Illinois Department of Transportation

DRAFT

Local Public Agency Engineering Services Agreement

Using Federal Funds? ☐ Yes ☒ No

Agreement For: MFT PE

Agreement Type: Original

LOCAL PUBLIC AGENCY

Local Public Agency	County	Section Number	Job Number
Lake	Lake	25-00036-02-BR	

Project Number	Contact Name	Phone Number	Email
	Josh Wolf	(847) 377-7422	JWolf@lakecountyil.gov

SECTION PROVISIONS

Local Street/Road Name	Key Route	Length	Structure Number
Deerfield Road			049-0071

Location Termini: over Middle Fork of the North Branch of the Chicago River (MFNBCR)

Add Location | Remove Location

Project Description

Complete Phase I Preliminary Engineering Study for Deerfield Road Bridge Repair over the Middle Fork of the North Branch of the Chicago River (MFNBCR) in the Village of Deerfield and the City of Highland Park. The Lake County Division of Transportation completed a routine bridge inspection report in March 2024. The report concluded repairs are necessary for the bridge. IDOT required that a load restriction be posted on the bridge on July 23, 2025, due to the load test. The County would like Parsons to complete a Phase I Study to include a Bridge Condition Report (BCR) and Type Size and Location Plans (TSL) to determine the scope of bridge repair necessary. The Phase I Study will summarize the Preferred Bridge Improvement and directly adjacent Roadway and Non-Motorized Travel Improvements and recommend a Phase II scope for a future contract with Parsons to repair or replace the bridge. The scope of work will include Data Collection, Survey, Existing Analysis, Environmental Studies, Drainage, Utilities, Geotechnical Studies, Structural Studies, Roadway Analysis, Preliminary Engineering Study, Feasibility Study, Coordination, Quality Management, and Project Management. The following are not included in the scope: Traffic Analysis, Crash Analysis, and Aesthetics.

This Bridge Scope of Work describes the engineering services required to perform an inspection and prepare a Bridge Condition Report (BCR) for the bridge carrying Deerfield over MFNBCR [SN 049-0071] and prepare Type, Size, and Location Plans for new structure at Deerfield over MFNBCR and for 4 retaining walls (if required). The bridge carrying Deerfield Road over MFN Br. Chicago River is a single span simply support prestressed concrete deck beam bridge supported by closed concrete abutments on concrete filled metal shell piles. It was constructed circa 1962, and carries two lanes of traffic in each direction, sidewalks on each side. The bridge was designed for an MS18 live loading with an allowance for a future wearing surface of 2.4 kN/m2. The current out to out width is 19.508 meters with 3.658-meter lanes, a 1.219-meter median and 1.524-meter sidewalks. The substructure is skewed to the roadway 16 degrees and the length from back-to-back of abutments is 14.699-meters. The roadway is superelevated and on a horizontally curved alignment with a radius of 249.482-meters.

The future Phase II scope will include further detailed studies needed to plan and design the necessary improvements. Roadway, Non-Motorized Travel, and Intersection improvements are not anticipated within the corridor except on the bridge and through any profile adjustment. The project will be funded with local funds, and the work shall not be developed to be eligible for possible federal funding for engineering and construction.

Engineering Funding: ☐ MFT/TBP ☐ State ☒ Other — Lake County

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

AGREEMENT FOR

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

CONSULTANT

Prime Consultant (Firm) Name	Contact Name	Phone Number	Email
Parsons Transportation Group, Inc.	Jeffrey Hall	(312) 930-5160	Jeffrey.Hall@Parsons.com

Address	City	State	Zip Code
222 South Riverside, Suite 2450	Chicago	IL	60606

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	A full time LPA employee authorized to administer inherently governmental PROJECT activities
Contractor	Company or Companies to which the construction contract was awarded

AGREEMENT EXHIBITS

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

☒ EXHIBIT A: Scope of Services

☒ EXHIBIT B: Project Schedule

☒ EXHIBIT C: Qualification Based Selection (QBS) Checklist

☒ EXHIBIT D: Cost Estimate of Consultant Services (BLR 05513 or BLR 05514)

☐ EXHIBIT ___ : Direct Costs Check Sheet (attach BDE 436 when using Lump Sum on Specific Rate Compensation)

☒ Exhibit E: Subconsultants

☒ Exhibit F: Vendor Certification Form

☒ Exhibit G: Vendor Disclosure Statement

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: Fixed

   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 original 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
Parsons Transportation Group, Inc.	36-0982270	$552,880.00

Subconsultants	TIN/FEIN/SS Number	Agreement Amount
Jorgensen & Associates, Inc.	36-3668574	$38,224.00
GZA Geoenvironmental, Inc. DBA Huff & Huff, Inc.	36-3044842	$29,923.00
DB Sterlin Consultants, Inc.	36-4149498	$182,145.00
Wang Engineering, Inc.	36-3191909	$133,993.00
	Subconsultant Total	$384,285.00
	Prime Consultant Total	$552,880.00
	Total for all work	$937,165.00

AGREEMENT SIGNATURES

Executed by the LPA:

Attest: The County (Local Public Agency Type) of Lake (Local Public Agency)

By (Signature & Date)

By (Signature & Date)

Local Public Agency: Lake

Local Public Agency Type: County Clerk

Title

(SEAL)

Executed by the ENGINEER:

Attest:

Prime Consultant (Firm) Name: Parsons Transportation Group, Inc.

By (Signature & Date)

Jeffrey Hall, PE

Title: Project Manager, 10/17/2025

By (Signature & Date)

Joseph Catalano, PE

Title: Vice President, 10/17/2025

APPROVED:

Regional Engineer, Department of Transportation (Signature & Date)

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
Lake	Parsons Transportation Group,	Lake	25-00036-02-BR

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

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
Lake	Parsons Transportation Group,	Lake	25-00036-02-BR

EXHIBIT B
PROJECT SCHEDULE

See attached

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
Lake	Parsons Transportation Group,	Lake	25-00036-02-BR

Exhibit C
Qualification Based Selection (QBS) Checklist

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

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

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

		No	Yes
1	Do the written QBS policies and procedures discuss the initial administration (procurement, management and administration) concerning engineering and design related consultant services?	☐	☐
2	Do the written QBS policies and procedures follow the requirements as outlined in Section 5-5 and specifically Section 5-5.06 (e) of the BLRS Manual?	☐	☐
3	Was the scope of services for this project clearly defined?	☐	☐
4	Was public notice given for this project?	☐	☐
5	Do the written QBS policies and procedures cover conflicts of interest?	☐	☐
6	Do the written QBS policies and procedures use covered methods of verification for suspension and debarment?	☐	☐
7	Do the written QBS policies and procedures discuss the methods of evaluation?	☐	☐

Project Criteria	Weighting

8	Do the written QBS policies and procedures discuss the method of selection?	☐	☐

Selection committee (titles) for this project

Top three consultants ranked for this project in order	
1	
2	
3	

9	Was an estimated cost of engineering for this project developed in-house prior to contract negotiation?	☐	☐
10	Were negotiations for this project performed in accordance with federal requirements.	☐	☐
11	Were acceptable costs for this project verified?	☐	☐
12	Do the written QBS policies and procedures cover review and approving for payment, before forwarding the request for reimbursement to IDOT for further review and approval?	☐	☐
13	Do the written QBS policies and procedures cover ongoing and finalizing administration of the project (monitoring, evaluation, closing-out a contract, records retention, responsibility, remedies to violations or breaches to a contract, and resolution of disputes)?	☐	☐
14	QBS according to State requirements used?	☐	☐
15	Existing relationship used in lieu of QBS process?	☐	☐
16	LPA is a home rule community (Exempt from QBS).	☐	☐

Exhibit A

Scope of Services

Lake County Division of Transportation
Deerfield Road Bridge over Middle Fork of the North Branch of the Chicago River
Phase I Preliminary Engineering Study
Section 25-00036-02-BR
October 17, 2025

Complete Phase I Preliminary Engineering Study for Deerfield Road Bridge Repair over the Middle Fork of the North Branch of the Chicago River (MFNBCR) in the Village of Deerfield and the City of Highland Park. The Lake County Division of Transportation completed a routine bridge inspection report in March 2024. The report concluded repairs are necessary for the bridge. IDOT required that a load restriction be posted on the bridge on July 23, 2025, due to the load test. The County would like Parsons to complete a Phase I Study to include a Bridge Condition Report (BCR) and Type Size and Location Plans (TSL) to determine the scope of bridge repair necessary. The Phase I Study will summarize the Preferred Bridge Improvement and directly adjacent Roadway and Non-Motorized Travel Improvements and recommend a Phase II scope for a future contract with Parsons to repair or replace the bridge. The scope of work will include Data Collection, Survey, Existing Analysis, Environmental Studies, Drainage, Utilities, Geotechnical Studies, Structural Studies, Roadway Analysis, Preliminary Engineering Study, Feasibility Study, Coordination, Quality Management, and Project Management. The following are not included in the scope: Traffic Analysis, Crash Analysis, and Aesthetics

This Bridge Scope of Work describes the engineering services required to perform an inspection and prepare a Bridge Condition Report (BCR) for the bridge carrying Deerfield over MFNBCR [SN 049-0071] and prepare Type, Size, and Location Plans for new structure at Deerfield over MFNBCR and for 4 retaining walls (if required). The bridge carrying Deerfield Road over MFN Br. Chicago River is a single span simply support prestressed concrete deck beam bridge supported by closed concrete abutments on concrete filled metal shell piles. It was constructed circa 1962, and carries two lanes of traffic in each direction, sidewalks on each side. The bridge was designed for an MS18 live loading with an allowance for a future wearing surface of 2.4 kN/m2. The current out to out width is 19.508 meters with 3.658-meter lanes, a 1.219-meter median and 1.524-meter sidewalks. The substructure is skewed to the roadway 16 degrees and the length from back-to-back of abutments is 14.699-meters. The roadway is superelevated and on a horizontally curved alignment with a radius of 249.482-meters.

The future Phase II scope will include further detailed studies needed to plan and design the necessary improvements. Roadway, Non-Motorized Travel, and Intersection improvements are not anticipated within the corridor except on the bridge and through any profile adjustment. The project will be funded with local funds, and the work shall not be developed to be eligible for possible federal funding for engineering and construction.

1. Data Collection
    A. Request most recent Lake County aerials and Lake County GIS mapping for the study area from the County.
    B. Utilize existing plans for Deerfield over MFNBCR received from the County during scoping.
        1) 1962 Bridge Construction
        2) 2000 Bridge Rehabilitation
        3) 2017 Bridge Rehabilitation
    C. Request existing plats of highway and centerline for Deerfield Road from the County.
    D. Request existing plans, utility atlases, and previously permitted development plans for Deerfield Road from Deerfield
    E. Request existing plans, utility atlases, and previous permitted development plans for Deerfield Road from Highland Park
    F. Request historical traffic counts and projections for Deerfield at MFNBCR from the County.
    G. Perform initial field visit.
    H. Perform field visit prior to final report to update project data.
2. Survey
    A. Survey to be completed by Jorgensen in accordance with current Lake County Design Survey Procedures dated 2/22/21
    B. Survey limits are along Deerfield over MFNBCR from 100 feet west of Heather Road to 80 feet east of Millstone Road for a total of 1,300 feet. The survey will cover the entire intersections at Deerfield Road at Heather Road and Deerfield Road at Millstone Road including 150 feet down each leg of side roads to 10

feet beyond the existing ROW. Within the roadway project limits of approximately 400 feet outside of the bridge approach slabs survey will extend to 50 feet beyond the existing ROW.

C. Survey will establish the existing centerline of Deerfield Road and the existing ROW within the project limits.
D. Establish vertical and horizontal control points based on NGS geodetic survey monuments (if available) and using G.P.S. survey methods. Horizontal control will be tied, and benchmarks will be located and described. The project will be based on NAD 83(2011) and NAVD 88 datums.
E. Provide datum correlation between project survey datum with the 2017 bridge rehab plans and 2000 metric bridge plans and also the current Flood Insurance Study.
F. The topographic survey to include: structures, ground shots, roadway and shoulders, guardrails, utilities, culverts, and trees 3" and larger within the project corridor including the tree survey coordination with Huff/Huff, wetland flags, soil borings, pavement borings and storm and sanitary sewer inverts. All surveyed structures to include inverts.
G. Cross sections will be completed every 50' and at every driveway.
H. Huff & Huff will complete a tree survey for the project and Jorgensen will coordinate tree locations with tree survey.
I. Huff & Huff will complete a wetlands delineation for the project and require survey by Jorgensen
J. Wang will complete the soil borings and pavement cores and require survey by Jorgensen
K. Hydraulic stream survey is included in the scope.
    1) 4 upstream cross sections extending to outside the floodplain
    2) 4 downstream cross sections extending to outside the floodplain
L. Topographic survey will also include detail survey of the bridge structure.
    1) Detailed bridge survey at the following locations:
        a) Establish the centerline of the bridge and abutments
        b) Outline of existing bridge including barriers, joints, approach slabs, abutments, and wing walls,
        c) Bottom of east and west fascia beams at the face of abutments and at 10-foot intervals along the beam,
        d) Along the centerline of Deerfield Road, lane lines, and back of sidewalk at 10-foot intervals along the length of the bridge and approach slabs,
        e) Establish the ends of the approach slabs and back of abutments,
        f) Bearing seat elevations at the east and west abutments,
        g) Ground line along the top and bottom of existing riprap under the bridge at 10-foot intervals,
M. Prepare "MicroStation" base file of the topographic survey and provide T.I.N. County has confirmed version V8i SS10 of MicroStation and GEOPAK or OpenRoads can be used, and the chosen version will remain consistent throughout the project duration.
N. Pick up survey and updated base files and TIN model will be included as necessary in the future Phase II contract.
O. Establish and provide ties in future Phase II contract.
P. Stake proposed centerline on Deerfield Road every 100 feet in the future Phase II contract.
Q. Plats and legals are not included and will be included as necessary in the future Phase II contract once proposed ROW and temporary easements are identified.

3. <u>Existing Analysis</u>
    A. Establish existing centerline
    B. Establish existing right-of-way
    C. Establish existing property lines
    D. Update existing mapping as data is received
    E. Identify existing geometric deficiencies
    F. Crash Analysis is not included
    G. Traffic Analysis is not included
4. <u>Environmental Studies</u>
    A. Assume Categorical Exclusion
    B. Create Environmental resource map based on GIS, survey, and environmental studies.

C. Federal and MFT funding is not going to be used. IDOT Bridge Office review is anticipated. ESR scope is necessary.
    1) ESR Screening based on anticipated proposed ROW will be prepared.
    2) ESR based on ESR Screening results based on anticipated proposed ROW will be prepared.
    3) Prepare photos of buildings older than 40 years.
    4) ESR Addendum will be prepared if necessary based on revised anticipated proposed ROW.
    5) Cultural Resource Survey will be completed by IDOT.
    6) Biological Resource Survey will be completed by IDOT.

D. Huff & Huff scope of services
    1) Huff & Huff to complete Wetland and Waterway Delineation
    2) Huff & Huff to complete Wetland Report
    3) Huff & Huff to complete Preliminary Jurisdictional Determination /Boundary Verification
    4) Huff & Huff to complete Wetland Impact Evaluation based on impacts given to them calculated from preferred improvement plan. Wetland mitigation will be banking. Banking and permitting will be coordinated in Phase II.
    5) Huff & Huff to complete Tree Survey following IDOT Departmental Policies (D&E-18). Jorgensen to pick up the tree survey. Huff & Huff provide a tree survey report and spreadsheets matching Jorgensen survey with tree tags.
        a) County desires tree survey be completed for entire project for consistency and availability during ROW negotiations in Phase II and construction during Phase III
        b) Assumes that there are not any units of Lake County Forest Preserve District located near the project. As a result, the tree survey will not follow the LCFPD Ordinance.
        c) A Northern Long-Eared Bat habitat assessment will be included in this survey. This entails only the assessment of tree resources as potential habitat for NLEB and expressly does not constitute a survey for the presence/absence of NLEB within project or adjacent areas.
    6) Huff & Huff to complete Tree Survey Report
    7) Huff & Huff to complete PESA.
    8) Huff & Huff to complete PSI / CCDD scope under Phase II contract.
    9) As there are improvements proposed to the bridge structure, a Bridge/bat Assessment (BBA) will be conducted as an early task of work. This will include investigating the underside and superstructure of the bridge to observe if bats are present. If no bats are observed, biologists will investigate the areas under the bridge to determine if there is evidence that bats may inhabit the structure. The approved US Fish & Wildlife Service inspection forms will be completed documenting the results of the inspection and will include photos taken during the inspection.

E. Assume that no Section 4(f) impacts exist.
F. Assume that no Section 6(f) impacts exist.
G. Complete list of required permits to be obtained in Phase II
    1) Anticipate IDNR/OWR permit
    2) Anticipate Lake SMC permit
    3) Anticipate NPDES permit
H. Assume Prime Farmland impacts are not anticipated
I. Assume Air Quality studies are not required. County will add the project to the TIP.
J. Assume Project level Hot Spot Analysis is not required. to the traffic below threshold.
K. Assume COSIM is not required due to the traffic below threshold.
L. Assume noise analysis is not required due to no addition of travel lanes, no addition of auxiliary lanes longer than 2500', and no noise receptor distance is being halved.
M. Assume Environmental Justice is not required.
N. Assume Socio/Economic studies are not required.

5. <u>Drainage Studies</u>
    A. Drainage studies to be completed by DB Sterlin
    B. Hydraulic Analysis:
        1) Provide datum correlation between project survey datum with the 2017 bridge rehab plans, 2000 metric bridge plans and also the current Flood Insurance Study.
        2) Obtain the regulatory floodplain model from FEMA

3) Create an existing conditions model based off survey for the project
4) Create a proposed conditions model modeling the proposed alternatives for structure replacement.
5) Waterway Information Table
    a) Prepare waterway information table for preferred alternative based on project datum.
6) Compare existing conditions to proposed conditions model to determine changes if any
7) Prepare scour calculations and recommendations for preferred alternative
8) Prepare Hydraulic Report.
9) Prepare BLRS Form 10210.
10) Assume floodplain and floodway encroachments due to bridge replacement.
11) Calculate compensatory storage requirements for preferred alternative.
12) Determine compensatory storage location and ROW needs.
13) Complete IDNR-OWR Permit
14) It is assumed that there will be one round of comments and responses from IDOT for the Hydraulic Report.

C. Drainage Design
1) Prepare General Location Drainage Map
2) Identify existing drainage patterns. Complete existing drainage plan including areas, TOCs, and land use.
3) LCDOT Maintenance did not identify any drainage problems along the corridor. Identify drainage problems from flooding records is not included.
4) Determine drainage design criteria.
5) Determine proposed drainage concept
6) Identify drainage outlets and constraints along project corridor.
7) Detention is not required by SMC based on the proposed improvements being the same as the existing conditions
8) Determine proposed ROW and easement requirements for proposed drainage plan.
9) No drainage alternatives are included.
10) Coordinate drainage studies with Lake County DOT, Lake County SMC, Deerfield, and Highland Park
11) Complete proposed drainage plan.
12) Complete SMC Permit
13) Water quality / BMP design is not included
14) Complete Location Drainage Study
15) Complete drainage cost estimate
16) Bridge Drainage
    a) Determine on bridge drainage needs and scupper location and spacing.

D. Utility Survey / SUE Investigation

E. Utility Survey / SUE investigation to be completed by DB Sterlin
1) Initial coordination / Data Collection
    a) LCDOT will supply utility contacts within the study area
    b) JULIE design stage / planning information request
2) SUE Level D
    a) Request available utility maps and atlases from utility contacts
    b) Utility Easement Research to identify utility easements
    c) Utilities will include: electric, telecommunications, gas, underground traffic control facilities and interconnect, street lighting facilities, and water
3) SUE Level B
    a) Utility Survey
    b) Utility Data Base Mapping
    c) SUE Plan Set showing locations of identified utilities along with which were based on SUE Level B vs. D.
    d) Based on completed survey, add utilities to existing mapping
4) Preliminary Utility Design Review
    a. Identify utility conflicts based on preferred improvement plan and proposed drainage plan

b. Provide a written report of all conflicts identified including summary of proposed conflict resolution

5) Utility Coordination
   a. Coordinate with utilities after conflicts to get confirmation
   b. Schedule/Attend Utility Coordination Meetings (Estimate includes 3 meetings)
   c. Attend 1 joint utility coordination meeting

6. Geotechnical Studies
   A. Geotechnical studies to be completed by Wang
   B. Coordinate roadway soil borings, pavement cores, retaining wall borings, and bridge structure borings with LCDOT prior to any field work occurring. Attend one meeting with LCDOT.
   C. Obtain JUILIE locates prior to field work.
   D. Obtain necessary traffic control permits from LCDOT, Deerfield, and Highland Park.
   E. Four roadway subgrade borings will be completed to characterize subgrade soils Additional soil remediation delineation may be required under the Phase II contract.
   F. 2 Pavement cores with 1 on each side of the bridge
   G. Assess existing pavement conditions
   H. Recommend proposed pavement design
   I. Structural Borings
      1) Proposed retaining walls adjacent to the bridge may be necessary to limit impacts. Recommend design and borings for a total of 8 retaining wall borings under the Phase I scope. Additional retaining wall borings may be required under the Phase II contract. Prepare SGR for retaining walls.
      2) Structure Geotechnical Report (SGR) for new structure for Deerfield over MNNBCR. Proposed bridge borings for structural design totaling 2 borings.
      3) Asbestos Testing –2 full depth cores from each side of the bridge.
      4) Concrete Cores - Take two concrete cores at each abutment and perform strength and chloride ion testing at multiple depths. Assume a total of 4 cores.
   J. Prepare geotechnical report including pavement reconstruction, pavement design, retaining wall design, bridge foundation feasibility, and potential soil remediation requirements.
   K. Attend one meeting with LCDOT to discuss geotechnical recommendations
   L. Prepare final geotechnical report, including cost estimate of soil remediation

7. Structural Studies
   A. Bridge Condition Report
      1) Parsons will prepare a Bridge Condition Report (BCR) for the structure carrying Deerfield Road over MFNBCR (SN 049-0071).
      2) The BCR shall be prepared in accordance with Section 2.2 of the IDOT Bridge Manual and in accordance with IDOT's 2023 Bridge Condition Report Procedures and Practices manual.
      3) A visual inspection of the structure will be performed and where possible, an arm's length inspection with the aid of a ladder. Loose concrete may be removed along joint lines between PPC deck beams or along beam soffits where potential delamination has been previously identified. Inspection will be limited to underside of beams and face of abutments. The top surface of the bridge deck, the railings, and approach slab will not be inspected.
      4) Ongoing or periodic inspection is not included.
      5) The inspection performed as part of this scope of work will not constitute an "Element Level Bridge Inspection" as defined by AASHTO.
      6) An Underwater Inspection is not required since the nominal water depth is less than 4'-0".
      7) Provide structural support to hydraulic and civil teams evaluating the following options:
         a) Beam replacement option utilizing the existing abutments utilizing the current roadway cross section.
            i. In-kind PPC Deck Beams with asphalt overlay,
            ii. PPC Deck Beams with 5" concrete deck,
            iii. Steel Beams with 8" concrete deck,
         b) Bridge replacement option with new abutments utilizing current roadway cross section and a widened typical bridge section for non-motorized travel accommodations.
            i. PPC Deck Beams with 5" concrete deck

ii. Steel Beams with 8" concrete deck

c) Non-Bridge alternatives utilizing current roadway cross section and a widened typical section for non-motorized travel accommodations.
   i. Multi-cell box culvert.
   ii. Single span 3-sided structure.

d) Support includes:
   i. General sizing of components for use in hydraulic modeling,
   ii. Preliminary cost estimate for structural items to aid the civil team in preparing cost estimates. <<Assume cost estimates will be provided for each plausible option and a preferred alternative will be determined>>

8) The recommended Scope of Work in the BCR will consider up to 5 potential alternatives for consideration.
   a) Reuse of existing substructure is contingent on substructure meeting the requirements of IDOT's 2023 Bridge Condition Report Procedures and Practices manual Section 3.5.7 which requires the following:
      i. Satisfactory condition rating (NBIS Condition Rating of 6 or greater),
      And proposed service dead loads are not greater than 115% of the original design.
      ii. Check pile stability for scour event

B. Type Size and Location Plans (TSL)
   1) Prepare Type, Size, and Location Plans, BLR Form 10210, Plan Development Outline for:
      a) New structure at Deerpath Road over MFN Br. Chicago River,
      b) Retaining Walls – Independent retaining walls in all four quadrants adjacent to MFN Br. Chicago River.

8. <u>Roadway Analysis</u>

A. Alternative Analysis
   1) Develop Typical Section alternatives
      a) Non-motorized Travel
         i. Bike Path is not included in the 2040 Non-Motorized Travel Plan. There are no current plans for a bike path along Deerfield Road.
         ii. This bridge type does not allow for the cantilevering of bike path widening. The only way to accommodate a bike path on the existing bridge would be to completely reconstruct the bridge. If a bridge replacement alternative is selected as the preferred alternative, a revised roadway cross section is possible on the bridge crossing.
         iii. If a bridge replacement is selected, evaluate the need for a bike path on one side of the roadway and a sidewalk on the other side.
         iv. Determine if a bike path is desired.
         v. Determine the side of the roadway for the future bike path.
         vi. Determine bridge typical section to accommodate non-motorized travel.
         vii. Determine transition from proposed bridge typical section to existing roadway typical section within roadway profile revised limits.
   2) Develop preliminary profiles for alternatives
   3) Preliminary ROW Investigation

B. Preferred Alternative
   1) Determine design guidelines, functional classification, speed limits, design speed.
   2) Determine roadway improvement limits based on bridge repair recommendation.
   3) Determine non-motorized improvement limits based on bridge repair recommendation.
   4) Determine proposed profile for Deerfield Road based on existing centerline and profile raise for preferred bridge type and clearance/freeboard requirements.
   5) Based on existing centerline, develop proposed cross sections every 50' and at each side street and driveway
   6) Determine potential ROW and environmental impacts based on cross sections

7) Develop traffic control concept for proposed improvements. It is assumed that the preferred traffic control concept will maintain one lane in each direction along Deerfield. It is assumed that a detour route is not necessary for the reduced lanes and load restrictions.
8) Complete analysis of existing guardrail.
9) Complete barrier warrant analysis for preferred bridge alternative.
10) Provide proposed bridge railing determination for bridge, roadway, and non-motorized improvements.
11) Provide proposed guardrail to update to current standard with respect to surrounding driveways.
12) Lighting studies are not included. Existing beacon lighting on power poles will be relocated with any power pole relocations.
13) Aesthetics treatments are not included. Standard LCDOT roadway and bridge design is anticipated.

9. Preliminary Engineering Study
   A. Prepare Preliminary Engineering Study Technical Memorandum summarizing Bridge Repair Project recommendations.
      1) Technical Memorandum will append the BCR with the following:
         a) Location Map
         b) Existing Conditions Map
         c) Existing Typical Section
         d) Proposed Typical Section
         e) Preferred Improvement Plan and Profile with Proposed ROW / Temporary Easements
         f) Draft Staging Plans
         g) Proposed Cross Sections
         h) Project Cost Estimate
         i) Phase II Draft Scope
   B. Federal funding for construction is not being pursued for the project. Grant Applications will not be completed.
   C. Submit Draft Preliminary Engineering Study to LCDOT.
   D. Address LCDOT Draft comments.
   E. Finalize Preliminary Engineering Study and submit to LCDOT.
10. Coordination
   A. Meet and coordinate with LCDOT
      1) Anticipate 6 meetings (Kickoff, Existing conditions, Alternative Analysis Review, Bridge Condition Report review, Preferred Alternative review, Phase II scoping)
   B. Stakeholder Involvement Group is not anticipated
   C. Meet and coordinate with Village of Deerfield
      1) Anticipate 2 meetings (Kickoff, Preferred Improvement)
      2) It is anticipated that the Deerfield Police Department and Deerfield-Bannockburn Fire Department will be invited to the meetings also
   D. Meet and coordinate with City of Highland Park
      1) Anticipate 2 meetings (Kickoff, Preferred Improvement)
      2) It is anticipated that the Highland Park Police Department and Highland Park Fire Department will be invited to the meetings also
   E. Coordinate with Deerfield School District 109, Township High School District 113, Deerfield Park District, Highland Park Park District, Lake County Stormwater Management, and Pace Bus
      1) Submit project introduction letters requesting known issue areas.
      2) Provide response letters.
      3) Anticipate 1 meeting with each agency.
      4) Submit project summary letters prior to completion of project report.
      5) Provide response letters.
   F. IDOT Bridge Office meeting
      1) Anticipate 2 meetings virtual
   G. IDOT/FHWA coordination meetings are not required due to federal funding for construction not being pursued for the project

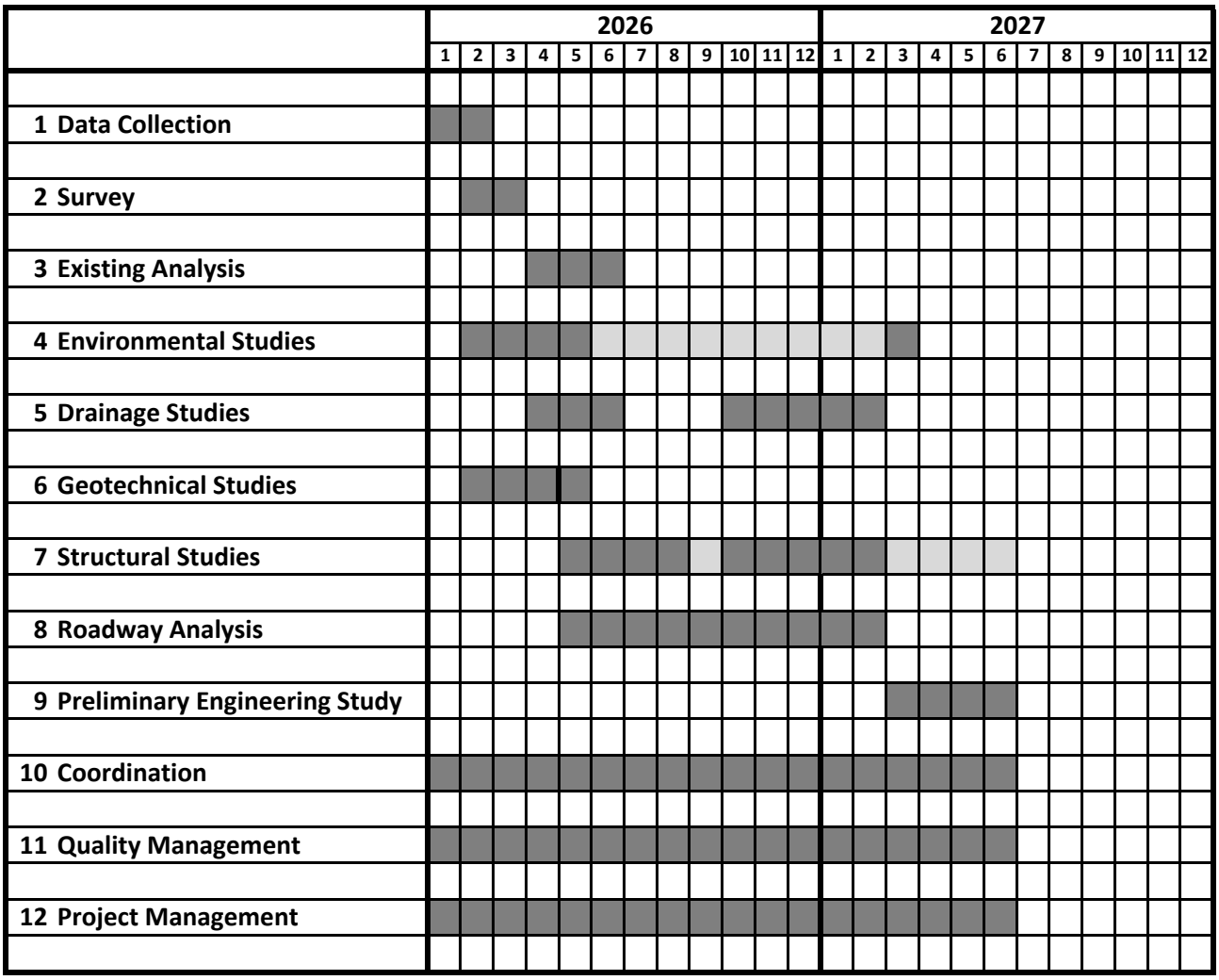
H. No meetings or coordination with individual property owners, residents, or businesses are anticipated. Any individual meetings will be completed by the County or in Phase II during ROW negotiations
I. No public involvement meetings are included.
J. Utilize LCDOT website for project website. Provide pdf exhibits as necessary to LCDOT so that the County can update the website. The County Communications group does not need any assistance with websites nor social media content. Assume no project logo

11. Quality Management
    A. General quality control reviews will be performed prior to all submittals to Lake County and IDOT.
    B. Quality assurance will be performed to ensure that reviews occur according to relevant internal guidelines.
12. Project Management
    A. Provide project management staffing, scheduling, and budgeting.
    B. Prepare and submit monthly invoices.
    C. Coordinate project schedule with the County quarterly

Exhibit B

Project Schedule

Deerfield Bridge Replacement Phase I Schedule



Scope of Work Timeline

Review Time

Exhibit D

BLR 05514

Cost Estimate of Consultant Services

Illinois Department of Transportation

EXHIBIT D

COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

FIXED RAISE

Local Public Agency	County	Section Number
Lake County Division of Transportation	Lake	25-00036-02-BR

Prime Consultant (Firm) Name	Prepared By	Date
Parsons Transportation Group, Inc.	TK	10/17/2025

Consultant / Subconsultant Name	Job Number
Parsons Transportation Group, Inc.	

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

Remarks

PAYROLL ESCALATION TABLE

CONTRACT TERM	18	MONTHS	OVERHEAD RATE	115.82%
START DATE	1/1/2026		COMPLEXITY FACTOR	0
RAISE DATE	6/1/2026		% OF RAISE	3.00%
END DATE	6/30/2027			

ESCALATION PER YEAR

Year	First Date	Last Date	Months	% of Contract
0	1/1/2026	6/1/2026	5	27.78%
1	6/2/2026	6/1/2027	12	68.67%
2	6/2/2027	7/1/2027	1	5.89%

The total escalation = 2.34%

Local Public Agency	County	Section Number
Lake County Division of Transportation	Lake	25-00036-02-BR

Consultant / Subconsultant Name	Job Number
Parsons Transportation Group, Inc.	

PAYROLL RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET FIXED RAISE

MAXIMUM PAYROLL RATE	**90.00**
ESCALATION FACTOR	**2.34%**

CLASSIFICATION	IDOT PAYROLL RATES ON FILE	CALCULATED RATE
Senior Engineering Manager	$90.00	$90.00
Supervising Engineer	$88.86	$90.00
Principal Engineer	$76.81	$78.61
Senior Engineer	$66.02	$67.56
Engineer II	$49.26	$50.41
Engineer I	$42.02	$43.00
Associate Engineer	$35.07	$35.89
Senior Technician	$62.07	$63.52
Technician	$39.77	$40.70
Administrative Assistant	$37.44	$38.32

Local Public Agency	County	Section Number
Lake County Division of Transportation	Lake	25-00036-02-BR

Consultant / Subconsultant Name	Job Number
Parsons Transportation Group, Inc.	

SUBCONSULTANTS

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

NAME	Direct Labor Total	Contribution to Prime Consultant
Jorgensen & Associates, Inc.	12,740.00	1,274.00
GZA Geoenvironmental, Inc. DBA Huff & Huff, Inc	9,250.00	925.00
DB Sterlin Consultants, Inc.	55,637.00	5,563.70
Wang Engineering, Inc.	20,636.00	2,063.60
Total	**98,263.00**	**9,826.30**

NOTE: Only subconsultants who fill out a cost estimate that splits out direct labor may be listed on this sheet.

Local Public Agency
Lake County Division of Transportation

County
Lake

Section Number
25-00036-02-BR

Consultant / Subconsultant Name
Parsons Transportation Group, Inc.

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	3840	$0.70	$2,688.00
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)	2	$55.00	$110.00
Tolls	Actual Cost	48	$4.50	$216.00
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
Utliity 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)			$0.00
Equipment and/or Specialized Equipment Rental	Actual Cost (Requires 2-3 quotes with IDOT approval)	1	$445.00	$445.00
				$0.00
				$0.00
				$0.00
				$0.00
		TOTAL DIRECT COSTS:		**$3,459.00**

Local Public Agency
Lake County Division of Transportation

County
Lake

Section Number
25-00036-02-BR

Consultant / Subconsultant Name
Parsons Transportation Group, Inc.

Job Number

COST ESTIMATE WORKSHEET

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

OVERHEAD RATE 115.82%

COMPLEXITY FACTOR 0

TASK	DIRECT COSTS (not included in row totals)	STAFF HOURS	PAYROLL	OVERHEAD & FRINGE BENEFITS	FIXED FEE	SERVICES BY OTHERS	TOTAL	% OF GRAND TOTAL
1. Data Collection		100	5,883	6,814	1,905		14,602	1.56%
2. Survey		56	3,748	4,341	1,213	38,224	47,526	5.07%
3. Existing Analysis		84	5,134	5,946	1,662		12,742	1.36%
4. Environmental Studies		300	17,759	20,569	5,749	29,923	74,000	7.90%
5. Drainage Studies		96	7,745	8,970	2,507	182,145	201,367	21.49%
6. Geotechnical Studies		92	7,380	8,548	2,389	133,993	152,310	16.25%
7. Structural Studies		1072	70,258	81,373	22,745		174,376	18.61%
8. Roadway Analysis		504	28,739	33,286	9,304		71,329	7.61%
9. Preliminary Engineering Study		224	13,002	15,059	4,209		32,270	3.44%
10. Coordination		640	43,420	50,289	14,056		107,765	11.50%
11. Quality Management		80	6,972	8,075	2,257		17,304	1.85%
12. Project Management		160	11,328	13,120	3,667		28,115	3.00%
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Subconsultant DL							-$0.08	0.00%
Direct Costs Total ===>	$0.00						**$3,459.00**	0.37%
TOTALS		3408	221,368	256,390	71,663	384,285	937,165	100.00%

477,758

BLR 05514 (Rev. 02/06/25)

The subconsultant fee has been adjusted due to 15% fixed f

COST EST

Local Public Agency
Lake County Division of Transportation

County
Lake

Section Number
25-00036-02-BR

Consultant / Subconsultant Name
Parsons Transportation Group, Inc.

Job Number

AVERAGE HOURLY PROJECT RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJ. RATES			1. Data Collection			2. Survey			3. Existing Analysis			4. Environmental Studies			5. Drainage 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
Senior Engineering Manag	90.00	538.0	15.79%	14.21	10	10.00%	9.00	14	25.00%	22.50	14	16.67%	15.00	60	20.00%	18.00	60	62.50%	56.25
Supervising Engineer	90.00	192.0	5.63%	5.07															
Principal Engineer	78.61	636.0	18.66%	14.67	16	16.00%	12.58												
Senior Engineer	67.56	615.0	18.05%	12.19	24	24.00%	16.22	20	35.71%	24.13	14	16.67%	11.26	69	23.00%	15.54	33	34.38%	23.23
Engineer II	50.41	288.0	8.45%	4.26							48	57.14%	28.81	40	13.33%	6.72			
Engineer I	43.00	895.0	26.26%	11.29	30	30.00%	12.90	9	16.07%	6.91				60	20.00%	8.60			
Associate Engineer	35.89	90.0	2.64%	0.95										40	13.33%	4.79			
Senior Technician	63.52	76.0	2.23%	1.42				10	17.86%	11.34	8	9.52%	6.05	18	6.00%	3.81			
Technician	40.70	30.0	0.88%	0.36	20	20.00%	8.14							10	3.33%	1.36			
Administrative Assistant	38.32	48.0	1.41%	0.54				3	5.36%	2.05				3	1.00%	0.38	3	3.13%	1.20
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TOTALS		3408.0	100%	$64.96	100.0	100.00%	$58.83	56.0	100%	$66.94	84.0	100%	$61.12	300.0	100%	$59.20	96.0	100%	$80.67

Local Public Agency
Lake County Division of Transportation

County
Lake

Section Number
25-00036-02-BR

Consultant / Subconsultant Name
Parsons Transportation Group, Inc.

Job Number

AVERAGE HOURLY PROJECT RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

PAYROLL CLASSIFICATION	AVG HOURLY RATES	6. Geotechnical Studies			7. Structural Studies			8. Roadway Analysis			9. Preliminary Engineering Study			10. Coordination			11. Quality Management		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Senior Engineering Manager	90.00	20	21.74%	19.57				50	9.92%	8.93	24	10.71%	9.64	176	27.50%	24.75	40	50.00%	45.00
Supervising Engineer	90.00	24	26.09%	23.48	108	10.07%	9.07							40	6.25%	5.63	20	25.00%	22.50
Principal Engineer	78.61	24	26.09%	20.51	536	50.00%	39.30							40	6.25%	4.91	20	25.00%	19.65
Senior Engineer	67.56	21	22.83%	15.42				154	30.56%	20.64	50	22.32%	15.08	176	27.50%	18.58			
Engineer II	50.41							150	29.76%	15.00	50	22.32%	11.25						
Engineer I	43.00				428	39.93%	17.17	125	24.80%	10.67	35	15.63%	6.72	208	32.50%	13.98			
Associate Engineer	35.89							25	4.96%	1.78	25	11.16%	4.01						
Senior Technician	63.52										40	17.86%	11.34						
Technician	40.70																		
Administrative Assistant	38.32	3	3.26%	1.25															
TOTALS		92.0	100%	$80.22	1072.0	100%	$65.54	504.0	100%	$57.02	224.0	100%	$58.04	640.0	100%	$67.84	80.0	100%	$87.15

Local Public Agency
Lake County Division of Transportation

County
Lake

Section Number
25-00036-02-BR

Consultant / Subconsultant Name
Parsons Transportation Group, Inc.

Job Number

AVERAGE HOURLY PROJECT RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

PAYROLL CLASSIFICATION	AVG HOURLY RATES	12. Project Management																	
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Senior Engineering Manager	90.00	70	43.75%	39.38															
Supervising Engineer	90.00																		
Principal Engineer	78.61																		
Senior Engineer	67.56	54	33.75%	22.80															
Engineer II	50.41																		
Engineer I	43.00																		
Associate Engineer	35.89																		
Senior Technician	63.52																		
Technician	40.70																		
Administrative Assistant	38.32	36	22.50%	8.62															
TOTALS		160.0	100%	$70.80	0.0	0%	$0.00	0.0	0%	$0.00	0.0	0%	$0.00	0.0	0%	$0.00	0.0	0%	$0.00

Exhibit E

Subconsultants

Subconsultant:

Jorgensen & Associates, Inc.

JORGENSEN & ASSOCIATES, INC.
LAND SURVEYORS
Est. 1990

October 9, 2025

Mr. Jeffery R. Hall, P.E.
PARSONS
222 S. Riverside Plaza
Suite 2450
Chicago, Illinois 60606

Re: Revised Deerfield Road @ MFNBCR Survey Proposal

Dear Mr. Hall:

Enclosed please find our revised proposal to prepare a topographic survey for the referenced project. Our proposal is based on your emails of September 11th, 12th, and October 8th.

I would like to thank you for considering Jorgensen & Associates for this project. We look forward to continuing our working relationship with your firm. Should you have any questions, comments or require any further information concerning our proposal, please feel free to call me at (847)356-3371.

Respectfully submitted,
Jorgensen & Associates, Inc.

Kirk J. Ruter, P.L.S.

KJR/pt

Enclosures

E:\Parsons\Lake\Deerfield Rd\Letter

SCOPE OF SERVICES

Topographic Survey

The project corridor being along Deerfield Road over MFNBCR from 100 feet west of Heather Road to 80 feet east of Millstone Road for a total of 1,300 feet. The survey will cover the entire intersections at Deerfield Road at Heather Road and Deerfield Road at Millstone Road including 150 feet down each leg of aforementioned side roads to 10 feet outside of existing R.O.W. Within the roadway project limits of approximately 400 feet outside of the bridge approach slabs survey will extend to 50 feet beyond existing R.O.W.

Survey will also establish the existing centerline of Deerfield Road and the existing R.O.W. lines of roads within the project limits.

Establish horizontal and vertical control based on NGS geodetic survey monuments (if available) and using G.P.S. survey methods. The project control will be based on NAD 83 (2011 adjustment) and NAVD 88 datums. Horizontal control will be tied and benchmarks will be located and described.

A datum correlation will also be provided between the project survey datum with the 2017 bridge rehab plans and the 2000 metric bridge plans and also the current Flood Insurance Study.

The topographic survey to include: Structures, ground shots, roadway and shoulders, guardrails, utilities, culverts, soil borings, pavement borings, and trees 3" and larger within the project corridor. All surveyed storm and sanitary structures will include inverts. Also including cross sections every 50 feet and at every driveway.

Coordination will also be made with Huff & Huff to include their wetland delineation and tree survey within the topographic survey.

Survey will also include a detailed survey of the bridge structure to include the bottom of east and west fascia beams at face of abutments and at 10 foot intervals along the length of bridge, as well as bearing seat elevations at the abutments. The crown, lane lines, and back of sidewalk at 10' intervals along the length of bridge and approach slabs and at the back of the abutments will also be surveyed.

The bridge survey will also include the outline of existing bridge including barriers, joints, approach slabs, abutments, and wing walls. The centerline of the existing bridge and abutments will be established. The ground line along the top and bottom of existing rip/rap under the bridge, at 10 foot intervals, will also be shown.

Survey will also include a hydraulic stream survey to include 4 upstream and 4 downstream cross sections extending to outside of floodplain.

Prepare “MicroStation” base file of the topographic survey and provide T.I.N. County has confirmed version V8i SS10 of MicroStation and GEOPAK or OpenRoads can be used, and the chosen version will remain consistent throughout the project duration.

All work will be completed in accordance with current Lake County Design Survey Procedures dated 2/22/21.

Route: Deerfield Road @ MFNBCR
Section: 25-00036-02-BR
County: Lake
Job No.:

Exhibit "A"

Payroll Burden & Fringe Costs

	% of Direct Productive Payroll
Federal Insurance Contributions Act	11.96%
State Unemployment Compensation	0.32%
Federal Unemployment Compensation	0.13%
Workmen's Compensation Insurance	1.35%
Paid Holidays, Vacation, Sick Leave, Personal Leave	11.22%
Bonus	4.12%
401(K)	0.88%
Group Insurance	42.24%
Total Payroll Burden & Fringe Costs	72.22%

Route: Deerfield Road @ MFNBCR
Section: 25-00036-02-BR
County: Lake
Job No.:

Exhibit "B"

Overhead and Indirect Costs

	% of Direct Productive Payroll
Business Insurance	4.26%
Depreciation	4.22%
Indirect wages and salaries	43.10%
Office Expenses	1.18%
Office Supplies	2.59%
Dues & Subscriptions	0.54%
Computer Software	4.32%
Professional Fees	1.57%
Telephone	2.77%
Fees, license & dues	0.05%
Repairs and maintenance	2.30%
Business space rent	4.74%
Facilities - capital	0.33%
In-house mileage	-5.71%
Survey Supplies	0.80%
Automobile/travel expense	7.16%
Miscellaneous Expense	0.54%
State Income Tax	0.39%
Recruiting	1.05%
Postage	0.10%
Educational & Professional Registrations	0.26%
Tech	1.66%
Total Overhead	78.22%

Illinois Department of Transportation

EXHIBIT D

COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

FIXED RAISE

Local Public Agency	County	Section Number
Lake County Division of Transportation	Lake	25-00036-02-BR

Prime Consultant (Firm) Name	Prepared By	Date
Jorgensen & Associates, Inc.	Kirk J. Ruter	10/9/2025

Consultant / Subconsultant Name	Job Number
Parsons	

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

Remarks

PAYROLL ESCALATION TABLE

CONTRACT TERM	**18**	**MONTHS**	**OVERHEAD RATE**	**150.44%**
START DATE	**1/1/2026**		**COMPLEXITY FACTOR**	**0**
RAISE DATE	**6/1/2026**		**% OF RAISE**	**3.00%**
END DATE	6/30/2027			

ESCALATION PER YEAR

Year	First Date	Last Date	Months	% of Contract
0	1/1/2026	6/1/2026	5	27.78%
1	6/2/2026	6/1/2027	12	68.67%
2	6/2/2027	7/1/2027	1	5.89%

The total escalation = 2.34%

Local Public Agency	County	Section Number
Lake County Division of Transportation	Lake	25-00036-02-BR

Consultant / Subconsultant Name	Job Number
Parsons	

PAYROLL RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET FIXED RAISE

MAXIMUM PAYROLL RATE	**90.00**
ESCALATION FACTOR	**2.34%**

CLASSIFICATION	IDOT PAYROLL RATES ON FILE	CALCULATED RATE
Survey Party Chief, P.L.S.	$36.50	$37.35
Survey Party Chief	$30.25	$30.96
Instrument Operator	$21.00	$21.49
Cadd Supervisor	$38.25	$39.14

Local Public Agency	County	Section Number
Lake County Division of Transportation	Lake	25-00036-02-BR

Consultant / Subconsultant Name	Job Number
Parsons	

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	1,018	$0.70	$712.60
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	1	$200.00	$200.00
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
Utliity 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)			$0.00
Equipment and/or Specialized Equipment Rental	Actual Cost (Requires 2-3 quotes with IDOT approval)	1	$1,200.00	$1,200.00
				$0.00
				$0.00
				$0.00
				$0.00
			TOTAL DIRECT COSTS:	**$2,112.60**

Local Public Agency: Lake County Division of Transportation

County: Lake

Section Number: 25-00036-02-BR

Consultant / Subconsultant Name: Parsons

Job Number:

COST ESTIMATE WORKSHEET

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

OVERHEAD RATE 150.44% **COMPLEXITY FACTOR** 0

TASK	DIRECT COSTS (not included in row totals)	STAFF HOURS	PAYROLL	OVERHEAD & FRINGE BENEFITS	FIXED FEE	SERVICES BY OTHERS	TOTAL	% OF GRAND TOTAL
(1) Field - Topographic Survey	1,892	296	7,762	11,678	2,562		22,002	57.56%
(2) Office - Compile Field Data	221	76	2,889	4,346	953		8,188	21.42%
(3) Office - Create Existing Topographic Base Field		35	1,370	2,061	452		3,883	10.16%
(4) Office - Create T.I.N. & Contours		5	196	294	65		555	1.45%
(5) QC/QA		14	523	787	173		1,483	3.88%
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Subconsultant DL							$0.00	
Direct Costs Total ===>	$2,112.60						$2,112.60	5.53%
TOTALS		426	12,740	19,166	4,205	-	38,224	100.00%

31,906

Local Public Agency
Lake County Division of Transportation

County
Lake

Section Number
25-00036-02-BR

Consultant / Subconsultant Name
Parsons

Job Number

AVERAGE HOURLY PROJECT RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

SHEET 1 OF 1

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJ. RATES			(1) Field - Topographic Survey			(2) Office - Compile Field Data			(3) Office - Create Existing Topographic Base Field			(4) Office - Create T.I.N. & Contours			(5) QC/QA		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Survey Party Chief, P.L.S.	37.35	62.0	14.55%	5.44				48	63.16%	23.59							14	100.00%	37.35
Survey Party Chief	30.96	148.0	34.74%	10.76	148	50.00%	15.48												
Instrument Operator	21.49	148.0	34.74%	7.47	148	50.00%	10.75												
Cadd Supervisor	39.14	68.0	15.96%	6.25				28	36.84%	14.42	35	100.00%	39.14	5	100.00%	39.14			
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TOTALS		426.0	100%	$29.91	296.0	100.00%	$26.22	76.0	100%	$38.01	35.0	100%	$39.14	5.0	100%	$39.14	14.0	100%	$37.35

Route: Deerfield Road @ MFNBCR
Section: 25-00036-02-BR
County: Lake
Job No.:

Manhour Breakdown
Topographic Survey Estimate

Deerfield Road	± 1,300'	= ± 0.246 mile
Side Streets	± 600'	= ± 0.114 mile
Total Length	± 1,900'	= ± 0.360 mile

1. Field – Topographic Survey

   a. Measure traverse, level circuit & G.P.S. survey
      14 hours x 2 men = 28 MH

   b. Search & locate existing R.O.W. & section lines
      34 hours x 2 men = 68 MH

   c. Locate existing topography & inverts
      80 hours x 2 men = 160 MH

   d. Locate hydraulic sections & stream survey
      20 hours x 2 men = 40 MH

   Sub-total Item #1 296 MH

2. Office - Compile Field Data

   a. Compute traverse, level circuit & G.P.S. survey
      8 hours x 1 man = 8 MH

   b. Edit & compile field data
      24 hours x 1 man = 24 MH

   c. Research records
      4 hours x 1 man = 4 MH

   d. Compute existing R.O.W. lines
      40 hours x 1 man = 40 MH

   Sub-total Item #2 76 MH

3. Office - Create Existing Topography Base File

    a. Layout and drafting
    35 hours x 1 man = 35 MH

4. Office - Create T.I.N. & Contours

    a. Compute contours
    5 hours x 1 man = 5 MH

5. QC/QA

    a. Check topographic survey
    12 hours x 1 man = 12 MH

    b. Check contours
    2 hours x 1 man = 2 MH

Sub-total Item #5	14 MH
Total All Items	426 MH

Route: Deerfield Road @ MFNBCR
Section: 25-00036-02-BR
County: Lake
Job No.:

Breakdown of
In House Direct Costs

Item

1. Field – Topographic Survey

    a. Trips to project site – 19 each
    ± 52 miles/trip x 19 trips = ± 988 miles
    ± 988 miles @ $0.70/mile = $ 691.60

    b. Rental of Arrow Board Sign $ 1,200.00

    Sub-total Item #1 $ 1,891.60

2. Office – Compile Field Data

    b. Trips to County Recorder – 1 each
    ± 30 miles/trip x 1 trip = ± 30 miles
    ± 30 miles @ $0.70/mile = $ 21.00

    b. Miscellaneous Records = $ 200.00

    Sub-total Item #2 $ 221.00

    Total All Items $ 2,112.60

LakeCounty
Division of Transportation

DESIGN SURVEY PROCEDURES

LCDOT
Rev 2/22/21

DESIGN SURVEY PROCEDURES (Revised 2/22/21)

HORIZONTAL ALIGNMENT

Unless otherwise specified in the services contract, the CONSULTANT is to provide the horizontal alignment. The CONSULTANT will conduct all surveying, stationing, and preparation of required plans using English units of measure and the U.S. Survey Foot. The CONSULTANT'S SURVEYOR will try to re-establish the original horizontal alignment as shown on the recorded R.O.W. plats. The CONSULTANT shall contact LCDOT's Land Surveyor to obtain R.O.W. plats and field notes before establishing the horizontal alignment and stationing. The CONSULTANT shall notify LCDOT's Surveyor immediately if the alignment cannot be reproduced or if in the CONSULTANT'S opinion the existing alignment information is in error.

The CONSULTANT'S SURVEYOR, prior to construction, shall stake the PCs, PIs, PTs, and POTs so that the alignment location can be verified before construction staking is initiated. The CONSULTANT'S SURVEYOR will provide four reference ties to all U.S. Public Land Survey Monuments that are located within the construction limits. The reference points should be located outside of the anticipated construction limits if practical, so that they can be used after construction to replace the monuments. The CONSULTANT shall record Monument Records for all Section and Quarter Section corners set or found within the construction limits.

The CONSULTANT will mark the baseline for relocated alignments when off pavement at the PCs, PTs, and POTs with iron rods. The rods shall be set one foot below the surface in farmed land. The CONSULTANT will advise the County of any pavement alignment variations. In cases where the proposed centerline of construction or survey baseline is different from the existing centerline of R.O.W., both shall be shown and the relationship between them shall be indicated on an Alignment & Tie sheet.

ALIGNMENT & TIE SHEET

An Alignment & Tie Sheet shall be provided as part of the final plans. The plans are to be prepared using English units of measure and the U.S. Survey Foot. The station, offset, and coordinates of the alignment points (PCs, PTs, PIs, and POTs) and survey control (traverse) points shall be shown. Coordinates for all projects shall be on the Illinois State Plane Coordinate System, - East zone, NAD83 (Adjustment). The grid (combination) factor for the project shall be shown. A list of traverse points with station, offset, and coordinates shall be provided.

VERTICAL ALIGNMENT

The North American Vertical Datum of 1988 (NAVD 88) shall be used for vertical control. Lake County Mapping Benchmarks are available on-line (http://gis.lakeco.org/maps/). NAVD88 benchmarks are available on-line from the National Geodetic Survey. LCDOT's Land Surveyor may also be contacted for benchmarks that may be in the area. The primary benchmarks and site benchmarks shall be listed and described on the Alignment & Tie Sheet. The location of the site benchmarks shall also be shown on the plan sheets with a symbol. Site benchmarks are to be located at less than 1000-foot intervals with a minimum of two (2) on each project.

All benchmarks shall be located on stable objects. LCDOT prefers these objects to be outside the construction limits. Some acceptable benchmark examples are, spikes in poles, bolts on fire hydrant rings, and concrete foundations.

TOPOGRAPHY

The CONSULTANT shall cut cross-sections on station at 50-foot intervals (i.e. XX+00.00 and XX+50.00) and at all points needing clarification. For areas of superelevation or requiring greater detail, cross-sections shall be cut on station at 25-foot intervals. The cross section interval should be defined in the engineering services contract.

Full cross-section profiles will be taken at all cross streets, alleys, cross road culverts, and entrances (commercial, private, and field). Half cross-sections will not be accepted because they skew the computer terrain model.

The CONSULTANT will locate and identify all trees (6 inches in diameter or greater) within the area either side of the centerline, defined by the proposed ROW or construction limits (whichever is greater) plus an additional 10 feet. The trees shall be identified by species and size. The trees shall be located by station/offset and have a ground elevation.

Streams, tributaries, or major drainage ditches located within a lateral distance of 250 feet from centerline (upstream and downstream) shall be surveyed. Alignment, profiles, and cross-sections shall be taken. The stream width shall be shown as the distance measured between the tops of the stream banks. Profile elevations along the bottom of the watercourse shall be taken at a minimum of 50-foot intervals.

The survey shall extend a minimum of 200 feet beyond the roadway construction limits. Cross-sections shall be taken a minimum of 10 feet beyond the proposed R.O.W. or construction limits (whichever is greater). Cross-sections will extend 30 feet beyond the proposed R.O.W. at entrances and 150 feet at minor side roads.

All survey data shall be collected in Illinois State Plane Coordinates – East Zone. The collected survey data for the existing topography shall have a minimum of 3rd Order Accuracy horizontally with readings to the nearest 0.1 feet for vertical on gravel or ground and readings to the nearest 0.01 feet for vertical on all other surfaces.

For ADA ramps: The Consultant shall not use GPS devices to collect vertical data or elevations for hard surfaces e.g. curb and gutter, sidewalk, bike paths etc.

RAILROAD INSURANCE

The CONSULTANT will comply with the railroad's requirements when conducting a survey on the railroad's R.O.W. Usually, this includes obtaining a permit, paying a fee, obtaining Railroad Protective Liability Insurance, notification of a flagman to be present near the rails during the survey operations, and any other requirements of the railroad. The CONSULTANT is responsible for all of the foregoing requirements.

DELIVERABLES

I. Copies from the CONSULTANT'S field books, showing benchmarks, level circuits, & structure details, such as size and inverts etc.

II. The Base Drawing at 1:1 scale. All the topographic information shall be plotted electronically. The data shall be in Illinois State Plane Coordinates – East Zone and be recorded in a MICROSTATION (dgn) format. All CAD work shall be according to LCDOT CAD Standards. ASCII files, gpk files, and/or InRoads files containing all point information as described below shall be included. A filename "ID" acronym explanation sheet shall be provided. Backup CDs shall be provided.

III. Point Information:

(1) Point number
(2) Northing and Easting coordinate values
(3) "Z" elevations
(4) Point identification by code
(5) Notes

Subconsultant:

GZA Geoenvironmental, Inc.

DBA Huff & Huff, Inc.

Huff & Huff incorporated
A Subsidiary of GZA

GEOTECHNICAL
ENVIRONMENTAL
ECOLOGICAL
WATER
CONSTRUCTION MANAGEMENT

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Suite 330
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www.gza.com

October 10, 2025 (Revised)

Mr. Jeffrey Hall, P.E.
PARSONS
222 South Riverside, Suite 2450
Chicago, Illinois 60606

Via Email: Jeffrey.Hall@parsons.com

Re: Lake County Division of Transportation
Deerfield Road over the Middle Fork of the North Branch, Chicago River
Bridge Improvement
Phase 1 Preliminary Engineering
Section 25-00036-02-BR
Deerfield and Highland Park, Lake County, Illinois
Proposal No. 81.P013080.26

Dear Mr. Hall:

Huff & Huff, Inc., a subsidiary of GZA GeoEnvironmental, Inc. (H&H/GZA), is pleased to submit this proposal to PARSONS (Client) to provide environmental services for the Lake County Division of Transportation (LCDOT) proposed improvements to the bridge over the Middle Fork of the North Branch, Chicago River (MFNBCR) located in Deerfield and Highland Park, Lake County, Illinois.

The H&H/GZA proposed scope of work includes tasks for completing a wetland and waterway delineation services and the completion of a Preliminary Environmental Site Assessment (PESA) and Preliminary Site Investigation/CCDD (PSI). This proposal presents our Project Understanding, Scope of Services, Level of Effort, Cost, and Schedule.

1. PROJECT UNDERSTANDING

The Client is preparing a Phase I Preliminary Engineering scope of work for the proposed improvement of the Deerfield Road bridge over the MFNBCR in Deerfield. The Phase I Preliminary Engineering Study will be completed in accordance with the Illinois Department of Transportation of Transportation's (IDOT) Bureau of Local Roads & Streets Policies & Procedures for improvements. This scope of work does not include Phase II services at this time.

The limits of the project extend along Deerfield Road from west of Heather Road to east of Millstone Road. Land use along Deerfield Road is primarily residential with one religious institution.

In preparing this proposal, H&H/GZA has made the following assumptions.

- As this project will be processed through IDOT Local Roads, biological and cultural clearances will be made available through the IDOT Environmental Survey Request process.
- H&H/GZA will complete field delineations of all wetlands and Waters of the United States (WOUS) within the project limits, plus an additional 100 feet per Lake County regulatory requirements.
- Access to all areas within the project limits to conduct field investigations will be provided by Client.

- All fees associated with obtaining wetland banking credits are not included in this scope of services and are the responsibility of the County. It is anticipated that any necessary wetland mitigation will be provided through LCDOT's credits in the Buffalo Creek Wetland Bank.
- Wetland permitting will be included in Phase II.

2. SCOPE OF SERVICES

Task 1: Wetland and Waterway Delineation

H&H/GZA understands that regulated wetlands are potentially located within or adjacent to the project limits. H&H/GZA proposes to conduct a wetland and surface water delineation in accordance with:

- The February 25, 2022, edition of the USACE Chicago District Nationwide Permit (NWP) Program;
- The USACE Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region (Version 2.0), (Supplemental Wetland Manual); and
- The October 13, 2020, edition of the Lake County Watershed Development Ordinance (WDO).

A. **Off-site Record/Document Review**

The following records/documents will be reviewed prior to conducting the field investigation. Soils information will be reviewed to determine the soil types encountered during the delineation procedures. The sources to be reviewed and used include:

- Current and historic aerial photographs.
- U.S. Geological Survey (USGS), Topographic Map.
- U.S. Fish and Wildlife Service (USFWS), National Wetlands Inventory (NWI) Maps.
- Lake County Wetland Inventory Maps.
- Lake County Advanced Identification of Wetlands (ADID) Maps.
- Natural Resources Conservation Service (NRCS), Soil Survey of Lake County.
- Hydric Soils of the United States.
- Federal Emergency Management Agency (FEMA), Flood Insurance Rate Maps (FIRM); and
- USGS, Hydrologic Atlas.

B. **On-Site Investigation (Field Inventory)**

H&H/GZA proposes to conduct on-site investigations of all potential wetlands and waterways within the project limits as well as confirm the absence of wetlands if none are present. Proposed services include the identification and delineation of wetlands. Wetland delineation field investigation activities include on-site testing for the presence of hydric soils, hydrophytic vegetation, and sufficient hydrology. A floristic quality assessment (FQA) will be conducted for each identified wetland. Functions of wetlands based on field observations will also be evaluated during the on-site investigations. GZA will flag wetland boundaries in accordance with the WDO. Wetland boundaries will be flagged in the field and will be surveyed by others.

Task 2: Wetland Report

Upon completion of Task 1, a Wetland Delineation Report will be prepared summarizing the findings of the off-site record/document review and the on-site investigation. This report will be submitted to the Client as a PDF only. GZA will not provide shapefiles of the wetland and waterway boundaries. Specific items to be included in the report are as follows:

- Map showing the location, limits, and wetland boundaries within the project limits.
- Aerial photography depicting the appropriate limits of the delineated wetlands and waterways.
- USACE data sheets with FQAs, as required.
- Color photos of the wetlands and the data points; and
- Written description of wetland functional classification.

The NRCS no longer conducts farmed wetland determinations for areas of agricultural conversion. As agricultural land is not present within the project limits, conducting a Farmed Wetland Determination (FWD) is not included in the scope.

Any impacts to wetlands or waterways will require permits. H&H/GZA understands that wetland permitting will take place during Phase II.

Task 3: Preliminary Jurisdictional Determination/Boundary Verification

This task includes preparing the Preliminary Jurisdictional Determination/Boundary Verification (PJD/BV) submittal and formally requesting a PJD/BV through the Lake County Stormwater Management Commission (LCSMC) for all identified wetlands and waterways/surface waters. Time under this task includes one field meeting with the LCSMC for completion of the PJD/BV as well as time to flag all delineated wetlands and waterways/surface waters for the BV. Time under this task also includes revising the wetland report, if boundaries are modified during the field PJD/BV meeting based on input received from the LCSMC.

As the number of wetlands and open waters is not known at this time, fees associated with this PJD/BV are not included in this scope and are the responsibility of the County.

Wetland/Waters Permitting with either the USACE or Lake County will occur in Phase II and is not included in this scope.

Task 4: Wetland Impact Evaluation

This task includes completing IDOT's Wetland Impact Evaluation (WIE) form, which is required for a complete ESR submittal. H&H/GZA will complete the WIE form using wetland impacts as calculated by the Client.

Task 5: PESA

H&H/GZA will conduct a Preliminary Environmental Site Assessment (PESA) for the local road portions of the Project Corridor. A Preliminary Site Investigation (PSI) and CCDD coordination will be conducted in a future Phase II contract and is not part of this scope.

This PESA process will follow general protocols contained within:

- A Manual for Conducting Preliminary Environmental Site Assessments for Illinois Department of Transportation (IDOT) Highway Projects (Erdmann et al., 2012).
- ASTM International (ASTM) standard 1527-13.
- IDOT Bureau of Design and Environment (BDE) Procedure Memorandum Number 10-07, Special Waste Procedures. This memo was incorporated into Chapter 27-3 of the IDOT BDE Manual in June 2012.

- IDOT Bureau of Local Roads and Streets (BLRS) Manual, Chapter 20-12, Special Waste, July 2013.
- Public Act 96-1416; and
- Clean Construction or Demolition Debris (CCDD) Fill Operations and Uncontaminated Soil Fill Operations: Amendments to 35 Illinois Administrative Code 1100, effective August 27, 2012.

A. Historical Research

The Project Corridor historical land use/ownership record will be developed from standard historical sources. Historic aerial photographs will be reviewed to identify land use over time and potential areas of environmental concern, such as areas of surface disturbance and outside storage.

B. Site Evaluation

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

C. Records Review

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

D. Report Preparation

A PESA Report summarizing the results of the evaluation will be prepared. The following information will be included in this report:

- The project location and description.
- Historical uses of Project Corridor.
- The area geology and hydrology.
- The environmental status of sites adjacent to the Project Corridor regarding chemical use and storage, underground and aboveground storage tanks, solid waste, special waste, hazardous waste, and PCBs.
- An analysis of the site inspection; and
- A summary of the findings regarding environmental concerns. The Potentially Impacted Properties (PIPs) will be assessed, per Subpart F, Section 1100, 35 IAC, related to CCDD management and in general conformation with IDOT memoranda.

A Preliminary Site Investigation (PSI) with LPC663 CCDD Documentation will occur in Phase II and is not included in this scope.

Task 6: Bridge Bat Assessment

As there are improvements proposed to the bridge structure, a Bridge/Bat Assessment (BBA) will be conducted as an early task of work. This will include investigating the underside and superstructure of the bridge to observe if bats are present or whether there is evidence that bats are roosting in the structure. The approved US Fish & Wildlife Service inspection forms will be completed documenting the results of the inspection and will include photos taken during the inspection.

Task 7: Tree Survey

H&H/GZA will complete a tree survey. The limits of the tree survey will be the anticipated construction limits of the proposed improvement. H&H/GZA will identify the trees to species level and determine health, structure, and origin. H&H/GZA will note whether any trees are of exceptional size and condition. H&H/GZA will also determine which trees are worth avoidance, if any. The tree survey will follow IDOT Departmental Policies (D&E – 18) for all trees located within the survey limits.

IDOT Departmental Policies (D&E – 18) specifies all trees with a diameter at breast height (DBH) of three (3) inches or greater as well as trees with a DBH of less than three inches when such have been intentionally planted for landscaping, environmental mitigation, or habitat preservation/enhancement purposes be identified.

It does not appear that any unit of the Lake County Forest Preserve District (LCFPD) is located near the project. As a result, the tree survey will not follow the LCFPD Ordinance. This proposal assumes that all trees within the project limits will be tagged with aluminum tree tags by H&H/GZA and once tagged, the trees will be surveyed by Jorgensen & Associates, Inc.

This proposal includes an assessment of northern long-eared bat (NLEB; *Myotis septentrionalis*) habitat within the proposed ROW. The NLEB assessment entails only the assessment of tree resources as potential habitat for NLEB and expressly does not constitute a survey for presence/absence of NLEB within the project or adjacent areas.

Task 8: Tree Survey Report

After all trees are evaluated within the project limits, a tabulation of trees will be compiled which summarizes trees and potential impacts. The tree information will include tree species, size, health, structure, origin (volunteer or landscaped tree), and any identified specimen and exceptional trees in a memorandum and be provided to the Client in electronic PDF format only.

Task 9: Quality Assurance/Quality Control (QA/QC)

Time under this task includes QA/QC time for the report and submittals materials as described above.

Task 10: Project Administration/Project Management

Time under this task includes project administration and management activities that include cost and schedule tracking, coordination with Client on authorized activities, report production, and other in-house management activities. This task includes preparing a Health and Safety Plan as appropriate for the project and tasks therein.

3. LEVEL OF EFFORT, COST, AND SCHEDULE

Estimated hours and costs to complete the proposed scope of services is attached. The wetland delineation will be completed as soon as possible during the growing season, which is between approximately May 15th and October 1st, with an anticipated completion of the Wetland Delineation Report within four weeks of field work. PESA work would commence within ten business days of authorization to proceed, or as requested by Client. The target completion date would be eight weeks from the date of the authorization to proceed. Completion of the PJD/BV and permitting services are dependent on Client need and schedules. The tree survey will commence within four weeks of authorization to proceed and will be coordinated with Jorgenson surveyors. If an expedited schedule is necessary, H&H/GZA will coordinate with Client to establish a schedule that is appropriate for the project needs. The cost estimate for this scope of work is presented in the attached Cost Estimate of Consultant Services (CECS). Costs will be invoiced as a cost-plus fixed fee.

4. PROPOSAL ACCEPTANCE

Conditions of Engagement

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

Acceptance

This agreement may be accepted by signing in the appropriate space below and returning one complete copy to H&H/GZA. This proposal is valid for a period of 30 days from the date of issue.

We appreciate the opportunity to submit this proposal. Please feel free to contact the undersigned at (630) 684-4411 with any questions.

Very truly yours,

Huff & Huff, Inc./GZA, Inc.

Jim Novak, P.W.S.
Associate Principal
Attachments: Terms and Conditions

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

By: _____ Title: _____

Printed/Typed Name: _____ Date: _____

The Proposal for Services, Schedule of Fees and Terms and Conditions for Professional Services may be executed in two or more counterparts, each of which together shall be deemed an original, but all of which together shall constitute one and the same instrument. In the event that any signature is delivered by facsimile transmission or by an e-mail delivery of a document in ".pdf" format, each such signature shall create a valid and binding obligation of the party executing the document, or on whose behalf each document is executed, with the same force and effect as if each such facsimile or ".pdf" signature were an original thereof.

Illinois Department of Transportation

EXHIBIT D

COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

FIXED RAISE

Local Public Agency	County	Section Number
Lake County DOT	Lake	

Prime Consultant (Firm) Name	Prepared By	Date
Parsons	JCN	10/10/2025

Consultant / Subconsultant Name	Job Number
Huff & Huff/GZA	

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

Remarks

PAYROLL ESCALATION TABLE

CONTRACT TERM	**18**	**MONTHS**	**OVERHEAD RATE**	**184.39%**
START DATE	**1/1/2026**		**COMPLEXITY FACTOR**	**0**
RAISE DATE	**3/1/2026**		**% OF RAISE**	**3.00%**
END DATE	6/30/2027			

ESCALATION PER YEAR

Year	First Date	Last Date	Months	% of Contract
0	1/1/2026	3/1/2026	2	11.11%
1	3/2/2026	3/1/2027	12	68.67%

The total escalation = 3.35%

Local Public Agency	County	Section Number
Lake County DOT	Lake	

Consultant / Subconsultant Name	Job Number
Huff & Huff/GZA	

PAYROLL RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET FIXED RAISE

MAXIMUM PAYROLL RATE	**90.00**
ESCALATION FACTOR	**3.35%**

CLASSIFICATION	IDOT PAYROLL RATES ON FILE	CALCULATED RATE
Principal	$90.00	$90.00
Associate Principal II	$78.91	$81.56
Associate Principal I	$72.41	$74.84
Senior Consultant I	$64.97	$67.15
Senior Project Manager III	$75.84	$78.38
Senior Project Manager II	$63.84	$65.98
Senior Project Manager I	$59.95	$61.96
Senior Landscape Architect	$63.40	$65.53
Senior Planning PM	$61.44	$63.50
Senior Technical Specialist II	$63.69	$65.83
Senior Technical Specialist I	$56.07	$57.95
CADD Designer	$45.27	$46.79
Scientist PM II	$54.41	$56.23
Scientist PM I	$47.56	$49.15
Assistant PM Scientist	$39.33	$40.65
Environmental Engineer PM II	$52.00	$53.74
Environmental Engineer PM I	$48.90	$50.54
Geotechnical Engineer PM I	$52.74	$54.51
Assistant PM Engineer I	$41.12	$42.50
Engineer I	$36.84	$38.08
Scientist SI	$35.69	$36.89
Scientist SII	$31.95	$33.02
Technical Graphics Technician	$29.42	$30.41
Architectural Historian	$42.20	$43.62
Administrative Executive	$54.99	$56.83
Administrative Manager	$46.97	$48.55
Senior Administrative Assistant	$37.90	$39.17

Local Public Agency	**County**	**Section Number**
Lake County DOT	Lake	
Consultant / Subconsultant Name		**Job Number**
Huff & Huff/GZA		

SUBCONSULTANTS

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

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

NOTE: Only subconsultants who fill out a cost estimate that splits out direct labor may be listed on this sheet.

Local Public Agency
Lake County DOT

County
Lake

Section Number

Consultant / Subconsultant Name
Huff & Huff/GZA

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	300	$0.70	$210.00
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	30	$2.50	$75.00
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
Utliity 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)			$0.00
Equipment and/or Specialized Equipment Rental	Actual Cost (Requires 2-3 quotes with IDOT approval)			$0.00
Per Diem (Meals)				$0.00
Field Kit	Daily Rate			$0.00
Record Search				$0.00
Database Package	Actual Cost	1	$280.00	$280.00
			TOTAL DIRECT COSTS:	**$565.00**

Local Public Agency
Lake County DOT

County
Lake

Section Number

Consultant / Subconsultant Name
Huff & Huff/GZA

Job Number

COST ESTIMATE WORKSHEET

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

OVERHEAD RATE 184.39%

COMPLEXITY FACTOR 0

TASK	DIRECT COSTS (not included in row totals)	STAFF HOURS	PAYROLL	OVERHEAD & FRINGE BENEFITS	FIXED FEE	SERVICES BY OTHERS	TOTAL	% OF GRAND TOTAL
Wetland and Waterway Delineation	57	10	448	827	148	0	1,423	4.76%
Delineation Report		46	1,792	3,304	591	0	5,687	19.01%
Preliminary JD and Boundary Verification	57	8	393	725	130	0	1,248	4.17%
Wetland Impact Evaluation Forms		7	345	636	114	0	1,095	3.66%
PESA	337	52	2,102	3,876	694	0	6,672	22.30%
Bridge/Bat Assessment		8	332	612	110	0	1,054	3.52%
Tree Survey	114	36	1,549	2,856	511	0	4,916	16.43%
Tree Survey Report		36	1,437	2,649	474	0	4,560	15.24%
QA/QC		7	551	1,016	182	0	1,749	5.85%
Project Administration		5	301	554	99	0	954	3.19%
			-	-	-		-	
			-	-	-		-	
			-	-	-		-	
Subconsultant DL							$0.00	
Direct Costs Total ===>	$565.00						**$565.00**	1.89%
TOTALS		215	9,250	17,055	3,053	-	29,923	100.00%

26,305

Local Public Agency
Lake County DOT

County
Lake

Section Number

Consultant / Subconsultant Name
Huff & Huff/GZA

Job Number

AVERAGE HOURLY PROJECT RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJ. RATES			Wetland and Waterway Delineation			Delineation Report			Preliminary JD and Boundary Verification			Wetland Impact Evaluation Forms			PESA		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Principal	90.00	0.0																	
Associate Principal II	81.56	8.0	3.72%	3.03													2	3.85%	3.14
Associate Principal I	74.84	5.0	2.33%	1.74													2	3.85%	2.88
Senior Consultant I	67.15	5.0	2.33%	1.56				2	4.35%	2.92									
Senior Project Manager III	78.38	0.0																	
Senior Project Manager II	65.98	0.0																	
Senior Project Manager I	61.96	0.0																	
Senior Landscape Architect	65.53	0.0																	
Senior Planning PM	63.50	0.0																	
Senior Technical Specialist II	65.83	3.0	1.40%	0.92										3	42.86%	28.21			
Senior Technical Specialist I	57.95	0.0																	
CADD Designer	46.79	0.0																	
Scientist PM II	56.23	0.0																	
Scientist PM I	49.15	50.0	23.26%	11.43	7	70.00%	34.41	6	13.04%	6.41	8	100.00%	49.15				4	7.69%	3.78
Assistant PM Scientist	40.65	0.0																	
Environmental Engineer PM II	53.74	0.0																	
Environmental Engineer PM I	50.54	0.0																	
Geotechnical Engineer PM I	54.51	0.0																	
Assistant PM Engineer I	42.50	0.0																	
Engineer I	38.08	0.0																	
Scientist SI	36.89	129.0	60.00%	22.13	2	20.00%	7.38	32	69.57%	25.66				4	57.14%	21.08	38	73.08%	26.96
Scientist SII	33.02	0.0																	
Technical Graphics Technician	30.41	13.0	6.05%	1.84	1	10.00%	3.04	6	13.04%	3.97							5	9.62%	2.92
Architectural Historian	43.62	0.0																	
Administrative Executive	56.83	0.0																	
Administrative Manager	48.55	0.0																	
Senior Administrative Assistant	39.17	2.0	0.93%	0.36													1	1.92%	0.75
TOTALS		215.0	100%	$43.02	10.0	100.00%	$44.83	46.0	100%	$38.96	8.0	100%	$49.15	7.0	100%	$49.29	52.0	100%	$40.43

Local Public Agency
Lake County DOT

County
Lake

Section Number

Consultant / Subconsultant Name
Huff & Huff/GZA

Job Number

AVERAGE HOURLY PROJECT RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

PAYROLL CLASSIFICATION	AVG HOURLY RATES	Bridge/Bat Assessment			Tree Survey			Tree Survey Report			QA/QC			Project Administration					
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Principal	90.00																		
Associate Principal II	81.56										4	57.14%	46.60	2	40.00%	32.62			
Associate Principal I	74.84										3	42.86%	32.07						
Senior Consultant I	67.15							3	8.33%	5.60									
Senior Project Manager III	78.38																		
Senior Project Manager II	65.98																		
Senior Project Manager I	61.96																		
Senior Landscape Architect	65.53																		
Senior Planning PM	63.50																		
Senior Technical Specialist II	65.83																		
Senior Technical Specialist I	57.95																		
CADD Designer	46.79																		
Scientist PM II	56.23																		
Scientist PM I	49.15	3	37.50%	18.43	18	50.00%	24.58	2	5.56%	2.73				2	40.00%	19.66			
Assistant PM Scientist	40.65																		
Environmental Engineer PM II	53.74																		
Environmental Engineer PM I	50.54																		
Geotechnical Engineer PM I	54.51																		
Assistant PM Engineer I	42.50																		
Engineer I	38.08																		
Scientist SI	36.89	5	62.50%	23.05	18	50.00%	18.44	30	83.33%	30.74									
Scientist SII	33.02																		
Technical Graphics Technician	30.41							1	2.78%	0.84									
Architectural Historian	43.62																		
Administrative Executive	56.83																		
Administrative Manager	48.55																		
Senior Administrative Assistant	39.17													1	20.00%	7.83			
TOTALS		8.0	100%	$41.49	36.0	100%	$43.02	36.0	100%	$39.91	7.0	100%	$78.68	5.0	100%	$60.12	0.0	0%	$0.00

Subconsultant:

DB Sterlin Consultants, Inc.

DB STERLIN CONSULTANTS INC

September 29, 2025 (REV1 – 10.09.25)

Mr. Jeffrey R. Hall, PE
Parsons Corporation
222 S. Riverside Plaza
Chicago, IL 60606

SUBJECT: Lake County Division of Transportation
Deerfield Road Bridge over Middle Fork of the North Branch of the Chicago River
Phase I Preliminary Engineering Study
Section 25-00036-02-BR
DB Sterlin Scope of Services

Dear Mr. Hall,

DB Sterlin Consultants, Inc., (DBS)is pleased to submit this proposal for the above-referenced project. The following is our proposed Scope of Services:

Hydraulic Analysis
It is not known if the current bridge is a source of flooding or is overtopped in the 50-year or 100-year events.

The Middle Fork North Branch Chicago River (MFNBCR) does have a Zone AE floodplain with a floodway delineated and it appears on FEMA FIRM 17097C0287K that the 100-year flow may overtop Deerfield Road. However, investigation of the FEMA Flood Insurance Study (FIS) for this area does not show a flood profile to determine if Deerfield Road is overtopped. If Deerfield Road is overtopped for the design event, the proposed structure will need to be designed to pass the design event with the proper freeboard. It is assumed that a proposed structure will need to be modeled to pass the design event. Additionally, It is assumed no hydrologic analysis will be done for the Middle Fork North Branch Chicago River.

DBS will provide hydraulic analysis services as described herein.

- Provide datum correlation between project survey datum with the 2017 bridge rehab plans, 2000 metric bridge plans and the current Flood Insurance Study.
- Obtain the regulatory floodplain model from FEMA
- Create an existing conditions model based off survey for the project.
- Create a proposed conditions model modeling the proposed alternatives for structure replacement.
- Waterway Information Table
    - Prepare water way information table for preferred alternative based on project datum.
- Compare existing conditions to proposed conditions model to determine changes if any.
- Prepare scour calculations and recommendations for preferred alternative.
- Prepare Hydraulic Report.
- Prepare BLRS Form 10210.

- Assume floodplain and floodway encroachments due to bridge replacement.
- Calculate compensatory storage requirements for preferred alternative.
- Determine compensatory storage location and ROW needs.
- Complete IDNR-OWR Permit
- It is assumed that there will be one round of comments and responses from IDOT for the Hydraulic Report.

Drainage Design

DBS will provide drainage design scope of services as described herein:

- Prepare General Location Drainage Map
- Identify existing drainage patterns
    - Complete existing drainage plan including areas, TOCs, and land use
- LCDOT Maintenance did not identify any drainage problems along the corridor. Identification of any drainage problems from flooding records is not included.
- Determine drainage design criteria.
- Determine proposed drainage concept
- Identify drainage outlets and constraints along project corridor.
- Detention is not required by SMC based on the proposed improvements being the same as the existing conditions
- Determine proposed ROW and easement requirements for proposed drainage plan.
- No drainage alternatives are included.
- Coordinate drainage studies with Lake County DOT, Lake County SMC, Deerfield, and Highland Park
- Complete proposed drainage plan.
- Bridge drainage needs and scupper location/spacing
- Complete SMC Permit
- Water quality / BMP design is not included
- Complete Location Drainage Study
- Complete drainage cost estimate

Utility Survey / SUE Investigation

DBS will perform and coordinate with local Utilities and perform SUE Investigation as outlined below. The work will be performed at the outset of the project and DBS will contract with a SUE subconsultant to obtain the required SUE Level B and SUE information.

- Utility Identification and coordination
- Initial coordination / Data Collection
    - LCDOT will supply utility contacts within the study area
    - JULIE design stage / planning information request
- SUE Level D
    - Request available utility maps and atlases from utility contacts
    - Utility Easement Research to identify utility easements
    - Utilities will include: electric, telecommunications, gas, underground traffic control facilities and interconnect, street lighting facilities, and water
    -

- SUE Level B – SUE Subconsultant
    - Utility Survey
    - Utility Data Base Mapping
    - Based on completed survey, add utilities to existing mapping
    - Develop SUE plan showing locations of identified utilities along with those identified in SUE Level D

- Preliminary Utility Design Review
    - Identify utility conflicts based on preferred improvement plan and proposed drainage plan
    - Provide a written report of all conflicts identified including summary of proposed conflict resolution
- Utility Coordination
    - Coordinate with utilities after conflicts to get confirmation
    - Schedule/Attend Utility Coordination Meetings (Estimate includes 3 meetings)
- Attend 1 joint utility coordination meeting
- Provide SUE Level D & Level B utility mapping for the entire project limits. The existing utilities will then be plotted into a Microstation CADD file using a combination of the utility atlases and topographic survey information by others.

At each stage of the SUE process, DB Sterlin will coordinate with the selected SUE subconsultant to obtain the necessary data. Upon completion of the SUE Level B investigations, DB Sterlin will compile all SUE data

DB Sterlin Consultants, Inc. appreciates this opportunity. We look forward to working with the PARSONS team on this project. Contact me at rcerrado@dbsterlin.com with any questions or requests for additional information.

Sincerely,
DB STERLIN CONSULTANTS, INC.

Rob Cerrado

cc: Hannah Martens – DBS
Minal Hahm– DBS

Illinois Department of Transportation

Local Public Agency	County	Section Number
Lake County DOT	Lake	25-00036-02-BR
Prime Consultant (Firm) Name	**Prepared By**	**Date**
Parsons	Rob Cerrado	9/23/2025
Consultant / Subconsultant Name	**Job Number**	
DB Sterlin Consultants, Inc.		

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

Remarks

PAYROLL ESCALATION TABLE

CONTRACT TERM	18	MONTHS	OVERHEAD RATE	116.25%
START DATE	1/1/2026		COMPLEXITY FACTOR	0
RAISE DATE	1/1/2026		% OF RAISE	3.00%
END DATE	6/30/2027			

ESCALATION PER YEAR

Year	First Date	Last Date	Months	% of Contract
0	1/1/2026	1/1/2026	0	0.00%
1	1/2/2026	1/1/2027	12	68.67%
2	1/2/2027	7/1/2027	6	35.36%

The total escalation = 4.03%

Local Public Agency	County	Section Number
Lake County DOT	Lake	25-00036-02-BR

Consultant / Subconsultant Name	Job Number
DB Sterlin Consultants, Inc.	

PAYROLL RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET FIXED RAISE

MAXIMUM PAYROLL RATE	**90.00**
ESCALATION FACTOR	**4.03%**

CLASSIFICATION	IDOT PAYROLL RATES ON FILE	CALCULATED RATE
CADD Manager	$75.24	$78.27
CADD Technician I	$28.76	$29.92
Civil Engineering Technician II	$39.79	$41.39
Civil Engineering Technician III	$48.57	$50.53
Civil Project Engineer II	$64.67	$67.28
Civil Project Engineer III	$71.55	$74.43
Engineer II	$42.19	$43.89
Engineer III	$47.73	$49.65
Engineer IV	$51.33	$53.40
Project Engineer I	$56.01	$58.27
Project Engineer II	$68.83	$71.60
Project Engineer III	$80.20	$83.43
Civil Project Engineer I	$73.70	$76.67
Civil Project Engineer II	$67.60	$70.32
Senior Engineer I	$82.66	$85.99
Senior Engineer III	$91.28	$90.00
Senior Engineer IV	$108.46	$90.00

Local Public Agency	County	Section Number
Lake County DOT	Lake	25-00036-02-BR

Consultant / Subconsultant Name	Job Number
DB Sterlin Consultants, Inc.	

SUBCONSULTANTS

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

NAME	Direct Labor Total	Contribution to Prime Consultant
EXODIGO - (SUE Level D)	40,000.00	4,000.00
Total	**40,000.00**	**4,000.00**

NOTE: Only subconsultants who fill out a cost estimate that splits out direct labor may be listed on this sheet.

Local Public Agency
Lake County DOT

County
Lake

Section Number
25-00036-02-BR

Consultant / Subconsultant Name
DB Sterlin Consultants, Inc.

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			$0.00
Vehicle Owned or Leased	$32.50/half day (4 hours or less) or $65/full day	4	$65.00	$260.00
Vehicle Rental	Actual Cost (Up to $55/day)	4	$55.00	$220.00
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)	3	$1,100.00	$3,300.00
Aerial Photography and Mapping	Actual Cost (Requires 2-3 quotes with IDOT approval)			$0.00
Utliity 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)			$0.00
Equipment and/or Specialized Equipment Rental	Actual Cost (Requires 2-3 quotes with IDOT approval)			$0.00
				$0.00
				$0.00
				$0.00
				$0.00
		TOTAL DIRECT COSTS:		**$3,780.00**

Local Public Agency
Lake County DOT

County
Lake

Section Number
25-00036-02-BR

Consultant / Subconsultant Name
DB Sterlin Consultants, Inc.

Job Number

COST ESTIMATE WORKSHEET

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

OVERHEAD RATE 116.25% **COMPLEXITY FACTOR** 0

TASK	DIRECT COSTS (not included in row totals)	STAFF HOURS	PAYROLL	OVERHEAD & FRINGE BENEFITS	FIXED FEE	SERVICES BY OTHERS	TOTAL	% OF GRAND TOTAL
Hydraulic Analysis		348	27,266	31,697	8,845		67,808	37.23%
Drainage Design		272	17,895	20,803	5,805		44,503	24.43%
SUE Level D	480	100	4,528	5,264	1,469		11,261	6.18%
SUE Level B	3,300	100	4,528	5,264	1,469	40,000	51,261	28.14%
QAQC		20	1,420	1,651	461		3,532	1.94%
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Subconsultant DL							-$0.39	0.00%
Direct Costs Total ===>	$3,780.00						$3,780.00	2.08%
TOTALS		840	55,637	64,679	18,049	40,000	182,145	100.00%

120,316

BLR 05514 (Rev. 02/06/25)
COST EST

The subconsultant fee has been adjusted due to 15% fixed f

Local Public Agency
Lake County DOT

County
Lake

Section Number
25-00036-02-BR

Consultant / Subconsultant Name
DB Sterlin Consultants, Inc.

Job Number

AVERAGE HOURLY PROJECT RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJ. RATES			Hydraulic Analysis			Drainage Design			SUE Level D			SUE Level B			QAQC		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
CADD Manager	78.27	0.0																	
CADD Technician I	29.92	172.0	20.48%	6.13	32	9.20%	2.75	60	22.06%	6.60	40	40.00%	11.97	40	40.00%	11.97			
Civil Engineering Technicia	41.39	0.0																	
Civil Engineering Technicia	50.53	0.0																	
Civil Project Engineer II	67.28	56.0	6.67%	4.49							20	20.00%	13.46	20	20.00%	13.46	16	80.00%	53.82
Civil Project Engineer III	74.43	40.0	4.76%	3.54	20	5.75%	4.28	20	7.35%	5.47									
Engineer II	43.89	0.0																	
Engineer III	49.65	80.0	9.52%	4.73							40	40.00%	19.86	40	40.00%	19.86			
Engineer IV	53.40	0.0																	
Project Engineer I	58.27	0.0																	
Project Engineer II	71.60	176.0	20.95%	15.00	44	12.64%	9.05	132	48.53%	34.75									
Project Engineer III	83.43	0.0																	
Civil Project Engineer I	76.67	0.0																	
Civil Project Engineer II	70.32	0.0																	
Senior Engineer I	85.99	316.0	37.62%	32.35	252	72.41%	62.27	60	22.06%	18.97							4	20.00%	17.20
Senior Engineer III	90.00	0.0																	
Senior Engineer IV	90.00	0.0																	
		0.0																	
		0.0																	
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TOTALS		840.0	100%	$66.24	348.0	100.00%	$78.35	272.0	100%	$65.79	100.0	100%	$45.28	100.0	100%	$45.28	20.0	100%	$71.02

Subconsultant:

Wang Engineering, Inc.

Wang Engineering
A Terracon Company

1145 N. Main Street
Lombard, IL 60148
(630) 953-9928
WangEng.com | Terracon.com

October 08, 2025

Jeffrey R. Hall, P.E.
Parsons
222 South Riverside, Suite 2450
Chicago, Illinois 60606

Re: Proposal for Geotechnical Engineering Services
Deerfield Road Reconstruction and
Bridge over Middle Fork of the North Branch of the Chicago River
Highland Park and Deerfield, Lake County, Illinois
Wang PKE255328

Dear Mr. Hall:

Wang Engineering, Inc., A Terracon Company (Wang), is pleased to present this proposal for geotechnical engineering services associated with the proposed improvements to Deerfield Road extending from west of Heather Road to east of Evergreen Way in Highland Park and Deerfield, Illinois. The project includes the reconstruction and widening of Deerfield Road and the rehabilitation or potential replacement of the existing one-span bridge carrying Deerfield Road over the Middle Fork of the North Branch of the Chicago River (MFNBCR). The purpose of our investigation is to characterize subsurface conditions within the project limits and to provide engineering recommendations to support roadway reconstruction, retaining wall feasibility and design, and evaluation of bridge foundation capacity.

SCOPE OF WORK

Based on the preliminary engineering study completed for the County, the Deerfield Road bridge is a circa-1962 prestressed concrete deck beam bridge supported by closed concrete abutments founded on concrete-filled shell piles. The structure carries four lanes of traffic and is flanked by sidewalks on each side. The roadway approaches will be reconstructed and widened to improve cross-sectional geometry and capacity. As part of the work, new or reconstructed retaining walls may be required to accommodate profile and width adjustments adjacent to the bridge approaches. In addition, a pavement condition assessment will be performed within the project corridor to establish the basis for new pavement design recommendations. The geotechnical program will therefore address subgrade stability and settlement, foundation feasibility for retaining walls, the capacity of the existing bridge substructure, and the development of pavement design parameters.

The proposed field exploration consists of four roadway subgrade borings to depths of approximately 10 feet to characterize subgrade soils within the reconstruction corridor, eight retaining wall borings to depths of 25 feet to evaluate subsurface conditions for wall foundations, and two bridge borings advanced to depths of 80 feet to evaluate the feasibility of reusing the existing pile foundations and to provide data for design of new substructures if necessary. We will collect two bulk sediment samples from the river channel to provide grain-size parameters for the hydraulic and scour analyses that will be carried out by other members of our team. Two cores from the wearing surface will be obtained from each side of the bridge and submitted for asbestos testing. Two full-depth pavement cores will be

collected from the approach pavements, one from each side of the bridge. In addition, four concrete cores will be extracted from the bridge abutments, with two cores obtained from each abutment. These abutment cores will be tested for compressive strength, and chloride content testing will be performed at three discrete depths spaced between 0.5 and 1.0 inches within each core, for a total of twelve chloride content determinations. To accomplish the above geotechnical investigation program, Wang proposes the following tasks:

Desk Study and Site Visit: Wang will study and analyze existing roadway drawings, boring logs, and subsurface geological information to check for factors that might impact the proposed engineering works. Ground surface features, potential construction limitations, and impacts on nearby structures, evidence of distress or deformation in the existing pavements and embankments, and signs of settlement will be examined during a site visit and boring layout.

Geotechnical Drilling and Sampling: Wang will provide equipment, labor, and associated materials to drill and sample roadway and structure borings and collect pavement and concrete cores. We will drill and sample an estimated 400 feet of soil in 14 boreholes. The borings will be drilled using ATV- and/or truck-mounted drilling rigs. For budgeting purposes, we included one ATV-mounted rig mobilization. We expect that traffic control will be necessary, and it will be allowed only between the hours of 9:00 AM and 3:00 PM.

Standard Penetration Test (SPT) borings will be advanced with hollow stem augers. Soil samples will be collected with split barrel samplers according to AASHTO T206, "Penetration Test and Split-Barrel Sampling of Soils." Generally, soil samples will be collected continuously in roadway borings and at 2.5-foot intervals to 30 feet and at 5.0-foot intervals thereafter in structure borings. Buck sediment samples will be collected by hand from the river channel.

The SPT borings will be grouted after completion. Where necessary, the cored-through pavement will be patched, and the surface will be restored as close as possible to the original condition. Any remaining soil-derived waste will be spread evenly off pavement, in the vicinity of the boreholes. Wang will make reasonable efforts to reduce pavement and ground damage. However, in the normal course of our work, some disturbance could occur, including rutting of the ground surface and damage to landscaping. Our services do not include repairing the site beyond backfilling our boreholes and patching existing pavements.

Field Supervision: Prior to the start of the investigation, Wang will obtain necessary permits for traffic control and will coordinate the location of utilities with respect to the proposed boring locations. We assume that access to private property, if needed, will be facilitated by others. We included in our estimate one additional site visit to ensure proper JULIE utility clearance prior to mobilizing drilling equipment. Our scope of work does not include private utility locates, but we can provide this service if requested.

A Wang field engineer will monitor drilling activities, maintain field notes, log samples, measure groundwater depths, and prepare soil samples for transport to our laboratory. The field engineer will also perform penetrometer and Rimac unconfined compressive strength tests on cohesive soil samples and observe and record the SPT values on 6 inches of penetration. The as-drilled boring/coring northing and easting locations will be measured using a mapping-grade GPS with an estimated horizontal accuracy of +/-6 inches and vertical accuracy of +/- 5 feet. Boring elevations will be checked against the project's TIN model, or they may be surveyed by another member of the Parsons team.

Laboratory Testing: Soil samples will be transported to our AASHTO-certified laboratory. Anticipated soil testing will include natural moisture content, Atterberg limits, particle size analysis, and unconfined compressive strength testing, supplemented by organic content determinations where required. Concrete cores will be tested in accordance with ASTM C39 to determine compressive strength, and chloride ion testing will be performed in accordance with ASTM C1152 or equivalent. Deck cores will be analyzed for asbestos in accordance with applicable IDOT requirements.

Engineering Analyses, Recommendations, and Reporting: The analytical phase of the work will include evaluation of subgrade stability and settlement potential, feasibility of alternative retaining wall types and foundation systems, and determination of the existing bridge foundation system to sustain continued use or to provide support for proposed rehabilitation measures. If reuse of the existing piles is not feasible, design parameters for new foundation systems will be provided. A pavement condition assessment will be performed between the project limits, and recommendations for pavement design will be developed in accordance with Illinois Department of Transportation procedures. We assume the County and/or Parsons will provide traffic load projections, pavement layer material properties, climatic/environmental data, and project-specific structural and construction considerations.

At the completion of the work, Wang will prepare a comprehensive geotechnical engineering report. The report will include descriptions of the field and laboratory programs, subsurface conditions encountered, and engineering analyses performed. Boring logs, groundwater observations, and laboratory test results will be presented in appendices. Engineering recommendations will be provided for pavement reconstruction/design, retaining wall design, bridge foundation feasibility, and potential soil remediation requirements. The report will also present recommendations for excavation, dewatering, fill placement, and compaction as they relate to the planned construction. A draft report will be issued for review by the County and the design team, and a final version will be submitted after comments have been addressed. The report will meet IDOT Structure and Roadway Geotechnical Reports requirements.

SCHEDULING

Following authorization to proceed, Wang will obtain the necessary utility clearances and traffic control permits. This process is expected to require approximately two to three weeks. The field exploration will then be performed over the course of about eight working days. Laboratory testing will require approximately three to four weeks following completion of drilling and coring. A draft report will be prepared within two weeks after the completion of laboratory testing, and the final report will be issued within two weeks of receiving review comments.

COST ESTIMATE

We propose providing the above services according to the attached cost estimate. The estimated fee will include mobilization and traffic control, field drilling and sampling operations, laboratory testing, and engineering analyses and reporting.

ASSUMPTIONS AND EXCLUSIONS

It is assumed that access to the public right-of-way will be arranged by the Lake County Division of Transportation. We assume that at time of our investigation, the water in the river channel will be shallow enough to allow collecting bulk sediment samples by hand. Our scope does not include private utility locates, environmental assessments beyond asbestos testing of pavement cores, or detailed

ground improvement design. Such services may be provided under a supplemental agreement if required.

Wang Engineering, Inc. appreciates the opportunity to present this proposal. If you have questions, or if you require additional information, please contact us at (630) 953-9928.

Sincerely,

Wang Engineering, Inc., *A Terracon Company*

Liviu Iordache, PG	Corina Farez, PE, PG
Principal / Department Manager III	Principal / Senior Engineering Consultant

Local Public Agency	County	Section Number
LCDOT	Lake	

Prime Consultant (Firm) Name	Prepared By	Date
Parsons	L. Iordache	9/19/2025

Consultant / Subconsultant Name	Job Number
Wang Engineering, Inc. a Terracon Company	

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

Remarks

Deerfield Road Reconstruction and
Bridge over Middle Fork of the North Branch of the Chicago River
Highland Park and Deerfield, Lake County, Illinois

PAYROLL ESCALATION TABLE

CONTRACT TERM	18	MONTHS	OVERHEAD RATE	204.64%
START DATE	1/1/2026		COMPLEXITY FACTOR	0
RAISE DATE	1/4/2026		% OF RAISE	3.00%
END DATE	6/30/2027			

ESCALATION PER YEAR

Year	First Date	Last Date	Months	% of Contract
0	1/1/2026	1/4/2026	0	0.00%
1	1/5/2026	1/4/2027	12	68.67%
2	1/5/2027	7/4/2027	6	35.36%

The total escalation = 4.03%

Local Public Agency	County	Section Number
LCDOT	Lake	

Consultant / Subconsultant Name	Job Number
Wang Engineering, Inc. a Terracon Company	

PAYROLL RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET FIXED RAISE

MAXIMUM PAYROLL RATE	**90.00**
ESCALATION FACTOR	**4.03%**

CLASSIFICATION	IDOT PAYROLL RATES ON FILE	CALCULATED RATE
Principal in Charge	$93.61	$90.00
Project Manager	$71.23	$74.10
Senior Engineer	$71.23	$74.10
Project Engineer/Project Geologist	$47.64	$49.56
Assistant Engineer/Assistant Geologist	$34.11	$35.48
Laboratory Technician	$36.61	$38.09
Administrative Assistant	$31.70	$32.98
QC/QA Reviewer	$82.82	$86.16

Local Public Agency	County	Section Number
LCDOT	Lake	

Consultant / Subconsultant Name	Job Number
Wang Engineering, Inc. a Terracon Company	

SUBCONSULTANTS

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

NAME	Direct Labor Total	Contribution to Prime Consultant
Total	0.00	0.00

NOTE: Only subconsultants who fill out a cost estimate that splits out direct labor may be listed on this sheet.

Local Public Agency
LCDOT

County
Lake

Section Number

Consultant / Subconsultant Name
Wang Engineering, Inc. a Terracon Company

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			$0.00
Vehicle Owned or Leased	$32.50/half day (4 hours or less) or $65/full day	15	$65.00	$975.00
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)	1	$9,200.00	$9,200.00
Aerial Photography and Mapping	Actual Cost (Requires 2-3 quotes with IDOT approval)			$0.00
Utliity Exploratory Trenching	Actual Cost (Requires 2-3 quotes with IDOT approval)			$0.00
Testing of Soil Samples	Actual Cost	1	$46,875.00	$46,875.00
Lab Services	Actual Cost (Provide breakdown of each cost)	1	$7,268.00	$7,268.00
Equipment and/or Specialized Equipment Rental	Actual Cost (Requires 2-3 quotes with IDOT approval)			$0.00
				$0.00
				$0.00
				$0.00
				$0.00
			TOTAL DIRECT COSTS:	**$64,318.00**

Local Public Agency
LCDOT

County
Lake

Section Number

Consultant / Subconsultant Name
Wang Engineering, Inc. a Terracon Company

Job Number

COST ESTIMATE WORKSHEET

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

OVERHEAD RATE 204.64%

COMPLEXITY FACTOR 0

TASK	DIRECT COSTS (not included in row totals)	STAFF HOURS	PAYROLL	OVERHEAD & FRINGE BENEFITS	FIXED FEE	SERVICES BY OTHERS	TOTAL	% OF GRAND TOTAL
Desk Study, Site Access, Pavement Assessment & Permitting		50	2,443	4,999	806		8,248	6.16%
Boring Layout, Utility Clearence Check, Logging	975	95	3,582	7,331	1,182		12,095	9.03%
Laboratory Testing	7,268	3	114	234	38		386	0.29%
Data Analyses & Engineering		125	6,298	12,888	2,078		21,264	15.87%
Report Preparation (SGR, RGR & Pavement Design)		80	5,425	11,102	1,790		18,317	13.67%
Project Management & Meetings		37	2,774	5,676	915		9,365	6.99%
Drilling and Sampling	46,875		-	-	-		-	0.00%
Traffic Control	9,200		-	-	-		-	0.00%
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Subconsultant DL							$0.00	
Direct Costs Total ===>	$64,318.00						$64,318.00	48.00%
TOTALS		390	20,636	42,230	6,809	-	133,993	100.00%
			62,866					

Local Public Agency
LCDOT

County
Lake

Section Number

Consultant / Subconsultant Name
Wang Engineering, Inc. a Terracon Company

Job Number

AVERAGE HOURLY PROJECT RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJ. RATES			Desk Study, Site Access, Pavement Assessment & Permitting			Boring Layout, Utility Clearence Check, Logging			Laboratory Testing			Data Analyses & Engineering			Report Preparation (SGR, RGR & Pavement Design)		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Principal in Charge	90.00	2.0	0.51%	0.46															
Project Manager	74.10	35.0	8.97%	6.65															
Senior Engineer	74.10	80.0	20.51%	15.20	10	20.00%	14.82							30	24.00%	17.78	40	50.00%	37.05
Project Engineer/Project Geologist	49.56	105.0	26.92%	13.34	20	40.00%	19.82	15	15.79%	7.83				50	40.00%	19.82	20	25.00%	12.39
Assistant Engineer/Assistant Geologist	35.48	130.0	33.33%	11.83				80	84.21%	29.88				45	36.00%	12.77	5	6.25%	2.22
Laboratory Technician	38.09	13.0	3.33%	1.27	10	20.00%	7.62				3	100.00%	38.09						
Administrative Assistant	32.98	10.0	2.56%	0.85	10	20.00%	6.60												
QC/QA Reviewer	86.16	15.0	3.85%	3.31													15	18.75%	16.15
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TOTALS		390.0	100%	$52.91	50.0	100.00%	$48.86	95.0	100%	$37.71	3.0	100%	$38.09	125.0	100%	$50.38	80.0	100%	$67.81

Local Public Agency
LCDOT

County
Lake

Section Number

Consultant / Subconsultant Name
Wang Engineering, Inc. a Terracon Company

Job Number

AVERAGE HOURLY PROJECT RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

PAYROLL CLASSIFICATION	AVG HOURLY RATES	Project Management & Meetings			Drilling and Sampling			Traffic Control												
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Principal in Charge	90.00	2	5.41%	4.86															
Project Manager	74.10	35	94.59%	70.10															
Senior Engineer	74.10																		
Project Engineer/Project Geologist	49.56																		
Assistant Engineer/Assistant Geologist	35.48																		
Laboratory Technician	38.09																		
Administrative Assistant	32.98																		
QC/QA Reviewer	86.16																		
TOTALS		37.0	100%	$74.96	0.0	0%	$0.00	0.0	0%	$0.00	0.0	0%	$0.00	0.0	0%	$0.00	0.0	0%	$0.00

GEOTECHNICAL SERVICES
UNIT PRICES
2025

Name: Deerfield Rd over Middle Fork of the North Branch of the Chicago River
RFP/PTB/PSB/Item: NA
Scope NA

Date: 10/08/2025
Wang No.: PKE255328

Task Description	Units	Unit Price	Extended Cost
DRILLING, SAMPLING & INSITU TESTING			
Drilling Coordination, Utilities Clearance	5.0 Hours	$175.00 /Hour	$875.00
Mobilization (ATV mounted)	1	$1,700.00 /Each	$1,700.00
Stand-by Hourly Rate	0.0 Hours	$500.00 /Hour	$0.00
Drilling & Sampling - Hourly (SPT, Penetrometer, Rimac, Visual Classification Included)			
Two-man crew - normal working hrs - prevailing wage	40.0 Hours	$500.00 /Hour	$20,000.00
Two-man crew - overtime - prevailing wage	10.0 Hours	$575.00 /Hour	$5,750.00
Two-man crew - normal working hrs - union wage	0.0 Hours	$430.00 /Hour	$0.00
Two-man crew - overtime - union wage	0.0 Hours	$557.75 /Hour	$0.00
Hand Augering, Pavement/ Deck Coring & Testing			
Two-man crew - normal working hrs	24.0 Hours	$500.00 /Hour	$12,000.00
Two-man crew - overtime (2 hrs per day)	6.0 Hours	$575.00 /Hour	$3,450.00
Asbestos content testing on deck cores	2 Tests	$250.00 /Test	$500.00
Chloride content testing on abutment cores	12 Tests	$200.00 /Test	$2,400.00
Strenght tests on abutment coress	4 Tests	$50.00 /Test	$200.00
Surveying of Boring Locations (Two-man crew)	0.0 Hours	$300.00 /Hour	$0.00
Monitoring Well or Inclinometer Installation			
2.0- or 4-inch monitoring wells			
Two-man crew - normal working hours	0.0 Hours	$500.00 /Hour	$0.00
Two-man crew - overtime (2 hours per day)	0.0 Hours	$575.00 /Hour	$0.00
Inclinometer casing instalation			
Two-man drilling crew - normal working hours	0.0 Hours	$500.00 /Hour	$0.00
Two-man crew - overtime (2 hours per day)	0.0 Hours	$575.00 /Hour	$0.00
Other items - at cost			
55-gallon DOT containment drums	0.0 Drums	$100.00 /Drum	$0.00
Digital datalogger and barometer	0.0 Each	$1,850.00 /Each	$0.00
Well and Casing Materials	At Cost		$0.00
Other Insitu Tests			
Pressuremeter testing (8-hour/day)	0 Days	$2,800.00 /Day	$0.00
Vane shear	0 Tests	$325.00 /Test	$0.00
Dilatometer testing	At Cost		$0.00
Cone penetration testing (CPT/CPTu)	At Cost		$0.00
Photoionization detector (PID)	0 Days	$150.00 /Day	$0.00
Double ring infiltrometer test (ASTM D3385)	0 Tests	$1,500.00 /Test	$0.00
Single ring infiltrometer test (Chicago Stormwater Ordinance)	0 Tests	$1,000.00 /Test	$0.00
Boring Location Accessibility, Railroad Fees, State/County/Municipal Fees, Barge Drilling			
Private utility determination	At Cost		$0.00
Tree clearance	At Cost		$0.00
Guardrail removal and replacement	At Cost		$0.00
Dozer / equipment rental	At Cost		$0.00
Railroad permitting	At Cost		$0.00
Railroad protective insurance	At Cost		$0.00
Railroad flagman	At Cost		$0.00
Pavement opening permit	At Cost		$0.00
State/municipal insurance and bonding	At Cost		$0.00
Barge drilling on a navigable waterway	At Cost		$0.00
			$46,875.00

1145 N Main Street
Lombard, IL 60148
630 953-9928

GEOTECHNICAL SERVICES
UNIT PRICES
2025

Name: Deerfield Rd over Middle Fork of the North Branch of the Chicago River
RFP/PTB/PSB/Item: NA
Scope NA

Date: 10/08/2025
Wang No.: PKE255328

		Task Description	Units	Unit Price	Extended Cost
		LABORATORY TESTING			
T265	D2216	Water Content	160 Tests	$15.00 /Test	$2,400.00
--	D7263	Unit Weight (Density)	0 Tests	$47.00 /Test	$0.00
T100	D854	Specific Gravity	0 Tests	$86.00 /Test	$0.00
--	D4972	pH of Soil	0 Tests	$74.00 /Test	$0.00
T267	D2974	Organic Content by LOI	0 Tests	$78.00 /Test	$0.00
T194	--	Organic Content by Wet Combustion	4 Tests	$173.00 /Test	$692.00
Particle Size Distribution					
T88	D422	Sieve Analysis	0 Tests	$104.00 /Test	$0.00
T88	D422	Combined Sieve and Hydrometer	16 Tests	$170.00 /Test	$2,720.00
--	D1140	Percent Finer than No. 200 Sieve	0 Tests	$69.00 /Test	$0.00
Atterberg Limits					
T89, T90	D4318	Liquid and Plastic Limits	14 Tests	$104.00 /Test	$1,456.00
T92	D427	Shrinkage Factors	0 Tests	$126.00 /Test	$0.00
Classification of Soils					
--	D2488	Visual Manual	0 Samples	$25.00 /Sample	$0.00
--	D2487	Unified Soil Classification System	0 Samples	$261.00 /Sample	$0.00
M145	--	AASHTO Classification	0 Samples	$261.00 /Sample	$0.00
--	--	USDA Classification	0 Samples	$170.00 /Sample	$0.00
Soil Settlement, Swelling, and Collapse Potential					
T216	D2435	One-Dimensional Consolidation	0 Tests	$720.00 /Test	$0.00
--	D4546	One-Dimensional Swell	0 Tests	$700.00 /Test	$0.00
--	D5333	Collapse Potential	0 Tests	$390.00 /Test	$0.00
Shear Strength of Soil					
		Rimac Unconfined Compressive Strength	0 Tests	$22.00 /Test	$0.00
T208	D2166	Unconfined Compressive Strength	0 Tests	$110.00 /Test	$0.00
T236	D3080	Direct Shear of Soils (3 points)	0 Tests	$950.00 /Test	$0.00
T296	D2850	UU Triaxial Compression (3 points)	0 Tests	$440.00 /Test	$0.00
T297	D4767	CU Triaxial Compression (3 points)	0 Tests	$1,450.00 /Test	$0.00
T297	D4767	CD Triaxial Compression (3 points)	0 Tests	$1,450.00 /Test	$0.00
	D7012	Peak Uniaxial Compressive Strength of Rock Core	0 Tests	$245.00 /Test	$0.00
Laboratory Compaction Tests					
T99	D698	Moisture-Density of Soils (Standard Effort)	0 Tests	$260.00 /Test	$0.00
T180	D1557	Moisture-Density of Soils (Modified Effort)	0 Tests	$272.00 /Test	$0.00
T193	D1883	California/Illinois Bearing Ratio (3 points)	0 Tests	$1,220.00 /Test	$0.00
Coefficient of Permeability					
T215	D2434	Hydraulic Conductivity (Constant Head)	0 Tests	$596.00 /Test	$0.00
--	D5084	Hydraulic Conductivity (Flexible Wall)	0 Tests	$625.00 /Test	$0.00
Additional Sample Preparation Procedures					
		Removal of Organic Matter	0 Samples	$116.00 /Sample	$0.00
		Extrusion & Preservation of Undisturbed Samples	0 Samples	$38.00 /Sample	$0.00
		Logging & Classification of Undisturbed Samples	0 Samples	$86.00 /Sample	$0.00
		Remolding and Trimming of Samples	0 Samples	$82.00 /Sample	$0.00
Planting Soil Mix Testing					
		Chemical Analyses & Mitigation Recommendations (300 g sample required)			
		pH, CEC, Soluble Salts, OM, P, K, Other Nutrients	0 Tests	$150.00 /Test	$0.00
		Residual Chemicals , Herbicides Full Screen	0 Tests	$812.00 /Test	$0.00
		Mechanical Analyses & Mitigation Recommendations (1,000 g sample required)			
T88	D422	Combined Sieve and Hydrometer	0 Tests	$162.00 /Test	$0.00
Analytical Laboratory Services - for CCDD (200% fee for 3-day turn-around rush orders)					
		pH Determination	0 No	$18.00 /Each	$0.00
		Volatile Organic Components (VOCs)	0 No	$127.00 /Each	$0.00
		SemiVOCs including PNA's	0 No	$253.00 /Each	$0.00
		PCBs	0 No	$104.00 /Each	$0.00
		TCL Metals (23)	0 No	$201.00 /Each	$0.00
		RCRA Total Metals (8)	0 No	$121.00 /Each	$0.00
		TCLP/SPLP Extraction	0 No	$75.00 /Each	$0.00
		TCLP/SPLP per each metal	0 No	$40.00 /Each	$0.00
		Herbicides	0 No	$253.00 /Each	$0.00
		Pesticides	0 No	$144.00 /Each	$0.00
Corrosion Testing					
		(Resistivity, Chlorides, pH, Redox, and Sulfates)	0 No	$405.00 /Each	$0.00
					$7,268.00

1145 N Main Street
Lombard, IL 60148
630 953-9928

GEOTECHNICAL SERVICES
UNIT PRICES
2025

Name: Deerfield Rd over Middle Fork of the North Branch of the Chicago River
RFP/PTB/PSB/Item: NA
Scope NA

Date: 10/08/2025
Wang No.: PKE255328

	Task Description	Units	Unit Price	Extended Cost
	TRAFFIC CONTROL			
	Expressway (1/2 mile)			
	Shoulder Closure	0.0 No.	$1,100.00 /Each	$0.00
	One-lane Closure	0.0 No.	$3,525.00 /Each	$0.00
	Two-lane Closure	0.0 No.	$3,750.00 /Each	$0.00
	Three-lane Closure-Only Saturday	0.0 No.	$4,050.00 /Each	$0.00
	Ramp Closure (Exit-Entrance)	0.0 No.	$1,150.00 /Each	$0.00
	Additional 1/2 mile	0.0 No.	$100.00 /Each	$0.00
	Arterial (1/2 mile)			
	Shoulder Closure	0.0 No.	$1,050.00 /Each	$0.00
	One-lane Closure	8.0 No.	$1,150.00 /Each	$9,200.00
	Two-lane Closure	0.0 No.	$1,250.00 /Each	$0.00
	Detour	0.0 No.	$1,250.00 /Each	$0.00
	U-2	0.0 No.	$1,450.00 /Each	$0.00
	Standard #701421 (Over 45mph)	0.0 No.	$2,150.00 /Each	$0.00
	Impact Attenuator with Driver			
	Port-to-Port	0.0 Hours	$255.00 /Hour	$0.00
	Roadway Flagmen (two-man crew)			
	Port-to-Port	0.0 Hours	$320.00 /Hour	$0.00
				$9,200.00

Note: Prices are for weekday only (Monday though Friday). Weekend rates (Saturdays and Sundays) are higher and will be provided per project

	FIELD VEHICLES & MILEAGE			
	Field Vehicle			
	Field Vehicle Mileage (>100 Miles per Day)	0.0 Miles	$0.700 /Mile	$0.00
	Field Vehicle Daily (<100 Miles per Day)	15 Days	$65.00 /Day	$975.00
				$975.00
	OUT-OF-TOWN EXPENSES			
Per County	***Lodging***	0 Days	$110.00 /Day	$0.00
	Per Diem	0 Days	$68.00 /Day	$0.00
				$0.00

SUMMARY

DRILLING, SAMPLING & INSITU TESTING	$46,875.00
LABORATORY TESTING	$7,268.00
TRAFFIC CONTROL	$9,200.00
FIELD VEHICLES & MILEAGE	$975.00
OUT-OF-TOWN EXPENSES	$0.00
	$64,318.00

1145 N Main Street
Lombard, IL 60148
630 953-9928

Exhibit F

Vendor Certification Form

VENDOR CERTIFICATION FORM

Bid/RFP/SOI Number:	Section No. 25-00036-02-BR		
Vendor Name:	Parsons Transportation Group, Inc.		
Address:	222 South Riverside, Suite 2450, Chicago, IL 60606		
Primary Contact Name:	Jeffrey Hall		
Primary Contact Email Address:	Jeffrey.Hall@Parsons.com		
Primary Contact Phone Number:	312-930-5160		
Project Manager Name:	Jeffrey Hall		
Project Manager Email Address:	Jeffrey.Hall@Parsons.com		
Project Manager Phone Number:	312-930-5160		
# Years in Business:	80+ years	Number of Employees:	16,000+ Worldwide
Annual Sales:	$ 4.6B Contract Awards	Dunn & Bradstreet #:	00-797-9396

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
X	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.

Joseph Catalano Vice President
Signature, Title

Joseph Catalano,PE Vice President
Printed Name, Title

October 17th, 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.

Exhibit G

Vendor Disclosure Statement

VENDOR DISCLOSURE STATEMENT

Vendor Name:	Parsons Transportation Group, Inc.		
Address:	222 South Riverside, Suite 2450, Chicago, IL 60606		
Contact Person:	Jeffrey Hall	Contact Phone #:	312-930-5160
Bid/RFP/SOI/Contract/Renewal:	Section No. 25-00036-02-BR		

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	
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				
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:	Joseph Catalano	Title:	Vice President
Printed Name:	Joseph Catalano, PE	Date:	October 17th, 2025

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