Work	Project Engineer	0	\$ 35.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Design Engineer	0	\$ 33.50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Cost Estimate of Consultant's Services in Dollars

Attachment: Civiltch PELL Supplement (22-408 : Caton Farm - Bruce Road Corridor Study w Civiltch)

Element of Work	Employee Classification	Man-hours	Payroll Rate	Payroll Costs (DL)	Overhead*	Services by Others	In-House Direct Costs (IHD)	Profit	Total
3 Field Surveys	Principal	0	\$ 70.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Manager	0	\$ 48.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sr. Project Engineer	0	\$ 45.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Engineer	0	\$ 36.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Design Engineer	0	\$ 33.50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4 Environmental Data Inventory, Coordination & Analysis	Principal	0	\$ 70.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Manager	0	\$ 48.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sr. Project Engineer	0	\$ 45.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Engineer	0	\$ 36.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Design Engineer	0	\$ 33.50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5 Evaluate Environmental Impacts to Feasible Alternates	Principal	0	\$ 70.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Manager	0	\$ 48.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sr. Project Engineer	0	\$ 45.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Engineer	0	\$ 36.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Design Engineer	0	\$ 33.50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6 Geotechnical Investigations	Principal	0	\$ 70.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Manager	0	\$ 48.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sr. Project Engineer	0	\$ 45.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Engineer	0	\$ 36.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Design Engineer	0	\$ 33.50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PRELIMINARY ENGINEERING COST ESTIMATE OF CONSULTANT'S SERVICES
EXHIBIT A-2
Page 2 of 8

Cost Estimate of Consultant's Services in Dollars

Element of Work	Employee Classification	Man-hours	Payroll Rate	Payroll Costs (DL)	Overhead*	Services by Others	In-House Direct Costs (HDC)	Profit	Total
7 Location Drainage Study									
	Principal	8	\$ 70.00	\$ -	\$ -		\$ -	\$ -	\$ -
	Project Manager	8	\$ 48.00	\$ 560.00	\$ 899.33			\$ 182.60	\$ 1,441.93
To be completed by CBDEL with CEI support								\$ 125.21	\$ 988.75
	Sr. Project Engineer	0	\$ 45.00	\$ -	\$ -			\$ -	\$ -
	Project Engineer	24	\$ 36.00	\$ 864.00	\$ 1,078.96			\$ 281.73	\$ 2,224.69
	Design Engineer	40	\$ 33.50	\$ 1,340.00	\$ 1,673.39			\$ 436.94	\$ 3,450.33
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -			\$ -	\$ -
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -			\$ -	\$ -
	Subtotal	80	\$ -	\$ 3,148.00	\$ 3,931.22	\$ -	\$ -	\$ 1,026.49	\$ 8,105.71
8 Noise Analysis									
	Principal	2	\$ 70.00	\$ -	\$ -	\$ -	\$ 537.60	\$ 77.95	\$ 615.55
	Project Manager	40	\$ 48.00	\$ 140.00	\$ 174.83			\$ 45.65	\$ 360.48
	Sr. Project Engineer	6	\$ 45.00	\$ 1,920.00	\$ 2,397.70			\$ 626.07	\$ 4,943.76
	Project Engineer	0	\$ 36.00	\$ 270.00	\$ 337.18			\$ 88.04	\$ 695.22
	Design Engineer	158	\$ 33.50	\$ 5,293.00	\$ 6,609.90			\$ 1,725.92	\$ 13,628.82
	Sr. Design Technician	26	\$ 40.00	\$ 1,040.00	\$ 1,298.75			\$ 338.12	\$ 2,677.87
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -			\$ -	\$ -
	Subtotal	232	\$ -	\$ 8,663.00	\$ 10,818.35	\$ -	\$ 537.60	\$ 2,902.75	\$ 22,921.70
9 Air Quality Analysis									
	Principal	0	\$ 70.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Manager	0	\$ 48.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
No Additional Work									
	Sr. Project Engineer	0	\$ 45.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Engineer	0	\$ 36.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Design Engineer	0	\$ 33.50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
10 Wetland Impact Evaluation									
	Principal	0	\$ 70.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Manager	0	\$ 48.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
No Additional Work									
	Sr. Project Engineer	0	\$ 45.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Engineer	0	\$ 36.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Design Engineer	0	\$ 33.50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PRELIMINARY ENGINEERING COST ESTIMATE OF CONSULTANT'S SERVICES
EXHIBIT A-2
Page 3 of 8

Cost Estimate of Consultant's Services in Dollars

Attachment: Civiltech PELL Supplement (22-408 : Caton Farm - Bruce Road Corridor Study w Civiltech)

Element of Work	Employee Classification	Man-hours	Payroll Rate	Payroll Costs (DL)	Overhead*	Services by Others	In-House Direct Costs (IHDC)	Profit	Total
11 Determine Comprehensive Impacts									
	Principal	8	\$ 70.00	\$ 560.00	\$ 696.33	\$ -	\$ -	\$ -	\$ -
	Project Manager	16	\$ 48.00	\$ 768.00	\$ 959.08	\$ -	\$ -	\$ 182.60	\$ 1,441.93
	Sr. Project Engineer	20	\$ 45.00	\$ 900.00	\$ 1,123.92	\$ -	\$ -	\$ 250.43	\$ 1,977.50
	Project Engineer	10	\$ 36.00	\$ 360.00	\$ 448.57	\$ -	\$ -	\$ 293.47	\$ 2,317.39
	Design Engineer	0	\$ 33.50	\$ -	\$ -	\$ -	\$ -	\$ 117.39	\$ 926.96
	Sr. Design Technician	8	\$ 40.00	\$ 320.00	\$ 399.62	\$ -	\$ -	\$ 104.34	\$ 823.96
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	62	\$ -	\$ 2,908.00	\$ 3,631.51	\$ -	\$ -	\$ 948.23	\$ 7,487.74
12 Identify Measures to Minimize Harm									
	Principal	0	\$ 70.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Manager	4	\$ 48.00	\$ 192.00	\$ 239.77	\$ -	\$ -	\$ 62.61	\$ 494.38
	Sr. Project Engineer	4	\$ 45.00	\$ 180.00	\$ 224.78	\$ -	\$ -	\$ 58.69	\$ 463.48
	Project Engineer	16	\$ 36.00	\$ 576.00	\$ 719.31	\$ -	\$ -	\$ 187.82	\$ 1,483.13
	Design Engineer	16	\$ 33.50	\$ 536.00	\$ 669.36	\$ -	\$ -	\$ 174.78	\$ 1,380.13
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	40	\$ -	\$ 1,484.00	\$ 1,853.22	\$ -	\$ -	\$ 483.90	\$ 3,821.12
13 Alternate Geometric Studies									
	Principal	0	\$ 70.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Manager	8	\$ 48.00	\$ 384.00	\$ 479.54	\$ -	\$ -	\$ 125.21	\$ 988.75
	Sr. Project Engineer	0	\$ 45.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Engineer	16	\$ 36.00	\$ 576.00	\$ 719.31	\$ -	\$ -	\$ 187.82	\$ 1,483.13
	Design Engineer	44	\$ 33.50	\$ 1,474.00	\$ 1,840.73	\$ -	\$ -	\$ 480.64	\$ 3,795.37
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	68	\$ -	\$ 2,434.00	\$ 3,039.58	\$ -	\$ -	\$ 793.67	\$ 6,267.25
14 Accident Analysis									
	Principal	0	\$ 70.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Manager	4	\$ 48.00	\$ 192.00	\$ 239.77	\$ -	\$ -	\$ 62.61	\$ 494.38
	Sr. Project Engineer	8	\$ 45.00	\$ 360.00	\$ 449.57	\$ -	\$ -	\$ 117.39	\$ 926.96
	Project Engineer	28	\$ 36.00	\$ 1,008.00	\$ 1,258.79	\$ -	\$ -	\$ 328.68	\$ 2,595.48
	Design Engineer	116	\$ 33.50	\$ 3,886.00	\$ 4,852.84	\$ -	\$ -	\$ 1,267.13	\$ 10,005.97
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	156	\$ -	\$ 5,446.00	\$ 6,800.96	\$ -	\$ -	\$ 1,775.81	\$ 14,022.77

PRELIMINARY ENGINEERING COST ESTIMATE OF CONSULTANT'S SERVICES
EXHIBIT A-2
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Cost Estimate of Consultant's Services in Dollars

Element of Work	Employee Classification	Man-hours	Payroll Rate	Payroll Costs (DL)	Overhead*	Services by Others	In-House Direct Costs (IHDC)	Profit	Total
15 Maintenance of Traffic	Principal	0	\$ 70.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Manager	0	\$ 48.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sr. Project Engineer	0	\$ 45.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Engineer	0	\$ 36.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Design Engineer	0	\$ 33.50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
16 Intersection Design Studies	Administrative Assistant	0	\$ 24.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17 Prepare Environmental Assessment (Preliminary)	Principal	0	\$ 70.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Manager	0	\$ 48.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sr. Project Engineer	0	\$ 45.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Engineer	0	\$ 36.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Design Engineer	0	\$ 33.50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
18 Combined Design Report (Preliminary)	Administrative Assistant	0	\$ 24.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
No Additional Work	Principal	0	\$ 70.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Manager	0	\$ 48.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sr. Project Engineer	0	\$ 45.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Engineer	0	\$ 36.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Design Engineer	0	\$ 33.50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	Administrative Assistant	0	\$ 24.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Cost Estimate of Consultant's Services in Dollars

Element of Work	Employee Classification	Man-hours	Payroll Rate	Payroll Costs (DL)	Overhead*	Services by Others	In-House Direct Costs (IHDC)	Profit	Total
19 Public Involvement	Principal	80	\$ 70.00	\$ 5,600.00	\$ 6,993.28	\$ -	\$ 2,503.20	\$ 362.96	\$ 2,866.16
	Project Manager	32	\$ 48.00	\$ 1,536.00	\$ 1,918.16			\$ 1,828.03	\$ 14,419.31
	Sr. Project Engineer	160	\$ 45.00	\$ 7,200.00	\$ 8,991.36			\$ 500.85	\$ 3,955.01
	Project Engineer	16	\$ 36.00	\$ 576.00	\$ 719.31			\$ 2,347.75	\$ 18,539.11
	Design Engineer	336	\$ 33.50	\$ 11,256.00	\$ 14,056.49			\$ 187.82	\$ 1,483.13
	Sr. Design Technician	216	\$ 40.00	\$ 8,640.00	\$ 10,788.63			\$ 3,670.31	\$ 28,992.80
	Administrative Assistant	160	\$ 24.00	\$ 3,840.00	\$ 4,795.39			\$ 2,817.30	\$ 22,246.93
	Subtotal	1000	\$ -	\$ 38,648.00	\$ 48,263.62	\$ -	\$ 2,503.20	\$ 1,252.13	\$ 9,887.52
20 Environmental Assessment/FONSI	Principal	10	\$ 70.00	\$ 700.00	\$ 874.16	\$ -		\$ -	\$ -
	Project Manager	20	\$ 48.00	\$ 960.00	\$ 1,198.85			\$ 228.25	\$ 1,802.41
	Sr. Project Engineer	40	\$ 45.00	\$ 1,800.00	\$ 2,247.84			\$ 313.03	\$ 2,471.88
	Project Engineer	0	\$ 36.00	\$ -	\$ -			\$ 586.94	\$ 4,834.78
	Design Engineer	0	\$ 33.50	\$ -	\$ -			\$ -	\$ -
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -			\$ -	\$ -
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -			\$ -	\$ -
	Subtotal	70	\$ -	\$ 3,460.00	\$ 4,320.85	\$ -	\$ -	\$ 1,128.22	\$ 8,909.07
21 Combined Design Report (Final)	Principal	2	\$ 70.00	\$ 140.00	\$ 174.83			\$ -	\$ -
	Project Manager	0	\$ 48.00	\$ -	\$ -			\$ 45.65	\$ 360.48
	Sr. Project Engineer	8	\$ 45.00	\$ 360.00	\$ 449.57			\$ 117.39	\$ 926.96
	Project Engineer	8	\$ 36.00	\$ 288.00	\$ 359.65			\$ 93.91	\$ 741.56
	Design Engineer	0	\$ 33.50	\$ -	\$ -			\$ -	\$ -
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -			\$ -	\$ -
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -			\$ -	\$ -
	Subtotal	18	\$ -	\$ 788.00	\$ 984.05	\$ -	\$ -	\$ 256.95	\$ 2,029.00
22 Section 4(f) Evaluation/6(f) Coordination & Documentation	Principal	24	\$ 70.00	\$ 1,680.00	\$ 2,097.98	\$ -	\$ 250.00	\$ 36.25	\$ 286.25
	Project Manager	90	\$ 48.00	\$ 4,320.00	\$ 5,394.82			\$ 547.81	\$ 4,325.79
	Sr. Project Engineer	40	\$ 45.00	\$ 1,800.00	\$ 2,247.84			\$ 1,408.65	\$ 11,123.46
	Project Engineer	212	\$ 36.00	\$ 7,632.00	\$ 9,530.84			\$ 586.94	\$ 4,634.78
	Design Engineer	236	\$ 33.50	\$ 7,906.00	\$ 9,873.01			\$ 2,488.61	\$ 19,651.45
	Sr. Design Technician	108	\$ 40.00	\$ 4,320.00	\$ 5,394.82			\$ 2,577.96	\$ 20,356.97
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -			\$ 1,408.65	\$ 11,123.46
	Subtotal	710	\$ -	\$ 27,658.00	\$ 34,539.31	\$ -	\$ 250.00	\$ 9,054.86	\$ 71,502.17

Attachment: Civiltech PELL Supplement (22-408 : Caton Farm - Bruce Road Corridor Study w Civiltech)

PRELIMINARY ENGINEERING COST ESTIMATE OF CONSULTANT'S SERVICES
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Cost Estimate of Consultant's Services in Dollars

Element of Work	Employee Classification	Man-hours	Payroll Rate	Payroll Costs (DL)	Overhead*	Services by Others	In-House Direct Costs (IHDC)	Profit	Total
23 Section 106 Coordination & Documentation	Principal	68	\$ 70.00	\$ 4,760.00	\$ 5,944.29	\$ -	\$ 125.00	\$ 18.13	\$ 143.13
	Project Manager	0	\$ 48.00	\$ -	\$ -	\$ -	\$ -	\$ 1,552.12	\$ 12,256.41
	Sr. Project Engineer	0	\$ 45.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Engineer	96	\$ 36.00	\$ 3,456.00	\$ 4,315.85	\$ -	\$ -	\$ 1,126.92	\$ 8,898.77
	Design Engineer	40	\$ 33.50	\$ 1,340.00	\$ 1,673.39	\$ -	\$ -	\$ 436.94	\$ 3,450.33
	Sr. Design Technician	28	\$ 40.00	\$ 1,120.00	\$ 1,398.86	\$ -	\$ -	\$ 365.21	\$ 2,883.86
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	232	\$ -	\$ 10,676.00	\$ 13,332.19	\$ -	\$ 125.00	\$ 3,496.31	\$ 27,632.50
24 Administration & Coordination	Principal	58	\$ 70.00	\$ 4,060.00	\$ 5,070.13	\$ -	\$ 448.00	\$ 64.96	\$ 512.96
	Project Manager	90	\$ 48.00	\$ 4,320.00	\$ 5,394.82	\$ -	\$ -	\$ 1,323.87	\$ 10,454.00
	Sr. Project Engineer	182	\$ 45.00	\$ 8,190.00	\$ 10,227.67	\$ -	\$ -	\$ 1,408.65	\$ 11,123.46
	Project Engineer	16	\$ 36.00	\$ 576.00	\$ 719.31	\$ -	\$ -	\$ 2,670.56	\$ 21,089.23
	Design Engineer	26	\$ 33.50	\$ 871.00	\$ 1,087.70	\$ -	\$ -	\$ 187.82	\$ 1,483.13
	Sr. Design Technician	16	\$ 40.00	\$ 640.00	\$ 799.23	\$ -	\$ -	\$ 284.01	\$ 2,242.72
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -	\$ -	\$ -	\$ 208.69	\$ 1,647.92
	Subtotal	388	\$ -	\$ 18,657.00	\$ 23,296.86	\$ -	\$ 448.00	\$ 6,148.56	\$ 48,552.42
25 NEPA/404 Merger Process	Principal	8	\$ 70.00	\$ 560.00	\$ 698.33	\$ -	\$ -	\$ -	\$ -
	Project Manager	8	\$ 48.00	\$ 384.00	\$ 479.54	\$ -	\$ -	\$ 182.60	\$ 1,441.93
	Sr. Project Engineer	12	\$ 45.00	\$ 540.00	\$ 674.35	\$ -	\$ -	\$ 125.21	\$ 983.75
	Project Engineer	0	\$ 36.00	\$ -	\$ -	\$ -	\$ -	\$ 176.08	\$ 1,390.43
	Design Engineer	0	\$ 33.50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	28	\$ -	\$ 1,484.00	\$ 1,853.22	\$ -	\$ -	\$ 483.90	\$ 3,821.12
26 Hines Emerald Dragonfly Coordination	Principal	12	\$ 70.00	\$ 840.00	\$ 1,048.99	\$ -	\$ -	\$ -	\$ -
	Project Manager	8	\$ 48.00	\$ 384.00	\$ 479.54	\$ -	\$ -	\$ 273.90	\$ 2,162.90
	Sr. Project Engineer	0	\$ 45.00	\$ -	\$ -	\$ -	\$ -	\$ 125.21	\$ 983.75
	Project Engineer	24	\$ 36.00	\$ 864.00	\$ 1,078.96	\$ -	\$ -	\$ 281.73	\$ 2,224.69
	Design Engineer	0	\$ 33.50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	44	\$ -	\$ 2,088.00	\$ 2,607.49	\$ -	\$ -	\$ 680.85	\$ 5,376.34

PRELIMINARY ENGINEERING COST ESTIMATE OF CONSULTANT'S SERVICES
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Cost Estimate of Consultant's Services in Dollars

Element of Work	Employee Classification	Man-hours	Payroll Rate	Payroll Costs (DL)	Overhead*	Services by Others	In-House Direct Costs (IHD)	Profit	Total
27 Structural Studies									
	Principal	60	\$ 70.00	\$ 4,200.00	\$ 5,244.96	\$ -		\$ 1,369.52	\$ 10,814.48
	Project Manager	0	\$ 48.00	\$ -	\$ -			\$ -	\$ -
	Sr. Project Engineer	0	\$ 45.00	\$ -	\$ -			\$ -	\$ -
	Project Engineer	104	\$ 36.00	\$ 3,744.00	\$ 4,675.51			\$ 1,220.53	\$ 9,640.34
	Design Engineer	0	\$ 33.50	\$ -	\$ -			\$ -	\$ -
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -			\$ -	\$ -
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -			\$ -	\$ -
	Subtotal	164	\$ -	\$ 7,944.00	\$ 9,920.47	\$ -	\$ -	\$ 2,590.55	\$ 20,454.81
28 Preliminary Environmental Site Assessment									
	Principal	0	\$ 70.00	\$ -	\$ -	\$ 1,119.00	\$ -	\$ -	\$ 1,119.00
	Project Manager	8	\$ 48.00	\$ 384.00	\$ 479.54			\$ 125.21	\$ 988.75
	Sr. Project Engineer	0	\$ 45.00	\$ -	\$ -			\$ -	\$ -
	Project Engineer	8	\$ 36.00	\$ 288.00	\$ 359.85			\$ 93.91	\$ 741.56
	Design Engineer	0	\$ 33.50	\$ -	\$ -			\$ -	\$ -
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -			\$ -	\$ -
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -			\$ -	\$ -
	Subtotal	16	\$ -	\$ 672.00	\$ 839.19	\$ 1,119.00	\$ -	\$ 219.12	\$ 2,849.32
Totals		3,396	\$ 41.04	\$ 139,386.00	\$ 174,065.24	\$ 1,119.00	\$ 3,863.80	\$ 46,010.68	\$ 364,444.72

PRELIMINARY ENGINEERING COST ESTIMATE OF CONSULTANT'S SERVICES
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A Subsidiary of GZA

GEOTECHNICAL
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16.6.b

December 2, 2021

via email: MJohnson@civiltechinc.com

Ms. Madelaine M. Johnson, P.E.
Engineer V
Civiltech Engineering, Inc.
Two Pierce Place – Suite 1400
Itasca, IL 60143

**Re: Environmental Services: PESA Validation
Caton Farm – Bruce Road, Will County, Illinois
Proposal No. 81.P013099.22**

Dear Ms. Johnson:

Huff & Huff, Inc., a subsidiary of GZA, Inc. (GZA) is pleased to submit this proposal to Civiltech Engineering, Inc. (Client) to provide environmental services for the proposed improvement project located in the Villages of Lockport, Homer Glen, Crest Hill, and adjoining New Lenox in Will County, Illinois. Client has requested revisions to the Preliminary Environmental Site Assessment (PESA) to include changes to the project limits and also a PESA Validation consistent with the limits that were included in the PESA Report dated July 22, 2021 and also reflecting the minor revisions to the limits per Client email on November 19, 2021. To ensure the limits are accurately depicted in the PESA Validation, we expect Client will be able to provide source cad file documentation of the limits that can be included on our figures.

This proposal presents our project approach, the scope of services, cost, and schedule for completing the project, specifically for one of the described corridors.

1. SCOPE OF SERVICES

Task 1 – Revise July 22, 2021 PESA

The PESA will be revised to incorporate changes to the project limits documented in the comments provided on November 19, 2021, specific to slight changes to the project limits. We have reviewed the requested changes and it does not appear there will be changes to the content of the PESA assessment, specific to identified sites and we do not anticipate additional sites to be identified. Therefore the primary adjustments will be related to depiction of the limits on the PESA figures and commensurate adjustments within the body of the report to ensure the text matches the figures. We intend to maintain the originally issued date citing a revision date and indication within the cover letter what changes are reflected in the revisions report.

Task 2 – Preliminary Environmental Site Assessment (PESA) Validation

The previously completed PESA, dated July 22, 2021 and to be revised per task 1 above, will be validated to assess the current site conditions. Per IDOT BLRS Manual, PESAs require validation once 180 days have lapsed and a new PESA is required after three (3) years) have lapsed. We intend to commence with this task upon notice from Client so document is up to date for necessary design submittal.

Attachment: Civiltech PELL Supplement (22-408 : Caton Farm - Bruce Road Corridor Study w Civiltech)



The PESA Validation will include a new database search and include a site visit to assess current conditions. For identifying new PIPs or confirming previously identified PIPs, the PESA Validation process will follow general protocols contained within:

- A Manual for Conducting Preliminary Environmental Site Assessments for Illinois Department of Transportation (IDOT) Highway Projects (Erdmann et al., 2012);
- ASTM International (ASTM) standard 1527-13;
- The IDOTs Bureau of Design and Environment (BDE) Procedure Memorandum Number 10-07, *Special Waste Procedures*. This memo was incorporated into Chapter 27-3 of the IDOT BDE Manual in June 2012;
- IDOT Bureau of Local Roads and Streets (BLRS) Manual, Chapter 20-12, Special Waste, July 2013;
- Public Act 96-1416; and
- Clean Construction or Demolition Debris Fill Operations (CCDD) and Uncontaminated Soil Fill Operations: Amendments to 35 Illinois Administrative Code 1100. Effective on August 27, 2012.

A. Site Evaluation

Current environmental features and conditions of sites adjacent to the right-of-way/project area (local, non-IDOT jurisdiction) will be evaluated. A site walkover of potential right-of-way/project areas designated for excavation and/or acquisition will be conducted for first-hand evaluation of current environmental conditions within the project limits. All of the features and conditions listed above will be investigated and, as appropriate, documented in photographs. The land-use and housekeeping practices of adjacent properties also will be evaluated in accordance with ASTM protocols.

B. Records Review

A records review will be conducted to determine potential environmental concerns within the study area. It will include a search of standard state and federal environmental record databases in accordance with the specifications of ASTM standards. This search is based on the outline of the study area. Specifically, Consultant will search each database to identify any potential sources requiring further investigation. As appropriate, Freedom of Information Act (FOIA) requests will be filed with the Illinois Environmental Protection Agency (IEPA) to obtain additional data pertaining to identified sites.

C. Report Preparation

One (1) letter report summarizing the results of the evaluation will be prepared. The summary will reference the previous PESA and identify PIPs. Figures identifying the revised project area and will be included in the letter report.

Task 3 – Project Management

Time under this task includes project administration and management activities that include cost and schedule tracking, coordination with Client on authorized activities, memo production and other in-house management activities, and project closeout.

Task 4 – QA/QC

Time under this task includes QA/QC time for the revised PESA and PESA Validation reports as described above.



2. LEVEL OF EFFORT AND SCHEDULE

PESA revision work will commence within 5 business days of project approval, with a target completion date of four weeks from the date of approval. The PESA Validation will commence upon notice to proceed from Client and will require six weeks to complete.

3. TERMS AND CONDITIONS

CONDITIONS OF ENGAGEMENT

The conditions of engagement are described in the attached Terms and Conditions for Professional Services. GZA's report will be prepared on behalf of and for the exclusive use of Client. Client acknowledges and agrees that the report and the findings in the report shall not, in whole or in part, be disseminated or conveyed to any other party, or used or relied upon by any other party, in whole or in part, except for the specific purpose and to the specific parties alluded to above, without the written consent of GZA. GZA would be pleased to discuss the conditions associated with any additional dissemination, use, or reliance by other parties.

GZA is submitting this proposal with the belief that we will be able to fulfill the scope requirements during this COVID-19 Pandemic crisis. If performance is rendered impossible because of the impacts of COVID-19, GZA will notify Client of that Force Majeure event.

ACCEPTANCE

This agreement may be accepted by signing in the appropriate space below and returning one complete copy to GZA. Issuance of a Purchase Order implicitly acknowledges acceptance of this proposal. This proposal is valid for a period of 30 days from the date of issue. We appreciate the opportunity to submit this proposal. Please feel free to contact the undersigned at (630) 684-9100 with any questions.

Very truly yours,
Huff & Huff, Inc.

Jeremy J. Reynolds, P.G.

Associate Principal

Attachments: Terms and Conditions

This Proposal for Services, Schedule of Fees and Terms and Conditions for Professional Services are hereby accepted and executed by a duly authorized signatory, who by execution hereof, warrants that he/she has full authority to act for, in the name, and on behalf of _____.

By: _____

Title: _____

Printed/Typed Name: _____

Date: _____

The Proposal for Services, Schedule of Fees and Terms and Conditions for Professional Services may be executed in two or more counterparts, each of which together shall be deemed an original, but all of which together shall constitute one and the same instrument. In the event that any signature is delivered by facsimile transmission or by an e-mail delivery



of a document in “.pdf” format, each such signature shall create a valid and binding obligation of the party executing the document, or on whose behalf each document is executed, with the same force and effect as if each such facsimile or “.pdf” signature were an original thereof.

**TERMS AND CONDITIONS
FOR PROFESSIONAL SERVICES
Including Site Investigation, Remediation,
Geotechnical, Construction, And Testing**

© 2021 by GZA GeoEnvironmental, Inc.

These Terms and Conditions, together with GZA's Proposal, make up the Agreement between GZA and you, Client, named in the attached proposal.

BEFORE SIGNING THE PROPOSAL, BE SURE YOU READ AND UNDERSTAND THE PARAGRAPHS ENTITLED "INDEMNIFICATION" AND "LIMITATION OF REMEDIES" WHICH DEAL WITH THE ALLOCATION OF RISK BETWEEN YOU AND GZA.

1. **Services.** GZA will perform the services set forth in its Proposal and any amendments or change orders authorized by you. Any request or direction from you that would require extra work or additional time for performance or would result in an increase in GZA's costs will be the subject of a negotiated amendment or change order.
2. **Standard of Care; Warranties.**
 - a. GZA will perform the services with the degree of skill and care ordinarily exercised by qualified professionals performing the same type of services at the same time under similar conditions in the same or similar locality.
 - b. GZA warrants that its construction services will be of good quality, free of faults and defects and in conformance with the Proposal.
 - c. **EXCEPT AS SET FORTH IN SUBSECTIONS 2a AND 2b, ABOVE, NO WARRANTY, EXPRESS OR IMPLIED, INCLUDING WARRANTY OF MARKETABILITY OR FITNESS FOR A PARTICULAR PURPOSE, IS MADE OR INTENDED BY GZA'S PROPOSAL OR BY ANY OF GZA'S ORAL OR WRITTEN REPORTS.**
 - d. GZA assigns to you any manufacturers' warranties of equipment or materials purchased from others, to the extent they are assignable, and your sole recourse will be against the manufacturer. Full risk of loss of materials and equipment will pass to you upon delivery to the Site, and you will be responsible for insuring and otherwise protecting them against theft and damage.
3. **Payment.**
 - a. Except as otherwise stated in the Proposal, you will compensate GZA for the services at the rates set forth in the applicable Proposal, amendment or change order; reimburse its expenses, which will include a communication fee calculated as a percentage of labor invoiced; and pay any sales or similar taxes thereon.
 - b. Any retainer specified in GZA's Proposal shall be due prior to the start of services and will be applied to the final invoice for services.
 - c. GZA will submit invoices periodically, and payment will be due within 20 days from invoice date. Overdue payments will bear interest at 1½ percent per month or, if lower, the maximum lawful rate. GZA may terminate its services upon 10 days' written notice anytime your payment is overdue on this or any other project and you will pay for all services through termination, plus termination costs. You will reimburse GZA's costs of collecting overdue invoices, including reasonable attorneys' fees.
4. **Your Responsibilities.**
 - a. Except as otherwise agreed, you will secure the approvals, permits, licenses and consents necessary for performance of the services. If you are the owner or operator of the Site, you will provide GZA with all documents, plans, information concerning underground structures (including but not limited to utilities, conduits, pipes, and tanks), information related to hazardous materials or other environmental or geotechnical conditions at the Site and other information that may be pertinent to the services or, if you are not the owner or operator of the



Site, you agree to make reasonable efforts to obtain these same documents and provide them to GZA. Unless otherwise indicated in writing, GZA will be entitled to rely on documents and information you provide.

b. If you use the services of a construction manager at the Site, you agree to use best and reasonable efforts to include in your agreement(s) with the construction contractor provisions obligating the latter:

(i) to indemnify and hold harmless, to the fullest extent permitted by law, you and GZA, its officers, employees and principals, for or on account of any claims, liabilities, costs and expenses, including attorneys' fees, arising out of or relating to the design or implementation of construction means, methods, procedures, techniques, and sequences of construction, including safety precautions or programs, of the contractor, or any of its subcontractors or any engineer engaged by it;

(ii) to name you and GZA as additional insureds under general liability and builder's risk insurance coverages maintained by the contractor, or any of its subcontractors; and

(iii) to require that all of its subcontractors agree and be bound to the obligations set forth in (i) and (ii) above.

c. In the event that you are unable to secure such provisions in the agreement(s) with the construction contractor, you shall promptly notify GZA and GZA shall have the opportunity to negotiate with you reasonable substitute risk allocation and insurance indemnities and protections.

5. **Right of Entry; Site Restoration.** You grant GZA and its subcontractor(s) permission to enter the Site to perform the services. If you do not own the Site, you represent and warrant that the owner has granted permission for GZA to enter the Site and perform the services; you will provide reasonable verification on request; and you will indemnify GZA for any claims by the Site owner related to alleged trespass by GZA or its subcontractors. GZA will exercise reasonable care to limit damage to landscaping, paving, systems and structures at the Site that may occur and you agree to compensate GZA for any restoration it is asked to perform, unless otherwise indicated in the Proposal.

6. **Underground Facilities.** GZA's only responsibility under this Section will be to provide proper notification to the applicable state utility "Call-Before-You-Dig" program. You further agree to assume responsibility for and to defend, indemnify and hold harmless GZA with respect to personal injury and property damages due to GZA's interference with subterranean structures including but not limited to utilities, conduits, pipes, and tanks:

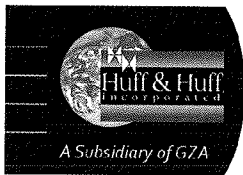
(i) that are not correctly shown on any plans and information you or governmental authorities provide to GZA; or

(ii) that are not correctly marked by the appropriate utility.

7. **Reliance.** The services, information, and other data furnished by you shall be at your expense, and GZA may rely upon all information and data that you furnish, including the accuracy and completeness thereof. You acknowledge that the quality of the services provided by GZA is directly related to the accuracy and completeness of the information and data that you furnish to GZA. **GZA's REPORTS ARE PREPARED FOR AND MADE AVAILABLE FOR YOUR SOLE USE. YOU ACKNOWLEDGE AND AGREE THAT USE OF OR RELIANCE UPON THE REPORT OR THE FINDINGS IN THE REPORT BY ANY OTHER PARTY, OR FOR ANY OTHER PROJECT OR PURPOSE, SHALL BE AT YOUR OR SUCH OTHER PARTY'S SOLE RISK AND WITHOUT ANY LIABILITY TO GZA.**

8. **Lab Tests and Samples.** GZA is entitled to rely on the results of laboratory tests using generally accepted methodologies. GZA may dispose of samples in accordance with applicable laws 30 days after submitting test results to you unless you request in writing for them to be returned to you or to be held longer, in which case you will compensate GZA for storage and/or shipping beyond 30 days.

9. **GZA Professionals.** GZA employees or consultants may act as licensed, certified or registered professionals (including but not limited to Professional Engineers, Licensed Site or Environmental Professionals, or Certified Industrial Hygienists collectively referred to in this section as "GZA Professionals") whose duties may include the rendering of independent professional opinions. You acknowledge that a federal, state or local agency or other third party may audit the services of GZA or other contractor/consultant(s), which audit may require additional services, even though GZA and such GZA Professionals have each performed such services in accordance with the standard of care set forth herein. You agree to compensate GZA for all services performed in response to such an audit, or to meet additional requirements resulting from such an audit, at the rates set forth in the applicable Proposal, amendment or change order.



10. Hazardous Materials; GZA "Not a Generator". Before any hazardous or contaminated materials are removed from the Site, you will sign manifests naming you as the generator of the waste (or, if you are not the generator, you will arrange for the generator to sign). You will select the treatment or disposal facility to which any waste is taken. GZA will not be the generator or owner of, nor will it possess, take title to, or assume legal liability for any hazardous or contaminated materials at or removed from the Site. GZA will not have responsibility for or control of the Site or of operations or activities at the Site other than its own. GZA will not undertake, arrange for or control the handling, treatment, storage, removal, shipment, transportation or disposal of any hazardous or contaminated materials at or removed from the Site, other than any laboratory samples it collects or tests. You agree to defend, indemnify and hold GZA harmless for any costs or liability incurred by GZA in defense of or in payment for any legal actions in which it is alleged that GZA is the owner, generator, treater, storer or disposer of hazardous waste.

11. Limits on GZA's Responsibility. GZA will not be responsible for the acts or omissions of contractors or others at the Site, except for its own subcontractors and employees. GZA will not supervise, direct or assume control over or the authority to stop any contractor's work, nor shall GZA's professional activities nor the presence of GZA or its employees and subcontractors be construed to imply that GZA has authority over or responsibility for the means, methods, techniques, sequences or procedures of construction, for work site health or safety precautions or programs, or for any failure of contractors to comply with contracts, plans, specifications or laws. Any opinions by GZA of probable costs of labor, materials, equipment or services to be furnished by others are strictly estimates and are not a guarantee that actual costs will be consistent with the estimates.

12. Changed Conditions.

a. You recognize the uncertainties related to environmental and geotechnical services, which often require a phased or exploratory approach, with the need for additional services becoming apparent during the initial services. You also recognize that actual conditions encountered may vary significantly from those anticipated, that laws and regulations are subject to change, and that the requirements of regulatory authorities are often unpredictable.

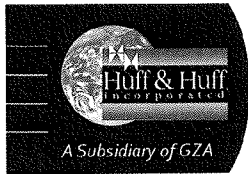
b. If changed or unanticipated conditions or delays make additional services necessary or result in additional costs or time for performance, GZA will notify you and the parties will negotiate appropriate changes to the scope of services, compensation and schedule.

c. If no agreement can be reached, GZA will be entitled to terminate its services and to be equitably compensated for the services already performed. GZA will not be responsible for delays or failures to perform due to weather, labor disputes, intervention by or inability to get approvals from public authorities, acts or omissions on your part, or any other causes beyond GZA's reasonable control, and you will compensate GZA for any resulting increase in its costs.

13. Documents and Information. All documents, data, calculations and work papers prepared or furnished by GZA are instruments of service and will remain GZA's property. Designs, reports, data and other work product delivered to you are for your use only, for the limited purposes disclosed to GZA. Any delayed use, use at another site, use on another project, or use by a third party will be at the user's sole risk, and without any liability to GZA. Any technology, methodology or technical information learned or developed by GZA will remain its property. Provided GZA is not in default under this Agreement, GZA's designs will not be used to complete this project by others, except by written agreement relating to use, liability and compensation.

14. Electronic Media. In accepting and utilizing any drawings, reports and data on any form of electronic media generated by GZA, you covenant and agree that all such electronic files are instruments of service of GZA, who shall be deemed the author and shall retain all common law, statutory law and other rights, including copyrights. In the event of a conflict between the signed documents prepared by GZA and electronic files, the signed documents shall govern. You agree not to reuse these electronic files, in whole or in part, for any purpose or project other than the project that is the subject of this Agreement. Any transfer of these electronic files to others or reuse or modifications to such files by you without the prior written consent of GZA will be at the user's sole risk and without any liability to GZA.

15. Confidentiality; Subpoenas. Information about this Agreement and GZA's services and information you provide to GZA regarding your business and the Site, other than information available to the public and information acquired from third parties, will be maintained in confidence and will not be disclosed to others without your consent, except as GZA reasonably believes is necessary: (a) to perform its services; (b) to comply with professional standards to protect public health, safety and the environment; and (c) to comply with laws and court orders. GZA will make reasonable efforts to give you prior notice of any disclosure under (b) or (c) above. Information available to the public and



information acquired from third parties will not be considered confidential. You will reimburse GZA for responding to any subpoena or governmental inquiry or audit related to the services, at the rates set forth in the applicable Proposal, amendment or change order.

16. Insurance. During performance of the services, GZA will maintain workers compensation, commercial general liability, automobile liability, and professional liability/contractor's pollution liability insurance. GZA will furnish you certificates of such insurance on request.

17. Indemnification. You agree to hold harmless, indemnify, and defend GZA and its affiliates and subcontractors and their employees, officers, directors and agents (collectively referred to in this paragraph as "GZA") against all claims, suits, fines and penalties, including mandated cleanup costs and attorneys' fees and other costs of settlement and defense, which claims, suits, fines, penalties or costs arise out of or are related to this Agreement or the services, except to the extent they are caused by GZA's negligence or willful misconduct.

18. Limitation of Remedies.

- a. To the fullest extent permitted by law and notwithstanding anything else in this Agreement to the contrary, the aggregate liability of GZA and its affiliates and subcontractors and their employees, officers, directors and agents (collectively referred to in this paragraph as "GZA") for all claims arising out of this Agreement or the services is limited to \$50,000 or, if greater, 10% of the compensation received by GZA under this Agreement.
- b. You may elect to increase the limit of liability by paying an additional fee, such fee to be negotiated prior to the execution of this Agreement.
- c. Any claim will be deemed waived unless received by GZA within one year of substantial completion of the services.
- d. GZA will not be liable for lost profits, loss of use of property, delays, or other special, indirect, incidental, consequential, punitive, exemplary, or multiple damages.
- e. GZA will not be liable to you or the Site owner for injuries or deaths suffered by GZA's or its subcontractors' employees.
- f. You will look solely to GZA for your remedy for any claim arising out of or relating to this Agreement, including any claim arising out of or relating to alleged negligence or errors or omissions of any GZA principal, officer, employee or agent.

19. Disputes.

- a. All disputes between you and GZA shall be subject to non-binding mediation.
- b. Either party may demand mediation by serving a written notice stating the essential nature of the dispute, the amount of time or money claimed, and requiring that the matter be mediated within forty-five (45) days of service of notice.
- c. The mediation shall be administered by the American Arbitration Association in accordance with its most recent Construction Mediation Rules, or by such other person or organization as the parties may agree upon.
- d. No action or suit may be commenced unless mediation has occurred but did not resolve the dispute, or unless a statute of limitation period would expire if suit were not filed prior to such forty-five (45) days after service of notice.

20. Miscellaneous.

- a. Illinois law shall govern this Agreement.
- b. The above terms and conditions regarding Limitation of Remedies and Indemnification shall survive the completion of the services under this Agreement and the termination of the contract for any cause.
- c. Any amendment to these Terms and Conditions must be in writing and signed by both parties.
- d. Having received these Terms and Conditions, your oral authorization to commence services, your actions, or your use of the Report or Work Product constitutes your acceptance of them.
- e. This Agreement supersedes any contract terms, purchase orders or other documents issued by you.
- f. Neither party may assign or transfer this Agreement or any rights or duties hereunder without the written consent of the other party.



December 2, 2021
Civiltech Engineering, Inc.
Caton Farm – Bruce Road – PESA Validation, Will County, Illinois
Page | 8

- g. Your failure or the failure of your successors or assigns to receive payment or reimbursement from any other party for any reason whatsoever shall not absolve you, your successors or assigns of any obligation to pay any sum to GZA under this agreement.
- h. These Terms and Conditions shall govern over any inconsistent terms in GZA's Proposal.
- i. The provisions of this Agreement are severable; if any provision is unenforceable it shall be appropriately limited and given effect to the extent it is enforceable.
- j. The covenants and agreements contained in this Agreement shall apply to, inure to the benefit of and be binding upon the parties hereto and upon their respective successors and assigns.



Illinois Department
of Transportation

EXHIBIT E 16.6.b

COST ESTIMATE OF CONSULTANT SERVICES WORKSHEET
FIXED RAISE

Local Public Agency	County	Section Number
Will County DOT	Will	00-00074-22-ES
Consultant (Firm) Name	Prepared By	Date
Huff & Huff, Inc. / GZA, Inc.	JJR	12/2/2021

PAYROLL ESCALATION TABLE

CONTRACT TERM	18	MONTHS	OVERHEAD RATE	182.42%
START DATE	12/15/2021		COMPLEXITY FACTOR	0
RAISE DATE	3/1/2022		% OF RAISE	2.00%

END DATE 6/14/2023

ESCALATION PER YEAR

Year	First Date	Last Date	Months	% of Contract
0	12/15/2021	3/1/2022	3	16.67%
1	3/2/2022	3/1/2023	12	68.00%
2	3/2/2023	6/1/2023	3	17.34%

The total escalation = 2.01%

Local Public Agency	County	Section Number
Will County DOT	Will	00-00074-22-ES

MAXIMUM PAYROLL RATE	78.00
ESCALATION FACTOR	2.01%

PAYROLL RATES

Exhibit E Cost Estimate of Consultant Services Worksheet Fixed Raise

CLASSIFICATION	IDOT PAYROLL RATES ON FILE	CALCULATED RATE
Associate Principal II	\$69.10	\$70.49
Associate Principal I	\$62.14	\$63.39
Senior Consultant	\$70.16	\$71.57
Senior Project Manager III	\$61.88	\$63.12
Senior Project Manager II	\$50.21	\$51.22
Senior Project Manager I	\$43.74	\$44.62
Senior Landscape Architect	\$55.01	\$56.11
Senior Planning PM	\$51.85	\$52.89
Senior Geologist PM	\$54.03	\$55.11
Senior Technical Specialist I	\$50.43	\$51.44
Senior Scientist PM II	\$51.49	\$52.52
Senior Technical Scientist	\$48.82	\$49.80
Scientist PM II	\$46.53	\$47.46
Scientist PM I	\$39.16	\$39.95
Assistant PM Scientist	\$32.81	\$33.47
Environmental Engineer PM I	\$42.37	\$43.22
Geotechnical Engineer PM I	\$39.19	\$39.98
Architect PM	\$45.19	\$46.10
Assistant PM Engineer I	\$38.89	\$39.67
Engineer I	\$29.63	\$30.22
Scientist E1	\$29.93	\$30.53
Scientist E2	\$24.72	\$25.22
Technical Graphics Technician	\$24.60	\$25.09
Administrative Managers	\$44.42	\$45.31
Senior Administrative Assistant	\$31.22	\$31.85
Lead Word Processor	\$38.77	\$39.55

Attachment: Civiltech PELL Supplement (22-408 : Caton Farm - Bruce Road Corridor Study w Civiltech)

Section Number

00-00074-22-ES

Exhibit E Cost Estimate of Consultant Services Worksheet Fixed Raise

Total	0.00	0.00
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Local Public Agency

Will County DOT

County

Will

16.6.b

Section Number

00-00074-22-ES

COST ESTIMATE WORKSHEET

Exhibit E Cost Estimate of Consultant Services Worksheet Fixed Raise

OVERHEAD RATE 182.42%

COMPLEXITY FACTOR 0

TASK	STAFF HOURS	PAYROLL	OVERHEAD & FRINGE BENEFITS	DIRECT COSTS	FIXED FEE	SERVICES BY OTHERS	TOTAL	% OF GRA TOTAL
Task 1: Revise PESA	20	621	1,134	50	205	0	2,010	26.7
Task 2: PESA Validation	30	910	1,660	1,069	300	0	3,939	51.7
Task 3: Project Management	4	177	323	0	58	0	558	7.2
Task 4: QAQC	6	377	687	0	124	0	1,188	15.2
Subconsultant DL								
TOTALS	60	2,085	3,804	1,119	687	-	7,695	100.0

5,889

Attachment: Civiltech PELL Supplement (22-408 : Caton Farm - Bruce Road Corridor Study w Civiltech)

Local Public Agency

County

Section Number

16.6.b

Will County DOT

Will

00-00074-22-ES

AVERAGE HOURLY PROJECT RATES

Exhibit E Cost Estimate of Consultants Services Worksheet Fixed Raise

SHEET 1 OF 1

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJ. RATES			Task 1: Revise PESA			Task 2: PESA Validation			Task 3: Project Management			Task 4: QA/QC		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	% Part.
Associate Principal II	70.49	3.0	5.00%	3.52										3	50.00%	35.24
Associate Principal I	63.39	0.0														
Senior Consultant	71.57	0.0														
Senior Project Manager III	63.12	0.0														
Senior Project Manager II	51.22	0.0														
Senior Project Manager I	44.62	0.0														
Senior Landscape Architect	56.11	0.0														
Senior Planning PM	52.89	0.0														
Senior Geologist PM	55.11	5.0	8.33%	4.59							2	50.00%	27.56	3	50.00%	27.56
Senior Technical Specialist I	51.44	0.0														
Senior Technical PM II	52.52	1.0	1.67%	0.88	1	5.00%	2.63									
Senior Technical Scientist	49.80	0.0														
Scientist PM II	47.46	0.0														
Scientist PM I	39.95	0.0														
Assistant PM Scientist	33.47	12.0	20.00%	6.69	5	25.00%	8.37			5	16.67%	5.58	16.73			
Environmental Engineer PM I	43.22	0.0														
Geotechnical Engineer PM I	39.98	0.0														
Architect PM	46.10	0.0														
Assistant PM Engineer I	39.67	0.0														
Engineer I	30.22	0.0														
Scientist E1	30.53	28.0	46.67%	14.25	8	40.00%	12.21	20	66.67%	20.35						
Scientist E2	25.22	0.0														
Technical Graphics Technician	25.09	9.0	15.00%	3.76	5	25.00%	6.27	4	13.33%	3.35						
Administrative Managers	45.31	0.0														
Senior Administrative Assistant	31.85	2.0	3.33%	1.06	1	5.00%	1.59	1	3.33%	1.06						
Lead Word Processor	39.55	0.0														
		0.0														
TOTALS		60.0	100%	\$34.76	20.0	100.00%	\$31.07	30.0	100%	\$30.34	4.0	100%	\$44.29	6.0	100%	\$62.80
														0.0		0%

Attachment: Civiltch PELL Supplement (22-408 : Caton Farm - Bruce Road Corridor Study w Civiltch)

HUFF & HUFF, INC.
SUMMARY OF DIRECT COSTS
 Project: Civiltech Caton Farm Rd PESA Validation

						<u>DIRECT</u>
Task 1 - Revise PESA						
Trips	75 miles	x	1	x	\$ 0.56 = \$	42.00
Tolls			5	x	\$ 1.50 = \$	7.50
Task Total						\$ 49.50
Task 2 - PESA Validation						
Trips	75 miles	x	1	x	\$ 0.56 = \$	42.00
Tolls			5	x	\$ 1.50 = \$	7.50
Database Pack	1 ea	x	3	x	\$ 340.00 = \$	1,020.00
Task Total						\$ 1,069.50
Task 3 - Project Management						
			0	x	\$ - = \$	-
Task Total						\$ -
Task 4 -QA/QC						
			0	x	\$ - = \$	-
Task Total						\$ -
GRAND TOTAL						\$ 1,119.00

F:\Proposal-FY2022\Civiltech\Caton Farm Road\81.P013099.22 CivTch Caton Farm Rd PESA Validation IDOT Direct Costs.xls

HUFF & HUFF, INC.
SUMMARY OF SERVICES BY OTHERS
 Project: Civiltech Caton Farm Rd PESA Validation

OUTSIDE

Task 1 - Revise PESA

$$0 \times \frac{\$ -}{\text{Task Total}} = \$ -$$

Task 2 - PESA Validation

$$0 \times \frac{\$ -}{\text{Task Total}} = \$ -$$

Task 3 - Project Management

$$0 \times \frac{\$ -}{\text{Task Total}} = \$ -$$

Task 4 -QA/QC

$$0 \times \frac{\$ -}{\text{Task Total}} = \$ -$$

GRAND TOTAL \$ -

F:\Proposal-FY2022\Civiltech\Caton Farm Road\81.P013099.22 Civtch Caton farm Rd PESA Validation BLR 05514 CEC

Memorandum

To: County Executive Bertino-Tarrant
County Board Speaker Cowan
Public Works & Transportation Chairman VanDuyne

From: Jeff L. Ronaldson, P.E. – Director of Transportation/County Engineer

Date: October 27, 2022

RE: Caton Farm Bruce Road Corridor – Impacts to WCDOT System

Pursuant to the Executive Committee meeting held on October 13, 2022 regarding the Caton Farm Bruce Road corridor discussion, more information was requested specifically on the potential impacts to the WCDOT system should the County Board decide to take on sponsorship of the entire corridor.

Annual maintenance costs (\$1,555,000/yr):

The corridor would bring over 40 new lane miles (10 centerline miles) into the WCDOT system, not including the various turn lanes. With new mileage comes new annual expenses in maintenance salaries and costs associated with maintenance projects like striping, cracksealing, and resurfacing. We estimate the annual WCDOT budget would increase approximately \$1,420,000 per year with the addition of the Caton Farm Bruce Road Corridor.

- Roadway: ~\$450,000/yr
- Bridge maintenance/repair/rehabilitation/replacement (assuming STP eligible [80% federal on rehab and replacement] and 100 yr. Lifecycle): ~\$845,000/yr
- Maintenance Staff Salaries (Plowing, mowing, patching, etc.): \$260,000/yr

Capital Improvement costs (\$617,610,000):

Per documents in the 6-28-2022 (amended 7-26-2022) memo to the PW&TC, the total remaining project costs are estimated to be ~\$617M with \$45M of that to be in Phase II design engineering. Per recent IDOT/FHWA meetings, Phase I will not be approved without the \$45M being programmed in the Active TIP (Transportation Improvement Program) with a reasonable schedule for the construction of the entire corridor also provided. All construction must be shown/conformed in the CMAP constrained long range plan (ON TO 2050). Failure to complete the project will trigger a return of any federal dollars used during Phase I/II design.

Impacts to FY23-28 WCDOT TIP:

Incorporating the \$750K needed to complete Phase I will not significantly impact the current FY23-28 WCDOT TIP (Transportation Improvement Program). The significant impacts will be felt in 2025 and beyond when funding is needed for the \$45M in Phase II design and the when the construction phases start to come online. For the current TIP, that means a significant reprioritization of projects would need to happen before 2025 and the corridors that would be subject to that reprioritization are:

- Laraway Road from US Route 52 to US Route 45
- Gougar Road from Laraway Road to Francis Road

- 143rd Street from Crème Road to Bell Road
- Manhattan-Monee Road from Center Road to I-57
- Eastern Truck Route along Crete-Monee from I-57 to IL 394
- Exchange Street at Burville Road intersection
- Wilmington-Peotone Road from IL Route 53 to I-57
- Parker Rd/Hadley Road from US Route 6 to Cook County Line
- Mills Rd/Cherry Hill Road from IL Route 53 to US Route 6

It should be noted that while Federal dollars can be sought after for Phase II design in 2 years should a Phase I be completed, the timing of any construction will fall beyond any timeframe to apply for Federal dollars from the current Infrastructure Law (IIJA) and would rely on a future Infrastructure Law with unknown funding levels and project criteria.

The FHWA/IDOT is looking for a response from Will County as to whether the Phase I will be completed or if the project will be transitioned to a PEL (Preliminary Environmental Linkages) Study. Either option would utilize the current approved alignment. Potential changes to the alignment are not possible in either option without redoing significant portions of the Phase I.

WCDOT is looking for the County Board to approve supplemental engineering agreements for either moving forward with Phase I or the PEL and will provide additional information as needed to facilitate that decision.

Memorandum

To: Public Works & Transportation Committee Members

From: Jeff L. Ronaldson, P.E. – Director of Transportation/County Engineer

Date: June 28, 2022 (Amended 7-26-22)

RE: Caton Farm Bruce Road Corridor Study

7-26-22 UPDATE TO 6-28-22 MEMO:

As requested by the PW&TC on July 5, 2022, the agencies having jurisdictional authority over the existing centerline were again contacted regarding sponsorship for moving their respective sections forward.

While WCDOT did not receive a response from the township road districts, we have from previous meetings that they are unable to maintain, let alone construct, the 5-lane cross section along their existing roadways citing their \$38K-\$74K annual MFT allotments as needed to maintain the entire existing system. Therefore, the \$65M township share (1/5th overall construction length) is not accounted for.

The City of Crest Hill provided a 7-11-22 written response (see Exhibit G) that they are unable to accept sponsorship of their 2.65 mile jurisdictional length and believe the limits of the corridor should stop at IL Route 53, thus eliminating the Crest Hill portion. The western termini cannot be reduced as requested as that would take the project back to the beginning stages. Therefore, the Crest Hill \$246M segment (1/4th overall construction length) is not accounted for.

The City of Lockport submitted additional questions which were then promptly answered. In summary, the City of Lockport would like the County to finish the Phase I Study and not pursue transitioning to a PEL. While we are aware of a potential City of Lockport project east of Briggs Street along the corridor, we have not received any further commitments for the entire City of Lockport jurisdiction or the new bridge. Therefore, while there is potential for some work, the City of Lockport \$108M segment (3/10th overall construction length) is not accounted for.

The remaining \$288M bridge section (2/10th overall construction length) is also not accounted for.

I have had a phone conversation with the FHWA team lead in Springfield and confirmed that sponsorship of the entire corridor is needed before the various components of the Phase I study can be reviewed further. Therefore, the project remains on hold until a supplemental engineering agreement is approved to transition to a PEL or the local agencies agree to a sponsorship arrangement with applicable commitment steps and approval of a supplemental engineering agreement to complete the Phase I study.

ORIGINAL 6-28-22 MEMO:

This memo serves to provide a very brief summary of the status of the 11-mile Caton Farm-Bruce Road corridor study and to provide background information to allow the Committee and

County Board to provide direction on the path forward. In short, 15 alignments (including 9 river crossings) were analyzed with a final selection made by the County and Transportation Corridor Committee consisting of representatives from 10 communities/local agencies. Numerous public meetings were held and extensive field, environmental, historical, and socioeconomic data analyzed in accordance with the federal process known as NEPA (National Environmental Policy Act).

For reference, a list of milestones for the project initiated back in 2001 is provided under Exhibit A. Also provided under Exhibit B is a map showing which agencies currently have jurisdictional authority over the various segments of the preferred alignment. The costs and mileage for each jurisdictional segment are shown under Exhibit C. It is important to note that the new segments of roadway and the new river crossing itself in dark blue have no agency designated as the jurisdictional authority at this time. Additional and more detailed project information can be found on the project website: cfb-study.com.

At present, the Phase I (preliminary engineering) study is at a crossroads. WCDOT and County staff have recently met with IDOT/FHWA to discuss the project and what options are available in moving forward. The two options are presented below. Both options require supplemental engineering agreements which have been prepared and ready to be approved by the County Board.

Option 1: Compete Phase I through full NEPA (National Environmental Policy Act) process.

- Projected timeline 18-24 months, projected cost ~\$750K.
- Continue forward with completing the full NEPA process which will culminate in a Public Hearing and Environmental Assessment (EA) that will be submitted to IDOT/FHWA for final concurrence. This would allow for Phase II Design Engineering to proceed and the ability to apply and compete for Federal Funding.
- This option is not currently viable due to lack of project sponsorship. According to the recent meeting with IDOT/FHWA, before a final Phase I can be approved, the entire corridor or each segment of the corridor must have a project sponsor that will continue the work beyond Phase I. Project sponsor means an agency(ies) that will fund (with or without grant funding) and then maintain the corridor or applicable segment upon completion. Several attempts and meetings with IDOT/FHWA to find an alternative to this requirement have been unsuccessful. The WCDOT and County Executive staff met with the jurisdictional agencies listed on Exhibits B and C and reviewed those exhibits with them. While many may support an additional bridge crossing, no agency has committed to sponsoring the entire corridor nor the specific segments citing cost as a major factor. In a separate meeting with top IDOT District 1 staff, they indicated IDOT was not in a position to take on the additional structure. As shown on Exhibit B & C, the WCDOT jurisdictional share of the project is only \$13.41M of the overall \$617M project as Will County has no jurisdiction over any centerline segment of the corridor. The County did pass County resolution 19-160 (Exhibit D) supporting the design and construction of the corridor along the Caton Farm-Bruce-Oak-Gougar alignment and set aside some funding in the WCDOT Transportation Improvement Program for its jurisdictional share; however, no County funding commitments have been made for any further portion of the corridor.

Option 2: Convert Phase I to a PEL Study (Planning and Environmental Linkages)

- Projected timeline-9 months, projected cost ~\$225K.
- At the last IDOT/FHWA meeting, IDOT recommended transitioning the Phase I study to a PEL study. Concurrence from IDOT/FHWA was received on June 28 that will allow the transitioning to a PEL that will allow the work done to date to be preserved for future project development.

To date, the County has expended over \$6.1M (\$2.37 in State/Federal dollars) and the City of Lockport, Village of Homer Glen, and Homer Township have expended over \$443K (City of Lockport contributing over 85% of those funds) for the restudy of the eastern corridor alignment.

Given the information to date, Option 2 is the only viable option. A scope of services for the two consultants to convert the CFB project to a PEL and close out the project as allowed by IDOT/FHWA is attached under Exhibits E and F. Should the Committee concur with this course of action, the appropriate supplemental engineering contract documents will be added to the scope of services and resolutions prepared for both consultants for full County Board approval.



Caton Farm - Bruce Road ■ Phase I Study

Project Timeline

2001	Project Initiation
April 9, 2002 June 18, 2002	Public Information Meetings were held to present Alternatives A through M.
Sept. 30, 2002	<p>Transportation Corridor Committee (TCC) Meeting was held and Alternatives B, J, K, and L were dropped from further study.</p> <p>Another option (N) was added to the study. Option N consisted of Bruce Road east to Briggs Street, Briggs Street south of U.S. Route 6, and then east on U.S. Route 6 to 159th Street.</p> <p>Option O was also added, which only included the bridge over the Des Plaines River.</p>
Feb. 18, 2003	TCC Meeting – The TCC voted to drop Option O (Des Plaines River Bridge Only), Option M (Cedar Road) and Option N (Briggs Street and U.S. Route 6). Option G (Gougar Road), Option H (I-355 Frontage Road) and Option I (New Alignment between Gougar Road and Cedar Road) were to be advanced for further detailed investigation.
Feb. 2, 2004	NEPA/404 Merger Meeting – The purposed was to discuss project Purpose & Need as well as Alternatives. The Purpose & Need statement was not approved. U.S. Fish & Wildlife Service questioned why river crossings other than Caton Farm-Bruce Road were not investigated. Also stated that alternatives could not be dropped solely on TCC coordination.
Feb. 26, 2004	TCC Meeting – Results of the NEPA/404 Merger Meeting were relayed. The project team began developing alternative river crossing locations and more detailed studies of 11 approach roadway alternatives.
January 2005	HED Report for west bank and Crest Hill Treatment Plant.
March 1, 2005	NEPA/404 Merger Meeting – Concurrence was received on the project Purpose & Need Statement.
March 16, 2005	TCC Meeting – The results of NEPA/404 Merger Meeting were presented. Evaluation of alternatives continued.
Feb. 13, 2006	TCC Meeting – Presentation of analysis of river crossing and approach roadway alternatives along with recommendation of alternatives to carry forward for detailed analysis.

Exhibit A: Project Timeline

16.6.d

Project Timeline
Updated January 2021
Page 2 of 5

Nov. 14, 2006	<p>NEPA/404 Merger Meeting – The results of the alternatives analyses were presented and a recommendation was made to drop all alternatives except for the following:</p> <ul style="list-style-type: none">• Caton Farm – Bruce – Gougar• Caton Farm – Bruce – Middle• Caton Farm – Oak – Bruce – Gougar• Caton Farm – Oak – Bruce – Middle• Caton Farm – Oak – Gougar• Caton Farm – Oak – Middle <p>U.S. Fish & Wildlife (U.S. FWS) disagreed with dropping the selected alternatives because of the proximity of the Hine's Emerald Dragonfly (HED) to the Caton Farm – Bruce and Caton Farm – Oak – Bruce alignments. They wanted to see an alignment along Theodore – Rosalind.</p>
December 5, 2006	<p>Meeting at U.S. Fish & Wildlife offices to discuss continuation of Concurrence Point #2 meeting. Purpose was to review if Theodore – Rosalind should be dropped from the study. U.S. FWS concurs that the Theodore – Rosalind corridor is not acceptable. U.S. FWS requested investigation of the Caton Farm – Oak alignment that follow the EJ&E track longer to shift the river crossing further south. Also investigation of Caton Farm – Rosalind corridor.</p>
January 9, 2007	<p>FHWA/IDOT Coordination Meeting – Continuation of Concurrence Point #2. Purpose was to achieve consensus of the alternatives to be carried forward for detailed analyses. U.S. FWS concur with dropping Caton Farm – Rosalind from further investigation. Additional HED studies in the river valley will be needed for all of the alignments being carried forward. Closure of Concurrence Point #2.</p>
April 5, 2007	<p>TCC Meeting – The results of the NEPA/404 Merger Meeting were presented and sample exhibits for the upcoming Public Information Meetings were handed out.</p>
May 3, 2007	<p>Civiltech met with Lockport staff to obtain updates on recent development near the Gougar Road and Middle Alignment corridors so accurate information could be presented at the Public Information Meetings.</p>
June 5 & 7, 2007	<p>Public Information Meetings – Detailed plans for the six alternates listed above were presented.</p>
January 17, 2008	<p>Civiltech and County staff met with Lockport staff to present the recommendation for the preferred alternative which was the Caton Farm – Oak – Bruce – Middle alignment. No opposition was expressed.</p>
Feb. 2008	<p>HED Report – West bank, north of Caton Farm – Oak.</p>

Exhibit A: Project Timeline

16.6.d

Project Timeline
Updated January 2021
Page 3 of 5

July 30, 2008	TCC Meeting – The purpose of this meeting was to officially present the Preferred Alternative. Lockport staff noted the City will soon complete the I-355 Corridor Master Plan which recommends Cedar Road Alignment over the Middle Alignment.
January 2009	HED Report – Island and east bank, north of Caton Farm – Oak.
May 2009	TCC meeting to discuss preferred alternative
June 24, 2009	NEPA/404 Merger Meeting – Purpose was to review the project and to discuss outcome of the Public Information Meetings. U.S. FWS stated no additional larval surveys are necessary for this project. There is no suitable habitat located south of the treatment plant. Additional adult studies need to be completed for the potential river crossings.
July 2009	Will County Board Resolution on Preferred Alternative – Caton Farm – Oak – Bruce – Middle.
July 10, 2009	HED Surveys Field Meeting – No surveys needed for west side of river. Surveys will be located on the island and east side of river valley. Exhibit showing the preferred alternative was distributed. U.S. FWS stated a biological assessment will need to be prepared.
August 4, 2009	FHWA/IDOT Coordination Meeting – McNaughton Development requested meeting to discuss how the preferred alternative impacts their properties.
Jan. 12, 2010	FHWA/IDOT Coordination Meeting – Update to the project and discuss HED studies, environmental coordination, and requirements for detailed studies of the preferred alignment.
Jan. 2010	Arch. Response sent to District and Central Office
Oct. 25, 2010	Addendum ESR submitted for Special Waste and small additional areas not covered in original ESR. WIE forms submitted.
Jan. 2011	Arch. Response re-sent to District and Central Office.
Feb. 2011	Meeting held at USFWS Office to discuss project. Preferred alternative studies can continue. Coordinate with Kris Lah on structural borings for major bridge. USFWS will complete an assessment of the island for potential larval habitat. Mr. Brooks and ISGS to assist.
May 2011	USGS, Civiltech, ISAS, and USFWS met on island to discuss potential larval habitat and coordinate structural borings. No cultural concerns on island. No potential larval habitat south of powerhouse and likely none north of powerhouse. Borings can commence outside of the wetlands.
May 2011	TCC meeting held for a project update

Exhibit A: Project Timeline

16.6.d

Project Timeline
Updated January 2021
Page 4 of 5

July 2011	Conference call with IDOT Cultural Resources Brad H., IDOT, CBBEL, and Civiltech to discuss Koppers Coke. Two concerns; pier locations to site, and I&M Canal. John Walthal is complete with studies and will issue signoff once the process is complete with Koppers Coke and I&M Canal. There are no other sites of cultural concern for the rest of the project.
Jan. 2012	Email to receive cultural clearance. The Bureau of Design and Environment (BDE) hopes to obtain the cultural resource clearance for the above-referenced project this spring. Brad Koldehoff will ask Anne Haaker (IL SHPO) to concur with his finding of "No Adverse Effect."
April 2012	TCC meeting held for project update
Sept. 2012	Concurrence Point #3 reached.
Nov. 2012	Conference call with USFWS, FHWA, and IDOT about initial comments on the BA.
Jan. 2013	Meeting with Lockport Area Genealogical and Historical Society Meeting held.
Jan. 2013	Email from Joliet Area Historical Museum does not want a meeting.
May 2013	Lockport Area Genealogical Society does not want a meeting.
May 2013	Letter sent to Lockport Area Heritage and Architecture Commission from Will County asking for a response about setting up a meeting. There was no response after email, phone calls, and a certified letter.
May 2013	Conference call with FHWA and IDOT to discuss the USFWS comments and conservation measures included in the BA.
July 2013	Meeting with Fairmont Area Partnership to discuss project
August 2013	Draft Noise Report sent to IDOT
November 2013	Historic Coordination sent to IDOT
January 2014	Fairmont Public Meeting
April 2014	TCC meeting held for project update and discussion
May 2014	Historic Coordination re-sent to IDOT
September 2014	Updated photolog, historic exhibits, and historic coordination sent to IDOT.
September 2014	FHWA meeting held to discuss TIP conformity and major project requirements.

Exhibit A: Project Timeline

Project Timeline
Updated January 2021
Page 5 of 5

2012 – Present	Emails to IDOT about ISAS recording of the Koppers Coke.
October 2014	IDOT approval of the proposed improvement plans and all intersection design studies for the preferred alternative.
February 2015	FHWA meeting held to discuss conformity and major project and OINCC.
April 2015	Draft EA submitted to IDOT for review
July 2015	FHWA meeting held to discuss recent concerns for the eastern portion of the preferred alternative and request guidance on the potential impacts to the project development process.
September 2015	Comments received on Draft EA
November 2015	TCC meeting held to discuss review of potential options to the Middle Alignment
February 2016	FHWA meeting held to discuss the request from the TCC to review three potential options to the Middle Alignment
July 2016	FHWA meeting held to fulfill a request from TCC to discuss their concerns with the eastern portion of the Preferred Alternative
January 2019	FHWA Meeting to provide a project status update regarding reevaluation of the eastern portion of the project.
January 2019	TCC Meeting held to discuss reevaluating the Preferred Alternative. The meeting concluded the eastern portion of the alignment would be reevaluated to consider Gougar Road and Cedar Road as the north-south link between Bruce Road and IL Route 7 (159 th Street).
March 2019	Public Information Meeting held to present reexamined north-south alternative connection between Bruce Road and IL Route 7 (159 th Street) and gain public input.
April 2019	TCC meeting held to summarize the public meeting, vote on the preferred alternative, and discuss project next steps.
June 2019	WCDOT Resolution for the Caton Farm – Oak – Bruce – Gougar alignment as the newly selected preferred alternative.
September 2019	NEPA/404 Merger Meeting to update IDOT and FHWA on preferred alignment change.
January 2020	TCC status letter discussing project status.
April 2020	AESR submitted to IDOT for review and processing.

Exhibit A: Project Timeline

16.6.d

Project Timeline
Updated January 2021
Page 6 of 5

September 2020	NEPA/404 meeting to update IDOT, FHWA, and other agencies on the status of the project.
August 2020	TCC Status update letter to provide project updates that have occurred since January 2020.
August 2020	FHWA/IDOT conference call to discuss TIP/MTP Requirements, OINCC and Major Project Requirements, Value Engineering and HED coordination.
August 2020	Resubmit IDOT AESR per comments from the IDOT Cultural Unit.
October 2020	Initial submittal of APE Boundary to IDOT for review.
October 2020	TCC Meeting to discuss project status and next steps.
November 2020	Revised submittal of APE Boundary resubmitted with IDOT's comments addressed.
December 2020	IDOT and SHPO APE Concurrence received.
January 2021	Illinois Representative Newman project background and potential funding meeting.

Additional Timeline Items after January 2021

- 2/25/2021 – NEPA/404 Merger Meeting – Received Concurrence Point # 3 for new Preferred Alignment along Gougar Road.
- 4/5/2021 – TCC Virtual Meeting
- 6/30/2021 – TCC update provided to members
- 8/4/2021 – OINCC submitted to IDOT for review
- 10/12/2021 – Fairmont SIG
- 11/9/2021 – Tollway Meeting about drainage around Gougar Road & I-355.
- 11/16/2021 – Fairmont PIM
- 2/2022 – Meetings with LAs about jurisdictional sponsorship of future phases of the project
- 5/3/2022 – FHWA Coordination Meeting – Discussion of outcome of the LA coordination pertaining to sponsorship of future phases and guidance on how to complete the project.

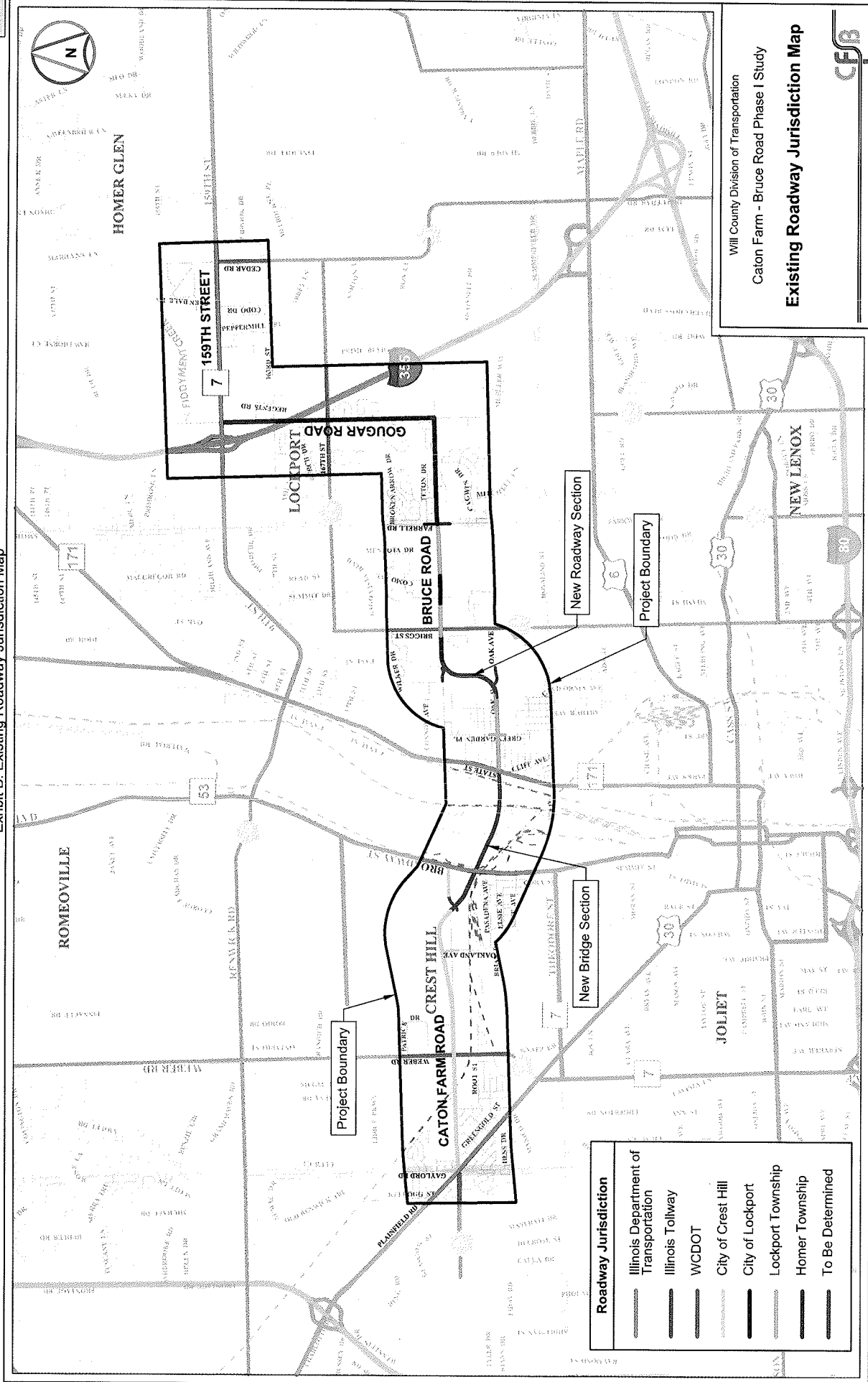


Exhibit C: Cost by jurisdiction

16.6.d

Project Phase	Phase A	Phase B	Phase C	Phase D	Phase E	Total
Design	879,000	3,652,000	7,612,000	6,377,000	26,140,000	44,660,000
ROW Eng & Land Acquisition	2,422,000	7,072,000	17,662,000	3,938,000	28,287,000	59,381,000
Construction Engineering	1,319,000	5,478,000	11,417,000	9,565,000	39,210,000	66,989,000
Construction (non-major bridge)	8,790,000	36,517,000	76,111,000	63,763,000	61,399,000	246,580,000
Construction (major bridge)	0	0	0	0	200,000,000	200,000,000
Sub Totals:	13,410,000	52,719,000	112,802,000	83,643,000	355,036,000	617,610,000

Construction Phase Length (miles)	0.30	0.95	3.70	2.00	3.00	9.95
WCDOT Length	0.30					0.30
Crest Hill Length		0.95			1.70	2.65
Lockport Township Length			1.50			1.50
Lockport Length			1.50	1.50		3.00
Homer Township Length				0.50		0.50
TBD (new river xing & realignment between jurisdictions)			0.70		1.30	2.00

Total Jurisdiction Costs	Design	Row & Land Acq	Const. Eng	Construction	Total
WCDOT	879,000	2,422,000	1,319,000	8,790,000	13,410,000
Crest Hill	18,464,667	23,101,300	27,697,000	71,309,767	140,572,733
Lockport Township	3,085,946	7,160,270	4,628,514	30,855,811	45,730,541
Lockport	7,868,696	10,113,770	11,802,264	78,678,061	108,462,791
Homer Township	1,594,250	984,500	2,391,250	15,940,750	20,910,750
TBD (new river xing & realignment between jurisdictions)	12,767,441	15,599,159	19,150,973	241,005,612	288,523,186
Sub Totals:	44,660,000	59,381,000	66,989,000	446,580,000	617,610,000

Project Phase A	WCDOT
Design	879,000
ROW Eng & Land Acquisition	2,422,000
Construction Engineering	1,319,000
Construction (non-major bridge)	8,790,000
Construction (major bridge)	0
Sub Totals:	13,410,000

Project Phase B	Crest Hill
Design	3,652,000
ROW Eng & Land Acquisition	7,072,000
Construction Engineering	5,478,000
Construction (non-major bridge)	36,517,000
Construction (major bridge)	0
Sub Totals:	52,719,000

Project Phase C	Lockport Twsp	Lockport	TBD
Design	3,085,946	3,085,946	1,440,108
ROW Eng & Land Acquisition	7,160,270	7,160,270	3,341,459
Construction Engineering	4,628,514	4,628,514	2,159,973
Construction (non-major bridge)	30,855,811	30,855,811	14,399,378
Construction (major bridge)	0	0	0
Sub Totals:	45,730,541	45,730,541	21,340,919

Project Phase D	Lockport	Homer Twsp
Design	4,782,750	1,594,250
ROW Eng & Land Acquisition	2,953,500	984,500
Construction Engineering	7,173,750	2,391,250
Construction (non-major bridge)	47,822,250	15,940,750
Construction (major bridge)	0	0
Sub Totals:	62,732,250	20,910,750

Project Phase E	Crest Hill	TBD
Design	14,812,667	11,327,333
ROW Eng & Land Acquisition	16,029,300	12,257,700
Construction Engineering	22,219,000	16,991,000
Construction (non-major bridge)	34,792,767	26,606,233
Construction (major bridge)	0	200,000,000
Sub Totals:	87,853,733	267,182,267



**RESOLUTION OF THE COUNTY BOARD
WILL COUNTY, ILLINOIS**

***Rescinding Resolution #09-206 and Hereby Supporting a New Regional
Transportation Corridor on an Alignment of Caton Farm-Oak-Bruce-Gougar,
County Board Districts #7 & #9***

WHEREAS, the County of Will (Will County) has been an advocate for and supports the provision of an additional crossing of the Chicago Sanitary and Ship Canal, the Des Plaines River, and the Illinois & Michigan (I&M) Canal to promote public safety and ease congestion on the existing regional roadway system, County Board Districts #7 & #9; and

WHEREAS, local governmental agencies represented on the Caton Farm - Bruce Road Transportation Corridor Committee (TCC) also recognize the safety and transportation benefits to their communities of the Caton Farm- Bruce Road Regional Transportation Corridor; and

WHEREAS, an alignment was previously supported under County Resolution #09-206, which was subsequently requested to be re-evaluated by various TCC members as it pertains to the eastern portion of the corridor. Upon completion of the re-evaluation performed by the engineer of record, the TCC recommended, at a meeting held on April 29, 2019, that Will County support the Caton Farm-Oak-Bruce-Gougar Alignment (Exhibit A). Resolutions of support for the new alignment by those agencies in the area of re-evaluation are provided in Exhibit B; and

WHEREAS, Will County supports the construction of a new Regional Transportation Corridor on an alignment of Caton Farm-Oak-Bruce-Gougar, recognizing that the Regional Transportation Corridor will greatly enhance public safety and reduce congestion.

NOW, THEREFORE, BE IT RESOLVED, that Will County Board Resolution #09-206 is hereby rescinded.

BE IT FURTHER RESOLVED, that the County of Will supports the design and construction of a new Regional Transportation Corridor on an alignment of Caton Farm-Oak-Bruce-Gougar provided ancillary and secondary road impacts are considered and addressed in design and construction.

BE IT FURTHER RESOLVED, that the Preamble of this Resolution is hereby adopted as if fully set forth herein. This Resolution shall be in full force and effect upon its passage and approval as provided by law.

Exhibit D: County approval of corridor alignment

Will County Board 19-160

Meeting of June 20, 2019

16.6.d


15.9

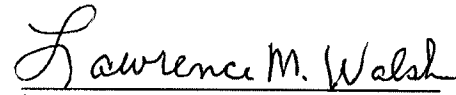
Adopted by the Will County Board this 20th day of June, 2019.

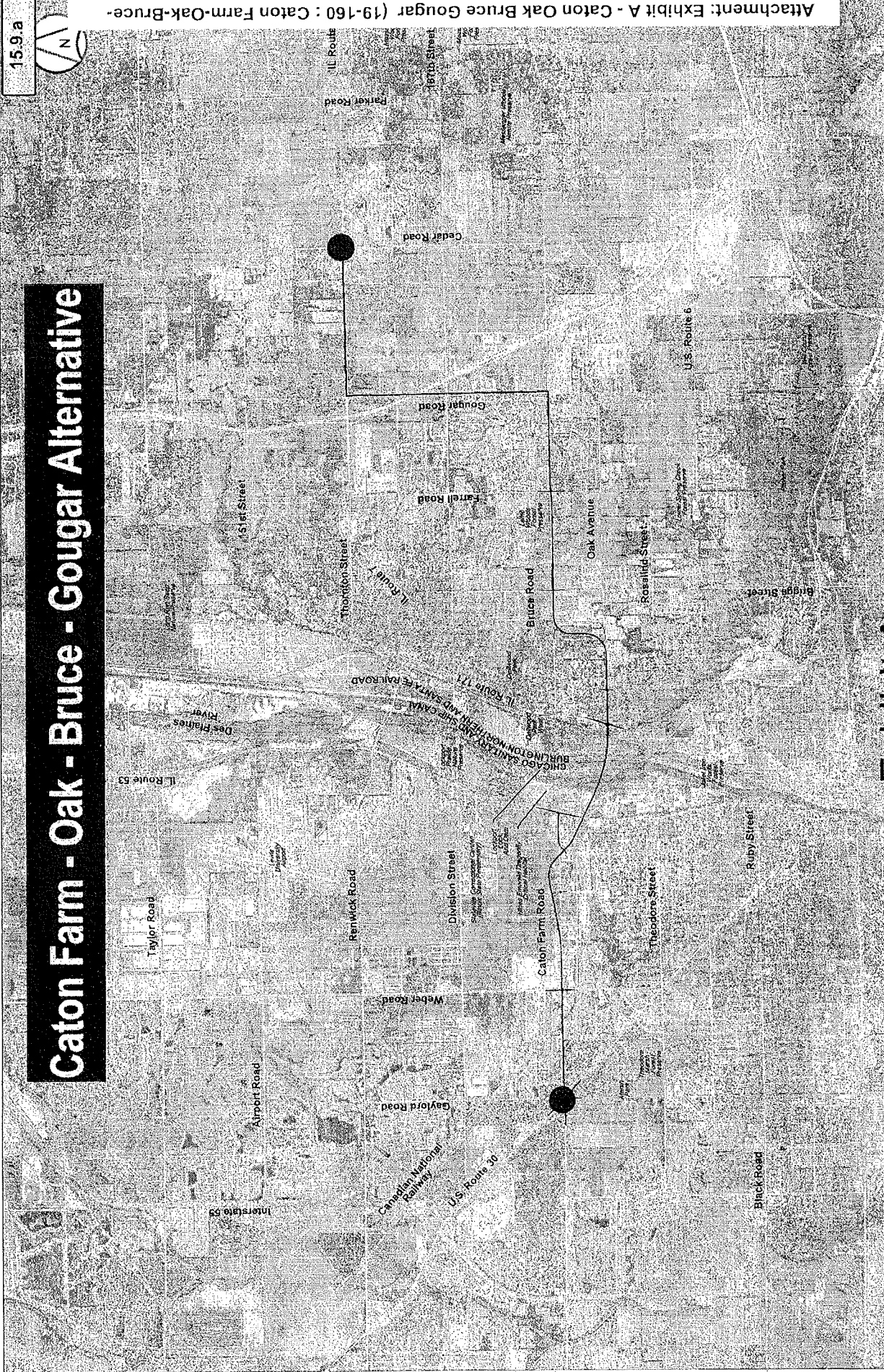
AYES:	Ogalla, Summers, Koch, Moustis, Rice, Harris, Traynere, Fritz, Mueller, Gould, VanDuyne, Balich, Fricilone, Brooks Jr., Winfrey, Parker, Ventura, Dollinger, Marcum, Berkowicz, Cowan, Tuminello, Weigel, Ferry, Kraulidis
ABSENT:	Moran

Result: Approved - [Unanimous]

Approved this 28th day of June, 2019.


Lauren Staley Ferry
Will County Clerk


Lawrence M. Walsh
Will County Executive



"Exhibit B"

RESOLUTION NO. 19-042

RESOLUTION SELECTING GOUGAR ROAD AS THE NEW ALIGNMENT FOR THE NORTH-SOUTH CONNECTOR OF THE WILL COUNTY CATON FARM ROAD-BRUCE ROAD PROJECT EAST OF THE DES PLAINES RIVER

WHEREAS, WILL COUNTY and members of the Transportation Corridor Committee (referred to as "TCC") have been overseeing the development of a Strategic Regional Arterial Study for the construction of a new high level bridge that will cross the Des Plaines River Valley and connect Crest Hill Six Corners at U.S. 30, Gaylord Road, and Caton Farm Road in Crest Hill with Cedar Road and 159th Street (Illinois Route 7) in HOMER GLEN, and more commonly known as the "Caton Farm Bruce Road Strategic Regional Arterial Project" ("CFBR-SRA Project"); and

WHEREAS, in May of 2009, the TCC approved an alignment of the new road and high level bridge that included the "Middle Alignment" through Lockport Township and Homer Township; and;

WHEREAS, beginning in 2015, the EASTERN PARTICIPANTS comprised of LOCKPORT, HOMER GLEN, and HOMER TOWNSHIP and members of the TCC have requested that the Middle Alignment be reconsidered and that other alignments be reconsidered or new alignments including Gougar Road and Cedar Road be considered; and

WHEREAS, on August 17, 2017, the City of Lockport City Council approved an Intergovernmental Agreement ("IGA") with the County of Will, City of Lockport, Village of Homer Glen, and Homer Township for cost sharing of the engineering study for the North-South Connector for the Caton Farm Road-Bruce Road Project; and

WHEREAS, in the IGA, EASTERN PARTICIPANTS agreed to pay for the cost of the CivilTech engineering study beginning with Part A of the study, each equally paying 33.33% of the costs to reevaluate the Middle Alignment for Part A of the study; and

WHEREAS, now that Part A of the study is nearly completed, the IGA sets for the condition for the TCC, with the agreement of the EASTEN PARTICIPANTS, the COUNTY and the remaining TCC members, to proceed with Part B of the study which the City of Lockport will be responsible for 100% of the costs, subject to formal appropriation of funding for the Part B study; and

WHEREAS, the City of Lockport has appropriated the funding in the amount of \$347,382 for Part B of the study for the engineering costs to finalize the new selection of the Alignment.

NOW, THEREFORE, be it resolved by the Mayor and City Council of the City of Lockport, Will County, Illinois, as follows:

Exhibit D: County approval of corridor alignment

16.6.d

15.9.b

SECTION 1: It is in the best interest of the City of Lockport that the "Middle Alignment" no longer be considered as the alignment for the North-South Connector for the CFBR-SRA Project and that Gougar Road be selected as the new alignment.

SECTION 2: The Mayor and City Council authorize the City Administrator to sign the Task Order with Will County to proceed with Part B of the environmental impact studies for Gougar Road as the new alignment.

SECTION 3: The City Council authorizes and directs the Mayor and the City Clerk to execute any and all necessary documents including an Intergovernmental Agreement with the EASTERN PARTICIPANTS to commit that if the new alignment of Gougar Road is selected by the TCC, it shall be the final alignment that will be used for the CFBR-SRA Project.

SECTION 4: This Resolution shall be in full force and effect from and after its passage and approval as provided by law.

PASSED and APPROVED this 3RD day of APRIL, 2019, with:

6 ALDERMEN voting aye 0 ALDERMEN abstaining

0 ALDERMEN voting nay 2 ALDERMEN absent

The MAYOR voting aye _____, voting nay _____, not voting X

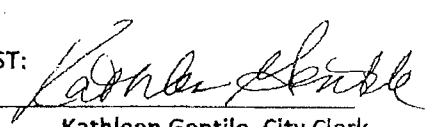
A BARTELSEN A BERGBOWER A DESKIN ABSENT GILLOGLY

ABSENT PERRETTA A PETRAKOS A SABAN A LOBES

 MAYOR


Steven Strelt, Mayor

ATTEST:


Kathleen Gentile, City Clerk

**THE VILLAGE OF HOMER GLEN
WILL COUNTY, ILLINOIS**

**RESOLUTION
NUMBER 19-001**

**A RESOLUTION SELECTING GOUGAR ROAD AS THE
NEW ALIGNMENT FOR THE NORTH-SOUTH
CONNECTOR OF THE WILL COUNTY CATON FARM
ROAD- BRUCE ROAD PROJECT EAST OF THE DES
PLAINES RIVER**

**GEORGE YUKICH, Village President
ANN HOLTZ, Village Clerk**

**BRIAN BURIAN
CARLO CAPRIO
KEITH GRAY
CHRISTINA NEITZKE – TROIKE
BETH RODGERS
SHARON SWEAS**

Trustees

RESOLUTION 19-001

**A RESOLUTION SELECTING GOUGAR ROAD AS THE NEW ALIGNMENT
FOR THE NORTH-SOUTH CONNECTOR OF THE WILL COUNTY CATON
FARM ROAD- BRUCE ROAD PROJECT EAST OF THE DES PLAINES RIVER**

WHEREAS, the Village of Homer Glen, Will County, Illinois (the "*Village*") is a home rule municipality pursuant to Section 6(a), Article VII of the 1970 Constitution of the State of Illinois, and as such may exercise any power and perform any function pertaining to its government and affairs (the "*Home Rule Powers*"); and

WHEREAS, WILL COUNTY and members of the Transportation Corridor Committee (referred to as "TCC") have been overseeing the development of a Strategic Regional Arterial Study for the construction of a new high level bridge that will cross the Des Plaines River Valley and connect Crest Hill Six Corners at U.S. 30, Gaylord Road, and Caton Farm Road in Crest Hill with Cedar Road and 159th Street (Illinois Route 7) in HOMER GLEN, and more commonly known as the "Caton Farm Bruce Road Strategic Regional Arterial Project" ("CFBR-SRA Project"); and

WHEREAS, in May of 2009, the TCC approved an alignment of the new road and high level bridge that included the "Middle Alignment" through Lockport Township and Homer Township; and;

WHEREAS, beginning in 2015, the EASTERN PARTICIPANTS of the TCC, comprised of HOMER GLEN, HOMER TOWNSHIP and LOCKPORT have requested that the Middle Alignment be reconsidered and that other alignments be reconsidered or new alignments including Gougar Road and Cedar road be considered; and;

WHEREAS, on August 23, 2017, the Village of Homer Glen Board approved an Intergovernmental Agreement ("IGA") with the County of Will, City of Lockport, Village of Homer Glen, and Homer Township for cost sharing of the Phase I engineering study for the North-South Connector for the Caton Farm Road – Bruce Project; East of the Des Plaines River; and;

WHEREAS, now that Part A of the study is nearly completed, the IGA sets forth the condition for the TCC, with the agreement of the EASTERN PARTICIPANTS, the COUNTY and the remaining TCC members, to proceed with Part B of the study which the City of Lockport will be responsible for 100% of the costs, subject to the formal appropriation of funding for the Part B study; and

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND VILLAGE BOARD OF TRUSTEES OF THE VILLAGE OF HOMER GLEN, WILL COUNTY, ILLINOIS, THAT:

Section 1: It is in the best interest of the Village of Homer Glen that the "Middle Alignment" no longer be considered as the alignment for the North-South Connector for

Exhibit D: County approval of corridor alignment

16.6.d

15.9.b

the CFBR-SRA Project and that Gougar Road be selected as the new alignment.

Section 2: The Village Board authorizes and directs the Mayor and the Village Clerk to execute any and all necessary documents including an Intergovernmental Agreement with the EASTERN PARTICIPANTS to commit that if the new alignment of Gougar Road is selected by the TCC, it shall be the final alignment that will be used for the CFBR-SRA Project.

Section 3: Severability - The various portions of this resolution are hereby expressly declared to be severable, and the invalidity of any such portion of this resolution shall not affect the validity of any other portions of this resolution, which shall be enforced to the fullest extent possible.

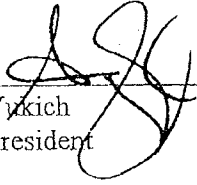
Section 4: Repealer - All ordinances or portions of resolutions previously passed or adopted by the Village of Homer Glen that conflict with or are inconsistent with the provisions of this resolution are hereby repealed.

Section 6: Effective Date - This resolution shall be in full force and effect from and after its passage and approval.

Adopted this 23rd day of April pursuant to a roll call vote as follows:

	YES	NO	ABSENT	PRESENT
Burian	X			
Caprio	X			
Gray	X			
Neitzke-Troiike	X			
Rodgers	X			
Sweas	X			
Yukich (Village President)				
TOTAL	6			

APPROVED by the Village President on April 23, 2019.


George Yukich
Village President

ATTEST:


Ann Holtz
Village Clerk

Exhibit D: County approval of corridor alignment

16.6.d

15.9.b

ORIGINAL

HOMER TOWNSHIP
RESOLUTION NO. HT2019-0408-RES1

RESOLUTION SELECTING GOUGAR ROAD AS THE NEW ALIGNMENT FOR THE NORTH-SOUTH
CONNECTOR OF THE WILL COUNTY CATON FARM ROAD-BRUCE ROAD PROJECT EAST OF THE
DES PLAINES RIVER

WHEREAS, WILL COUNTY and members of the Transportation Corridor Committee (referred to as "TCC") have been overseeing the development of a Strategic Regional Arterial Study for the construction of a new high level bridge that will cross the Des Plaines River Valley and connect Crest Hill Six Corners at U.S. 30, Gaylord Road, and Caton Farm Road in Crest Hill with Cedar Road and 159th Street (Illinois Route 7) in HOMER GLEN, and more commonly known as the "Caton Farm Bruce Road Strategic Regional Arterial Project" ("CFBR-SRA Project"); and

WHEREAS, in May of 2009, the TCC approved an alignment of the new road and high level bridge that included the "Middle Alignment" through Lockport Township and Homer Township; and;

WHEREAS, beginning in 2015, the EASTERN PARTICIPANTS comprised of LOCKPORT, HOMER GLEN, and HOMER TOWNSHIP and members of the TCC have requested that the Middle Alignment be reconsidered and that other alignments be reconsidered or new alignments including Gougar Road and Cedar Road be considered; and

WHEREAS, on August 14, 2017, the Homer Township Board of Trustees approved an Intergovernmental Agreement ("IGA") with the County of Will, City of Lockport, Village of Homer Glen, and Homer Township for cost sharing of the engineering study for the North-South Connector for the Caton Farm Road-Bruce Road Project; and

WHEREAS, in the IGA, EASTERN PARTICIPANTS agreed to pay for the cost of the CivilTech engineering study beginning with Part A of the study, each equally paying 33.33% of the costs to reevaluate the Middle Alignment for Part A of the study; and

WHEREAS, now that Part A of the study is nearly completed, the IGA sets for the condition for the TCC, with the agreement of the EASTERN PARTICIPANTS, the COUNTY and the remaining TCC members, to proceed with Part B of the study which the City of Lockport will be responsible for 100% of the costs, subject to formal appropriation of funding for the Part B study; and

WHEREAS, the City of Lockport has appropriated the funding in the amount of \$347,382 for Part B of the study for the engineering costs to finalize the new selection of the Alignment and on April 13, 2019, the council has unanimously approved resolution No. 19-042 selecting Gougar Road as the new alignment for the North-South connector for the Caton Farm-Bruce Road SRA project;

Exhibit D: County approval of corridor alignment

16.6.d

15.9.b

ORIGINAL

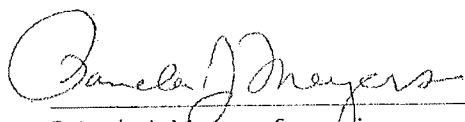
NOW, THEREFORE, be it resolved by the Homer Township Board of Trustees, Will
County, Illinois, as follows:

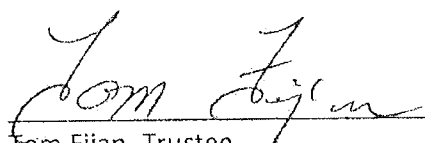
SECTION 1: It is in the best interest of Homer Township that the "Middle Alignment" no longer be considered as the alignment for the North-South Connector for the CFBR-SRA Project and that Gougar Road be selected as the new alignment.

SECTION 2: The Board of Trustees authorizes and directs its Supervisor to execute any and all necessary documents including an Intergovernmental Agreement with the EASTERN PARTICIPANTS to commit that if the new alignment of Gougar Road is selected by the TCC, it shall be the final alignment that will be used for the CFBR-SRA Project.

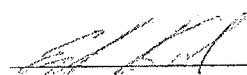
SECTION 3: This Resolution shall be in full force and effect from and after its passage and approval as provided by law.

Passed this 8th day of April, 2019.


Pamela J. Meyers, Supervisor

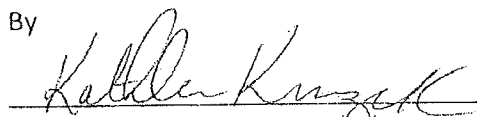

Tom Fijan, Trustee

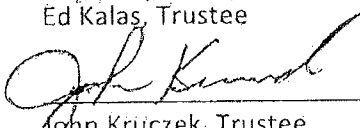
ATTEST:



Ed Kalas, Trustee

Linsey Sowa, Township Clerk

By


Kathleen Kruczek, Deputy Clerk


John Kruczek, Trustee

 ABSENT
George Offord, Trustee

(Seal)

**Caton Farm - Bruce Road Phase I Study
Will County Division of Transportation**

SCOPE OF WORK

SUPPLEMENT #4 – Planning and Environmental Linkage (PEL) Study

Scope of Work

Due to the unavailability for funding the Caton Farm – Bruce Road Phase I Study past the Phase I stage of the environmental process and the lack of sponsorship for the project, the County in conjunction with IDOT and FHWA, is anticipating completion of the National Environmental Policy Act (NEPA) process through production of a Planning and Environmental Linkage (PEL) study in lieu of completion of an Environmental Assessment (EA). Prior to the possibility to complete the project as a PEL, items required for completion of the EA were performed out of scope from the previous Supplement #3. These items were completed prior to the decision to consider evaluating the project as a PEL in lieu of an EA.

All of the items associated with completion of the PEL and the out of scope work performed for the EA are described below and are modifications to the scope of services contained in the Original Agreement for the Caton Farm – Bruce Road Phase I Study dated May 16, 2001, Supplement #1 dated October 7, 2009, Supplement #2 dated August 24, 2012, and Supplement #3 dated October 29, 2020. Additionally, items were included in the scope to account for the packaging of existing data produced to date for future potential use.

1. **Collect, Review and & Evaluate Existing Data** – Reevaluation and updates to existing right-of-way and survey data. Incorporation of existing County Lidar data to provide accurate geometric and surface modeling.
2. **Aerial Photography Base Sheets** – No additional work is required.
3. **Field Surveys** – No additional work is required.
4. **Environmental Data, Coordination, Inventory, and Analysis** – No additional work is required.
5. **Evaluate Environmental Impacts to Feasible Alternates** – No additional work is required.
6. **Geotechnical Investigations** – No additional work is required.
7. **Location Drainage Study** – Assisted CBBEL to provide detailed geometric modeling

and cross sections to complete the drainage design and analysis.

8. **Noise Analysis** – Prior to Supplement #3, a draft Highway Noise Analysis report dated August 21, 2013 was completed for the preferred alternative that included the Middle Alignment. It was reviewed by IDOT and was ready for FHWA review. Subsequently, the preferred alternative was revised to omit the Middle Alignment, and instead include the Gougar Road alignment. Supplement #3 included updating the analysis to accomplish the following: 1) reflect the new preferred alternative, 2) use 2050 traffic volumes in place of the previous 2040 traffic volumes, and 3) bring the entire analysis and reporting process up to the latest standards to meet current reviewer expectations at IDOT. As work has progressed on the updated traffic noise analysis, additional effort has been completed as follows.
- a. Field measurements to quantify the level of existing highway traffic noise at sensitive receptors and to validate the noise model 25 sensitive receptor locations were completed as anticipated, however an additional day of measurements was necessary due to a delay in monitoring in the Fairmont neighborhood. A second additional day is necessary due to several locations not validating during the 2021 field measurements.
 - b. Field measurements were conducted to establish existing conditions noise levels at Common Noise Environments where traffic noise is not the singularly dominant noise source in the field. Subsequent to Supplement #3, through another Civiltech noise project with a proposed roadway on a new alignment, IDOT made Civiltech aware of a newer unwritten policy regarding using field measured noise levels as the existing noise levels in the analysis (instead of using modeled noise levels). Since TNM only models noise coming from traffic sources, and there are no nearby traffic sources along new alignments, the model can significantly underestimate the true ambient noise in the field, thereby over-predicting impacts due to substantial noise increases. On this project, this condition exists where the proposed alignment extends roughly between Brassell Street and Bruce Road. This sub-item covers field measurement of noise levels at the 10 CNE locations along this stretch.
 - c. Based on 1) the change in alignment from Middle to Gougar, and 2) updating to the latest IDOT modeling and reporting expectations, there is a net increase of approximately 12 CNEs over what was anticipated in Supplement #3. This sub-item covers modeling these additional 12 CNEs.
 - d. Perform highway traffic noise analysis for 2050 No-Action Alternative.

See sub-item c. This sub-item covers modeling the additional 12 CNEs.

- e. Perform a 2050 analysis using TNM for the preferred improvement to identify if highway traffic noise impacts will result at any of the developed receptor locations.

See sub-item c. This sub-item covers modeling the additional 12 CNEs.

As part of the PEL, a summary of the Noise Analysis work completed to date and an appendix document will be assembled to include with the PEL report.

- 9. **Air Quality Analysis** – No additional work is required.
- 10. **Wetland Impact Evaluation** – No additional work is required.
- 11. **Determine Comprehensive Impacts** – Identified additional comprehensive impacts to the preferred alternative that have developed since the 2015 Draft EA submittal.
- 12. **Identify Measures to Minimize Harm** – Additional design modifications were made to accommodate for drainage throughout the corridor.
- 13. **Alternate Geometric Studies** – Further geometric evaluation was required to accommodate shifts in the alignment at the I-355 bridge and additional turn lanes at multiple intersections.
- 14. **Accident Analysis** – IDOT has recently begun requiring an HSM analysis to be completed for evaluation of existing and predicted crashes within the corridor. An HSM data analysis was initiated in IDOT's HSM modeling program and the analysis was begun as a separate report from the Environmental Assessment document to include as part of the appendices.

To close out this task for inclusion in the PEL, a summary will be completed for the HSM analysis findings and an appendix document will be assembled to include with the PEL report.
- 15. **Maintenance of Traffic** – No additional work is required
- 16. **Intersection Design Studies** – No additional work is required.

17. **Environmental Assessment (Preliminary)** – No additional work is required.
18. **Combined Design Report (Preliminary)** – No additional work is required
19. **Public Involvement** – Additional public involvement included:
 - 2 Fairmont Community Stakeholder Involvement Group Meetings
 - 1 additional Fairmont Community Public Involvement Meetings
 - Stakeholder Bi-monthly Updates
 - Reorganization of the project website was also completed to provide easier navigation for the public. In addition, recreation of several areas of the website was required after the web host lost several years of website data.
20. **Environmental Assessment/ FONSI** – This item is replaced by development of the PEL study. Completion of the PEL study includes the following:
 - Providing support to CBBEL for completion of the PEL Questionnaire
 - Convert existing EA text to PEL report format. The format and content of the PEL Report is anticipated to be as follows:

Table of Contents:

1. Introduction
 - Project Description, Study Area, Purpose and Need
 2. Existing Conditions
 - Travel Demand, Safety, Land Use, Socio-Economic Setting, Environmental Resources, Drainage, Special Lands, Other
 3. Future Conditions
 - 2050 Travel Demand and No-Build Conditions
 - No-Build Conditions
 4. Concept Build Alternatives Considered
 - Potential Des Plaines River Crossing Locations, Fatal Flaw Considerations, Design Criteria, Evaluation Criteria, Alternatives Evaluation, Alternatives Carried Forward, Identification of the Preliminary Preferred Alternative
 5. Public Involvement and Agency Coordination
 - Transportation Corridor Committee, NEPA-404 Merger Coordination, IDOT and FHWA Coordination, Public Meetings, Stakeholder and Property Owner Coordination
 6. Conclusions and Next Step Recommendations
- The PEL Appendix is anticipated to include EA document references and the PEL

Questionnaire (to be completed by CBBEL) as follows:

1. FHWA Letter and Questionnaire
 2. Public Involvement
 - Public Meeting Summaries
 3. Agency, Local Government and Stakeholder Coordination
 - Stakeholder Coordination, IDOT/FHWA Coordination, Agency Coordination
 4. Technical Memoranda (as applicable)
 - Traffic Report, Crash Analysis, Major Bridge Design and Preliminary Structure TSLs, Drainage Technical Memorandum, Alternatives Evaluation and Results, Description of the Selected Alternative
 5. Environmental Documentation (as applicable)
 - Wetland Technical Report, Biological Resource Review and Preliminary Biological Assessment, Cultural Resource Review and Historic Property Inventory, Special Waste and Preliminary Environmental Site Assessment, Special Lands Evaluation, Traffic Noise Analysis
- Submit Draft PEL study to IDOT/FHWA for review and comment.
 - Revise draft report up to 3 times based upon review comments and prepare the Final PEL study.
 - Prepare disposition of comments for each submittal.
 - Submit Final PEL study.
 - Process Final PEL Study for signature.
21. **Combined Design Report (Final)** – CBBEL will be responsible for summarizing the status of the Combined Design Report and creating a summary for inclusion as an Appendix in the PEL. Civiltech will assist with incorporation of the information into the PEL report.
 22. **Section 4(f) Evaluation/ Section 6(f) Coordination & Documentation** – Status of the Section 4(f) evaluation will be summarize within the PEL study. Additionally, a summary of documentation and research produced thus far will be assembled for record.
 23. **Section 106 Coordination and Documentation** – Given the findings of the Historic Resources Report, an Adverse Effect determination is possible for several historic properties within the corridor. Concurrence for the Area of Potential Effects has already been received from SHPO. A status of the Section 106 process and all documents pertaining to historic resources will be summarized and documents by CBBEL. Civiltech will assist with incorporation of the information into the PEL report.
 24. **Administration & Coordination** – A draft EA was last submitted to IDOT in 2015. Additional assessment of what items require updating must be coordinated with IDOT, FHWA, Local Agencies, and County Staff. Addition coordination meetings have occurred as follows:

- Weekly consultant coordination meetings
- Bi-weekly project status check-in with WCDOT
- 3 additional IDOT/FHWA meetings
- Coordination with V3 and municipalities for upcoming municipal work
- Tollway meeting – update for project and drainage basin

Coordination efforts anticipated for the duration of the project are as follow:

- 3 additional IDOT/FHWA meetings
- 4 Meeting with WCDOT

25. **NEPA/404 Merger Process Coordination** – One additional meeting was required to receive approval of Concurrence Point #3.
26. **Hines Emerald Dragonfly Coordination** – Additional help was requested by IDOT to complete the Biological Assessment.
27. **Structural Studies** – Additional effort was required to inspect the Gougar Rd Culvert over Fraction Run (SN 099-3096) and the Gougar Rd Bridge over I-355 (SN 099-3026). Additional efforts were also required in preparing the BCRs for SN 099-3026 and SN 099-3096. Specifics include:
 - The inspection of the bridge (SN 099-3026) due to field conditions
 - Additional BCR preparation for the culvert (SN 099-3096) due to geometric challenges with the proposed side path and landscaped median.
 - Streambed migration (SN 099-3096) that complicated the proposed scope of work, eliminating culvert extension and requiring a full structure replacement.
 - Additional coordination was required with subconsultants due to the proposed replacement for the Gougar Rd Culvert (SN 099-3096).
 - Additional revision of the BCR for the bridge (SN 099-3026) due to complexity of the extreme skew, tapered framing plan, and Spliced Post-Tensioned PPC I-beams, and close proximity of the 163rd Street intersection.

Additional preparation was required for the Type Size & Location (TSL) for the bridge (SN 099-3026) due to the structure's complexity being great than anticipated due to:

- Tapered Framing Plan
- Spliced Post-Tensioned PPC I-Beams
- Profile Raise over the Bridge

28. **Preliminary Environmental Site Assessment** – No additional work is required

Exhibit E: Civiltech scope of services to convert to PEL

16.6.d

Will County Division of Transportation
Caton Farm - Bruce Road Phase I Study

EXHIBIT A - PRELIMINARY ENGINEERING COST ESTIMATE OF CONSULTANT SERVICES SUPPLEMENT #4 - Planning and Environmental Linkage (PEL) Study

Route:
Local Agency:
Section:
Project:
Job No:

Caton Farm - Bruce Road
Will County Division of Transportation
00-0074-21-EG

Method of Compensation:

- Cost Plus Fixed Fee 1 ☒ 14.5%[DL + R(DL) + OH(DL) + IHDC]
- Cost Plus Fixed Fee 2 ☐ 14.5%[DL + R(DL) + 1.5(DL) + IHDC]
- Cost Plus Fixed Fee 3 ☐ 14.5%[(2.3 + R)DL + IHDC]
- Specific Rate ☐
- Lump Sum ☐

See Exhibit A-1 for Scope of Services

See Exhibit A-2 for a Detailed Workhour Estimate.

See Exhibit A-3 for detailed Services by Others and In-House Direct Costs.

*Firm's approved rates on file with IDOT's Bureau of Accounting and Auditing:		
Overhead Rate (OH)	1.2488	
Complexity Factor (R)	0.000	
Calendar Days	550	

Cost Estimate of Consultant's Services in Dollars

Element of Work	Employee Classification	Man-hours	Payroll Rate	Payroll Costs (DL)	Overhead*	Services by Others	In-House Direct Costs (IHDC)	Profit	Total
1 Data Collection	Principal	0	\$ 70.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Manager	0	\$ 48.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sr. Project Engineer	0	\$ 45.75	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Engineer	2	\$ 36.00	\$ 72.00	\$ 89.91	\$ -	\$ -	\$ 23.48	\$ 185.39
	Design Engineer	10	\$ 33.50	\$ 335.00	\$ 418.35	\$ -	\$ -	\$ 109.24	\$ 862.58
	Sr. Design Technician	10	\$ 40.00	\$ 400.00	\$ 499.52	\$ -	\$ -	\$ 130.43	\$ 1,029.95
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Subtotal	22	\$ -	\$ 807.00	\$ 1,007.78	\$ -	\$ -	\$ 263.14	\$ 2,077.92

Exhibit E: Civiltech scope of services to convert to PEL

16.6.d

Cost Estimate of Consultant's Services in Dollars

Element of Work	Employee Classification	Man-hours	Payroll Rate	Payroll Costs (DL)	Overhead*	Services by Others	In-House Direct Costs (IHDC)	Profit	Total
2 Aerial Photography/Base Sheets									
	Principal	0	\$ 70.00	\$ -	\$ -	\$ -		\$ -	\$ -
	Project Manager	0	\$ 48.00	\$ -	\$ -			\$ -	\$ -
	Sr. Project Engineer	0	\$ 45.75	\$ -	\$ -			\$ -	\$ -
	Project Engineer	0	\$ 36.00	\$ -	\$ -			\$ -	\$ -
	Design Engineer	0	\$ 33.50	\$ -	\$ -			\$ -	\$ -
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -			\$ -	\$ -
3 Field Surveys	Administrative Assistant	0	\$ 24.00	\$ -	\$ -			\$ -	\$ -
	Subtotal	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Principal	0	\$ 70.00	\$ -	\$ -	\$ -		\$ -	\$ -
	Project Manager	0	\$ 48.00	\$ -	\$ -			\$ -	\$ -
	Sr. Project Engineer	0	\$ 45.75	\$ -	\$ -			\$ -	\$ -
	Project Engineer	0	\$ 36.00	\$ -	\$ -			\$ -	\$ -
4 Environmental Data Inventory, Coordination & Analysis	Design Engineer	0	\$ 33.50	\$ -	\$ -			\$ -	\$ -
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -			\$ -	\$ -
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -			\$ -	\$ -
	Subtotal	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Principal	0	\$ 70.00	\$ -	\$ -	\$ -		\$ -	\$ -
	Project Manager	0	\$ 48.00	\$ -	\$ -			\$ -	\$ -
No Additional Work	Sr. Project Engineer	0	\$ 45.75	\$ -	\$ -			\$ -	\$ -
	Project Engineer	0	\$ 36.00	\$ -	\$ -			\$ -	\$ -
	Design Engineer	0	\$ 33.50	\$ -	\$ -			\$ -	\$ -
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -			\$ -	\$ -
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -			\$ -	\$ -
	Subtotal	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Exhibit E: Civiltech scope of services to convert to PEL

16.6.d

Cost Estimate of Consultant's Services in Dollars

Element of Work	Employee Classification	Man-hours	Payroll Rate	Payroll Costs (DL)	Overhead*	Services by Others	In-House Direct Costs (IHDC)	Profit	Total
5 Evaluate Environmental Impacts to Feasible Alternates				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Principal	0	\$ 70.00	\$ -	\$ -			\$ -	\$ -
	Project Manager	0	\$ 48.00	\$ -	\$ -			\$ -	\$ -
	Sr. Project Engineer	0	\$ 45.75	\$ -	\$ -			\$ -	\$ -
	Project Engineer	0	\$ 36.00	\$ -	\$ -			\$ -	\$ -
	Design Engineer	0	\$ 33.50	\$ -	\$ -			\$ -	\$ -
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -			\$ -	\$ -
6 Geotechnical Investigations	Administrative Assistant	0	\$ 24.00	\$ -	\$ -			\$ -	\$ -
	Subtotal	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				\$ -	\$ -			\$ -	\$ -
	Principal	0	\$ 70.00	\$ -	\$ -		\$ -	\$ -	\$ -
	Project Manager	0	\$ 48.00	\$ -	\$ -			\$ -	\$ -
	Sr. Project Engineer	0	\$ 45.75	\$ -	\$ -			\$ -	\$ -
	Project Engineer	0	\$ 36.00	\$ -	\$ -			\$ -	\$ -
7 Location Drainage Study	Design Engineer	0	\$ 33.50	\$ -	\$ -			\$ -	\$ -
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -			\$ -	\$ -
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -			\$ -	\$ -
	Subtotal	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				\$ -	\$ -			\$ -	\$ -
	Principal	8	\$ 70.00	\$ 560.00	\$ 699.33		\$ -	\$ 182.60	\$ 1,441.93
	Project Manager	8	\$ 48.00	\$ 384.00	\$ 479.54			\$ 125.21	\$ 988.75
To be completed by CBEL with CEI support	Sr. Project Engineer	0	\$ 45.75	\$ -	\$ -			\$ -	\$ -
	Project Engineer	4	\$ 36.00	\$ 144.00	\$ 179.83			\$ 46.95	\$ 370.78
	Design Engineer	8	\$ 33.50	\$ 268.00	\$ 334.68			\$ 87.39	\$ 690.07
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -			\$ -	\$ -
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -			\$ -	\$ -
	Subtotal	28	\$ -	\$ 1,356.00	\$ 1,693.37	\$ -	\$ -	\$ 442.16	\$ 3,491.53
				\$ -	\$ -			\$ -	\$ -

PRELIMINARY ENGINEERING COST ESTIMATE OF CONSULTANT'S SERVICES EXHIBIT A-2 Page 3 of 10

Exhibit E: Civiltech scope of services to convert to PEL

16.6.d

Cost Estimate of Consultant's Services in Dollars

Element of Work	Employee Classification	Man-hours	Payroll Rate	Payroll Costs (DL)	Overhead*	Services by Others	In-House Direct Costs (IHDC)	Profit	Total
8 Noise Analysis				\$ -	\$ -	\$ -	\$ 537.60	\$ 77.95	\$ 615.55
	Principal	2	\$ 70.00	\$ 140.00	\$ 174.83			\$ 45.65	\$ 360.48
	Project Manager	26	\$ 48.00	\$ 1,248.00	\$ 1,558.50			\$ 406.94	\$ 3,213.45
	Sr. Project Engineer	6	\$ 45.75	\$ 274.50	\$ 342.80			\$ 89.51	\$ 706.80
	Project Engineer	12	\$ 36.00	\$ 432.00	\$ 539.48			\$ 140.86	\$ 1,112.35
	Design Engineer	74	\$ 33.50	\$ 2,479.00	\$ 3,095.78			\$ 808.34	\$ 6,383.12
	Sr. Design Technician	10	\$ 40.00	\$ 400.00	\$ 499.52			\$ 130.43	\$ 1,029.95
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -			\$ -	\$ -
	Subtotal	130	\$ -	\$ 4,973.50	\$ 6,210.91	\$ -	\$ 537.60	\$ 1,699.69	\$ 13,421.70
9 Air Quality Analysis				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Principal	0	\$ 70.00	\$ -	\$ -			\$ -	\$ -
	Project Manager	0	\$ 48.00	\$ -	\$ -			\$ -	\$ -
	Sr. Project Engineer	0	\$ 45.75	\$ -	\$ -			\$ -	\$ -
	Project Engineer	0	\$ 36.00	\$ -	\$ -			\$ -	\$ -
	Design Engineer	0	\$ 33.50	\$ -	\$ -			\$ -	\$ -
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -			\$ -	\$ -
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -			\$ -	\$ -
	Subtotal	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
10 Wetland Impact Evaluation				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Principal	0	\$ 70.00	\$ -	\$ -			\$ -	\$ -
	Project Manager	0	\$ 48.00	\$ -	\$ -			\$ -	\$ -
	Sr. Project Engineer	0	\$ 45.75	\$ -	\$ -			\$ -	\$ -
	Project Engineer	0	\$ 36.00	\$ -	\$ -			\$ -	\$ -
	Design Engineer	0	\$ 33.50	\$ -	\$ -			\$ -	\$ -
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -			\$ -	\$ -
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -			\$ -	\$ -
	Subtotal	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PRELIMINARY ENGINEERING COST ESTIMATE OF CONSULTANT'S SERVICES EXHIBIT A-2 Page 4 of 10

Exhibit E: Civiltech scope of services to convert to PEL

16.6.d

Cost Estimate of Consultant's Services in Dollars

Element of Work	Employee Classification	Man-hours	Payroll Rate	Payroll Costs (DL)	Overhead*	Services by Others	In-House Direct Costs (IHDC)	Profit	Total
11 Determine Comprehensive Impacts									
	Principal	2	\$ 70.00	\$ 140.00	\$ 174.83	\$ -	\$ -	\$ -	\$ -
	Project Manager	4	\$ 48.00	\$ 192.00	\$ 239.77			\$ 45.85	\$ 380.48
	Sr. Project Engineer	4	\$ 45.75	\$ 183.00	\$ 228.53			\$ 62.61	\$ 494.38
	Project Engineer	12	\$ 36.00	\$ 432.00	\$ 539.48			\$ 59.67	\$ 471.20
	Design Engineer	8	\$ 33.50	\$ 268.00	\$ 334.68			\$ 140.86	\$ 1,112.35
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -			\$ 87.39	\$ 690.07
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -			\$ -	\$ -
	Subtotal	30	\$ -	\$ 1,215.00	\$ 1,517.29	\$ -	\$ -	\$ 396.18	\$ 3,128.47
12 Identify Measures to Minimize Harm									
	Principal	0	\$ 70.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Manager	2	\$ 48.00	\$ 96.00	\$ 119.88			\$ 31.30	\$ 247.19
	Sr. Project Engineer	2	\$ 45.75	\$ 91.50	\$ 114.27			\$ 29.84	\$ 235.60
	Project Engineer	20	\$ 36.00	\$ 720.00	\$ 899.14			\$ 234.77	\$ 1,853.91
	Design Engineer	0	\$ 33.50	\$ -	\$ -			\$ -	\$ -
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -			\$ -	\$ -
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -			\$ -	\$ -
	Subtotal	24	\$ -	\$ 907.50	\$ 1,133.29	\$ -	\$ -	\$ 295.91	\$ 2,336.70
13 Alternate Geometric Studies									
	Principal	0	\$ 70.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Manager	4	\$ 48.00	\$ 192.00	\$ 239.77			\$ 62.61	\$ 494.38
	Sr. Project Engineer	0	\$ 45.75	\$ -	\$ -			\$ -	\$ -
	Project Engineer	8	\$ 36.00	\$ 288.00	\$ 359.65			\$ 93.91	\$ 741.56
	Design Engineer	30	\$ 33.50	\$ 1,005.00	\$ 1,255.04			\$ 327.71	\$ 2,587.75
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -			\$ -	\$ -
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -			\$ -	\$ -
	Subtotal	42	\$ -	\$ 1,485.00	\$ 1,854.47	\$ -	\$ -	\$ 484.22	\$ 3,823.69

PRELIMINARY ENGINEERING COST ESTIMATE OF CONSULTANT'S SERVICES EXHIBIT A-2 Page 5 of 10

Exhibit E: Civiltech scope of services to convert to PEL

Cost Estimate of Consultant's Services in Dollars

Element of Work	Employee Classification	Man-hours	Payroll Rate	Payroll Costs (DL)	Overhead*	Services by Others	In-House Direct Costs (IHDC)	Profit	Total
14 Accident Analysis									
	Principal	0	\$ 70.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Manager	8	\$ 48.00	\$ 384.00	\$ 479.54			\$ 125.21	\$ 988.75
	Sr. Project Engineer	0	\$ 45.75	\$ -	\$ -			\$ -	\$ -
	Project Engineer	16	\$ 36.00	\$ 576.00	\$ 719.31			\$ 187.82	\$ 1,483.13
	Design Engineer	8	\$ 33.50	\$ 268.00	\$ 334.68			\$ 87.39	\$ 690.07
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -			\$ -	\$ -
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -			\$ -	\$ -
	Subtotal	32	\$ -	\$ 1,228.00	\$ 1,533.53	\$ -	\$ -	\$ 400.42	\$ 3,161.95
15 Maintenance of Traffic									
	Principal	0	\$ 70.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Manager	0	\$ 48.00	\$ -	\$ -			\$ -	\$ -
	Sr. Project Engineer	0	\$ 45.75	\$ -	\$ -			\$ -	\$ -
	Project Engineer	0	\$ 36.00	\$ -	\$ -			\$ -	\$ -
	Design Engineer	0	\$ 33.50	\$ -	\$ -			\$ -	\$ -
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -			\$ -	\$ -
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -			\$ -	\$ -
	Subtotal	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
16 Intersection Design Studies									
	Principal	0	\$ 70.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Project Manager	0	\$ 48.00	\$ -	\$ -			\$ -	\$ -
	Sr. Project Engineer	0	\$ 45.75	\$ -	\$ -			\$ -	\$ -
	Project Engineer	0	\$ 36.00	\$ -	\$ -			\$ -	\$ -
	Design Engineer	0	\$ 33.50	\$ -	\$ -			\$ -	\$ -
	Sr. Design Technician	0	\$ 40.00	\$ -	\$ -			\$ -	\$ -
	Administrative Assistant	0	\$ 24.00	\$ -	\$ -			\$ -	\$ -
	Subtotal	0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PRELIMINARY ENGINEERING COST ESTIMATE OF CONSULTANT'S SERVICES
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