


Municipality	L O C A L  A G E N C Y	 <b>Illinois Department of Transportation</b>	C O N S U L T A N T	Name Parsons
Township				Address 10 South Riverside, Suite 400
County Lake County – Division of Transportation				City Chicago
Section 18-00082-10-ES				State IL

THIS AGREEMENT is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_ between the above Local Agency (LA) and Consultant (ENGINEER) and covers certain professional engineering services in connection with the improvement of the above SECTION. Non-Motor Fuel Tax Funds, allotted to the LA, ~~by the State of Illinois~~ under the general supervision of the State Department of Transportation, hereinafter called the "DEPARTMENT", will be used entirely ~~or in part~~ to finance ENGINEERING services as described under AGREEMENT PROVISIONS.

### Section Description

Name Lewis Avenue Feasibility Study

Route 27 Length 5.77 Mi. 30,491 FT (Structure No. \_\_\_\_\_)

Termini Illinois Route 137 to Sunset Avenue

#### Description:

Prepare Feasibility Study in conjunction with an origin destination study for the Lewis Avenue corridor from Illinois Route 137 to Sunset Avenue within the Cities of North Chicago and Waukegan.

### Agreement Provisions

#### The Engineer Agrees,

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

- j. ☐ Prepare the necessary environmental documents in accordance with the procedures adopted by the DEPARTMENT's Bureau of Local Roads & Streets.
  - k. ☐ Prepare the Project Development Report when required by the DEPARTMENT.
  - l. ☒ **Services as included and/or defined in the attached Scope of Services.**
2. That all reports, plans, plats and special provisions to be furnished by the ENGINEER pursuant to the AGREEMENT, will be in accordance with current standard specifications and policies **of the LA and** of the DEPARTMENT. It is being understood that all such reports, plats, plans and drafts shall, before being finally accepted, be subject to approval by the LA ~~and the DEPARTMENT.~~
  3. To attend conferences at any reasonable time when requested to do so by representatives of the LA ~~or the Department.~~
  4. In the event plans or surveys are found to be in error during construction of the SECTION and revisions of the plans or survey corrections are necessary, the ENGINEER agrees that the ENGINEER will perform such work without expense to the LA, even though final payment has been received by the ENGINEER. The ENGINEER shall give immediate attention to these changes so there will be a minimum delay to the CONTRACTOR.
  5. That basic survey notes and sketches, charts, computations and other data prepared or obtained by the ENGINEER pursuant to this AGREEMENT will be made available, upon request, to the LA ~~or the DEPARTMENT~~ without cost and without restriction or limitations as to their use.
  6. That all plans and other documents furnished by the ENGINEER pursuant to this AGREEMENT will be endorsed by the ENGINEER and will show the ENGINEER's professional seal where such is required by law.

**The LA Agrees,**

1. ~~To pay the ENGINEER as compensation for all services rendered in accordance with this AGREEMENT according to the following method indicated by a check mark:~~
  - a. ☐ A sum of money equal to \_\_\_\_\_ percent of the awarded contract cost of the proposed improvement as approved by the DEPARTMENT.
  - b. ☐ A sum of money equal to the percent of the awarded contract cost for the proposed improvement as approved by the DEPARTMENT based on the following schedule:

**Schedule for Percentages Based on Awarded Contract Cost**

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

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

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

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

**The Total Not-to-Exceed Contract Amount shall be \$541,785**

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

- ~~a. Upon completion of detailed plans, special provisions, proposals and estimate of cost - being the work required by section 1 of the ENGINEER AGREES - to the satisfaction of the LA and their approval by the DEPARTMENT, 90 percent of the total fee due under this AGREEMENT based on the approved estimate of cost.~~
- ~~b. Upon award of the contract for the improvement by the LA and its approval by the DEPARTMENT, 100 percent of the total fee due under the AGREEMENT based on the awarded contract cost, less any amounts paid under "a" above.~~

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

4. That, should the improvement be abandoned at any time after the ENGINEER has performed any part of the services provided for in sections 1 and 3 of the ENGINEER AGREES and prior to the completion of such services, the LA shall reimburse the ENGINEER for the ENGINEER's actual costs plus \*\* percent incurred up to the time the ENGINEER is notified in writing of such abandonment - "actual cost" being defined as in paragraph 2 of the LA AGREES.
5. That, should the LA require changes in any of the detailed plans, specifications or estimates except for those required pursuant to paragraph 4 of the ENGINEER AGREES, ~~after they have been approved by the DEPARTMENT,~~ the LA will pay the ENGINEER for such changes on the basis of actual cost plus \*\* percent to cover profit, overhead and readiness to serve - "actual cost" being defined as in paragraph 2 of the LA AGREES. It is understood that "changes" as used in this paragraph shall in no way relieve the ENGINEER of the ENGINEER's responsibility to prepare a complete and adequate set of plans and specifications.

**\*\*See the CECs**

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#### **It is Mutually Agreed,**

1. That any difference between the ENGINEER and the LA concerning their interpretation of the provisions of this Agreement shall be referred to a committee of disinterested parties consisting of one member appointed by the ENGINEER, one member appointed by the LA and a third member appointed by the two other members for disposition and that the committee's decision shall be final.
2. This AGREEMENT may be terminated by the LA upon giving notice in writing to the ENGINEER at the ENGINEER's last known post office address. Upon such termination, the ENGINEER shall cause to be delivered to the LA all surveys, permits, agreements, preliminary bridge design & hydraulic report, drawings, specifications, partial and completed estimates and data, if any from traffic studies and soil survey and subsurface investigations with the understanding that all such material becomes the property of the LA. The ENGINEER shall be paid for any services completed and any services partially completed in accordance with section 4 of the LA AGREES.
3. That if the contract for construction has not been awarded one year after the acceptance of the plans by the LA ~~and their approval by the DEPARTMENT,~~ the LA will pay the ENGINEER the balance of the engineering fee due to make 100 percent of the total fees due under this AGREEMENT, based on the estimate of cost as prepared by the ENGINEER and approved by the LA ~~and the DEPARTMENT.~~
4. That the ENGINEER warrants that the ENGINEER has not employed or retained any company or person, other than a bona fide employee working solely for the ENGINEER, to solicit or secure this contract, and that the ENGINEER has not paid or agreed to pay any company or person, other than a bona fide employee working solely for the ENGINEER, any fee, commission, percentage, brokerage fee, gifts or any other consideration, contingent upon or resulting from the award or making of this contract. For Breach or violation of this warranty the LA shall have the right to annul this contract without liability.

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

Executed by the LA:

ATTEST: County of Lake of the  
(Municipality/Township/County)  
State of Illinois, acting by and through its  
County Board  
By \_\_\_\_\_  
Lake County Clerk  
(Seal)

By \_\_\_\_\_  
Title Chairman of the County Board

RECOMMENDED FOR EXECUTION

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

Executed by the ENGINEER:

ATTEST:

By \_\_\_\_\_  
Title Project Manager

Parsons  
Engineering Firm  
10 South Riverside, Suite 400  
Street Address  
Chicago, IL  
City, State  
By \_\_\_\_\_  
Title VICE PRESIDENT

Note: Three (3) Original Executed Contracts – (2) LCDOT; (1) Consultant

# Scope of Services

Lake County Division of Transportation  
Lewis Avenue Feasibility Study  
Illinois Route 137 to Sunset Avenue  
Section 18-00082-10-ES  
November 15, 2018

Prepare Feasibility Study in conjunction with an origin destination study for the Lewis Avenue corridor from Illinois Route 137 to Sunset Avenue within the Cities of North Chicago and Waukegan. Feasibility Study includes 18 Lewis Avenue intersections (at Illinois Route 137, 24<sup>th</sup> Street, Martin Luther King Junior Drive, Argonne Drive, 16<sup>th</sup> Street, 14<sup>th</sup> Street, 10<sup>th</sup> Street, Dugdale Road, Belvidere Road, Washington Street, Brookside Avenue, Grand Avenue, Ridgeland Avenue, Glen Flora Avenue, Harding Avenue, Rodger Edwards Drive, Williamsburg Drive, Sunset Avenue) and the 18 segments from Illinois Route 137 to north of Sunset Avenue. No analysis of cross streets other than at the Lewis Avenue intersection is anticipated. No improvements to Lewis Avenue is anticipated north of Sunset Avenue. The purpose of the studies is to determine whether this section of Lewis Avenue is a local road or a regional corridor, evaluate and recommend the most appropriate cross section for the corridor based on current and future traffic demands, pedestrian needs, community character and existing right-of-way, and estimate right-of-way impacts.

1. Coordination

- 1.1. Meet and coordinate with LCDOT
  - 1.1.1. Anticipate 12 meetings
- 1.2. Meet and coordinate with City of North Chicago
  - 1.2.1. Anticipate 3 meetings (Kickoff, After existing analysis completed, Prior to completion of feasibility study)
- 1.3. Meet and coordinate with City of Waukegan
  - 1.3.1. Anticipate 3 meetings (Kickoff, After existing analysis completed, Prior to completion of feasibility study)
- 1.4. Coordinate with North Chicago School District 187, Waukegan Community Unit School District 60, Foss Park District (North Chicago), Waukegan Park District, Lake County Forest Preserves, Lake County Stormwater Management, Great Lakes Navy Base, North Chicago Police Department, North Chicago Fire Department, Waukegan Police Department, Waukegan Fire Department, Pace Bus
  - 1.4.1. Submit project introduction letters requesting known issue areas.
  - 1.4.2. Provide response letters.
  - 1.4.3. Submit project summary letters prior to completion of feasibility study.
  - 1.4.4. Provide response letters.
  - 1.4.5. No individual meetings are anticipated.
- 1.5. No meetings or coordination with IDOT and / or FHWA is anticipated.
- 1.6. No meetings or coordination with individual property owners, residents, or businesses are anticipated.
- 1.7. No meetings or coordination with individual utilities is included
  - 1.7.1. LCDOT will not supply utility contacts within the study area until individual Phase I projects are initiated.
  - 1.7.2. Noting any utilities that may drive alternative analysis is not included and will not be identified until an individual Phase 1 project.
- 1.8. Initial Stakeholder Meeting is not anticipated
  - 1.8.1. Stakeholder Involvement Group meetings are not anticipated. Introduction letters will be sent to stakeholders in lieu of initial stakeholder meeting.
- 1.9. .Public Information Meeting is not anticipated
  - 1.9.1. Public input will be solicited in a future individual Phase 1 project. Public input will not be solicited at a public information meeting nor by public outreach in the feasibility study. Cities and stakeholders will provide applicable public input.
- 1.10. Final Stakeholder Meeting is not anticipated
  - 1.10.1. Stakeholder Involvement Group meetings are not anticipated. Feasibility Study will be sent to stakeholders in lieu of initial stakeholder meeting.
- 1.11. Data Collection
  - 1.11.1. LCDOT will supply most recent Lake County aerals and Lake County GIS mapping for the study area.

- 1.11.2. LCDOT will supply available limited existing plans for Lewis Avenue and its cross streets.
    - 1.11.3. LCDOT will supply available limited historical traffic counts and projections for the study area for comparison to project traffic studies. See traffic studies for required locations.
    - 1.11.4. Limited field surveys are not anticipated to determine lane widths within each segment and at each intersection, storage at each of the 18-studied intersection, existing right-of-way, and existing centerline.
2. Origin-Destination Study
  - 2.1. Item 2 to be completed prior to beginning work on Items 3, 4, and 5.
  - 2.2. Hold webinar with Streetlight and LCDOT for big data scope and goals
  - 2.3. Obtain big data from Streetlight
  - 2.4. Determine use of roadway as local or regional
  - 2.5. Determine user of roadway as North Chicago / Waukegan, Lake County, or outside Lake County
  - 2.6. Summarize O-D Study in Tech Memo
    - 2.6.1. Prepare O-D Study Exhibit
3. Traffic Studies
  - 3.1. Traffic Counts
    - 3.1.1. Assume using DAMA as subconsultant to collect Miovision camera counts
    - 3.1.2. AM & PM Peak Hour turning movements at 18 intersections. Pedestrian and bicycle counts are not included in the Miovision camera counts.
    - 3.1.3. 24 Hour Traffic for 18 segments
  - 3.2. Pedestrian Use Observations
    - 3.2.1. In lieu of pedestrian counts from intersection traffic counts, observations of pedestrian usage during peak hours and peak school hours will be completed. Observations will be summarized but counts will not be performed.
    - 3.2.2. Summarize pedestrian issues at counted intersections, midblock crossings, school zones, and sidewalk deficiency locations.
  - 3.3. Crash Analysis is not included and is not anticipated until a future Phase I project is initiated.
  - 3.4. Traffic Projections
    - 3.4.1. 2050 ADT Traffic Projections
      - 3.4.1.1. Forecast traffic for 18 segments and 18 cross streets
      - 3.4.1.2. Obtain concurrence from LCDOT
      - 3.4.1.3. Submit to CMAP for concurrence
      - 3.4.1.4. Reconcile differences between LCDOT and CMAP projections
    - 3.4.2. 2050 Peak Hour Turning Movement Projections at intersections are not included
  - 3.5. Intersection Analysis
    - 3.5.1. Utilize Synchro for capacity analysis at 18 intersections
      - 3.5.1.1. Warrant Analysis
        - 3.5.1.1.1. Provide warrant analysis of existing stop-controlled intersections at 24<sup>th</sup> Street and 16<sup>th</sup> Street to determine if stop sign is warranted on Lewis Avenue.
        - 3.5.1.1.2. Provide warrant analysis of potential traffic signal intersections at 24<sup>th</sup> Street and 16<sup>th</sup> Street if existing capacity analysis determine potential traffic signal is possible.
      - 3.5.1.2. Analyze existing traffic, existing lane configuration
      - 3.5.1.3. Projected traffic analysis is not anticipated. Any projected analysis would occur in an individual future Phase 1 project.
      - 3.5.1.4. Intersection Design Studies are not included.
  - 3.6. Segment Analysis
    - 3.6.1. Utilize Highway Capacity Manual based methodology for capacity analysis for 18 segments
      - 3.6.1.1. Analyze existing traffic, existing lane configuration
      - 3.6.1.2. Analyze projected traffic, existing lane configuration
      - 3.6.1.3. Analyze projected traffic, alternative lane configuration
        - 3.6.1.3.1. Assume 2 alternatives for each segment
      - 3.6.1.4. Summarize preferred lane configuration for each segment.
      - 3.6.1.5. Preferred Improvement Plans are not included.

#### 4. Design Studies

- 4.1. Determine existing right-of-way based on existing plans and Lake County GIS right-of-way and parcel lines. An existing centerline will not be located.
- 4.2. Utilize Lake County mapping for environmental issues within corridor. No environmental field studies or environmental analysis or coordination is anticipated.
- 4.3. No geotechnical studies are anticipated.
- 4.4. Evaluate cross section alternatives on a typical section level.
- 4.5. Evaluate pedestrian needs.
  - 4.5.1. Identify sidewalk needs.
  - 4.5.2. It is assumed that ADA improvements are necessary at each of the 18 intersections. Individual ADA intersection studies are not included.
- 4.6. Evaluate bicycle needs.
  - 4.6.1. Widen shoulders.
  - 4.6.2. On-road bike lanes.
  - 4.6.3. Off-road bike paths.
- 4.7. Evaluate community character.
  - 4.7.1. Evaluate character of each segment.
  - 4.7.2. Potential environmental justice issue locations that will need to be studied will not be identified and will be identified in any future Phase I planning studies.
  - 4.7.3. Potential historic properties will not be identified.
- 4.8. Evaluate potential right-of-way impacts.
  - 4.8.1. Cross section studies are not included.
  - 4.8.2. Right-of-way needs will be identified for areas of proposed widening for the preferred alternative. Width will not be identified. The need for proposed right-of-way will be based on any additional width added to the typical section.
- 4.9. Evaluate potential impacts of proposed widening.
  - 4.9.1. It is anticipated that potential right-of-way, potential wetland impacts, potential floodplain, potential forest preserve, potential parks, potential schools, potential parking impacts, potential buildings will be identified. Areas will not be identified.
- 4.10. Prepare segment schematic typical sections for each segment. Intersection schematics will not be identified until a future individual Phase 1 project.
- 4.11. No aesthetic studies are anticipated
- 4.12. Drainage Studies are not included and is not anticipated until a future Phase I is initiated.
  - 4.12.1. Identify drainage problems from flooding records is not included.
  - 4.12.2. Identify drainage constraints along project corridor is not included.
  - 4.12.3. No existing drainage pattern identification or plan is included.
  - 4.12.4. No proposed drainage plan is included.
  - 4.12.5. Determining if detention is required based on the amount of widening for the preferred alternative is not included.
  - 4.12.6. Calculating detention requirements for preferred improvement is not included
  - 4.12.7. Determining drainage concept to be designed in future planning studies for preferred improvement is not included.

#### 5. Feasibility Report

- 5.1. Prepare Cost Estimate based on big picture unit prices provided by LCDOT.
  - 5.1.1. Costs will be estimated based on a price per mile for 3 lane roadway section and 5 lane roadway section reconstruction and resurfacing. Intersections will be estimated based on whether shows a need for improvement based on the existing analysis.
  - 5.1.2. Cost sharing for other agencies is not included.
- 5.2. Determine prioritized ranking for preferred improvement sections for future Phase I studies.
  - 5.2.1. Prioritized ranking will consider impacts, right-of-way, staging, cost, and permitting.
  - 5.2.2. Funding applications are not included.
- 5.3. Summarize coordination and stakeholder involvement.
- 5.4. Summarize traffic studies.
- 5.5. Summarize alternative analysis.



- 5.6. Summarize preferred alternative.
- 5.7. Summarize prioritized ranking.
- 5.8. Prepare Feasibility Report Exhibits
  - 5.8.1. Location Map
  - 5.8.2. Aerials with existing right-of-way and potential impacts
  - 5.8.3. Prepare graphics for existing conditions at 4 locations based on photographs
  - 5.8.4. Prepare graphics for proposed conditions at 4 locations based on existing graphics
- 5.9. Submit Draft Report to LCDOT.
- 5.10. Address LCDOT Draft Report comments.
- 5.11. Submit Draft Report to stakeholders.
- 5.12. Address Stakeholder Draft Report comments.
- 5.13. Finalize Report and submit to LCDOT for website.
- 5.14. Technology Innovations analysis, workshop, and memo on the future of connected vehicles and their effect on traffic projections is not included.
- 6. Quality Program
  - 6.1. Provide QA/QC prior to each submittal.
- 7. Project Management
  - 7.1. Provide project management staffing, scheduling, and budgeting.
  - 7.2. Prepare and submit monthly invoices.

# Cost Estimate of Consultant Services

Bureau of Design and Environment  
Prepared By: Consultant

**DATE** 10/17/18

188

**OVERHEAD RATE 119.26%**

## Prime

**COMPLEXITY FACTOR** 0

DBE DROP BOX	ITEM	MANHOURS	PAYROLL	OVERHEAD & FRINGE BENF	DIRECT COSTS	FIXED FEE	SERVICES BY OTHERS	DBE TOTAL	TOTAL	% OF GRAND TOTAL
		(A)	(B)	( C )	(D)	(E)	(G)	(H)	(B-G)	
	1 Coordination	894	50,993	60,814	2,500	16,771		-	131,078	24.19%
	2 Origin Destination Study	184	11,390	13,584	20,600	3,746		-	49,320	9.10%
	3 Traffic Studies	651	30,272	36,102	1,500	9,956	30,341	-	108,171	19.97%
	4 Design Studies	1034	48,251	57,544	2,400	15,869		-	124,064	22.90%
	5 Feasibility Report	739	34,575	41,234	1,700	11,371		-	88,880	16.41%
	6 Quality Program	94	5,181	6,179	300	1,704		-	13,364	2.47%
	7 Project Management	180	10,473	12,490	500	3,445		-	26,908	4.97%
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	Subconsultant DL					0			-	0.00%
	TOTALS	3776	191,135	227,947	29,500	62,862	30,341	-	541,785	100.00%

419,082

**DBE 0.00%**

The subconsultant fee has been adjusted due to 15% fixed fee cap.

## AVERAGE HOURLY PROJECT RATES

**FIRM**  
**PTB-ITEM#**  
**PRIME/SUPPLEMENT**

**Parsons Transportation Group**  
**188**  
**Prime**

**DATE** 11/15/18

**SHEET** 1 OF 5

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJ. RATES			1 Coordination			2 Origin Destination Study			3 Traffic Studies			4 Design Studies			5 Feasibility Report		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Sr. Engineering Manager	75.34	448.0	11.86%	8.94	179	20.02%	15.08	31	16.85%	12.69	47	7.22%	5.44	66	6.38%	4.81	47	6.36%	4.79
Supervising Engineer	69.75	456.0	12.08%	8.42	152	17.00%	11.86	98	53.26%	37.15	137	21.04%	14.68				15	2.03%	1.42
Principal Engineer	56.36	636.0	16.84%	9.49	250	27.96%	15.76	11	5.98%	3.37	29	4.45%	2.51	192	18.57%	10.47	121	16.37%	9.23
Senior Engineer	50.29	423.0	11.20%	5.63	95	10.63%	5.34							182	17.60%	8.85	121	16.37%	8.23
Engineer II	36.54	597.0	15.81%	5.78	95	10.63%	3.88	4	2.17%	0.79	170	26.11%	9.54	182	17.60%	6.43	121	16.37%	5.98
Engineer I	36.08	597.0	15.81%	5.70	95	10.63%	3.83	4	2.17%	0.78	170	26.11%	9.42	182	17.60%	6.35	121	16.37%	5.91
Associate Engineer	32.60	155.0	4.10%	1.34	8	0.89%	0.29	24	13.04%	4.25	98	15.05%	4.91				15	2.03%	0.66
Senior Technician	47.88	220.0	5.83%	2.79	10	1.12%	0.54	6	3.26%	1.56				115	11.12%	5.33	89	12.04%	5.77
Technician	39.82	220.0	5.83%	2.32	10	1.12%	0.45	6	3.26%	1.30				115	11.12%	4.43	89	12.04%	4.80
Administrative Assistant	31.37	24.0	0.64%	0.20															
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<b>TOTALS</b>		3776.0	100%	\$50.62	894.0	100.00%	\$57.04	184.0	100%	\$61.90	651.0	100%	\$46.50	1034.0	100%	\$46.66	739.0	100%	\$46.79

**SHEET**      2      **OF**      5

PAYROLL  CLASSIFICATION	AVG HOURLY RATES	6 Quality Program			7 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
Sr. Engineering Manager	75.34	18	19.15%	14.43	60	33.33%	25.11												
Supervising Engineer	69.75	18	19.15%	13.36	36	20.00%	13.95												
Principal Engineer	56.36	18	19.15%	10.79	15	8.33%	4.70												
Senior Engineer	50.29	10	10.64%	5.35	15	8.33%	4.19												
Engineer II	36.54	10	10.64%	3.89	15	8.33%	3.05												
Engineer I	36.08	10	10.64%	3.84	15	8.33%	3.01												
Associate Engineer	32.60	10	10.64%	3.47															
Senior Technician	47.88																		
Technician	39.82																		
Administrative Assistant	31.37				24	13.33%	4.18												
TOTALS		94.0	100%	\$55.12	180.0	100%	\$58.18	0.0	0%	\$0.00	0.0	0%	\$0.00	0.0	0%	\$0.00	0.0	0%	\$0.00

**Subconsultant: DAMA**

**Scope of Work.**

Parsons hire DAMA consultants to perform field data collection efforts for turning movement counts along a 6-mile corridor at Lewis avenue in Lake County.

The following text describes the data collection effort:

- Turning Movement Counts - This data will be obtained for 48-hour period count per intersection utilizing cameras *Miovision*.
- This data will not be collected on Monday mornings, Friday afternoons, weekends and holiday periods.
- Premium Vehicle Classifications - These counts will be classified as Cars, Single-Unit and Articulated as shown in the attached document as a standard classification.
- For closely spaced intersections such as Harding, Edwards, and Williamsburg data will be collected at the same time.

**Explanation of Direct Costs:**

- The amount reimbursed for mileage is *\$50.00 per intersection*.
- *Miovision data processing services will be reimbursed at the rate of \$700.00 for premium classification per intersection*
- The lump sum cost shall be *\$1,685.62 per intersection*.
- Upon request, copies of receipts for all direct expenses and IDOT overhead rate shall be provided.

**COST PLUS FIXED FEE  
COST ESTIMATE OF CONSULTANT SERVICES**

**FIRM  
PSB**

**DAMA Consultants, Inc**

DATE \_\_\_\_\_

PRIME/SUPPLEMENT

**Parsons Transportation Group, Inc**

**OVERHEAD RATE  
COMPLEXITY FACTOR**

$$\frac{1.5}{0}$$
[illegible]



# AVERAGE HOURLY PROJECT RATES

FIRM DAMA Consultants, Inc  
 PSB  
 PRIME/SUPPLEMENT Parsons Transportation Group, Inc

DATE 07/24/18

SHEET 1 OF 5

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJECT RATES			Turning Movement Counts														
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Project Principal	70.00	18	11.11%	7.78	18	11.11%	7.78												
Traffic Engineer II	32.00	144	88.89%	28.44	144	88.89%	28.44												
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TOTALS		162	100%	\$36.22	162	100.00%	\$36.22	0	0%	\$0.00	0	0%	\$0.00	0	0%	\$0.00	0	0%	\$0.00



## DataLink Rate Card | USD

	Standard		Premium		Add Crosswalk	
	Vehicle Classification		Vehicle Classification		Pedestrian and Bicycle Data	
Intersection Count	\$20.00	/ hr	\$23.00	/hr	\$2.00	/ hr
24hr+ Intersection Count with Approach Counts	\$350.00 / study	or \$14.58 / hr	\$380.00 / study	or \$15.83 / hr		
Small Roundabout Count (less than 150')	\$36.00	/ hr	\$39.00	/ hr		
Large Roundabout Count (more than 150')	\$76.00	/ hr	\$79.00	/ hr		
Road Volume Count (per lane)	\$2.00	/ lane / hr	\$3.00	/ lane / hr		

### Specialty Data Types:

Travel Time: Per Location Travel Time	\$15.00	/ hr / location
24h+ Travel Time: Per Location Travel Time	\$300.00 / location	or \$12.50 / hr / location
Pedestrian and Bicycle Count: Bi-Directional Pathway Count	\$6.00	/ path / hr
Pedestrian and Bicycle Count: Junction Turning Movement Count	\$16.00	/ hr
Vehicle Gap Data	\$20.00	/ lane / hr

### Other Options:

Right-Turn-On-Red (per approach)	\$1.25	/ hr
Standard 72 Hour Turnaround	Included	
Rush 48 Hour Turnaround	\$3.00	/ hr
Rush 24 Hour Turnaround	\$7.00	/ hr
Custom Classifications	Please Inquire	
Custom Report Formats	Please Inquire	

### Description of Classifications

Standard Vehicle	Premium Classification	Ped and Bike Classification
Volume only (no classifications)	Lights / Buses / Single-Unit Trucks / Articulated	Volume Only (no classification)
Motorcycles / Other Vehicles	Motorcycles / Cars / Light Goods Vehicles / Buses	Pedestrians / Bicycles
Motorcycles / Lights / Other Vehicles	Single-Unit Trucks / Articulated Trucks	Pedestrians Only
Light / Other Vehicles	Add Bicycles on Road	Bicycles Only
Lights / Mediums / Articulated Trucks		
Lights / Buses / Other Vehicles		

#### TERMS:

All Miovision Platform Usage is due net 30 from the date of invoice. All Pay-As-You-Go and Term-Go usage is invoiced at the end of each month.

The Customer hereby agrees to the prices indicated above, and acknowledges it has read, understands, and agrees to be bound by the terms and conditions outlined at <http://www.miovision.com/termsandconditions>. Once signed by Miovision Technologies Incorporated and the Customer, this agreement is confirmed accepted and effective from the date indicated above and valid for one year.

#### ADDITIONAL TERMS: