

ILLINOIS DEPARTMENT OF TRANSPORTATION

Request for Approval
of Change in Consultant Contract

Date: 6/10/2019

Local Agency: LAKE COUNTY

Request: No. 4

Name: Hart Road at US Route 14 (Northwest
Highway) Intersection Improvement
Section: 09-00174-05-CH

To: Lake County Division of Transportation

Consultant: TranSystems Corporation

I recommend that an addition be made to the above consultant contract.

The estimated work is listed below

Original contract amount
for services described: \$927,604.31Sum of all previous contract
change orders: \$164,591.38

| Item # | Description | Additions | Deductions |
|------------|--|-------------|------------|
| 1 | Resubmit Final Plans, Specifications and Cost Estimate to IDOT | \$10,836.04 | |
| TOTALS | | \$10,836.04 | \$0.00 |
| NET CHANGE | | \$10,836.04 | \$0.00 |

Net ADDITION change to date \$175,427.42 which is 18.91 % of the original contract amount for services described

State fully the nature and reason for change:

Revised contract amount
for services described: \$1,103,031.73

Please see attached Exhibit A.

When the net increase or decrease in the cost of the contract is \$10,000 or more, or the time of completion is increased or decreased by 30 days or more, one of the following statements shall be checked.

☒ The undersigned determined that the circumstances which necessitated this change were not reasonably foreseeable at the time the contract was signed.☐ The undersigned determined that the circumstances which necessitated this change were not within the contemplation of the contract as signed.☐ The undersigned determined that this change is in the best interest of the local agency and is authorized by law.Consultant  Date 6-10-19

Project Manager/Engineer _____ Date _____

Department Head _____ Date _____

Chief Accounting Specialist _____ Date _____

Approved _____ Date _____

County Engineer

EXHIBIT A – SUPPLEMENT #4 SCOPE OF SERVICES

Hart Road at US Route 14 (Northwest Highway)

Intersection Improvement

Section No. 09-00174-05-CH

This supplement consists of Phase II Engineering services for the Hart Road at US Route 14 project to resubmit Final Bid Plans, Specifications and a Cost Estimate to IDOT for the September 20, 2019 letting. This is a result of ongoing agreement negotiations with the UP Railroad which caused a delay in the letting of the project. These additional tasks are described below.

1. Resubmit Final Plans, Specifications and Cost Estimate to LCDOT and IDOT

- a. Revise Final Plans and Specifications in order for LCDOT and IDOT to let the Hart Road project on September 20, 2019. This includes the following:
 1. Updating plans to be current based on date of letting and start of construction (i.e. updating standards, notes, dates, cover sheet etc.).
 2. Replacing and updating IDOT and LCDOT specifications that are out of date.
 3. Updating plans based on new IDOT specifications.
 4. Updating individual specifications to be current based on the date of the letting and start of construction (i.e. completion date plus working days, status of utilities etc.).
 5. Coordinating with IDOT Bureau of Traffic.
 6. Compiling plans, specifications and cost estimate for resubmittal.
 7. Resubmit plans, specifications and cost estimate to LCDOT and IDOT.

This does not include additional design changes outside of the current design shown in the current Final Plans, Specifications and Cost Estimate.

- b. Address comments from IDOT on the resubmittal.
- c. Additional permitting work and coordination reobtain the Biological Clearances and revalidate of the PESA from IDOT.
- d. Coordinate with LCDOT and IDOT on resubmittal.
- e. Present for the re-approval of proposed detour at the IDOT Detour Committee meeting.

PAYROLL ESCALATION TABLE FIXED RAISES

FIRM NAME TranSystems Corporation
PRIME/SUPPLEMENT Supplement

DATE 06/10/19
PTB NO. _____

CONTRACT TERM 6 MONTHS
START DATE 2/12/2019
RAISE DATE 4/1/2019

OVERHEAD RATE 149.77%
COMPLEXITY FACTOR 0
% OF RAISE 3.00%

ESCALATION PER YEAR

2/12/2019 - 4/1/2019

4/2/2019 - 8/1/2019

2
6

4
6

= 33.33%
= 1.0200

68.67%

The total escalation for this project would be:

2.00%

PAYROLL RATES

FIRM NAME
PRIME/SUPPLEMENT
PSB NO.

TranSystems Corporatic DATE
Supplement

06/10/19

ESCALATION FACTOR 2.00%

| CLASSIFICATION | CURRENT RATE | CALCULATED RATE |
|-----------------------|--------------|-----------------|
| Engineer 5 (E5) | \$70.00 | \$70.00 |
| Engineer 4 (E4) | \$69.01 | \$70.00 |
| Engineer 3 (E3) | \$57.34 | \$58.49 |
| Engineer 2 (E2) | \$43.59 | \$44.46 |
| Engineer 1 (E1) | \$34.34 | \$35.03 |
| Technician 3 (T3) | \$30.94 | \$31.56 |
| Technician 1 (T1) | \$20.08 | \$20.48 |
| Administrative 2 (A2) | \$36.78 | \$37.52 |

DF-824-039
REV 12/04

DATE 06/10/19

[illegible]

AVERAGE HOURLY PROJECT RATES

FIRM TranSystems Corporation
 PSB _____
 PRIME/SUPPLEMENT Supplement

DATE 06/10/19

SHEET 1 OF 1

| PAYROLL CLASSIFICATION | AVG HOURLY RATES | TOTAL PROJECT RATES | | | Resubmit Final Plans to LCDOT and IDOT | | | | | | | | | | | | | | |
|---------------------------|------------------------|---------------------|------------|-------------|--|------------|-------------|-------|------------|-------------|-------|------------|-------------|-------|------------|-------------|-------|------------|-------------|
| | | Hours | % Part. | Wgtd Avg | Hours | % Part. | Wgtd Avg | Hours | % Part. | Wgtd Avg | Hours | % Part. | Wgtd Avg | Hours | % Part. | Wgtd Avg | Hours | % Part. | Wgtd Avg |
| Engineer 5 (E5) | 70.00 | 0 | | | | | | | | | | | | | | | | | |
| Engineer 4 (E4) | 70.00 | 0 | | | | | | | | | | | | | | | | | |
| Engineer 3 (E3) | 58.49 | 26 | 30.95% | 18.10 | 26 | 30.95% | 18.10 | | | | | | | | | | | | |
| Engineer 2 (E2) | 44.46 | 24 | 28.57% | 12.70 | 24 | 28.57% | 12.70 | | | | | | | | | | | | |
| Engineer 1 (E1) | 35.03 | 34 | 40.48% | 14.18 | 34 | 40.48% | 14.18 | | | | | | | | | | | | |
| Technician 3 (T3) | 31.56 | 0 | | | | | | | | | | | | | | | | | |
| Technician 1 (T1) | 20.48 | 0 | | | | | | | | | | | | | | | | | |
| Administrative 2 (A2) | 37.52 | 0 | | | | | | | | | | | | | | | | | |
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| TOTALS | | 84 | 100% | \$44.98 | 84 | 100.00% | \$44.98 | 0 | 0% | \$0.00 | 0 | 0% | \$0.00 | 0 | 0% | \$0.00 | 0 | 0% | \$0.00 |