



DRAFT

Agreement For

MFT County Option

Agreement Type

Original

Using Federal Funds? ☐ Yes ☒ No

LOCAL PUBLIC AGENCY

Local Public Agency	County	Section Number	Job Number
Lake	Lake	25-00266-03-WR	
Project Number	Contact Name	Phone Number	Email
	Michael Burke	(847) 377-7462	MJBurke@lakecountyil.gov

SECTION PROVISIONS

Local Street/Road Name	Key Route	Length	Structure Number
Cedar Lake Road	CH 28	2.02 mi	
Location Termini			Add Location
IL Route 60 to IL Route 120			Remove Location

Project Description

The proposed improvements include roadway resurfacing, roundabout planning and design at Townline Road and possibly Aramias Drive, new path along the entire length of the corridor including a connection south of IL 60 into the existing neighborhood. The project includes both Phase I and II engineering, land acquisition services, SUE Level B utility evaluation, evaluation of a future 5 lane section, geotechnical work and public involvement.

Engineering Funding	☐ MFT/TBP ☐ State ☒ Other	County Option MFT Funds
Anticipated Construction Funding	☐ Federal ☐ MFT/TBP ☐ State ☒ Other	County Option MFT Funds

AGREEMENT FOR

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

CONSULTANT

Prime Consultant (Firm) Name	Contact Name	Phone Number	Email
V3 Companies	Kurt Corrigan, P.E.	(847) 417-0072	kcorrigan@v3co.com
Address	City	State	Zip Code
7325 Janes Avenue	Woodridge	IL	60517

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: Cost Estimate of Consultant Services (BLR 05513 or BLR 05514)
- ☒ EXHIBIT D: Direct Costs Breakdown
- ☒ EXHIBIT E : Sub-Consultants
- ☒ Exhibit F: Disclosure Statements, Insurance, Etc.

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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:

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
V3 Companies	36-3252440	\$3,062,422.00

Subconsultants	TIN/FEIN/SS Number	Agreement Amount
TSC	35-0937582	\$76,100.00
American Surveying & Engineering, Ltd.	36-3307274	\$227,183.00
Santacruz	36-3851733	\$250,000.00
Subconsultant Total		\$553,283.00
Prime Consultant Total		\$3,062,422.00
Total for all work		\$3,615,705.00

AGREEMENT SIGNATURES

Executed by the LPA:

Attest: The

Local Public Agency Type
County

 of

Local Public Agency
Lake

By (Signature & Date)

By (Signature & Date)

Local Public Agency

Lake

Local Public Agency Type

County

Clerk

Title

Chair, Lake County Board

(SEAL)

Executed by the ENGINEER:

Attest:

Prime Consultant (Firm) Name
V3 Companies

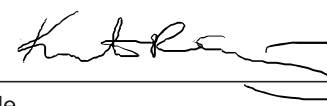
By (Signature & Date)

	8/4/2025
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Title

Project Manager

By (Signature & Date)

	8/4/2025
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Title

Vice President

APPROVED:

Regional Engineer, Department of Transportation (Signature & Date)

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
Lake	V3 Companies	Lake	25-00266-03-WR

**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 Attached.

Scope of Work

Attachment 1 - Survey Limits

Attachment 2- Proposed Wall Location Assumptions

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

Exhibit A

Scope of Work

Cedar Lake Road – IL 60 to IL 120

Phase I and II Engineering Services

Lake County Division of Transportation

Section No. 25-00266-03-WR

PROJECT DESCRIPTION

Phase I elements in accordance with the Illinois Department of Transportation's (IDOT) Bureau of Local Roads & Streets Policies & Procedures, for roadway improvements on Cedar Lake Road between IL Route 60 and IL Route 120 within the Village of Round Lake, Lake County, IL. The proposed improvement will improve the pavement conditions, safety, operations, and drainage throughout the corridor.

Phase I scope of work will include crash and safety analysis; determination of safety countermeasures such as improving sight lines, sight distance, and geometrics, including potential roundabouts at Townline Road and Amarias Drive; field survey; wetland delineation; soils investigation; environmental assessments (PESA); alternatives analysis to accommodate a potential future 5-lane cross section at Townline Road and Amarias Drive, evaluate implementation of non-motorized elements to accommodate the future 5-lane cross section; and local stakeholder and public outreach activities.

Phase II elements include preparation of plans, specifications, and estimates; detailed drainage design: retaining wall and structural engineering design; PSI, plat of highway/legal descriptions; and negotiations for any land acquisitions for roadway improvements. Coordination with utility companies, permitting agencies (including the Village of Round Lake, Lake County Stormwater Management Commission (SMC), and Illinois Department of Transportation (IDOT), will be part of the work. Phase II will be locally funded and processed through the Lake County Department of Transportation (LCDOT). Resurfacing plans for Cedar Lake Road, from Townline Road south to IL 60 for a short-term maintenance improvement are also included.

Plans will be prepared using Open Roads Designer (ORD) utilizing a workspace from the Illinois Department of Transportation (IDOT). The plans will be prepared in accordance with LCDOT Plan Preparation Guidelines and other LCDOT Consultant Resources.

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

The following documents or information is anticipated to be received from LCDOT, IDOT, or the Village of Round Lake for reference in Phase II Engineering:

- Illinois Route 60 and Illinois Route 120 plans and/or CAD files for reference.
- Local Drainage Improvement Plans or Development Plans.
- Property information throughout the corridor to verify easements and right of way.
- Title commitments shall be ordered and/or updated to include all common law roadway dedication areas adjacent to property owner fee simple parcels. Fee simple ownership shall be acquired for all common law roadway areas.

PHASE I SCOPE OF WORK

1.1. TOPOGRAPHIC SURVEY

The survey shall extend from south of IL Route 60 (to allow for crosswalks across IL Route 60 to connect to the proposed path into the neighborhood south IL 60) north to north of IL Route 120, approximately 10,700 feet. The survey limits shall also include approximately 500 feet of each sideroad on either side of Cedar Lake Road, containing an additional 2,000 linear feet. 1,500 feet west and east of Cedar Lake Road along Townline Road and 1,500 feet west and east of Cedar Lake Road along IL Route 60 and IL Route 120 – totaling approximately 21,700 linear feet. The survey limits include the full right-of-way plus 50 feet on either side. The approximate survey limits are identified on Attachment 1.

The Topographic Survey services will include the following as outlined in the Lake County Division of Transportation Design Survey Procedures:

- a. Record a minimum of two (2) permanent benchmarks over the project site. Elevations shall be referenced to the North American Datum of 1988 (NAVD 88). Site benchmarks shall be established at less than 1000-foot intervals. Description of the source benchmark to which the new benchmarks are tied shall be indicated on the survey.
- b. A contour survey with 1'-0" contour intervals shall be prepared from field spot elevations. Spot elevations obtained in the field shall be of sufficient quantity to generate a contour survey which properly represents the ground surface. Additional elevations shall be indicated on the survey as required to establish accurate profiles (including all changes or breaks in grade) and cross-sections of walks, curbs, gutter, pavement edges, and centerlines.
- c. Finished floor or top of foundation elevation(s) of existing buildings within the Survey Area.
- d. Spot elevations shall be shown to the nearest 0.01 foot on all "hard surfaces" and utility structures. Spot elevations in unpaved areas such as grass and dirt shall be accurate to the nearest 0.1 foot.
- e. Cross-sections along all roadways shall be taken on 50-foot intervals and 25-foot intervals at super-elevated sections of roadway. Full cross-sections shall be taken at all cross streets, alleys, culverts and entrances. Grid intervals/profiles of 50 feet shall be taken in

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

- all fields for offsite hydraulic work (drainage ditches, streams, etc.). Additional shots shall be taken at all sudden grade break lines.
- f. Pavement types such as concrete, asphaltic concrete, gravel, etc. shall be indicated.
 - g. Existing improvements, buildings, and surface features shall be located.
 - h. General outlines of landscaping shrubs and bushes shall be shown.
 - i. Mean elevations of water in retention ponds, lakes, or streams will be shown as depicted at the time the survey field work was conducted. A bathymetric (bottom-of-pond survey) is not included in this scope of services.
 - j. Culvert Crossings: Obtain topographic survey at all culvert crossings within the project limits – type, size, inverts, and general terrain in the vicinity of each end section.
 - k. Top of curb, flow line, and edge of pavement, ADA, sidewalk, shared-use path, etc. elevations of all roadways and streets within the survey area obtained by non-GPS methods.
 - l. Roadway striping of all roadways and streets within the survey area.
 - m. Right-of-way and property lines shall be calculated from existing monumentation in coordination with record maps, plats and deeds.
 - n. The topographic survey shall incorporate information on existing utility systems adjoining or contained within the survey area which are obtained from Village departments or utility companies responding to written or verbal requests for utility records through the Joint Utility Locating Information for Excavators (J.U.L.I.E.) Design Stage/Planning Information process and available for the surveyors use at the time of the survey. Records or Atlas information that is provided to V3 after completion of the survey can be provided to the CLIENT or engineer.
 - o. Utilities and improvements shall be shown based on visible field verified structures, in coordination with atlas information provided by utility companies through J.U.L.I.E.'s design stage process, if available.
 - p. As a supplement, V3 will also fly the survey corridor with a drone to acquire LIDAR and photographic data.
 - q. V3's subconsultant, American Surveying, will provide subsurface utility engineering as identified in their scope and referenced under Item 1.15.

All survey data shall be collected in Illinois State Plane Coordinates – East Zone.

1.2. RIGHT-OF-WAY VERIFICATION

V3 will build right-of-way limits based on the documents provided by the Village of Round Lake, LCDOT, and/or IDOT. V3 will verify the actual right-of-way and easements for approximately 30 parcels along the corridor through title commitment research. Each report and title commitment research will cost approximately \$900 per parcel.

As necessary, as part of the right-of-way verification, we will identify areas that ownership to the centerline of Cedar Lake Road exist. V3 will also try to determine if the common law right-of-way areas adjacent to these properties were ever conveyed to the Lake County Division of

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

Transportation/People of the State of Illinois. If such adjacent common law areas were never conveyed to the public, additional title commitment research may be warranted at the aforementioned parcel cost.

1.3. DATA COLLECTION, REVIEW, & MOSAICS

Pertinent information for the project will be obtained from the LCDOT. This information will include:

- Any available aerial photography;
- Any available contour mapping;
- Any available as-built plans;
- Any available plats, legals, title commitments from properties along the corridor;
- Any available traffic counts;
- Any available accident records for the last 5 years;
- Any available plans for new developments
- Any available improvement plans from past projects and/or prior studies related to Cedar Lake Road
- Any available utility maps for water, sewer, sanitary, street lighting, and traffic signals;
- LCDOT design details, guidelines, and specifications.

General background data such as FIRM mapping, NWI maps, USGS atlases, soil maps and other information pertinent to the project will also be collected and reviewed.

Field Visits

In order to gain a thorough understanding of the project, the design team will conduct up to three (3) field visits (two V3 team members) to verify and evaluate existing field conditions, and ultimately, in preparation for the preferred alternative to be carried into Phase II. The field visits include:

- a. Verification of existing conditions and utilities
- b. Existing sign inventory
- c. Verification of preferred alternative & ADA ramp compliance

Subconsultant for Geotechnical Services

Testing Service Corporation (TSC) will perform 35 soil borings and 16 pavement cores and provide geotechnical studies to determine the suitability of the soils for the construction and provide samples of material for CCDD material disposal. Undercut recommendations and pavement evaluation will be included and coordinated with TSC. A pavement design will be provided for the widening sections of Cedar Lake Road as well as any section to be rebuilt. The detailed scope of the boring, coring and testing to be performed are included under Exhibit D-1.

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

1.4. ENVIRONMENTAL DUE DILIGENCE

V3 will prepare and submit through IDOT, ESR information for the project corridor. This will provide flexibility in the future if State or Federal funds are utilized for construction. V3 will perform the necessary coordination with the involved environmental and cultural agencies and provide the appropriate results to obtain an inventory of the affected environment and identify any potential issues that the project may need to address as part of the required environmental studies.

V3's environmental group will conduct the local PESA for the entirety of the project limits to capture the special waste clearances. Refer to Section 1.11 Special Waste Assessments.

Threatened & Endangered Species Consultation

The USACE Chicago District and Lake County Watershed Development Ordinance (WDO) require threatened & endangered species consultation with the Illinois Department of Natural Resources (IDNR) and the U.S. Fish & Wildlife Service. V3 will complete the following tasks as part of this phase:

- a. V3 will prepare and submit the required IDNR EcoCAT consultation for State threatened & endangered species for the proposed project area. This consultation will be included in the USACE permit submittal.
- b. V3 will prepare the required U.S. Fish & Wildlife Services (USFWS) Section 7 consultation for Federal threatened & endangered species through IPaC. This consultation will be included in the USACE permit submittal (if applicable).
- c. V3 will prepare and submit the Cultural Resources consultation review forms to SHPO.
- d. Should SHPO request a Phase I Archaeology investigation, V3 will subcontract that service with Ms. Cindy Balek owner of Archaeology and Geomorphology Services, Inc., a WBE firm. Not included in the scope.

Bat Habitat Assessment

During the wetland delineation field work, and during the tree assessment, V3's Certified Arborist will review the project corridor for the presence of bat habitat. This is required based on the current DOT and USACE permitting processes. V3 will review the corridor and document the presence, or lack of, bat habitat within the project corridor. This includes visually looking at the trees within the corridor that are 3 inches to 5 inches in diameter breast height (DBH). Bat habitat trees that are 3" to 5" DBH will be identified, assessed and survey located. Separately, during the formal tree survey of trees 6" and above DBH, bat habitat for trees 6" and above DBH will be identified, tagged, and assessed. The DOT requirement of 3" trees being assessed for bat habitat does not require that all trees 3" and above be survey located or assessed; only those trees that meet the criteria for bat habitat. V3 will prepare the IDOT bat habitat assessment forms and will coordinate with the USFWS regarding bats, bat habitat, and consultation measure and restrictions from a tree removal perspective.

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

1.5. GEOMETRIC DESIGN STUDIES

Cedar Lake Road Resurfacing (from IL Route 60 to Townline Road)

Given the current condition of the south leg of the project, an evaluation of the existing pavement and the development of resurfacing plans for this segment are itemized. By focusing on the roadway resurfacing, this approach will address the immediate pavement condition concerns, remain within the right-of-way, while allowing the other project components (shared-use path accommodating the future 5-lane section and potential roundabouts) to be further evaluated under the other roadway corridor scenarios.

The following items will be included as part of the resurfacing scope:

- Field visit to inspect conditions of existing pavement and curb and gutter
- Prepare plan sheets for the horizontal alignment at 1" = 20' scale with aerial photography as the background
- Prepare typical sections for the existing and proposed improvements, showing dimensions for roadway surfaces, bases, sub-bases, subgrade treatments, curb and gutter, ditches, backslopes, and right-of-way.
- Develop Preliminary Cost Estimates
- Prior to production of resurfacing plans, V3 will provide a Technical Memorandum summarizing findings via field photos, exhibits, pavement cores data.

Conceptual Corridor Design Evaluations:

Geometric design studies will be performed using 3D modeling in Open Roads Designer software (utilizing the IDOT workspace) to develop conceptual roadway, shared-use path, and intersection design for the following alternatives:

- a. Future 5-Lane Section and Separated Shared-Use Path
- b. Existing 3-Lane Section with Bike Friendly Shoulders and Separated Shared-Use Path (to accommodate the future 5-lane section) – anticipated to be the preferred alternative. It is understood that both a rural and urban section exist and will be maintained.

As part of the Corridor Alternatives Studies, roadway and path geometrics will be studied to minimize impacts to right-of-way, wetlands, access patterns, utilities, and side roads while meeting LCDOT and IDOT design requirements. The separated shared-use path will be evaluated along the east side of the road but may shift to the west side from Amarias Drive to IL Route 60 to avoid the westbound free flow right turn lane from IL Route 60. With either alignment of the path, it is the intent to provide a design that accommodates a future 5-lane roadway section. Pedestrian crossings at IL Route 60 and 120 will be evaluated and coordinated with overall pedestrian and bike plans. Pedestrian accommodation to cross IL Route 60 south into the existing subdivision will be included as well.

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

Upon an evaluation of the existing conditions, the following roadway design elements will be developed:

- Typical Sections
- Horizontal Geometrics
- Vertical Geometrics
- Barrier Warrant Analyses
- Preliminary ADA grading to identify ROW impacts

Although the intent is to generally maintain the existing profile for the widening and/or resurfacing, we will evaluate the overall vertical profile of the road to meet design standards. This will include crown/cross slope corrections. A new profile may be developed as part of this task.

Under each alternative, cross sections will be cut every 50 feet, at culvert crossings, side streets, and at driveways to further evaluate critical roadway design elements and ROW impacts.

Intersection Geometric Alternatives Evaluations:

As part of the geometric studies, the following intersection alternatives within the project limits will be evaluated:

Cedar Lake Road & Townline Road:

- a. Existing 'No Build' Scenario
- b. Future Traffic Signal (if warranted)
- c. Future Single-Lane Roundabout

Cedar Lake Road & Amarias Road:

- a. Existing 'No Build' Scenario
- b. Future Single-Lane Roundabout
- c. Enhancements to the signalized intersection (ie: storage length, turn lanes, geometric improvements, etc.)

Although we do not anticipate the project to accommodate a 5-lane section at this time, auxiliary lanes and storage lengths will be identified at intersections or entrances along the corridor as part of the analysis.

Meeting Exhibit Preparations

Under the conceptual design stage, V3 will prepare conceptual ROW impacts corresponding to the 3D modeling studies identified above:

- Existing & Proposed Typical Section Exhibits
- Plan & Profile Exhibits (20-scale)
- Roll-plots (100-scale)

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

These exhibits will be used for meetings with the County, Village, IDOT (regarding IL Route 60 and 120), and other local stakeholders to discuss the different alternatives and their associated impacts.

Technical Evaluation Memorandum

V3 will submit a memorandum summarizing the geometric design studies in conjunction with the traffic analysis for LCDOT's review and approval prior to preparing a Project Development Report (PDR). V3 will provide a recommended preferred alternative for the County's review and concurrence.

1.6. TRAFFIC ANALYSIS EVALUATION

Existing & Future Traffic Analysis

Existing 14-hour traffic counts (6am to 8pm) will be conducted at the following intersections to identify the AM, Midday, and PM peak hours:

- Cedar Lake Road and IL Route 60,
- Cedar Lake Road and Amarias Drive,
- Cedar Lake Road and Townline Road,
- Townline Road and Prairie View Lane
- Cedar Lake Road and IL Route 120.

With the potential roundabouts at Townline Road and Amarias Drive, additional 4-hour and 6-hour AM and PM traffic counts will be conducted at the following intersections as part of the analysis to confirm queue lengths in relation to the nearby intersections.

- Amarias Drive and Commercial Driveway
- Townline Road and School Entrance West (6-hour)
- Townline Road and School Entrance East (6-hour)
- Townline Road and Amarias Drive

All classifications for both the motorized (passenger, single-unit, multi-unit) and non-motorized (pedestrians and bicyclists) travel data will be collected.

From the counts collected, traffic will be projected to the year 2050 and analyzed to determine future geometrics along with developing roundabout alternatives at Townline Road and Amarias Drive for the anticipated year of construction, as well as 2050. Sidra Analysis software will be utilized for the roundabout alternatives.

Traffic Signal Warrant Analysis

V3 will provide a traffic signal warrant analysis per the latest version of the MUTCD at the intersection of Townline Road.

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

Capacity Analysis

V3 will provide a capacity analysis for the intersection of IL Route 60 and Cedar Lake Road. The analysis will include the addition of pedestrian crossings. It will be submitted to IDOT for their concurrence. It has been our experience that IDOT will not require an IDS for this work and therefore it is not included at this location at this time.

Traffic Analysis Technical Memorandum

V3 will provide a technical memorandum summarizing the existing and future traffic data and evaluation, potential impacts, costs, and overall feasibility of implementing roundabouts versus a traditional traffic signal for LCDOT's review and concurrence of the proposed traffic control to implement.

1.7. INTERSECTION DESIGN STUDY (IDS)

Upon the LCDOT's review and concurrence of the traffic analyses referenced under Section 1.6, an IDS will be prepared utilizing traffic volumes, capacity analyses data, confirmed intersection geometry, and design vehicle turning movements, at each intersection, as required:

- a. Cedar Lake Road at Amarias Drive:
 - i. Maintain existing signal (no IDS)
 - ii. Proposed single-lane roundabout alternative (IDS)
- b. Cedar Lake Road at Townline Road:
 - i. Signalized intersection or
 - ii. Single-Lane Roundabout

If a single-lane roundabout is selected, each IDS will include the following additional details and exhibits for LCDOT's review and approval:

- o Fast Paths
- o Sight Distance
- o Phi and vision angles
- o Proposed signing

1.8. CRASH ANALYSIS & EVALUATION

Crash reports will be reviewed and tabulated based on the most recent five years available along Cedar Lake Road. A crash and roadside safety analysis will be performed to identify high crash locations and determine safety countermeasures (such as improving sight lines, sight distance, geometrics, etc.).

A table summarizing the corridor-wide crash data and crash exhibit will be prepared and included as part of the Project Development Report.

Crash Diagram maps at the following critical locations will be created to facilitate discussions with the local agencies:

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

- a. Cedar Lake Road at IL Route 60
- b. Cedar Lake Road at Amarias Drive
- c. Cedar Lake Road at Townline Road
- d. Cedar Lake Road at IL Route 120

1.9. WETLAND DELINEATION & PRE-JURISDICTIONAL DETERMINATION

Field Work

V3's Lake County Certified Wetland Specialists will conduct a field investigation during the 2025 Lake County growing season (May 15-October 1) to locate and delineate wetlands in accordance with the Regional Supplement to the Corps of Engineers Wetlands Delineation Manual: Midwest Region. The limits of any delineated wetlands/Waters of the U.S. will be staked in the field, and approximate boundaries will be mapped on a recent large-scale aerial photograph, based on our field assessment of the vegetation, soils and hydrology at the site. The limits of any on-site wetland/Waters of the U.S. will be located using survey grade equipment during the field investigation portion of the wetland delineation.

Wetland Assessment

Since wetlands/Waters of the U.S. are present within the project corridor, wetland assessment is required by the U.S. Army Corps of Engineers, Chicago District (USACE) and Lake County SMC. Wetland assessment involves an evaluation of wetland characteristics, including wildlife habitat quality, water quality functions, and plant community quality. Wetland Assessment also includes a preliminary jurisdictional determination for isolated or adjacent wetland. Delineated wetlands will be rated as High-Quality Aquatic Resources (HQAR's) in accordance with the USACE and Lake County SMC, if applicable.

Wetland Delineation Technical Report

A wetland report will be provided with the results of our field investigation, including the location and approximate size of wetlands/Waters of the U.S. present, a wetland quality evaluation, a Floristic Quality Assessment (FQA), and the wetland assessment. Floristic inventories and detailed soil classification data for each area investigated will be provided in the report. Areas determined to be wetland within the project corridor will be shown on a recent, large-scale aerial photo exhibit. USACE and Lake County SMC/Village of Round Lake wetland permitting and/or mitigation requirements will be addressed in the report. The wetland report also will contain detailed technical documentation suitable for review and approval by the USACE, Lake County SMC, and the Village of Round Lake.

USACE/Lake County SMC Preliminary Jurisdictional Determination Submittal

Upon completion of the wetland delineation field work and draft technical report, V3 will prepare and submit all the required documents to Lake County SMC to facilitate the preliminary jurisdictional determination process for any wetlands/Waters identified within the project corridor (or within 100 feet of the project corridor). This process includes V3 meeting the USACE

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

and Lake County SMC wetland specialists at the site, reviewing the data collected from V3's Lake County Certified wetland specialists, and reviewing and gaining approval of the wetland flags placed on the site.

Wetland Project Meetings/Coordination

V3's wetland specialists are available for meetings with the CLIENT, USACE, Lake County SMC, Village of Round Lake, project contractors, and/or other agency personnel, as required. This task includes one pre-application meeting with the USACE and one pre-application meeting with Lake County SMC/Village of Round Lake. This task also includes minimal project coordination not requiring a separate agreement.

1.10. TREE SURVEY SUMMARY

V3's Certified Arborist will, measure, survey locate, and assess all trees 6 inches DBH and above. The diameter and location will be recorded for each tree. It is V3's understanding that only those trees with a 6" DBH are required to be inventories.

Separately, trees that are 3" to 5" DBH in size will be evaluated for potential bat habitat. Those trees 3" to 5" DBH will be identified, tagged, assessed, and survey located (per Section 1.4 Environmental Due Diligence scope above: Bat Habitat Assessment). A summary table will be prepared listing tag number, scientific name, common name, diameter (DBH), and rating.

Upon the selected proposed alternative, based on the assessment of the tree and the proposed improvements within the corridor, V3 will identify whether trees within the corridor should be removed, should remain in place, or should be protected for the long-term. A tree removal/preservation plan will be prepared based on the data collected during the tree tabulation phase.

1.11. SPECIAL WASTE ASSESSMENTS

V3 will conduct a special waste screening in accordance with the IDOT Bureau of Local Roads & Streets Policies & Procedures. Based on the current understanding of the proposed project, the special waste screening will include the following.

Preliminary Environmental Site Assessment (PESA)

The initial evaluation of the project indicates a PESA will be required for the project design. V3 will conduct a PESA for the project corridor. The PESA will be completed in accordance with Section 20-12.04 of the IDOT Bureau of Local Roads & Streets Manual, Section 27-3.03(a) of the IDOT Bureau of Design and Environment Manual, and the ISGS Manual for Conducting Preliminary Site Assessments for Illinois Department of Transportation Infrastructure Projects. The PESA will include the following tasks.

- a. Provide a general description of the geology, hydrogeology, topography, soils, natural features and hazards relating to the project corridor.

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

- b. Review reasonably ascertainable regulatory information published by federal, state, local, tribal, health, and/or environmental agencies pertaining to the project corridor.
- c. Review historical data sources for the project corridor, including aerial photographs, topographic maps, fire insurance maps, city directories, and other readily available data.
- d. Conduct a reconnaissance / visual inspection of properties adjacent to the project corridor with a focus on indications of hazardous substances, petroleum products, polychlorinated biphenyls (PCBs), wells, storage tanks, solid waste disposal pits and sumps, and utilities.
- e. Evaluate and identify any Recognized Environmental Concerns (RECs) with or adjacent to project ROW.
- f. Prepare PESA report detailing the findings and RECs identified.

1.12. SECTION 4(f) EVALUATION (IF NECESSARY)

The Village of Round Lake, Round Lake Fire Protection District, and the Forest Preserve District of Lake County own parcels adjacent to Cedar Lake Road and Townline Road. Depending upon the ROW impacts of these parcels, a Section 4(f) evaluation may be required. The evaluation and report format will be performed in accordance with Section 26-2 of IDOT's BDE Manual and address the proposed action and alternatives considered, impacts to the Section 4(f) properties, avoidance alternatives and measures to minimize harm. Coordination during the Section 4(f) process will be conducted with the owning agency and documented in a separate Section 4(f) report.

1.13. FLOODPLAIN / DEPRESSIONAL AREA MODELING & CULVERT ANALYSIS

There are two regulatory floodplain areas adjacent to Cedar Lake Road. One is located along the west side south of Bacon Road and the other is located along the east side south of Town Line Road. They appear to be offset sufficiently from the roadway (about 170 to 175 feet) and no floodplain impacts are expected with either the proposed 3-lane with new shared use path option or the future 5-lane alternative.

There is a cross-road culvert located under Cedar Lake Road (referred to as "culvert 2000") that appears to connect two pond / wetland areas. A hydrologic and hydrology study will be performed for this culvert to determine the drainage area to this culvert and the water surface elevations both downstream and upstream of the culvert. These water surface elevations are necessary to evaluate any fill that may be placed within these adjacent depressional areas and to design the appropriate compensatory storage. Additionally, V3 will determine if the existing culvert size is sufficient to convey the tributary flow under the roadway or determine if this culvert simply acts as an equalizer pipe. The analysis of this culvert will be performed in Phase 1 for both the proposed 3-lane with path option and the future 5-lane alternative. Permitting for any depressional area fill and/or culvert modifications will occur through Lake County Stormwater Management Commission (SMC) in Phase 2.

1.14. ROADWAY DRAINAGE DESIGN

Existing Conditions

Prepare Existing Drainage Plans (EDPs) that define: the existing drainage system (storm sewers, ditches, swales, culverts, etc.), off-site areas tributary to the roadway drainage system, floodplain limits, depressional areas and existing outlet locations where storm water runoff exits the right-of-way (ROW). A field visit will be conducted to verify existing conditions and drainage patterns. Any available flooding records or drainage complaints will be collected from Lake County and other adjacent stakeholders to determine if there are currently any drainage issues related to the roadway drainage system that should be addressed in the proposed design. Existing drainage areas and discharge rates will be calculated at each outlet location. All existing conditions drainage calculations and exhibits will ultimately be included in the Lake County Watershed Development Permit (WDP) submittal.

Proposed Conditions

Maintain 3-Lane Alternative:

For the 3-lane alternative, the existing drainage system will be maintained whenever possible. Open ditch systems will remain where they exist now (possibly with some modifications as needed to accommodate the new shared-use path) and closed storm sewer system will be maintained.

In open drainage system areas, the capacity of the ditches will be calculated. Modifications to existing ditches will be proposed if necessary to convey the 50-year storm event and to accommodate proposed improvements.

In closed drainage system areas, inlet spacing calculations will be performed to ensure that the appropriate numbers of inlets are available to prevent the spread of water into the drive lanes per IDOT and Lake County design standards. Storm sewer conveyance systems will be designed to convey the 10-year storm event (using new Bulletin 75 rainfall values) and will outlet to the various existing outlet locations along the project corridor. Storm sewer velocities between 3 and 10 fps will be maintained.

Future 5-Lane Section Alternative:

For the 5-lane alternative, the proposed Cedar Lake Road cross-section will be evaluated along the length of the corridor to determine if the preferred open ditch drainage system is feasible or if a closed storm sewer system is required due to ROW and project constraints.

As mentioned above, the existing cross-road culvert will also be evaluated to ensure the culvert is sized appropriately to convey flow and will be lengthened or replaced as needed to accommodate the proposed improvements. The cross-road culvert along with any driveway culverts will be sized in accordance with SMC WDO and IDOT guidelines.

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

In open and closed drainage systems, hydraulic grade line (HGL) calculations will be performed to ensure that the design HGL does not surcharge the drainage system and impact the roadway. The appropriate tailwater conditions will be determined at each drainage outlet location to be used within the HGL calculations.

Subsurface Utility Design and Analysis (SUDA) software within Open Roads Designer will be used to design the roadway drainage system. Proposed Drainage Plan (PDP) exhibits will be prepared. These exhibits are typically plan and profile sheets which show the outlet locations and the proposed storm ditch and sewer system in both plan and profile with the HGL plotted. All proposed conditions drainage calculations and exhibits will be included in the WDP submittal. The proposed storm sewer design will be shown in detail in the final engineering plans which will include: Drainage plan and profile sheets, structure and pipe schedules, utility crossing information, underdrain design if needed, and drainage detail sheets.

Roadway Stormwater Detention:

The need for stormwater detention will be evaluated for both the 3-lane proposed option and the future 5-lane alternative. It is anticipated that the Lake County SMC triggers for stormwater detention will not be met for the 3-lane option and that no stormwater detention will be required. For the future 5-lane alternative, stormwater detention will be required.

As part of the Phase 1 study, a preliminary stormwater detention design will be performed for the 5-lane alternative. The required amount of stormwater detention will be calculated at each outlet location per the requirements of the Lake County Watershed Development Ordinance (WDO). As part of the detention evaluation V3 will evaluate the feasibility of any off-site detention or the expansion of the existing LCDOT basin (located within the northern portion of the project) to avoid oversized storm sewer within the ROW. This will include working with local agencies in assessing off-site possibilities. If off-site detention is not a possibility stormwater detention will likely be provided in oversized storm sewer pipes or other underground chamber systems. These systems will be designed to ensure they fit within the ROW, have sufficient cover, have adequate access points for future maintenance, and are designed with the downstream tailwater taken into consideration.

Each detention system will be designed with the Lake County allowable 2-year and 100-year release rates. The proposed unrestricted and restricted release rates will be added together at each outlet and compared to the existing discharge rates to ensure that there is no increase in flow rates at each outlet location.

1.15. UTILITY COORDINATION & SUE LEVEL B/A

Utility Coordination

The following is included under this task:

- a. Design level field locations will be requested prior to topographic survey.

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Cedar Lake Road – IL Route 60 to IL Route 120

- b. V3 will prepare letters and exhibits to initiate coordination with utility companies within the project corridor.
- c. Review and identify potential utility conflicts according to the preferred alternative
- d. Submit plans to the private utility companies at the preferred alternative stage and preliminary level of completion to coordinate any required utility adjustments/relocations. The intent is to gain early information on what the relocations may look like and potentially avoid utility relocations as well as additional ROW or easements. Additional plan submittals at pre-final and final levels of completion will be made as needed for additional coordination of adjustments/relocations.
- e. Coordinate and attend utility coordination field verification meetings – up to six (6) field meetings with one V3 project team member present.
- f. Facilitate monthly coordination meetings as needed, starting after the submittal of preliminary plans to help ensure utility conflicts are addressed and the relocation of utilities is scheduled to be complete prior to the project begins.
- g. V3 will review utility relocation permit submittals and provide comments to the LCDOT.

Utility Model

To help facilitate utility coordination, a utility model, including plan sheets, will be created incorporating the SUE Quality Level B data using Subsurface Utility Design and Analysis (SUDA). The model will assist to conduct a utility conflict analysis in relation to the proposed improvements. In general the limits of the SUE Level utility information are from the centerline of Cedar Lake Road to the east ROW, with the understanding the anticipated bike path will be along the east side. The limits also include the intersections of IL 120, IL 60 and Townline Road. The created SUDA model will enable the existing utilities to be included within the cross sections as required per LCDOT plan preparation guidelines. Existing utility plan sheets will be sent to the utility companies for review and confirmation.

Subconsultant for Subsurface Utility Engineering (SUE) Level B/A

American Surveying will be performing SUE Level B/A. Upon identification of potential conflicts, V3 will coordinate with their subconsultant American Survey to identify up to 10 pothole locations as identified in their scope of work. Their proposal can be found under Exhibit D-2.

1.16. PUBLIC INVOLVEMENT

A public meeting in an open house format is anticipated to review the extent of improvements being proposed, the results of agency coordination, and the project schedule. This scope of work includes:

- a. Up to two Public Meeting activities (virtual public forum and open house public informational meeting to present proposed improvements)
- b. With each meeting, V3 will provide the following:
 - i. Compile list of property & business owner addresses
 - ii. Mail Letters – Certified letters to land acquisition properties

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

- iii. Coordination of website exhibits/information to LCDOT
 - iv. Handout brochures and Plan Exhibits
 - v. Documentation of the concerns and comments expressed by those at the meeting,
 - vi. Up to four (4) V3 project team representatives present at the meetings
 - vii. V3 will provide a Spanish speaking translator as well as all written communication items such as presentation boards, property owner letters etc. will be translated to Spanish.
- b. The following are additional scope of work items for the open-house public informational meeting:
- i. Two in-person dry runs (up to four (4) V3 members present)
 - ii. Development of Frequently Asked Questions (FAQs) for project team's use
 - iii. Project Overview Video of the proposed improvements (up to 5 minutes)
 - iv. Perspective View Renderings of the proposed improvements (up to 6 views)
 - v. Response letters to public comments and incorporate a summary of the public involvement process in the PDR
 - vi. Only upon a property owner's request, hours included under this scope assumes up to ten (10) individual property owner meetings to discuss more specific design concerns

1.17. PROJECT DEVELOPMENT REPORT (PDR)

A Project Development Report (PDR) will be prepared to compile and discuss the environmental information obtained, summary of public involvement and stakeholder coordination, and the various design studies completed to determine the preferred alternative. Sections of the report will include existing conditions, design criteria, traffic considerations, proposed improvements, maintenance of traffic, public involvement, agency coordination, and Engineer's Opinion of Probable Construction Costs (EOPCC).

As part of the PDR development, the following sub-tasks are also included under this scope of work:

a. Structural Engineering & Coordination

Coordination with V3's structural engineering staff is anticipated to determine costs and general design details for retaining walls. In addition, input from structural engineering staff regarding costs and proposed geometrics for culvert crossings is also anticipated. Walls are anticipated along Cedar Lake Road to accommodate the proposed path. In additional walls may be necessary at Townline Road for the proposed roundabout to limits ROW impacts.

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

b. Pavement Analysis & Design

As part of the geometric studies, V3 will review the pavement cores and borings conducted by TSC. V3 staff will conduct a visual evaluation of the pavement condition. A pavement design will be developed for both widening and resurfacing and any section of roadway to be completely rebuilt.

c. Traffic Management Plan

One Maintenance of Traffic (MOT) concept will be evaluated which anticipates staged construction. Detailed MOT plans will be prepared during Phase II Engineering.

The following exhibits will be compiled into the project report:

- a. Engineer's Opinion of Probable Construction Cost (EOPCC)
- b. Location Map
- c. Existing and Future Traffic Exhibits
- d. Existing and Proposed Typical Sections (11" x 17" exhibit size)
- e. Plan and Profile sheets (11" x 17" exhibit size)
- f. Intersection Design Studies
- g. Right-of-way maps (if applicable)

The following appendices will be compiled into the project report:

- a. Traffic Capacity Analysis
- b. Environmental Coordination
- c. Agency Coordination
- d. Utility Coordination
- e. Public Involvement
- f. Stormwater (separate cover)
- g. Wetland Delineation (separate cover)
- h. Special Waste (separate cover)

It is anticipated that two submittals of the PDR will be required to the LCDOT (pre-final and final). However, prior to the pre-final PDR submittal, conceptual Typical Sections, Plan and Profile sheets, IDSes, will be submitted to the LCDOT for review and comment.

PHASE II SCOPE OF WORK

2.1. SUPPLEMENTAL TOPOGRAPHIC SURVEY

If necessary, the supplemental topographic survey will build upon the previously completed survey. The areas of supplemental topographic survey will encompass:

- a. Various additional drainage investigation and data collection such as invert and rim elevations or pipe sizes and types, as necessary to supplement the Phase I design.

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Cedar Lake Road – IL Route 60 to IL Route 120

- b. Various additional miscellaneous topographic survey based on the PDR and LCDOT comments, such as topo needed for offsite property modifications beyond the identified driveway limits.

2.2. TRAFFIC SIGNAL PLANS

Traffic Signal modification plans will be necessary at IL Route 60 due to the proposed pedestrian crossing.

If LCDOT decides to install a traffic signal at Cedar Lake Road and Townline Road, as well as traffic signal modifications at Amarias Drive, the work under this task includes the following:

- a. Traffic Signal Layout Design in accordance with all applicable IDOT and LCDOT standards and guidelines
- b. Construction plans, a construction specification document and a construction cost estimate associated with the new signal.
- c. Submittals to LCDOT are anticipated at the preliminary (60%), pre-final (95%) and final (100%) stages.
- d. Interconnect plans

Plans

The following is a summary of the plan sheets anticipated at final stage:

Traffic Signal Plans – Townline Road and Amarias Drive, (If necessary) and IL Route 60	
Traffic Signal Plan (20-scale)	8 sheets
Proposed Cable Plan	2 sheet
Mast-Arm Mounted Street Name Sign & Schedule of Quantities (Townline and Amarias Drive)	2 sheet
Traffic Signal Details	12 sheets

2.3. USACE AND LAKE COUNTY PERMITTING, DESIGN, & MITIGATION

V3 will prepare and/or renew the environmental clearances, as necessary.

USACE Nationwide Permit 14 Submittal

V3 is of the opinion that the project will require a USACE Nationwide Permit 14 (Transportation Projects) permit. V3 will prepare and submit the required permit documents to the USACE Chicago District for their review and approval. The USACE application submittal will include the following:

- a. Cover letter
- b. Joint Application Form
- c. Wetland Delineation and Assessment Report
- d. Project Engineering Plans
- e. A project description
- f. Information on compliance with Federal and State Endangered Species

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

- g. Discussion of Best Management Practices (BMPs)
- h. Soil Erosion and Sediment Control Plans
- i. Native Landscape Plan drawings, restoration details
- j. Native plant lists
- k. 3 Year Monitoring & Management Plan document (MMP), if necessary

The USACE Chicago District, at their discretion, may require a Phase I Archaeological investigation as part of the Nationwide Permitting Process. This request is determined on a project-by-project basis. Should the USACE require a Phase I Archaeological investigation as part of their permit review, a separate scope and fee will need to be provided to the Client.

Lake County SMC Isolated Wetland Permit Submittal

V3 will prepare and submit the Category I wetland and wetland buffer portions of the Lake County WDO to be incorporated into the overall stormwater permit submittal. V3 will address all of the wetland and buffer items identified in the Category I wetland submittal requirements of the Ordinance. Included with the wetland/buffer submittal will be the wetland delineation report, the Lake County SMC/USACE Pre-JD determination letter, a description of the proposed project, the associated buffers for identified wetlands/Waters within the project corridor, and proposed impacts to existing wetlands/Waters will be documented. BMPs and mitigation will also be addressed.

Response to Agency Wetland/Waters Permit Review Comments

Additional coordination will be required following the initial wetland submittal to the USACE and Lake County SMC. This coordination will primarily consist of responding to agency comments and resubmittals to the USACE and Lake County SMC as it relates to wetlands, Waters of the U.S., buffers, and the proposed native BMP and buffer design.

Buffer and BMP Native Planting Plan Design (IF NECESSARY)

If required, V3 will design and submit the native planting design for the proposed corridor. This design will include proposed native plantings, native seed mixes, and planting specifications. This task will be required if there are any impacts to existing wetland/Waters buffers that will require buffer mitigation. We understand that Lake County currently owns wetland banking credits and V3 will coordinate with LCSMC and USACE accordingly.

Native Planting 3-Year Monitoring and Management Plan (MMP) (IF NECESSARY)

If required, V3 will prepare and submit the proposed 3-year native monitoring and management plan to Lake County SMC and the USACE for their review and concurrence. This proposed monitoring and management plan will include seed and plant lists, recommended specifications, and management activities to be performed over a 3-year period so that the native plantings and seed that are installed will thrive and become established.

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

Wetland Project Meetings/Coordination

V3's wetland specialists are available for meetings with the CLIENT, USACE, Lake County SMC, Village of Round Lake, project contractors, and/or other agency personnel, as required. This task includes one pre-application meeting with the USACE and one pre-application meeting with Lake County SMC. This task also includes minimal project coordination not requiring a separate agreement.

2.4. PRELIMINARY SITE INVESTIGATION

V3 will conduct a special waste screening in accordance with the typical IDOT Bureau of Local Roads & Streets Policies & Procedures. Based on the current understanding of the proposed project, the special waste screening will include the following.

Preliminary Site Investigation (PSI)

Based on the findings of the PESA, a Preliminary Site Investigation (PSI) should be conducted to evaluate project soils with regard to reuse, off-site disposal, and construction worker safety. The PSI will be conducted in accordance with Section 20-12.05 of the IDOT Bureau of Local Roads & Streets Manual, Section 27-3.05 of the IDOT Bureau of Design and Environment Manual. The PSI will include the following:

- a. A soil sampling plan will be developed based on the estimated excavation depths of proposed construction activities and the historic use of properties adjacent to project ROW.
- b. Environmental drilling services will be subcontracted by V3.
- c. Soil sampling will be conducted by a V3 geologist or environmental engineer.
- d. Sample analysis will be performed by an Illinois NELAP accredited laboratory.
- e. Soil samples will be collected into laboratory-provided containers, packaged in the field, and stored on ice until delivery to the laboratory under proper chain-of-custody.
- f. The field sampling activities and the lab analytical result will be detailed in the PSI report.

The PSI report will include:

- i. Brief project summary and propose excavation and/or ROW acquisition associated with the Project.
- ii. The proposed sampling plan and the justification for sampling and propose analysis.
- iii. Summary of field activities and observations.
- iv. Detected concentrations of contaminants of concern based on laboratory analysis.
- v. Comparison of detected concentrations of contaminants to Maximum Allowable Concentrations (MACs) specified in 35 IAC Part 1100, Subpart F. to evaluate excavated soils for CCDD acceptance, and comparison to Tier 1 soil remediation objectives (ROs) specified in 35 Illinois Administrative Code (IAC), Part 742 Tiered Approach to Corrective Action Objectives (TACO) for industrial/commercial and, residential land use, and Construction Worker

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

- exposure routes to evaluate the ability of the soil to be reused as fill, or the need for construction worker notification.
- vi. Delineation of soil management areas based on the soil classifications detailed in Article 669.05 Regulated Substances Management and Disposal of the IDOT Standard Specifications of Road and Bridge Construction Adopted January 1, 2022.
- vii. Figures depicting the limits of the soil management areas. (Note: estimated volumes of waste soils requiring disposal will only be included in the PSI if volumes are provided by design engineer).
- viii. LPC 662 and 663 forms to certify soils qualifying for CCDD disposal will be included in the appendix of the PSI.
- g. Considering the proposed design has not been finalized and the PSI soil sampling is dependent on the proposed excavation, the costs associated with the PSI and soil sampling were based on the following assumptions and could be subject to change depending on the project design and the RECs identified. The proposed scope of work is based on the following assumptions:
 - i. Project limits do not extend beyond the limits specified in the SOQ.
 - ii. One initial field visit to locate proposed boring locations prior to utility locate.
 - iii. Standard 48-hours for the JULIE utility locate.
 - iv. A maximum of 3 days of drilling.
 - v. Up to 30 boring locations with 1 soil sample per boring.
 - vi. Assumes standard 5 to 7-day turn-around time for lab sample results (expedited turnaround time is available for an added surcharge).

CCDD Pre-Bid Coordination

A local CCDD facility will be contacted to determine specific sampling requirements and procure a “pre-certification” packet for preapproval of the site materials for admittance into the facility prior to the letting. The pre-certification packet will be included in the bid documents.

Based on proximity, it is assumed that Thelen Sand & Gravel, Inc. is one potential CCDD disposal site for potentially excavated soils. In addition to Thelen Sand & Gravel, (2) additional facilities will be contacted for preapproval coordination.

It is understood that Thelen Sand & Gravel has specific sampling requirements for soil acceptance. Prior to sampling the project geologist will coordinate with Thelen during the sample plan development. Based on Thelen’s soil testing policy, the assumed sample analysis for project samples includes one or more of the following:

- a. VOCs
- b. SVOCs
- c. Pesticides/Herbicides
- d. RCRA 8 Metals (Total and/or TCLP/SPLP)

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

- e. Iron (Total and/or TCLP/SPLP)
- f. pH

A sampling approach consistent with Thelen Sand & Gravel's policy will likely be acceptable to other CCDD facilities in the area.

2.5. LAND ACQUISITION SERVICES

With the nature of the potential single-lane roundabout(s) and/or path improvements, it is anticipated that some of the properties adjacent to the Cedar Lake Road corridor will have some level of land acquisition; whether it is temporary and/or permanent easement or proposed right-of-way (ROW).

Land Acquisition Evaluation

The potential easement and right-of-way (ROW) needs will be evaluated and minimized as much as possible during the final design of the roadway and drainage system. Potential alternatives and additional property modifications will be developed to support the ROW negotiation process and address concerns raised at the public meeting. Exhibits documenting alternatives and/or additional property modifications will be provided for up to 20 properties, if necessary, with up to 2 alternatives each. Also included are two (2) field meetings with property owners.

Of the 46 properties along the 1.75-mile corridor, we believe there are approximately 12 parcels with fee property lines extending to the centerline of the common-law road. There may be up to 30 parcels that will require land acquisition services beyond the existing contiguous common law ROW. However, it is understood that if the parcel does not require the need for land acquisition, then the intent is not to acquire the common law ROW in fee simple. Conversely, if the parcel does require land acquisition to accommodate the proposed improvements, the intent is to acquire the ROW in fee simple.

Plat of Highways

A Plat of Highway along with legal descriptions shall be prepared conforming to the LCDOT's Plat Guidelines.

The Plat shall also conform to those requirements necessary for recording in Lake County, Illinois and to Section 765 IL CS 205/9 of the Illinois Compiled Statutes. Iron rods (5/8" in diameter) shall be set at new Right-of-way corners and at the intersection of any property lines and new right-of-way lines. Title commitments will be reviewed and processed through CAD for development of the Plat of Highways.

Title commitments required for Phase II and received during Phase I will be updated at an estimated cost of \$95 each. It is anticipated up to 46 parcels will require updated titles. Title commitments required for Phase II and not previously received will be requested. It is assumed

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

that up to 30 common law only parcels may require title commitments at an estimated cost of \$750 each. Please note that on recent projects title information has been taking 6-9 months. In the event that negotiations require updated or new title documentation above and beyond the estimated amount included in the costs, the County will be responsible for reimbursing these direct costs.

Subconsultant for Land Appraisals/Negotiations Services

Santacruz Land Acquisitions (Santacruz) will perform the land appraisals and negotiations for the project. V3 will coordinate with Santacruz and review and assist with the tracking of acquisition status.

Santacruz will also provide a preliminary cost evaluation of the proposed acquisitions. The intent of this document will be for the DOT to review and recommend appropriations to be approved by the County Board for formal appraisals and negotiations.

A detailed scope provided by Santacruz can be found under Exhibit D-3.

2.6. DRAINAGE DESIGN, HYDROLOGIC & HYDRAULIC MODELING, AND PERMITTING

V3's drainage engineers will advance the Phase 1 conceptual drainage design to a 60% preliminary design and 95%/100% final design. The design will meet Lake County standards for roadway drainage and be developed in conformance with the Watershed Development Ordinance. The design will include:

Stormwater management design: The closed storm sewer systems and open ditches designed in Phase 1 will be updated to reflect the final roadway design. Standard Phase 2 drainage design elements for storm sewers include inlet capacity and design calculations, final hydraulic analysis of storm sewer design, design considerations associated with utility crossings and conflicts, constructability, and construction staging for maintenance of drainage. This will also include design of drainage systems required to capture offsite runoff flowing towards any proposed retaining walls, to bring that flow across the wall in a controlled manner. The open ditch systems will be designed to convey the 50-year design storm event.

- a. Lake County Watershed Development Permit Submittal Package: V3 will prepare a Lake County WDO report package to demonstrate that the project conforms to the Lake County Watershed Development Ordinance and to support the corresponding permit application. The report will include proposed storm sewer calculations, ditch capacity calculations, existing and proposed drainage exhibits, drainage outlet evaluations, wetland hydrology calculations, isolated depressional area calculations, and a narrative describing the stormwater management plan. This package will be submitted to the Lake County SMC for review and permit issuance. Permit fees shall be paid by Lake County DOT.

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

- b. Depressional storage analysis: In the event that adjacent depressional areas are impacted, the preliminary fill calculations performed in the Phase 1 design will be updated to reflect the final roadway design, and final compensatory storage design and calculations performed. It is expected that any compensatory storage that may be required can be provided within the ROW.
- c. Stormwater detention design: Stormwater detention may be required for the 3-lane alternative that includes both a proposed path and roundabout that is being permitted in Phase 2. Every effort will be made to keep the proposed improvements from crossing over the 1.5 ac of new impervious area per mile trigger that would require stormwater detention; however, stormwater detention will be designed and permitted as needed.
- d. Water quality design: Meeting the quantitative standard for runoff volume reduction (503.02) will likely not be required because the 3-lane alternative being permitted in Phase 2 will not meet the thresholds in section 300.07 of the WDO. Best management practices incorporating water quality elements are required per section 504 of the WDO and will be incorporated into the Phase 2 design. It is expected that these may include open-bottom catch basins to promote infiltration, vegetated level spreaders at outfalls, mechanical systems to separate oil and grit, and other similar BMPs.
- e. Wetland hydrology analysis: There are several Lake County wetlands that may be impacted by the proposed improvements. An 80%-150% hydrologic analysis will be required for each impacted wetland. This involves delineating a tributary area, developing a CN, and a time of concentration for both the existing and proposed conditions. These factors are then used to calculate existing and proposed runoff volumes. The Watershed Development Ordinance (WDO) requires the total runoff volume to a wetland after development to be within 80% and 150% of the runoff prior to development for the 2-year, 24-hour storm event. Exhibits and calculations will be provided for each impacted wetland and included in the WDP submittal.
- f. Agency coordination and meetings: Coordination will occur with the Lake County SMC as needed to resolve any drainage issues that may occur and/or to work through review comments during the Phase 2 permitting process.
- g. NPDES Permit: V3 will develop a Stormwater Pollution Prevention Plan (SWPPP) for the proposed improvements along with soil erosion and sediment control plans that meet the requirements defined in Article 6 of the WDO. V3 will supply LCDOT with all of the necessary documents and information required to fill out and submit the NOI permit application. LCDOT will submit the NOI permit application to obtain the required NPDES permit issued by the Illinois EPA.

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

2.7. CORRIDOR LANDSCAPE DESIGN

V3 will perform due diligence review, coordinate with LCDOT and the Village of Round Lake, as needed to establish landscape expectations. V3 will provide a landscape plan along the corridor and within the roundabout(s) and splitter islands.

Conceptual Layout

V3 will prepare landscape concepts for the corridor, roundabout center island(s), and splitter islands. V3 will review the Wadsworth at Dilleys roundabout for a recent example of landscaping expectations. It is anticipated existing trees along the roadway may be impacted, and potentially need to be replaced at a one-to-one ratio as space allows. Tree mitigation requirements will be investigated and incorporated into the landscape design. The following tasks are anticipated:

- Perform due diligence review to align with Lake County DOT standards for replacement of trees and the character of the existing landscaping on the corridor.
- Coordinate with LCDOT and Village of Round Lake to establish landscape expectations, understand maintenance responsibilities and operations, and project goals.
- Concept generation to illustrate design intent; review with LCDOT and Village of Round Lake.

Preliminary Layout

After review and input of the concept, V3 will incorporate LCDOT and Village of Round Lake feedback into an updated concept, create rendered site plan and cross-section graphics for use on the project website, and develop a cost estimate based on refined concept. V3 will present the updated concept to LCDOT and the Village for approval and direction for construction documents.

Construction documents will be prepared under the PLANS, SPECIFICATIONS, & ESTIMATES section for landscaping that incorporates the approved landscape concept.

Update Corridor Video Rendering

V3 completed a video rendering of the proposed improvements along Cedar Lake Road as part of the Phase I Public Meeting. The video will be updated to reflect the final proposed improvements along Cedar Lake Road.

2.8. VILLAGE OF ROUND LAKE UTILITIES (AS NECESSARY)

V3 will perform a detailed review of the existing Round Lake utilities (ie: watermain and sanitary sewer) in relation to the proposed roadway, roundabout, path and retaining wall improvements. V3 will coordinate with the Village existing utility profile information to help determine potential impacts. Public utility relocation plans and permitting will be done under a separate contract with the Village, if necessary.

2.9. STRUCTURAL DESIGN AND CALCULATIONS

V3's structural engineers will perform detailed structural design for retaining walls and culvert modifications/proposed headwalls.

Retaining Wall Design

To further minimize impacts to existing rights-of-way (ROW) and other features along the corridor, walls are proposed. These walls are expected to be located at each wetland area within the project corridor (2,000-ft), as well as at the Cedar Lake Road and Townline Road quadrants (400-ft) as identified on Attachment 2. The estimated length of the walls is 2,400 feet. The face of wall heights is anticipated to be less than 6-ft high.

These locations will be further evaluated in the roadway design with respect to ROW, slight changes to path layout, and property impacts, to verify the need for the walls. Assuming these walls are determined to be necessary, V3 will complete the detailed structural design. Due to the height of the walls, a TS&L submittal is not anticipated. However, the retaining wall selection process will follow what is outlined in Section 2.3.12 of the IDOT Bridge Manual. The wall type will be evaluated based on geometric and ROW constraints, in addition to geotechnical site conditions and structural/construction feasibility. Furthermore, prior to making a selection, consideration will be given to the overall cost and the anticipated maintenance of the wall. Once all issues are identified and assessed, a recommendation on the retaining wall type will be made. If feasible, the same wall type will be used throughout to provide a consistent aesthetic and allow for a more efficient construction process. Detailed structural design and calculations will be prepared for the proposed retaining walls. These plans and specifications will be provided in the overall construction package.

Headwall Design

V3 will complete the design of new headwalls or headwall modifications, as necessary.

2.10. PLANS, SPECIFICATIONS, & ESTIMATES

All plans, specifications, and estimates will comply with the latest edition of the LCDOT Plan Preparation Guidelines. Submittals to the LCDOT are anticipated at the preliminary (60%), pre-final (95%) and final (100%) stages. Only Pre-Final and Final Plan submittals will be included for the initial resurfacing plans from IL Route 60 to Townline Road.

It is our understanding that there is a potential for up to three sets of construction documents, specifications, and estimates to be prepared for the project, and are as follows:

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

a. Resurfacing Plans: Cedar Lake Road, from IL Route 60 to Townline Road

V3 will prepare resurfacing plans and specifications for the section of Cedar Lake Road, from IL Route 60 to Townline Road. The section of pavement is in poor condition and needs immediate maintenance.

Under this set of construction documents, the existing roadway section and traffic control within the project limits will be maintained. Spot curb and gutter replacement, pavement patching will be evaluated and replaced as necessary. Updates to existing ADA ramps may be required at Amarias Drive, Meadow Lane, and Townline Road.

b. Shared-Use Path Plans: Cedar Lake Road, from IL Route 60 to IL Route 120

Depending on the evaluation of the shared-use path as part of the Geometric Studies, if no additional right-of-way is necessary, the LCDOT may be open to constructing the path improvements under a separate contract.

Under this set of construction documents, the proposed shared-use path will be designed to accommodate the future 5-lane roadway section. Potential walls may be built to minimize impacts to wetlands and/or right-of-way impacts.

c. Improved 3-Lane section with Roundabout (or Traffic Signal): Cedar Lake Road, from IL Route 60 to IL Route 120:

It is our understanding that the preferred alternative will consist of an improved 3-lane section (including bike-friendly shoulders), a potential roundabout (or traffic signal) at Townline Road, and potential roundabout or improvements/modifications to the traffic control at Amarias Drive. The proposed traffic control shall accommodate the future 5-lane roadway section. Proposed landscaping plans improving corridor aesthetics will be included as part of the improvements.

Resurfacing Plans (Cedar Lake Road from IL 60 to Townline Road)

The following is a summary of the plan sheets anticipated for the resurfacing plans:

<u>Description</u>	<u>Quantity</u>
Cover - NTS	1 Sheet
Index of Sheets, Highway Stds, Commitments - NTS	1 Sheet
General Notes - NTS	1 Sheets
Summary of Quantities - NTS - 100 pay items	4 Sheets
Schedule of Quantities - NTS	8 Sheets
Existing & Proposed Typical Sections - NTS	4 Sheets
Alignment, Ties, and Benchmarks - 50-scale single	7 Sheets
Removal Plan - 20-scale double	9 Sheets
Roadway Plan- 20-scale double	9 Sheets

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

Driveway and ADA Ramp Details - 5 Scale – LCDOT Detectable Warning Detail to be used.	
ADA – Amarias Drive	1 Sheet
ADA – Meadow Lane	2 Sheets
ADA – Townline Road	2 Sheets
# of Residential and Commercial Driveways on Cedar Lake Road (2)	2 Sheets
Traffic Control Plan - 50-scale single	
Traffic Control GN	1 Sheets
Traffic Control Plan	7 Sheets
Soil Erosion and Sediment Control Plan - 50-scale double plan	
EC Notes	1 Sheet
EC Plans	4 Sheets
LCDOT Standard Details (1 per sheet)	15 Sheets
IDOT Standard Details (1 per sheet)	35 Sheets

Total estimated number of sheets = 114 sheets

Separated Shared-Use Path Plans (IL Route 60 to IL Route 120):

The following is a summary of the plan sheets anticipated for construction of the shared-use path:

<u>Description</u>	<u>Quantity</u>
Cover - NTS	1 Sheet
Index of Sheets, Highway Stds, Commitments - NTS	1 Sheet
General Notes - NTS	2 Sheets
Summary of Quantities - NTS - 50 pay items	2 Sheets
Schedule of Quantities - NTS	5 Sheets
Earthwork Schedule - NTS	2 Sheets
Existing & Proposed Typical Sections - NTS	2 Sheets
Alignment, Ties, and Benchmarks - 50-scale single	8 Sheets
Existing Conditions & Removal Plans - 20-scale double	9 Sheets
Shared-Use Path Plan and Profile - 20-scale	18 Sheets
Driveway and ADA Ramp Details – LCDOT Detectable Warning Detail to be used.	
ADA – IL Route 60	1 Sheet
ADA – Amarias Drive	1 Sheet
ADA – Meadow Lane	1 Sheet
ADA – Townline Road	1 Sheet
ADA – Beacon Lane	1 Sheet
ADA – IL Route 120	1 Sheet
Soil Erosion and Sediment Control Plan - 50-scale double plan	
Traffic Signal Plans at IL Route 60 (see list under Task 2.2)	22 Sheets
EC Notes	1 Sheet

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

EC Plans	4 Sheets
Landscape Plans - 20-scale double	
Proposed Landscape Plan	9 Sheets
Landscape Details	2 Sheets
Proposed Planting Schedule	1 Sheet
Cross Sections - 5 scale; 4 per sheet	
Shared-Use Path cross sections 10,700' @ 50' + 2 driveways	54 Sheets
LCDOT Standard Details (1 per sheet)	10 Sheets
IDOT Standard Details (1 per sheet)	25 Sheets

Total estimated number of sheets = 184 sheets

Anticipated Preferred Alternative Plans (Improved 3-Lane section with Roundabout at Townline Road)

The following is a summary of the plan sheets anticipated at final stage:

<u>Description</u>	<u>Quantity</u>
Cover - NTS	1 Sheet
Index of Sheets, Highway Stds, Commitments - NTS	1 Sheet
General Notes - NTS	2 Sheets
Summary of Quantities - NTS - 350 pay items	13 Sheets
Schedule of Quantities - NTS	25 Sheets
Earthwork Schedule - NTS	8 Sheets
Existing & Proposed Typical Sections - NTS	8 Sheets
Alignment, Ties, and Benchmarks - 50-scale single	11 Sheets
Plat of Highways	15 Sheets
Removal Plans - 20-scale single	35 Sheets
Roadway Plan and Profile - 20-scale	
R P&P - Cedar Lake Road	18 Sheets
R P&P – Amarias Drive	1 Sheet
R P&P – Meadow Lane	2 Sheets
R P&P – Townline Road (Roundabout)	5 Sheets
R P&P – Beacon Lane	1 Sheet
R P&P – IL Route 60	5 Sheets
R P&P – IL Route 120	5 Sheets
Shared-Use Path Plan and Profile - 20-scale	18 Sheets
Intersection Grading - 1 per intersection	
IG - IL Route 60	1 Sheet
IG - Amarias Drive	1 Sheet
IG - Meadow Lane	1 Sheet

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

IG - Townline Road (Roundabout)	1 Sheet
IG - Beacon Lane	1 Sheet
IG - IL Route 120	1 Sheet
Driveway and ADA Ramp Details – LCDOT Detectable Warning Detail to be used.	
ADA – IL Route 60	1 Sheet
ADA – Amarias Drive	1 Sheet
ADA – Meadow Lane	2 Sheets
ADA – Townline Road (Roundabout)	2 Sheets
ADA – Beacon Lane	1 Sheet
ADA – IL Route 120	1 Sheet
# of Residential and Commercial Driveways on Cedar Lake Road (2)	2 Sheets
# of Residential and Commercial Driveways on Side Roads (3)	3 Sheets
Maintenance of Traffic Plan - 50-scale double plan	
MOT GN	2 Sheets
MOT Typs	6 Sheets
MOT Plans - Pre-Stage & 3 Stages Cedar Lake Road	24 Sheets
Soil Erosion and Sediment Control Plan - 50-scale double plan	
EC Notes	1 Sheet
EC Plans - Ex. Cond & 3 Stages (Cedar Lake Road)	24 Sheets
Drainage Plan and Profile - 20-scale	
Proposed Drainage Plan & Profiles	37 Sheets
Drainage Schedules	10 Sheets
Drainage Details	2 Sheets
Drainage Grading Plans	2 Sheets
Utility Plan and Profile - 20-scale	
Traffic Signal Plans at Townline Road and Amarias Drive, If Necessary (see list under Task 2.2)	24 Sheets
Temporary Signal Plans, Amarias Drive, if necessary	
Temporary Signal Plans (20-scale)	2 Sheets
Temporary Interconnect Plan	2 Sheets
Temporary Cable Plan	1 Sheet
Proposed Interconnect Plans (50-scale single)	
Proposed Interconnect Plans	7 Sheets
Interconnect Details	3 Sheets
Signing and PM Plan - 20-scale single	
Proposed Signing & Pavement Marking Plan	25 Sheets

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

Landscape Plans - 20-scale double	
Proposed Landscape Plan	11 Sheets
Landscape Details	
Proposed Planting Schedule	1 Sheet
Structural Plans	
Retaining Wall Plans	5 Sheets
Headwall Plans	2 Sheets
Soil Borings (20 borings; 2 per sheet)	10 Sheets
Cross Sections - 5 scale; 3 per sheet	
Cedar Lake Road cross sections 10,700' @ 50' + 2 driveways	72 Sheets
All Side Road cross sections 11,000' @ 50'+ 3 driveways	74 Sheets
LCDOT Standard Details (1 per sheet)	20 Sheets
IDOT Standard Details (1 per sheet)	75 Sheets

Total estimated number of sheets = 637 sheets

Construction Specifications

Construction specification documents will be prepared for the project to provide standard requirements and work requirements for pay items used on the project. The documents will include standard LCDOT front end documents and specifications (to be provided by LCDOT), applicable IDOT supplemental, recurring, BDE, BLR and District One special provisions and project specific special provisions. Project specific special provisions will be prepared as needed for items not covered by IDOT standard specifications, LCDOT standard specifications or IDOT special provisions. The SWPPP will be included within the special provisions.

Construction Cost Estimate and Quantities

A list of standard pay items needed for the project will be compiled for a unit price bid. Quantities for each item will be calculated based on the project design. The list of pay items and quantities will be the basis for the Summary of Quantities in the plans and the Construction Cost Estimate. The cost estimate will consist of unit prices based on research of archived bid tabs. The construction cost estimate will be submitted at the preliminary (60%), pre-final (95%) and final (100%) stages.

Estimate of Time

An estimate of time will be developed based upon pay items and quantities to determine an estimate of reasonable completions dates for the project. The estimate of time will be submitted at the pre-final (95%) and final (100%) plan stages.

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

2.11. AGENCY COORDINATION MEETINGS

V3 anticipates attending meetings and/or coordinating with the following agencies throughout the Phase I/Phase II process. These meetings are in addition to other meetings discussed separately within this scope.

- a. LCDOT meetings:
 - i. One (1) project kick-off meeting (In-Person)
 - ii. Thirty Six (36) project-status meetings (Virtual, (in-person as needed)). These meetings will take place per month throughout the duration of the project. We understand the duration of the project may take longer than 30 months, but some of those months will be ROW negotiation months with minimal PSE work being completed.
 - iii. One (1) preferred alternative meeting (In-person)
 - iv. Two (2) LCSMC drainage coordination meeting, as necessary (Virtual)
- b. Up to ten (10) in person meetings with local agencies to discuss design issues, project status, schedule, or meet with other review agencies (i.e.: IDOT, Village of Round Lake, Federal Aviation Administration, etc).

Hours for meetings include up to three (3) V3 project team members present and will also include preparation time prior to meetings and subsequent preparation of meeting minutes.

2.12. QUALITY ASSURANCE/QUALITY CONTROL

Throughout the duration of the project, V3 will perform in-house quality control reviews to ensure that the plans, special provisions, EOPCC, and other computations or assumptions (which form the basis of the deliverable), are accurate and meet the standards and guidelines for the element or system. These quality control reviews will occur prior to submittal of any deliverable to the LCDOT or other review agency. Prior to the pre-final (95%) and final (100%) plan submittals, the V3 Construction Engineering Division will perform a constructability review. Disposition of Comments will be provided after both the 95% and 100% submittals.

2.13. ADMINISTRATION AND MANAGEMENT

Throughout the duration of the project, the following administrative and management tasks will be performed:

- a. Preparation of a project work plan which addresses schedule, deliverables, staffing, communication procedures and invoicing/progress reporting procedures
- b. Internal project team meetings/coordination
- c. Contract administration and budget control
- d. Scope Creep Log
- e. Invoice and billing reviews
- f. Sub-consultant coordination

V3 Scope of Work

Cedar Lake Road – IL Route 60 to IL Route 120

2.14. BID SUPPORT & COORDINATION

During the bidding phase, V3 will:

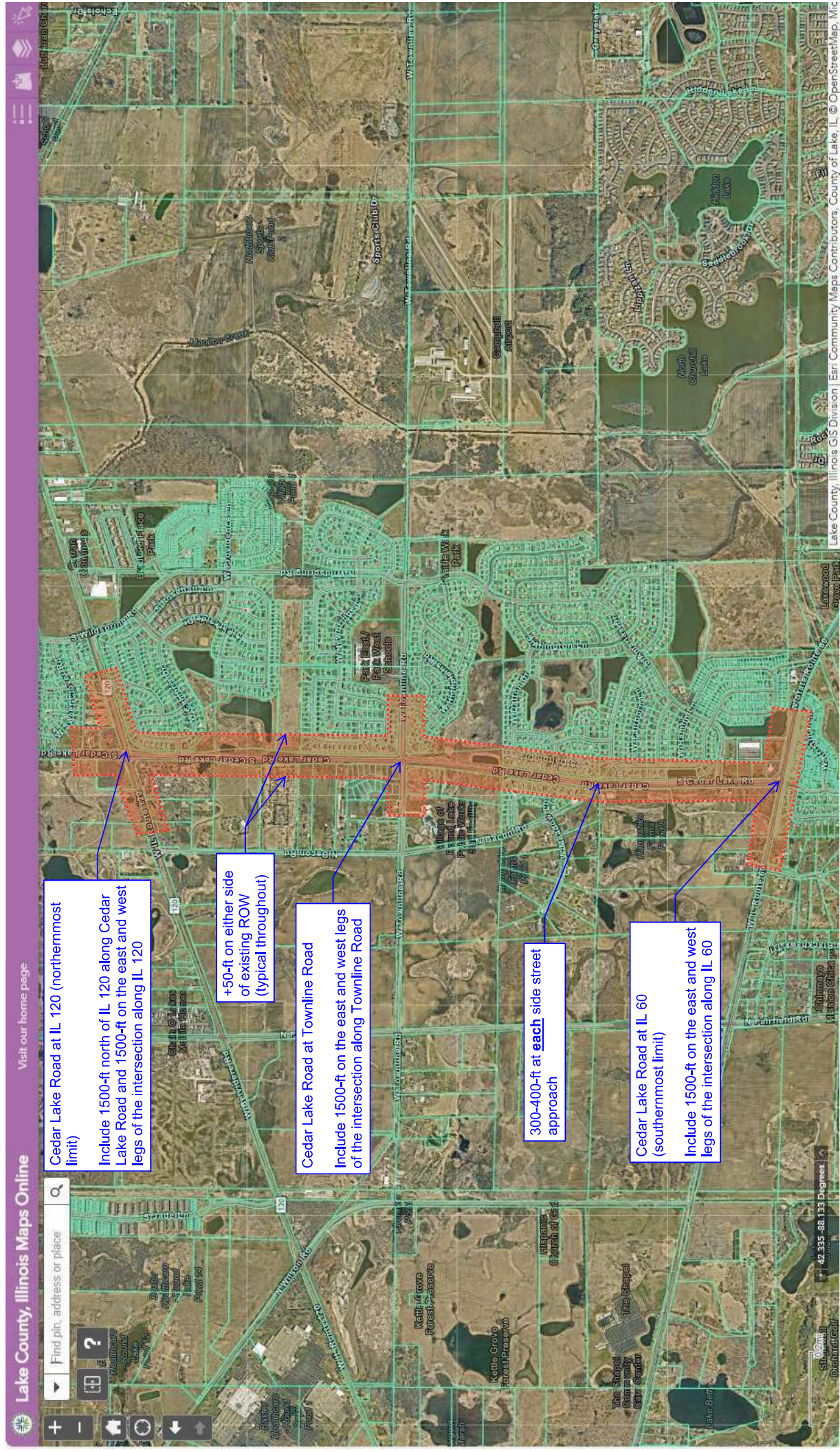
- a. Provide responses to bidder questions and answer RFI's that arise during the bidding phase.
- b. V3 will support LCDOT with addendums to perspective bidders as required to interpret or clarify the Bid Documents as well as answer any questions that may come up during the bidding process.
- c. If requested, assist the LCDOT in reviewing the bid proposals and prepare a recommendation of award of contract letter.

2.15. PHASE III SUPPORT / COORDINATION

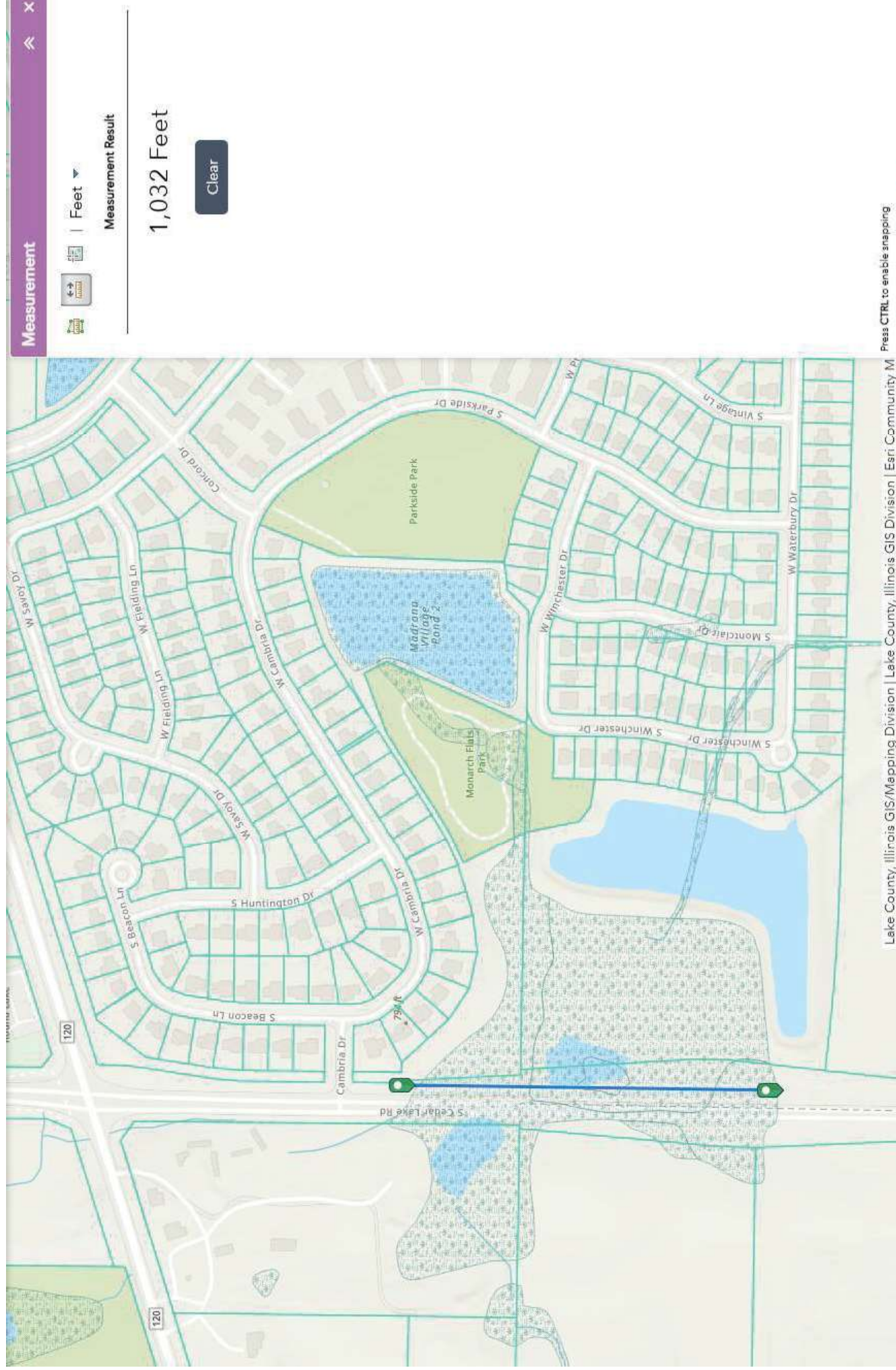
Under this task, V3 will:

- a. Review shop drawings
- b. Attend any necessary field meetings
- c. RFI Response Assistance
- d. Assist the LCDOT with special waste/CCDD issues that may arise during construction.

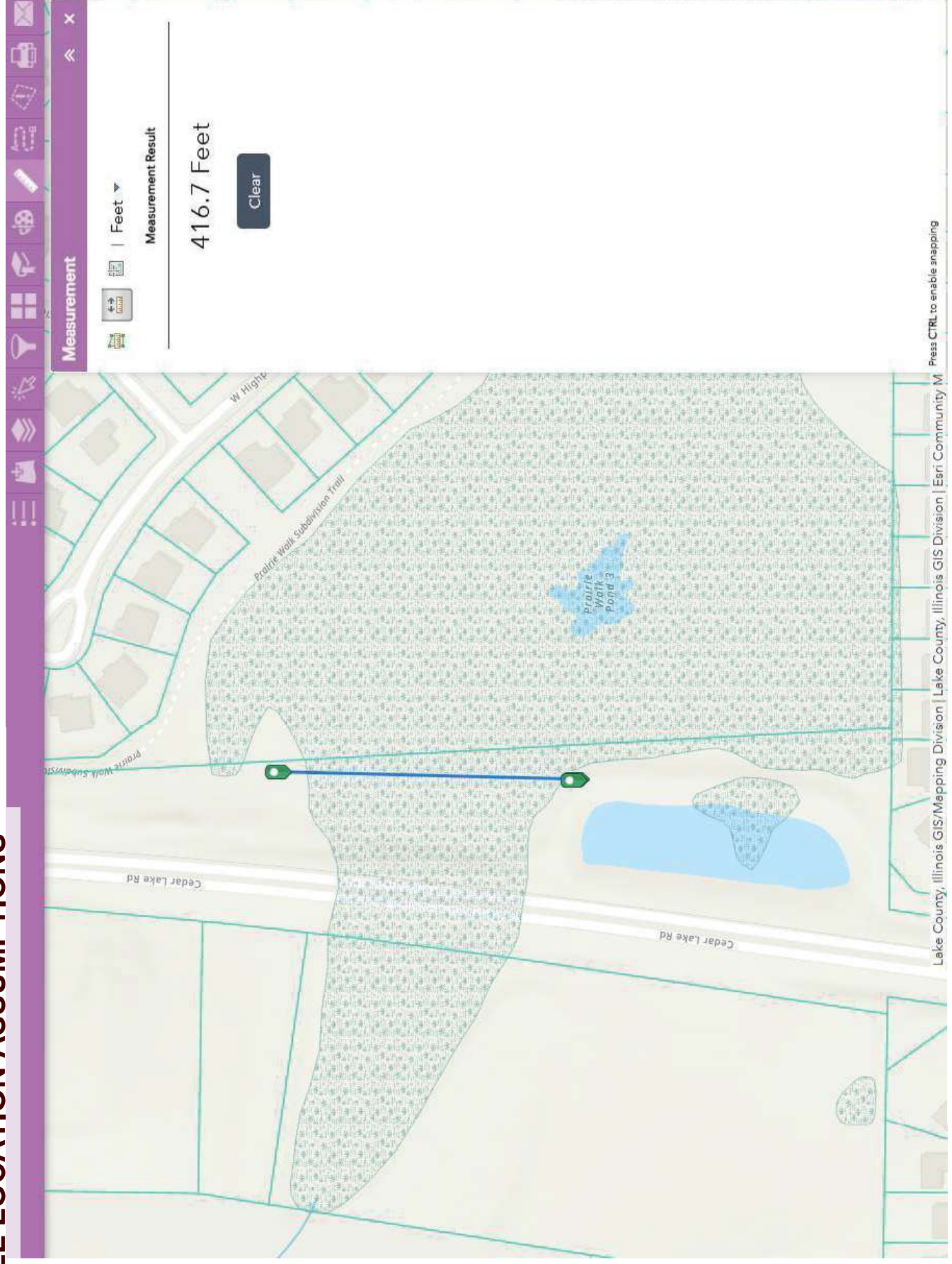
ATTACHMENT 1 SURVEY LIMITS CEDAR LAKE ROAD - IL 120 TO IL 60



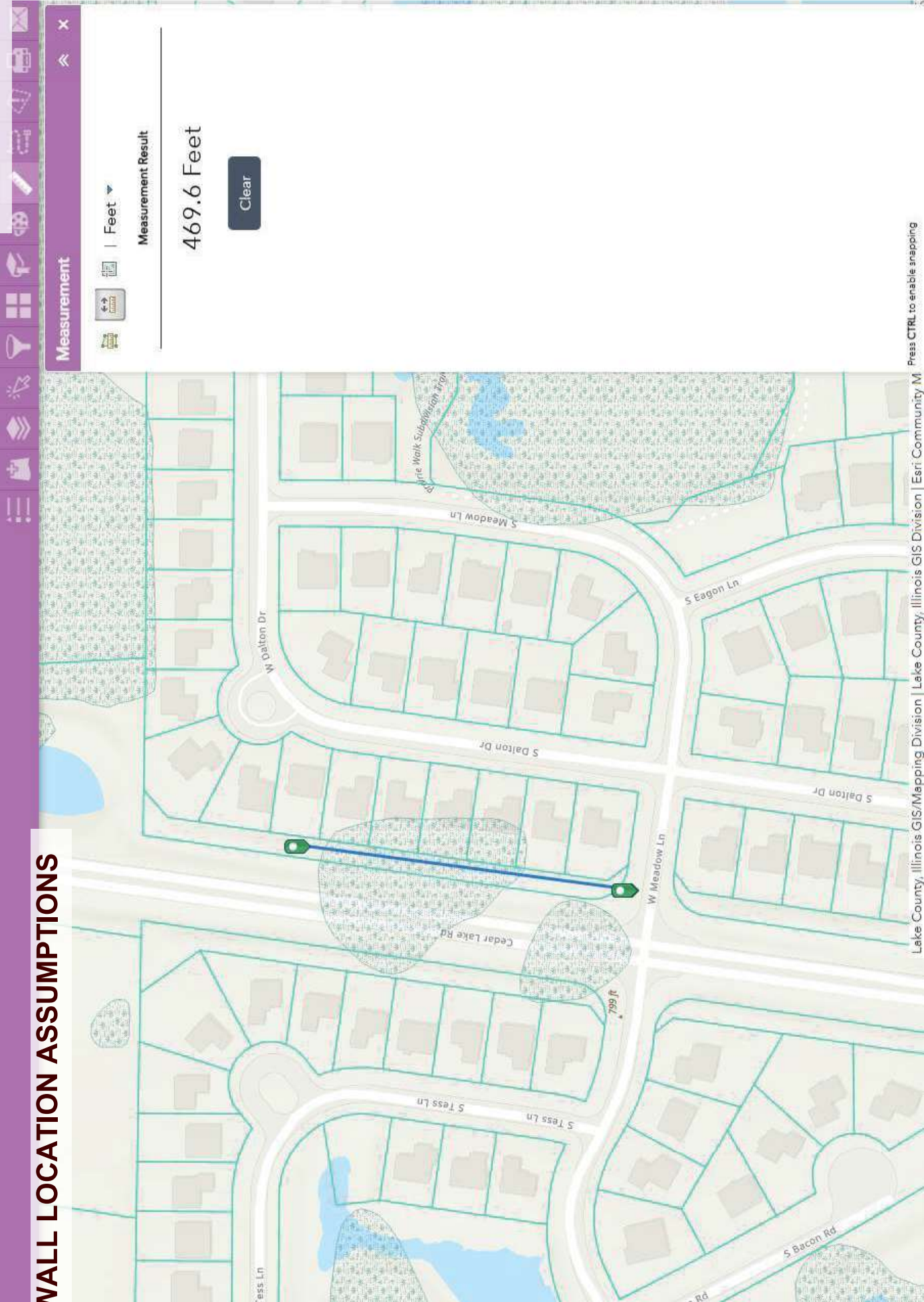
WALL LOCATION ASSUMPTIONS



WALL LOCATION ASSUMPTIONS



WALL LOCATION ASSUMPTIONS



Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
Lake	V3 Companies	Lake	25-00266-03-WR

**EXHIBIT B
PROJECT SCHEDULE**

See Attached.

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
Lake	V3 Companies	Lake	25-00266-03-WR

Exhibit C

Cost Estimate of Consultant Services (BLR 05513 or BLR 05514)

CECS BLR 05514 Phase I / Phase II (continuation)

V3 Manhour Breakdown

V3 Manhour P,S,&Es Breakdown



Local Public Agency	County	Section Number
Lake County Division of Transportation	Lake	25-00266-03-WVR
Prime Consultant (Firm) Name	Prepared By	Date
V3 Companies	Elora Hsu / Kurt Corrigan	8/4/2025
Consultant / Subconsultant Name	Job Number	

Note: This is name of the consultant the CECS is being completed for. This name appears at the top of each tab.

Remarks

Due to the number of tasks for the Phase I / II project, continuation of Phase II and administrative tasks are on a separate CECS form.

PAYROLL ESCALATION TABLE

CONTRACT TERM	53 MONTHS	OVERHEAD RATE	165.00%
START DATE	9/9/2025	COMPLEXITY FACTOR	0
RAISE DATE	1/1/2026	% OF RAISE	3.00%
END DATE	2/8/2030		

ESCALATION PER YEAR

Year	First Date	Last Date	Months	% of Contract
0	9/9/2025	1/1/2026	4	7.55%
1	1/2/2026	1/1/2027	12	23.32%
2	1/2/2027	1/1/2028	12	24.02%
3	1/2/2028	1/1/2029	12	24.74%
4	1/2/2029	1/1/2030	12	25.48%
5	1/2/2030	2/1/2030	1	2.19%

Local Public Agency**County****Section Number**

Lake County Division of Transportation

Lake

25-00266-03-WR

Consultant / Subconsultant Name**Job Number****PAYROLL RATES****EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET FIXED RAISE**

MAXIMUM PAYROLL RATE	90.00
ESCALATION FACTOR	7.30%

CLASSIFICATION	IDOT PAYROLL RATES ON FILE	CALCULATED RATE
Director	\$90.00	\$90.00
Principal	\$90.00	\$90.00
Senior Project Manager - Trans & Mun	\$77.71	\$83.38
Senior Project Manager - Constr Eng	\$78.00	\$83.69
Senior Project Manager - Wetland	\$78.25	\$83.96
Senior Project Manager - Survey	\$67.87	\$72.82
Senior Project Manager - Environmental	\$78.00	\$83.69
Project Manager I - Environmental	\$63.34	\$67.96
Project Manager I - Survey	\$46.81	\$50.23
Project Manager II - Transportation	\$75.82	\$81.35
Senior Project Engineer	\$59.81	\$64.18
Project Engineer II	\$61.15	\$65.61
Project Engineer I	\$55.62	\$59.68
Engineer III	\$52.50	\$56.33
Engineer II	\$43.76	\$46.95
Engineer I	\$37.63	\$40.38
Design Technician III	\$48.64	\$52.19
Project Scientist II	\$46.33	\$49.71
Project Scientist I	\$43.24	\$46.40
Scientist II	\$30.90	\$33.16
Survey Crew	\$46.19	\$49.56
Project Surveyor II	\$45.69	\$49.03
Project Surveyor I	\$35.34	\$37.92
Project Coordinator	\$27.71	\$29.73
Senior Landscape Architect	\$67.50	\$72.43
Landscape Architect II	\$45.26	\$48.56
Administration	\$39.00	\$41.85

Local Public Agency

Lake County Division of Transportation

County

Lake

Section Number

25-00266-03-WR

Consultant / Subconsultant Name**Job Number****DIRECT COSTS WORKSHEET**

List ALL direct costs required for this project. Those not listed on the form will not be eligible for reimbursement by the LPA on this project.

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

ITEM	ALLOWABLE	QUANTITY	CONTRACT RATE	TOTAL
Lodging (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual Cost (Up to state rate maximum)			\$0.00
Lodging Taxes and Fees (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual Cost			\$0.00
Air Fare	Coach rate, actual cost, requires minimum two weeks' notice, with prior IDOT approval			\$0.00
Vehicle Mileage (per GOVERNOR'S TRAVEL CONTROL BOARD)	Up to state rate maximum	1	\$1,573.00	\$1,573.00
Vehicle Owned or Leased	\$32.50/half day (4 hours or less) or \$65/full day			\$0.00
Vehicle Rental	Actual Cost (Up to \$55/day)			\$0.00
Tolls	Actual Cost			\$0.00
Parking	Actual Cost			\$0.00
Overtime	Premium portion (Submit supporting documentation)			\$0.00
Shift Differential	Actual Cost (Based on firm's policy)			\$0.00
Overnight Delivery/Postage/Courier Service	Actual Cost (Submit supporting documentation)			\$0.00
Copies of Deliverables/Mylars (In-house)	Actual Cost (Submit supporting documentation)			\$0.00
Copies of Deliverables/Mylars (Outside)	Actual Cost (Submit supporting documentation)			\$0.00
Project Specific Insurance	Actual Cost			\$0.00
Monuments (Permanent)	Actual Cost			\$0.00
Photo Processing	Actual Cost			\$0.00
2-Way Radio (Survey or Phase III Only)	Actual Cost			\$0.00
Telephone Usage (Traffic System Monitoring Only)	Actual Cost			\$0.00
CADD	Actual Cost (Max \$15/hour)			\$0.00
Web Site	Actual Cost (Submit supporting documentation)			\$0.00
Advertisements	Actual Cost (Submit supporting documentation)			\$0.00
Public Meeting Facility Rental	Actual Cost (Submit supporting documentation)	1	\$1,000.00	\$1,000.00
Public Meeting Exhibits/Renderings & Equipment	Actual Cost (Submit supporting documentation)	1	\$1,710.00	\$1,710.00
Recording Fees	Actual Cost			\$0.00
Transcriptions (specific to project)	Actual Cost			\$0.00
Courthouse Fees	Actual Cost			\$0.00
Storm Sewer Cleaning and Televising	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Traffic Control and Protection	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Aerial Photography and Mapping	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Utility Exploratory Trenching	Actual Cost (Requires 2-3 quotes with IDOT approval)	1	\$227,183.00	\$227,183.00
Testing of Soil Samples	Actual Cost	1	\$500.00	\$500.00
Lab Services	Actual Cost (Provide breakdown of each cost)			\$0.00
Equipment and/or Specialized Equipment Rental	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Traffic Counts	Actual Cost	1	\$7,360.00	\$7,360.00
Soil Borings & Pavement Cores	Actual Cost	1	\$76,100.00	\$76,100.00
Title Commitments	Actual Cost	30	\$900.00	\$27,000.00
Early Evaluation Assistance (Land Acquisition)	Actual Cost	1	\$6,000.00	\$6,000.00
TOTAL DIRECT COSTS:				\$348,426.00

BLR 05514 (Rev. 02/06/25)

Local Public Agency

Lake County Division of Transportation

Consultant / Subconsultant Name

County

Lake

Section Number

25-00266-03-WR

Job Number

SHEET 1 OF 3

AVERAGE HOURLY PROJECT RATES
EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJ. RATES			1.1 Topographic Survey			1.2 Right-of-Way Verification			1.3 Data Collection, Review, & Mosaics			1.4 Environmental Due Diligence			1.5 Geometric Design Studies		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Director	90.00	0.0			0			0			0			0			0		
Principal	90.00	132.0	2.46%	2.22	0			0			4	3.70%	3.33	0			34	3.05%	2.75
Senior Project Manager - Trans & Mun	83.38	0.0			0			0			0			0			0		
Senior Project Manager - Constr Eng	83.69	0.0			0			0			0			0			0		
Senior Project Manager - Wetland	83.96	14.0	0.26%	0.22	0			0			0			2	1.92%	1.61	0		
Senior Project Manager - Survey	72.82	100.0	1.87%	1.36	20	3.51%	2.56	80	38.10%	27.74	0			0			0		
Senior Project Manager - Environmental	83.69	0.0			0			0			0			0			0		
Project Manager I - Environmental	67.96	50.0	0.93%	0.63	0			0			0			0			0		
Project Manager I - Survey	50.23	0.0			0			0			0			0			0		
Project Manager II - Transportation	81.35	496.0	9.25%	7.53	0			0			36	33.33%	27.12	16	15.38%	12.52	98	8.80%	7.16
Senior Project Engineer	64.18	0.0			0			0			0			0			0		
Project Engineer II	65.61	1,534.0	28.61%	18.77	0			0			32	29.63%	19.44	12	11.54%	7.57	264	23.70%	15.55
Project Engineer I	59.68	0.0			0			0			0			0			0		
Engineer III	56.33	0.0			0			0			0			0			0		
Engineer II	46.95	1,590.0	29.66%	13.93	0			0			28	25.93%	12.17	56	53.85%	25.28	678	60.86%	28.58
Engineer I	40.38	0.0			0			0			0			0			0		
Design Technician III	52.19	490.0	9.14%	4.77	200	35.09%	18.31	0			8	7.41%	3.87	14	13.46%	7.03	40	3.59%	1.87
Project Scientist II	49.71	152.0	2.84%	1.41	0			0			0			0			0		
Project Scientist I	46.40	0.0			0			0			0			0			0		
Scientist II	33.16	157.0	2.93%	0.97	0			0			0			0			0		
Survey Crew	49.56	400.0	7.46%	3.70	350	61.40%	30.43	50	23.81%	11.80	0			0			0		
Project Surveyor II	49.03	80.0	1.49%	0.73	0			80	38.10%	18.68	0			0			0		
Project Surveyor I	37.92	0.0			0			0			0			0			0		
Project Coordinator	29.73	102.0	1.90%	0.57	0			0			0			4	3.85%	1.14	0		
Senior Landscape Architect	72.43	32.0	0.60%	0.43	0			0			0			0			0		
Landscape Architect II	48.56	32.0	0.60%	0.29	0			0			0			0			0		
Administration	41.85	0.0			0			0			0			0			0		
TOTALS		5361.0	100%	\$57.52	570.0	100.00%	\$51.30	210.0	100%	\$58.22	108.0	100%	\$65.93	104.0	100%	\$55.15	1114.0	100%	\$55.90

Local Public Agency

Lake County Division of Transportation

Consultant / Subconsultant Name

County

Lake

Section Number

25-00266-03-WR

Job Number

AVERAGE HOURLY PROJECT RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

SHEET 2 OF 3

PAYROLL CLASSIFICATION	AVG HOURLY RATES	1.6 Traffic Analysis Evaluation			1.7 Intersection Design Studies			1.8 Crash Analysis & Evaluation			1.9 Jurisdictional & Pre-Jurisdictional Determination			1.10 Tree Survey Summary			1.11 Special Waste Assessments		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Director	90.00	0			0			0			0			0			0		
Principal	90.00	2	0.88%	0.79	4	1.61%	1.45	0			0			0			0		
Senior Project Manager - Tra	83.38	0			0			0			0			0			0		
Senior Project Manager - Cor	83.69	0			0			0			0			0			0		
Senior Project Manager - We	83.96	0			0			0			12	6.06%	5.09	0			0		
Senior Project Manager - Sur	72.82	0			0			0			0			0			0		
Senior Project Manager - Env	83.69	0			0			0			0			0			0		
Project Manager I - Environm	67.96	0			0			0			32	16.16%	10.98	6	6.12%	4.16	12	14.12%	9.59
Project Manager I - Survey	50.23	0			0			0			0			0			0		
Project Manager II - Transpor	81.35	32	14.04%	11.42	24	9.68%	7.87	4	5.88%	4.79	0			0			0		
Senior Project Engineer	64.18	0			0			0			0			0			0		
Project Engineer II	65.61	8	3.51%	2.30	80	32.26%	21.17	8	11.76%	7.72	0			0			0		
Project Engineer I	59.68	0			0			0			0			0			0		
Engineer III	56.33	0			0			0			0			0			0		
Engineer II	46.95	186	81.58%	38.30	100	40.32%	18.93	40	58.82%	27.62	0			0			0		
Engineer I	40.38	0			0			0			0			0			0		
Design Technician III	52.19	0			40	16.13%	8.42	0			0			0			0		
Project Scientist II	49.71	0			0			0			90	45.45%	22.60	52	53.06%	26.38	10	11.76%	5.85
Project Scientist I	46.40	0			0			0			0			0			0		
Scientist II	33.16	0			0			0			62	31.31%	10.38	40	40.82%	13.53	55	64.71%	21.45
Survey Crew	49.56	0			0			0			0			0			0		
Project Surveyor II	49.03	0			0			0			0			0			0		
Project Surveyor I	37.92	0			0			0			0			0			0		
Project Coordinator	29.73	0			0			16	23.53%	7.00	2	1.01%	0.30	0			8	9.41%	2.80
Senior Landscape Architect	72.43	0			0			0			0			0			0		
Landscape Architect II	48.56	0			0			0			0			0			0		
Administration	41.85	0			0			0			0			0			0		
TOTALS		228.0	100%	\$52.81	248.0	100%	\$57.84	68.0	100%	\$47.12	198.0	100%	\$49.35	98.0	100%	\$44.07	85.0	100%	\$39.70

Local Public Agency

Lake County Division of Transportation

Consultant / Subconsultant Name

County

Lake

Section Number

25-00266-03-WR

Job Number

AVERAGE HOURLY PROJECT RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

SHEET 3 OF 3

PAYROLL CLASSIFICATION	AVG HOURLY RATES	1.12 Section 4(f) Evaluation (If Necessary)			1.13 Floodplain/Depressional Area Modeling & Culvert			1.14 Roadway Drainage Design			1.15 Utility Coordination			1.16 Public Involvement			1.17 Project Development Report		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Director	90.00	0			0			0			0			0			0		
Principal	90.00	2	2.33%	2.09	0			0			8	2.48%	2.24	58	9.97%	8.97	20	3.79%	3.41
Senior Project Manager - Trail	83.38	0			0			0			0			0			0		
Senior Project Manager - Cor	83.69	0			0			0			0			0			0		
Senior Project Manager - Wet	83.96	0			0			0			0			0			0		
Senior Project Manager - Sur	72.82	0			0			0			0			0			0		
Senior Project Manager - Env	83.69	0			0			0			0			0			0		
Project Manager I - Environm	67.96	0			0			0			0			0			0		
Project Manager I - Survey	50.23	0			0			0			0			0			0		
Project Manager II - Transpor	81.35	12	13.95%	11.35	20	11.11%	9.04	16	2.53%	2.06	34	10.56%	8.59	138	23.71%	19.29	66	12.50%	10.17
Senior Project Engineer	64.18	0			0			0			0			0			0		
Project Engineer II	65.61	16	18.60%	12.21	144	80.00%	52.49	572	90.51%	59.38	104	32.30%	21.19	114	19.59%	12.85	180	34.09%	22.37
Project Engineer I	59.68	0			0			0			0			0			0		
Engineer III	56.33	0			0			0			0			0			0		
Engineer II	46.95	40	46.51%	21.84	16	8.89%	4.17	16	2.53%	1.19	168	52.17%	24.50	40	6.87%	3.23	222	42.05%	19.74
Engineer I	40.38	0			0			0			0			0			0		
Design Technician III	52.19	8	9.30%	4.85	0			12	1.90%	0.99	0			140	24.05%	12.55	28	5.30%	2.77
Project Scientist II	49.71	0			0			0			0			0			0		
Project Scientist I	46.40	0			0			0			0			0			0		
Scientist II	33.16	0			0			0			0			0			0		
Survey Crew	49.56	0			0			0			0			0			0		
Project Surveyor II	49.03	0			0			0			0			0			0		
Project Surveyor I	37.92	0			0			0			0			0			0		
Project Coordinator	29.73	8	9.30%	2.77	0			16	2.53%	0.75	8	2.48%	0.74	28	4.81%	1.43	12	2.27%	0.68
Senior Landscape Architect	72.43	0			0			0			0			32	5.50%	3.98	0		
Landscape Architect II	48.56	0			0			0			0			32	5.50%	2.67	0		
Administration	41.85	0			0			0			0			0			0		
TOTALS		86.0	100%	\$55.11	180.0	100%	\$65.70	632.0	100%	\$64.38	322.0	100%	\$57.25	582.0	100%	\$64.98	528.0	100%	\$59.13



Local Public Agency	County	Section Number
Lake County Division of Transportation	Lake	25-00266-03-WVR
Prime Consultant (Firm) Name	Prepared By	Date
V3 Companies	Elora Hsu / Kurt Corrigan	8/4/2025
Consultant / Subconsultant Name	Job Number	

Note: This is name of the consultant the CECS is being completed for. This name appears at the top of each tab.

Remarks

Continuation of CECS Form: Phase II and administrative tasks.

PAYROLL ESCALATION TABLE

CONTRACT TERM	53 MONTHS	OVERHEAD RATE	165.00%
START DATE	9/9/2025	COMPLEXITY FACTOR	0
RAISE DATE	1/1/2026	% OF RAISE	3.00%
END DATE	2/8/2030		

ESCALATION PER YEAR

Year	First Date	Last Date	Months	% of Contract
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2	1/2/2027	1/1/2028	12	24.02%
3	1/2/2028	1/1/2029	12	24.74%
4	1/2/2029	1/1/2030	12	25.48%
5	1/2/2030	2/1/2030	1	2.19%

Local Public Agency**County****Section Number**

Lake County Division of Transportation

Lake

25-00266-03-WR

Consultant / Subconsultant Name**Job Number****PAYROLL RATES****EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET FIXED RAISE**

MAXIMUM PAYROLL RATE	90.00
ESCALATION FACTOR	7.30%

CLASSIFICATION	IDOT PAYROLL RATES ON FILE	CALCULATED RATE
Director	\$90.00	\$90.00
Principal	\$90.00	\$90.00
Senior Project Manager - Trans & Mun	\$77.71	\$83.38
Senior Project Manager - Constr Eng	\$78.00	\$83.69
Senior Project Manager - Wetland	\$78.25	\$83.96
Senior Project Manager - Survey	\$67.87	\$72.82
Senior Project Manager - Environmental	\$78.00	\$83.69
Project Manager I - Environmental	\$63.34	\$67.96
Project Manager I - Survey	\$46.81	\$50.23
Project Manager II - Transportation	\$75.82	\$81.35
Senior Project Engineer	\$59.81	\$64.18
Project Engineer II	\$61.15	\$65.61
Project Engineer I	\$55.62	\$59.68
Engineer III	\$52.50	\$56.33
Engineer II	\$43.76	\$46.95
Engineer I	\$37.63	\$40.38
Design Technician III	\$48.64	\$52.19
Project Scientist II	\$46.33	\$49.71
Project Scientist I	\$43.24	\$46.40
Scientist II	\$30.90	\$33.16
Survey Crew	\$46.19	\$49.56
Project Surveyor II	\$45.69	\$49.03
Project Surveyor I	\$35.34	\$37.92
Project Coordinator	\$27.71	\$29.73
Senior Landscape Architect	\$67.50	\$72.43
Landscape Architect II	\$45.26	\$48.56
Administration	\$39.00	\$41.85

DIRECT COSTS WORKSHEET

List ALL direct costs required for this project. Those not listed on the form will not be eligible for reimbursement by the LPA on this project.
EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

ITEM	ALLOWABLE	QUANTITY	CONTRACT RATE	TOTAL
Lodging (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual Cost (Up to state rate maximum)			\$0.00
Lodging Taxes and Fees (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual Cost			\$0.00
Air Fare	Coach rate, actual cost, requires minimum two weeks' notice, with prior IDOT approval			\$0.00
Vehicle Mileage (per GOVERNOR'S TRAVEL CONTROL BOARD)	Up to state rate maximum	1	\$2,958.00	\$2,958.00
Vehicle Owned or Leased	\$32.50/half day (4 hours or less) or \$65/full day			\$0.00
Vehicle Rental	Actual Cost (Up to \$55/day)			\$0.00
Tolls	Actual Cost			\$0.00
Parking	Actual Cost			\$0.00
Overtime	Premium portion (Submit supporting documentation)			\$0.00
Shift Differential	Actual Cost (Based on firm's policy)			\$0.00
Overnight Delivery/Postage/Courier Service	Actual Cost (Submit supporting documentation)			\$0.00
Copies of Deliverables/Mylars (In-house)	Actual Cost (Submit supporting documentation)			\$0.00
Copies of Deliverables/Mylars (Outside)	Actual Cost (Submit supporting documentation)			\$0.00
Project Specific Insurance	Actual Cost			\$0.00
Monuments (Permanent)	Actual Cost			\$0.00
Photo Processing	Actual Cost			\$0.00
2-Way Radio (Survey or Phase III Only)	Actual Cost			\$0.00
Telephone Usage (Traffic System Monitoring Only)	Actual Cost			\$0.00
CADD	Actual Cost (Max \$15/hour)			\$0.00
Web Site	Actual Cost (Submit supporting documentation)			\$0.00
Advertisements	Actual Cost (Submit supporting documentation)			\$0.00
Public Meeting Facility Rental	Actual Cost (Submit supporting documentation)			\$0.00
Public Meeting Exhibits/Renderings & Equipment	Actual Cost (Submit supporting documentation)			\$0.00
Recording Fees	Actual Cost			\$0.00
Transcriptions (specific to project)	Actual Cost			\$0.00
Courthouse Fees	Actual Cost			\$0.00
Storm Sewer Cleaning and Televising	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Traffic Control and Protection	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Aerial Photography and Mapping	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Utility Exploratory Trenching	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Testing of Soil Samples	Actual Cost			\$0.00
Lab Services	Actual Cost (Provide breakdown of each cost)	1	\$15,000.00	\$15,000.00
Equipment and/or Specialized Equipment Rental	Actual Cost (Requires 2-3 quotes with IDOT approval)	1	\$1,000.00	\$1,000.00
Land Acquisition Services	Actual Cost	1	\$244,000.00	\$244,000.00
Drilling & Traffic Control	Budget Cost	1	\$18,000.00	\$18,000.00
				\$0.00
				\$0.00
TOTAL DIRECT COSTS:				\$280,958.00

Local Public Agency

Lake County Division of Transportation

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25-00266-03-WR

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AVERAGE HOURLY PROJECT RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJ. RATES			2.1 Supplemental Topographic Survey			2.2 Traffic Signal Plans			County Permitting, Design, & Mitigation			2.4 Preliminary Site Investigations			2.5 Land Acquisition Services		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Director	90.00	0.0			0			0			0			0			0		
Principal	90.00	733.0	6.35%	5.72	0			0			0			0			0		
Senior Project Manager - Trans & Mun	83.38	0.0			0			0			0			0			0		
Senior Project Manager - Constr Eng	83.69	0.0			0			0			0			0			0		
Senior Project Manager - Wetland	83.96	0.0			0			0			0			0			0		
Senior Project Manager - Survey	72.82	158.0	1.37%	1.00	48	63.16%	45.99	0			0			0			110	14.03%	10.22
Senior Project Manager - Environmental	83.69	0.0			0			0			0			0			0		
Project Manager I - Environmental	67.96	108.0	0.94%	0.64	0			0			64	17.11%	11.63	28	13.21%	8.98	0		
Project Manager I - Survey	50.23	0.0			0			0			0			0			0		
Project Manager II - Transportation	81.35	1,824.0	15.81%	12.86	0			8	3.67%	2.99	0			0			168	21.43%	17.43
Senior Project Engineer	64.18	550.0	4.77%	3.06	0			0			0			0			0		
Project Engineer II	65.61	2,893.0	25.08%	16.45	0			24	11.01%	7.22	0			0			240	30.61%	20.09
Project Engineer I	59.68	0.0			0			0			0			0			0		
Engineer III	56.33	0.0			0			0			0			0			0		
Engineer II	46.95	1,549.0	13.43%	6.30	0			186	85.32%	40.06	0			0			80	10.20%	4.79
Engineer I	40.38	2,180.0	18.90%	7.63	0			0			0			0			0		
Design Technician III	52.19	674.0	5.84%	3.05	0			0			8	2.14%	1.12	12	5.66%	2.95	0		
Project Scientist II	49.71	184.0	1.59%	0.79	0			0			136	36.36%	18.08	24	11.32%	5.63	0		
Project Scientist I	46.40	0.0			0			0			0			0			0		
Scientist II	33.16	306.0	2.65%	0.88	0			0			166	44.39%	14.72	140	66.04%	21.90	0		
Survey Crew	49.56	44.0	0.38%	0.19	28	36.84%	18.26	0			0			0			16	2.04%	1.01
Project Surveyor II	49.03	170.0	1.47%	0.72	0			0			0			0			170	21.68%	10.63
Project Surveyor I	37.92	0.0			0			0			0			0			0		
Project Coordinator	29.73	8.0	0.07%	0.02	0			0			0			8	3.77%	1.12	0		
Senior Landscape Architect	72.43	78.0	0.68%	0.49	0			0			0			0			0		
Landscape Architect II	48.56	78.0	0.68%	0.33	0			0			0			0			0		
Administration	41.85	0.0			0			0			0			0			0		
TOTALS		11537.0	100%	\$60.13	76.0	100.00%	\$64.25	218.0	100%	\$50.27	374.0	100%	\$45.54	212.0	100%	\$40.58	784.0	100%	\$64.17

Local Public Agency

Lake County Division of Transportation

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25-00266-03-WR

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AVERAGE HOURLY PROJECT RATES
EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

PAYROLL CLASSIFICATION		AVG HOURLY RATES		2.6 Drainage Design, Hydrologic & Hydraulic Modeling, & Permitting			2.7 Corridor Landscape Design			2.8 Village of Round Lake Utilities (As Necessary)			2.9 Structural Design and Calculations			2.10A Plans, Specs, & Estimates (Resurfacing Plans)			2.10B Plans, Specs, & Estimates (Shared-Use Path Plans)		
				Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Director		90.00		0			0			0			0			0			0		
Principal		90.00		0			8	3.96%	3.56	4	14.29%	12.86	12	2.97%	2.67	17	2.73%	2.46	30	2.42%	2.18
Senior Project Manager – Trans & Mun		83.38		0			0			0			0			0			0		
Senior Project Manager – Constr Eng		83.69		0			0			0			0			0			0		
Senior Project Manager - Wetland		83.96		0			0			0			0			0			0		
Senior Project Manager – Survey		72.82		0			0			0			0			0			0		
Senior Project Manager – Environmental		83.69		0			0			0			0			0			0		
Project Manager I – Environmental		67.96		16	2.57%	1.75	0			0			0			0			0		
Project Manager I – Survey		50.23		0			0			0			0			0			0		
Project Manager II - Transportation		81.35		0			38	18.81%	15.30	8	28.57%	23.24	70	17.33%	14.10	54	8.67%	7.05	158	12.76%	10.38
Senior Project Engineer		64.18		550	88.42%	56.75	0			0			0			0			0		
Project Engineer II		65.61		0			0			0			170	42.08%	27.61	140	22.47%	14.74	365	29.48%	19.34
Project Engineer I		59.68		0			0			0			0			0			0		
Engineer III		56.33		0			0			0			0			0			0		
Engineer II		46.95		32	5.14%	2.42	0			16	57.14%	26.83	152	37.62%	17.67	0			0		
Engineer I		40.38		0			0			0			0			328	52.65%	21.26	569	45.96%	18.56
Design Technician III		52.19		24	3.86%	2.01	0			0			0			84	13.48%	7.04	116	9.37%	4.89
Project Scientist II		49.71		0			0			0			0			0			0		
Project Scientist I		46.40		0			0			0			0			0			0		
Scientist II		33.16		0			0			0			0			0			0		
Survey Crew		49.56		0			0			0			0			0			0		
Project Surveyor II		49.03		0			0			0			0			0			0		
Project Surveyor I		37.92		0			0			0			0			0			0		
Project Coordinator		29.73		0			0			0			0			0			0		
Senior Landscape Architect		72.43		0			78	38.61%	27.97	0			0			0			0		
Landscape Architect II		48.56		0			78	38.61%	18.75	0			0			0			0		
Administration		41.85		0			0			0			0			0			0		
TOTALS				622.0	100%	\$62.92	202.0	100%	\$65.59	28.0	100%	\$62.93	404.0	100%	\$62.05	623.0	100%	\$52.55	1238.0	100%	\$55.36

Local Public Agency

Lake County Division of Transportation

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AVERAGE HOURLY PROJECT RATES
EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

SHEET 3 OF 3

PAYROLL CLASSIFICATION	AVG HOURLY RATES	2.10C Plans, Specs, & Estimates (Preferred Alternative)			2.11 Agency Coordination / Meetings			2.12 QA/QC			2.13 Administration and Management			2.14 Bid Support & Coordination			2.15 Phase III Support & Coordination		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Director	90.00	0			0			0			0			0			0		
Principal	90.00	231	4.97%	4.47	84	14.43%	12.99	240	66.67%	60.00	85	12.18%	10.96	12	6.67%	6.00	10	3.50%	3.15
Senior Project Manager - Trans & Mun	83.38	0			0			0			0			0			0		
Senior Project Manager - Constr Eng	83.69	0			0			0			0			0			0		
Senior Project Manager - Wetland	83.96	0			0			0			0			0			0		
Senior Project Manager - Survey	72.82	0			0			0			0			0			0		
Senior Project Manager - Environmental	83.69	0			0			0			0			0			0		
Project Manager I - Environmental	67.96	0			0			0			0			0			0		
Project Manager I - Survey	50.23	0			0			0			0			0			0		
Project Manager II - Transportation	81.35	432	9.29%	7.56	223	38.32%	31.17	120	33.33%	27.12	401	57.45%	46.74	64	35.56%	28.93	80	27.97%	22.76
Senior Project Engineer	64.18	0			0			0			0			0			0		
Project Engineer II	65.61	1381	29.70%	19.49	235	40.38%	26.49	0			62	8.88%	5.83	104	57.78%	37.91	172	60.14%	39.46
Project Engineer I	59.68	0			0			0			0			0			0		
Engineer III	56.33	0			0			0			0			0			0		
Engineer II	46.95	983	21.14%	9.93	0			0			100	14.33%	6.73	0			0		
Engineer I	40.38	1283	27.59%	11.14	0			0			0			0			0		
Design Technician III	52.19	340	7.31%	3.82	40	6.87%	3.59	0			50	7.16%	3.74	0			0		
Project Scientist II	49.71	0			0			0			0			0			24	8.39%	4.17
Project Scientist I	46.40	0			0			0			0			0			0		
Scientist II	33.16	0			0			0			0			0			0		
Survey Crew	49.56	0			0			0			0			0			0		
Project Surveyor II	49.03	0			0			0			0			0			0		
Project Surveyor I	37.92	0			0			0			0			0			0		
Project Coordinator	29.73	0			0			0			0			0			0		
Senior Landscape Architect	72.43	0			0			0			0			0			0		
Landscape Architect II	48.56	0			0			0			0			0			0		
Administration	41.85	0			0			0			0			0			0		
TOTALS		4650.0	100%	\$56.40	582.0	100%	\$74.24	360.0	100%	\$87.12	698.0	100%	\$73.99	180.0	100%	\$72.84	286.0	100%	\$69.54

Cedar Lake Road Phase I and II Engineering Services
IL Route 60 to IL Route 120
Lake County, IL
Section No. 25-00266-03-WR
Summary of V3 Manhours

TASK	MANHOURS											TOTAL V3 Hours
	Proj Director	Project Manager	Project Engineer	Design Engineer	CAD Tech	Project Scientist	Scientist	Land Architect	Survey Field	Survey Tech	Project Coordinator	
1.1 Topographic Survey												
Survey set-up tasks, review of existing control data, review of survey data collected.		20										20
Locate and calibrate control data in field									10			10
Set vertical and horizontal controls									10			10
Perform topographic survey and take cross sections along Cedar Road and side roads									160			160
Drainage structure survey (inverts, pipe size)									80			80
Topographic survey in heavily vegetated areas									50			50
Miscellaneous follow-up survey									40			40
Office work to process data files and create topographic mapping					200							200
1.1 Topographic Survey	0	20	0	0	200	0	0	0	350	0	0	570
1.2 Right-of-Way Verification												
PLS Boundary Analysis & ROW Calc		80							50			130
Review & CAD calc of 100 title commitments										60		60
CAD Import & Drafting										20		20
1.2 Right-of-Way Verification	0	80	0	0	0	0	0	0	50	80	0	210
1.3 Data Collection, Review, & Mosaics												
Conduct 3 site visits with design staff (upto 2 V3 team members)		12	24	24								60
Obtain as-built plans, aerial photography, accident data, traffic data, contour mapping, ROW plats, geotech coordination, etc Create Aerial Mosaics.	4	8	8	4	8							32
Obtain FIRM and NWI mapping. Obtain USGS atlases and soil information for entire watershed. Send out data requests to FEMA, Round Lake, and Lake County.		16										16
1.3 Data Collection, Review, & Mosaics	4	36	32	28	8	0	0	0	0	0	0	108
1.4 Environmental Due Diligence												
Environmental Survey Request												
Preparing ESR maps and documents for IDOT submittal	1	4	4	32	10						4	55
ESR Coordination with IDOT		8										8
Wetland Impacts Evaluation (prepare exhibits, evaluate impact, fill out applicable ESR forms to obtain Wetland Clearance)	1	4	8	24	4							41
1.4 Environmental Due Diligence	2	16	12	56	14	0	0	0	0	0	4	104
1.5 Geometric Design Studies												
Design Criteria Table		2	8	8								18
Plan Exhibits & Roll-plots for meeting	4	8	16	40	40							108
Technical Memorandum Summarizing Geometric Design Studies and findings prior to PDR	4	16	40	24								84
Resurfacing Plans (Cedar Lake Road from IL Route 60 to Townline Road)												
Field Visit to inspect conditions of existing pavement, curb & gutter (up to 2 V3 staff)		16	16									32

Cedar Lake Road Phase I and II Engineering Services
IL Route 60 to IL Route 120
Lake County, IL
Section No. 25-00266-03-WR
Summary of V3 Manhours

TASK	MANHOURS										TOTAL V3 Hours
	Proj Director	Project Manager	Project Engineer	Design Engineer	CAD Tech	Project Scientist	Land Architect	Survey Field	Survey Tech	Project Coordinator	
Prepare Technical Memorandum with field photos to summarize findings/results	2	4	8	24							38
Conceptual Corridor Evaluations											
Future 5-Lane Section and Separated Path											
3D Model Template set-up (5-lane + path)			12	40							52
Shared-Use Path geometry evaluation and pedestrian crossing locations at intersections	2	4	8	24							38
Concept cross section studies to evaluate horizontal and vertical geometrics relative to right of way impacts, drainage requirements, utilities and impacts to driveways and side roads.	2	4	12	90							108
Anticipated Preferred Alternative Plans (Improved 3-Lane Section with Roundabout at Townline Road)											
3D Model Template set-up (3-lane + path)			8	16							24
Concept cross section studies to evaluate horizontal and vertical geometrics relative to right of way impacts, drainage requirements, utilities and impacts to driveways and side roads.	8	12	40	120							180
ADA Conceptual Grading to determine ROW impacts	2	4	8	24							38
ADA Conceptual Grading to determine ROW impacts	2	4	8	24							38
Intersection Geometric Alternatives Evaluations											
Cedar Lake Road at Townline Road (Traffic signal, if warranted (ie storage length modifications, etc)	2	4	24	40							70
Cedar Lake Road at Townline Road (Single-Lane Roundabout)	2	8	12	60							82
3D Model Template set-up (Roundabout Intersection)			16	60							76
Cedar Lake Road at Amarias Road (Modifications to Signal, ie: storage length modifications, etc; Single-Lane Roundabout)	2	4	16	24							46
Cedar Lake Road at Amarias Road (Single Lane Roundabout)	2	8	12	60							82
1.5 Geometric Design Studies	34	98	264	678	40	0	0	0	0	0	1,114
1.6 Traffic Analysis Evaluation											
Develop 2050 Peak Hour Traffic Volumes			4	2							6
Perform HCS Analyses for Peak Hour Traffic at critical intersections		4		80							84
Perform Signal Warrant Analysis at Townline Road		4	4	16							24
Perform HCS Analyses for Peak Hour Traffic at IL Route 60 for pedestrian crossing		8		24							32
Preparation of Existing/Future Traffic Exhibits				40							40
Preparation of Traffic Analysis Technical Memorandum	2	16		24							42
1.6 Traffic Analysis Evaluation	2	32	8	186	0	0	0	0	0	0	228
1.7 Intersection Design Studies											
Prepare IDSes (if Roundabout is selected, for up to 2 intersections - Townline Road and Amarias Drive) - assumed 2 submittals	4	24	80	100	40						248
1.7 Intersection Design Studies	4	24	80	100	40	0	0	0	0	0	248
1.8 Crash Analysis & Evaluation											
Crash Analysis (including summary tables and collision diagrams at 4 critical intersections)		4	8	40							68
1.8 Crash Analysis & Evaluation	0	4	8	40	0	0	0	0	0	0	68

Cedar Lake Road Phase I and II Engineering Services
IL Route 60 to IL Route 120
Lake County, IL
Section No. 25-00266-03-WR
Summary of V3 Manhours

TASK	MANHOURS											TOTAL V3 Hours
	Proj Director	Project Manager	Project Engineer	Design Engineer	CAD Tech	Project Scientist	Scientist	Land Architect	Survey Field	Survey Tech	Project Coordinator	
1.9 Wetland Delineation & Pre-Jurisdictional Determination												
Wetland Delineation, Assessment, Fieldwork, & Staking	2	8				24	24					58
Wetland Assessment and Delineation Report	2	8				20	8				2	40
Survey Locate of Wetlands/Waters		4				20	20					44
Wetland Project Meetings, Coordination, & Permit Scoping	6	10				16						32
Wetland Preliminary Jurisdictional Determination Forms and Request to SMC	2	2				10	10					24
1.9 Wetland Delineation & Pre-Jurisdictional Determination	12	32	0	0	0	90	62	0	0	0	2	198
1.10 Tree Survey Summary												
Tree Identification Fieldwork (Locating, Measuring, & Assessment of 6 inch DBH and Above trees- Also includes Bat Habitat Assessment for Trees 3 inches and above)		4				40	40					84
Summary Table Preparation		2				12						14
1.10 Tree Survey Summary	0	6	0	0	0	52	40	0	0	0	0	98
1.11 Special Waste Assessments												
PESA Report Preparation & Site Visit		12				10	55				8	85
1.11 Special Waste Assessments	0	12	0	0	0	10	55	0	0	0	8	85
1.12 Section 4(f) Evaluation (If Necessary)												
Section 4(f) Evaluation Report & Exhibits		8	8	40	8						8	72
Section 4(f) Coordination	2	4	8									14
1.12 Section 4(f) Evaluation (If Necessary)	2	12	16	40	8	0	0	0	0	0	8	86
1.13 Floodplain/Depressional Area Modeling & Culvert Analysis												
Hydrologic Analysis			24	4								28
Existing Conditions Hydraulic Analysis		4	55	8								67
Proposed Conditions Hydraulic Analyses (3-lane and 5-lane alternatives)			40	4								44
Preparation of Hydraulic Report		16	25									41
1.13 Floodplain/Depressional Area Modeling & Culvert Analysis	0	20	144	16	0	0	0	0	0	0	0	180
1.14 Roadway Drainage Design												
Location Drainage Technical Memorandum (LDTM) Report												
Report Narrative		16										16
Create Existing Drainage Plan Exhibits (approximately 37 sheets)			90		12							102
Identify Drainage Problems			18									18
Outlet Evaluation Analysis and Calculations (3-lane, 5-lane alternatives evaluation)			100									100
Stormwater Detention Analysis (3-lane / roundabout alternative evaluation)			35									35
Stormwater Detention Analysis (5-lane alternative evaluation)			50									50
Storm sewer and/or Ditch Design Calculations (3-lane / path / roundabout alternative evaluation)			60									60
Storm sewer and/or Ditch Design Calculations (5-lane alternative evaluation)			60	16								76
Create Proposed Conditions Drainage Plan (approximately 37 sheets)			67									67
Floodplain Encroachment Evaluation			8									8
Depressional Areas Fill and Compensatory Storage Evaluation and Exhibits			40									40
Water Quality Treatment Volume and BMP Calculations			20									20
Prepare and Assembly of Pre-final and Final Reports			24								16	40

Cedar Lake Road Phase I and II Engineering Services
IL Route 60 to IL Route 120
Lake County, IL
Section No. 25-00266-03-WR
Summary of V3 Manhours

TASK	MANHOURS											TOTAL V3 Hours
	Proj Director	Project Manager	Project Engineer	Design Engineer	CAD Tech	Project Scientist	Scientist	Land Architect	Survey Field	Survey Tech	Project Coordinator	
1.14 Roadway Drainage Design	0	16	572	16	12	0	0	0	0	0	16	632
1.15 Utility Coordination												
Utility Coordination (for upto 3 contract documents)												
Letter & Plans to Utility Companies (utility log set-up, submittals, coordination)		2	4	12							8	26
Identification and potential resolutions to utility conflicts	2	8	24	60								94
Field Meetings (upto 6)	2	4	36	36								78
Monthly coordination meetings, as necessary	4	20	40	20								84
Utility Model												
Review and incorporate SUE Level B information into plans				40								40
1.15 Utility Coordination	8	34	104	168	0	0	0	0	0	0	8	322
1.16 Public Involvement												
Compile mailing addresses; create database; mail-merge documents		6									8	14
Coordination for Public Involvement Activities (County coord, newspaper ads, etc)	2	4									12	18
Dry-Runs (2) for Open House Public Meeting (incl travel time, upto 4 V3 staff)	12	24	12									48
Open House Public Meeting (incl travel time, set-up, & attendance, upto 4 V3 staff and 1 V3 spanish translator)	8	20	8	16								52
Coordination meetings with individual property owners (10 assumed)	20	40	40									100
Summary & Addressing Public Comments	4	4	24								8	40
Public Involvement Exhibits & Graphics:												
Prepare exhibits, postcards, FAQs, and handouts for Public Involvement Activities, include Spanish translation	4	4	16	24	60			24				132
Produce Project Overview Video of proposed improvement (upto 5 minutes)	4	12	6		80							102
Develop Perspective Views (upto 6)	4	24	8					40				76
1.16 Public Involvement	58	138	114	40	140	0	0	64	0	0	28	582
1.17 Project Development Report												
Typical Section Exhibits (assume 4 sheets)		4	12	24	4							44
Plan and Profile Exhibits (assume 37 sheets)	4	4	24	60	8							100
Other Exhibits (location map, vicinity map, etc)			24	24	8							32
Construction Cost Estimate	2	12	32	30								76
Pre-Final Project Development Report & Revisions												
Final Project Development Report Revisions	4	24	40								8	76
	2	8	24								4	38
Pavement Analysis & Design												
Field verification		4	8									12
Pavement Design/Memorandum	2	2	12									16
Traffic Management Plan												
One MOT concept evaluation	4	8	24	60								96

Cedar Lake Road Phase I and II Engineering Services
IL Route 60 to IL Route 120
Lake County, IL
Section No. 25-00266-03-WR
Summary of V3 Manhours

TASK		MANHOURS										TOTAL
Proj Director	Project Manager	Project Engineer	Design Engineer	CAD Tech	Project Scientist	Scientist	Land Architect	Survey Field	Survey Tech	Project Coordinator	V3 Hours	
MOT exhibits, report documentation	2		4	24	8						38	
1.17 Project Development Report	20	66	180	222	28	0	0	0	0	12	528	
2.1 Supplemental Topographic Survey												
Field Data Collection		48									48	
Data importing, Processing and Drafting								24			24	
PLS QC Topo								4			4	
2.1 Supplemental Topographic Survey	0	48	0	0	0	0	0	28	0	0	76	
2.2 Traffic Signal Plans												
Traffic Signal Modifications at IL Route 60 and/or Amarias Drive		4	8	72							84	
P.S.Es for a new traffic signal, if Necessary (Preliminary, Pre-Final, & Final Submittal)			8	90							98	
Interconnect Plans		4	8	24							36	
2.2 Traffic Signal Plans	0	8	24	186	0	0	0	0	0	0	218	
2.3 USACE & Lake County Permitting, Design, & Mitigation												
Field Work and Assessment		2				2	36				40	
Report / Clearance Renewals		2				6	8				16	
USACE Nationwide Permit 14 Submittal		16				36	30				82	
Lake County SMC Isolated Wetland Permit Submittal		12			8	28	28				76	
Response to Agency Wetland/Waters Permit Review Com.		8				20	20				48	
Buffer and BMP Native Planting Plan Design (IF NECESSARY)		8				8	24				40	
Native Planting 3-Year Monitoring and Management Plan (IF NECESSARY)		4				24	10				38	
Wetland Project Meetings/Coordination		12				12	10				34	
2.3 USACE & Lake County Permitting, Design, & Mitigation	0	64	0	0	8	136	166	0	0	0	374	
2.4 Preliminary Site Investigations												
PSI		28			12	24	140			8	212	
2.4 Preliminary Site Investigations	0	28	0	0	12	24	140	0	0	8	212	
2.5 Land Acquisition Services												
Land Acquisition Evaluation												
Property Acquisition Modifications (Exhibits documenting aleternatives for up to 20 properties, up to two alternatives each)		8	80	80							168	
Field Meeting with property owner (up to 2 field meetings with each property owner)		160	160								320	
Plat of Highways & Legals												
CAD preparation of the Plat-of-Highways									80		80	
Review updated title commitments (46)									20		20	
Prepare legal descriptions of ROW/EASE acquisition parcels									40		40	
PLS QC POH and legal descriptions		90									90	
Revisions to POH and legal descriptions		20							30		50	
Set all Proposed ROW taking corners								16			16	
2.5 Land Acquisition Services	0	278	240	80	0	0	0	16	170	0	784	
2.6 Drainage Design, Hydrologic & Hydraulic Modeling, & Permitting												
Drainage Design Engineering Plans												

Cedar Lake Road Phase I and II Engineering Services
IL Route 60 to IL Route 120
Lake County, IL
Section No. 25-00266-03-WR
Summary of V3 Manhours

TASK													MANHOURS						TOTAL							
													Proj Director	Project Manager	Project Engineer	Design Engineer	CAD Tech	Project Scientist	Scientist	Land Architect	Survey Field	Survey Tech	Project Coordinator	V3 Hours		
Resurfacing Plans (Cedar Lake Road from IL Route 60 to Townline Road)															29		8								37	
Separated Shared-Use Path Plans (IL Route 60 to IL Route 120)															54		8								62	
Anticipated Preferred Alternative Plans (Improved 3-Lane Section with Roundabout at Townline Road)															123		8								131	
Drainage Schedules															58										58	
Drainage Detail Sheets															4										4	
Grading Plans (Depressional Compensatory Storage and/or Detention Basins)															28									28		
Drainage Removals															12									12		
Drainage Quantities															4	16								20		
Lake County Stormwater Report & Permit Application																										
Finalize Outlet Evaluation Analysis and Calculations (3-lane alternative only)														8	20										28	
Stormwater Detention Design (3-lane alternative only)															20										20	
Storm Sewer Inlet Spacing, Capacity & HGL Calculations															30	16									46	
Ditch Design & Capacity Calculations															20									20		
Finalize Proposed Conditions Drainage Plan Exhibits (approximately 37 sheets)															60										60	
Depressional Areas Fill and Compensatory Storage Evaluation and Exhibits															10										10	
Agency Coordination, Meetings, Addressing Comments														8	40										48	
Lake County Watershed Development Permit Application															10										10	
Wetland Hydrology Analysis (80%-150% Wetland Hydrologic Analysis & Exhibits)															14										14	
Prepare SWPPP documents & Information necessary for NPDES permit submittal															14											14
2.6 Drainage Design, Hydrologic & Hydraulic Modeling, & Permitting													0	16	550	32	24	0	0	0	0	0	0	0	622	
2.7 Corridor Landscape Design																										
Conceptual Layout																										
Due Diligence Review														2												10
Landscape review/expectations														4												12
Concept generation to illustrate design intent													2	4												46
Preliminary Layout																										
Landscape review/expectations														8												20
Create Rendered site plan, perspective views (upto 6), and exhibits													2	8												50
Develop preliminary cost estimate														4												28
Update Corridor Video Rendering																										
Video and graphics to reflect final proposed improvements													4	8												36
2.7 Corridor Landscape Design													8	38	0	0	0	0	0	0	156	0	0	0	202	

Cedar Lake Road Phase I and II Engineering Services
IL Route 60 to IL Route 120
Lake County, IL
Section No. 25-00266-03-WR
Summary of V3 Manhours

TASK	MANHOURS											TOTAL V3 Hours
	Proj Director	Project Manager	Project Engineer	Design Engineer	CAD Tech	Project Scientist	Scientist	Land Architect	Survey Field	Survey Tech	Project Coordinator	
2.8 Village of Round Lake Utilities (As Necessary)												
Evaluation of Existing Village Utilities		0	0	0								-
Plans, Specifications, & Estimates	2	4	10	0								16
Watermain Permitting, as necessary	2	4	6	0							0	12
2.8 Village of Round Lake Utilities (As Necessary)	4	8	16	0	0	0	0	0	0	0	0	28
2.9 Structural Design and Calculations												
Preliminary Retaining Wall Type Studies		4	24									28
Culvert Evaluation (existing & proposed conditions)		4	12									16
Retaining Wall Design (Less than 6' tall)												-
Review and Coordination with Geotechnical Engineer	2	4	6									12
Retaining Wall Structures - Project Corridor (2000')	6	40	80	48								174
Retaining Wall Structures - Townline Road Quadrants (400')	2	10	16	40								68
Headwall Design												-
Headwall Structure Calculations	2	8	32	64								106
2.9 Structural Design and Calculations	12	70	170	152	0	0	0	0	0	0	0	404
2.10 Plans, Specifications, & Estimates <i>(Refer to separate attachment for detailed Manhours)</i>												
Resurfacing Plans (Cedar Lake Road from IL Route 60 to Townline Road)	17	104	190	228	84							623
Separated Shared-Use Path Plans (IL Route 60 to IL Route 120)	30	158	365	569	116							1,238
Anticipated Preferred Alternative Plans (Improved 3-Lane Section with Roundabout at Townline Road)	231	732	1,381	1,766	540							4,650
2.10 Plans, Specifications, & Estimates <i>(Refer to separate attachment for detailed Manhours)</i>	278	994	1936	2563	740	0	0	0	0	0	0	6,511
2.11 Agency Coordination / Meetings												
Project kick off meeting with Lake County (2 mtgs - Phase I & II, up to 3 V3 staff in-person)	4	12	16									32
Project kick off meeting with Round Lake (2 mtgs - Phase I & II, up to 3 V3 staff)	4	12	16									32
Project Status Meeting with LCDOT (bi-monthly Phase I & II, up to 3 V3 staff virtual)	18	75	75									168
Preferred Alternative Meeting with LCDOT (1 mtg - upto 4 V3 staff in-person)	8	16	8									32
LCSMC Drainage Coordination Meeting (2 mtg, upto 4 V3 staff, virtual)	2	8										10
Other Meetings/Coordination with Local Agencies (Village, IDOT, etc) + Stakeholders (assume 10 mtgs, up to 3 V3 staff, in-person incl travel time)	40	60	60									160
Prepare exhibits/meeting minutes for meetings	8	40	60		40							148
2.11 Agency Coordination / Meetings	84	223	235	0	40	0	0	0	0	0	0	582
2.12 QA/QC												
Hours required for reviews of various stages of Phase I/II components of design.	240	120										360
2.12 QA/QC	240	120	0	0	0	0	0	0	0	0	0	360
2.13 Administration and Management												
Prepare project work plan (assume 1 hr every 2 weeks)	4	90										94
Project administration set up tasks	4	12										16
Project team meetings (assume 50 half-hour meetings total with upto 5 staff present)	25	50	50	100	50							275

Cedar Lake Road Phase I and II Engineering Services
IL Route 60 to IL Route 120
Lake County, IL
Section No. 25-00266-03-WR
Summary of V3 Manhours

TASK		MANHOURS										TOTAL
Proj Director	Project Manager	Project Engineer	Design Engineer	CAD Tech	Project Scientist	Scientist	Land Architect	Survey Field	Survey Tech	Project Coordinator	V3 Hours	
Contract administration and budget control (1 hour/week avg for 225 weeks) Invoice and billing reviews (includes preparation of progress reports for Lake County) for 50 billing periods (Phase I / II Project Duration: Sep 2025 to Jan 2030) Sub-consultant coordination		225									225	
	50										50	
	2	24	12								38	
2.13 Administration and Management		85	401	62	100	50	0	0	0	0	698	
2.14 Bid Support & Coordination												
Provide responses to bidder question (upto 3 contract documents)		8	40	80							128	
Addendums support or clarify bid documents		4	24	24							52	
2.14 Bid Support & Coordination		12	64	104	0	0	0	0	0	0	180	
2.15 Phase III Support & Coordination												
Review shop drawings		4	12	40							56	
Attend any necessary field meetings (assume 6)			36	36							72	
RFI Response Assistance (for upto 3 contract documents)		4	24	80							108	
Assist LCDOT with special waste/CCDD issues that may arise during construction		2	8	16		24					50	
2.15 Phase III Support & Coordination		10	80	172	0	0	0	0	0	0	286	
TOTAL HOURS		879	3086	5043	4703	1364	463	220	444	250	110	16,898

PLANS, SPECIFICATIONS, AND ESTIMATES										MANHOUR BREAKDOWN										TOTAL
# OF	HRS/SHT		HOURS PER PHASE			SUBTOTAL HOURS/TASK	Proj Director	Project Manager	Project Engineer	Design Engineer	CAD Tech	Survey		Admin	TOTAL V3 Hours					
	SHTS		PRELIM	PRE-FINAL	FINAL							Field	Tech							
Cover - NTS	1	6			4	2		1	1		4				6					
Index of, Highway Stds, Commitments - NTS	1	8			5	3			3	4	1				8					
General Notes - NTS	1	12			8	4	1	2	4	4	1				12					
Summary of Quantities - NTS - 100 pay items	4	5			13	7	2	2	2	9	5				20					
Schedule of Quantities - NTS	8	12			62	34	2	4	28	50	12				96					
Existing & Proposed Typical Sections - NTS	4	6			16	8		4	8	8	4				24					
Alignment, Ties, and Benchmarks - 50-scale single	7	4			18	10		7	7	14					28					
Removal Plan - 20-scale double	9	2			12	6		3	3	12					18					
Roadway Plan- 20-scale double	9	8			47	25		4	12	20	8				72					
Driveway and ADA Ramp Details																				
ADA – Amarias Drive	1	9			6	3		1	2	5	1				9					
ADA – Meadow Lane	2	9			12	6		2	4	10	2				18					
ADA – Townline Road	2	9			12	6		2	4	10	2				18					
# of Residential and Commercial Driveways on Cedar Lake Road (2)	2	9			12	6		2	4	10	2				18					
Maintenance of Traffic Plan - 50-scale single																				
MOT GN	1	24			16	8		1	4	7	10	2			24					
MOT Plans	7	7			32	17		7	14	21	7				49					
Soil Erosion and Sediment Control Plan - 50-scale double plan																				
EC Notes	1	24			16	8		1	4	7	10	2			24					
EC Plans	4	6			16	8			4	8	8	4			24					
Traffic Signal Plans at Townline Road and Amarias Drive, If Necessary (see list under Task 2.2).	24																			
[CDOT Standard Details (1 per sheet)]	15	1			10	5					15				15					
[DOT Standard Details (1 per sheet)]	35	0.3			8	4					12				12					
Special Provisions	1	100			65	35		4	34	50	12				100					
Estimate of Cost	1	8			5	3		1	2	4	1				8					
Estimate of Time	1	20			13	7		1	7	10	2				20					
TOTAL PLANS, SPECIFICATIONS, AND ESTIMATES	138	5		0	408	215	623	17	104	190	228	84	0	0	623					

MANHOURL BREAKDOWN										TOTAL						
PLANS, SPECIFICATIONS, AND ESTIMATES	# OF		HOURS PER PHASE			SUBTOTAL HOURS/TASK	Proj Director	Project Manager	Project Engineer	Design Engineer	CAD Tech	Survey Field	Survey Tech	Admin	V3 Hours	TOTAL
	SHTS	HRS/SHT	PRELIM	PRE-FINAL	FINAL											
Cover - NTS	1	4	2	1	1	4		1	1		2					4
Index of Highway Sids, Commitments- NTS	1	12	5	4	3	12		1	2	4	4	1				12
General Notes - NTS	2	12	11	7	6	24		2	4	8	8	2				24
Summary of Quantities - NTS - 50 pay items	2	5	5	3	2	10			1	5	2					10
Schedule of Quantities - NTS	5	16	36	24	20	80			8	30	40	2				80
Earthwork Schedule - NTS	2	8	7	5	4	16		2	2	4	6	2				16
Existing & Proposed Typical Sections - NTS	2	6	5	4	3	12			2	4	4	2				12
Alignment, Ties, and Benchmarks - 50-scale single	8	4	14	10	8	32			8	8	16					32
Existing Conditions & Removal Plans - 20-scale double	9	2	8	5	5	18			3	3	12					18
Shared-Use Path Plan and Profile - 20-scale	18	8	65	43	36	144		8	12	48	58	18				144
Driveway and ADA Ramp Details																
ADA - IL Route 60	1	9	4	3	2	9			1	2	5	1				9
ADA - Amarias Drive	1	9	4	3	2	9			1	2	5	1				9
ADA - Meadow Lane	1	9	4	3	2	9			1	2	5	1				9
ADA - Townline Road	1	9	4	3	2	9			1	2	5	1				9
ADA - Beacon Lane	1	9	4	3	2	9			1	2	5	1				9
ADA - IL Route 120	1	9	4	3	2	9			1	2	5	1				9
Soil Erosion and Sediment Control Plan - 50-scale double plan																
EC Notes	1	12	5	4	3	12			2	2	6	2				12
EC Plans	4	6	11	7	6	24			4	8	8	4				24
Landscape Plans - 20-scale double plan																
Proposed Landscape Plan	9	4	16	11	9	36			9	9	18					36
Landscape Details	2	4	4	2	2	8			2	2	4					8
Proposed Planting Schedule	1	12	5	4	3	12		1	2	4	4	1				12
Cross Sections - 5 Scale; 4 per sheet																
Shared Use Path Cross Sections 10, 700' @ 50' + 2 driveways	54	12	292	194	162	648		12	68	180	334	54				648
LCDOT Standard Details (1 per sheet)	10	1	5	3	3	11						10				10
DOT Standard Details (1 per sheet)	25	0.3	4	2	2	8						8				8
Special Provisions	1	60	27	18	15	60		2	18	30	10					60
Estimate of Cost	1	6	3	2	1	6		1	1	3	1					6
Estimate of Time	1	8	4	2	2	8		1	2	4	1					8
TOTAL PLANS, SPECIFICATIONS, AND ESTIMATES	162	8	558	373	308	1,239		30	158	365	569	116	0	0	0	1,238

Anticipated Preferred Alternative Plans (Improved 3-Lane Section with Roundabout at Townline Road)

PLANS, SPECIFICATIONS, AND ESTIMATES	# OF		HOURS PER PHASE			SUBTOTAL HOURS/TASK	MANHOUR BREAKDOWN							TOTAL V3 Hours		
	SHTS	HRS/SHT	PRELIM	PRE-FINAL	FINAL		Proj Director	Project Manager	Project Engineer	Design Engineer	CAD Tech	Survey Field	Survey Tech		Admin	
Cover - NTS	1	8	4	2	2	8		1	1	2	4	4				8
Index of Highway Sds. Commitments- NTS	1	12	5	4	3	12		1	2	4	4	1				12
General Notes- NTS	2	12	11	7	6	24		2	4	8	8	2				24
Summary of Quantities - NTS - 350 pay items	13	5	29	20	16	65		8	8	8	24	17				65
Schedule of Quantities - NTS	25	20	225	150	125	500		26	56	146	196	76				500
Earthwork Schedule - NTS	8	8	29	19	16	64		8	8	16	24	8				64
Existing & Proposed Typical Sections - NTS	8	6	22	14	12	48		8	8	16	16	8				48
Alignment, Ties, and Benchmarks - 50-scale single.	11	4	20	13	11	44		11	11	22						44
Plot of Highways (See Task 2.5 for hours)	15															
Removal Plans - 20-scale single	35	4	63	42	35	140		35	35	70						140
Roadway Plan and Profile - 20-scale																0
R P&P - Cedar Lake Road	18	12	97	65	54	216		18	36	72	72	18				216
R P&P - Amarias Drive	1	8	4	2	2	8			1	2	4	1				8
R P&P - Meadow Lane	2	8	7	5	4	16			2	4	8	2				16
R P&P - Townline Road (Roundabout)	5	8	18	12	10	40			5	10	20	5				40
R P&P - Beacon Lane	1	8	4	2	2	8			1	2	4	1				8
R P&P - IL Route 60	5	8	18	12	10	40			5	10	20	5				40
R P&P - IL Route 120	5	8	18	12	10	40			5	10	20	5				40
Shared-Use Path Plan and Profile - 20-scale	18	8	65	43	36	144			18	36	72	18				144
Intersection Grading - 1 sheet per intersection																
IG - IL Route 60	1	10	5	3	2	10			2	3	3	2				10
IG - Amarias Drive	1	10	5	3	2	10			2	3	3	2				10
IG - Meadow Lane	1	10	5	3	2	10			2	3	3	2				10
IG - Townline Road (Roundabout)	1	10	5	3	2	10			2	3	3	2				10
IG - Beacon Lane	1	10	5	3	2	10			2	3	3	2				10
IG - IL Route 120	1	10	5	3	2	10			2	3	3	2				10
Driveway and ADA Ramp Details																
ADA - IL Route 60	1	9	4	3	2	9			1	2	5	1				9
ADA - Amarias Drive	1	9	4	3	2	9			1	2	5	1				9
ADA - Meadow Lane	2	9	8	5	5	18			2	4	10	2				18
ADA - Townline Road (Roundabout)	2	9	8	5	5	18			2	4	10	2				18
ADA - Beacon Lane	1	9	4	3	2	9			1	2	5	1				9
ADA - IL Route 120	1	9	4	3	2	9			1	2	5	1				9
# of Residential and Commercial Driveways on Cedar Lake Road (2)	2	9	8	5	5	18			2	4	10	2				18
# of Residential and Commercial Driveways on Side Roads (3)	3	9	12	8	7	27			3	6	15	3				27
Maintenance of Traffic Plan - 50-scale double plan.																
MOT GN	2	24	22	14	12	48		2	8	14	20	4				48
MOT Typicals	6	20	54	36	30	120		6	20	34	50	10				120
MOT Plans - Pre-Stage & 3 Stages Cedar Lake Road	24	7	76	50	42	168			24	48	72	24				168
Soil Erosion and Sediment Control Plan - 50-scale double plan																
EC Notes	1	24	11	7	6	24		1	4	7	10	2				24
EC Plans	24	6	65	43	36	144			24	48	48	24				144
Drainage Plan and Profile - 20-scale																
Proposed Drainage Plan & Profiles	37	3	50	33	28	111			3	27	54	27				111
Drainage Schedules	10	2	9	6	5	20						20				20
Drainage Details	2	2	2	1	1	4						4				4
Drainage Grading Plans	2	4	4	2	2	8				2	2	4				8
Utility Plan and Profile - 20-scale																
Proposed Utility Plan & Profiles																0
Utility Details																0
Traffic Signal Plans at Townline Road and Amarias Drive, If Necessary (see list under Task 2.2)	24															
Temporary Signal Plans, Amarias Drive, if necessary.																

Anticipated Preferred Alternative Plans (Improved 3-Lane Section with Roundabout at Townline Road)

EXHIBIT C

PLANS, SPECIFICATIONS, AND ESTIMATES	# OF		HOURS PER PHASE			SUBTOTAL HOURS/TASK	MANHOURL BREAKDOWN								TOTAL V3 Hours	
	SHTS	HRS/SHT	PRELIM	PRE-FINAL	FINAL		Proj Director	Project Manager	Project Engineer	Design Engineer	CAD Tech	Survey Field	Survey Tech	Admin		
Temporary Signal Plans (20-scale)	2	5	5	3	2	10		3	3	4						10
Temporary Interconnect Plan	2	2	2	1	1	4			2	2						4
Temporary Cable Plan	1	2	1	1	0	2			1	1	1					2
Proposed Interconnect Plans (50-scale single)																
Proposed Interconnect Plans	7	4	13	8	7	28		8	8	12						28
Interconnect Details	3	4	5	4	3	12		3	3	6						12
Signing and PM Plan - 20-scale single																
Proposed Signing & Pavement Marking Plan	25	4	45	30	25	100		25	25	50						100
Landscape Plans - 20-scale double plan																
Proposed Landscape Plan	11	2	10	7	5	22			5	5	12					22
Landscape Details	2	2	2	1	1	4			1	1	2					4
Proposed Planting Schedule	1	4	2	1	1	4			2		2					4
Structural Plans																
Retaining Wall Plans	5	2	5	3	2	10			2	2	6					10
Headwall Plans	2	2	2	1	1	4			1	1	2					4
Soil Borings (20 borings; 2 per sheet)	10	1	5	3	2	10					10					10
Cross Sections - 5 Scale; 4 per sheet																
Cedar Lake Road cross sections 10,700' @ 50' + 2 driveways	72	13	421	281	234	936	72	144	288	360	72					936
All Side Road cross sections 11,000' @ 50' + 3 driveways	74	13	433	289	240	962	74	148	296	370	74					962
LCDDOT Standard Details (1 per sheet)	20	1.0	9	6	5	20					20					20
IDOT Standard Details (1 per sheet)	75	0.3	11	8	6	25					25					25
Special Provisions	1	200	90	60	50	200	8	69	100	23						200
Estimate of Cost	1	16	7	5	4	16	2	4	8	2						16
Estimate of Time	1	40	18	12	10	40	2	14	20	4						40
TOTAL PLANS, SPECIFICATIONS, AND ESTIMATES	637	7	2,100	1,393	1,157	4,650	231	732	1,381	1,766	540	0	0	0	0	4,650

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
Lake	V3 Companies	Lake	25-00266-03-WR

Exhibit D
Direct Costs Breakdown

EXHIBIT D

PROJECT: Cedar Lake Road, from IL Route 60 to IL Route 120 Phase I and Phase II Engineering Services

**All fees related to permitting are not included under Direct Costs. The fees shall be paid for by the Lake County Division of Transportation*

[illegible]

EXHIBIT D
V3 DIRECT COSTS SUMMARY

PROJECT: Cedar Lake Road, from IL Route 60 to IL Route 120 Phase I and Phase II Engineering Services

All fees related to permitting are not included under Direct Costs. The fees shall be paid for by the Lake County Division of Transportation

[illegible]

EXHIBIT D

EXHIBIT D V3 DIRECT COSTS SUMMARY

PROJECT: Cedar Lake Road, from IL Route 60 to IL Route 120 Phase I and Phase II Engineering Services

*All fees related to permitting are not included under Direct Costs. The fees shall be paid for by the Lake County Division of Transportation

TASK	Other Miscellaneous Expense			Travel		Mallers, Exhibits, Copies								TOTAL DIRECT EXPENSES
	QTY	UNIT COST	UNIT	Miles	Mileage Cost Per Mile	Postage \$ 0.50	Pages (Sheets) per submittal	8.5" X 11" (Black & White) Each	8.5" X 11" (Color) Each	11" X 17" (Black & White) Each	11" X 17" (Color) Each	22" X 34" (Color Boards) Each		
Attendance at Meetings	15	VISIT(S)			\$ 943.92									\$ 943.92
QA/QC														\$ -
ADMINISTRATION AND MANAGEMENT														\$ -
BID SUPPORT & COORDINATION														\$ -
PHASE III SUPPORT & COORDINATION														\$ 377.57
Any necessary field meetings	6	VISIT(S)			\$ 377.57									\$ 377.57
														\$
														\$

\$	623,143.00	\$	4,530.82	\$	1,710.00	\$	629,384.00
TOTAL OTHER EXPENSES		TRAVEL COSTS		TOTAL MAILERS, EXHIBITS, AND COPIES COST		TOTAL DIRECT EXPENSES	

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
Lake	V3 Companies	Lake	25-00266-03-WR

Exhibit E
Sub-Consultants

TSC - Geotech
American Surveying & Engineering - SUE Level B/A
Santacruz - Land Acquisition Services

April 11, 2025



TESTING SERVICE CORPORATION

Corporate Office

360 South Main Place, Carol Stream, IL 60188-2404
Phone 630.462.2600

Mr. Kurt Corrigan
V3 Companies
7325 Janes Avenue
Woodridge, IL 60517

RE: P.N. 75,250A
Geotechnical Exploration
Cedar Lake Road Improvements
IL-60 to Belvidere Road
Round Lake, IL

Dear Mr. Corrigan:

Testing Service Corporation (TSC) is pleased to submit this proposal to provide Geotechnical Engineering Services for the above-captioned project. It is in response to your email dated April 8, 2025. The objectives of the Geotechnical Exploration are to explore soil and groundwater conditions and provide recommendations for roadway improvements along Cedar Lake Road. The improvements extend north from Illinois Route 60 to Belvidere Road (IL-120). Improvements also extend for a short distance east and/or west of Cedar Lake Road along IL-60, IL-120, Townline Road and Aramis Drive.

Project Description:

Our understanding of the proposed construction is as follows:

- Cedar Lake Road improvements are to consist mainly of roadway widening and resurfacing, with some reconstruction.
- The Cedar Lake and Townline Road intersection will be rebuilt.
- The Cedar Lake Road and Amarias Drive intersection may also be rebuilt.
- New retaining walls and/or culverts may be needed as part of the roadway improvements.

Boring Program:

Summarized in the following table are the number of soil borings and pavement cores along the various roadways.

Roadway	Number of Borings	Depth (feet)	Footage	Pavement Cores
Cedar Lake Road	11	10	110	9
IL-60	--	--	--	2
Amarias Drive	1	10	10	1
Townline Road	3	10	30	2
IL-120	--	--	--	2
Retaining Walls & Culverts	20	15	300	
Total:	35	--	450	16

The soil borings are to be taken at approximately 300-foot spacing, alternating sides of the roadway. The pavement cores are to be taken at about 1000-foot spacing, alternating sides of the roadway. Soil borings for any new retaining walls will be taken at about 75-foot intervals. Soil borings may also be needed for new or replacement culverts. Total drilling footage on this basis is estimated to be about 450 lineal feet plus sixteen (16) pavement cores.



For the purposes of this proposal, we have assumed that the boring locations will be accessible to a conventional truck or ATV-mounted drill. In this regard, they should not be located in standing water, within wooded areas or on steeply sloping ground. No provisions have been made for tree/brush clearing or other obstruction removal should borehole access be impeded. Landscape restoration (if required) is also not included in the project budget.

TSC will utilize personnel who are trained in layout procedures to stake the borings in the field. Ground surface elevations for each borehole will be determined by GPS using a Trimble R12 GNSS receiver. Utility clearance for the borings will be obtained by contacting JULIE (Joint Utility Locating Information for Excavators). Private underground utility lines will have to be marked by the property owner or their agents; a private locator can be hired for an added cost if necessary.

The cores of the asphalt and/or P.C. concrete surface will be taken using a 4-inch diameter core barrel, with auger samples also obtained of underlying base course/subbase materials. Continuous macro-core samples will then be taken of the upper soil subgrade to a minimum depth of 3 feet, from which representative test specimens will be selected at approximate 2-foot intervals. Water level observations will also be made and the core holes patched upon completion using a cold mix asphalt or non-shrink concrete grout.

Soil samples will be obtained by standard split-spoon (ASTM D 1586) methods at each structure and/or subgrade boring location in accordance with IDOT procedures. Special circumstances (trees, slopes, power lines, etc.) may dictate the use of a small drill rig where soil samples will be obtained by geo-probe methods. Structure borings (culvert and retaining walls) will be sampled at 2½-foot intervals for the first 30 feet, and will not exceed 5-foot intervals below this level. Subgrade borings (roadway) will likely be sampled continuously to 5 feet and not exceed 2½-foot intervals below this level, unless unforeseen circumstances present themselves. A representative portion of the split-spoon samples will be placed in a glass jar with a screw-type lid for transportation to our laboratory. Groundwater observations will also be made during and following completion of drilling operations, with any boreholes in pavement areas to be backfilled immediately and patched at the surface.

Assumptions for Permits:

Cedar Lake Road (County Highway V63) is under Lake County jurisdiction. Therefore, a Lake County permit will be needed for the soil borings and pavement cores to be performed along Cedar Lake Road right-of-way. A preconstruction meeting may also be required before the soil borings and pavement cores are laid out and drilled/cored.

Illinois Route 60 and IL Route 120 is under IDOT jurisdiction. Therefore, an IDOT permit will be needed to perform the soil borings and pavement cores within IL-60 and IL-120. It has been our experience that it may take at least 8 or more weeks or more to get the permit from IDOT.

Traffic Control:

Traffic control procedures are required for the soil borings and pavement cores along Cedar Lake and Townline Roads, as well as IL-60 and IL-120. It is anticipated that the shoulder and/or one traffic lane will have to be temporarily blocked at each boring/core location using professional traffic control with flagmen or specific traffic control measures. This proposal includes a provision for lane closures by a professional traffic control firm. If it is determined that traffic control is not needed, you will not be charged for this service.



Please note that our cost estimate for this project is based on the assumption that TSC will be able to perform all borings and cores during weekdays (Monday through Friday) beginning no later than 8:00 AM and ending no sooner than 3:00 PM.

Laboratory Testing:

The pavement cores will be examined and described by an experienced laboratory materials technician, with measurements taken of individual bituminous layer thicknesses. The subgrade samples obtained from the cores will be examined by experienced laboratory personnel in order to verify field descriptions as well as to visually classify in accordance with the Unified and AASHTO Soil Classification Systems.

Samples obtained from the borings will be examined by experienced laboratory personnel in order to verify field descriptions as well as to visually classify in accordance with the Unified and AASHTO Soil Classification Systems. Laboratory testing will include moisture content and dry unit weight determinations, as well as measurements of unconfined compressive strength (Q_u) on cohesive soils using a proving ring tester, approved by IDOT. An estimate of unconfined compressive strength will be obtained on cohesive samples using a calibrated pocket penetrometer (Q_p) when using a proving ring tester is not possible. Representative subgrade samples will be tested for Atterberg limits and grain size analysis in accordance with IDOT procedures. Other tests deemed to be necessary by TSC's Project Engineer may also be recommended for your approval. Our scope of work does not include any tests for Illinois Bearing Ratio (IBR) on representative subgrade samples.

Engineering Report:

A geotechnical engineering report will be prepared upon completion of field and laboratory testing, to include typed boring logs and a location plan as well as a Pavement Core Summary containing pavement and base course composition and thickness measurements. The report will provide a summary of soil and groundwater conditions as well as address their impact on the proposed roadway improvements. Comments and recommendations will then be made concerning proposed pavement resurfacing and/or reconstruction alternatives. It will also provide recommendations to guide design and specification preparation pertaining to geotechnical issues relevant to the structure or purpose described in this proposal. These may include the following as applicable:

- General earthwork and construction considerations.
- Remedial work and/or treatment of unstable or unsuitable soil types.
- Fill placement and compaction requirements.
- Anticipation and management of groundwater.

The following are not a part of our scope of work:

- Illinois Bearing Ratio (IBR).
- Soil profile sheets.



Fees and Scope:

In accordance with the Cost Estimate attached, TSC is proposing a not-to-exceed budget amount of **Seventy-Six Thousand One Hundred Dollars (\$ 76,100.00)** to provide the Geotechnical Exploration outlined above. Our proposal is based on the understanding that the boring locations are accessible to conventional drilling equipment and the work can be performed during standard business hours. Our fee is further subject to this proposal being accepted by you on or before December 31, 2025.

Should the study reveal unexpected subsurface conditions requiring a change in the scope of work, you will be contacted before we proceed with any additional work. Our invoice would then be based on our standard unit rates given in the attached Cost Estimate or as otherwise agreed upon. While our quoted fee does not include earthwork, excavation, and/or footing observations during the construction phase, the project budget should include a provision for these services. Plan review, preconstruction meetings and/or other consulting and professional services that are provided subsequent to the delivery of TSC's report would be covered by a separate invoice.

TSC's geotechnical investigation does not include services required to evaluate the likelihood of the site being contaminated by hazardous materials or other pollutants. Analytical testing which would be required in connection with IEPA Form LPC-663, Uncontaminated Soil Certification is also not included. Should environmental and/or analytical testing be desired, please contact the undersigned for additional details and/or associated costs.

Closure:

The geotechnical engineering services being performed are subject to TSC's attached General Conditions. TSC charges include all state and federal taxes that may be required. However, unless stated otherwise, they do not include license, permit or bond fees that local governments may impose, if any to potentially be added to our invoice. The invoice will be sent to the following unless written instructions to the contrary are received:

Mr. Kurt Corrigan
V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
Tel: (630) 724-9200
Email: kcorrigan@v3co.com

If this proposal meets with your approval, please indicate your acceptance by signing one copy and returning it to our Carol Stream, Illinois office. It would be helpful if you could also complete the attached Project Data form indicating who is to receive copies of TSC's report and other related information.

V3 Companies
Cedar Lake Road Improvements, IL-60 to Belvidere Road
Proposal 75,250A - April 11, 2025



Your consideration of our proposal is appreciated. We look forward to being of service to you on this project.

Respectfully submitted,

TESTING SERVICE CORPORATION

A handwritten signature in blue ink, appearing to read "T. Peceniak", is written over a light blue rectangular background.

Timothy R. Peceniak, P.E.
Geotechnical Engineer

Enc: Cost Estimate
General Conditions
Project Data Sheet

Approved and accepted for _____ by:

(NAME)

(TITLE)

(DATE)



COST ESTIMATE
 Cedar Lake Road Improvements
 IL-60 to Belvidere Road
 Round Lake, IL

ITEM		UNIT	QTY	RATE	COST
STAKING AND UTILITY CLEARANCE					
1.1	Layout Person to Mark Boring Locations, Obtain Surface Elevations and Arrange for Clearance of Underground Utilities	Hour	12.0	120.00	\$ 1,440.00
PERMITS					
2.1	IDOT Permits (IL-60 and IL-120), Bond and Other Direct Charges	Estimated Cost	2	1,100.00	\$ 2,200.00
2.2	Lake County Permit and Other Direct Charges	Estimated Cost	1	250.00	\$ 250.00
2.3	Engineer to Prepare and Submit Permit	Hour	6	175.00	\$ 1,050.00
DRILLING AND SAMPLING					
3.1	Core Van with One-Person Crew (Portal to Portal)	Day	3	2,200.00	\$ 6,600.00
3.2	Bit Wear - Per Inch of Asphalt Pavement	Inch	66	3.00	\$ 198.00
3.3	Drill Mounted on Truck or ATV with Two-Person Crew (Portal-to-Portal)	Day	5	4,225.00	\$ 21,125.00
TRAFFIC CONTROL (for Soil Borings and Pavement Cores)					
4.1	2-Man Flagging Crew, Regular Time (Portal to Portal)	Hour	64	340.00	\$ 21,760.00
4.2	2-Man Flagging Crew, Overtime	Hour	8	425.00	\$ 3,400.00
LABORATORY TESTING					
5.1	Materials Technician to Measure and Describe Core Sample in Laboratory	Each	16	20.00	\$ 320.00
5.2	Visual Classification and Water Content/Dry Unit Weight Determination	Each	200	18.00	\$ 3,600.00
5.3	Unconfined Compressive Strength of Cohesive Soils or Torvane Shear Strength Measurement	Each	100	20.00	\$ 2,000.00
5.4	Dry Unit Weight Determination	Each	70	10.00	\$ 700.00
5.5	Atterberg Limit Determination	Each	10	135.00	\$ 1,350.00
5.6	Sieve Analysis with Hydrometer	Each	10	155.00	\$ 1,550.00
5.7	Loss-On-Ignition and Wet Combustion (Organic Content)	Each	5	150.00	\$ 750.00
ENGINEERING SERVICES					
5.1	Prepare Geotechnical Report with Typed Boring Logs and Location Plan	Lump Sum	1	7,000.00	\$ 7,000.00
5.2	Senior Geotechnical Engineer to Attend Pre-Boring Meeting at Lake County DOT Office	Hour	4.0	200.00	\$ 800.00
	ESTIMATED TOTAL				\$ 76,093.00
	RECOMMENDED BUDGET				\$ 76,100.00



TESTING SERVICE CORPORATION

GENERAL CONDITIONS

Geotechnical and Construction Services

1. PARTIES AND SCOPE OF WORK: If Client is ordering the services on behalf of another, Client represents and warrants that Client is the duly authorized agent of said party for the purpose of ordering and directing said services, and in such case the term "Client" shall also include the principal for whom the services are being performed. Prices quoted and charged by TSC for its services are predicated on the conditions and the allocations of risks and obligations expressed in these General Conditions. Unless otherwise stated in writing, Client assumes sole responsibility for determining whether the quantity and the nature of the services ordered by Client are adequate and sufficient for Client's intended purpose. Unless otherwise expressly assumed in writing, TSC's services are provided exclusively for client. TSC shall have no duty or obligation other than those duties and obligations expressly set forth in this Agreement. TSC shall have no duty to any third party. Client shall communicate these General Conditions to each and every party to whom the Client transmits any report prepared by TSC. Ordering services from TSC shall constitute acceptance of TSC's proposal and these General Conditions.

2. SCHEDULING OF SERVICES: The services set forth in this Agreement will be accomplished in a timely and workmanlike manner. If TSC is required to delay any part of its services to accommodate the requests or requirements of Client, regulatory agencies, or third parties, or due to any cause beyond its reasonable control, Client agrees to pay such additional charges, if any, as may be applicable.

3. ACCESS TO SITE: TSC shall take reasonable measures and precautions to minimize damage to the site and any improvements located thereon as a result of its services or the use of its equipment; however, TSC has not included in its fee the cost of restoration of damage which may occur. If Client desires or requires TSC to restore the site to its former condition, TSC will, upon written request, perform such additional work as is necessary to do so and Client agrees to pay to TSC the cost thereof plus TSC's normal markup for overhead and profit.

4. CLIENT'S DUTY TO NOTIFY ENGINEER: Client represents and warrants that Client has advised TSC of any known or suspected hazardous materials, utility lines and underground structures at any site at which TSC is to perform services under this Agreement. Unless otherwise agreed in writing, TSC's responsibility with respect to underground utility locations is to contact the Illinois Joint Utility Locating Information for Excavators for the location of public, but not private, utilities.

5. DISCOVERY OF POLLUTANTS: TSC's services shall not include investigation for hazardous materials as defined by the Resource Conservation Recovery Act, 42 U.S.C. § 6901, et seq., as amended ("RCRA") or by any state or Federal statute or regulation. In the event that hazardous materials are discovered and identified by TSC, TSC's sole duty shall be to notify Client.

6. MONITORING: If this Agreement includes testing construction materials or observing any aspect of construction of improvements, Client's construction personnel will verify that the pad is properly located and sized to meet Client's projected building loads. Client shall cause all tests and inspections of the site, materials and work to be timely and properly performed in accordance with the plans, specifications, contract documents, and TSC's recommendations. No claims for loss, damage or injury shall be brought against TSC unless all tests and inspections have been so performed and unless TSC's recommendations have been followed.

TSC's services shall not include determining or implementing the means, methods, techniques or procedures of work done by the contractor(s) being monitored or whose work is being tested. TSC's services shall not include the authority to accept or reject work or to in any manner supervise the work of any contractor. TSC's services or failure to

perform same shall not in any way operate or excuse any contractor from the performance of its work in accordance with its contract. "Contractor" as used herein shall include subcontractors, suppliers, architects, engineers and construction managers.

Information obtained from borings, observations and analyses of sample materials shall be reported in formats considered appropriate by TSC unless directed otherwise by Client. Such information is considered evidence, but any inference or conclusion based thereon is, necessarily, an opinion also based on engineering judgment and shall not be construed as a representation of fact. Subsurface conditions may not be uniform throughout an entire site and ground water levels may fluctuate due to climatic and other variations. Construction materials may vary from the samples taken. Unless otherwise agreed in writing, the procedures employed by TSC are not designed to detect intentional concealment or misrepresentation of facts by others.

7. DOCUMENTS AND SAMPLES: Client is granted an exclusive license to use findings and reports prepared and issued by TSC and any sub-consultants pursuant to this Agreement for the purpose set forth in TSC's proposal provided that TSC has received payment in full for its services. TSC and, if applicable, its sub-consultant, retain all copyright and ownership interests in the reports, boring logs, maps, field data, field notes, laboratory test data and similar documents, and the ownership and freedom to use all data generated by it for any purpose. Unless otherwise agreed in writing, test specimens or samples will be disposed immediately upon completion of the test. All drilling samples or specimens will be disposed sixty (60) days after submission of TSC's report.

8. TERMINATION: TSC's obligation to provide services may be terminated by either party upon (7) seven days prior written notice. In the event of termination of TSC's services, TSC shall be compensated by Client for all services performed up to and including the termination date, including reimbursable expenses. The terms and conditions of these General Conditions shall survive the termination of TSC's obligation to provide services.

9. PAYMENT: Client shall be invoiced periodically for services performed. Client agrees to pay each invoice within thirty (30) days of its receipt. Client further agrees to pay interest on all amounts invoiced and not paid or objected to in writing for valid cause within sixty (60) days at the rate of twelve (12%) per annum (or the maximum interest rate permitted by applicable law, whichever is the lesser) until paid and TSC's costs of collection of such accounts, including court costs and reasonable attorney's fees.

10. WARRANTY: TSC's professional services will be performed, its findings obtained and its reports prepared in accordance with these General Conditions and with generally accepted principles and practices. In performing its professional services, TSC will use that degree of care and skill ordinarily exercised under similar circumstances by members of its profession. In performing physical work in pursuit of its professional services, TSC will use that degree of care and skill ordinarily used under similar circumstances. This warranty is in lieu of all other warranties or representations, either express or implied. Statements made in TSC reports are opinions based upon engineering judgment and are not to be construed as representations of fact.

Should TSC or any of its employees be found to have been negligent in performing professional services or to have made and breached any express or implied warranty, representation or contract, Client, all parties claiming through Client and all parties claiming to have in any way relied upon TSC's services or work agree that the maximum aggregate amount of damages for which TSC, its officers, employees and agents shall be liable is limited to \$50,000 or the total amount of the fee paid to TSC for its services performed with respect to the project, whichever amount is greater.

In the event Client is unwilling or unable to limit the damages for which TSC may be liable in accordance with the provisions set forth in the preceding paragraph, upon written request of Client received within five days of Client's acceptance of TSC's proposal together with payment of an additional fee in the amount of 5% of TSC's estimated cost for its services (to be adjusted to 5% of the amount actually billed by TSC for its services on the project at time of completion), the limit on damages shall be increased to \$500,000 or the amount of TSC's fee, whichever is the greater. This charge is not to be construed as being a charge for insurance of any type, but is increased consideration for the exposure to an award of greater damages.

11. INDEMNITY: Subject to the provisions set forth herein, TSC and Client hereby agree to indemnify and hold harmless each other and their respective shareholders, directors, officers, partners, employees, agents, subsidiaries and division (and each of their heirs, successors, and assigns) from any and all claims, demands, liabilities, suits, causes of action, judgments, costs and expenses, including reasonable attorneys' fees, arising, or allegedly arising, from personal injury, including death, property damage, including loss of use thereof, due in any manner to the negligence of either of them or their agents or employees or independent contractors. In the event both TSC and Client are found to be negligent or at fault, then any liability shall be apportioned between them pursuant to their pro rata share of negligence or fault. TSC and Client further agree that their liability to any third party shall, to the extent permitted by law, be several and not joint. The liability of TSC under this provision shall not exceed the policy limits of insurance carried by TSC. Neither TSC nor Client shall be bound under this indemnity agreement to liability determined in a proceeding in which it did not participate represented by its own independent counsel. The indemnities provided hereunder shall not terminate upon the termination or expiration of this Agreement, but may be modified to the extent of any waiver of subrogation agreed to by TSC and paid for by Client.

12. SUBPOENAS: TSC's employees shall not be retained as expert witnesses except by separate, written agreement. Client agrees to pay TSC pursuant to TSC's then current fee schedule for any TSC employee(s) subpoenaed by any party as an occurrence witness as a result of TSC's services.

13. OTHER AGREEMENTS: TSC shall not be bound by any provision or agreement (i) requiring or providing for arbitration of disputes or controversies arising out of this Agreement or its performance, (ii) wherein TSC waives any rights to a mechanics lien or surety bond claim; (iii) that conditions TSC's right to receive payment for its services upon payment to Client by any third party or (iv) that requires TSC to indemnify any party beyond its own negligence. These General Conditions are notice, where required, that TSC shall file a lien whenever necessary to collect past due amounts. This Agreement contains the entire understanding between the parties. Unless expressly accepted by TSC in writing prior to delivery of TSC's services, Client shall not add any conditions or impose conditions which are in conflict with those contained herein, and no such additional or conflicting terms shall be binding upon TSC. The unenforceability or invalidity of any provision or provisions shall not render any other provision or provisions unenforceable or invalid. This Agreement shall be construed and enforced in accordance with the laws of the State of Illinois. In the event of a dispute arising out of or relating to the performance of this Agreement, the breach thereof or TSC's services, the parties agree to try in good faith to settle the dispute by mediation under the Construction Industry Mediation Rules of the American Arbitration Association as a condition precedent to filing any demand for arbitration, or any petition or complaint with any court. Paragraph headings are for convenience only and shall not be construed as limiting the meaning of the provisions contained in these General Conditions.

PROJECT DATA SHEET**TESTING SERVICE CORPORATION**

General Information: _____

Project Name: _____

Project Address: _____

City/State/Zip: _____

County: _____

Project Manager: _____

Email: _____

Telephone: _____

Site Contact: _____

Email: _____

Telephone: _____

Send Invoice to: _____

Purchase Order Number: _____

Attention: _____

Company: _____

Address: _____

City/State/Zip: _____

Email: _____

Telephone: _____

Cell Phone: _____

If waivers are required, please provide the Owner's
name here _____

IMPORTANT NOTES: _____

Completed by: _____

Signature: _____

Name: _____

Date: _____

Distribute Reports as Follows:

Name: _____

Company: _____

Address: _____

City/State/Zip: _____

Email: _____

Telephone: _____

Cell Phone: _____

Name: _____

Company: _____

Address: _____

City/State/Zip: _____

Email: _____

Telephone: _____

Name: _____

Company: _____

Address: _____

City/State/Zip: _____

Email: _____

Telephone: _____

Name: _____

Company: _____

Address: _____

City/State/Zip: _____

Email: _____

Telephone: _____

Scope of Work



PROJECT SUMMARY

Project Name: Cedar Lake Road SUE Study

ASE Proposal No. 225027

Owner: Lake County DOT

Date: April 18, 2025

Agent: V3

Revision Date: June 5, 2025

2nd Revision Date: August 1, 2025

Project Description – ASE will provide professional services including various Subsurface Utility Engineering (SUE) services along Cedar Lake Road.

Project Location – The project is located along Cedar Lake Road from IL 60 to IL 120.

Project Limits – The SUE Quality Level B limits are as follows:

- Along Cedar Lake Road from centerline to east right-of-way (ROW)
- At IL 120, extend 500 feet to the north, east and west of the intersection
- At Townline Road, extend 1,500 feet east and west of the intersection, as well as 1,000 feet north and south of Townline Road
- At IL 60, extend 500 feet south, east and west of the intersection

GENERAL CONDITIONS AND SCOPE ASSUMPTIONS

1. All previous and relevant survey information, such as Preliminary Surveys and construction plans, if available, will be provided to ASE at no cost prior to starting the work.
2. Subsurface Utility Engineering (SUE) standards referred to within this scope of work are in accordance with the CI/ASCE 38-22 Standard Guideline for Investigating and Documenting Existing Utilities.
3. American Surveying & Engineering shall not be responsible for any erroneous or missing information provided by underground utility providers.
4. Owner/Agent will provide a Letter of Introduction to facilitate field operations.
5. Hazardous Waste sites designated as requiring protective equipment of "Class D" or greater will not be entered unless provided for otherwise in the Scope of Work Tasks.
6. American Surveying & Engineering is not signatory to any organized labor agreements. We will not provide services in any capacity where labor disputes may exist. We will not be responsible for costs or delays associated with labor disputes relevant to work on this project.
7. Field work performed on this project is subject to the vagaries of weather. In the event weather impairs our ability to perform any specified professional services, we will contact the Owner/Agent to determine changes in schedule or cost. No additional work will be performed until the Owner/Agent has reviewed and approved a revised cost or schedule.
8. If additional permit fees are required for access, we will contact the agent before proceeding.
9. This proposal is based on our assumption that 10 SUE Quality Level A test holes will be necessary, with 3 of them being in the pavement.

10. SUE Quality Level A test holes will be billed at the following rates.
 - a. Location holes 0-3.00 feet in depth will be billed at \$1,849.00 per hole.
 - b. Location holes 3.01-6.00 feet in depth will be billed at \$2,440.00 per hole.
 - c. Location holes 6.01-12.00 feet in depth will be billed at \$3,485.00 per hole.
 - d. Location holes 12.01-18.00 feet in depth will be billed at \$4,423.00 per hole.
 - e. Location holes 18.01 feet and over will be billed on an hourly rate.
11. This proposal assumes 46,600 linear feet of SUE Quality Level B. The cost of designating, surveying, and mapping SUE Quality Level B is \$2.99 per linear foot. **ASE invoices for actual amount of Quality Level B located.**
12. The SUE Quality Level B and SUE Quality Level A rates do not include professional service support hours. Those are included in the CECS form.
13. ASE will commence work within 10 days of the Notice to Proceed.
14. This SOW shall become part of the contract between Owner/Agent and ASE.

PROPOSED TASKS

1. Administration
 - 1.1. Meetings with Owner or Agent, including in-house meetings. Progress Reports, scheduling, invoicing and other project administrative tasks.
 - 1.2. Technical direction of staff
 - 1.3. Project Management, resource coordination.
2. Document Compilation
 - 2.1. Obtain relevant project documents from Owner/Agent and Courthouse.
 - 2.2. Compile, review and index information.
 - 2.3. Prepare compiled information for field and office tasks.
 - 2.4. Project Meetings
3. Horizontal and Vertical Control – Horizontal Control will use NAD 83 IL East Zone State Plane Coordinates – Vertical Control will GPS derived NAVD88 values.
 - 3.1. Search and reconnaissance for record control points. Recover and verify previous control points.
 - 3.2. Set additional control points for Data Collection.
 - 3.3. Traverse/GPS/level through found monuments to establish primary control.
 - 3.4. Office calculations, adjustment, tabulations of coordinates.
4. Subsurface Utility Engineering
 - 4.1. SUE Quality Level D
 - 4.1.1. Research and review existing utility information. JULIE Design locates will be requested.
 - 4.1.2. Request Atlas information from One-Call systems (JULIE). It is typically 30 days to receive all Atlases.
 - 4.2. SUE Quality Level C – ASE assumes that sanitary sewer and storm sewer information will be captured during project survey by others. ASE will not capture sewer information nor produce CADD drawing of the information.

- 4.2.1. This task, when required, consists of the data acquisition of Sanitary Sewer, Storm Sewer, and other utility structures to develop surface and utility pipe locations & elevations
- 4.2.2. A structure data sheet detailing the structure type and information will be recorded in the field and provided to the client.
Structures that are locked, blocked, or full of debris will prevent data acquisition.
Manholes or vaults filled with water will not be pumped.
- 4.2.3. Designated Quality level SUE C utilities are drawn in a coordinate correct CADD model file environment for distribution to the client.
- 4.3. SUE Quality Level B (Estimated 46,600 linear feet of SUE Quality Level B designating)
 - 4.3.1. SUE Quality Level B information will be collected via applicable Radio Frequency (RF) geophysical techniques. When requested, and applicable, Ground Penetrating RADAR (GPR) technology is employed at separate unit rates.
 - 4.3.2. Ground conditions, utility type and depth may prevent the acquisition of the utility information. This may result in inaccurate utility locates. Utilities will be located to the best extent via the locating methods available. SUE Quality Level B information does not provide elevation information.
 - 4.3.3. Approximate utility depths, when available using RF technologies and found field conditions, will be captured and included with the SUE Quality Level B information.
 - 4.3.4. Designated SUE Quality Level B utilities are drawn in a coordinate correct CADD model file environment for distribution to the client.
 - 4.3.5. Approximate utility conduit element sizes will be included with the SUE Quality Level B CADD file elements.
- 4.4. SUE Quality Level A Test Holes (estimated 10 SUE Quality Level A test holes)
 - 4.4.1. Obtain Dig tickets as required for SUE Quality Level A Test Holes. Obtain IDOT Permits.
 - 4.4.2. Perform Hydro or Air vac excavation to expose specified utilities for accurate depiction of the utility location and subsequent backfill with excavation spoils or sand (billed as direct unit cost).
 - 4.4.3. Obtain X, Y, Z coordinates of top of utility locations and ground elevation.
 - 4.4.4. Provide a Test Hole Data Sheet for each SUE Quality Level A Test Hole.
- 4.5. Final Review and SUE Report
 - 4.5.1. ASE will prepare a final SUE Report in accordance with ASCE 38-22 standards. The report will include the results, SUE plan sheets, and the report narrative per the ASCE 38-22 requirements.
5. QA/QC
 - 5.1. Review contract documents and survey requirements to verify ASE project QA/QC requirements.
 - 5.2. Periodic project review to ensure compliance with policy and contract documents.

DELIVERABLES

- SUE Data will be delivered in a geo-referenced ORD file in IL State Plane Coordinates containing the existing underground utilities located, exposed, etc.
- PDF of any field drawings illustrating location of vacuum excavations, including any field notes.

- Raw survey data (.CVS file of all points)
- Survey field book (PDF)
- Final SUE Sheets and Report.

DIRECT COST ITEMS

- A. Traffic control – assume \$1,760 per day – Assume 10 days
- B. SUE Quality Level A Test Hole 0-3.00 feet in depth billed at \$1,849.00 per hole. Assume 0
- C. SUE Quality Level A Test Hole 3.01-6.00 feet in depth bill at \$2,440.00 per hole. Assume 2
- D. SUE Quality Level A Test Hole 6.01-12.00 feet in depth billed at \$3,485.00 per hole. Assume 5
- E. SUE Quality Level A Test Hole 12.01-18.00 feet in depth billed at \$4,423.00 per hole. Assume 3
- F. SUE Quality Level A Test Hole 18.01 feet and over will be billed on an hourly rate. Assume 0
- G. Coring – Less than 6” of pavement - \$386
- H. Coring – 6-18” in pavement - \$579 per core – Assume 3
- I. Backfill – \$50 per hole – Assume 0.
- J. Bonds - \$100 each (IDOT only) – Assume 1
- K. SUE Quality Level B Designating bill at \$2.99 per linear foot. Assume 46,600 linear feet.

ITEMS SUPPLIED BY OTHERS

- A. Record plans, including any previous survey information (if available).
- B. Any pertinent site information including, but not limited to, previous horizontal and vertical survey control survey information, boundary surveys, existing aerial photography, Right-of-Way plans, centerline alignment, construction plans and plats of highway will be furnished to ASE, at no cost to ASE, prior to commencement of field operations.
- C. Permission and access to closed or locked areas requiring access to complete the survey.
- D. Letter of Introduction and written authorization for access to subject property for ASE’s services on subject site.



PROJECT: Cedar Lake Road SUE Study

LOCATION: Lake County
CLIENT: V3PROPOSAL No.: 225027
DATE: 8/1/2025

TASK 1.0 Administration		Man Hours																					
ITEM	Description	PIC	PM	P S/E 4	P S/E 3	P S/E 2	P S/E 1	CADD	ST4	ST3	ST2	ST1	ROW 4	ROW 3	ROW2	ROW 1	SUE 4	SUE 3	SUE 2	SUE 1	A/C 3	A/C 2	TOTAL
1.1	Meetings, reports, scheduling, etc.		2																		1		3
1.2	Technical Direction of Staff		2																				2
1.3	Project management & coordination		2																				2
1.4																							0
1.5																							0
1.6																							0
1.7																							0
1.8																							0
1.9																							0
TOTAL HOURS		0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	7

TASK 2.0 Data Compilation		Man Hours																					
ITEM	Description	PIC	PM	P S/E 4	P S/E 3	P S/E 2	P S/E 1	CADD	ST4	ST3	ST2	ST1	ROW 4	ROW 3	ROW2	ROW 1	SUE 4	SUE 3	SUE 2	SUE 1	A/C 3	A/C 2	TOTAL
2.1	Retrieve Existing Survey information		2		4																		6
2.2	Compile & Review data		2		4																		6
2.3	Catalog and transfer to field		2		4																		6
2.4	Project Meetings		4		8		8										8						28
2.5																							0
2.6																							0
2.7																							0
2.8																							0
2.9																							0
	TOTAL HOURS	0	10	0	20	0	8	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	46

TASK 3.0 Horizontal & Vertical Control		Man Hours																					
ITEM	Description	PIC	PM	P S/E 4	P S/E 3	P S/E 2	P S/E 1	CADD	ST4	ST3	ST2	ST1	ROW 4	ROW 3	ROW2	ROW 1	SUE 4	SUE 3	SUE 2	SUE 1	A/C 3	A/C 2	TOTAL
3.1	Recon & locate existing monuments																	4	4				8
3.2	Set additional control points																	4	4				8
3.3	Traverse/GPS																	2	2				4
3.4	Office Calcs		2		4																		6
3.5																							0
3.6																							0
3.7																							0
3.8																							0
3.9																							0
	TOTAL HOURS	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	10	10	0	0	0	26

TASK 4.0 Subsurface Utility Engineering		Man Hours																					
ITEM	Description	PIC	PM	P S/E 4	P S/E 3	P S/E 2	P S/E 1	CADD	ST4	ST3	ST2	ST1	ROW 4	ROW 3	ROW2	ROW 1	SUE 4	SUE 3	SUE 2	SUE 1	A/C 3	A/C 2	TOTAL
4.1	SUE QL D		2		4		10										6						22
4.2	SUE QLC																						0
4.3	SUE QL B		2		4		6										6						18
4.4	SUE QL A		2		6		10										6						24
4.5	Final Review & SUE Report		2		8		10										5						25
4.6																							0
4.7																							0
4.8																							0
4.9																							0
	TOTAL HOURS	0	8	0	22	0	36	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	89

PROJECT: Cedar Lake Road SUE Study
LOCATION: Lake County
CLIENT: V3PROPOSAL No.: 225027
DATE: 8/1/2025

TASK 5.0 QA/QC		Man Hours																					
ITEM	Description	PIC	PM	P S/E 4	P S/E 3	P S/E 2	P S/E 1	CADD	ST4	ST3	ST2	ST1	ROW 4	ROW 3	ROW2	ROW 1	SUE 4	SUE 3	SUE 2	SUE 1	A/C 3	A/C 2	TOTAL
5.1	Project QA/QC		2																				2
5.2	Periodic Project review		3																				3
5.3	Final review and report		2																				2
5.4																							0
5.5																							0
5.6																							0
5.7																							0
5.8																							0
5.9																							0
	TOTAL HOURS	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7



PROJECT: Cedar Lake Road SUE Study

LOCATION: Lake County

CLIENT: V3

PROPOSAL No. : 225027

DATE: 8/1/2025

SUMMARY OF TASKS												MANHOURS											
TASK	PIC	PM	P S/E 4	P S/E 3	P S/E 2	P S/E 1	CADD	ST4	ST3	ST2	ST1	ROW 4	ROW 3	ROW2	ROW 1	SUE 4	SUE 3	SUE 2	SUE 1	A/C 3	A/C 2	TOTAL	
1.0 Administration	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	7	
2.0 Data Compilation	0	10	0	20	0	8	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	46	
3.0 Horizontal & Vertical Control	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	10	10	0	0	0	26	
4.0 Subsurface Utility Engineering	0	8	0	22	0	36	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	89	
5.0 QA/QC	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hours	0	33	0	46	0	44	0	0	0	0	0	0	0	0	0	31	10	10	0	1	0	175	

PAYROLL ESCALATION TABLE
FIXED RAISES

FIRM NAME
PRIME/SUPPLEMENT
Prepared By
Work Order #(if applicable)

AMERICAN SURVEYING & ENGINEERING,
PRIME
DW

DATE	08/01/25
PTB-ITEM#	0

CONTRACT TERM	12	MONTHS
START DATE	9/9/2025	
RAISE DATE	1/1/2026	
END DATE	9/9/2026	

OVERHEAD RATE	178.20%
COMPLEXITY FACTOR	0
% OF RAISE	3%
CURRENT SALARY CAP	\$90.00

ESCALATION PER YEAR

year	First date	Last date	Months	% of Contract
0	9/9/2025	1/1/2026	4	33.33%
1	1/2/2026	9/1/2026	8	68.67%

The total escalation = 2.00%

PAYROLL RATES

FIRM NAME AMERICAN SURVEYING & ENGINE
PRIME/SUPPLEMENT PRIME
PTB-ITEM # 0
Work Order # 0

DATE 08/01/25

ESCALATION FACTOR 2.00%

JOB SPECIFIC - Classifications and Average Payrates need to match current payrolls submitted to the Department.
WORK ORDERS - Classifications and Average Payrates need to match the master work order agreement.

CLASSIFICATION	DEPARTMENT	CALCULATED
	AVG. PAYROLL RATES	RATE
	ON FILE	(\$90.00 CAP)
PRINCIPAL IN CHARGE	\$89.44	\$90.00
PROJECT MANAGER	\$85.73	\$87.44
PROJECT SURVEYOR/ENGINEER	\$81.07	\$82.69
PROJECT SURVEYOR/ENGINEER	\$68.91	\$70.29
PROJECT SURVEYOR/ENGINEER	\$52.27	\$53.32
PROJECT SURVEYOR/ENGINEER	\$40.50	\$41.31
CADD TECHNICIANS	\$46.89	\$47.83
ENGINEERING/SURVEY TECHNICI	\$68.10	\$69.46
ENGINEERING/SURVEY TECHNICI	\$45.10	\$46.00
ENGINEERING/SURVEY TECHNICI	\$33.83	\$34.51
ENGINEERING/SURVEY TECHNICI	\$24.38	\$24.87
RIGHT-OF-WAY SPECIALIST 4	\$64.74	\$66.03
RIGHT-OF-WAY SPECIALIST 3	\$48.00	\$48.96
RIGHT-OF-WAY SPECIALIST 2	\$36.00	\$36.72
RIGHT-OF-WAY SPECIALIST 1	\$23.56	\$24.03
SUBSURFACE UTILITY ENGINEER	\$52.00	\$53.04
SUBSURFACE UTILITY ENGINEER	\$46.34	\$47.27
SUBSURFACE UTILITY ENGINEER	\$32.41	\$33.06
SUBSURFACE UTILITY ENGINEER	\$24.38	\$24.87
ADMINISTRATIVE/CLERICAL 3	\$33.40	\$34.07
ADMINISTRATIVE/CLERICAL 2	\$22.35	\$22.80

COST PLUS FIXED FEE

FIRM	AMERICAN SURVEYING & ENGINEERING, LTD.		DATE	08/01/25
PTB-ITEM #	0	OVERHEAD RATE	178.20%	
PRIME/SUPPLEMENT	PRIME	COMPLEXITY FACTOR	0	
Work Order #	0			

[illegible]

Department use only

PR + OH = \$28,983

PR+OH+DC+FF = \$227,183

DBE % = 100%

Phase III = \$0

AMERICAN SURVEYING & ENGINEERING, LTD.

Work Order #

0

SHEET 1 OF 5

TOTALS

FIRM NAME	AMERICAN SURVEYING & ENGINEERING, LTD.
PRIME/SUPPLEMENT	PRIME
PTB-ITEM #	0
Work Order #	DW

Date: 08/01/25

[illegible]



222 Northfield Road · Suite 201· Northfield, IL 60093
Telephone: 847.251.5800 | Facsimile: 847.868.9620
www.santacruz-associates.com

Providing Right-of-Way Acquisition services since 1992

PROPOSAL FOR LAND ACQUISITION SERVICES

Cedar Lake Road (from IL 60 to IL 120) V3 Companies for the benefit of Lake County Division of Transportation

Santacruz Land Acquisitions specializes in negotiating and acquiring parcels of land for right-of-way use by governmental bodies in roadway construction and other public infrastructure projects. Founded in 1992, we have been helping our clients acquire right-of-way on budget and in a timely manner to keep their projects on schedule. We have worked extensively with the Illinois Department of Transportation (IDOT), the Illinois State Toll Highway Authority (ISTHA), Cook County, Lake County, Will County and other local municipalities in facilitating property owners through the acquisition process with great success.

Having extensive experience with right of way projects, we understand the importance of keeping on schedule. On-time lettings gives the Lake County Division of Transportation, the Local Public Agency ("LPA") the best use of its resources and strengthens the efficiencies in the implementation of its roadway improvement program. To achieve your goals, it is critical that your land acquisition consultant understands the importance and addresses three critical issues in your acquisition of right of way:

- Deliver the right of way on-time to meet the letting.
- Manage the acquisition risks, including the cost of condemnation litigation.
- Compliance with land acquisition policies and procedures and FWA policies that affect the certification and funding of your project.

Santacruz Land Acquisitions ("Santacruz") will work with the staff for the LPA and/or, V3 Companies, Engineer for the LPA, ("Consultant") to develop a land acquisition plan for the reconstruction of Cedar Lake Road (from IL 60 to IL 120) (the "Project") to assure that the goals are met.

Santacruz Land Acquisitions is certified as a Disadvantaged Business Enterprise (DBE) by the State of Illinois, Department of Transportation and a Minority Business Enterprise (MBE) with the City of Chicago and Cook County.

COMPENSATION

Santacruz shall be entitled to compensation, based on **thirty (30)** projected parcels of right-of-way, on a per parcel basis, as follows:

APPRAISALS:	\$111,000.00
NEGOTIATIONS:	\$108,000.00

In fulfillment of its project management responsibilities, Santacruz will attend and/or participate in meetings and conference calls for consultations on the project. This will include, without limitation, kick-off meetings, planning discussions, project strategy development and review of parcels with acquisition challenges.

Santacruz shall invoice the LPA or Consultant for any fees and charges related to the acquisitions including, without limitation, (i) the cost of the later date title commitments, (ii) the cost of title insurance policies obtained on the parcels to be acquired, (iii) the cost of recording any necessary documents to complete the conveyance and obtain clear title, (iv) lender's fees related to the processing of any partial releases needed to provide clear title, and (v) land trustee processing

fees. Santacruz shall include **\$800.00** per parcel towards the payment of these charges. Santacruz shall pay any such fees and charges in excess of the **\$800.00** per parcel allowance for which Santacruz Land Acquisitions shall be entitled to additional compensation in the amount of any such payments pursuant to a separate work order issued.

Based on the projected total number of parcels of right-of-way to be acquired for the Project, the land acquisition negotiation services provided herein are offered at a cost not to exceed **\$244,000.00** as follows:

Land Acquisition Services	\$219,000.00
Project Management Services	\$1,000.00
Estimated Direct Billable Expenses	\$24,000.00

OPTIONAL ASSISTANCE WITH EARLY VALUATION ASSISTANCE

Valuation Assistance for County Board Appropriation Ordinance. Santacruz shall provide an estimate of the ROW acquisitions costs including damages to be used for the Appropriation Ordinance to be passed by the County Board for the project.

\$6,000.00

The pricing on this proposal shall be good for twelve months from the date of this proposal: July 31, 2025.

See attached for Scope of Services and Team resumes.

We look forward to the opportunity of serving you on this project. If you have any questions, do not hesitate to contact Javier Steve Santacruz at 847-868-9620 or via email at javier@santacruz-associates.com.

Sincerely,



Javier Steve Santacruz

Accepted this ____ day of _____, 2025
V3 Companies, Inc.

By: _____
Its: _____

PRICING SCHEDULE

Appraisal Services (per parcel)

Appraisals	\$3,700.00
Revision to appraisal due to change in ROW or plans ¹	\$1,800.00 - \$3,700.00

Negotiation Services (per parcel)

Negotiation and acquisition services for Right of Way including, without limitation, documentation of conveyance of property interest	\$3,600.00
Additional negotiations due to change in ownership or plans ¹	\$1,800.00 - \$3,600.00

Witness Services (if applicable)

Rate for each ½ day in pretrial conference or in court for Negotiator ¹	\$1,000.00
Rate for each ½ day in pretrial conference or in court for Appraiser ¹	\$1,000.00
Hourly rate for consultation not otherwise specifically provided for herein	\$250.00

Title Services (if applicable)

Later date commitment – In addition to actual recording costs	
+ Administrative fee	\$25.00
Title insurance policies – In addition to actual recording costs	
+ Administrative fee	\$25.00
Recording of Documents – In addition to actual recording costs	
+ Administrative fee	\$25.00
Copies of recorded documents – In addition to actual copying costs & research fees	
+ Administrative fee	\$25.00

OPTIONAL SERVICE: Valuation Assistance for ROW Joint Agreement (per parcel)

Valuation estimate	\$200.00
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¹ Requires supplemental work order.

LAND ACQUISITION SCOPE OF SERVICES

Santacruz Land Acquisitions ("SLA") shall provide Right-of-Way Acquisition Services as follows:

- Project Management
- Early Valuation for assistance with appropriation purposes
- Appraisals
- Negotiations

All services shall be performed at the direction of the County and in accordance with the policies and procedures of IDOT, as applicable, the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 ("Uniform Act"), as amended (49 CFR Part 24), the Illinois Eminent Domain Act (735 ILCS 30) ("Eminent Domain Act"), and the Illinois Code of Civil Procedure ("Code of Civil Procedure").

- **Early Valuation Assistance.** During Phase 1 of project development, SLA shall provide an estimate of the ROW acquisitions costs including damages to be used for the appropriation process.
- **Notice to Proceed.** Our services start after authorization to proceed from the Lake County Division of Transportation (LCDOT) and/or V3 Companies (Consultant).
- **Kick-off Meeting.** SLA will meet with LPA and Consultant to discuss the Project, identify issues and develop any necessary strategies to assure the timely completion of the Project.
- **Delivery and Review of Project Information.** LCDOT or Consultant will provide SLA with plats of highway, legal descriptions, the most recent title commitments and any other pertinent information regarding the property owner for each parcel assigned for acquisition. In addition, LCDOT or Consultant will also provide SLA with a set of project plans, including, (i) plan and profile, (ii) drainage and utilities, (iii) pavement markings and (iv) cross sections.
- **Introductory Notice to Owners.** The appraiser will notify the property owner of the proposed taking and will invite the property owner to be present during the inspection by the appraiser.
- **Appraisal.** The appraiser shall make a detailed inspection of the properties and make such investigations and studies as are consistent with industry standard and necessary to derive sound conclusions for the preparation of appraisal reports. As necessitated by a change of ownership, a revision to the right of way or for condemnation purposes, SLA will furnish and deliver updated appraisals pursuant to a separate or supplemental work order. Appraisals will provide a value of the whole consistent with the policy of LCDOT.
- **Negotiation and Acquisition.** SLA shall commence negotiations after approval by LCDOT of the appraisals and the amount of just compensation to be offered to the property owner.
 - Before contacting the property owner, SLA will prepare and send an introductory letter to the property owner on the LCDOT's letterhead.
 - SLA will present the property owner with an offer package, which shall contain the Offer to Purchase and other documents to assist the property owner with reviewing the right-of-way request.
 - SLA will make all reasonable efforts to complete the acquisition of the right-of-way from the property owner.
 - SLA will not have any authority to determine administrative settlements. SLA will consult with LCDOT for approval of any counter offers and upon acceptance by LCDOT of any such counter-offer, SLA will prepare the necessary documentation for administrative settlement.
 - SLA will review the title commitment provided for each parcel to determine the liens and encumbrances that will need to be addressed in order to complete the acquisition process for LCDOT.

- If, during its discussions with the property owner, errors in the plans are discovered or the property owner requests design changes, SLA will immediately notify LCDOT and Consultant with this information. At any time during negotiations for situations involving design changes, errors in plans or for any other reason, if requested by LCDOT or Consultant, SLA will cease negotiations on certain parcels until corrected information or further instruction is provided to SLA.
- Upon successful negotiations with the property owner, SLA will prepare all necessary conveyance documents in order to complete the acquisition and obtain title approval for the property. SLA will submit the completed parcel file with original conveyance documents, any documents necessary for title clearance, the Negotiator's Log documenting all negotiation activities, copies of all correspondence with the property owner, title commitments, plats, and all other documentation as required by LCDOT and IDOT (if applicable).
- **Project Management.** SLA shall appoint a Project Manager for this project. The Project Manager will provide proposed project time-line with milestones on delivery. The Project Manager will coordinate all deliverables, keep project on schedule and maintain the channels of communication with the LCDOT. The Project Manager will attend project kick-off meetings and project status meetings. In addition, when needed, the Project Manager will review construction plans and provide comments. The Project Manager shall provide QA/QC oversight for this contract. In addition to monthly status reports prepared for our clients in which we review the progress of each parcel, SLA meets on a bi-weekly basis with its production team to assure that projects are on schedule and proceeding to letting.

The paralegal team at SLA reviews every title commitment to alert the negotiator of title concerns and to prepare for title clearance. Also, all conveyance documents prepared by the paralegals are reviewed by the head paralegal and/or the negotiator. Finally, all final packages of settled or condemned parcels are compiled using QA/QC checklist and reviewed by the Project Manager to assure proper completion.

- **Condemnation Support.** SLA understands that appearances in court and/or pretrial conferences, which may include depositions, and preparation for litigation or pre-trial conferences may be required by the LCDOT so that it may complete the acquisition of the property through condemnation. In the event, after making every reasonable effort to contact and negotiate with a property owner, SLA is unable to obtain a settlement for the acquisition of the right-of-way, SLA shall refer the parcel to the LCDOT for acquisition by condemnation.

In such case, at the request of LCDOT or its trial counsel, the Appraiser assigned to appraise the parcel shall make any such appearances or complete such preparation work in order to assist with this process. In addition, at the request of LCDOT or its trial counsel, the Negotiator assigned to negotiate the parcel shall make any such appearances or complete such preparation work in order to assist with this process. Such requests for trial appearances or condemnation support will be pursuant to a separate or supplemental work order.

THE TEAM

Javier Steve Santacruz – President and Project Manager

Javier has more than 25 years of experience in providing right-of-way services for a variety of governmental agencies. He has assisted in the planning of right-of-way during plan development stages, as well as worked as a right-of-way agent in the acquisition and facilitation of right-of-way necessary for the completion of a project. He has extensive experience working with the Illinois Department of Transportation and the Illinois State Toll Highway Authority gaining a thorough understanding of the policies and procedures of those agencies in meeting their right-of-way requirements. Javier has his B.S. in Accounting and a Juris Doctorate from DePaul University.

Jonathan Abplanalp – Vice President and Negotiator

Jonathan graduated from the University of Illinois with a B.S. in Architectural Studies. He has been with Santacruz since 2011 and has experience in all aspects of the land acquisition process. He is approved by IDOT – District 1 as a fee negotiator.

Dylan Santacruz – Vice President and Negotiator

Dylan graduated cum laude from Miami University in Oxford, OH where he obtained a B.S. in Business Analytics. He joined Santacruz in 2021. He is approved by IDOT – District 1 as a fee negotiator.

Agafya Gerovoy – Real Estate Paralegal

Agafya has been with Santacruz since 2017 and is realtor with extensive experience real estate and right-of-way transactions.

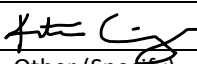
Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
Lake	V3 Companies	Lake	25-00266-03-WR

Exhibit F

Disclosure Statements, Certificate of Insurance



VENDOR CERTIFICATION FORM

Bid/RFP/SOI Number:	Section No. 25-00266-03-WR Item 3		
Vendor Name:	V3 Companies, Ltd.		
Address:	7325 Janes Avenue, Woodridge, IL 60517		
Primary Contact Name:	Kurt Corrigan, PE		
Primary Contact Email Address:	kcorrigan@v3co.com		
Primary Contact Phone Number:	847.417.0072		
Project Manager Name:	Elora Hsu, PE		
Project Manager Email Address:	Ehsu@v3co.com		
Project Manager Phone Number:	630.212.3264		
# Years in Business:	42	Number of Employees:	440
Annual Sales:	\$92,000,000.00	Dunn & Bradstreet #:	12-129-0530
Vendor Certification Statement: Please identify all of the following that apply to the ownership of this firm. This information is collected for reporting purposes only and not vendor selection. Please include a copy of the certification. (Definitions are included on the second page of Vendor Certification Form).			
	Contractor certifies as a Minority – Business Enterprise (MBE)		
	Contractor certifies as a Women Business Enterprise (WBE)		
	Contractor certifies as a Veteran-Owned (VBE) Business Enterprise		
	Contractor certifies as a Persons with Disabilities Owned Business Enterprise (PDBE)		
	Contractor certifies as a Service-Disabled Veteran-Owned (SDVBE) Business Enterprise		
	Contractor certifies as a Business Enterprise Program (BEP)		
	Contractor certifies as a Small Disadvantaged Businesses (SDB)		
	Contractor certifies as a Veteran-Owned Small Business (VOSB)		
	Local Business		
	None		
Other (Specify)			
Certification Number:			
Certified by (Agency):			

I certify that this information is accurate to the best of my knowledge and that I am authorized to provide this information on behalf of my company.



Signature, Title

Kurt Corrigan, Vice President

Printed Name, Title

August 4, 2025

Date



Vendor Certification Definitions

- **Minority-owned business (MBE)**
A business concern which is at least 51% owned by one or more minority persons, or in the case of a corporation, at least 51% of the stock in which is owned by one or more minority persons; and the management and daily business operations of which are controlled by one or more of the minority individuals who own it.
- **Woman-owned business (WBE)**
A business which is at least 51% owned by one or more women, or, in the case of a corporation, at least 51% of the stock in which is owned by one or more women; and the management and daily business operations of which are controlled by one or more of the women who own it.
- **Veteran-owned Business Enterprise (VBE)**
A small business (i) that is at least 51 percent owned, controlled and managed by one or more Eligible Veterans or in the case of a corporation, at least 51 percent or more of the stock of which is owned, controlled and managed by one or more Eligible Veterans.
 - Eligible Veteran means a person who (i) has been either a member of the armed forces of the United States or, while a citizen of the United States, was a member of the armed forces of allies of the United States in time of hostilities with a foreign country and (ii) has served under one or more of the following conditions: (a) the veteran served a total of at least 6 months; (b) the veteran served for the duration of hostilities regardless of the length of the engagement; (c) the veteran was discharged on the basis of hardship; or (d) the veteran was released from active duty because of a service connected disability and was discharged under honorable conditions.
 - Armed forces of the United States means the United States Army, Navy, Air Force, Marine Corps, Coast Guard or service in active duty as defined under 38 U.S.C. Section 101. Service in the Merchant Marine that constitutes active duty under Section 401 of federal Public Act 95-202 shall also be considered service in the armed forces for purposes of this Division.
- **Persons with Disabilities Owned Business Enterprise (PDBE)**
A small business (i) that is at least 51 percent owned, controlled and managed by one or more Persons with a Disability; or in the case of a corporation, at least 51 percent or more of the stock of which is owned, controlled, and managed by one or more Persons with a Disability.
 - Disability or Disabled means, with respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of the individual, a record of physical or mental impairment that substantially limits one or more of the major life activities of the individual, or being regarded as an individual with a physical or mental impairment that substantially limits one or more of the major life activities of the individual.
- **Service-Disabled Veteran-owned Business Enterprise (SDVBE)**
A small business (i) that is at least 51 percent owned, controlled, and managed by one or more qualified service disabled veterans or in the case of a corporation, at least 51 percent or more of the stock of which is owned, controlled and managed by one or more Service Disabled Veterans.
 - Service-Disabled Veteran means an Eligible Veteran who has been found to have 10 percent or more service-connected disability by the United States Department of Veterans Affairs or the United States Department of Defense.
 - Service-connected disability means a disability incurred in the line of duty in the active military, naval or air service as described in 38 U.S.C. 101(16).
- **BEP – Business Enterprise Program**
Business Enterprise Program (BEP) BEP assists businesses owned by minorities, women and people with disabilities gain access to the State of Illinois procurement process. BEP certification with the State of Illinois can also open the door to opportunities with other public and private entities which are looking for diverse suppliers.
- **Small Disadvantaged Businesses (SDB)**
A Small Disadvantaged Business (SDB) is a small business owned and controlled by socially and economically disadvantaged individuals as defined by Federal Acquisition Regulation (FAR) 19.001
- **Veteran-Owned Small Business (VOSB)**
A Veteran-Owned Small Business (VOSB) is a small business that is at least 51 percent owned by one or more veterans; or, if a publicly owned business, at least 51 percent of the stock is owned by one or more veterans. Also, one or more veterans control management and daily business operations of the firm.
- **Local business**
A business that is either owned and operated with a mailing address within the boundaries of Lake County or a corporate business with at least one “brick and mortar” location within the boundaries of Lake County. No additional certification is required; however, address verification for location may be requested.



VENDOR DISCLOSURE STATEMENT

Vendor Name:	V3 Companies, Ltd.		
Address:	7325 Janes Avenue, Woodridge, IL 60517		
Contact Person:	Kurt Corrigan, PE	Contact Phone #:	847-417-0072
Bid/RFP/SOI/Contract/Renewal:	March 2025 SOQ Item 3 Section No. 25-00266-03-WR		

Vendors wishing to contract with Lake County for goods and services in an amount greater than \$30,000 shall submit this form in advance of award. This disclosure statement is not required for utility companies regulated by the Illinois Commerce Commission or local units of government. Vendors shall disclose:

- A familial relationship between a Lake County elected official, department director, deputy director and manager and owners, principals, executives, officers, account managers or other similar managerial positions of the vendor's company. Familial relationship is defined as a spouse (including civil partner), child, stepchild, parent, stepparent, grandparent, in-laws (including parent, grandparent, sibling, or child), relatives and non-relatives living in the same residence, and offspring born to any aforementioned person.
- All political campaign contributions made by the vendor or an owner, principal, executive, officer, account manager, or other similar managerial position of the vendor to any county board member, county board chair, or countywide elected official within the last five years.

If there is nothing to report in a section, please state none in the appropriate space.

FAMILIAL RELATIONSHIPS

List names and departments/agencies of Lake County employees or public officials with whom owners, principals, or officers of the vendor's company have a familial relationship and the nature of the relationship. Attach additional pages as necessary. (Provide all names or state none in the space below. Do not leave blank.)

Name and Department/Agency of Lake County Employee/Public Official	Familial Relationship
None	

CAMPAIGN CONTRIBUTIONS

List campaign contributions that have been made within the last five years that exceed \$150 annually. Attach additional pages as necessary. (Provide all names or state none in the space below. Do not leave blank.)

Recipient	Donor	Description (e.g., cash, type of item, in-kind service, etc.)	Amount/Value	Date Made
None				

Continuing disclosure is required if information changes. This Vendor Disclosure Statement form is available at www.lakecountyil.gov.

The full text of the County's Ethics and Procurement policies and ordinances are available at www.lakecountyil.gov.

I hereby acknowledge that the information above is accurate and complete, that I am an authorized signer on behalf of the vendor, that I have read and understand these disclosure requirements, and that I agree to update this information if there are any related changes by submitting a new Vendor Disclosure Statement.

Authorized Signature:		Title:	Vice President
Printed Name:	Kurt Corrigan	Date:	August 4, 2025

Vendors must insert "x" in the following box indicating exception and provide a brief narrative for exception.

☐