

COUNTY OF KANE

Christopher J. Lauzen
Kane County Board Chairman



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DOCUMENT VET SHEET
for
Christopher J. Lauzen
Chairman, Kane County Board

Name of Document: Professional Design Engineering Resolution No.: 13- 229

Services Agreement with Bollinger Lach & Associates for Longmeadow

Parkway Bridge Corridor Section #13-00215-10-PV

Submitted by: Linda Haines

Dept. Head Signature: [Signature]

Date Submitted: June 19, 2013

Dept. Head Sign-off Date: July 2 2013

Examined by: Pat Jaeger
(Print name)

[Signature]
(Signature)

06-18-13
(Date)

Post on the Web: YES ☒ NO ☐ Atty. Initials [Signature]

Comments:

Chairman signed: YES ☒ NO ☐

(Date)

Document returned to: forwarded to Clerk for signature/seal
(Name/Department)

STATE OF ILLINOIS

COUNTY OF KANE

RESOLUTION NO. 13 - 229

**APPROVING A PROFESSIONAL DESIGN ENGINEERING SERVICES AGREEMENT
WITH BOLLINGER, LACH AND ASSOCIATES, INC. FOR LONGMEADOW PARKWAY
BRIDGE CORRIDOR FROM EAST OF RANDALL ROAD TO IL 31 (SECTION B)
KANE COUNTY SECTION NO. 13-00215-10-PV**

WHEREAS, professional design engineering services are required for the proposed improvement of Longmeadow Parkway, Section B, east of Randall Road to east of Illinois Route 31 (herein referred to as the "Improvement"); and

WHEREAS, in order to accomplish the Improvement, it is necessary to retain the services of a professional engineering firm to provide professional design engineering services; and

WHEREAS, Bollinger, Lach and Associates, Inc., 333 Pierce Road, Suite 200, Itasca, IL 60143 has experience and professional expertise in professional design engineering and is willing to perform the required services for an amount not to exceed Two Million Two Hundred Seventy Thousand Six Hundred Fifty Eight Dollars (\$2,270,658.00) as set forth in the proposed professional design engineering services agreement with Bollinger, Lach and Associates, Inc. (a copy of which is on file with the County Clerk's Office).

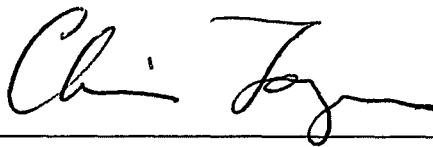
NOW THEREFORE, BE IT RESOLVED by the Kane County Board that the Chairman thereof is hereby authorized to execute a professional design engineering services agreement with Bollinger, Lach and Associates, Inc.

BE IT FURTHER RESOLVED that the Kane County Board appropriate the not to exceed sum of Five Hundred Thousand Dollars (\$500,000.00) from Transportation Sales Tax Fund #305, Line Item #50140 (Engineering) and One Million Seven Hundred Seventy Thousand Six Hundred Fifty Eight Dollars (\$1,770,658.00) from Transportation Capital Fund #540, Line Item #50140 (Engineering) for a total appropriation of Two Million Two Hundred Seventy Thousand Six Hundred Fifty Eight Dollars (\$2,270,658.00) to pay for said professional design engineering services for the Improvement.

| Line Item | Line Item Description | Was personnel/item/service approved in original budget or a subsequent budget revision? | Are funds currently available for this personnel/item/service in the specific line item? | If funds are not currently available in the specified line item, where are the funds available? |
|-------------------|-----------------------|---|--|---|
| 305.520.527.50140 | Engineering | Yes | Yes | |
| 540.520.525.50140 | Engineering | Yes | Yes | |

Passed by the Kane County Board on July 9, 2013.

John A. Cunningham
Clerk, County Board
Kane County, Illinois



Christopher J. Lauzen
Chairman, County Board
Kane County, Illinois

Vote:

| | |
|-------------|-----------|
| Yes | <u>22</u> |
| No | <u>0</u> |
| Voice | <u>0</u> |
| Abstentions | <u>0</u> |

7LNGMDWSECBDSEBENGBLA.4LH

**AN AGREEMENT BETWEEN THE COUNTY OF KANE
AND BOLLINGER, LACH AND ASSOCIATES, INC.
FOR PROFESSIONAL DESIGN ENGINEERING SERVICES
KANE COUNTY SECTION NO. 13-00215-10-PV**

PURCHASE ORDER #2012-XXX

This AGREEMENT made this __ day of July 2013 between COUNTY OF KANE, a body corporate and politic of the State of Illinois (hereinafter referred to as the "COUNTY"), and **BOLLINGER, LACH AND ASSOCIATES, INC.**, an Illinois corporation and an Illinois Licensed Professional Engineering and Land Survey Corporation, with offices at 333 Pierce Road - Suite 200, Itasca, IL 60143 (hereinafter referred to as the "CONSULTANT"). The COUNTY and the CONSULTANT are sometimes hereinafter collectively referred to as the "PARTIES" and individually as a "PARTY".

WITNESSETH

WHEREAS, it is deemed to be in the best interest of the COUNTY and the motoring public to improve and maintain the various highways throughout Kane County; and,

WHEREAS, the COUNTY desires to improve various Kane County Highways and in conjunction therewith requires professional design engineering services for the design of Longmeadow Parkway – Section B located just east of Randall Road through the intersection of proposed Longmeadow Parkway and Illinois Route 31 as described in the project scoping report therefor (hereinafter referred to as the "PROJECT"); and

WHEREAS, in order to complete the PROJECT it is necessary to retain the services of a professional engineering firm to perform professional design engineering services; and,

WHEREAS, the CONSULTANT has experience and professional expertise in consulting design engineering services and is willing to perform said services for an amount not to exceed Two Million Two Hundred Seventy-Thousand Six Hundred Fifty-Seven Dollars and Seventy-Four Cents (\$2,270,657.74); and

WHEREAS, the COUNTY has determined that it is in the COUNTY'S best interest to enter into this AGREEMENT with the CONSULTANT.

NOW, THEREFORE, in consideration of the above stated preambles, the mutual covenants and agreements herein set forth, the PARTIES do hereby mutually covenant, promise, agree and bind themselves as follows:

1.0 INCORPORATION

- 1.1 All of the preambles set forth hereinabove are incorporated into and made part of this AGREEMENT.

2.0 SCOPE OF SERVICES

- 2.1 Services for the PROJECT are to be provided by the CONSULTANT according to the specifications set forth in Exhibit "A" which is attached hereto and incorporated herein. The services are sometimes hereinafter also referred to as the "work".

3.0 NOTICE TO PROCEED

- 3.1 Authorization to proceed with the work described and as otherwise set forth in Exhibit "A" shall be given on behalf of the COUNTY by the Kane County Engineer, in the form of a written notice to proceed (hereinafter "Notice to Proceed"), following execution of this Agreement by the County Board Chairman of the COUNTY.

4.0 TECHNICAL SUBCONSULTANTS

- 4.1 The prior written approval of the Kane County Engineer shall be required before any technical sub-consultants are hired by the CONSULTANT to perform any of the work.
- 4.2 Any such sub-consultants shall be hired and supervised by the CONSULTANT and the CONSULTANT shall be solely responsible for any and all work performed by said sub-consultants in the same manner and with the same liability as if performed by the CONSULTANT.

5.0 TIME FOR PERFORMANCE

- 5.1 The CONSULTANT shall commence work on the PROJECT as directed in the Notice to Proceed. The COUNTY is not liable and will not pay the CONSULTANT for any work performed prior to the date of the Notice to Proceed or after termination of this AGREEMENT.
- 5.2 Within ten (10) days after the Notice to Proceed is mailed or otherwise transmitted to the CONSULTANT, the CONSULTANT shall submit a schedule for completion of the PROJECT. The schedule is subject to approval by the County Engineer.

6.0 COMPENSATION

- 6.1 The COUNTY shall only pay the CONSULTANT for work performed and shall pay only in accordance with the provisions of this AGREEMENT.
- 6.2 For work performed, the COUNTY shall pay the CONSULTANT based upon the hourly rates set forth in Exhibit "B", which is attached hereto and incorporated herein and which rates includes overhead and profit.

- 6.3 For direct expenses, the COUNTY shall pay the CONSULTANT for supplies and materials required for the completion of all work defined in the exhibit(s) attached hereto.
- 6.4 For direct expenses, the CONSULTANT shall include copies of receipts from suppliers for expendable materials with its invoice to the COUNTY. Computer charges will not be allowed as direct expenses.
- 6.5 Within 45 days of receipt, review and approval of properly documented invoices, the COUNTY shall pay or cause to be paid to the CONSULTANT partial payments of the compensation specified in this AGREEMENT. Payment will be made in the amount of sums earned less previous partial payments. However, the COUNTY reserves the right to hold back a sum equal to five percent (5%) of the total contract sum to ensure performance satisfactory to the Kane County Engineer.
- 6.6 Total payments to the CONSULTANT under the terms of this AGREEMENT shall not exceed Two Million Two Hundred Seventy-Thousand Six Hundred Fifty-Seven Dollars and Seventy-Four Cents (\$2,270,657.74).
- 6.7 The CONSULTANT shall use the COUNTY'S Automatic Clearing house (ACH) payment program. The following link shall be used to complete the vendor agreement http://web.kane/purchasing/New_Vendor_Packet_REQUIRED.pdf.

7.0 DELIVERABLES.

- 7.1 The CONSULTANT shall provide the COUNTY, prior to the termination of this AGREEMENT, or at such time as the Kane County Engineer directs, any required deliverables related to work performed under this AGREEMENT.
- 7.2 Upon receipt, review and acceptance of all deliverables by the COUNTY (if required), final payment will be made to the CONSULTANT by the COUNTY.

8.0 CONSULTANT'S INSURANCE

- 8.1 The CONSULTANT and any sub-consultants shall, during the term of this AGREEMENT and as may be required thereafter, maintain, at its sole expense, insurance coverage including:
 - A. Worker's Compensation Insurance in the statutory amounts.
 - B. Employer's Liability Insurance in an amount not less than Five Hundred Thousand Dollars (\$500,000) each accident/injury and Five Hundred Thousand Dollars (\$500,000) each employee/disease.
 - C. Commercial General Liability Insurance, (including contractual liability) with limits of not less than One Million Dollars (\$1,000,000) per occurrence bodily injury/property damage combined single limit;

Two Million Dollars (\$2,000,000) excess liability coverage in the aggregate for injury/property damage combined single limit and Two Million Dollars (\$2,000,000) in the aggregate for products-completed operations.

D. Commercial Automobile Liability Insurance with minimum limits of at least One Million Dollars (\$1,000,000) for any one person and One Million Dollars (\$1,000,000) for any one occurrence of bodily injury or property damage.

E. Professional Errors and Omissions Insurance with a minimum limit of One Million Dollars (\$1,000,000).

8.2 It shall be the duty of the CONSULTANT and any sub-consultants to provide to the COUNTY copies of the CONSULTANT'S and any sub-consultant's certificates of insurance before issuance of the Notice to Proceed. The certificate(s) of insurance shall indicate the County of Kane as the Certificate Holder and shall also indicate the Section Number and the Purchase Order Number set forth in the title to this Agreement. The CONSULTANT and any sub-consultants shall provide the COUNTY and maintain a certificate of insurance for its General Liability Policy which certificate shall include the COUNTY as additional named insured. The additional insured endorsement included on the CONSULTANT'S and any sub-consultant's Commercial General Liability policy will provide the following:

A. That the coverage afforded the additional insured will be primary insurance for the additional insured with respect to claims arising out of operations performed by or on behalf of the CONSULTANT and any sub-consultants;

B. That if the additional insured has other insurance which is applicable to the loss, such other insurance will be only on an excess or contingent basis;

C. That the amount of the CONSULTANT'S and any sub-consultant's liability under the insurance policy will not be reduced by the existence of such other insurance; and,

D. That the certificate of insurance shall contain a provision or endorsement that the coverage afforded will not be canceled, materially changed, nor renewal refused until at least thirty (30) days prior written notice has been given to COUNTY.

8.3 The insurance required to be purchased and maintained by CONSULTANT and any sub-consultants shall be provided by an insurance company acceptable to the County with an AM Best rating of A- or better, and licensed to do business in the State of Illinois; and shall include at least the specified coverage and be written for not less than the limits of the liability specified herein or required by law or regulation whichever is greater. In no event shall any failure of the COUNTY to receive policies or certificates of insurance or to demand receipt of the same be

construed as a waiver of the CONSULTANT'S obligation to obtain and keep in force the required insurance.

9.0 INDEMNIFICATION.

- 9.1 To the fullest extent permitted by law, the CONSULTANT and any sub-consultants shall indemnify and hold harmless the COUNTY, and its officials, directors, officers, agents, and employees from and against any and all claims, damages, losses, and expenses, including but not limited to court costs and attorney's fees, arising out of or resulting from performance of the work, provided that such claim, loss or expense is attributable to bodily injury, sickness, disease or death, or to injury to or destruction of property, including loss of use resulting therefrom, but only to the extent caused in whole or in part by negligent acts or omissions of the CONSULTANT, a sub-consultant, anyone directly or indirectly employed by them or anyone for whose acts they may be liable, excluding any proportionate amount of any claim, damage, loss or expense which is caused by the negligence of the COUNTY. Such obligation shall not be construed to negate, abridge or reduce other rights or obligations of indemnity, which would otherwise exist as to a PARTY or person described in this paragraph. In claims against the COUNTY and its officials, directors, officers, agents, and employees by an employee of the CONSULTANT, a sub-consultant, anyone directly or indirectly employed by them or anyone for whose acts they may be liable, the indemnification obligation under this paragraph shall not be limited by a limitation on the amount or type of damages, compensation or benefits payable by or for the CONSULTANT or a sub-consultant under worker's or workmen's compensation acts, disability benefit acts or other employee benefit acts.
- 9.2 Nothing contained herein shall be construed as prohibiting the COUNTY, its officials, directors, officers, agents, and employees, from defending through the selection and use of their own agents, attorneys and experts, to defend any claims, actions or suits brought against them.
- 9.3 If any errors, omissions, intentional or negligent acts are made by the CONSULTANT or sub-consultant in any phase of the work, the correction of which requires additional field or office work, the CONSULTANT shall be required to perform such additional work as may be necessary to remedy same without undue delay and without charge to the COUNTY.
- 9.4 Acceptance of the work by the COUNTY will not relieve the CONSULTANT of the responsibility for the quality of the work, nor of the CONSULTANT'S liability for loss or damage to property or persons resulting therefrom.

10.0 SATISFACTORY PERFORMANCE.

- 10.1 The CONSULTANT'S and sub-consultant's standard of performance under the terms of this AGREEMENT shall be that which is to the satisfaction of the

COUNTY and meets or exceeds the quality and standards commonly accepted in the industry in the Chicago Metropolitan area.

11.0 CONFLICT OF INTEREST.

- 11.1 The CONSULTANT covenants that it has no conflicting public or private interest and shall not acquire directly or indirectly any such interest which would conflict in any manner with the performance of CONSULTANT'S services under this AGREEMENT.
- 11.2 The CONSULTANT, by its signature on this AGREEMENT, certifies that it has not been barred from being awarded a contract or subcontract under the Illinois Purchasing Act; and further certifies that it has not been barred from contracting with a unit of State or Local government as a result of a violation of Section 33E-3 or 33E-4 of the Illinois Criminal Code (Illinois Compiled Statutes, 1992, Chapter 720, paragraph 5/33E-3).

12.0 OWNERSHIP OF DOCUMENTS.

- 12.1 The CONSULTANT agrees that all survey data, reports, drafting, studies, specifications, estimates, maps and computations prepared by the CONSULTANT under the terms of this AGREEMENT shall be properly arranged, indexed and delivered to the COUNTY within ninety (90) days of written request therefor.
- 12.2 The documents and materials made or maintained under this AGREEMENT shall be and will remain the property of the COUNTY which shall have the right to use same without restriction or limitation and without compensation to the CONSULTANT other than as provided in this AGREEMENT.

13.0 COMPLIANCE WITH STATE AND OTHER LAWS

- 13.1 The CONSULTANT and sub-consultants will comply with all State, Federal and Local statutes, ordinances and regulations; and will obtain all permits as are applicable.
- 13.2 The CONSULTANT and any sub-consultants shall not discriminate against any worker, job applicant, employee or any member of the public, because of race, creed, color, sex, age, handicap, or national origin, or otherwise commit an unfair employment practice.
- 13.3 The CONSULTANT and any sub-consultant(s) shall comply with all applicable State and Federal Prevailing Rate of Wage Laws, and shall take all steps necessary to remain in compliance therewith. (See Exhibit "C").

- 13.4 The CONSULTANT and any sub-consultant(s) shall comply with the Kane County Ethics Ordinance (Article II, Division 3, Section 2-211), (see Exhibit "D").

14.0 MODIFICATION OR AMENDMENT

- 14.1 The terms of this AGREEMENT may only be modified or amended by a written document duly executed by both PARTIES.

15.0 TERM OF THIS AGREEMENT.

- 15.1 The term of this AGREEMENT shall begin on the date this AGREEMENT is fully executed and shall continue in full force and effect until the earlier of the following occurs:

A. The PARTY'S termination of this AGREEMENT in accordance with the terms of Section 16.0; or

B. August 1, 2018.

- 15.2 In the event the required calendar days are exceeded and/or anticipated personnel requirements are not adequate and remaining funds are not sufficient to complete the PROJECT, adjustments in total compensation to the CONSULTANT may be determined through negotiation between the COUNTY and the CONSULTANT. The COUNTY shall however, have no obligation to agree to any such adjustment.

- 15.3 The date of the first calendar day for this AGREEMENT shall be the date of receipt of the Notice to Proceed by the CONSULTANT from the COUNTY. In the event the PROJECT work is suspended as recorded on the "Report of Starting and Completion Date," the calendar days for this AGREEMENT will also be suspended for a like amount of time.

16.0 TERMINATION ON WRITTEN NOTICE.

- 16.1 Except as otherwise set forth in this AGREEMENT, the CONSULTANT shall have the right to terminate this AGREEMENT for cause upon serving sixty (60) days written notice upon the COUNTY.

- 16.2 The COUNTY may terminate this AGREEMENT at any time upon written notice to the CONSULTANT.

16.3 Upon termination of this AGREEMENT, the obligations of the PARTIES to this AGREEMENT shall cease, but they shall not be relieved of the duty to perform their obligations up to the date of termination. Notwithstanding anything in this AGREEMENT to the contrary however, the obligations of the CONSULTANT to indemnify and hold harmless the COUNTY as provided for in Section 9.0 of the AGREEMENT shall survive the termination of this AGREEMENT.

16.4 Upon termination of this AGREEMENT, all data, work products, reports and documents produced, as a result of this AGREEMENT shall become the property of the COUNTY.

17.0 ENTIRE AGREEMENT.

17.1 This AGREEMENT contains the entire AGREEMENT between the parties.

17.2 There are no other covenants, promises, conditions or understandings, either oral or written, other than those contained herein.

18.0 NON-ASSIGNMENT.

18.1 This AGREEMENT shall not be assigned by either PARTY without prior written approval by the other PARTY requesting the assignment.

19.0 SEVERABILITY.

19.1 In the event any provision of this AGREEMENT is held to be unenforceable for any reason, the enforceability thereof shall not affect the remainder of the AGREEMENT, which will remain in full force and effect and enforceability in accordance with its terms.

20.0 GOVERNING LAW.

20.1 This AGREEMENT shall be governed by the laws of the State of Illinois both as to interpretation and performance.

20.2 Venue for any dispute arising hereunder shall be in the Circuit Court of the Sixteenth Judicial Circuit, Kane County, Illinois.

21.0 NOTICE.

Any required notice shall be sent to the following addresses and party:

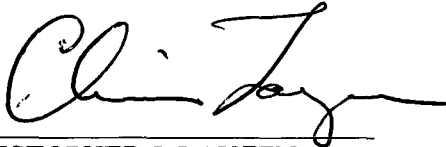
KANE COUNTY DIVISION OF TRANSPORTATION
41W011 Burlington Road
Saint Charles, IL 60175
Attn.: Carl Schoedel, P.E., Kane County Engineer

BOLLINGER, LACH & ASSOCIATES, INC.
333 Pierce Road – Suite 200
Itasca, IL 60143
Attn.: Craig Lukowicz, P.E., CEO

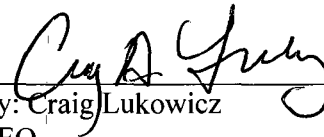
IN WITNESS WHEREOF, the parties set their hands and seals as of the date first written above.

COUNTY OF KANE

BOLLINGER, LACH & ASSOCIATES, INC.



CHRISTOPHER J. LAUZEN
CHAIRMAN, KANE COUNTY BOARD

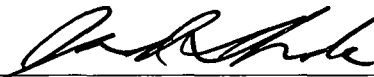


By: Craig Lukowicz
CEO

ATTEST:

ATTEST:

JOHN A. CUNNINGHAM
KANE COUNTY CLERK


By: Joel Ihde
SECRETARY

(seal)



Bollinger, Lach & Assoc., Inc.
6/3/2013

Phase II
Kane County Division of Transportation
Longmeadow Parkway (FAP 361) Section B
Section No.: 13-00215-10-PV
Kane County

EXHIBIT A - PROJECT SCOPE DESCRIPTION

Bollinger, Lach & Associates (BLA) proposes to prepare engineering design services for Section B of the Longmeadow Parkway Corridor for the Kane County Division of Transportation (KDOT). The scope of work will consist of preparation of the contract plans, specifications, and cost estimates for the widening, reconstruction, and new construction of Longmeadow Parkway from just east of Randall Road at the end of the left turn lane taper (approximate STA 2064+15) through the intersection of Longmeadow Parkway with Illinois Route 31 to the end of the left turn taper (approximate STA 2186+32) for a total distance of 2.32 miles. Exact limits will be coordinated throughout the design phase. Improvements will also consist of widening and reconstruction of Sleepy Hollow Road from STA 295+80 to STA 309+30 for a distance of 1,350 feet (0.26 miles) and to Illinois Route 31 from STA 407+30 to 436+43 for a distance of 2,912 feet (0.55 miles). The total length of roadway surface improvements consists of approximately 16,479 feet (3.12 mi.) All work for this project will be in English units. This scope includes the entire project as projected as well as manhours for breaking out into four separate contracts:

- West Contract (Randall to White Chapel Ln.)
- East Contract (White Chapel Ln to west of IL 31 – limits TBD)
- Illinois Route 31 and Longmeadow Parkway Intersection & Possible Interchange
- Earthwork & Clearing Contract

The project will widen existing Longmeadow Parkway from two to four lanes with a landscaped median from Randall Road to White Chapel Lane; from east of White Chapel Lane to the easterly project limits, Longmeadow Parkway will be constructed as a new road on an alignment as established in the Phase I Project Development Report (PDR). A multi-use trail will be designed along the entirety of Section B per the locations identified within the PDR and as determined to best suit the project by BLA and the KDOT.

Two new traffic signals will be constructed within the project limits: one at the intersection of Longmeadow Parkway and Sleepy Hollow Road and Illinois Route 31. The scope of work for these two traffic signals, the associated road widening, and Phase I revisions to the Intersection Design Study(ies), and all IDOT coordination required for successful approval of the project are included in the Scope of Work prepared by TranSystems (TS), a Subconsultant to BLA for the project. A grade separation will also be investigated at the Illinois Route 31 and Longmeadow Parkway intersection. This grade separation scope of work will consist of an initial cost analysis study of a slip ramp on a new alignment from Illinois Route 31 to Longmeadow Parkway; Longmeadow Parkway would be elevated over the top of Illinois 31 via bridge. followed by (upon approval to proceed with design by the KDOT) preparation of design plans. A more detailed scope of work is included later in this proposal.



Bollinger, Lach & Assoc., Inc.
6/3/2013

Field tile locating services for locating existing agricultural underdrains/field tile will also be provided by Huddleston-McBride as part of this overall scope of work, as will corridor landscaping as prepared by Hitchcock Design Group. Bollinger, Lach & Associates' written scope of services also includes the written scope of services of all subconsultants to Bollinger, Lach & Associates contained herein and after.

Those items are detailed in the specific area of scope included as follows:

Data Review: BLA will review the Phase I PDR, electronic files, Location Drainage Study, Approved Intersection Design Study(ies), Geometrics, Topographic Surveys (including trees), and Utilities. BLA will verify and check the provided cross sections (if available) with the plan ROW/Easements and coordinate with the County to determine adequacy of the ROW/Temporary Easement/Permanent Easement requirements. The RGR and SGR from Phase I will also be reviewed and additional work required for structural design elements (i.e. additional soil borings, structural borings, pavement cores, etc.) as identified later in this scope of work coordinated with the Section C consultant.

Value Engineering: BLA and TS will provide Value Engineering for the applicable section assigned by the KDOT. BLA's Director of Construction Engineering will lead the group. Attendance at the workshop will consist of 4 BLA staff members with applicable project and Value Engineering experience and 2 members of TS. This activity will consist of brainstorming ideas for cost savings and constructability recommended to the KDOT. A report will be prepared by BLA and submitted to the KDOT for review for the entire corridor.

Phase I Completion: This task will consist of an iterative process involving modification to Phase I profiles as determined to be necessary for earthwork spread, drainage, etc. Mass earthwork will be conducted with the goal in mind of reducing cut and increasing fill. Profiles will then be modified and mass earthwork re-run while checking project limits to verify feasibility of design and ensuring existing and/or proposed drainage patterns are maintained. Site balance is not anticipated with current project ROW, however recommendations will be made and this analysis discussed with the KDOT to investigate potential locations for spread. The task also will include incorporation of approved Value Engineering principles from the consultant assigned to Section B. Lastly this task will include manhours to evaluate the feasibility and costs of an on-ramp bridge from Illinois Route 31 to Longmeadow Parkway at the southwest quadrant of the proposed intersection. This will include exhibits, cross sections, cost estimates for structural work, ramps, earthwork, and traffic signals. These costs will then be compared to the Phase I design and submitted to the KDOT for review. If approved by the KDOT the scope of work and manhours are included within this proposal under the line item Grade Separation Option.

Title Sheet: BLA will prepare up to four title sheets according to the IDOT BDE manual chapter 63. Mylar will be submitted to the Kane County DOT for signature at the satisfactory completion of the project and submitted to the agency which will be letting the project for bid (KDOT or IDOT).

Typical Sections: The typical section sheets will be prepared which will include existing and



Bollinger, Lach & Assoc., Inc.

6/3/2013

proposed typical sections for Longmeadow Parkway and Forest Drive/Karen Drive along with any pavement design mixture requirement charts legend items. Pavement design for Longmeadow Parkway is also included this scope of work. Sleepy Hollow Rd and Illinois Route 31 pavement designs will be conducted with QC/QA with the Section C geotechnical consultant review and is part of the scope of TS. BLA will also prepare applicable typical sections for each section described in the project overview (4 contracts).

TS will prepare existing and proposed typical sections for Illinois Route 31 and Sleepy Hollow Road.

Pavement Design: A proposed pavement design will be conducted for Longmeadow Parkway using IDOT Bureau of Local Roads and Streets criteria and submitted to the County. The proposed pavement design may vary from section (A, B, et. al.) or one used for the entirety. This will be coordinated during the design phase.

Alignment, Ties and Benchmarks: The sheets will include incorporation of a complete alignment with curve data, ties and benchmarks for the proposed alignment along Longmeadow Parkway as well as improvements made to Sleepy Hollow Drive and Illinois Route 31. This work will be provided by the Section A consultant; manhours are included for incorporation only and separation into each section described in the project overview (4 contracts).

Notes, Index and Standards: The sheet will include a list of applicable highway standards; Kane County DOT standards; IDOT District 1 standards; general notes (IDOT and utilities), list of commitments and index of all plan sheets. BLA will also prepare applicable Notes, Index, and Standards sheets for each section described in the project overview (4 contracts).

Summary of Quantities: BLA will prepare the sheets including construction and funding code breakdowns for potential Federal/State/County/Other Participating Entity cost share, the quantity calculations/take off for each pay items and preparation of quantity books for delivery to the County. The pay items will be double spaced in the summary of quantity sheets with spacing and text sizing set according to the latest IDOT standards which list approximately 14 quantities per sheet. TS will prepare Summary of Quantities for Illinois Route 31 and Sleepy Hollow Road; BLA will incorporate these into the overall plans. BLA will also prepare applicable Summary of Quantities sheets for each section described in the project overview (4 contracts).

Schedule of Quantities: The sheets will have items difficult to locate in the plans and will help locate quantities including the earthwork schedule. BLA will also prepare applicable Schedule of Quantities sheets for each section described in the project overview (4 contracts).

Removal Plan: The removal plan will be prepared for the geometry for the length of the project to take into account the existing items (existing roadway pavement, existing multi-use path, storm sewer, sheet piling walls, trees, etc.) which will be removed as a result of the improvements. The removal plans will have two panel views per sheet at 50 scale. BLA will also prepare applicable Removal Plan sheets for each section described in the project overview (4 contracts).



Bollinger, Lach & Assoc., Inc.

6/3/2013

TS will prepare removal plans for Illinois Route 31 and Sleepy Hollow Road.

Maintenance of Traffic (MOT): Concept MOT plans will be prepared for the project. A brief concept write up and geometric plan will be prepared and submitted for approval. At least two stages for Longmeadow Parkway reconstruction is estimated at this time with sub-stages needed for side streets. The various MOT stage typical sections sheets, MOT general notes, sequence of operations and MOT sign legend sheets will be provided. One detour is anticipated for the homes located along Forest Drive; this detour will utilize a stabilized portion of Longmeadow Parkway, Sleepy Hollow Road, Miller Road, and Illinois Route 31. One full closure is anticipated with Karen Drive being converted into a cul-de-sac; stop-controlled accesses (Stonegate Rd, Barrett Dr, Sedgewood Tr, White Chapel Ln, etc.) may require substaging. Alternate route signing plans are not anticipated unless discussions with the KDOT warrant such. The MOT plans will have two panel views per sheet at 50 scale.

If determined necessary by IDOT, HCS will be run on each stage to comply with the Work Zone Safety & Mobility Goals requirement at the intersection of Longmeadow Parkway and Illinois Route 31.

MOT plans for Illinois Route 31 and Sleepy Hollow Road will be prepared by TS. Refer to scope of work included within this proposal.

Plan and Profile: The plans will be prepared utilizing the BDE manual chapters 63-66. All the plans will be prepared at a 1:20 scale. The roadway plans with existing roadway topography and proposed improvements will be shown in plan view and dimensioned accordingly; existing and proposed roadway stations and elevations will be shown in the profile view. BLA will also prepare applicable Plan & Profile sheets for each section described in the project overview (4 contracts).

Plan and Profile plans for Illinois Route 31 and Sleepy Hollow Road will be prepared by TS. Refer to scope of work included within this proposal.

Drainage and Utilities Plan: The plans will be similar to the roadway plan layout and will have all existing and proposed drainage system improvements along with all existing utilities. Water main(s) and sanitary sewer(s) present along Longmeadow Parkway from Randall Road to White Chapel Lane will be checked for cover compliance; it is not anticipated that water main or sanitary sewer relocations are necessary and hours are not included in this scope of work to prepare a design and/or permitting for those relocations. Temporary drainage, if any, will be included on the staging plans. All detention basins will have independent sheets if the limits extend beyond the viewable sheet limits. Storm sewer restrictor details will be included on individual detail sheets. BLA will also prepare applicable Drainage & Utility Plan sheets for each section described in the project overview (4 contracts).

Drainage Tables: The sheet will include all the drainage structures and pipes detail in the form of table layout. BLA will also prepare applicable Drainage Table sheets for each section described in the project overview (4 contracts).



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Drainage Calculations & Design: It is anticipated that drainage calculations and design of the entire stormwater management system (sewers, ditches, basins, etc.) will differ considerably from the Phase I Location Drainage Study (LDS). BLA will verify all existing and proposed drainage areas as established in the LDS along Longmeadow Parkway, Sleepy Hollow Road, and Illinois Route 31. Based on these tributary drainage areas, detention calculations will be made and basins sized and designed accordingly. It is anticipated that as many as 5 basins may be designed within Section B. Some of these locations may be subject to agreements with third parties to which BLA will attend project meetings to coordinate. The proposed basin locations are located at approximate STA 2082+00 (LT), widening of an existing basin at STA 2096+00 (LT), 2106+00 (LT), 2140+00 (LT), and just beyond the project limits at approximate STA 2173+00 (RT) as this basin (within Section C) will need to be constructed for Section B stormwater management. BLA will assume that the Section A consultant will design the basin located at approximate STA 2067+00 (LT) as needed for improvements within their section. These basins are preliminary and may increase or decrease in amount or size depending on discussions with the KDOT; if a basin proposed herein is not determined to be feasible, inline detention and ditch storage will be designed to accommodate the proposed improvements.

Each outlet will be analyzed using TR-20 or similarly accepted stormwater modeling software for obtaining approval by the KDOT as well as a permit from IDOT for improvements along Illinois Route 31. This outlet analysis will determine capacity, existing release rate being discharged into the system, and then analyzed with proposed stormwater improvements to determine if restricted flow is necessary. This flow restriction will consist of all orifice plate/baffle wall (or similar acceptable method of restrictor) calculations. The 100-Year flood event will be identified and designs made to accommodate flow over land when possible into a basin. Should the basin not be a feasible alternative, the storm sewer will be designed to accommodate the flooding event if a suitable overland flow route can not be determined.

Up to five box culverts will be designed with this project. These five anticipated culverts are at STA 2138+15 (Twin 6'x3'), 2162+20 (Triple 6'x3'), 2172+00 (Twin 4'x3'), Illinois Route 31 STA 410+70 (Twin 8'x6'), and at STA 409+00 (Twin 8'x6'). These culverts may vary in size or location dependent on design alternatives; the hydraulic modeling and reports will be prepared regardless of size or location.

Ditch design and storm sewer accommodating the 10-Year stormwater event will be designed for this project. This design will be consistent with Kane County standards and the Illinois Drainage Manual for Illinois Route 31. Wherever possible and as agreed to by the KDOT, ditches will be incorporated to eliminate storm sewer pipe, curb and gutter, and drainage structures. This is largely anticipated to be east of White Chapel Lane, where development has not yet occurred however ditches may be necessary behind the back of proposed curb line in fill sections.

Grading plans for stormwater management facilities will also be incorporated into the plan set as part of BLA's proposed scope of work. These grading plans will be detailed with contour lines at 1-foot intervals and tie into existing contours as provided by the project surveyor. This grading plan will be configured to meet all stormwater detention requirements for the tributary area(s).



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The inlet spacing per lineal foot of curb & gutter, lateral and longitudinal drainage structure design, mainline and lateral storm sewer design, and Best Management Practices will also be incorporated into the project design. All calculations as outlined above will be checked, verified, and put into permit-ready form (i.e. Stormwater Report) for submission by the Section C consultant.

Report preparation and calculations necessary for submittal to IDOT are included in this task.

Specifications & Special Provisions: Detailed project specifications and special provisions will be prepared for the roadway, traffic signal(s), storm sewer, BMPs, and structural items as well as job-specific special provisions written or obtained and the contract documents will include them for the Preliminary, Pre-final and Final submittal. The project will be let by either IDOT or KDOT and will follow the appropriate format for specifications and front-end documentation. BLA will also prepare applicable Specifications & Special Provisions for each section described in the project overview (4 contracts).

Estimate of Time: The form will be prepared and updated for the Prefinal and Final plan submittal. BLA will also prepare Estimates of Time for each section described in the project overview (4 contracts).

Estimate of Cost: The form will be prepared and updated per each submittal (Preliminary, Pre-final and Final) for all the roadway, signal and structural items. BLA will also prepare Estimates of Cost for each section described in the project overview (4 contracts).

Modify IDOT Details: BLA will utilize IDOT district details as needed and include them in the plans. We are estimating 12 District One roadway details. BLA will also re-title and renumber applicable sheets for each section described in the project overview (4 contracts).

Consultant/County Details: BLA anticipates the details for construction entrances, approaches, special drainage connections, structure details, median channelization, etc. as well as incorporation and any special modifications to Kane County DOT standard details. BLA will also re-title and renumber applicable sheets for each section described in the project overview (4 contracts).

Pavement Marking & Signing Plans: The plan will illustrate the striping and signing for Longmeadow Parkway and appropriate side streets. The sign schedules and pavement marking schedules (as well as raised or recessed reflective marking schedules) will be prepared. Two panel views per sheet at 50 scale covering 1500 feet each panel will be prepared for this project. BLA will also prepare Pavement Marking & Signing Plans for each section described in the project overview (4 contracts).

Pavement Marking & Signing Plans for Illinois Route 31 and Sleepy Hollow Road will be prepared by TS. Refer to scope of work included within this proposal.

Erosion Control Plans: BLA will prepare permanent and temporary erosion control plans *per stage* and will prepare any temporary drainage plans as a result of the staging. BLA will



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prepare the detail sheets as needed for obtaining all permits as well as preparing the documentation needed for the NPDES-SWPPP permit. Two panel views per sheet at 50 scale covering 1500 feet each panel will be prepared for this project. Each basin and culvert may require a specific plan sheet which is accounted for in this scope of work. BLA will also prepare Erosion Control Plans for each section described in the project overview (4 contracts).

Cross Sections: The cross section sheets will have a full cross section every 50 feet and half-sections at all accesses/driveways and will show the existing and proposed roadway, existing and proposed utilities, cut and fill, retaining walls, unsuitable material per construction stage, etc. at 10-scale horizontal and 5-scale vertical. For accesses/driveways at even (+00 or +50) stations, full sections will be cut and analyzed. We are estimating 250 cross sections for the length of the project. The cross section will also show the centerline, PGL and edge of pavement call outs with elevations as well as any land acquisition required for the project. Cross sections for the Forest Drive connector will also be provided. Cross Sections will be prepared per contract described in the project approach; for the Earthwork and Clearing contract, applicable cross sections will be greyscaled or shaded to show only proposed earthwork.

Cross Sections for Illinois Route 31 and Sleepy Hollow Road will be prepared by TS. Refer to scope of work included within this proposal.

Cross Section scope of work and manhours for the potential interchange at Illinois Route 31 and Longmeadow Parkway included within this proposal under the line item Grade Separation Option.

Meeting/Field Checks/Coordination: See attached sheet for the detail break down of the anticipated meetings.

Meetings with IDOT and the KDOT for which TS attendance is necessary is included within their attached scope of work.

Permit Coordination: Anticipated permits for the project as a whole include the Kane-DuPage Soil & Water Conservation District (KDSWCD) Permit, US Army Corps of Engineers (USACOE) permit, and SWPPP preparation for the NPDES permit. The KDSWCD and USACOE permits will be applied for by the Section C consultant; BLA will provide all documentation necessary to the Section C consultant for submittal. BLA will prepare the SWPPP for Section B and modify as necessary for the defined limits for up to four separate plan sets and specifications.

QC/QA: BLA will perform the QC/QA throughout the project; the detailed QC/QA will be emphasized at the time of the three-milestone submittal and the QC/QA statement will be submitted with each submittal. This effort includes QC/QA oversight for sub-consultants' tasks. QC/QA will be conducted for each of the 4 contract plan sets as described in the project overview.

Phase III Coordination: The coordination during phase III will be made as needed as per the instruction from the County as well as IDOT as well as compilation of bid tabs, if required.



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BLA will review project-specific shop drawings and attend the pre-construction meeting for each of the 4 contracts described in the project overview.

Utility Coordination: BLA will update the JULIE design stage ticket and obtain current atlases; from these atlases, BLA will review the existing utilities for location accuracy, check against the proposed improvements, prepare a conflict list, coordinate with the utilities on their issues with the improvement through the KDOT and IDOT, etc. and prepare submittals to each utility company present in the corridor during the preliminary, prefinal and final stages of design. Scheduled utility meeting hours are included within the scope for Meeting/Field Checks/Coordination.

Soil Profiles and Coordination with Section C: BLA will incorporate soil strata profiles from data provided by the project Geotechnical consultant. These soil profiles will include plan view and profile view with the soils at 20 Scale. The soils consultant from Section C will perform any required soil borings for this section but will not be part of this contract. BLA will also re-title and renumber applicable sheets for each section described in the project overview (4 contracts).

Supplemental Survey Coordination: BLA will provide supplemental survey to update the existing survey provided by the Section A consultant. Work will include additional topographic pickup for potential earthwork spread areas and verification of stormwater outfall invert elevations. It is anticipated that all digital files and surface data will be provided by the Section A consultant in Microstation V8i format.

It is assumed the Section A consultant will locate all field tile surveys and soil borings and provide that information in Microstation format to BLA.

Structural Engineering:

- Box Culverts (5):
Specific culvert location information and plan content is provided in the attached hours breakdown. BLA will prepare detailed plans for each box culvert. All box culverts will be cast-in-place. Provisions for staged construction of the box culverts will not be provided. Type, Size & Location plan will be prepared for the box culvert under Illinois Route 31. It is anticipated that the box culvert under IL 31 will require a structure number.
- Retaining Walls (3): Specific retaining wall location information and plan content is provided in the attached hour's breakdown. BLA will prepare detailed plans and specifications for each retaining wall. All retaining walls are assumed to be anchored soldier pile walls, with the piles drilled in. The shorter walls may be designed with deadman rather than grouted anchors.

BLA will require input and recommendations from the project geotechnical consultant on retaining wall ground anchor design parameters and may need additional global stability analysis depending on ground anchor and/or anchor deadman designs for retaining walls. Also, additional soil design parameters and specific casing requirements for drilled soldier pile walls.



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- Soil boring locations and depths will be provided to the Section C consultant during the pre-proposal phase.
- Box culvert locations will require topographic survey to set inverts, verify clearance and wingwall geometry. New soil borings will need to be located by the Section A consultant.

Administration/Management: This task will consist of project startup, scope of work reviews, scheduling, budget control, and contract administration for each of the 4 contracts described in the project overview.

Traffic Signal Design: Refer to TS scope of work included within this proposal.

Lighting Design: Refer to TS scope of work included within this proposal.

Landscaping Design: Refer to TS scope of work included within this proposal. Work will consist of incorporating design concepts from Hitchcock Design Group into project plans on individual sheets prepared at 20-scale. This landscaping task will include coordination with the KDOT for approval of impacts to the Perry-Lathrop house, eligible for the State Historic Registry.

Deliverables: Upon completion, Microstation V8i CADD files for Section B will be transmitted to the County. They will be done according to the latest IDOT drafting standards and in State Plane coordinates. All Geopak files used for plan preparation will also be provided.

Grade Separation Option: The scope for this task will consist of providing engineering design for the grade separation/slip ramp (i.e. jughandle) design associated with the Longmeadow Parkway and Illinois Route 31 intersection. BLA will prepare structural plans, removal plans, drainage plans, cross sections, erosion control plans, and quantities required for completion of the design. TS will prepare the slip ramp geometry, turn lane warrants, pavement design, IDS plans, traffic signals, interconnect, lighting and retaining wall along the west edge of the ramp. A more detailed scope of work is included as **Alternate 1 Scope of Work** within the TS proposal included in this document.

A conventional bridge over IL 31 with MSE walls has been assumed. TS&L's will be prepared for the bridge and MSE walls. These will be submitted to IDOT for approval. Final plans will only be submitted to KDOT.

Assumptions for the bridge and associated retaining walls are as follows:

- The bridge will be a single span integral abutment design.
- 42 inch PPC beams will be used for the superstructure.
- Superstructure for Longmeadow will accommodate 4 lanes, a median and a multi-use path.
- IL 31 will accommodate 3 lanes, 2-12 foot shoulders, plus an addition 5 feet on each side.



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- Abutment walls and wingwalls will be MSE. The NE, SE and SW wingwalls will be parallel to IL 31.
- The retaining wall at the NW will run parallel to the north ROW and Longmeadow.



BASE SCOPE OF WORK

Longmeadow Parkway Section B East of Randall Road to IL Route 31 Kane County

The project scope will consist of providing engineering design services for Section B of the Longmeadow Parkway Corridor for the Kane County Division of Transportation. As a subconsultant to Bollinger, Lach & Associates, TranSystems is responsible for design plans along Sleepy Hollow Road and Illinois Route 31 as well as landscaping design along Longmeadow Parkway. Sleepy Hollow Road will be reconstructed and widened from north of Highmeadow Parkway (Sta. 295+80) to north of Creeks Crossing Drive (Sta. 309+30) for a distance of 1,350 feet (0.26 miles) to one lane in each direction with a flush, painted median and left turn lanes at the intersections of Highmeadow Parkway and Longmeadow Parkway. Illinois Route 31 will be reconstructed and widened from south of the abandoned Forest Drive (Sta. 407+30) to north of Lathrop Lane (Sta. 436+42.91) for a distance of 2,912 feet (0.55 miles) to widen the existing one lane in each direction to two lanes in each direction with left and right turn lanes at Longmeadow Parkway. The project also includes the installation of traffic signals at locations listed below and traffic signal interconnect. The geometrics will generally follow the Phase 1 Project Report with the exception of the intersection revisions noted below. Roadway lighting will be included at the intersections of Sleepy Hollow Road and Illinois Route 31 with Longmeadow Parkway. The contract plans and specifications will be designed in accordance with the Illinois Department of Transportation (IDOT) Bureau of Design and Environment (BDE) manual for Illinois Route 31, the IDOT Bureau of Local Roads and Streets (BLRS) for Longmeadow Parkway and Sleepy Hollow Road, IDOT District 1 standards, in English units, and shall include the following:

1. The Intersection Design Studies (IDS) for the intersections of Sleepy Hollow Road and Illinois Route 31 with Longmeadow Parkway will be reanalyzed and resubmitted based on updated traffic and geometry. Items include:
 - a. Review of 2040 Design Hourly Volumes (DHVs) used in the IDSs. Revise the traffic volumes as necessary to correct any traffic inconsistencies.
 - b. Coordinate revised traffic volumes with other Longmeadow Parkway section consultants.
 - c. Revise the capacity analyses used for the IDSs as necessary based on the revised DHVs. Capacity analyses will be performed using HCS+ version 5.4.
 - d. Perform a field visit of both intersection locations to confirm compatibility of proposed geometric layout with existing conditions.
 - e. Review outstanding comments on the ultimate IDSs and address all comments, including potential IDS revisions, as necessary. Modify IDSs to reflect a reduced scope of work, as specified by the County. Revise IDSs to update geometric conditions based on revisions in DHVs and any other identified geometric improvements. Includes time for one revision and submittal of the IDSs to both the County and IDOT.
 - f. Present revised IDSs to the County and IDOT. One individual 2-hour meeting per agency has been assumed. Meeting minutes will be prepared and travel time has been considered.



2. A proposed pavement design will be performed along Sleepy Hollow Road using IDOT Bureau of Local Roads and Streets criteria and submitted to the County for approval. The proposed pavement design along Illinois Route 31 performed using IDOT Bureau of Design and Environment criteria and provided to IDOT for approval.
3. Roadway plan sheets for Sleepy Hollow Road and Illinois Route 31 will be 1"=20' and have a two panel view (proposed and profile). The roadway design also includes details, specifications, pay items, and quantities.
4. Removal plan sheets for Sleepy Hollow Road and Illinois Route 31 will be 1"=50 and have a two segments per sheet.
5. Drainage plans for Sleepy Hollow Road and Illinois Route 31 will be designed by Bollinger, Lach & Associates.
6. Typical sections (existing and proposed) for Sleepy Hollow and Illinois Route 31 will be prepared.
7. Cross sections will be prepared at every 50' along Sleepy Hollow Road and Illinois Route 31. Sections will also be provided at each driveway/entrance. Known utilities will be shown in the cross sections.
8. Pavement marking and signing plans along Sleepy Hollow Road and Illinois Route 31 will be prepared.
9. Horizontal utility locations will be drawn in CADD format along Sleepy Hollow Road and Illinois Route 31 by TranSystems. TranSystems will provide Bollinger, Lach & Associates locations for potential utility conflicts for incorporation with their utility coordination and utility meetings.. TranSystems attendance at the utility coordination meetings will not be required.
10. Traffic signal plans will be designed and included in the contract plans. The traffic signal design also includes details, specifications, pay items, and quantities. The intersections are:
 - a. Sleepy Hollow Road
 - b. Illinois Route 31
11. Traffic signal interconnect (fiber optic) plans will be designed and included in the contract plans. It is anticipated that one PTZ camera would be installed at a determined location. The signal interconnect will run from Randall Road to Sleepy Hollow Road and Sleepy Hollow Road to Illinois Route 31. This interconnect will be coordinated and tie in to interconnects included in adjacent sections as well as the fiber trunk line running up and down Randall Road. It has been assumed that one meeting with each of the consultants of the adjacent sections and two meetings with KDOT staff will be required for coordination.
12. A landscaping concept will be developed by our subconsultant, Hitchcock Design Group, for approval by the County. TranSystems will then use this design throughout this section of Longmeadow Parkway. Landscaping plans will be 1"=50' with two segments per sheet.
13. Maintenance of Traffic will include providing one lane in each direction along Sleepy Hollow Road and Illinois Route 31. Detours will not be necessary. It is assumed three maintenance of traffic stages will be required.
14. Erosion Control plans for Sleepy Hollow Road and Illinois Route 31 will be designed by Bollinger, Lach & Associates.
15. Right-of-way will be acquired by the County as shown in the Phase 1 Project Report, but TranSystems shall verify the right-of-way needs meet the final design requirements. Right-of-way information (existing and proposed) will be coordinated with Bollinger, Lach & Associates and the County.
16. A complete topographic survey will not be required. The County will provide the design team with all the Phase 1 CADD files and survey information, converted to MicroStation V8i file format. Bollinger, Lach & Associates will provide any supplemental survey as required.



17. A soils report will be provided to the design team containing geotechnical recommendations for this project. No additional soils investigation will be necessary.
18. Intersection only roadway lighting will be designed for two intersections along Longmeadow Parkway: Sleepy Hollow Road and Illinois Route 31. The lighting shall include transition lighting along with combination signal/lighting poles at these intersections. Four submittals will be made to IDOT per the Bureau of Electric requirements. The lighting design includes voltage drop calculations, photometric calculations, wiring diagrams, lighting plans and detail sheets. ComEd coordination is also included.
19. Intersection paving/jointing plans at a scale of 1"=20" will be prepared at:
 - a. Sleepy Hollow Road
 - b. Illinois Route 31
20. Quantities for the TranSystems' related design items will be prepared for each submittal and submitted to Bollinger, Lach & Associates for inclusion in the project estimate of cost. Bollinger, Lach & Associates will also prepare the estimate of time with input for the related design items from TranSystems.
21. It is anticipated that standard pay items and specifications will be utilized. Bollinger, Lach & Associates will prepare the overall project specifications with input and unique specifications provided by TranSystems.
22. Meetings, field checks and coordination are included in the scope. This includes the following meetings: field review, plan in hand review, kick-off, plan submittal review, Bureau of Electric, Bureau of Traffic, and MOT concept review meeting. Meeting preparation (agendas and exhibits) and meeting minutes shall be prepared by TranSystems. No FHWA meeting presentations are anticipated. A total of 12 meetings at 2 persons per meeting are anticipated, which include travel time, advanced preparation and completion of meeting minutes. It is anticipated that Bollinger, Lach & Associates will attend the following meetings without attendance from TranSystems: Hydraulic Unit, utility coordination, Village of Algonquin, Village of Carpentersville, Fire Protection District of Algonquin, Fire Protection District of Carpentersville, and various Village and County Board meetings as necessary.
23. QA/QC will be performed internally by TranSystems at each milestone submittal on our submittal documents.
24. Perform an internal Value Engineering to provide a more cost effective design.
25. Shop drawing review and approvals, if required, will be performed by TranSystems for lighting and traffic signal related items only.
26. Coordination as needed to clarify the intent of the plans during Phase 3 will be provided.
27. Three plan submittals (preliminary, prefinal and final) are included in the scope of services.
28. There is no additional charge for CADD drafting, as this is included in the hours submitted.
29. No structural design is included in the base scope of services.
30. An alternate concept involves a grade separation for the Longmeadow and IL Route 31 intersection. TranSystems' will provide conceptual geometrics for the proposed single two-way slip ramp at the southwest quadrant of the crossing.

Additional Scope

The County identified an alternate grade separation scope for the Longmeadow and IL Route 31 intersection. As a subconsultant to Bollinger, Lach & Associates, TranSystems is responsible for traffic analysis and design plans for the proposed slip ramp providing access from Longmeadow Parkway to Illinois Route 31. This alternate scope and associated manhours will be defined as **Alternate 1** for TranSystems' portion of work and is attached as separate documents.



Scope of Services

Phase I Engineering

The goal for this part of the engagement is to review the previously prepared Phase I documents for Longmeadow Parkway Section B (Randall Road to Route 31) and further define the landscape items to be included in the project.

A. Data Collection and Coordination

Objective: Collect and review data from the previously prepared Phase I documents and coordinate with the project team and Kane County Division of Transportation (KDOT) to determine the specific landscape improvements to advance.

Process: Hitchcock Design Group will:

1. Participate in a kick-off meeting with the project team to confirm:
 - a. KDOT/IDOT Phase 1 approval items and conditions
 - b. Landscape items scope of work
 - c. Landscape items preliminary budget
 - d. Review, approval, and submittal processes
2. Identify jurisdictional requirements, operational practices, development plans and construction procedures related to landscape items as regulated by the following groups:
 - a. KDOT
 - b. IDOT/FHWA
 - c. Franchise power and communication utility providers
 - d. Adjacent property owners
3. Collect and review previously prepared existing data for the project area and the immediate surroundings including:
 - a. Aerial photography
 - b. Environmental reports
 - c. Geo-technical reports
 - d. Topographic surveys
 - e. Boundaries, property ownership and easements
 - f. Utility atlases
 - g. Power and communication utility information
 - h. Zoning ordinances
 - i. Previously prepared plans and reports for the study area
 - j. Pending improvement plans
4. Observe and photograph the project area and immediate surroundings in order to identify readily apparent physical conditions and patterns of use.
5. Using the inventoried data, prepare **Base Maps** at appropriate scales for the study area suitable for preparation of preliminary landscape plans.
6. Prepare a **Landscape Program Memorandum** that summarizes the existing resources, stakeholder interests and consensus project program elements to advance.

Deliverables: **Base Maps; Landscape Program Memorandum**



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B. Preliminary Landscape Design

Objective: Reach consensus on the type, location, organization, scale, character and potential cost of the specific landscape improvements.

Process: Following approval of the Landscape Program Memorandum, Hitchcock Design Group will:

1. Prepare **Schematic Design Alternatives** including appropriate plan views, sections, elevations and other graphic images to illustrate the organization, scale and character of the landscape improvements including:
 - a. Median landscape
 - b. Parkway landscape
 - c. Berm landscape treatments
2. Prepare a **Preliminary Construction Cost Estimate** using recognized systems costs for each schematic design alternative.
3. Review the Schematic Design Alternatives with project team members.
4. Based on input received from the project team, refine the preferred alternative (or combination of alternatives) including updating the Construction Cost Opinion, and prepare **Final Landscape Recommendations**.
5. Review the Final Landscape Recommendations with project team representatives.

Deliverables: **Schematic Design Alternatives; Preliminary Construction Cost Estimate; Final Landscape Recommendations**

Phase II Engineering

The goal for this part of the engagement is to finalize the Plans, Specifications, and Estimates (PS&E) for the landscape improvements and submit the documents as required by KDOT/IDOT for final approval and bid letting.

A. Pre-Final Plan Development

Objective: Advance the approved preliminary landscape design and receive project team and KDOT/IDOT approval of the landscape improvements to document for construction and bidding.

Process: Following Phase I approval, Hitchcock Design Group will:

1. Prepare preliminary landscape plans based on the specific site conditions including:
 - a. Median landscape
 - b. Parkway landscape
 - c. Berm landscape treatments
2. Prepare a **Preliminary Plant List, Summary of Quantities and Cost Estimate** for the proposed landscape items based on standard IDOT pay items.
3. Prepare **Outline Special Provisions** for the landscape items.
4. Provide the Refined Landscape Design, Plant List, Summary of Quantities, Cost Estimate, and Outline Special Provisions to Transystems who will prepare Final documents.

Deliverables: **Refined Landscape Design, Plant List, Summary of Quantities, Cost Estimate, and Outline Special Provisions**



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B. Final Plan Development

Objective: Produce the plans, specifications, and estimates for KDOT/IDOT review and approval to bid and construct the landscape improvements.

Process: Following KDOT/IDOT Pre-Final Plan approval, Hitchcock Design Group will be available to provide input and review the Final Plan documents prepared by Transystems.

Documents to be prepared by Transystems include:

1. Prepare the plans, specifications and estimates based on IDOT standards for the landscape items:
 - a. Summary of quantities
 - b. Landscape plans, material list, and details
 - c. Specifications and special provisions
 - d. Quantity estimate and construction cost estimate using IDOT coded pay items
2. Submit the documents to KDOT/IDOT for Preliminary Plan Review (30%). Participate in plan-in-hand field review with project team and KDOT/IDOT representatives.
3. Revise the documents based on preliminary plan review and submit revised documents to KDOT/IDOT for Pre-Final Plan Review (60%). Prepare a disposition of comments to include with the submittal.
4. Revise the documents based on pre-final plan review and submit the documents to KDOT/IDOT for Final Plan Review (90%). Prepare a disposition of comments to include with the submittal.
5. Finalize and submit the documents to KDOT/IDOT for Final Plan Approval and Release (100%).

General Project Administration

In addition to the services outlined above, HDG will administer the performance of its own work throughout the term of the contract by providing the following services:

A. Communications

1. Schedule, create agendas and summarize the highlights of periodic meetings
2. Rehearse, attend and present at public forums identified
3. Collect and disseminate communications from other parties
4. Periodically inform your representative about our progress

B. Schedules

1. Create, periodically update and distribute the project schedule
2. Coordinate the activities of our staff and our consultants

C. Staffing

1. Select and assign staff members and consultants to appropriate tasks and services
2. Prepare and administer consultant agreements

D. File Maintenance

1. Establish and maintain appropriate correspondence, financial, drawing and data files
2. Obtain appropriate insurance certificates from consultants
3. Maintain appropriate time and expense records



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Optional, Additional Services

Services or meetings not specified in this scope of services will be considered additional services. If circumstances arise during our performance of the outlined services that we believe require additional services, we will promptly notify you about the nature, extent and probable additional cost of the additional services, and perform only such additional services following your written authorization.



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PROPOSAL

Dan Bruckelmeyer, P.E., Project Manager
Bollinger, Lach & Associates, Inc.
333 Pierce Road, Suite 200
Itasca, IL 60143

DATE : May 10, 2013
PROP : 13147
TERMS: NET 15 DAYS

>> **RE: LAND DRAINAGE INVESTIGATION SERVICES PROPOSAL**

LOCATION: Proposed Longmeadow Parkway Roadway Section B

> Dear Sir,

Thank you for the opportunity to submit the attached Mainline Drain Tile Investigation Letter of Agreement for your consideration.

Following is a brief summary outlining investigation services which shall be completed in accordance with Kane County Subdivision Ordinance [Art.II,div.3,Sec.19-32.,(b),2i] and Kane County Stormwater Ordinance no. 00-312 (2002), [Art. 2, div202, (d) (2) page 18] for the subject property located at Sections no. 4, 5, 6, 7, 8, & 9, Dundee Township, Kane Co. IL.

This investigation will be limited to the mapping of all mainline and sub-main collectors, and will include local lateral / feeder drain tiles only when encountered at slit trench locations. Huddleston McBride Drainage Co. shall not be responsible for crop damage, all excavated investigation trenches will be backfilled and slightly mounded to allow for natural settlement.

I. SCOPE OF WORK

FIELD INVESTIGATION PROCEDURES:

Field reconnaissance and record research¹ work will be completed in efforts to identify all areas which are typical to installation of existing drain tile. Existing features such as soils, watertable, topographical elevations, surface channels, depressions, wetlands and natural drainage ingress and egress locations are considered.

Following field review, investigation areas are staked and slit trenched to verify existence of drain tile. All existing drain tiles encountered during the investigation procedure are logged on field mapping and repaired to their original state according to U.S.D.A., Natural Resource Conservation Service construction repair practices. Following specific point locations, drain tile routes are located by surface probing or electronic detection and field staked at 50' intervals including cut stakes for invert elevations where requested. Any existing drain tile not encountered during slit trenching procedure will remain unknown.

¹Huddleston McBride Land Drainage Co. has maintained and will access an extensive record system of Kane County Existing Agricultural Drain Tile Historic Mapping Records. This mapping system has been based upon geographic parcel location including record information from Huddleston-McBride Land Drainage Co.(1975) , Coopridge Farm Drainage Co. (1930), Elbridge F. Ball & Sons, (drainage engr.) Survey notes (1940), Countryside Drainage (2009). These record files include historic farm parcel notes, active / inactive drainage district maps and documents, conservation resource mapping, agricultural drain tile contractor records, aerial photo delineation, S.C.S./ N.R.C.S design notes and soil maps, typical drain tile investigation reports, record construction drawings, and land owner sketch drawings.

RECORD MAPPING AND REPORT:

Record mapping shall be performed according to typical civil engineering mapping standards. It will be the responsibility of the developer to furnish one ACAD (version 2004 or 2013, .dwg) computer data file of the investigation area including mapped topography, easements, right-of-ways, wetland delineation areas and property boundary limits.

All existing drain tile routes will be located in the field by GPS location systems ($\pm 1m$, *Illinois State Plane East NAD83*) and recorded on final plans. Our field staking process will include pipe invert cut stakes at all perimeter locations, strategic interior locations and 50' interval pin flagging along tile routes for electronic survey location by the project engineer if deemed necessary. It will be the responsibility of the project engineer to survey drain tile location/elevation staking pertinent to final improvement design.

Final drain tile mapping will be computer drafted on a base map including recent color digital aerial photography, topography and project limits. Mapped information will include the location of all existing drain tile routes and applicable drainage findings encountered during the field investigation process. A field report shall be attached to the plan containing evaluation information including size, flow, system effectiveness, restrictive siltation, pipe invert to ground surface depth, pipe type / quality, system classification and specific field notes.

After completion of the investigation report it will be our responsibility to obtain final existing drain tile investigation mapping and report approval and acceptance by Kane County Department of Water Resources and applicable engineering review agencies.

II. COST OF SERVICES:

The complete costs of investigation services including all equipment and manlabor, furnish of repair materials, field staking and mapping will be a lump sum fee as follows:

| | |
|---|---------------------|
| TOTAL COST FOR INVESTIGATION SERVICES..... | \$ 20,560.00 |
|---|---------------------|

III. PAYMENT OF FEES:

An invoice will be presented following the completion of the work and will be due and payable thirty (30) days after the invoice date. Any late payments made will be subject to the interest rate of 1 1/2% per month on the entire principal amount of the money owed for the period from the date it becomes due and payable through the period of time in which it is paid.

IV. LIMITS OF LIABILITY:

In the event a breach or a suit for non-payment of fees arises in connection with any services rendered on the part of Huddleston McBride Land Drainage Co., then purchaser will pay all reasonable costs and attorneys fees associated with any action taken to enforce any rights arising under this agreement.

Dan Bruckelmeyer, P.E., Project Manager
Bollinger, Lach & Associates, Inc.
May 10, 2013
Page 3 of 3

Huddleston McBride Land Drainage Co.

Any breach on the part of either party shall be limited to liability in an amount not to exceed the contract price of services associated with this drain tile investigation proposal.

Should the terms of this letter of agreement meet with your approval, please execute below and return one original.

Thank you for considering our proposal, we look forward to an opportunity to assist you with the development of this parcel.

Respectfully submitted,

HUDDLESTON McBRIDE LAND DRAINAGE CO.

T. L. Huddleston III,

ABOVE LETTER OF AGREEMENT ACCEPTED THIS _____ DAY _____ 2013.

BY: _____
PRINTED NAME / TITLE

SIGNATURE

TLH/jh
FILE #: 13147



ALTERNATE 1 SCOPE OF WORK

Longmeadow Parkway
Section B
East of Randall Road to IL Route 31
Kane County

The scope for this alternate task will consist of providing engineering design services for the Ramp Alternate associated with Section B of the Longmeadow Parkway Corridor for the Kane County Division of Transportation. As a subconsultant to Bollinger, Lach & Associates, TranSystems is responsible for design plans along the proposed slip ramp providing access from Longmeadow Parkway to Illinois Route 31, which are proposed to be grade separated under this alternate design concept. The proposed slip ramp will be new roadway construction on new alignment from west of Illinois Route 31 to south of Longmeadow Parkway for a distance of 1,080 feet (0.20 miles), providing two lanes in each direction in order to maintain channelization for all turning movements on the ramp. Illinois Route 31 will be reconstructed and widened from approximately 1,110 feet south of the proposed ramp intersection to approximately 910 feet north of the proposed ramp intersection for a distance of 2,020 feet (0.38 miles) to widen the existing one lane in each direction to provide left and right turn lanes as needed at the new intersection with the proposed slip ramp. This alternate task also includes the installation of traffic signals at locations listed below and fiber optic traffic signal interconnect. The geometrics will be determined by the required Intersection Design Studies (IDS) described below. Roadway lighting will be included at the intersections listed below as well as along the length of the proposed slip ramp. The contract plans and specifications will be designed in accordance with the Illinois Department of Transportation (IDOT) Bureau of Design and Environment (BDE) manual for Illinois Route 31, the IDOT Bureau of Local Roads and Streets (BLRS) for Longmeadow Parkway and the proposed slip ramp, IDOT District 1 standards, in English units, and shall include the following:

1. Intersection Design Study (IDS) will be performed for the two signalized intersections where the proposed slip ramp intersects Longmeadow Parkway and Illinois Route 31. These IDSs will be prepared and submitted based on projected traffic volumes. Items include:
 - a. Review of 2040 Design Hourly Volumes (DHVs) used for the IDSs in Section B. Revise the traffic volumes as necessary to correct any traffic inconsistencies.
 - b. Coordinate revised traffic volumes with other Longmeadow Parkway section consultants.
 - c. Perform capacity analyses for the intersections based on the developed DHVs. Capacity analyses will be performed using HCS+ version 5.4.
 - d. Perform traffic signal warrant analyses for both intersections.
 - e. Develop proposed geometric layouts for each intersection based on capacity analysis results. Includes right-turn lane warrants.
 - f. Perform a field visit at both intersection locations to confirm compatibility of proposed geometric layout with existing conditions.
 - g. Develop IDS for each intersection. Includes time for one revision and submittal of the IDSs to both the County and IDOT.



- h. Present IDSs to the County and IDOT. One individual 2-hour meeting per agency has been assumed. Meeting minutes will be prepared and travel time has been considered.
2. A proposed pavement design will be performed along the proposed slip ramp using IDOT Bureau of Local Roads and Streets criteria and submitted to the County for approval.
3. Roadway plan sheets for the proposed slip ramp will be 1"=20' and have a two panel view (proposed and profile). The roadway design also includes details, specifications, pay items, and quantities.
4. Removal plan sheets for the proposed slip ramp will be 1"=50 and have two segments per sheet.
5. Drainage plans for the proposed slip ramp will be designed by Bollinger, Lach & Associates.
6. Typical sections for the proposed slip ramp will be prepared.
7. Cross sections along the proposed slip ramp will be prepared by Bollinger, Lach & Associates.
8. Pavement marking and signing plans along the proposed slip ramp will be prepared.
9. Horizontal utility locations will be drawn in CADD format along the proposed slip ramp by TranSystems. TranSystems will provide Bollinger, Lach & Associates locations for potential utility conflicts for incorporation with their utility coordination and utility meetings. TranSystems attendance at the utility coordination meetings will not be required.
10. Traffic signal plans will be designed and included in the contract plans. The traffic signal design also includes details, specifications, pay items, and quantities. The intersections are:
 - a. Proposed slip ramp at Longmeadow Parkway
 - b. Proposed slip ramp at Illinois Route 31
11. Traffic signal interconnect plans will be designed and included in the contract plans. The fiber optic signal interconnect will run from the new intersection of the proposed slip ramp and Longmeadow Parkway to the new intersection of the proposed slip ramp and Illinois Route 31. This interconnect will be coordinated and tie in to the interconnect included in Longmeadow Parkway Section B.
12. Erosion Control plans for the proposed slip ramp will be designed by Bollinger, Lach & Associates.
13. Right-of-way will be acquired by the County as shown in the Phase 1 Project Report, but TranSystems shall verify the right-of-way needs meet the revised design requirements associated with this alternate task. Right-of-way information (existing and proposed) will be coordinated with Bollinger, Lach & Associates for discussion with the County.
14. A complete topographic survey will not be required. The County will provide the design team with all the Phase 1 CADD files and survey information, converted to MicroStation V8i file format. Bollinger, Lach & Associates will provide any supplemental survey as required.
15. A soils report will be provided to the design team containing geotechnical recommendations for this project. No additional soils investigation will be necessary.
16. It is assumed that roadway lighting will be designed for both intersections, as well as along the proposed slip ramp between them. IDOT may require transition lighting on Illinois Route 31 at the access ramp intersection. Four submittals will be made to IDOT per the Bureau of Electric requirements. The lighting design includes voltage drop calculations, photometric calculations, wiring diagrams, lighting plans and detail sheets. ComEd coordination is also included.
17. It is assumed that structural design and plans will be required for a retaining wall to accommodate the existing topography from Longmeadow Parkway to Illinois Route 31. The proposed retaining wall is assumed to run along the west side of the ramp, approximately 1,000 feet in length. The preferred retaining wall type in cut condition is a soldier pile wall with concrete facing.



18. An intersection paving/jointing plan at a scale of 1"=20" will be prepared at the intersection of the proposed slip ramp at Longmeadow Parkway.
19. Quantities for the TranSystems' related design items will be prepared for each submittal and submitted to Bollinger, Lach & Associates for inclusion in the project estimate of cost. Bollinger, Lach & Associates will also prepare the estimate of time with input for the related design items from TranSystems.
20. It is anticipated that standard pay items and specifications will be utilized. Bollinger, Lach & Associates will prepare the overall project specifications with input and unique specifications provided by TranSystems.
21. QA/QC will be performed internally by TranSystems at each milestone submittal on our submittal documents.
22. Shop drawing review and approvals, if required, will be performed by TranSystems for lighting, traffic signal and retaining wall related items only.
23. Coordination as needed to clarify the intent of the plans during Phase 3 will be provided.
24. Three plan submittals (preliminary, prefinal and final) are included in the scope of services.
25. There is no additional charge for CADD drafting, as this is included in the hours submitted.

PAYROLL ESCALATION TABLE FIXED RAISES

FIRM NAME
PRIME/SUPPLEMENT

Bollinger, Lach & Associates, Inc.
Prime

DATE 05/29/13
PTB NO. Longmeadow Parkway - Section B

CONTRACT TERM 24 MONTHS
START DATE 7/1/2013
RAISE DATE 1/1/2014

OVERHEAD RATE 113.35%
COMPLEXITY FACTOR 0
% OF RAISE 3.00%

ESCALATION PER YEAR

7/1/2013 - 1/1/2014

1/2/2014 - 1/1/2015

1/2/2015 - 7/1/2015

6
24

12
24

6
24

= 25.00%
= 1.0302

51.50%

26.52%

The total escalation for this project would be:

3.02%

PAYROLL RATES

FIRM NAME
PRIME/SUPPLEMENT
PSB NO.

Bollinger, Lach & Associates, Inc.
Prime
Longmeadow Parkway - DATE

05/29/13

ESCALATION FACTOR

3.02%

| CLASSIFICATION | CURRENT RATE | CALCULATED RATE |
|------------------------------|--------------|-----------------|
| Principal | \$70.00 | \$70.00 |
| Project Manager | \$46.15 | \$47.54 |
| Design Engineer | \$26.84 | \$27.65 |
| CADD Technician I | \$27.00 | \$27.82 |
| CADD Technician II | \$32.00 | \$32.97 |
| Director of Structural Eng | \$57.69 | \$59.43 |
| Structural Engineer | \$33.65 | \$34.67 |
| Survey Project Manager | \$39.18 | \$40.36 |
| Party Chief I | \$25.00 | \$25.76 |
| Director of Construction Eng | \$70.00 | \$70.00 |
| | | \$0.00 |
| | | \$0.00 |
| | | \$0.00 |
| | | \$0.00 |
| | | \$0.00 |
| | | \$0.00 |
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| | | \$0.00 |

AVERAGE HOURLY PROJECT RATES

FIRM
PSB
PRIME/SUPPLEMENT

Bollinger, Lach & Associates, Inc.
Longmeadow Parkway - Section B
Prime

DATE 05/29/13

SHEET 1 OF 2

| PAYROLL CLASSIFICATION | AVG HOURLY RATES | TOTAL PROJECT RATES | | | Preliminary Engineering | | | Prefinal Engineering | | | Final Engineering | | | Drainage | | | Structural | | |
|------------------------------|------------------------|---------------------|------------|-------------|-------------------------|------------|-------------|----------------------|------------|-------------|-------------------|------------|-------------|----------|------------|-------------|------------|------------|-------------|
| | | 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 | 70.00 | 1637 | 11.55% | 8.08 | 839 | 15.00% | 10.50 | 300 | 15.02% | 10.51 | 60 | 15.00% | 10.50 | 297 | 15.00% | 10.50 | | | |
| Project Manager | 47.54 | 3725 | 26.28% | 12.49 | 1119 | 20.00% | 9.51 | 400 | 20.02% | 9.52 | 80 | 20.00% | 9.51 | 1386 | 70.00% | 33.28 | | | |
| Design Engineer | 27.65 | 2187 | 15.43% | 4.27 | 1399 | 25.00% | 6.91 | 499 | 24.97% | 6.91 | 100 | 25.00% | 6.91 | | | | | | |
| CADD Technician I | 27.82 | 3605 | 25.43% | 7.07 | 2238 | 40.00% | 11.13 | 799 | 39.99% | 11.12 | 160 | 40.00% | 11.13 | 297 | 15.00% | 4.17 | | | |
| Director of Structural Eng | 59.43 | 898 | 6.33% | 3.76 | | | | | | | | | | | | | 504 | 31.50% | 18.72 |
| Structural Engineer | 34.67 | 870 | 6.14% | 2.13 | | | | | | | | | | | | | 430 | 26.88% | 9.32 |
| CADD Technician II | 32.97 | 1134 | 8.00% | 2.64 | | | | | | | | | | | | | 666 | 41.63% | 13.72 |
| Survey Project Manager | 40.36 | 40 | 0.28% | 0.11 | | | | | | | | | | | | | | | |
| Party Chief I | 25.76 | 40 | 0.28% | 0.07 | | | | | | | | | | | | | | | |
| Director of Construction Eng | 70.00 | 40 | 0.28% | 0.20 | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | | | | | |
| TOTALS | | 14176 | 100% | \$40.83 | 5595 | 100% | \$38.05 | 1998 | 100% | \$38.06 | 400 | 100% | \$38.05 | 1980 | 100% | \$47.95 | 1600 | 100% | \$41.76 |

BLA Manhours
Longmeadow Parkway (FAP 361) Section B

E. of Randall Road thru IL Rte. 31

Section: 13-00215-10-PV

BLA Manhours Attachment

Direct Costs

| <u>PRELIMINARY PLANS</u> | <u># of Sets</u> | <u>Size</u> | <u># of Sheets</u> | <u>Rate per Sheet</u> | <u>Total</u> |
|--|-----------------------------|--------------------|-------------------------------|------------------------------|---------------------|
| Plan Sets | | | | | |
| West Contract | 3 | Quarter | 175 | \$0.25 | \$131.25 |
| East Contract | 3 | Quarter | 100 | \$0.25 | \$75.00 |
| IL 31/Longmeadow Contract | 3 | Quarter | 150 | \$0.25 | \$112.50 |
| Earthwork Contract | 3 | Quarter | 100 | \$0.25 | \$75.00 |
| Full Size Plan Sets (Utility Companies - 2/ea) | | | | | |
| West & East Contract | 18 | 22"x34" | 275 | \$2.00 | \$9,900.00 |
| IL 31/Longmeadow Contract | 18 | 22"x34" | 150 | \$2.00 | \$5,400.00 |
| Special Provisions (unbound) | 3 | 8.5"x11" | 200 | \$0.10 | \$60.00 |
| Cost Estimate (x4 contracts) | 4 | 8.5"x11" | 3 | \$0.10 | \$1.20 |
| Estimate of Time (x4 contracts) | 4 | 8.5"x11" | 2 | \$0.10 | \$0.80 |
| FedEx Delivery Costs - Utilities | 24 | | | \$15.00 | \$360.00 |
| Vehicle Days (70% of 39 Vehicle Days) | | | 27 | \$48.00 | \$1,296.00 |
| | | | Preliminary Total | | \$17,411.75 |

PRE-FINAL PLANS

| | | | | | |
|--|----|----------|------------------------|---------|--------------------|
| Plan Sets | | | | | |
| West Contract | 3 | Quarter | 200 | \$0.25 | \$150.00 |
| East Contract | 3 | Quarter | 125 | \$0.25 | \$93.75 |
| IL 31/Longmeadow Contract | 3 | Quarter | 175 | \$0.25 | \$131.25 |
| Earthwork Contract | 3 | Quarter | 125 | \$0.25 | \$93.75 |
| Full Size Plan Sets (Utility Companies - 2/ea) | | | | | |
| West & East Contract | 18 | 22"x34" | 325 | \$2.00 | \$11,700.00 |
| IL 31/Longmeadow Contract | 18 | 22"x34" | 175 | \$2.00 | \$6,300.00 |
| Special Provisions (unbound) | 3 | 8.5"x11" | 250 | \$0.10 | \$75.00 |
| Cost Estimate (x4 contracts) | 3 | 8.5"x11" | 3 | \$0.10 | \$0.90 |
| Estimate of Time (x4 contracts) | 3 | 8.5"x11" | 2 | \$0.10 | \$0.60 |
| FedEx Delivery Costs - Utilities | 12 | | | \$15.00 | \$180.00 |
| Vehicle Days (25% of 39 Vehicle Days) | | | 10 | \$48.00 | \$480.00 |
| | | | Pre-Final Total | | \$19,205.25 |

FINAL PLANS

| | | | | | |
|--|----|----------|--------------------|---------|-------------------|
| Plan Sets | | | | | |
| West Contract | 3 | Quarter | 225 | \$0.25 | \$168.75 |
| East Contract | 3 | Quarter | 175 | \$0.25 | \$131.25 |
| IL 31/Longmeadow Contract | 3 | Quarter | 200 | \$0.25 | \$150.00 |
| Earthwork Contract | 3 | Quarter | 150 | \$0.25 | \$112.50 |
| Full Size Plan Sets (Utility Companies - 1/ea) | | | | | |
| Special Provisions (unbound) | 3 | 8.5"x11" | 300 | \$0.10 | \$90.00 |
| Cost Estimate | 3 | 8.5"x11" | 3 | \$0.10 | \$0.90 |
| Estimate of Time | 3 | 8.5"x11" | 2 | \$0.10 | \$0.60 |
| FedEx Delivery Costs - Utilities | 12 | | | \$15.00 | \$180.00 |
| Vehicle Days (5% of 39 Vehicle Days) | | | 2 | \$48.00 | \$96.00 |
| | | | Final Total | | \$9,480.00 |

PERMIT SUBMITTALS (TO SECTION C)

| | | | | |
|-----------------------------------|------------|-----|----------------------------|-----------------------------------|
| Stormwater Binders | 6 Binder | 1 | \$9.00 | \$54.00 |
| Stormwater Reports | 6 8.5"x11" | 150 | \$0.10 | \$90.00 |
| Stormwater Reports | 6 11"x17" | 20 | \$0.25 | \$30.00 |
| Full Size Exhibits/Cross Sections | 6 22"x34" | 20 | \$2.00 | <u>\$240.00</u> |
| | | | Permit Report Total | \$414.00 |
| | | | | Grand Total \$46,511.00 |

BLA Manhours
Longmeadow Parkway (FAP 361) Section B
E. of Randall Road thru IL Rte. 31
Section: 13-00215-10-PV

| <u>ITEM</u> | <u># OF SHEETS</u> | <u>MH PER SHEET</u> | <u>TOTAL MH'S</u> |
|---|---------------------------|----------------------------|--------------------------|
| Data Review (See Attached) | | | 120 |
| Value Engineering (See Attached) | | | 280 |
| Phase I Completion (See Attached) | | | 464 |
| Title Sheet(s) | | | |
| Title Sheet - West Contract | 1 | 6 | 6 |
| Title Sheet - East Contract | 1 | 6 | 6 |
| Title Sheet - IL 31 & Longmeadow Contract | 1 | 6 | 6 |
| Title Sheet - Earthwork Contract | 1 | 6 | 6 |
| Typical Sections | | | |
| 3 Ex. & Pr. Longmeadow; 1 Ex. & Pr. - Forest View Dr. | 4 | 12 | 48 |
| Prepare Typicals - West Contract | 2 | 12 | 24 |
| Prepare Typicals - East Contract | 2 | 12 | 24 |
| Prepare Typicals - IL 31 & Longmeadow Contract | 2 | 12 | 24 |
| Prepare Typicals - Earthwork Contract | 3 | 12 | 36 |
| IL 31 & Sleepy Hollow Rd | 3 | | TS |
| Pavement Design - Longmeadow Parkway | 1 | | 12 |
| Pavement Design - IL 31 & Sleepy Hollow Road | 2 | | TS |
| Alignment Ties & Benchmarks @ 4 Contracts | 4 | 2 | 8 |
| Notes/ Index/ Standards | | | |
| Notes/Index/Standards - West Contract | 1 | 4 | 4 |
| Notes/Index/Standards - East Contract | 1 | 4 | 4 |
| Notes/Index/Standards - IL 31 & Longmeadow Contract | 1 | 4 | 4 |
| Notes/Index/Standards - Earthwork Contract | 1 | 4 | 4 |
| Summary of Quantities (14 Pay Items/Sheet) | | | |
| Prepare Quantities - West Contract | 12 | 8 | 96 |
| Prepare Quantities - East Contract | 12 | 8 | 96 |
| Prepare Quantities - IL 31 & Longmeadow Contract | 12 | 8 | 96 |
| Prepare Quantities - Earthwork Contract | 6 | 8 | 48 |
| Schedule of Quantities | | | |
| Prepare Quantities - West Contract | 3 | 8 | 24 |
| Prepare Quantities - East Contract | 3 | 8 | 24 |
| Prepare Quantities - IL 31 & Longmeadow Contract | 3 | 8 | 24 |
| Prepare Quantities - Earthwork Contract | 3 | 8 | 24 |
| Removal Plan (50 Scale, Double Window) | | | |
| Removal Plan - West Contract | 2 | 12 | 24 |
| Removal Plan - East Contract | 2 | 12 | 24 |
| Removal Plan - IL 31 & Longmeadow Contract | 3 | 12 | 36 |
| Removal Plan - Earthwork Contract | 5 | 6 | 30 |
| Removal Plan - Sleepy Hollow Road & Illinois 31 | 3 | | TS |

Sub-Total (Page 1)

100

1626

BLA Manhours
Longmeadow Parkway (FAP 361) Section B
E. of Randall Road thru IL Rte. 31
Section: 13-00215-10-PV

| <u>ITEM</u> | <u># OF SHEETS</u> | <u>MH PER SHEET</u> | <u>TOTAL MH'S</u> |
|--|---------------------------|----------------------------|--------------------------|
| Maintenance of Traffic | | | |
| Concept Study | | | 40 |
| Plan Preparation | | | |
| Longmeadow (2 Stages) | 8 | 24 | 192 |
| IL 31 & Sleepy Hollow Rd | 12 | | TS |
| Gen. Notes, Typ. Sections, Sign Legend, Seq. of Oper. | 4 | 24 | 96 |
| Coord. w/Sections A & C | | | 20 |
| Renumber/Re-Title/Note Update Sheets - 4 Contracts | 24 | 1 | 20 |
| Plan and Profile - Longmeadow Parkway (20 Scale) | 21 | 36 | 756 |
| Plan & Profile - West Contract - Breakout | 10 | 36 | 360 |
| Plan & Profile - East Contract - Breakout | 8 | 36 | 288 |
| Plan & Profile - IL 31 & Longmeadow Contract - Breakout | 3 | 36 | 108 |
| Plan & Profile - Earthwork Contract - Breakout | 21 | 8 | 168 |
| IL 31 & Sleepy Hollow Rd | | | TS |
| Drainage and Utilities (20 Scale) | 21 | 36 | 756 |
| Plan & Profile - West Contract - Breakout | 10 | 36 | 360 |
| Plan & Profile - East Contract - Breakout | 8 | 36 | 288 |
| Plan & Profile - IL 31 & Longmeadow Contract - Breakout | 3 | 36 | 108 |
| Plan & Profile - Earthwork Contract - Breakout | 21 | 12 | 252 |
| Drainage Tables | 4 | 8 | 32 |
| Drainage & Utilities - West Contract - Breakout | 2 | 8 | 16 |
| Drainage & Utilities - East Contract - Breakout | 1 | 8 | 8 |
| Drainage & Utilities - IL 31 & Longmeadow Contract - Breakout | 1 | 8 | 8 |
| Drainage & Utilities- Earthwork Contract - Breakout | 4 | 4 | 16 |
| Drainage Calculations (See Attached) | | | 1980 |
| Project Specifications & Special Provisions | | | 60 |
| Breakout of Specifications - 4 Plan Sets | | | 24 |
| Estimate of Time x 4 Sets @ 10/Ea x 2 Submittals | | | 80 |
| Estimate of Cost (4 Plan Sets) x 12/Ea x 3 Submittals | | | 144 |
| Maintenance of Details | | | |
| Modify IDOT | 12 | 2 | 24 |
| Consultant Details/County Details (Restrictor Plates, BMP, etc.) | 6 | 24 | 144 |
| IL 31 & Sleepy Hollow Rd | 8 | | TS |
| Renumber/Re-Title/Note Update Sheets - 4 Contracts | 26 | 1 | 26 |
| Pavement Marking & Signing (50 Scale, Double Window) | 5 | 8 | 40 |
| Pavement Marking & Signing - West Contract | 2 | 8 | 16 |
| Pavement Marking & Signing - East Contract | 2 | 8 | 16 |
| Pavement Marking & Signing - IL 31 & Longmeadow Contract | 3 | 8 | 24 |
| Pavement Marking & Signing - Earthwork Contract (N/A) | 5 | 0 | 0 |
| IL 31 & Sleepy Hollow Rd | 4 | | TS |

Sub-Total (Page 2)

259

6470

BLA Manhours
Longmeadow Parkway (FAP 361) Section B
E. of Randall Road thru IL Rte. 31
Section: 13-00215-10-PV

| <u>ITEM</u> | <u># OF SHEETS</u> | <u>MH PER SHEET</u> | <u>TOTAL MH'S</u> |
|---|---------------------------|----------------------------|--------------------------|
| Erosion & Sediment Control Plans (50 Scale, Double Window) | 5 | 16 | 80 |
| SESC - West Contract | 2 | 16 | 32 |
| SESC- East Contract | 2 | 16 | 32 |
| SESC - IL 31 & Longmeadow Contract | 3 | 16 | 48 |
| SESC - Earthwork Contract | 5 | 16 | 80 |
| Cross Sections | | | |
| Longmeadow = 12217' @ 50 = 244 Full, 15 Half | | | |
| STA 2138 Culvert Stream Xings = 6 Full | | | |
| Forest Drive Connector = 3 Full | | | |
| 253 Full + 15 Half = 261 Sections @ 4 Hrs/Sec = | 87 | | 1044 |
| IL 31 (TranSystems) | 20 | | TS |
| Sleepy Hollow Rd (TranSystems) | 10 | | TS |
| Earthwork Contract @ 1/hr/sec = 261 secs @ 1 hr/ea = 261 | 87 | | 261 |
| Meeting/Field Checks/ Coordination (See Attached) | | | 292 |
| Horizontal/Vertical Control Check (Section A) | | | 0 |
| Permit Coordination (See Attached) | | | 48 |
| QA/QC - 4 Contracts @ 40 Hrs/Each Contract | | | 160 |
| Phase III Coordination - 4 Contracts @ 20/Hrs/Ea | | | 80 |
| Utility Coordination (Prepare Conflict List) | | | 20 |
| Soil Profiles and Coordination w/Section C | 28 | 4 | 112 |
| Renumbr/Retitle Sheets Per Contract | 28 | 1 | 28 |
| Supplemental Survey | | | 80 |
| Structural Engineering (See Attached) | 59 | | 1600 |
| Traffic Signal (2) Design & Interconnect Plans (See Attached) | 22 | | TS |
| Lighting Design (See Attached) | 6 | | TS |
| Landscaping Design (See Attached) | 7 | | TS |
| Grade Separation Option (See Attached) | 51 | | 1538 |
| Sub-Total (Page 3) | 422 | | 5535 |
| Sub-Total (Page 2) | 259 | | 6470 |
| Sub-Total (Page 1) | 100 | | 1626 |
| Administration/ Management @ 4% | | | <u>545</u> |
| Total | 781 | | 14,176 |

BLA Manhours
Longmeadow Parkway (FAP 361) Section B
E. of Randall Road thru IL Rte. 31
Section: 13-00215-10-PV
BLA Manhours Attachment

| <u>Data Review</u> | <u>Man Hours</u> |
|--|-------------------------|
| Phase I Review - PDR, Plan & Profile, IDS (2), TS&L (2) LDS, Survey, Existing Utilities | 60 |
| ROW Plats Verification and Coordination | 36 |
| RGR & SGR Review | <u>24</u> |
| Total | 120 |

BLA Manhours
Longmeadow Parkway (FAP 361) Section B
E. of Randall Road thru IL Rte. 31
Section: 13-00215-10-PV
BLA Manhours Attachment

| <u>Value Engineering</u> | <u>Man Hours</u> |
|--|-------------------------|
| Value Engineering Study | |
| Director of Construction Engineering (VE Team Lead) | 40 |
| Prinicpal | 40 |
| Director of Structural Engineering | 40 |
| Project Manager | 40 |
| Design Engineer | 40 |
| Report Compilation - Entire Corridor (Design Engineer) | <u>80</u> |
| Total | 280 |

BLA Manhours
Longmeadow Parkway (FAP 361) Section B
E. of Randall Road thru IL Rte. 31
Section: 13-00215-10-PV
BLA Manhours Attachment

| <u>Phase I Completion</u> | <u>Man Hours</u> |
|---|-------------------------|
| Profile Analysis | 320 |
| Run Mass Earthwork | |
| Adjust Profiles, Increase Fill/Reduce Cut | |
| Re-Run Mass Earthwork (Iterative) | |
| Determine Overage - Discuss Spread Locations w/KDOT | |
| Implement VE Changes | 24 |
| Longmeadow & IL Rte. 31 Grade Separation Analysis | <u>120</u> |
| Total | 464 |

BLA Manhours
Longmeadow Parkway (FAP 361) Section B
E. of Randall Road thru IL Rte. 31
Section: 13-00215-10-PV
BLA Manhours Attachment

| <u>Meetings</u> | | <u>Man Hours</u> |
|-----------------------------------|----------------------------|-------------------------|
| Kick-Off Meeting | 1 mtg @ 4 hrs @ 2 people | 8 |
| IDOT Office | 4 mtgs @ 3 hrs. @ 1 people | 12 |
| KDOT Coordination Meetings | 20 mtgs @ 4 hrs @ 2 people | 160 |
| Plan in Hand Field Review (3) | 2 mtgs @ 8 @ 1 person | 16 |
| Field Checks | 3 mtgs @ 4 hrs @ 2 people | 24 |
| Municipal & Local Agency Meetings | 6 mtgs @ 4 hrs @ 2 people | 48 |
| Utilities | 3 mtgs @ 4 hrs @ 2 people | <u>24</u> |
| | Total | 292 |
| Total Meetings (for Vehicle Days) | | 39 |

BLA Manhours
Longmeadow Parkway (FAP 361) Section B
E. of Randall Road thru IL Rte. 31
Section: 13-00215-10-PV
BLA Manhours Attachment

| <u>Permit Coordination</u> | <u>Man Hours</u> |
|---|-------------------------|
| KDSWCD Permit (Section C to Submit) | 32 |
| NPDES, SWPPP (Section C to Submit NOI; SWPPP in Project Specifications) | <u>16</u> |
| Total | 48 |

BLA Manhours
Longmeadow Parkway (FAP 361) Section B
E. of Randall Road thru IL Rte. 31
Section: 13-00215-10-PV
Drainage Manhours Attachment

| Task | Longmeadow Parkway | Sleepy Hollow Rd | IL RTE 31 | Total |
|---|--------------------|------------------|-----------------|-------------|
| EDP & PDP Drainage Area Verification & Tributary Area Concurrence | 80 | 20 | 20 | 120 |
| Detention Calculations (Basins, Ditches, On-Line) | 192 | 32 | 40 | 264 |
| Meetings w/Homeowners Association(s), Church, Local Agencies to discuss Offsite Storage | 40 | 8 | 0 | 48 |
| Depressional Storage Impacts, Compensatory Storage Evaluation & Mitigation | 40 | 8 | 0 | 48 |
| Existing / Proposed Outlet Analysis (TR-20 Modeling, HEC-RAS, HY-8) | 232 | 32 | 32 | 296 |
| Hydraulic Report - Culverts (5) @ 40/Ea | 120 | 0 | 80 | 200 |
| Ditch Design | 220 | 0 | 0 | 220 |
| Storm Sewer Design | 160 | 40 | 40 | 240 |
| Inlet Spacing Calculations | 128 | 16 | 16 | 160 |
| Coordination w/Section A & Section C Consultant (Ditch Lines, Detention Requirements, Match Storm Sewers) | 32 | 0 | 0 | 32 |
| Basin Grading Plan(s) | 56 | 0 | 0 | 56 |
| Energy Dissipation Device (Rock Dam/Riprap/Etc.) Design | 40 | 0 | 0 | 40 |
| Best Management Plans & 3-Yr Maintenance Plan | 40 | 24 | 0 | 64 |
| Drainage Report Preparation for Section C Consultant | 64 | 32 | 0 | 96 |
| IDOT Drainage Submittal, Address Review Comments, Meeting w/Bureau of Hydraulics | 0 | 0 | 96 | 96 |
| | | | Total MH | 1980 |

BLA Manhours
Box Culvert Summary
Longmeadow Parkway (FAP 361) Section B
Section: 13-00215-10-PV

| | Sr. Structural | Structural | CADD | Total Hrs. |
|--|----------------|------------|------|------------|
| Box Culvert at Sta. 2138+15 Twin 6' x 3' | 40 | 46 | 56 | 142 |
| | | | | |
| Box Culvert at Sta. 2162+20 Triple 6' x 3' | 40 | 46 | 68 | 154 |
| | | | | |
| Box Culvert at Sta. 2172+00 Twin 4' x 3' | 40 | 46 | 56 | 142 |
| | | | | |
| Box Culvert at IL Rt 31 Sta. 410+70 Twin 8' x 6' | 47 | 54 | 57 | 158 |
| | | | | |
| Box Culvert at IL Rt 31 Sta. 409+00 Side Road Twin 8' x 6' | 31 | 34 | 49 | 114 |
| | | | | |
| Total Hrs | 198 | 226 | 286 | 710 |

BLA Manhours
Box Culvert at Sta. 2138+15 Twin 6' x 3'
Longmeadow Parkway (FAP 361) Section B

| Sheet No. | Sheet Title/ Task | No. of Sheets | Hours | | | Total Hours |
|-----------|--|---------------|----------------|------------|------|-------------|
| | | | Sr. Structural | Structural | CADD | |
| 1 | General Plan, Total Bill, Location Sketch, Upper Lefthand corner info, Profile Grade, General Notes, Sign & Seal | 1 | 14 | 12 | 30 | 56 |
| 2 | Culvert Plan and Elevation with Reinforcement | 1 | 12 | 16 | 12 | 40 |
| 3 | Culvert Details: Section, End View, Headwall Detail, Wingwall, Bar List, Bar Bends | 1 | 12 | 16 | 12 | 40 |
| 4 | Boring Logs | 1 | 2 | 2 | 2 | 6 |
| Total | | | 40 | 46 | 56 | 142 |

Total Hours 142

BLA Manhours
Box Culvert at Sta. 2162+20 Triple 6' x 3'
Longmeadow Parkway (FAP 361) Section B

| Sheet No. | Sheet Title/ Task | No. of Sheets | Hours | | | Total Hours |
|-----------|--|---------------|----------------|------------|------|-------------|
| | | | Sr. Structural | Structural | CADD | |
| 1 | General Plan, Total Bill, Location Sketch, Upper Lefthand corner info, Profile Grade, General Notes, Sign & Seal | 1 | 14 | 12 | 30 | 56 |
| 2 | Culvert Plan and Elevation with Reinforcement | 1 | 12 | 16 | 18 | 46 |
| 3 | Culvert Details: Section, End View, Headwall Detail, Wingwall, Bar List, Bar Bends | 1 | 12 | 16 | 18 | 46 |
| 4 | Boring Logs | 1 | 2 | 2 | 2 | 6 |
| Total | | | 40 | 46 | 68 | 154 |

Total Hours 154

BLA Manhours
Box Culvert at Sta. 2172+00 Twin 4' x 3'
Longmeadow Parkway (FAP 361) Section B

| Sheet No. | Sheet Title/ Task | No. of Sheets | Hours | | | Total Hours |
|-----------|--|---------------|----------------|------------|------|-------------|
| | | | Sr. Structural | Structural | CADD | |
| 1 | General Plan, Total Bill, Location Sketch, Upper Lefthand corner info, Profile Grade, General Notes, Sign & Seal | 1 | 14 | 12 | 30 | 56 |
| 2 | Culvert Plan and Elevation with Reinforcement | 1 | 12 | 16 | 12 | 40 |
| 3 | Culvert Details: Section, End View, Headwall Detail, Wingwall, Bar List, Bar Bends | 1 | 12 | 16 | 12 | 40 |
| 4 | Boring Logs | 1 | 2 | 2 | 2 | 6 |
| Total | | | 40 | 46 | 56 | 142 |

Total Hours 142

BLA Manhours
IL Rt 31
Box Culvert at Sta. 410+70 Twin 8' x 6'
Longmeadow Parkway (FAP 361) Section B

| Sheet No. | Sheet Title/ Task | No. of Sheets | Hours | | | Total Hours |
|-----------|--|---------------|----------------|------------|------|-------------|
| | | | Sr. Structural | Structural | CADD | |
| 1 | TS&L | 1 | 14 | 12 | 18 | 44 |
| 1 | General Plan, Total Bill, Location Sketch, Upper Lefthand corner info, Profile Grade, General Notes, Sign & Seal | 1 | 8 | 8 | 12 | 28 |
| 2 | Culvert Plan and Elevation with Reinforcement | 1 | 12 | 16 | 12 | 40 |
| 3 | Culvert Details: Section, End View, Headwall Detail, Wingwall, Bar List, Bar Bends | 1 | 12 | 16 | 12 | 40 |
| 4 | Boring Logs | 1 | 1 | 2 | 3 | 6 |
| Total | | | 47 | 54 | 57 | 158 |

Total Hours 158

BLA Manhours
IL Rt 31
Box Culvert at Sta. 409+00 Side Road Twin 8' x 6'
Longmeadow Parkway (FAP 361) Section B

| Sheet No. | Sheet Title/ Task | No. of Sheets | Hours | | | Total Hours |
|-----------|--|---------------|----------------|------------|------|-------------|
| | | | Sr. Structural | Structural | CADD | |
| 1 | General Plan, Total Bill, Location Sketch, Upper Lefthand corner info, Profile Grade, General Notes, Sign & Seal | 1 | 10 | 8 | 18 | 36 |
| 2 | Culvert Plan and Elevation with Reinforcement | 1 | 10 | 12 | 14 | 36 |
| 3 | Culvert Details: Section, End View, Headwall Detail, Wingwall, Bar List, Bar Bends | 1 | 10 | 12 | 14 | 36 |
| 4 | Boring Logs | 1 | 1 | 2 | 3 | 6 |

| | | | | |
|-------|----|----|----|-----|
| Total | 31 | 34 | 49 | 114 |
|-------|----|----|----|-----|

| | |
|-------------|-----|
| Total Hours | 114 |
|-------------|-----|

BLA Manhours
Retaining Wall Summary
Longmeadow Parkway (FAP 361) Section B
Section: 13-00215-10-PV

| | Sr. Structural | Structural | CADD | Total Hrs. |
|--|----------------|------------|------|------------|
| Retaining Wall Sta. 2094+70 to 2096+70 - North | 122 | 76 | 146 | 344 |
| | | | | |
| Retaining Wall Sta. 2095+00 to 2097+00 - South | 26 | 24 | 44 | 94 |
| | | | | |
| Retaining Wall Sta. 2150+00 to 2155+00 - South | 158 | 104 | 190 | 452 |
| | | | | |
| Total Hrs | 306 | 204 | 380 | 890 |

Retaining Wall Sta. 2094+70 to 2096+70 - North (Along pond)
Anchored Soldier Pile Wall
Longmeadow Parkway (FAP 361) Section B
Section: 13-00215-10-PV

| Sheet No. | Sheet Title/ Task | No. of Sheets | Hours | | | Total Hours |
|-----------|---|---------------|----------------|------------|------|-------------|
| | | | Sr. Structural | Structural | CADD | |
| 1 | General Plan, Location Sketch, Upper Lefthand corner info, Profile Grade, General Notes, Sign & Seal | 1 | 10 | 10 | 18 | 38 |
| 2 | General Notes, Total Bill, Typical Section, Index of Sheets, Design Specs | 1 | 12 | 12 | 14 | 38 |
| 3 | Wall Plan & Elevation, Soldier Pile and Anchor Schedule | 1 | 16 | 14 | 24 | 54 |
| 4 | Anchor Testing Procedures and Performace Data Tables | 1 | 20 | 8 | 18 | 46 |
| 5 | Soldier Pile & Anchor/Deadman Detail, Sectional Plan (A-A), Anchor Head Details, Wall Under Drain, Shear Stud Spa., Wall Expansion & Constr Joint Details | 1 | 16 | 8 | 20 | 44 |
| 6 | Concrete Facing Elevation with Reinforcement | 1 | 18 | 8 | 18 | 44 |
| 7 | Bar List, Bar Bends | 1 | 18 | 8 | 16 | 42 |
| 8 | Chain Link Fence Attached to Structure Details | 1 | 8 | 4 | 14 | 26 |
| 9 | Boring Logs | 1 | 2 | 2 | 2 | 6 |
| 10 | Boring Logs | 1 | 2 | 2 | 2 | 6 |
| Total | | | 122 | 76 | 146 | 344 |

Total Hours 344

Retaining Wall Sta. 2095+00 to 2097+50 - South (Along path in berm)
Precast Modular Retaining Wall
Longmeadow Parkway (FAP 361) Section B
Section: 13-00215-10-PV

| Sheet No. | Sheet Title/ Task | No. of Sheets | Hours | | | Total Hours |
|-----------|--|---------------|----------------|------------|------|-------------|
| | | | Sr. Structural | Structural | CADD | |
| 1 | General Plan, Location Sketch, Upper Lefthand corner info, Profile Grade, General Notes, Sign & Seal | 1 | 14 | 12 | 30 | 56 |
| 2 | General Notes, Total Bill, Typical Section, Design Specs | 1 | 12 | 12 | 14 | 38 |
| Total | | | 26 | 24 | 44 | 94 |

Total Hours 94

BLA Manhours
Retaining Wall Sta. 2150+00 to 2155+00 - South
Anchored Soldier Pile Wall
Longmeadow Parkway (FAP 361) Section B
Section: 13-00215-10-PV

| Sheet No. | Sheet Title/ Task | No. of Sheets | Hours | | | Total Hours |
|-----------|---|---------------|----------------|------------|------|-------------|
| | | | Sr. Structural | Structural | CADD | |
| 1 | General Plan, Location Sketch, Upper Lefthand corner info, Profile Grade, Curve Data, General Notes, Sign & Seal | 1 | 12 | 10 | 28 | 50 |
| 2 | General Notes, Total Bill, Typical Section, Index of Sheets, Design Specs | 1 | 12 | 12 | 14 | 38 |
| 3 | Wall Plan & Elevation (1), Soldier Pile and Anchor Schedule | 1 | 16 | 14 | 24 | 54 |
| 5 | Wall Plan & Elevation (2), Soldier Pile and Anchor Schedule | 1 | 16 | 14 | 24 | 54 |
| 6 | Anchor Testing Procedures and Performace Data Tables | 1 | 6 | 4 | 8 | 18 |
| 7 | Soldier Pile & Anchor Detail, Sectional Plan (A-A), Anchor Head Details, Wall Under Drain, Shear Stud Spa., Wall Expansion & Constr Joint Details | 1 | 20 | 8 | 18 | 46 |
| 8 | Concrete Facing Elevation with Reinforcement (1) | 1 | 18 | 8 | 18 | 44 |
| 9 | Concrete Facing Elevation with Reinforcement (2) | 1 | 18 | 8 | 18 | 44 |
| 10 | Bar List, Bar Bends | 1 | 18 | 8 | 16 | 42 |
| 11 | Chain Link Fence Attached to Structure Details | 1 | 6 | 2 | 6 | 14 |
| 12 | Boring Logs | 1 | 2 | 2 | 2 | 6 |
| 13 | Boring Logs | 1 | 2 | 2 | 2 | 6 |
| 14 | Boring Logs | 1 | 2 | 2 | 2 | 6 |
| 15 | Boring Logs | 1 | 2 | 2 | 2 | 6 |
| 16 | Boring Logs | 1 | 2 | 2 | 2 | 6 |
| 17 | Boring Logs | 1 | 2 | 2 | 2 | 6 |
| 18 | Boring Logs | 1 | 2 | 2 | 2 | 6 |
| 19 | Boring Logs | 1 | 2 | 2 | 2 | 6 |
| Total | | | 158 | 104 | 190 | 452 |

Total Hours

452

BLA Manhours
Longmeadow Parkway (FAP 361) Section B
E. of Randall Road thru IL Rte. 31
Section: 13-00215-10-PV
BLA Manhours Attachment

| <u>Grade Separation Option</u> | <u>Sheets</u> | <u>Man Hours</u> |
|--|----------------------|-------------------------|
| Traffic Signals, Interconnect, Geometrics, Lighting, Etc. (Refer to TS Scope of Work for Details) | | <u>TS</u> |
| Ramp Cross Sections Ramp = 1080 FT @ 50' Spacing = 22 Full Sections @ 4/ea | 8 | 88 |
| Drainage & Utility Plans - 20 Scale 4 Sheets @ 36 hrs/sheet | 4 | 144 |
| Erosion Control Plan - 50 Scale, Double Windowed 1 Sheet @ 16/hrs/sheet | 1 | 16 |
| Estimate of Cost | | 16 |
| Soils Coordination w/Section C | | 12 |
| Bridge & MSE Wall Plans (Refer to Structural Manhours) | 38 | <u>1262</u> |
| Total | 51 | 1538 |

BLA Manhours
Longmeadow Parkway (FAP 361) Section B
Grade Separation Structural Manhour Attachment
Section: 13-00215-10-PV

| | No. of Sheets | Hours | | | Total |
|-----------------------|---------------|----------------|------------|------|-------|
| | | Sr. Structural | Structural | CADD | |
| TS&L (Bridge & Walls) | 4 | 88 | 72 | 96 | 256 |
| | | | | | |
| Bridge | 28 | 212 | 320 | 316 | 848 |
| | | | | | |
| MSE Walls | 6 | 54 | 48 | 56 | 158 |
| | | | | | |
| Total | | 354 | 440 | 468 | 1262 |

[illegible]

Section: 13-00215-10-PV

Total Bridge Hours w/o Walls

Section: 13-00215-10-PV

[illegible]

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

DF-824-039
REV 12/04

FIRM TranSystems

DATE 05/20/13

PSB _____

OVERHEAD RATE 1.5105

PRIME/SUPPLEMENT Longmeadow Parkway - Section B

COMPLEXITY FACTOR 0

| DBE DROP BOX | ITEM | MANHOURS | PAYROLL | OVERHEAD & FRINGE BENF | IN-HOUSE DIRECT COSTS | FIXED FEE | Outside Direct Costs | SERVICES BY OTHERS | DBE TOTAL | TOTAL | % OF GRAND TOTAL |
|--------------------|------------------------------|-------------|-------------------|------------------------------|-----------------------------|------------------|----------------------------|--------------------------|--------------|-------------------|------------------------|
| | Base Scope | (A) | (B) | (C) | (D) | (E) | (F) | (G) | (H) | (B-G) | |
| | 1. Coord/Admin/Review | 538 | 23,586.91 | 35,628.03 | | 8,727.16 | 356.40 | | | 68,298.49 | 9.05% |
| | 2. IDS Revisions | 228 | 9,584.62 | 14,477.56 | | 3,546.31 | 119.40 | | | 27,727.89 | 3.67% |
| | 3. Design Plans | 2826 | 111,221.31 | 167,999.79 | | 41,151.88 | 0.00 | | | 320,372.98 | 42.46% |
| | 4. Specifications/Quantities | 94 | 3,365.72 | 5,083.92 | | 1,245.32 | 0.00 | | | 9,694.96 | 1.28% |
| | 5. QA/QC | 80 | 5,268.39 | 7,957.90 | | 1,949.30 | 0.00 | | | 15,175.59 | 2.01% |
| | 6. Shop Drawing Review | 80 | 3,157.21 | 4,768.96 | | 1,168.17 | 11.00 | | | 9,105.34 | 1.21% |
| | 7. Value Engineering | 80 | 4,859.06 | 7,339.61 | | 1,797.85 | 148.50 | | | 14,145.03 | 1.87% |
| | 8. Phase 3 Coordination | 40 | 1,605.84 | 2,425.63 | | 594.16 | 0.00 | | | 4,625.63 | 0.61% |
| | Hitchcock Design Group | | | | | | | 15,424.93 | | 15,424.93 | 2.04% |
| | Alternate 1 Scope | 2132 | 93,724.82 | 141,571.34 | | 34,678.18 | 0.00 | | | 269,974.34 | 35.78% |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | TOTALS | 6098 | 256,373.87 | 387,252.74 | 0.00 | 94,858.33 | 635.30 | 15,424.93 | 0.00 | 754,545.17 | 100.00% |

DBE

DBE 0.00%

PREPARED BY THE AGREEMENTS UNIT

Printed 5/20/2013 11:36 AM

AVERAGE HOURLY PROJECT RATES

FIRM TranSystems
PSB
PRIME/SUPPLEMENT Longmeadow Parkway - Section B

DATE 05/20/13

SHEET 1 OF 2

| PAYROLL CLASSIFICATION | AVG HOURLY RATES | TOTAL PROJECT RATES | | | 1. Coord/Admin/Review | | | 2. IDS Revisions | | | 3. Design Plans | | | 4. Specifications/Quantities | | | 5. QA/QC | | |
|---------------------------|------------------------|---------------------|------------|-------------|-----------------------|------------|-------------|------------------|------------|-------------|-----------------|------------|-------------|------------------------------|------------|-------------|----------|------------|-------------|
| | | 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 | 34 | 0.56% | 0.39 | 6 | 1.12% | 0.78 | | | | 6 | 0.21% | 0.15 | | | | | | |
| Engineer 4 (E4) | 70.00 | 444 | 7.28% | 5.10 | 22 | 4.09% | 2.86 | 2 | 0.88% | 0.61 | 20 | 0.71% | 0.50 | | | | 60 | 75.00% | 52.50 |
| Engineer 3 (E3) | 53.42 | 1484 | 24.34% | 13.00 | 200 | 37.17% | 19.86 | 80 | 35.09% | 18.74 | 664 | 23.50% | 12.55 | 10 | 10.64% | 5.68 | 20 | 25.00% | 13.35 |
| Engineer 2 (E2) | 40.76 | 1676 | 27.48% | 11.20 | 120 | 22.30% | 9.09 | 70 | 30.70% | 12.51 | 854 | 30.22% | 12.32 | 26 | 27.66% | 11.27 | | | |
| Engineer 1 (E1) | 30.64 | 1410 | 23.12% | 7.09 | 90 | 16.73% | 5.13 | 36 | 15.79% | 4.84 | 732 | 25.90% | 7.94 | 38 | 40.43% | 12.39 | | | |
| | | 0 | | | | | | | | | | | | | | | | | |
| Environmental Scien | 60.90 | 0 | | | | | | | | | | | | | | | | | |
| Industry Specialist 3 | 46.18 | 0 | | | | | | | | | | | | | | | | | |
| | | 0 | | | | | | | | | | | | | | | | | |
| Surveyor 3 (S3) | 33.39 | 0 | | | | | | | | | | | | | | | | | |
| Surveyor 1 (S1) | 19.79 | 0 | | | | | | | | | | | | | | | | | |
| | | 0 | | | | | | | | | | | | | | | | | |
| Technician 3 (T3) | 33.90 | 464 | 7.61% | 2.58 | | | | 20 | 8.77% | 2.97 | 270 | 9.55% | 3.24 | 10 | 10.64% | 3.61 | | | |
| Technician 2 (T2) | 26.83 | 464 | 7.61% | 2.04 | | | | 20 | 8.77% | 2.35 | 270 | 9.55% | 2.56 | 10 | 10.64% | 2.85 | | | |
| Technician 1 (T1) | 20.63 | 0 | | | | | | | | | | | | | | | | | |
| | | 0 | | | | | | | | | | | | | | | | | |
| Administrative 4 (A4) | 60.19 | 0 | | | | | | | | | | | | | | | | | |
| Administrative 3 (A3) | 36.60 | 50 | 0.82% | 0.30 | 50 | 9.29% | 3.40 | | | | | | | | | | | | |
| Administrative 2 (A2) | 29.27 | 72 | 1.18% | 0.35 | 50 | 9.29% | 2.72 | | | | 10 | 0.35% | 0.10 | | | | | | |
| Administrative 1 (A1) | 21.32 | 0 | | | | | | | | | | | | | | | | | |
| | | 0 | | | | | | | | | | | | | | | | | |
| | | 0 | | | | | | | | | | | | | | | | | |
| | | 0 | | | | | | | | | | | | | | | | | |
| | | 0 | | | | | | | | | | | | | | | | | |
| | | 0 | | | | | | | | | | | | | | | | | |
| | | 0 | | | | | | | | | | | | | | | | | |
| | | 0 | | | | | | | | | | | | | | | | | |
| TOTALS | | 6098 | 100% | \$42.04 | 538 | 100.00% | \$43.84 | 228 | 100% | \$42.04 | 2826 | 100% | \$39.36 | 94 | 100% | \$35.81 | 80 | 100% | \$65.85 |

SHEET 2 OF 2

Printed 5/20/2013 11:36 AM

TranSystems

Longmeadow Parkway

Section B

East of Randall Road to east of Illinois Route 31

Kane County

5/17/2013

Direct Cost Summary

ITEM 1: Coord/Admin/Review

| | | | | |
|-------------|---------------|--------------------|----|-------------|
| 1.) Mileage | | | | |
| | 12 meetings x | 50 miles/meeting x | \$ | 0.55 /mile |
| 2.) Tolls | | | | |
| | 12 trips x | 2 booths/trip x | \$ | 1.10 /booth |

| | <u>Direct Cost</u> | <u>Direct Cost</u> |
|---------------------|--------------------|--------------------|
| | \$ | 330 |
| | \$ | 26 |
| Item 1 Total | | \$ 356 |

ITEM 2: IDS Revisions

| | | | | |
|---------------------------------------|-----------------|------------------|----|-------------|
| 1.) Mileage | | | | |
| | 2 field visit x | 50 miles/visit x | \$ | 0.55 /mile |
| 2.) Tolls | | | | |
| | 2 trips x | 2 booths/trip x | \$ | 1.10 /booth |
| 3.) Xerox Copies (Reduced Size Plans) | | | | |
| | 12 sheets x | 8 copies x | \$ | 0.25 /sheet |
| 4.) Xerox Copies (full-size plans) | | | | |
| | 12 sheets x | 2 copies x | \$ | 1.50 /sheet |

| | <u>Direct Cost</u> | <u>Direct Cost</u> |
|---------------------|--------------------|--------------------|
| | \$ | 55 |
| | \$ | 4 |
| | \$ | 24 |
| | \$ | 36 |
| Item 2 Total | | \$ 119 |

ITEM 3: Design Plans

| | <u>Direct Cost</u> | <u>Direct Cost</u> |
|---------------------|--------------------|--------------------|
| Item 3 Total | | \$ - |

ITEM 4: Specifications/Quantities

| | <u>Direct Cost</u> | <u>Direct Cost</u> |
|--------------|--------------------|--------------------|
| Item 4 Total | | \$ - |

ITEM 5: QA/QC

| | <u>Direct Cost</u> | <u>Direct Cost</u> |
|--------------|--------------------|--------------------|
| Item 5 Total | | \$ - |

ITEM 6: Shop Drawing Review

| | | | | |
|---------------------------------------|------------|----|------|-------|
| 1.) Xerox Copies | | | | |
| 40 sheets x | 1 copies x | \$ | 0.15 | /copy |
| 2.) Xerox Copies (Reduced Size Plans) | | | | |
| 20 sheets x | 1 copies x | \$ | 0.25 | /copy |

| | <u>Direct Cost</u> | <u>Direct Cost</u> |
|--------------|--------------------|--------------------|
| | \$ | 6 |
| | \$ | 5 |
| Item 6 Total | | \$ 11 |

ITEM 7: Value Engineering

| | | | | |
|-----------------|------------------|----|------|--------|
| 1.) Mileage | | | | |
| 5 field visit x | 50 miles/visit x | \$ | 0.55 | /mile |
| 2.) Tolls | | | | |
| 5 trips x | 2 booths/trip x | \$ | 1.10 | /booth |

| | <u>Direct Cost</u> | <u>Direct Cost</u> |
|--------------|--------------------|--------------------|
| | \$ | 138 |
| | \$ | 11 |
| Item 7 Total | | \$ 149 |

ITEM 8: Phase 3 Coordination

| | <u>Direct Cost</u> | <u>Direct Cost</u> |
|--------------|--------------------|--------------------|
| Item 8 Total | | \$ - |

| | | |
|-------------|--------------------|--------------------|
| | <u>Direct Cost</u> | <u>Direct Cost</u> |
| Subtotals = | \$ - | \$ 635 |

TOTAL DIRECT COSTS **\$ 635**

MANHOUR SUMMARY FORM

TranSystems

Longmeadow Parkway

Section B

East of Randall Road to east of Illinois Route 31

Kane County

| <u>ITEM</u> | <u># OF SHEETS</u> | <u>MH'S PER SHEET</u> | <u>TOTAL MH'S</u> |
|--|--------------------|-----------------------|-------------------|
| Data Review | | | <u>80</u> |
| • Includes: Phase 1, ROW, Field review | | | |
| Pavement Design | <u>2</u> | <u>12</u> | <u>24</u> |
| • One design for Sleepy Hollow Road. One design for Illinois Route 31. Includes coordination and revision. | | | |
| Typical Sections | <u>3</u> | <u>16</u> | <u>48</u> |
| • One sheet of existing and proposed typical sections for Sleepy Hollow Road. Two sheets of existing and proposed typical sections for Illinois Route 31. | | | |
| Schedule of Quantities | <u>3</u> | <u>24</u> | <u>72</u> |
| Base Sheets | <u>9</u> | <u>16</u> | <u>144</u> |
| • Two panel view at 20 scale (plan/profile). Three sheets for Sleepy Hollow Road. Six sheets for Illinois Route 31. | | | |
| Removal Sheets | <u>3</u> | <u>12</u> | <u>36</u> |
| • Two segments at 50 scale. One sheet for Sleepy Hollow Road. Two sheets for Illinois Route 31. | | | |
| Utilities | | | <u>60</u> |
| Maintenance of Traffic | | | |
| • Concept Study | | | <u>60</u> |
| • Plan Preparation | <u>12</u> | <u>32</u> | <u>384</u> |
| - Two segments per sheet at 50 scale. Three stages at two plan sheets per stage. Two typical sections per stage. - One general notes sheet. Three detail sheets. | | | |
| Plan and Profile | <u>9</u> | <u>36</u> | <u>324</u> |
| • Two panel view at 20 scale (plan/profile). Three sheets for Sleepy Hollow Road. Six sheets for Illinois Route 31. | | | |
| Special Provisions | | | <u>40</u> |
| • Preliminary = 20, Prefinal = 10, Final = 10 | | | |
| Estimate of Time | | | <u>6</u> |

MANHOUR SUMMARY FORM

TranSystems

Longmeadow Parkway

Section B

East of Randall Road to east of Illinois Route 31

Kane County

| <u>ITEM</u> | <u># OF SHEETS</u> | <u>MH'S PER SHEET</u> | <u>TOTAL MH'S</u> |
|---|--------------------|-----------------------|-------------------|
| Quantities | | | <u>48</u> |
| • Three submittals at 16 hours per submittal | | | |
| Miscellaneous Details | | | |
| • Modify IDOT Standard Details | <u>2</u> | <u>2</u> | <u>4</u> |
| • Consultant Details | <u>2</u> | <u>32</u> | <u>64</u> |
| Intersection Paving Plan | <u>2</u> | <u>40</u> | <u>80</u> |
| - Sleepy Hollow Road and Illinois Route 31 | | | |
| • Intersection Details | <u>2</u> | <u>40</u> | <u>80</u> |
| - Sleepy Hollow Road and Illinois Route 31 | | | |
| Pavement Marking & Signing | <u>4</u> | <u>16</u> | <u>64</u> |
| • Two segments per sheet at 50 scale. One sheet for Sleepy Hollow Road. One sheet for Illinois Route 31. Two signing schedule (removal and proposed). | | | |
| Landscaping | <u>7</u> | <u>24</u> | <u>168</u> |
| • Two segments per sheet at 50 scale. Four sheets for Longmeadow Parkway. One sheet for Sleepy Hollow Road. One Sheet for Illinois Route 31. One detail sheet. | | | |
| Cross Sections | <u>90</u> | <u>4</u> | <u>360</u> |
| | cross sections | hrs per xsec | |
| Meetings/Field Checks/Coordination (See Attached) | | | <u>228</u> |
| QA/QC | | | <u>80</u> |
| • Preliminary = 40, Prefinal = 24, Final = 16 | | | |
| Miscellaneous Items | | | |
| • IDS Revisions - Longmeadow @ Sleepy Hollow and IL 31 (See Attached) | | | <u>228</u> |
| • Traffic Signals and Interconnect - Longmeadow @ Sleepy Hollow and IL 31 (See Attached) | | | <u>562</u> |
| • Lighting Plans (See Attached) | | | <u>252</u> |
| Slip Ramp Conceptual Geometrics | | | <u>40</u> |

MANHOUR SUMMARY FORM

TranSystems
Longmeadow Parkway
Section B
East of Randall Road to east of Illinois Route 31
Kane County

| <u>ITEM</u> | <u># OF SHEETS</u> | <u>MH'S PER SHEET</u> | <u>TOTAL MH'S</u> |
|--|--------------------|-----------------------|-------------------|
| Shop Drawing Review | | | 80 |
| | | Sub-Total | 3,616 |
| Administration/Management | | | 230 |
| Value Engineering | | | 80 |
| Coordination for plan clarification during Phase 3 | | | 40 |
| GRAND TOTAL | | | 3,966 |

Date: May 20, 2013

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Meetings/Field Checks/Coordination
TranSystems
Longmeadow Parkway
Section B
East of Randall Road to east of Illinois Route 31
Kane County

| Type | # Mtgs. | # Staff | Hrs/Mtg. | TOTAL HOURS |
|--------------------------------|---------|---------|----------|----------------|
| Field Meetings | | | | |
| Field reviews and photo survey | 1 | 2 | 10 | 20 |
| Plan in hand reviews | 1 | 2 | 10 | 20 |
| County/IDOT Meetings | | | | |
| Kickoff meeting | 1 | 2 | 8 | 16 |
| Plan submittal reviews | 2 | 2 | 8 | 32 |
| Bureau of Electric | 2 | 2 | 10 | 40 |
| Bureau of Traffic | 2 | 2 | 10 | 40 |
| MOT Concept Meeting | 1 | 2 | 10 | 20 |
| Landscaping Unit | 2 | 2 | 10 | 40 |
| Sub-Total | 12 | | | 228 |
| Grand Total | | | | 228 |

- All meetings hours include time for preparation, travel and meeting minutes.

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Miscellaneous Items

TranSystems

Longmeadow Parkway

Section B

East of Randall Road to east of Illinois Route 31

Kane County

| ITEM | Number of Sheets | Manhours Per Sheet | Manhour Estimate |
|---|---------------------|-----------------------|---------------------|
| | | | |
| 1. IDS Revisions | | | |
| - Review of 2040 DHVs and revise traffic | | | 16 |
| - Coordinate revised DHVs with adjacent consultants | | | 16 |
| - Revise capacity analysis | | | 16 |
| - Perform field visit | | | 8 |
| - Review/revise outstanding comments; incorporate revisions | 12 | | 160 |
| - Present revised IDSs to County and IDOT | | | 12 |
| | | SUBTOTAL | 228 |
| 2 TRAFFIC SIGNALS | | | |
| <u>New Installations (Permanent)</u> | | | |
| Sleepy Hollow Road | 3 | | 150 |
| Illinois Route 31 | 3 | | 150 |
| <u>Interconnect Plans (Permanent)</u> | | | |
| - Randall Road to Sleepy Hollow Road | | | |
| - Proposed plan sheet = 1 | 1 | | 20 |
| - Proposed plan schematic sheet = 1 | 1 | | 16 |
| - Sleepy Hollow Road to Illinois Route 31 | | | |
| - Proposed plan sheet = 3 | 3 | | 60 |
| - Proposed plan schematic sheet = 1 | 1 | | 16 |
| - Illinois Route 31 to the east project limit | | | |
| - Proposed plan sheet = 1 | 1 | | 20 |
| - Proposed plan schematic sheet = 1 | 1 | | 16 |
| Interconnect Details | 2 | | 16 |
| Coordination with adjacent consultants | | | 16 |
| Coordination with KDOT staff | | | 32 |
| Traffic Signal Standard Details (IDOT) | 6 | | 12 |
| ComEd Coordination | | | 16 |
| Schedule of Quantities (All Signals) | | | 20 |
| Mast Arm Signing Details | | | 2 |
| | | SUBTOTAL | 562 |

Miscellaneous Items

TranSystems

Longmeadow Parkway

Section B

East of Randall Road to east of Illinois Route 31

Kane County

| ITEM | Number of Sheets | Manhours Per Sheet | Manhour Estimate |
|--|---------------------|-----------------------|---------------------|
| | | | |
| 3 Lighting | | | |
| Provide Intersection and Transition Lighting at Sleepy Hollow Road using combination poles - calculations and 4 submittals | | | |
| - Lighting Plans and detail sheets | 2 | | 40 |
| - Wiring Diagram | 1 | | 16 |
| - Photometric Calculations | | | 40 |
| - Controller evaluation | | | 16 |
| - Voltage Drop Calculations | | | 8 |
| Provide Intersection and Transition Lighting at Illinois Route 31 using combination poles - calculations and 4 submittals | | | |
| - Lighting Plans and detail sheets | 2 | | 40 |
| - Wiring Diagram | 1 | | 16 |
| - Photometric Calculations | | | 40 |
| - Controller evaluation | | | 16 |
| - Voltage Drop Calculations | | | 8 |
| ComEd Coordination | | | 12 |
| | | SUBTOTAL | 252 |

Date:

May 20, 2013

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AVERAGE HOURLY PROJECT RATES

FIRM Hitchcock Design Group
PTB _____
PRIME/SUPPLEMENT _____

DATE 05/14/13

SHEET 1 OF 5

| PAYROLL CLASSIFICATION | AVG HOURLY RATES | TOTAL PROJECT RATES | | | Kick-off meeting | | | Review existing | | | Collect Data | | | Observe Site | | | Prepare Base Map | | |
|---------------------------|------------------------|---------------------|------------|-------------|------------------|------------|-------------|-----------------|------------|-------------|--------------|------------|-------------|--------------|------------|-------------|------------------|------------|-------------|
| | | Hours | % Part. | Wgtd Avg | Hours | % Part. | Wgtd Avg | Hours | % Part. | Wgtd Avg | Hours | % Part. | Wgtd Avg | Hours | % Part. | Wgtd Avg | Hours | % Part. | Wgtd Avg |
| Manager | 45.93 | 34 | 24.64% | 11.32 | 4 | 100.00% | 45.93 | 2 | 33.33% | 15.31 | | | | 4 | 50.00% | 22.96 | | | |
| Designer | 43.65 | 48 | 34.78% | 15.18 | | | | 4 | 66.67% | 29.10 | 4 | 50.00% | 21.82 | 4 | 50.00% | 21.82 | | | |
| Documenter | 22.84 | 56 | 40.58% | 9.27 | | | | | | | 4 | 50.00% | 11.42 | | | | 4 | 100.00% | 22.84 |
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| | | 0 | | | | | | | | | | | | | | | | | |
| TOTALS | | 138 | 100% | \$35.76 | 4 | 100% | \$45.93 | 6 | 100% | \$44.41 | 8 | 100% | \$33.24 | 8 | 100% | \$44.79 | 4 | 100% | \$22.84 |

SHEET 2 OF 5

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SHEET 3 OF 5

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MANHOUR SUMMARY FORM

TranSystems

Longmeadow Parkway

Section B - **Alternate 1**

East of Randall Road to east of Illinois Route 31

Kane County

| <u>ITEM</u> | <u># OF SHEETS</u> | <u>MH'S PER SHEET</u> | <u>TOTAL MH'S</u> |
|---|--------------------|-----------------------|-------------------|
| Data Review | | | 24 |
| • Includes: Phase 1, ROW, Field review | | | |
| Pavement Design | 1 | 12 | 12 |
| • One design for proposed slip ramp. Includes coordination and revision. | | | |
| Typical Sections | 1 | 16 | 16 |
| • One sheet of proposed typical sections for proposed slip ramp. | | | |
| Schedule of Quantities | 1 | 24 | 24 |
| Base Sheets | 3 | 16 | 48 |
| • Two panel view at 20 scale (plan/profile). Three sheets for proposed slip ramp. | | | |
| Removal Sheets | 1 | 12 | 12 |
| • Two segments at 50 scale. One sheet for proposed slip ramp. | | | |
| Utilities | | | 16 |
| Plan and Profile | 3 | 36 | 108 |
| • Two panel view at 20 scale (plan/profile). Three sheets for proposed slip ramp. | | | |
| Special Provisions | | | 40 |
| • Preliminary = 20, Prefinal = 10, Final = 10 | | | |
| Estimate of Time | | | 8 |

MANHOUR SUMMARY FORM

TranSystems

Longmeadow Parkway

Section B - **Alternate 1**

East of Randall Road to east of Illinois Route 31

Kane County

| <u>ITEM</u> | <u># OF SHEETS</u> | <u>MH'S PER SHEET</u> | <u>TOTAL MH'S</u> |
|---|--------------------|-----------------------|-------------------|
| Quantities | | | 48 |
| • Three submittals at 16 hours per submittal | | | |
| Miscellaneous Details | | | |
| • Modify IDOT Standard Detail | 1 | 2 | 2 |
| • Consultant Details | 1 | 32 | 32 |
| Intersection Paving Plan | 1 | 40 | 40 |
| - Proposed slip ramp at Longmeadow Parkway | | | |
| • Intersection Details | 1 | 40 | 40 |
| - Proposed slip ramp at Longmeadow Parkway | | | |
| Pavement Marking & Signing | 1 | 16 | 16 |
| • Two segments per sheet at 50 scale. One sheet for proposed slip ramp. | | | |
| QA/QC | | | 60 |
| • Preliminary = 30, Prefinal = 18, Final = 12 | | | |
| Miscellaneous Items | | | |
| • IDS (See Attached) - Slip Ramp at Long Meadow Pkwy and IL 31 (2) | | | 308 |
| • Traffic Signals and Interconnect (See Attached) | | | 200 |
| • Lighting Plans (See Attached) | | | 180 |
| • Structural Plans (See Attached) - Retaining Walls | | | 674 |

MANHOUR SUMMARY FORM

TranSystems

Longmeadow Parkway

Section B - **Alternate 1**

East of Randall Road to east of Illinois Route 31

Kane County

| <u>ITEM</u> | <u># OF SHEETS</u> | <u>MH'S PER SHEET</u> | <u>TOTAL MH'S</u> |
|--|--------------------|-----------------------|-------------------|
| Shop Drawing Review | | | 80 |
| | | Sub-Total | 1,988 |
| Administration/Management | | | 120 |
| Coordination for plan clarification during Phase 3 | | | 24 |
| | | GRAND TOTAL | 2,132 |

Date: May 20, 2013

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Miscellaneous Items

TranSystems

Longmeadow Parkway

Section B - **Alternate 1**

East of Randall Road to east of Illinois Route 31

Kane County

| ITEM | Number of Sheets | Manhours Per Sheet | Manhour Estimate |
|--|---------------------|-----------------------|---------------------|
| 1. IDS Development | | | |
| - Review of 2040 DHVs and revise traffic | | | 8 |
| - Coordinate revised DHVs with adjacent consultants | | | 8 |
| - Perform capacity analyses | | | 16 |
| - Perform traffic signal warrant analyses | | | 8 |
| - Develop proposed geometrics | | | 48 |
| - Perform field visit | | | 8 |
| - Develop IDSs, with one revision and resubmittal | 12 | | 200 |
| - Present IDSs to County and IDOT | | | 12 |
| | | SUBTOTAL | 308 |
| 2 Traffic Signals | | | |
| <u>New Installations (Permanent)</u> | | | |
| Ramp at Longmeadow Parkway | 3 | | 150 |
| Ramp at Illinois Route 31 (Manhours accounted for in Base scope) | | | |
| Interconnect Plans (Fiber Optic) | | | |
| - Along ramp from Longmeadow Parkway to Illinois Route 31 | | | |
| - Proposed plan sheet = 1 | 1 | | 20 |
| - Proposed plan schematic sheet = 1 | 1 | | 16 |
| Schedule of Quantities (All Signals) | | | 12 |
| Mast Arm Signing Details | 2 | | 2 |
| | | SUBTOTAL | 200 |

Miscellaneous Items

TranSystems

Longmeadow Parkway

Section B - **Alternate 1**

East of Randall Road to east of Illinois Route 31

Kane County

| ITEM | Number of Sheets | Manhours Per Sheet | Manhour Estimate |
|---|---------------------|-----------------------|---------------------|
| 3 Lighting | | | |
| Provide Intersection Lighting at Both Ramp Intersections using combination poles - calculations and 4 submittals (Lighting design manhours for the intersection with IL Route 31 is accounted for in Base scope) | | | |
| - Photometric Calculations (1 Intersection: Ramp at Longmeadow) | | | 40 |
| - Lighting Plans and detail sheets | 2 | | 40 |
| - Wiring Diagram | 1 | | 16 |
| - Controller evaluation | | | 16 |
| - Voltage Drop Calculations | | | 8 |
| Provide Lighting Along the Proposed Slip Ramp - calculations and 4 submittals | | | |
| - Photometric Calculations | | | 24 |
| - Lighting Plans and detail sheets | 2 | | 24 |
| - Wiring Diagram | 1 | | 8 |
| - Voltage Drop Calculations | | | 4 |
| | | SUBTOTAL | 180 |
| 4 Retaining Wall (Assumes Soldier Pile Wall, 1000' length on west side of ramp) | | | |
| - Type, Size, & Location | | | 120 |
| - Structural Plans - Retaining Wall | | | |
| - - General Plan and Elevation | 1 | | 40 |
| - - General Data | 1 | | 40 |
| - - Plan and Elevation | 10 | | 300 |
| - - Soldier Pile Layout, Details and Bill of Materials | 1 | | 40 |
| - - Wall Cross Sections and Details | 1 | | 40 |
| - - Moment Slab Details | 1 | | 40 |
| - - Boring Logs | 14 | | 14 |
| - Coordination | | | 40 |
| | | SUBTOTAL | 674 |

Date:

May 20, 2013



• 116 W. Main St., No. 208, St. Charles, Il., 60174
• **9504 East Fowler Rd., Rochelle, Il., 61068**
Phone 815-562-6007 Fax 815-562-6557
T. Huddleston mobile 815-757-6007
Email: huddmac@aol.com

PROPOSAL

Dan Bruckelmeyer, P.E., Project Manager
Bollinger, Lach & Associates, Inc.
333 Pierce Road, Suite 200
Itasca, IL 60143

DATE : May 10, 2013
PROP. # : 13146
TERMS: NET 15 DAYS

>> **RE: Land Drainage Investigation Services proposal**

LOCATION: Proposed Longmeadow Parkway Roadway Section B

> Enclosed please find our proposal for Existing Drainage Systems Investigation, Staking and Mapping Services rendered at the above referenced location and as itemized below.

| Proposed Service Description: | | | |
|--|----------------|----------------|--------------------|
| The intent of this proposal is to provide existing drain tile investigation, staking and mapping services in accordance with Kane County Water Resources Stormwater Ordinance <u>00-312 (2002), [Art. 2, div202, (d) (2) page 18]</u> located at proposed Longmeadow Parkway Roadway Section B, (Sections no. 4, 5, 6, 7, 8, & 9, Dundee Township, Kane Co. Il.,) | | | |
| Proposed Services Cost: | | | |
| Day one - 1 Drainage Investigation and Repair Crew (field investigation services including equipment transport) | Qty. 8 hrs. | Cost 320.00 | Amount 2,560.00 |
| Day two - 1 Drainage Investigation and Repair Crew (field investigation and evaluation services) | 8 hrs. | 320.00 | 2,560.00 |
| Day three - 1 Drainage Investigation and Repair Crew (field investigation and evaluation services) | 8 hrs. | 320.00 | 2,560.00 |
| Day four - 1 Drainage Investigation and Repair Crew (field investigation and evaluation services) | 8 hrs. | 320.00 | 2,560.00 |
| Day five - 1 Drainage Investigation and Repair Crew (field investigation and evaluation services) | 8 hrs. | 320.00 | 2,560.00 |
| Day six - 1 Drainage Investigation and Repair Crew (field investigation and evaluation services) | 8 hrs. | 320.00 | 2,560.00 |
| Day seven - 1 Drainage Investigation and Repair Crew (field investigation and evaluation services) | 8 hrs. | 320.00 | 2,560.00 |
| 4 Project Consulting Services Hour Basis (Utility joint meet locations, field survey, staking, construction drawings, record plans and meetings) | 26 hrs. | 90.00 | 2,340.00 |
| Proposed Materials Cost: | | | |
| Material allowance for incidental drain tile repairs (all materials from Huddleston McBride Rochelle yard) | 1 ea. | 300.00 | 300.00 |
| 1 Drainage Investigation and Repair Crew Hour Basis ; is calculated on an hourly basis of \$320.00 including a full drainage tile investigation/ repair crew consisting of (4) man ground laborers, (2) 4-wheel drive loader backhoe w/ operator, electronic and manual investigation equipment, pipeline video equipment, incidental pipe repair materials, field staking materials, field supervision and miscellaneous support equipment. Daily hours are computed by home port to home port. | | | |
| 4 Project Consulting Services Hour Basis ; (T.L. Huddleston) is calculated on an hourly basis of \$120.00 including initial project assessment, client consultation, site meetings, Utility locations, GPS land surveying , existing conditions research, project planning, record mapping w/ plots and project supervision. | | | |
| TOTAL ESTIMATED CHARGES INCLUDING ALL MATERIALS AND SERVICES | | | \$20,560.00 |

Thank you for considering our proposal, we look forward to an opportunity to assist you with the improvement of your land. If you have any questions or thoughts concerning this proposal please call us at 815-562-6007. Should the terms of this letter of agreement meet with your approval, please execute below and return one original.

Respectfully Submitted,

T. L. Huddleston, Partner
Huddleston-McBride Drainage Co.

ABOVE LETTER OF AGREEMENT ACCEPTED

THIS _____ DAY OF _____ 2013

BY: _____
PRINTED NAME

SIGNATURE

EXHIBIT "C"

PREVAILING WAGE RATES

It is the policy of the State of Illinois as declared in the Illinois Prevailing Wage Act (820 ILCS 130/1 *et seq.*) "that a wage of no less than the general prevailing hourly rate as paid for work of a similar character in the locality in which the work is performed, shall be paid to all laborers, workers and mechanics employed by or on behalf of any and all public bodies engaged in public works".

The CONSULTANT agrees to pay, when applicable, the current Illinois Department of Labor Prevailing Wage Rates for all County of Kane projects. Current prevailing wage rates are available from the Illinois Department of Labor at their website: <http://www.state.il.us/agency/idol/rates/rates.HTM>.

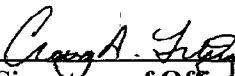
Prevailing wage rates are subject to revision monthly. The CONSULTANT acknowledges its responsibility, for payment of any applicable future adjustment thereof.

The CONSULTANT further acknowledges its responsibility to notify any sub-consultant of the applicability of the Prevailing Wage Act.

When applicable, the CONSULTANT agrees to provide the Kane County Division of Transportation "certified payrolls" as required by the Prevailing Wage Act

Bollinger, Lach & Associates, Inc.

Company Name



Signature of Officer of Company

Chief Executive Officer

Title

May 23, 2013

Date

EXHIBIT "C"

PREVAILING WAGE RATES

It is the policy of the State of Illinois as declared in the Illinois Prevailing Wage Act (820 ILCS 130/1 *et seq.*) "that a wage of no less than the general prevailing hourly rate as paid for work of a similar character in the locality in which the work is performed, shall be paid to all laborers, workers and mechanics employed by or on behalf of any and all public bodies engaged in public works".

The CONSULTANT agrees to pay, when applicable, the current Illinois Department of Labor Prevailing Wage Rates for all County of Kane projects. Current prevailing wage rates are available from the Illinois Department of Labor at their website: <http://www.state.il.us/agency/idol/rates/rates.HTM>.

Prevailing wage rates are subject to revision monthly. The CONSULTANT acknowledges its responsibility, for payment of any applicable future adjustment thereof.

The CONSULTANT further acknowledges its responsibility to notify any sub-consultant of the applicability of the Prevailing Wage Act.

When applicable, the CONSULTANT agrees to provide the Kane County Division of Transportation "certified payrolls" as required by the Prevailing Wage Act


TranSystems Corporation
Company Name

Signature of Officer of Company
Vice President
Title
June 6, 2013
Date

EXHIBIT "C"

PREVAILING WAGE RATES

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Hitchcock Design Group
Company Name

M. C. Smith
Signature of Officer of Company

PRESIDENT
Title

6.6.13
Date

EXHIBIT "C"

PREVAILING WAGE RATES

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HUDDLESTON MCBRIDE

Company Name

John A. Huddlestone

Signature of Officer of Company

PARTNER

Title

6/6/13

Date

EXHIBIT "D"

CONTRACTOR DISCLOSURE ACKNOWLEDGEMENT KANE COUNTY CODE, ARTICLE III, DIVISION 3, SECTION 2-211

1. Prior to award, every contractor or vendor who is seeking or who has obtained contracts or change orders to contracts or two (2) or more individual contracts with Kane County resulting in an amount greater than Fifteen Thousand Dollars (\$15,000) shall disclose to the Kane County Purchasing Department, in writing all cumulative campaign contributions, (which includes multiple candidates) made within the previous twelve (12) months of awarding of the contract made by that contractor, union, or vendor to any current officer or countywide elected officer whose office the contract to be awarded will benefit. Disclosure shall be updated annually during the term of a multi-year contract and prior to any change order or renewal requiring Board level approval. For purposes of this disclosure requirement, "contractor or vendor" shall include owners, officers, managers, insurance brokers, lobbyists, agents, consultants, bond counsel and underwriters counsel, subcontractors, corporations, partnerships, associations, business trusts, estates, trustees, and/or beneficiaries under the control of the contracting person, and political action committees to which the contracting person has made contributions.
2. All contractors and vendors who have obtained or are seeking contracts with Kane County must disclose the following information which shall be certified and attached to the application or document. Penalties for knowingly violating disclosure requirements will potentially result in immediate cancellation of the contract, and possible disbarment from future County contracts:
 - A. Name, address and percentage of ownership interest of each individual or entity having a legal or a beneficial interest of more than five percent (5%) in the applicant. Any entity required by law to file a statement providing substantially the information required by this paragraph with any other government agency may file a duplicate of such statement;
 - B. Names and contact information of their lobbyists, agents and representatives and all individuals who are or will be having contact with County employees or officials in relation to the contract or bid. This information disclosure must be updated when any changes to the information occurs.
 - C. Whenever any interest required to be disclosed in paragraph (a) above is held by an agent or agents, or a nominee or nominees, the principals for whom such agents or nominees hold such interest shall also be disclosed. The application of a spouse or any other party, if constructively controlled by another person, or legal entity as set forth above, shall state the name and address and percentage of beneficial interest of such person or entity possessing such constructive control and the relationship under which such control is being or may be exercised. Whenever a stock or beneficial interest is held by a corporation or other legal entity, such shareholder or beneficiary shall also make disclosure as required by paragraph (a) above.
 - D. A statement under oath that the applicant has withheld no disclosures as to economic interests in the undertaking nor reserved any information, data or plan as to the intended use or purpose for which it seeks County Board or other county agency action.
3. All disclosures and information shall be current as of the date upon which the application is presented and shall be maintained current until such time as Kane County shall take action on the

application. Furthermore, this information shall be maintained in a database by the Purchasing Department, and made available for public viewing.

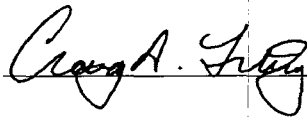
4. Notwithstanding any of the above provisions, the County Purchasing Department with respect to contracts awarded may require any such additional information from any applicant which is reasonably intended to achieve full disclosure relevant to the application for action by the County Board or any other County agency.
5. Any failure to comply with the provisions of this section shall render any ordinance, ordinance amendment, County Board approval or other County action in behalf of the applicant failing to comply voidable at the option of the County Board or other County agency involved upon the recommendation of the County Board Chairman or the majority of the County Board.
6. Contractor Disclosure information shall be sent to the Kane County Purchasing Department and the Kane County Division of Transportation at the following address, or via email, prior to Transportation Committee of the Kane County Board:

Kane County Government Center
Purchasing Department, Building A
719 S. Batavia Avenue - Geneva, IL 60134
purchasing@countyofkane.org

Kane County Division of Transportation
Linda Haines
41W011 Burlington Road
St. Charles, IL 60175
haineslinda@countyofkane.org

| | |
|-----------------|------------------------------------|
| Company Name: | Bollinger, Lach & Associates, Inc. |
| Contact Person: | Craig Lukowicz |
| Address: | 333 Pierce Road, Suite 200 |
| City: | Itasca |
| State: | Illinois |
| Zip Code: | 60143 |
| Phone: | 630.438.6400 |

Signature of Officer



Print Name

Craig Lukowicz

Title

Chief Executive Officer

Date

May 23, 2013

EXHIBIT "D"

CONTRACTOR DISCLOSURE ACKNOWLEDGEMENT KANE COUNTY CODE, ARTICLE III, DIVISION 3, SECTION 2-211

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Kane County Government Center
Purchasing Department, Bldg A
719 S. Batavia Ave. Geneva, IL 60134
purchasing@countyofkane.org

Kane County Division of Transportation
Linda Haines
41W011 Burlington Road
St. Charles, IL 60175
haineslinda@countyofkane.org

| | |
|-----------------|--|
| Company Name: | <u>TranSystems Corporation</u> |
| Contact Person: | <u>Brian L. Fairwood</u> |
| Address: | <u>1475 E. Woodfield Road, Suite 600</u> |
| City: | <u>Schaumburg</u> |
| State: | <u>IL</u> |
| Zip Code: | <u>60173</u> |
| Phone: | <u>847.407.5280</u> |



May 23, 2013

Jim Hansen
Assistant Director of Purchasing Kane County
Kane County Government Center
719 S. Batavia Avenue
Geneva, Illinois 60134

RE: Bollinger, Lach & Associates, Inc.
Longmeadow Parkway, Sections B and C, Design Engineering Services

Dear Mr. Hansen,

The following information is provided in compliance with Kane County's Ethics Ordinance (10-206) and as outlined on EXHIBIT "D".

1. Donations to County Wide Officials.
 - None within the last 12 months.

- 2.A List of Principal Owners of Bollinger, Lach & Associates, Inc. in excess of 5%.
 - 50.11% Mike Lach
 - 29.41% Craig Lukowicz
 - 10.17 Jamie Stetzel

Address: 333 Pierce Road, Suite 200 - Itasca, Illinois 60143
Phone: 630.438.6400

- 2.B The company is not represented to Kane County by any lobbyist. Employees in contact with Kane County employees in relation to the contract or bid are as follows.
 - Craig Lukowicz
 - Dan Bruckelmeyer

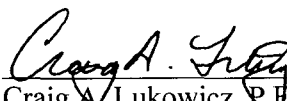
Contact information is as noted in 2.A.

- 2.C There is no interest in the company being held by an agent.



2.D I hereby certify under oath that the above statements are true to the best of my knowledge.

If additional information is needed or there are any questions, please do not hesitate to contact me at 630.438.6400.


Craig A. Lukowicz, P.E.
Chief Executive Officer



CC: Linda Haines



EXHIBIT "D"

CONTRACTOR DISCLOSURE ACKNOWLEDGEMENT KANE COUNTY CODE, ARTICLE III, DIVISION 3, SECTION 2-211

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purchasing@countyofkane.org

Kane County Division of Transportation
Linda Haines
41W011 Burlington Road
St. Charles, IL 60175
haineslinda@countyofkane.org

Company Name:

HITCHCOCK DESIGN GROUP

Contact Person:

RICHARD G. HITCHCOCK

Address:

221 W. JEFFERSON AVENUE

City:

NAPERVILLE

State:

ILLINOIS

Zip Code:

60540

Phone:

(630) 961-1787

EXHIBIT "D"

CONTRACTOR DISCLOSURE ACKNOWLEDGEMENT
KANE COUNTY CODE, ARTICLE III, DIVISION 3, SECTION 2-211

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719 S. Batavia Ave. Geneva, IL 60134
purchasing@countyofkane.org

Kane County Division of Transportation
Linda Haines
41W011 Burlington Road
St. Charles, IL 60175
haineslinda@countyofkane.org

Company Name:

HUDDLESTON M'BRIDE

Contact Person:

TOM HUDDLESTON

Address:

9504 FOWLER RD.

City:

ROCHELLE,

State:

IL.

Zip Code:

61068

Phone:

815-757-6007



• 116 W. Main St., No. 208, St. Charles, IL., 60174
• 9504 East Fowler Rd., Rochelle, IL., 61068
Phone 815-562-6007 Fax 815-562-6557
T. Huddleston mobile 815-757-6007
Email: huddmac@aol.com

May 25, 2013

Mr. Jim Hanson
Assistant Director of Purchasing
Kane County Government Center
719 Batavia Avenue
Geneva, IL., 60134

Mr. Hanson,

Please consider this letter as our full disclosure of Kane County Campaign contribution made within the last 12 months.

Tom Huddleston and Fred McBride have made no Kane County Campaign contributions in the last 12 months.

Huddleston McBride Drainage Company
9504 Fowler Road
Rochelle, IL., 61068

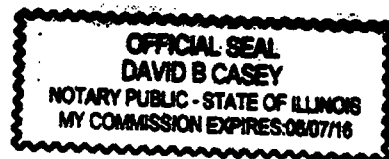
Tom Huddleston 50% owner
Fred McBride 50% owner

Please email or call me at 815-757-6007 if you have any questions or desire more Information

Sincerely,

Thomas L. Huddleston,
Huddleston McBride Drainage Co.

File no. 13144



May 25, 2013