DRAFT

Municipality	LOCAL AGENCY	Illinois Department of Transportation	CONSULTANT	Name: Baxter & Woodman, Inc.
Township				Address: 8678 Ridgefield Road
County: Lake County – Division of Transportation		**Preliminary Engineering Services Agreement For Motor Fuel Tax Funds**		City: Crystal Lake
Section: 18-00999-52-RS				State: IL

THIS AGREEMENT is made and entered into this _____ day of _____ , _____ between the above Local Agency (LA) and Consultant (ENGINEER) and covers certain professional engineering services in connection with the improvement of the above SECTION. Motor Fuel Tax Funds, allotted to the LA 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.

Section Description

Name Stearns School Road Resurfacing

Route CH 74 Length 3.09 Mi. 16300.00 FT (Structure No. 049-9912)

Termini Hutchins Road to US Route 41

Description:
This project will include the development of plans, specifications and estimates for the resurfacing of Strearns School Road between Hutchins Road and US Route 41. Engineer's Project No. 180203.40

Agreement Provisions

The Engineer Agrees,

1. To perform or be responsible for the performance of the following engineering services for the LA, in connection with the proposed improvements herein before described, and checked below:
   - a. ☒ Make such detailed surveys as are necessary for the preparation of detailed roadway plans
   - b. ☐ Make stream and flood plain hydraulic surveys and gather high water data, and flood histories for the preparation of detailed bridge plans.
   - c. ☐ Make or cause to be made such soil surveys or subsurface investigations including borings and soil profiles and analyses thereof as may be required to furnish sufficient data for the design of the proposed improvement. Such investigations are to be made in accordance with the current requirements of the DEPARTMENT.
   - d. ☐ Make or cause to be made such traffic studies and counts and special intersection studies as may be required to furnish sufficient data for the design of the proposed improvement.
   - e. ☒ Prepare Army Corps of Engineers Permit, **Lake County Stormwater Management Commission Permit**, Department of Natural Resources-Office of Water Resources Permit, Bridge waterway sketch, and/or Channel Change sketch, Utility plan and locations, and Railroad Crossing work agreements.
   - f. ☐ Prepare Preliminary Bridge design and Hydraulic Report, (including economic analysis of bridge or culvert types) and high water effects on roadway overflows and bridge approaches.
   - g. ☒ Make complete general and detailed plans, special provisions, proposals and estimates of cost and furnish the LA with **one (1) copy of each document in both hardcopy and electronic format**. Additional copies of any or all documents, if required, shall be furnished to the LA by the ENGINEER at the ENGINEER's actual cost for reproduction.
   - h. ☐ Furnish the LA with survey and drafts in **duplicate** of all necessary right-of-way dedications, construction easement and borrow pit and channel change agreements including prints of the corresponding plats and staking as required.
   - i. ☐ Assist the LA in the tabulation and interpretation of the contractors' proposals.

j. ☐ Prepare the necessary environmental documents in accordance with the procedures adopted by the DEPARTMENT's Bureau of Local Roads & Streets.

k. ☐ Prepare the Project Development Report when required by the DEPARTMENT.

l. ☒ **Services as included and/or defined in the attached Scope of Services**.

2. That all reports, plans, plats and special provisions to be furnished by the ENGINEER pursuant to the AGREEMENT, will be in accordance with current standard specifications and policies **of the LA and** of the DEPARTMENT. It is being understood that all such reports, plats, plans and drafts shall, before being finally accepted, be subject to approval by the LA and the DEPARTMENT.

3. To attend conferences at any reasonable time when requested to do so by representatives of the LA or the Department.

4. In the event plans or surveys are found to be in error during construction of the SECTION and revisions of the plans or survey corrections are necessary, the ENGINEER agrees that the ENGINEER will perform such work without expense to the LA, even though final payment has been received by the ENGINEER. The ENGINEER shall give immediate attention to these changes so there will be a minimum delay to the CONTRACTOR.

5. That basic survey notes and sketches, charts, computations and other data prepared or obtained by the ENGINEER pursuant to this AGREEMENT will be made available, upon request, to the LA or the DEPARTMENT without cost and without restriction or limitations as to their use.

6. That all plans and other documents furnished by the ENGINEER pursuant to this AGREEMENT will be endorsed by the ENGINEER and will show the ENGINEER's professional seal where such is required by law.

The LA Agrees,

1. To pay the ENGINEER as compensation for all services rendered in accordance with this AGREEMENT according to the following method indicated by a check mark:

   a. ☐ A sum of money equal to _____ percent of the awarded contract cost of the proposed improvement as approved by the DEPARTMENT.

   b. ☐ A sum of money equal to the percent of the awarded contract cost for the proposed improvement as approved by the DEPARTMENT based on the following schedule:

Schedule for Percentages Based on Awarded Contract Cost

Awarded Cost	Percentage Fees
Under $50,000	_____ (see note)
	_____ %
	_____ %
	_____ %

Note: Not necessarily a percentage. Could use per diem, cost-plus or lump sum.

2. To pay for all services rendered in accordance with this AGREEMENT at the actual cost of performing such work plus * percent to cover profit, overhead and readiness to serve - "actual cost" being defined as material cost plus payrolls, insurance, social security and retirement deductions. Traveling and other out-of-pocket expenses will be reimbursed to the ENGINEER at the ENGINEER's actual cost. Subject to the approval of the LA, the ENGINEER may sublet all or part of the services provided in section 1 of the ENGINEER AGREES. If the ENGINEER sublets all or part of this work, the LA will pay the cost to the ENGINEER plus an additional service charge of up to five (5) percent.

   "Cost to Engineer" to be verified by furnishing the LA and the DEPARTMENT copies of invoices from the party doing the work. The classifications of the employees used in the work should be consistent with the employee classifications for the services performed. If the personnel of the firm, including the Principal Engineer, perform routine services that should normally be performed by lesser-salaried personnel, the wage rate billed for such services shall be commensurate with the work performed. ***See the CECS**

   The Total Not-to-Exceed Contract Amount shall be $99,781.50

3. That payments due the ENGINEER for services rendered in accordance with this AGREEMENT will be made as soon as practicable after the services have been performed. ~~in accordance with the following schedule:~~

   a. ~~Upon completion of detailed plans, special provisions, proposals and estimate of cost - being the work required by section 1 of the ENGINEER AGREES - to the satisfaction of the LA and their approval by the DEPARTMENT, 90 percent of the total fee due under this AGREEMENT based on the approved estimate of cost.~~

   b. ~~Upon award of the contract for the improvement by the LA and its approval by the DEPARTMENT, 100 percent of the total fee due under the AGREEMENT based on the awarded contract cost, less any amounts paid under "a" above.~~

   By Mutual agreement, partial payments, ~~not to exceed 90 percent of the amount earned~~, may be made from time to time as the work progresses.

4. That, should the improvement be abandoned at any time after the ENGINEER has performed any part of the services provided for in sections 1 and 3 of the ENGINEER AGREES and prior to the completion of such services, the LA shall reimburse the ENGINEER for the ENGINEER's actual costs plus 160 percent incurred up to the time the ENGINEER is notified in writing of such abandonment -"actual cost" being defined as in paragraph 2 of the LA AGREES.

5. That, should the LA require changes in any of the detailed plans, specifications or estimates except for those required pursuant to paragraph 4 of the ENGINEER AGREES, after they have been approved by the DEPARTMENT, the LA will pay the ENGINEER for such changes on the basis of actual cost plus 160 percent to cover profit, overhead and readiness to serve -"actual cost" being defined as in paragraph 2 of the LA AGREES. It is understood that "changes" as used in this paragraph shall in no way relieve the ENGINEER of the ENGINEER's responsibility to prepare a complete and adequate set of plans and specifications.

It is Mutually Agreed,

1. That any difference between the ENGINEER and the LA concerning their interpretation of the provisions of this Agreement shall be referred to a committee of disinterested parties consisting of one member appointed by the ENGINEER, one member appointed by the LA and a third member appointed by the two other members for disposition and that the committee's decision shall be final.

2. This AGREEMENT may be terminated by the LA 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 LA all surveys, permits, agreements, preliminary bridge design & hydraulic report, drawings, specifications, partial and completed estimates and data, if any from traffic studies and soil survey and subsurface investigations with the understanding that all such material becomes the property of the LA. The ENGINEER shall be paid for any services completed and any services partially completed in accordance with section 4 of the LA AGREES.

3. That if the contract for construction has not been awarded one year after the acceptance of the plans by the LA and their approval by the DEPARTMENT, the LA will pay the ENGINEER the balance of the engineering fee due to make 100 percent of the total fees due under this AGREEMENT, based on the estimate of cost as prepared by the ENGINEER and approved by the LA and the DEPARTMENT.

4. That the ENGINEER warrants that the ENGINEER has not employed or retained any company or person, other than a bona fide employee working solely for the ENGINEER, to solicit or secure this contract, and that the ENGINEER has not paid or agreed to pay any company or person, other than a bona fide employee working solely for the ENGINEER, any fee, commission, percentage, brokerage fee, gifts or any other consideration, contingent upon or resulting from the award or making of this contract. For Breach or violation of this warranty the LA shall have the right to annul this contract without liability.

IN WITNESS WHEREOF, the parties have caused the AGREEMENT to be executed in quintuplicate counterparts, each of which shall be considered as an original by their duly authorized officers.

Executed by the LA:

County of Lake of the
(~~Municipality/Township~~/County)

ATTEST:

By _____

Lake County Clerk

(Seal)

State of Illinois, acting by and through its

County Board

By _____

Title Chairman of the County Board

RECOMMENDED FOR EXECUTION

_____
Shane E. Schneider, P.E.
Director of Transportation/County Engineer
Lake County

Executed by the ENGINEER:

ATTEST:

By Barbara Tobin

Title Deputy Secretary

Baxter & Woodman, Inc.
Engineering Firm
8678 Ridgefield Road
Street Address
Crystal Lake, IL 60012
City, State

By _____

Title President/CEO

Approved

_____
Date
Department of Transportation

_____
Regional Engineer

County Engineer
On behalf of IDOT pursuant to Agreement
of Understanding dated January 18, 2013

Note: Five (5) Original Executed Contracts – (2) LCDOT; (2) IDOT District 1, Local Roads; (1) Consultant

STEARNS SCHOOL ROAD RESUFACING
DESIGN ENGINEERING SERVICES
LAKE COUNTY DIVISION OF TRANSPORTATION
SECTION 18-00999-52-RS

SCOPE OF SERVICES

LOCATION:

The project is located on Stearns School Road (County Highway 74) within Unincorporated Lake County near the Village of Gurnee. The improvement area includes the following:

Roadway	Limits	Length
Stearns School Road	Hutchins Road to US Route 41	16,300 FT
Project Omissions	Stearns School Road Intersections with Hunt Club Road and Dilley's Road, Bridge over I-94	

PROJECT UNDERSTANDING:

This project involves Design Engineering for resurfacing improvements along Stearns School Road from Hutchins Road to US Route 41. Stearns School Road is primarily a two lane road with 11 ft wide lanes under the jurisdiction of the Lake County Division of Transportation (LCDOT). Gurnee Mills Mall is located on the south side of Stearns School Road between Hunt Club Road and the Tri-State tollway (I-94). Multiple churches and a Christian School are also located on the south side of Stearns School Road east of I-94. The remaining project area land use is predominantly residential, single family homes.

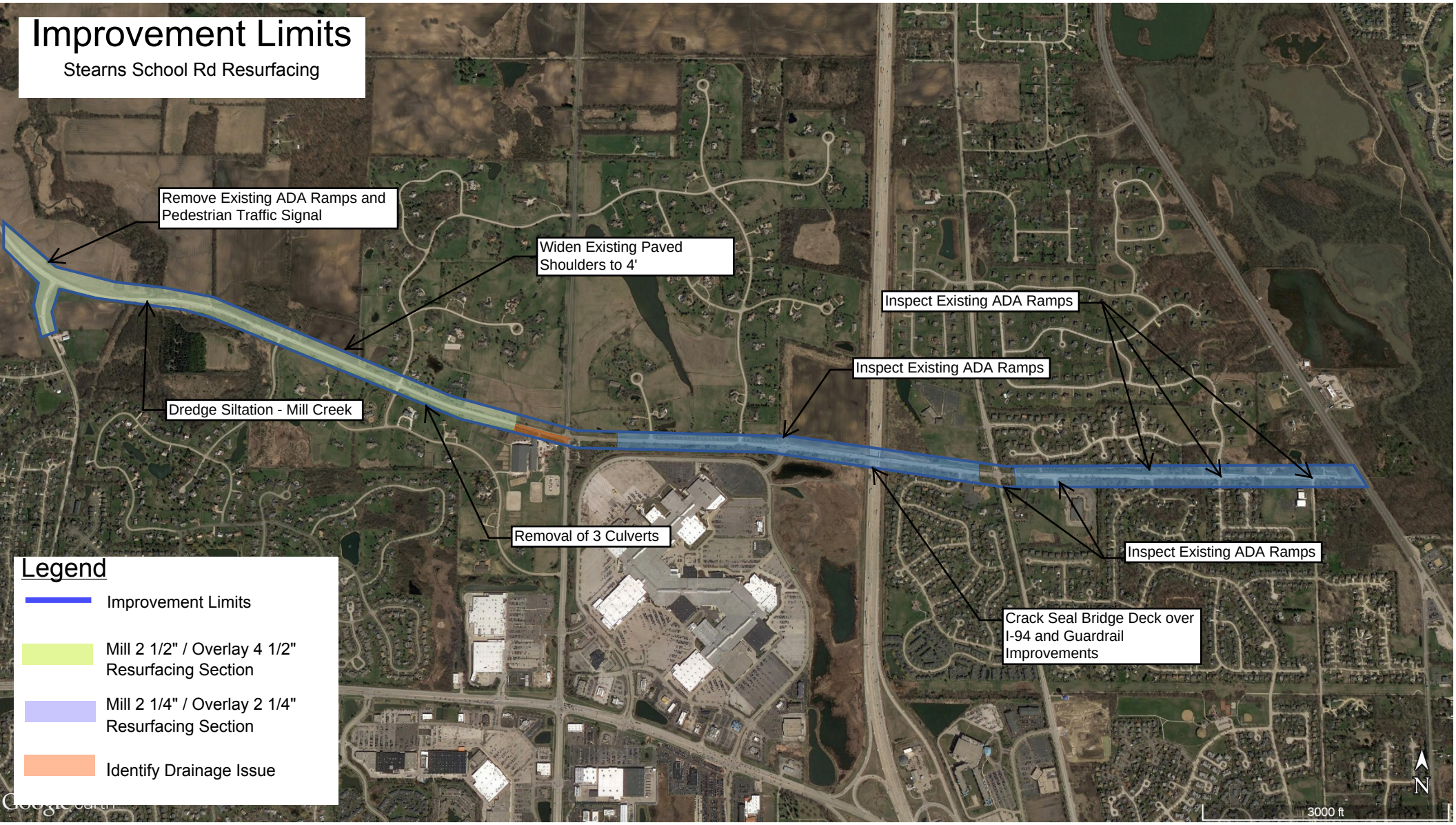
In addition to the proposed resurfacing along Stearns School Road, the following additional items are proposed:

- A portion of the existing aggregate shoulder will be converted to HMA shoulder in areas where the cross section is rural.
- The bridge over I-94 will be omitted with the exception of crack sealing the bridge deck.
- At the improvement western terminus, Hutchins Road intersects with Stearns School Road from the south creating a T- intersection with turn lanes and traffic signals. The project limits will extend west and south of the intersection to match into the proposed development near the intersection.
- Non-compliant sidewalk ramps will be improved or removed. Curb and gutter and sidewalk will be repaired as needed.

- The existing sidewalk along the south side of Stearns School Road and the west side of Fuller Road is owned and maintained by the Village of Gurnee and will not be improved as part of this project.

- Three existing culverts are proposed to be removed along Stearns School Road between Thoroughbred Drive and Hunt Club Road.

- Improvements to an identified drainage problem located in the south parkway of Stearns School Road directly west of Hunt Club Road. Standing water has been observed in the ditch.


Improvement Limits
Stearns School Rd Resurfacing
Remove Existing ADA Ramps and Pedestrian Traffic Signal
Widen Existing Paved Shoulders to 4'
Inspect Existing ADA Ramps
Inspect Existing ADA Ramps
Dredge Siltation - Mill Creek
Removal of 3 Culverts
Inspect Existing ADA Ramps
Crack Seal Bridge Deck over I-94 and Guardrail Improvements
Legend
Improvement Limits
Mill 2 1/2" / Overlay 4 1/2" Resurfacing Section
Mill 2 1/4" / Overlay 2 1/4" Resurfacing Section
Identify Drainage Issue
N
3000 ft

This project will follow DEPARTMENT and LA development procedures to ensure eligibility for motor fuel tax funding. The project will be coordinated with IDOT's Bureau of Local Roads and Streets and the LA for reviews and approval.

SCOPE OF SERVICES:

1. EARLY COORDINATION AND DATA COLLECTION

- *Data Collection:* Obtain, review and evaluate the following information provided by the LA for use in design:
    - Record Roadway and Drainage Plans including CADD files, if available
    - Utility Atlases
    - Existing Structure Plans with Inspection Reports
    - GIS Shape files surrounding the project limits
    - Aerial Photography
    - Environmental Studies
    - Maintenance and flooding records
    - Drainage Studies
    - Available traffic data
    - Hydraulic and Hydrologic information and calculations
    - Geotechnical Data
    - Right-of-way, GIS and property data

- *Field evaluation:* Perform a field evaluation of the condition of existing pavements, drainage structures, culverts, and curb and gutter. Collect and record all necessary field data for structural, roadway, drainage, utility, and pavement analysis. Observe and photograph the project area and immediate surroundings.

  Complete a limited visual inspection of the existing bridge deck, for the purpose of evaluating size and spacing of cracks, and estimating an overall quantity to be sealed. Recommended repair methods may include epoxy crack injection, poured-in-place crack sealing, wide-area application, or some combination thereof.

2. TOPOGRAPHIC SURVEY

- *Topographic Survey:* Perform topographic survey in the southwest quadrant of the Stearns School Road / Hunt Club Road intersection to provide data for cross section design to resolve drainage issues. Survey all ADA ramp areas at intersections described under PLAN PREPARATION - Detailed Drawings below. Provide control points in areas where topography is picked up. All topography will be in compliance with the LCDOT's Design Survey Procedures (Revised 03/10/2017). State plane coordinates and NAVD 88 will be used for horizontal and vertical controls.

- *Terrain Model:* Download and develop digital terrain model for use in design and plan preparation.

3. ENVIRONMENTAL COORDINATION AND PERMITTING

- *Permit Agency Coordination:* Initiate coordination with the following regulatory agencies to obtain design comments:

  - *Lake County Stormwater Management Commission (LCSMC)*
  - United States Army Corp of Engineers – Chicago District (USACE)

- *EcoCAT:* Submit an EcoCAT information request through the IDNR website to identify potentially impacted natural resources. Should potential impacts be identified, consultation is required per USACE Regional Permit Program. Providing additional project information and unique design measures may be required by IDNR, but are not included in our fees.

  Clean Water Act Permit: Prepare a Joint Application to the USACE for work within Waters of the United States. Processing is anticipated under the jurisdiction of the USACE Regional Permit No. 4 for Minor Discharges and Dredging

- *Wetlands (near twin 162 inch steel elliptical culverts):*

  - Delineation: Wetlands will be identified according to the multiparameter approach as detailed in the *Corps of Engineers Wetlands Delineation Manual* and *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region*. This task includes the collection of background data such as National Wetlands Inventory and Lake County Wetlands Inventory maps; soil survey; topographic maps; available aerial photographs; FEMA studies; Lake County DOT site survey, and any other information that may indicate the potential for the existence of wetlands on-site. Wetland/stream channel boundaries will be flagged approximately every 50 feet. The flags will be surveyed with a hand-held GPS unit. The GIS shapefile will be incorporated into the site engineering plans.
  - A report summarizing the findings, including the surveyed GIS shapefile, will be prepared. This report will be available to submit to regulatory agencies as part of any permit application.

- *PESA and or PSI:* It is anticipated that no PESA, PSI, or Clean Construction and Demolition Debris (CCDD) analysis/testing will be required for this project.

4. PLAN PREPARATION

- *Roadway Design:* Prepare double plan sheets (1" = 20') for the roadway design including improvement limits; shoulder, multi-use path, and sidewalk improvements; driveway repairs; utility structure adjustments; and pavement markings. Curb and patching improvements will not be shown on the plan sheets but rather will be included in the schedule of quantities. Plan sheets will consist of schematic drawings based on aerial images with the exception of the areas where topographic survey is collected.

  - Extend improvements on Stearns School Road west of Hutchins Road and south along Hutchins Road to match access improvements for the proposed development in the southwest quadrant of Stearns School Road and Hutchins Road.

- The Stearns School Road improvements will gap the intersections at Hunt Club Road and Dilley's Road. The Tri-State Tollway (I-94) bridge will also be gapped, but the repairs indicated under Structural Plans below will be designed.

- Show detector loop removal and replacement as required at the intersection of Stearns School Road with Dilley's Road and US Route 41.

- Crack seal the Stearns School Road bridge over the Tri-State Tollway (I-94). Replace all pavement markings across the bridge. No partial-depth or full-depth deck patching will be performed, and no repairs will be performed which would trigger permitting or other coordination with the Tollway.

- Make design modifications to the guardrail on Stearns School Road approaching the bridge over the Tri-State Tollway (I-94) per the BCR recommendations. Perform length of need calculations as required. The guardrail on the approaches to the culvert crossing at Mill Creek will not be modified.

- The depressed curb on the north side of Stearns School Road across from Fuller Road will be replaced with full height curb matching the existing on either side of the depressed curb area.

- Recessed pavement markers will be designed on Stearns School Road from the beginning of the curve approximately 1260 feet west of Hutchins Road to the end of the curve approximately 1010 feet east of Hutchins Road.

- *Drainage and Utilities Design:* Prepare the inlet, storm sewer, culvert, and ditch design for the proposed improvements. It is assumed that the project outfalls will be maintained and not modified as part of this project. Drainage improvements will be included on the roadway plan sheets.

    - Prepare a channel excavation sheet showing the proposed grading at each end of existing culvert at the Mill Creek crossing. Identify the culverts to be cleaned and the sediment removed.

    - Show removal of three culverts along Stearns School Road between Thoroughbred Drive and Hunt Club Road.

    - Evaluate/resolve drainage issues in the southwest quadrant of the intersection of Stearns School Road and Hunt Club Road.

    - *Utilities:* Contact J.U.L.I.E. for potentially impacted utility companies. Initiate utility coordination by contacting utility companies that have facilities along the project limits and requesting utility atlas maps. Plot locations and sizes of existing utilities in electronic drawings.

- *Maintenance of Traffic*: Two-way traffic is anticipated to be maintained along the route at all times utilizing LA and DEPARTMENT highway standards and flaggers. Design the traffic control plan which will include appropriate signage within the project limits.

- *Traffic Signal Plans:* Prepare traffic signal plans and cable diagram for the removal of the pedestrian signals and push-buttons at the intersection of Stearns School Road and Hutchins Road. Crosswalks are to be removed as well. Additionally, coordinate detector loop replacement with DEPARTMENT AND LA at Dilley's Road and US Route 41.

- *Cross Section Design:* Design roadway cross sections in the southwest quadrant of the intersection of Stearns School Road and Hunt Club Road to resolve drainage issues. Compute earthwork calculations. Stage construction earthwork calculations are not anticipated.

- *Detailed Drawings:* Complete the following sheets:

    - Cover, General Notes, Summary of Quantities, Schedule of Quantities

    - Typical Sections:

      The proposed pavement design on Stearns School Road from Hutchins Road to Hunt Club Road will include milling 2.5 inches and resurfacing with 0.75 inch HMA leveling binder, area reflective crack control fabric, 2.25 inches HMA binder course, and 1.5 inches HMA surface course.

      The proposed pavement design on Stearns School Road from Hunt Club Road to US Route 41 will include milling 2.25 inches and resurfacing with 0.75 inch poly leveling binder and 1.5 inches HMA surface course.

      Existing 2-foot wide paved shoulders will be removed and widened to 4 feet in the sections without curb. The improvements will match into the outside edge of the existing aggregate shoulder and no ditch foreslope improvements are anticipated.

    - Alignment and Tie, Removals, Erosion Control, and Pavement Markings

    - Design ADA ramp details at the intersection of Stearns School Road with:

      Hutchins Road – 3 existing ramps are to be removed and not replaced – no details required.
      Gurnee Mills Mall Access - 3 (SW, SE and NE quadrants)
      Dilley's Road – 4 (SW, SE, NE, and NW quadrants)
      Calvary Harvest Church Access – 2 (SW and SE quadrants)
      Westfield Drive – 2 (SW and SE quadrants)
      Conifer Lane / Notting Hill Road – 3 (SW, SE, and NE quadrants)
      Fuller Road – 1 (SW quadrant)

- *Estimate of Cost and Time:* Prepare estimate of time, and an engineer's estimate of cost.

- *Specifications:* Prepare special provisions in accordance with LA and DEPARTMENT guidelines to specify items not covered by the Standard Specifications for Road and Bridge Construction.

- *Utility Coordination:* Submit pre-final plans to utility companies so conflicts and relocation efforts can be identified. Coordinate utility relocation for conflicts within public right-of-way.

- *ROW Analysis:* Determine the right-of-way requirements and need for acquisition, if any. Recommend and identify necessary temporary construction easements, permanent easements, or right-of-way acquisition to complete the proposed improvements. Plat of surveys are not anticipated.

- *Geotechnical Report: None anticipated. All existing pavement thicknesses and geotechnical information to be provided by LA.*

5. MEETINGS
   - *Meetings:* The following meetings are anticipated for this project:
     - LCDOT (1 total) (Pre-final)
     - Regulatory Agencies (1 total): LCSMC/USACE (1)

   - *Project Website:* The design, maintenance and hosting of project website is not included in scope. Will provide project Data to LA upon request.

   - *Social Media*: No social media participation is anticipated.

6. QA/QC

   - Perform in-house peer and milestone reviews by senior staff during pre-final and final submittals.

7. MANAGE PROJECT

   - Plan, schedule, and control the activities that must be performed to complete the project including budget, schedule, and scope. Coordinate with LA and project team to ensure the goals of the project are achieved. Prepare and submit monthly invoices, coordinate invoices from sub-consultants, and provide regular updates to the LA.

NOTE:
- The following plan sheets are anticipated for this project (number of sheets):
  - Title Sheet (1)
  - General Notes/Standards/Index of Sheets (3)
  - Summary of Quantities (2)
  - Schedule of Quantities (6)
  - Typical Sections (4)
  - Alignment, Ties, Benchmarks (1)
  - Maintenance of Traffic Plan (7)
  - Roadway Plan (double plan view) (16)
  - Drainage Sheets (Stearns/Hunt Club) (1)
  - Structural Details (1)
  - Channel Excavation (1)
  - Traffic Signal (2)
  - Sidewalk Ramp Details (8)
  - Cross Sections (1)
  - Lake County / IDOT Construction Details (40)
- All submittals are anticipated to be electronic.

PAYROLL ESCALATION TABLE
FIXED RAISES

FIRM NAME	**Baxter & Woodman, Inc.**			**DATE**	**02/20/18**
PRIME/SUPPLEMENT	**PRIME**			**PTB NO.**	**N/A**
	CONTRACT TERM	**4**	**MONTHS**	**OVERHEAD RATE**	**145.34%**
	START DATE	**3/13/2018**		**COMPLEXITY FACTOR**	
	RAISE DATE	**1/1/2019**		**% OF RAISE**	**3.00%**

ESCALATION PER YEAR

3/13/2018 - 7/12/2018				
4				
4				

= 100.00%

= 1.0000

The total escalation for this project would be: **0.00%**

Subconsultants

FIRM NAME **Baxter & Woodman, Inc.** **DATE** **02/20/18**
PRIME/SUPPLEMENT **PRIME**
PSB NO. **N/A**

NAME	Direct Labor Total	Contribution to Prime Consultant
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
		0.00
Total	0.00	0.00

STEARNS SCHOOL ROAD RESURFACING

Exhibit A

Route: **Stearns School Road (CH 74)**
Local Agency: **Lake County**
(Municipality)
Section: **18-00999-52-RS**
Project:
Job No.:

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

Overhead Rate	145.34%
Complexity Factor	0.00
Calendar	

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) + 1.4(DL) + IHDC]
Cost Plus Fixed Fee 3	☐ 14.5%[(2.3 + R)DL + IHDC]
Specific Rate	☐
Lump Sum	☐

Cost Estimate of Consultant's Services in Dollars

ELEMENT OF WORK	EMPLOYEE CLASS.	MANHOURS	PAYROLL RATE	PAYROLL COSTS (DL)	OVERHEAD	SERVICES BY OTHERS	IN-HOUSE DIRECT COSTS	PROFIT	TOTAL
Early Coordination and Data Collection		48		1,790.54	2,602.37		101.37	651.67	5,145.95
Topographic Survey		66		2,339.58	3,400.35		195.00	860.56	6,795.49
Environmental Coord & Permitting		66		2,936.58	4,268.03			1,044.67	8,249.28
Plan Preparation		612		24,466.80	35,560.05			8,703.89	68,730.74
Meetings		20		1,142.70	1,660.80		67.58	416.31	3,287.39
QA/QA	See	24	See	1,371.24	1,992.96			487.81	3,852.01
Manage Project	Payroll	24	Payroll	1,324.48	1,925.00			471.17	3,720.65
	Rates		Rates						
TOTALS		**860**		**35,371.92**	**51,409.55**	**0.00**	**363.95**	**12,636.08**	**99,781.50**

AVERAGE HOURLY PROJECT RATES

FIRM Baxter & Woodman, Inc.
PSB N/A
PRIME/SUPPLEMENT PRIME

DATE 02/20/18

SHEET 1 OF 2

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJECT RATES			Early Coordination and Data Collection			Topographic Survey			Environmental Coord & Permitting			Plan Preparation			Meetings		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Principal	72.79	0																	
Sr. Engineer IV	62.98	69	8.02%	5.05	5	10.42%	6.56							34	5.56%	3.50	10	50.00%	31.49
Sr. Engineer III	51.29	90	10.47%	5.37							12	18.18%	9.33	40	6.54%	3.35	10	50.00%	25.65
Sr. Engineer II	46.07	40	4.65%	2.14										40	6.54%	3.01			
Sr. Engineer I	41.16	36	4.19%	1.72							36	54.55%	22.45						
Engineer III	33.48	331	38.49%	12.89	35	72.92%	24.41							296	48.37%	16.19			
Engineer II	29.01	0																	
Engineer I	28.00	0																	
Sr Geologist I	51.40	0																	
Engineer Tech V	49.03	0																	
Engineer Tech IV	46.63	134	15.58%	7.27				16	24.24%	11.30	18	27.27%	12.72	100	16.34%	7.62			
Engineer Tech III	37.98	108	12.56%	4.77	8	16.67%	6.33							100	16.34%	6.21			
Engineer Tech II	31.87	50	5.81%	1.85				50	75.76%	24.14									
Engineer Tech I	21.51	0																	
Administrative Suppo	30.00	2	0.23%	0.07										2	0.33%	0.10			
Administrative Suppo	27.16	0																	
Administrative Supoo	16.76	0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
		0																	
TOTALS		860	100%	$41.13	48	100.00%	$37.30	66	100%	$35.45	66	100%	$44.49	612	100%	$39.98	20	100%	$57.14

AVERAGE HOURLY PROJECT RATES

FIRM Baxter & Woodman, Inc.
PSB N/A
PRIME/SUPPLEMENT PRIME

DATE 02/20/18

SHEET 2 **OF** 2

PAYROLL CLASSIFICATION	AVG HOURLY RATES	QA/QA			Manage Project														
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Principal	72.79																		
Sr. Engineer IV	62.98	12	50.00%	31.49	8	33.33%	20.99												
Sr. Engineer III	51.29	12	50.00%	25.65	16	66.67%	34.19												
Sr. Engineer II	46.07																		
Sr. Engineer I	41.16																		
Engineer III	33.48																		
Engineer II	29.01																		
Engineer I	28.00																		
Sr Geologist I	51.40																		
Engineer Tech V	49.03																		
Engineer Tech IV	46.63																		
Engineer Tech III	37.98																		
Engineer Tech II	31.87																		
Engineer Tech I	21.51																		
Administrative Suppo	30.00																		
Administrative Suppo	27.16																		
Administrative Supoo	16.76																		
TOTALS		24	100%	$57.14	24	100%	$55.19	0	0%	$0.00	0	0%	$0.00	0	0%	$0.00	0	0%	$0.00

PAYROLL RATES

FIRM NAME	**Baxter & Woodman, Inc.**	**DATE**	**02/20/18**
PRIME/SUPPLEMENT	**PRIME**		
PSB NO.	**N/A**		

ESCALATION FACTOR **0.00%**

CLASSIFICATION	CURRENT RATE	CALCULATED RATE
Principal	$72.79	$72.79
Sr. Engineer IV	$62.98	$62.98
Sr. Engineer III	$51.29	$51.29
Sr. Engineer II	$46.07	$46.07
Sr. Engineer I	$41.16	$41.16
Engineer III	$33.48	$33.48
Engineer II	$29.01	$29.01
Engineer I	$28.00	$28.00
Sr Geologist I	$51.40	$51.40
Engineer Tech V	$49.03	$49.03
Engineer Tech IV	$46.63	$46.63
Engineer Tech III	$37.98	$37.98
Engineer Tech II	$31.87	$31.87
Engineer Tech I	$21.51	$21.51
Administrative Support III	$30.00	$30.00
Administrative Support II	$27.16	$27.16
Administrative Supoort I	$16.76	$16.76
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00
		$0.00

STEARNS SCHOOL ROAD RESURFACING
LAKE COUNTY DIVISION OF TRANSPORTATION
ENGINEERING SERVICES - MANHOUR SUMMARY

	Task Manhours	Total Manhours
1- EARLY COORDINATION AND DATA COLLECTION		
Data Collection:	30	
Field Evaluation (3 visits)		
Pavement Evaluation	8	
Drainage Review	5	
Structural Review	5	
Total task manhours		**48**
2- TOPOGRAPHIC SURVEY		
Topographic Survey		
Field Work (1 day 1 person control, 2 days 2 person)	50	
CADD Processing & Management	16	
Total task manhours		**66**
3- ENVIRONMENTAL COORDINATION AND PERMITTING		
EcoCAT and Follow-up Consultation	4	
Clean Water Act Permit		
Joint Application	4	
Narrative	14	
Exhibits (Location Map, Disposition for each RP)	6	
Coordination with USACE (including responses to comments)	6	
USFWS Consultation/Memorandum	6	
Illinois Historic Preservation Agency Coordination	2	
Report Assembly	2	
Watershed Development Permit Application	4	
Wetland Delineation and Report	18	
Total task manhours		**66**
4- PLAN PREPARATION		
Roadway Design		
Double Plan View on aerial (16 sheets - 1"=20' @ 12 hrs/sheet)	192	
Guardrail Design	16	
Drainage and Utilities Design	24	
Maintenance of Traffic (7 sheets - 1"=100' @ 5 hrs/sheet)	35	
Traffic Signal Plans		
Detector Loop Replacement US 41	20	
Ped Signal Removal Hutchins	20	
Cross Section Design 8 cross sections @ 4 hrs/section	32	
Detailed Drawings		
Cover Sheet	4	
General Notes	6	

STEARNS SCHOOL ROAD RESURFACING
LAKE COUNTY DIVISION OF TRANSPORTATION
ENGINEERING SERVICES - MANHOUR SUMMARY

	Task Manhours	Total Manhours
Summary of Quantities (2 sheets @ 12 hrs/sheet	24	
Schedules (30 @ 1.5 hrs/per)	45	
Typical Sections (12 typical sections @ 4 hrs/section)	48	
Alignment and Tie	12	
ADA Ramps (15 @ 6 hrs/detail)	90	
Estimate of Cost and Time	8	
Specifications	20	
Utility Coordination	8	
ROW Analysis @ Double Culverts	8	
Total task manhours		**612**
5- MEETINGS		
Meetings (2 staff members @ 5 hrs/meeting)		
LCDOT (1)	10	
Regulatory Agencies (1) (Joint Meeting SMC, Army Corps)	10	
Total task manhours		**20**
6- QA/QC		
Review of milestone Submittals	24	
Total task manhours		**24**
7- MANAGE PROJECT		
Administration - 4 hrs/month at 6 months	24	
Total task manhours		**24**
TOTALS	**860**	**860**

STEARNS SCHOOL ROAD RESURFACING
LAKE COUNTY DIVISION OF TRANSPORTATION
ENGINEERING SERVICES - EXPENSE SUMMARY

	Travel					
	Miles @$0.545	Days @$65	Mileage Cost	Postage	Copies (Outside)	Additional Expense
1- EARLY COORDINATION AND DATA COLLECTION						
Vehicle Expense (3 - 62 miles @ $0.545/mi)	186		$101.37			
2- TOPOGRAPHIC SURVEY						
Vehicle Expense (Topographic)		3	$195.00			
3- ENVIRONMENTAL COORDINATION AND PERMITTING						
4- PLAN PREPARATION						
2 submittals to LCDOT and IDOT						
5- MEETINGS						
Vehicle Expense (2 - 62 miles @ $0.545)	124		$67.58			
6- QA/QC						
7- MANAGE PROJECT						
Subtotals	**310**	**miles**	**$363.95**	**$0.00**	**$0.00**	**$0.00**

Total Expenses **$363.95**