

RESOLUTION NO. 21538

Background

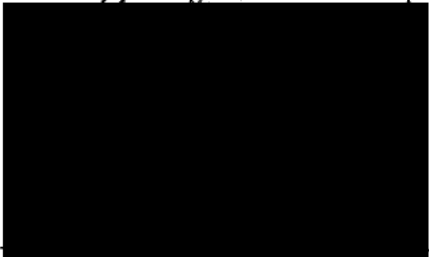
The Illinois State Toll Highway Authority (the "Tollway"), pursuant to Resolution No. 20761 approved July 23, 2015, entered into an Agreement with Bowman, Barrett & Associates, Inc. on Contract RR-14-4222 for Supplemental Design Services, on the Tri-State Tollway (I-294) at Milepost 26.6 (Burlington Northern Santa Fe (BNSF) Railroad Bridge).

Per Tollway request, Bowman, Barrett & Associates, Inc. has submitted a proposal to provide Supplemental Design Services for Contract RR-14-4222, increasing the contract upper limit by \$1,200,503.73, from \$5,690,617.78 to \$6,891,121.51. It is necessary and in the best interest of the Tollway to accept the proposal from Bowman, Barrett & Associates, Inc.

Resolution

The Chief Engineering Officer is authorized to negotiate a Supplemental Agreement with Bowman, Barrett & Associates, Inc. consistent with the aforementioned proposal to increase the contract upper limit by \$1,200,503.73, subject to the approval of the Acting General Counsel. The Chairman or the Executive Director is authorized to execute the Agreement and the Chief Financial Officer is authorized to issue warrants in payment thereof.

Approved by:


Chairman



BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS

April 1, 2018

Paul D. Kovacs, PE
Chief Engineering Officer
Illinois State Toll Highway Authority
2700 Ogden Avenue
Downers Grove, Illinois 60515

RE: **Contract RR-14-4222**
Bridge Rehabilitation/Reconstruction on the Tri-State Tollway (I-294) Mile Post 26.6
Burlington Northern Santa Fe (BNSF) Railroad Bridge
First Supplemental Agreement

Attn: Mohamad Faraj, P.E.
Project Manager

Dear Mr. Kovacs:

This letter requests approval of the First Supplement Agreement for Tollway Contract RR-14-4222 with Bowman, Barrett & Associates Inc in the amount of \$ 1,200,503.73. This supplement will increase the upper limit of compensation on this contract from \$ 5,690,617.78 by \$ 1,200,503.73 to \$ 6,891,121.51.

The Move Illinois Capital Program included the preparation of Project Master Plan, Concept, and Phase II design services for the proposed rehabilitation/reconstruction of the BNSF Railroad Bridge (BN 261) over the Tri-State Tollway at Mile Post 26.6 for the Illinois State Toll Highway Authority (Tollway). Bowman, Barrett and Associates was selected from Professional Service Bulletin (PSB) 14-3, Item 2.

Tasks within the Master Plan, Concept and Design phases have resulted in changes in the character or complexity of the scope of work for designated items described in the First Supplemental Agreement documents. In addition, the Central Tri-State Corridor project schedule has been extended to accommodate the additional effort; including administration/management, meetings and coordination.

Sincerely,


Daniel Filice, PE, SE
Project Manager

Vendor InformationCLOSE WINDOW [Print](#)**Business & Contact Information**

Business Name Frega Associates, Ltd.
Owner Mr. Paul Krutulis
Address 411 S. Wells Street
 > [Map This Address](#) 5th Floor
 Chicago, IL 60607-3924
Phone 312-663-0640
Fax 312-663-0834
Email bamato@fregaarchitects.com
Website <http://www.fregaarchitects.com>
Ethnicity Caucasian
Gender Male
County Cook (IL)

Certification Information

Certifying Agency State of Illinois Central Management Services
Certification Type VOSB - Veteran Owned Small Business
Renewal Date 9/18/2018
Expiration Date 9/18/2022
Certified Business Description Architectural Services, Professional

Commodity Codes

Code	Description
NIGP 906	Architectural Services, Professional
NIGP 90600	ARCHITECTURAL SERVICES, PROFESSIONAL

Additional Information

Region Metro Chicago

Unified Certification Program - Search

Contractor Details

[Browse F.A.Q. Sheet \(/UCP/Search/Help\)](#)

[Print](#)

EFK Moen, LLC

Linda Moen
303 Fountains Pkwy., Ste. 240 13523
Barrett Parkway Dr., Ste. 250
Fairview Heights, IL 62208

District: 10

Phone: (618) 206-4250

Fax: (618) 206-4253

Email: llmoen@efkmoen.com

Location: 1,2,3,4,5,6,7,8,9

Categories: Architecture\Engineering

NAICS

541330-Engineering Services
541370-Surveying & Mapping (except
Geophysical) Serv.

Speciality

541330- WATERWAYS: TYPICAL
FREEWAYS
REHABILITATION
STUDIES: FEASIBILITY
STUDIES: SAFETY
STUDIES: TRAFFIC
ROADS AND STREETS
HIGHWAY STRUCTURE: TYPICAL
NEW CONSTRUCTION/MAJOR RECONSTRUCTION
TRAFFIC SIGNALS
CONSTRUCTION INSPECTION
LOCATION DRAINAGE
SUBSURFACE UTILITY ENGINEERING
RECONSTRUCTION/MAJOR REHABILITATION
HIGHWAY STRUCTURE: SIMPLE
541370- SURVEYING

Vendor InformationCLOSE WINDOW [Print](#)**Business & Contact Information**

Business Name Sanchez & Associates, P.C.
Contact Person Gerardo P Sanchez
Address 8604 W Catalpa Ave
 > [Map This Address](#) Suite 912
 Chicago, IL 60656
Phone 773-444-0601
Fax 847-232-3104
Email gpsanchez@sanchezsurveying.com
Website <http://www.sanchezsurveying.com>
System Vendor Number 20060674
Next Renewal 4/16/2019

Classifications

Small Business Set-Aside Program (SBSP) Registered Yes
Registering as a Prime & Subcontractor

NIGP Codes

NIGP Code	Description
NIGP 96460	Land Surveying

Vendor InformationCLOSE WINDOW [Print](#)**Business & Contact Information**

Business Name **Wang Engineering, Inc.**
 Contact Person **Paul Wang**
 Address **1145 N. Main St.**
 > [Map This Address](#) **Lombard, IL 60148**
 Phone **630-953-9928**
 Email pwang@wangeng.com
 Website <http://www.wangeng.com>
 System Vendor Number **20061509**
 Next Renewal **11/30/2018**

Classifications

Small Business Set-Aside Program (SBSP) Registered **No**
 Registering as a **Prime & Subcontractor**

NIGP Codes

NIGP Code	Description
NIGP 92517	Civil Engineering
NIGP 92533	Engineer Services, Professional (Inactive, effective January 1, 2016)
NIGP 92545	Geological Engineering
NIGP 92546	Geotechnical Engineering
NIGP 92555	Inspecting, General/Engineering

Vendor InformationCLOSE WINDOW [Print](#)**Business & Contact Information**

Business Name Christopher B. Burke Engineering, Ltd.
Contact Person Sherry Sporina
Address 9575 W. Higgins Road, Suite 600
 > [Map This Address](#) Rosemont, IL 60018
Phone 847-823-0500
Fax 847-823-0520
Email ssporina@cbbel.com
System Vendor Number 20316284
Next Renewal 5/19/2018

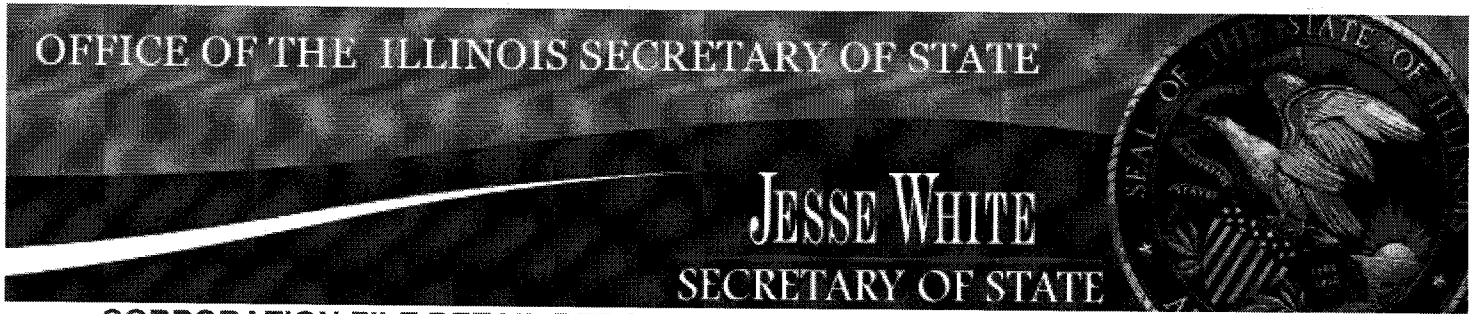
Classifications

Small Business Set-Aside Program (SBSP) Registered No
Registering as a Prime & Subcontractor

NIGP Codes

NIGP Code	Description
NIGP 925	Engineering Services, Professional

RR-14-4222



CORPORATION FILE DETAIL REPORT

File Number	55761213		
Entity Name	BOWMAN BARRETT & ASSOCIATES, INC.		
Status	ACTIVE		
Entity Type	CORPORATION	Type of Corp	DOMESTIC BCA
Incorporation Date (Domestic)	12/08/1989	State	ILLINOIS
Agent Name	TERRY L ENGEL	Agent Change Date	01/28/1999
Agent Street Address	225 W WASHINGTON ST SUITE 1700	President Name & Address	JAMES DAUM 130 E RANDOLPH ST CHICAGO 60601
Agent City	CHICAGO	Secretary Name & Address	LOUIS BOWMAN 130 E RANDOLPH ST CHICAGO 60601
Agent Zip	60606	Duration Date	PERPETUAL
Annual Report Filing Date	12/01/2017	For Year	2017

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OTHER SERVICES

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Gomez, Graciela

From: Gomez, Graciela
Sent: Monday, April 16, 2018 10:55 AM
To: Gomez, Graciela
Subject: Bowman, Barrett & Associates, Inc. _ FEIN [REDACTED] Contract No RR-14-4222

OCIS CICIOCP1 OFFSET CONTRACT INQUIRY 10:53 04/16/18

ACTION: S

VENDOR NUMBER= *** [REDACTED] OFFSET: 00 OF 00
VENDOR NAME: *
CLAIMING AGENCY NUMBER: *
CLAIMING AGENCY NAME: *
CLAIMING AGENCY PHONE NUMBER: *

DISCLAIMER:

AS OF 04/16/18 AT 10:53 OUR INVOLUNTARY WITHHOLDING SYSTEM DOES NOT HAVE AN ACTIVE CLAIM AGAINST VENDOR NUMBER *** [REDACTED] PLEASE BE ADVISED THAT OUR SYSTEM ONLY CONTAINS CLAIMS FILED BY STATE AGENCIES PURSUANT TO 15 ILCS 405/10.05. A VENDOR MAY BE DELIQUENT IN A DEBT TO THE STATE OF ILLINOIS, BUT THE DEBT MAY NOT BE RECORDED ON OUR INVOLUNTARY WITHHOLDING SYSTEM.

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Gomez, Graciela

From: Gomez, Graciela
Sent: Monday, April 16, 2018 10:49 AM
To: Gomez, Graciela
Subject: Christopher B. Burke, Engineering, Ltd. _ FEIN [REDACTED] Contract No RR-14-4222

OCIS CICIOCP1 OFFSET CONTRACT INQUIRY 10:48 04/16/18

ACTION: S

VENDOR NUMBER= **** [REDACTED] OFFSET: 00 OF 00
VENDOR NAME: *
CLAIMING AGENCY NUMBER: *
CLAIMING AGENCY NAME: *
CLAIMING AGENCY PHONE NUMBER: *

DISCLAIMER:
AS OF 04/16/18 AT 10:48 OUR INVOLUNTARY WITHHOLDING SYSTEM DOES NOT HAVE AN ACTIVE CLAIM AGAINST VENDOR NUMBER *** [REDACTED] PLEASE BE ADVISED THAT OUR SYSTEM ONLY CONTAINS CLAIMS FILED BY STATE AGENCIES PURSUANT TO 15 ILCS 405/10.05. A VENDOR MAY BE DELIQUENT IN A DEBT TO THE STATE OF ILLINOIS, BUT THE DEBT MAY NOT BE RECORDED ON OUR INVOLUNTARY WITHHOLDING SYSTEM.

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Gomez, Graciela

From: Gomez, Graciela
Sent: Monday, April 16, 2018 10:51 AM
To: Gomez, Graciela
Subject: EFK Moen, LLC_FEIN [REDACTED] Contract No RR-17-4222

OCIS CICIOCP1 OFFSET CONTRACT INQUIRY 10:50 04/16/18

ACTION: S

VENDOR NUMBER= **** * [REDACTED] OFFSET: 00 OF 00
VENDOR NAME: *
CLAIMING AGENCY NUMBER: *
CLAIMING AGENCY NAME: *
CLAIMING AGENCY PHONE NUMBER: *

DISCLAIMER:

AS OF 04/16/18 AT 10:50 OUR INVOLUNTARY WITHHOLDING SYSTEM DOES NOT HAVE AN ACTIVE CLAIM AGAINST VENDOR NUMBER *** [REDACTED] PLEASE BE ADVISED THAT OUR SYSTEM ONLY CONTAINS CLAIMS FILED BY STATE AGENCIES PURSUANT TO 15 ILCS 405/10.05. A VENDOR MAY BE DELIQUENT IN A DEBT TO THE STATE OF ILLINOIS, BUT THE DEBT MAY NOT BE RECORDED ON OUR INVOLUNTARY WITHHOLDING SYSTEM.

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Gomez, Graciela

From: Gomez, Graciela
Sent: Monday, April 16, 2018 10:52 AM
To: Gomez, Graciela
Subject: Frega Associates _ FEIN [REDACTED] Contract No 36-2734512

OCIS CICIOCP1 OFFSET CONTRACT INQUIRY 10:51 04/16/18

ACTION: S

VENDOR NUMBER= *** [REDACTED] OFFSET: 00 OF 00
VENDOR NAME: *
CLAIMING AGENCY NUMBER: *
CLAIMING AGENCY NAME: *
CLAIMING AGENCY PHONE NUMBER: *

DISCLAIMER:

AS OF 04/16/18 AT 10:51 OUR INVOLUNTARY WITHHOLDING SYSTEM DOES NOT HAVE AN ACTIVE CLAIM AGAINST VENDOR NUMBER ** [REDACTED] PLEASE BE ADVISED THAT OUR SYSTEM ONLY CONTAINS CLAIMS FILED BY STATE AGENCIES PURSUANT TO 15 ILCS 405/10.05. A VENDOR MAY BE DELIQUENT IN A DEBT TO THE STATE OF ILLINOIS, BUT THE DEBT MAY NOT BE RECORDED ON OUR INVOLUNTARY WITHHOLDING SYSTEM.

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Gomez, Graciela

From: Gomez, Graciela
Sent: Monday, April 16, 2018 10:53 AM
To: Gomez, Graciela
Subject: Sanchez & Associates, PC - FEIN [REDACTED] Contract No 20-2703329

OCIS CICIOCP1 OFFSET CONTRACT INQUIRY 10:52 04/16/18

ACTION: S

VENDOR NUMBER= ** [REDACTED] OFFSET: 00 OF 00
VENDOR NAME: *
CLAIMING AGENCY NUMBER: *
CLAIMING AGENCY NAME: *
CLAIMING AGENCY PHONE NUMBER: *

DISCLAIMER:
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Gomez, Graciela

From: Gomez, Graciela
Sent: Monday, April 16, 2018 10:50 AM
To: Gomez, Graciela
Subject: Wang Engineering, Inc. _ FEIN [REDACTED] Contract No RR-14-4222

OCIS CICIOCP1 OFFSET CONTRACT INQUIRY 10:49 04/16/18

ACTION: S

VENDOR NUMBER= **** [REDACTED] OFFSET: 00 OF 00
VENDOR NAME: *
CLAIMING AGENCY NUMBER: *
CLAIMING AGENCY NAME: *
CLAIMING AGENCY PHONE NUMBER: *

DISCLAIMER:

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DESIGN SECTION ENGINEER
FIRST SUPPLEMENTAL AGREEMENT

The Board of Directors, on the 26th day of **April, 2018**, authorized this **FIRST SUPPLEMENTAL AGREEMENT** to be entered into by and between THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY, an instrumentality and administrative agency of the State of Illinois, hereinafter sometimes referred to as "TOLLWAY", and **BOWMAN, BARRETT & ASSOCIATES, INC.**, a **corporation** authorized and existing within the laws of the State of Illinois, hereinafter sometimes referred to as "DESIGN SECTION ENGINEER".

WITNESSETH:

WHEREAS, the TOLLWAY selected the DESIGN SECTION ENGINEER from **PSB 14-3, Item 2**, and DESIGN SECTION ENGINEER entered into an agreement on **July 23, 2015**, to provide design section engineering services (hereinafter "Services") for Contract No. **RR-14-4222** for **Bridge Rehabilitation/Reconstruction on the Tri-State Tollway (I-294) mile Post 26.6 (Burlington Northern Santa Fe (BNSF) Railroad Bridge)**; and

WHEREAS, additional supplemental Services are necessary due to the increased scope of the work; and

WHEREAS, DESIGN SECTION ENGINEER has submitted a proposal dated **April 1, 2018**, a copy of which is attached hereto as Exhibit "1", to provide said additional Services, and it is in the best interest of the TOLLWAY to accept said proposal.

NOW, THEREFORE, in consideration of the mutual covenants hereinafter contained, the parties hereto mutually covenant and agree as follows:

ARTICLE I

General Provisions

Except as modified or changed herein, all terms, provisions and conditions contained in the original agreement between the TOLLWAY and the DESIGN SECTION ENGINEER dated **July 23, 2015** ("Original Agreement") and commonly referred to as Contract No. **RR-14-4222**, shall govern this agreement and be in full force and effect, however, any changes to multipliers, unit costs, prices and/or rates of compensation shall only be applied to Services rendered solely under this Supplement pursuant to changes in the scope of work. The supplemental proposal attached as Exhibit "1" is hereby made a part of this Supplemental Agreement.

ARTICLE II

Time of Performance

The DESIGN SECTION ENGINEER shall perform the services herein in accordance with the schedule included at Exhibit "A" in the attached proposal.

ARTICLE III

Reaffirmation of Original Agreement

All covenants and agreements contained in the Original Agreement made and entered into by and between the TOLLWAY and DESIGN SECTION ENGINEER and all prior Supplemental Agreements, if any, to provide Services for Contract No. **RR-14-4222 for Bridge Rehabilitation/Reconstruction on the Tri-State Tollway (I-294) mile Post 26.6 (Burlington Northern Santa Fe (BNSF) Railroad Bridge)** are reaffirmed and shall govern this Agreement as if fully set forth herein, it being the intent that this Agreement shall be a supplement to said agreement(s).

ARTICLE IV

Record Retention and Audit

In compliance with the Illinois Procurement Code (30 Ill. Comp. Stat. 500/20-65) and rules promulgated thereunder, every CONTRACT for goods and services shall provide that the contractor shall maintain certain records, books and documents.

The DESIGN SECTION ENGINEER shall maintain in the State of Illinois, for a minimum of five years from the latter of the date of completion of the CONTRACT or the date of final payment under the CONTRACT, adequate books, records, and supporting documents from an accounting system maintained in accordance with generally accepted accounting principles to verify the amounts, recipients, uses and methods of all disbursements of funds passing in conjunction with the CONTRACT. The five year record maintenance period shall be extended for the duration of any audit in progress at the time of that period's expiration. The DESIGN SECTION ENGINEER shall at its own expense make such records available in a timely manner for inspection and audit (including copies and extracts of records) as required by the Auditor General and other State Auditors, the Chief Procurement Officer for General Services, the Illinois Department of Transportation, and the TOLLWAY's Inspector General, Internal Audit or other TOLLWAY agents at all reasonable times and without prior notice. For purposes of this section, "timeliness" will be considered production within the time period specified by the Auditor General and other State Auditors, the Chief Procurement Officer for General Services, the Illinois Department of Transportation and the TOLLWAY's Inspector General, Internal Audit or other TOLLWAY agents, but no later than thirty days after a request for records being made unless otherwise agreed to by the parties. The DESIGN SECTION ENGINEER agrees to cooperate fully with any audit conducted by the Auditor General and other State Auditors, the Chief Procurement Officer for General Services, the Illinois Department of Transportation and the TOLLWAY's Inspector General, Internal Audit or other TOLLWAY agents, and to provide full access to all relevant materials. The auditors reserve the right to enter the DESIGN SECTION ENGINEER's place of business in order to audit the records. If they are not produced in a timely manner by the DESIGN SECTION ENGINEER, then the DESIGN SECTION ENGINEER shall reimburse the TOLLWAY or other State agency for the travel

expenses of its auditors in the event that this right is invoked.

The obligations of this Section shall be explicitly included in any subcontracts or agreements formed between the DESIGN SECTION ENGINEER and any subcontractors or suppliers of goods and services to the extent that those subcontracts or agreements relate to fulfillment of the DESIGN SECTION ENGINEER's obligations to the TOLLWAY. Such subcontractor shall be required to comply with the terms and conditions of this Section and the TOLLWAY shall be entitled to enforce a breach of that contract.

Any audit adjustment will be submitted on a final invoice for any underpayment or overpayment to the DESIGN SECTION ENGINEER or its subcontractors. The DESIGN SECTION ENGINEER shall promptly reimburse the TOLLWAY for any overpayment, or the TOLLWAY at its option may deduct any overpayment from any funds due the DESIGN SECTION ENGINEER, whether those funds are due under this contract or other contracts to which the DESIGN SECTION ENGINEER is a party either directly with the TOLLWAY or as a subcontractor. In the event the DESIGN SECTION ENGINEER fails or refuses to reimburse the TOLLWAY for an overpayment, the DESIGN SECTION ENGINEER shall be responsible for all costs, including attorney fees, incurred by the TOLLWAY to collect such overpayment.

Failure to maintain or make available the books, records, and supporting documents required by this Section shall establish a presumption in favor of the TOLLWAY for recovery of any funds paid by the TOLLWAY under the contract for which adequate books, records and supporting documentation are not available to support their purported disbursement.

The DESIGN SECTION ENGINEER shall reimburse the TOLLWAY for the total costs of an audit that identifies significant findings that would benefit the TOLLWAY, including but not limited to reasonable attorney's fees and other expenses. Significant findings for the purposes of this provision shall be identified as an amount in excess of \$50,000 in aggregate of the audit report or findings of material performance or compliance deficiencies.

If the DESIGN SECTION ENGINEER fails to comply with these requirements, the DESIGN SECTION ENGINEER may be disqualified or suspended from bidding on or working on future contracts.

ARTICLE V

Compensation

The upper limit of compensation for said supplemental Services for Contract No. **RR-14-4222 for Bridge Rehabilitation/Reconstruction on the Tri-State Tollway (I-294) mile Post 26.6 (Burlington Northern Santa Fe (BNSF) Railroad Bridge)** performed by the DESIGN SECTION ENGINEER under the Original Agreement and including the services set forth herein, is hereby increased from **\$5,690,617.75** by **\$1,200,503.73** to **\$6,891,121.51**.

ARTICLE VI

Report of a Change in Circumstances

The DESIGN SECTION ENGINEER agrees to report to the TOLLWAY as soon as practically possible, but no later than 21 days following any change in facts or circumstances that might impact the DESIGN SECTION ENGINEER's ability to satisfy its legal or contractual responsibilities and obligations under this contract. Required reports include, but are not limited to changes in the DESIGN SECTION ENGINEER's Certification/Disclosure Forms, the DESIGN SECTION ENGINEER's IDOT pre-qualification, or any certification or licensing required for this project. Additionally, the DESIGN SECTION ENGINEER agrees to report to the Tollway within the above timeframe any arrests, indictments, convictions or other matters involving the DESIGN SECTION ENGINEER, or any of its principals, that might occur while this contract is in effect. This reporting requirement does not apply to common offenses, including but not limited to minor traffic/vehicle offenses.

Further, the DESIGN SECTION ENGINEER agrees to incorporate substantially similar reporting requirements into the terms of any and all subcontracts relating to work performed under this agreement. The DESIGN SECTION ENGINEER agrees to forward or relay to the Tollway any reports received from subcontractors pursuant to this paragraph within 21 days.

Finally, the DESIGN SECTION ENGINEER acknowledges and agrees that the failure of the DESIGN SECTION ENGINEER to comply with this reporting requirement shall constitute a material breach of contract which may result in this contract being declared void.

ARTICLE VII

EXPATRIATED ENTITIES

Except in limited circumstances, no business or member of a unitary business group, as defined in the Illinois Income Tax Act, shall submit a bid for or enter into a contract with a State agency if that business or any member of the unitary business group is an expatriated entity.

IN WITNESS WHEREOF, the parties hereto have executed this FIRST SUPPLEMENTAL AGREEMENT for RR-14-4222 the day and year first above written.


THE ILLINOIS STATE TOLL
HIGHWAY AUTHORITY


BOWMAN, BARRETT &
ASSOCIATES, INC.

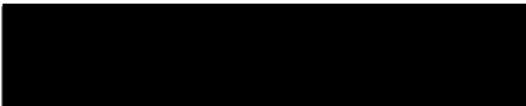
By  5/29/18
Chair/Executive Director - Signature Date
Robert Schillerstrom/Elizabeth Gorman

 4/24/2018
President-Signature Date

JAMES M. DAUM
Printed Name as Signed Above

APPROVED:
 5/22/18
Chief Financial Officer - Signature Date
Michael Colsch

APPROVED:
 5/22/18
Acting General Counsel - Signature Date
Elizabeth Oplawski

Approved as to Form and Constitutionality
 5-21-2018
Attorney General, State of Illinois - Robert Lane - Signature Date

**PROPOSAL
TO THE
ILLINOIS STATE TOLL HIGHWAY AUTHORITY
FOR SUPPLEMENTAL DESIGN SECTION ENGINEER SERVICES**

FOR CONTRACT NUMBER RR-14-4222

This proposal, dated April 1, 2018, is submitted by Bowman, Barrett & Associates Inc. of Chicago, IL for Design Section Engineer's Service.

DESCRIPTION/LOCATION OF DESIGN SECTION

The location of the construction Contract RR-14-4222 for which we propose to provide Design Section Engineering Services is M.P. 26.6 of the Tri-State (I-294) Tollway, in Cook County (Counties), Illinois.

REAFFIRMATION OF ORIGINAL AGREEMENT

All terms of the original agreement and any amendments thereto are hereby reaffirmed except as herein modified.

SCOPE OF SUPPLEMENTAL DESIGN ENGINEERING SERVICES

The Supplemental Engineering Services, more fully detailed in *Exhibit F*, attached hereto, will be executed in conformance with the terms contained in the original agreement for DESIGN SECTION ENGINEER's Services except where herein modified.

FEE PROPOSAL

The DESIGN SECTION ENGINEER shall be compensated for these Supplemental Engineering Services on the following basis:

**PAYROLL COST TIMES A MULTIPLIER, PLUS REIMBURSEMENT OF
CERTAIN DIRECT EXPENSES, WITH AN UPPER LIMIT OF COMPENSATION.**

PAYROLL COSTS AND MULTIPLIER - During the course of the project, compensation shall be equal to Actual Direct Labor Costs (less overtime premium) multiplied by a factor of 2.80 to compensate for **Payroll Burden and Fringe Costs, Overhead and Miscellaneous Indirect Costs, and Profit**. This factor shall be used for periodic invoicing during the project.

AGREEMENT LIMITS

The following limits contained in the existing agreement are amended as follows:

The Upper Limit Compensation shall be increased

from \$ 5,690,617.78 by \$ 1,200,503.73 to \$ 6,891,121.51.

RECORD RETENTION AND AUDIT - In compliance with the Illinois Procurement Code (30 Ill. Comp. Stat. 500/20-65) and rules promulgated thereunder, every CONTRACT for goods and services shall provide that the contractor shall maintain certain records, books and documents.

The DESIGN SECTION ENGINEER shall maintain in the State of Illinois, for a minimum of five years from the latter of the date of completion of the CONTRACT or the date of final payment under the CONTRACT, adequate books, records, and supporting documents from an accounting system maintained in accordance with generally accepted accounting principles to verify the amounts, recipients, uses and methods of all disbursements of funds passing in conjunction with the CONTRACT. The five year record maintenance period shall be extended for the duration of any audit in progress at the time of that period's expiration. The DESIGN SECTION ENGINEER shall at its own expense make such records available in a timely manner for inspection and audit (including copies and extracts of records) as required by the Auditor General and other State Auditors, Chief Procurement Officer, the Illinois Department of Transportation, and the TOLLWAY's Inspector General, Internal Audit or other TOLLWAY agents at all reasonable times and without prior notice. For purposes of this section, "timeliness" will be considered production within the time period specified by the Auditor General and other State Auditors, Chief Procurement Officer, the Illinois Department of Transportation and the TOLLWAY's Inspector General, Internal Audit or other TOLLWAY agents, but no later than thirty days after a request for records being made unless otherwise agreed to by the parties. The DESIGN SECTION ENGINEER agrees to cooperate fully with any audit conducted by the Auditor General and other State Auditors, Chief Procurement Officer, the Illinois Department of Transportation and the TOLLWAY's Inspector General, Internal Audit or other TOLLWAY agents, and to provide full access to all relevant materials. The auditors reserve the right to enter the DESIGN SECTION ENGINEER's place of business in order to audit the records. If they are not produced in a timely manner by the DESIGN SECTION ENGINEER, then the DESIGN SECTION ENGINEER shall reimburse the TOLLWAY or other State agency for the travel expenses of its auditors in the event that this right is invoked.

The obligations of this Section shall be explicitly included in any subcontracts or agreements formed between the DESIGN SECTION ENGINEER and any subcontractors or suppliers of goods and services to the extent that those subcontracts or agreements relate to fulfillment of the DESIGN SECTION ENGINEER's obligations to the TOLLWAY. Such subcontractor shall be required to comply with the terms and conditions of this

Section and the TOLLWAY shall be entitled to enforce a breach of that contract.

Any audit adjustment will be submitted on a final invoice for any underpayment or overpayment to the DESIGN SECTION ENGINEER or its subcontractors. The DESIGN SECTION ENGINEER shall promptly reimburse the TOLLWAY for any overpayment, or the TOLLWAY at its option may deduct any overpayment from any funds due the DESIGN SECTION ENGINEER, whether those funds are due under this contract or other contracts to which the DESIGN SECTION ENGINEER is a party either directly with the TOLLWAY or as a subcontractor. In the event the DESIGN SECTION ENGINEER fails or refuses to reimburse the TOLLWAY for an overpayment, the DESIGN SECTION ENGINEER shall be responsible for all costs, including attorney fees, incurred by the TOLLWAY to collect such overpayment.

Failure to maintain or make available the books, records, and supporting documents required by this Section shall establish a presumption in favor of the TOLLWAY for recovery of any funds paid by the TOLLWAY under the contract for which adequate books, records and supporting documentation are not available to support their purported disbursement.

The DESIGN SECTION ENGINEER shall reimburse the TOLLWAY for the total costs of an audit that identifies significant findings that would benefit the TOLLWAY, including but not limited to reasonable attorney's fees and other expenses. Significant findings for the purposes of this provision shall be identified as an amount in excess of \$50,000 in aggregate of the audit report or findings of material performance or compliance deficiencies.

If the DESIGN SECTION ENGINEER fails to comply with these requirements, the DESIGN SECTION ENGINEER may be disqualified or suspended from bidding on or working on future contracts.

INVOICES - INVOICES will be submitted monthly on forms provided to the DESIGN SECTION ENGINEER at the start of the project. The invoice cutoff date will coincide with the Monthly Progress Report. All payroll documentation and costs relating to this project will be available for audit by the TOLLWAY upon request.

INVOICES for services performed and expenses incurred through December 31st must be submitted to the TOLLWAY no later than February 28th of the subsequent year. The DESIGN SECTION ENGINEER expressly acknowledges that the TOLLWAY, at its discretion, reserves the right not to honor any delinquent INVOICE if the DESIGN SECTION ENGINEER fails to obtain prior written approval from the Chief Engineering Officer for an alternative INVOICE submission date. DESIGN SECTION ENGINEER will request such approval or an INVOICE submittal extension no later than February 15th.

PARTIAL PAYMENTS

Partial payments to the DESIGN SECTION ENGINEER shall be made in accordance with

the terms of the original agreement except that reference to the Total Estimated Fee and Upper Limit of Compensation, shall be interpreted to be the Amended Total Estimated Fee and Amended Upper Limit of Compensation.

REVISIONS TO SUPPLEMENTAL SCOPE OF WORK

The scope of supplemental work shall be as detailed in **Exhibit F**. All requirements of the SCOPE OF WORK contained in the original agreement for services shall apply to this supplemental work as well.

THIS PROPOSAL FOR SUPPLEMENTAL DESIGN SECTION ENGINEERING
SERVICES FOR

CONTRACT RR-14-4222

SUBMITTED BY:

FIRM NAME: Bowman, Barrett & Associates Inc.

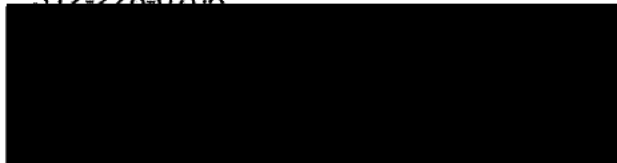
ADDRESS: 130 East Randolph Street, Suite 2650

CITY, STATE &
ZIP CODE: Chicago, IL 60601

TELEPHONE: 312-228-0100

FACSIMILE: 312-228-0706

SIGNED BY:



PRINTED NAME: James M. Daum

TITLE: President



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
5/18/2017

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement.

PRODUCER: Mesirow Insurance Services, Inc. 353 N. Clark St Chicago, IL 60654
CONTACT NAME:
PHONE (A/C, No, Ext): (312) 595-6200
FAX (A/C, No):
E-MAIL ADDRESS:
INSURER(S) AFFORDING COVERAGE: ACE American Insurance Company NAIC #: 22667

COVERAGES CERTIFICATE NUMBER: REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

Table with columns: INSR LTR, TYPE OF INSURANCE, ADDL INSD, SUBR WVD, POLICY NUMBER, POLICY EFF (MM/DD/YYYY), POLICY EXP (MM/DD/YYYY), LIMITS. Includes rows for Commercial General Liability, Automobile Liability, Umbrella Liab, Workers Compensation, and Professional Liab.

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Re: Tollway contract #4222 (BB&A #1303)

CERTIFICATE HOLDER

Illinois State Toll Highway Authority
2700 Ogden Avenue
Downers Grove, IL 60515

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
AUTHORIZED REPRESENTATIVE



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
12/15/2017

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).


PRODUCER Mesirow Insurance Services, Inc. 353 N. Clark St 11th fl Chicago, IL 60654	CONTACT NAME: Megan Jolly PHONE (A/C, No, Ext): (312) 595-6000 E-MAIL ADDRESS: Megan.Jolly@alliant.com	FAX (A/C, No):	
	INSURER(S) AFFORDING COVERAGE		NAIC #
INSURED Bowman, Barrett & Associates 130 E. Randolph Street Chicago, IL 60601	INSURER A: Travelers Property Casualty Company of America		25674
	INSURER B: Travelers Indemnity Company		25658
	INSURER C:		
	INSURER D:		
	INSURER E:		
INSURER F:			

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PROJECT <input type="checkbox"/> LOC OTHER:			6608938M214TIL17	12/14/2017	12/14/2018	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 300,000 MED EXP (Any one person) \$ 10,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000
B	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS			BA8938M214IND17	12/14/2017	12/14/2018	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
A	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED <input checked="" type="checkbox"/> RETENTION \$ 0			CUP4K570132TIL17	12/14/2017	12/14/2018	EACH OCCURRENCE \$ 13,000,000 AGGREGATE \$ 13,000,000
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N	N/A	UM4K57035317	12/14/2017	12/14/2018	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000
A	Property - Special			6608938M214TIL17	12/14/2017	12/14/2018	Contents/ Ded \$2,500 1,600,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Re: BB&A Job 1303, Illinois Tollway Contract No. RR-14-4222, Tri State Tollway, Bridge Rehabilitation/Reconstruction, Burlington Northern Santa Fe (BNSF) Railroad Bridge (MP 26.6). Certificate Holder is additional insured on the General Liability and Auto Liability on a primary/Non Contributory basis as required by written contract per forms CGD414 4/08/CAT474 02/12

CERTIFICATE HOLDER Illinois State Toll Highway Authority 2700 Ogden Avenue Downers Grove, IL 60515	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE 
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BOWMBAR-01

MJOLLY

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
12/15/2017

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Mesirow Insurance Services, Inc. 353 N. Clark St 11th fl Chicago, IL 60654		CONTACT NAME: Megan Jolly	
		PHONE (A/C, No., Ext): (312) 595-6000	FAX (A/C, No.):
		E-MAIL ADDRESS: Megan.Jolly@alliant.com	
		INSURER(S) AFFORDING COVERAGE	NAIC #
INSURED Bowman, Barrett & Associates 130 E. Randolph Street Chicago, IL 60601		INSURER A: Travelers Property Casualty Company of America	25674
		INSURER B: Travelers Indemnity Company	25658
		INSURER C:	
		INSURER D:	
		INSURER E:	
		INSURER F:	

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDITIONAL SUBROGATION	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PROJECT <input type="checkbox"/> LOC OTHER:		6608938M214TIL17	12/14/2017	12/14/2018	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 300,000 MED EXP (Any one person) \$ 10,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000
B	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO ALL OWNED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS		BA8938M214IND17	12/14/2017	12/14/2018	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
A	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB DED <input checked="" type="checkbox"/> RETENTION \$ 0		CUP4K570132TIL17	12/14/2017	12/14/2018	EACH OCCURRENCE \$ 13,000,000 AGGREGATE \$ 13,000,000
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N <input checked="" type="checkbox"/> N <input type="checkbox"/> A	UM4K57035317	12/14/2017	12/14/2018	<input checked="" type="checkbox"/> PER STATUTE OTH-ER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000
A	Property - Special		6608938M214TIL17	12/14/2017	12/14/2018	Contents/ Ded \$2,500 1,600,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Re: Tollway constrct #4222 BB&A #1303. The village of Hinsdale, Village of Western Springs and Western Springs Park District are additional insured on the general liability as required by written contract.

CERTIFICATE HOLDER Illinois State Toll Highway Authority 2700 Ogden Avenue Downers Grove, IL 60515	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE
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Contract Information Sheet

Complete the following information and it will be populated on every exhibit.

Consultant Name: Bowman, Barrett & Associates Inc.

Contract Number: RR-14-4222

Proposal Date: 4/1/2018

Exhibit Pointers Editable cells in each exhibit are underlined in red

Notes and guidance for each exhibit are on the right of the exhibits in yellow text boxes

A full set of instructions to complete the exhibits is available on the Tollway's website

Contract Number: RR-14-4222

Consultant: Bowman, Barrett & Associates Inc.

EXHIBIT A: ESTIMATED TASK WORK HOURS

TASK	MONTHS of YEAR 2018												TOTAL HOURS		
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		Grand Total Exhibit A Hours	
Master Plan															
Concept Plans (30%)															
Phase II Plans				300	200	200	240	240	200	200	100		42	1722	
Meetings, Coordination, General Activities				300	220	220	220	220	200	200	80	24	24	1684	
QA/QC				4	60	70	74	74	20	20	20	6	6	204	
Admin/Management					20	20	20	20	20	20	20			150	
TOTALS				604	500	440	550	480	420	494	200	72	3760		

Contract Number: RR-14-4222

Consultant: Bowman, Barrett & Associates Inc.

EXHIBIT A: ESTIMATED TASK WORK HOURS

TASK	MONTHS of YEAR 2019												TOTAL HOURS		
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec			
Master Plan															
Concept Plans (30%)															
Phase II Plans	116	100	100	100	100	100	100	100							816
Meetings, Coordination, General Activities	60	60	60	60	60	60	60	45							465
QA/QC															
Admin/Management	20	20	20	20	20	20	20	20							160
TOTALS	196	180	180	180	180	180	180	165							1441

Contract No.: RR-14-4222 Consultant: Bowman, Barrett & Associates Inc.

EXHIBIT B: FEE CALCULATIONS

A. DIRECT LABOR (without overtime)

$$\frac{5,201.00}{\text{(Total Work Hours from Exhibit C-2)}} \times \frac{\$ 44.30}{\text{(Average Hourly Rate from Exhibit C-2)}} = \text{TOTAL DIRECT SALARY } \$ 230,404.30$$

Multiplier to be used on this project: 2.80
 Allowable Multiplier = (2.8 DSE) (2.5 or 2.8 CM) (2.5 PMO)

$$\text{DIRECT REGULAR SALARY TIMES MULTIPLIER } \$ 645,132.04$$

B. REIMBURSABLE DIRECT COSTS NOT ELIGIBLE FOR PROFIT

(For Prime Consultant listed above.)

$$\text{TOTAL DIRECT COSTS } \$ 45,000.00$$

C. SERVICES BY OTHERS

Total Allowable Fee DBE/MBE/WBE Subconsultant (from Exhibit H) \$ 382,332.28

Total Allowable Fee Non-DBE/MBE/WBE Subconsultant (from Exhibit H (cont)) \$ 128,039.41

$$\text{TOTAL SERVICES BY OTHERS } \$ 510,371.69$$

D. ADDITIONAL SERVICES (Prime Consultant)

 (Requires prior authorization before use)

ADDITIONAL SERVICES (Subconsultants)

 (Requires prior authorization before use)

$$\text{TOTAL ADDITIONAL SERVICES } \$ -$$

(Requires prior authorization before use)

$$\text{E. MAXIMUM ALLOWABLE FEE (Upper Limit of Compensation)} \quad \underline{\underline{\$ 1,200,503.73}}$$

Contract No.: RR-14-4222

Consultant: Bowman, Barrett & Associates Inc.

Date: 4/1/2018

EXHIBIT C-1: PAYROLL CLASSIFICATION ESCALATION TABLE

CONTRACT TERM: 17 No. OF MONTHS
 SCHEDULED START DATE: 4/1/2018
 RAISE DATE: 1/1/2019
 PERCENT OF RAISE: 0%

ESCALATION PER YEAR Year 1 through 5

4/1/2018	-	12/31/2018	Date	9.0	17.0	52.94%	Factor First Period
1/1/2019	-	8/31/2019	Date	8.0	17.0	47.06%	Escalation Factor Second Period
	-		Date		17.0		Escalation Factor Third Period
	-		Date		17.0		Escalation Factor Fourth Period
	-		Date		17.0		Escalation Factor Fifth Period

ESCALATION PER YEAR Year 6 through 10

	-		Date		17.0		Escalation Factor Sixth Period
	-		Date		17.0		Escalation Factor Seventh Period
	-		Date		17.0		Escalation Factor Eighth Period
	-		Date		17.0		Escalation Factor Ninth Period
	-		Date		17.0		Escalation Factor Tenth Period

The escalation factor for this project is: 100.00%

Contract No.: RR-14-4222

Consultant: Bowman, Barrett & Associates Inc.

Date: 4/1/2018

Escalation Factor: 100.00%

(From Exhibit C-1)

EXHIBIT C-2: DIRECT LABOR CLASSIFICATION MAN-HOURS AND RATES

						DIRECT COST OVERTIME PREMIUM	
						Total Estimated O/T Hours:	Escalated Average Premium Overtime Hourly Rate (See Note C to Right)
						Average Premium O/T Hourly Rate:	Estimated Overtime Hours (Overtime Hours Only) (See Note D to Right)
						Total Overtime Premium:	
Classification Eligible for Premium Overtime?	Tollway MINIMUM Hourly Rate for Classification	Tollway MAXIMUM Hourly Rate for Classification	Average Hourly Rate for Classification (See Note A to Right)	Escalated Average Hourly Rate for Classification (See Note B to Right)	Estimated Work Hours (Including Overtime)	Total Estimated Work Hours:	Escalated Average Premium Overtime Hourly Rate (See Note C to Right)
Tollway MINIMUM Hourly Rate for Classification	Tollway MAXIMUM Hourly Rate for Classification	Average Hourly Rate for Classification (See Note A to Right)	Escalated Average Hourly Rate for Classification (See Note B to Right)	Estimated Work Hours (Including Overtime)	Total Estimated Work Hours:	Average Premium O/T Hourly Rate:	Total Overtime Premium:
No	Principal	\$50.00	\$70.00	\$70.00	160.00	5,201.00	
No	Project Manager	\$40.00	\$70.00	\$70.00	410.00		
No	Senior Engineer/Planner	\$40.00	\$70.00	\$56.50	705.00		
No	Resident Engineer	\$40.00	\$70.00	\$47.33	950.00		
No	Project Engineer/Planner	\$25.00	\$60.00	\$39.83	1,100.00		
No	Staff Engineer/Planner	\$20.00	\$40.00	\$30.75	866.00		
No	Engineer /Accountant	\$20.00	\$60.00	\$34.00	590.00		
No	Senior Technical Specialist	\$25.00	\$60.00	\$41.64	300.00		
No	Technical Specialist	\$15.00	\$50.00				
No	Architect	\$30.00	\$70.00				
No	Really Specialists	\$20.00	\$70.00				
No	Intern	\$8.25	\$20.00	\$20.00	80.00		
No	Admin/Clerical	\$8.25	\$40.00	\$27.50	40.00		

EXHIBIT "1"

Contract No.: RR-14-4222

Consultant: Bowman, Barrett & Associates Inc.

Date: 4/1/2018

Tollway Classification	Consultant Classification (specific to each company)	Consultant Employee Name (SEE NOTE 1 TO RIGHT)	Range per Hour
Principal	Engineer VIII	Anderson, Ross	\$50 - \$70
	Engineer VIII	Daum, James	
Project Manager	Engineer VII	Brescia, Donato	\$40 - \$70
	Engineer VII	Filice, Daniel	
	Engineer VII	Hessenthaler, E.G.	
	Engineer VII	Hosanna, Joseph	
	Engineer VII	Loo, Jason	
	Engineer VII	Moses, D. David	
Senior Engineer/Planner	Engineer VI	Leary, John	\$40 - \$70
	Engineer VI	Rose, Robert	
	Engineer VI	Rudnicki, Richard	
Resident Engineer	Engineer V	Christensen, Jordan	\$40 - \$70
	Engineer V	Coronado, Oscar	
	Engineer V	Kibbons, James	
Project Engineer/Planner	Engineer IV	Adan, Rosalva	\$25 - \$60
	Engineer IV	Crader, Bryan	
	Engineer IV	Cross, Jacob	
	Engineer IV	Issa, Samaan	
	Engineer IV	Lopez, Octavio	
	Engineer IV	Austiff, Calvin	
Staff Engineer/Planner	Engineer I/II	Darckus, Domantas	\$20 - \$40
	Engineer I/II	Starzyk, Josua	
Engineer /Accountant	Engineer III	Kay, Emma	\$20 - \$60
	Engineer III	Rhoades, Christine	
Senior Technical Specialist	CADD Technician III	Davis, Raymond	\$25 - \$60
	CADD Technician III	Panganiban, Eugenie	
	CADD Technician III	Reglos, Marinela	
	Arch/Eng Technicain III	Dersch, C. Edward	

Contract No.: RR-14-4222

Consultant: Bowman, Barrett & Associates Inc.

Date: 4/1/2018

Tollway Classification	Consultant Classification (specific to each company)	Consultant Employee Name (SEE NOTE 1 TO RIGHT)	Range per Hour
	Arch/Eng Technicain III	Mueller, Laura	
	Arch/Eng Technicain II	Kacmarek, Michael	
	Arch/Eng Technicain II	Kalinin, Igor	
	Inspector II	Barrett, Thomas	
	Inspector II	Heide Christian	
Technical Specialist			\$15 - \$50
Architect			\$30 - \$70
Realty Specialists			\$20 - \$70
Intern	Intern	TBD	\$8.25 - \$20
Admin/Clerical	Administrative Assistant	Mott, Margaret	\$8.25 - \$40

EXHIBIT D

REIMBURSABLE DIRECT COSTS - WORKSHEET ESTIMATES

- A. **VEHICLE REIMBURSEMENT - rate based on link below**
<http://www2.illinois.gov/cms/Employees/travel/Pages/TravelReimbursement.aspx>

- B. **ALLOWABLE DIRECT COSTS - based on link below**
https://www.illinoistollway.com/documents/20184/238673/LG_TOLLWAY_XX_ALLOWABLEDIRECTCOSTS_12132013.PDF/b3dab3

- C. **ITEMIZED DIRECT COSTS - For any expense not included in the Allowable Direct Costs list, written permission must be received from the Chief Engineer prior to its inclusion. List those below:**

DIRECT COST CATEGORY

TOTAL DIRECT COSTS (Vehicles, Allowable and Itemized) \$ 45,000.00

ALLOWABLE DIRECT COSTS

10.01.2013

Effective for contracts awarded on or after October 1, 2013, the following costs are allowable when requested by the Department and included in the contract. The costs are allowable when it is customary for the firm to bill for the cost and it can be itemized in the firm's billing and accounting systems.

Per Diem	State Rate (Maximum)
Lodging	State Rate (Maximum)
Air Fare	Coach Rate with 2 weeks advance purchase
Vehicles	
Mileage	State Rate* (Maximum)
Vehicle Rental	\$55/day (Maximum)
Leased / Company-Owned Vehicles (does not include personal vehicles, not owned by the company)	\$65/day
Vehicle Half-day Rate	\$32.50/half day
Parking	Actual Cost
Tolls	Actual Cost
Overtime	Premium portion
Film and Film Processing**	Actual Cost
Overnight Delivery/Postage Courier Service	Actual Cost
Copies of Deliverables and Mylars	Actual Cost
Specific Insurance – required for project	Actual Cost
CADD	Actual Costs (Maximum of \$15.00/Hr)
Monuments – Permanent	Actual Cost
Payment for Newspaper Ads	Actual Cost
Web Site	Actual Cost
Facility Rental for Public Meetings & Exhibits/Rendering & AV Equipment/Transcriptions	Actual Cost
Recording Fees	Actual Cost
Courthouse Fees	Actual Cost
Testing of Soil Samples	Actual Cost
Lab Services (excluding Phase III normal construction inspection such as beam breaks, cylinder breaks, pavement cores)	Actual Cost
Equipment rental specific for project (snooper for bridge inspection, noise meter, etc.)	Actual Cost
Specialized equipment – on an as needed basis with prior approval	Actual Cost
Traffic Systems	Actual Cost
Storm sewer cleaning and televising	Actual Cost
Traffic control and protection	Actual Cost
Aerial photography and mapping	Actual Cost
Utility exploratory trenching	Actual Cost

ALLOWABLE DIRECT COSTS

- *website for State Reimbursement Rates
<http://www2.illinois.gov/cms/Employees/travel/Pages/TravelReimbursement.aspx>
- **Use of digital cameras verses film cameras is encouraged when firms own digital cameras and the discussion of their use will be part of the negotiations. Film & copies will be reimbursed at actual costs.
- On all agreements authorization after January 1, 2005, GPS Equipment is considered a "tool of the trade."

Contract No.: RR-14-4222

Consultant: Bowman, Barrett & Associates Inc.

EXHIBIT E - KEY PROJECT PERSONNEL

Project Principal: James Daum, PE

Project Manager: Daniel Filice, PE, SE

Project Engineer: D. David Moses, PE

Resident Engineer: _____

Documentation Engineer: _____

Project Civil Engineer: James Kibbons, PE

Project Structural Engineer: John Leary, PE, SE

Project Drainage Engineer: _____

Senior Engineer: _____

Others: Name: Ross Anderson, PE

Classification: Engineer VIII

Name: Joseph Hosanna, SE

Classification: Engineer VII

Name: _____

Classification: _____

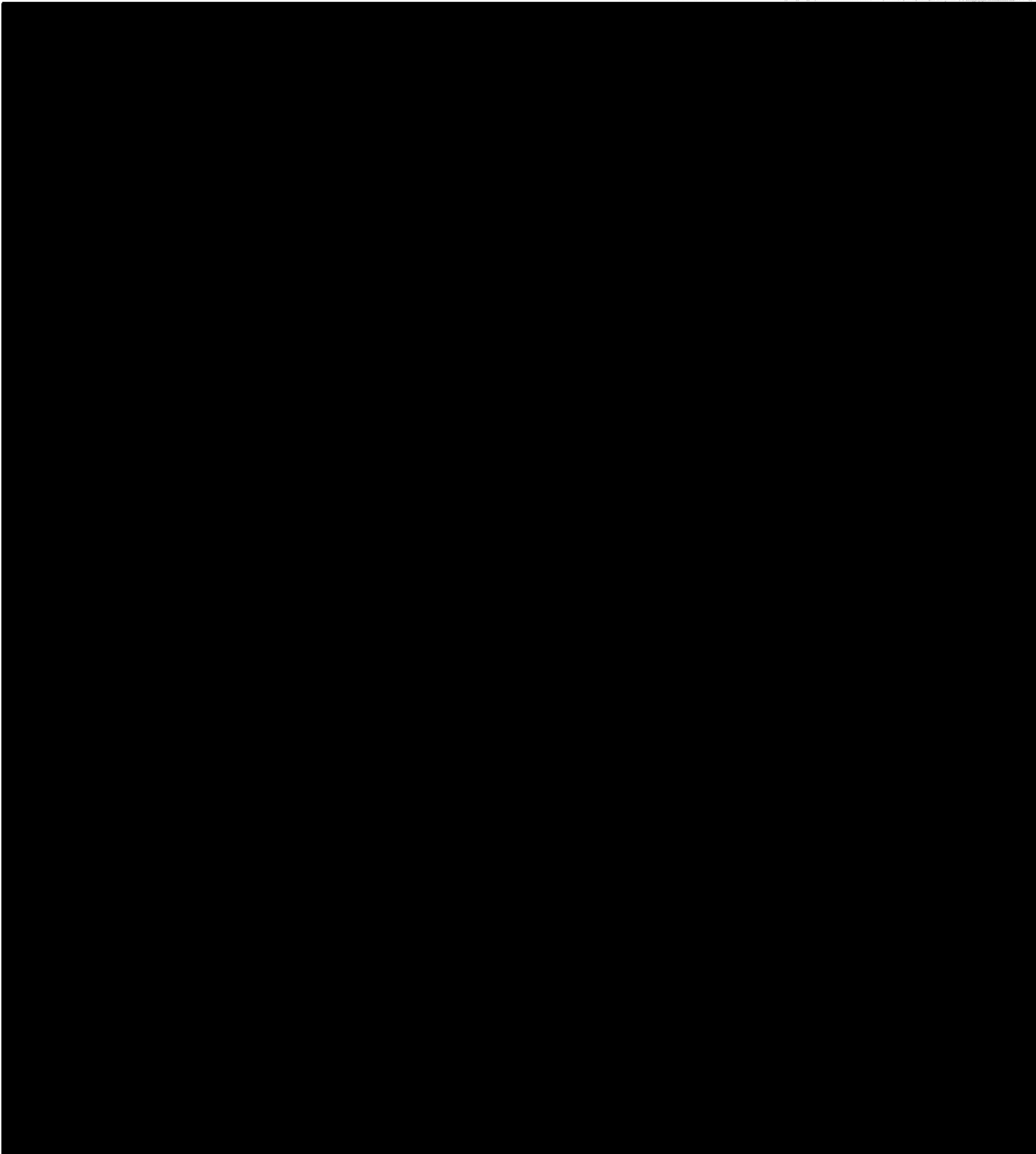
Name: _____

Classification: _____

Ross Anderson, PE
Senior Vice President



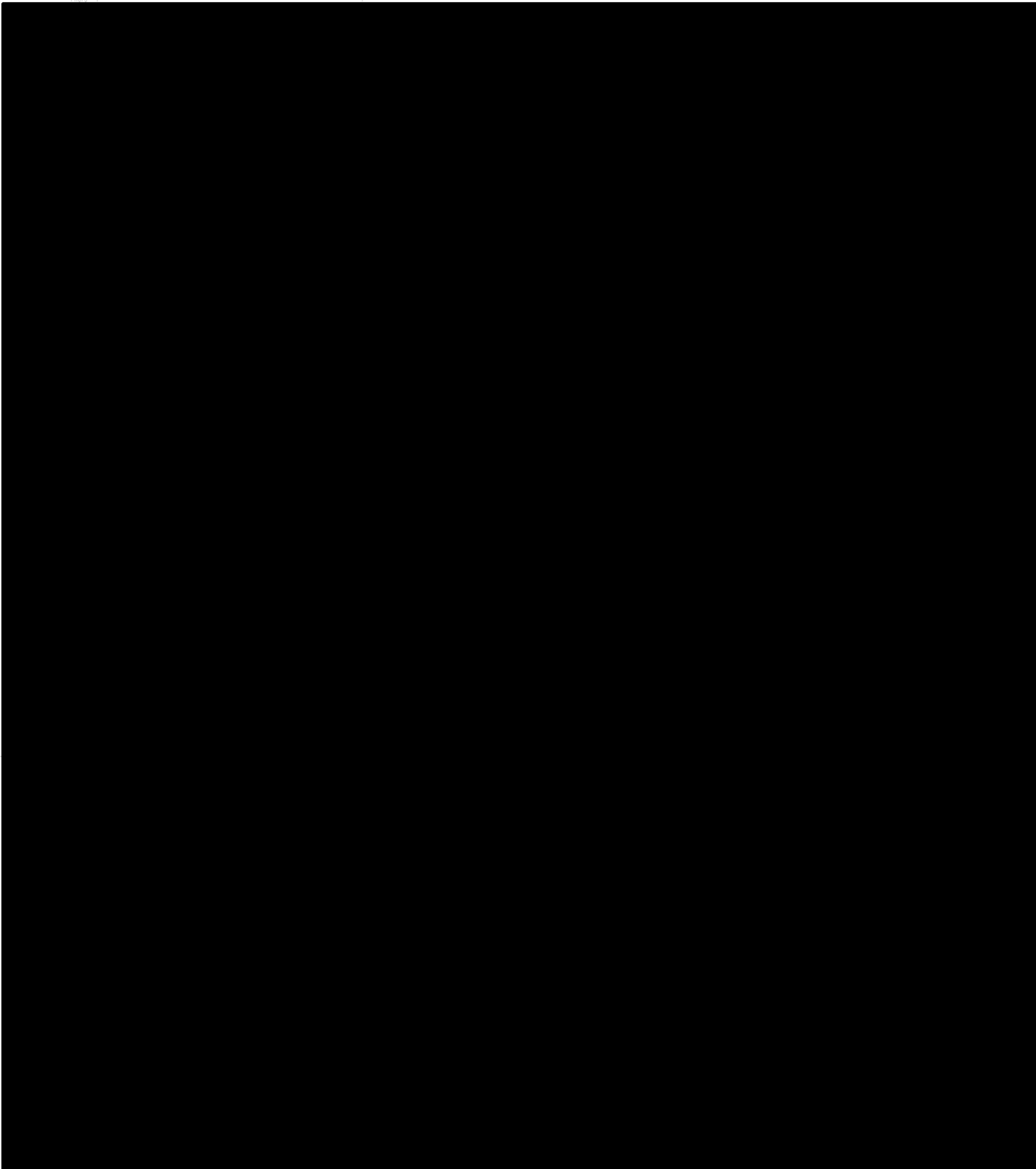
**BOWMAN, BARRETT
& ASSOCIATES INC**
CONSULTING ENGINEERS



Ross Anderson, PE
Senior Vice President



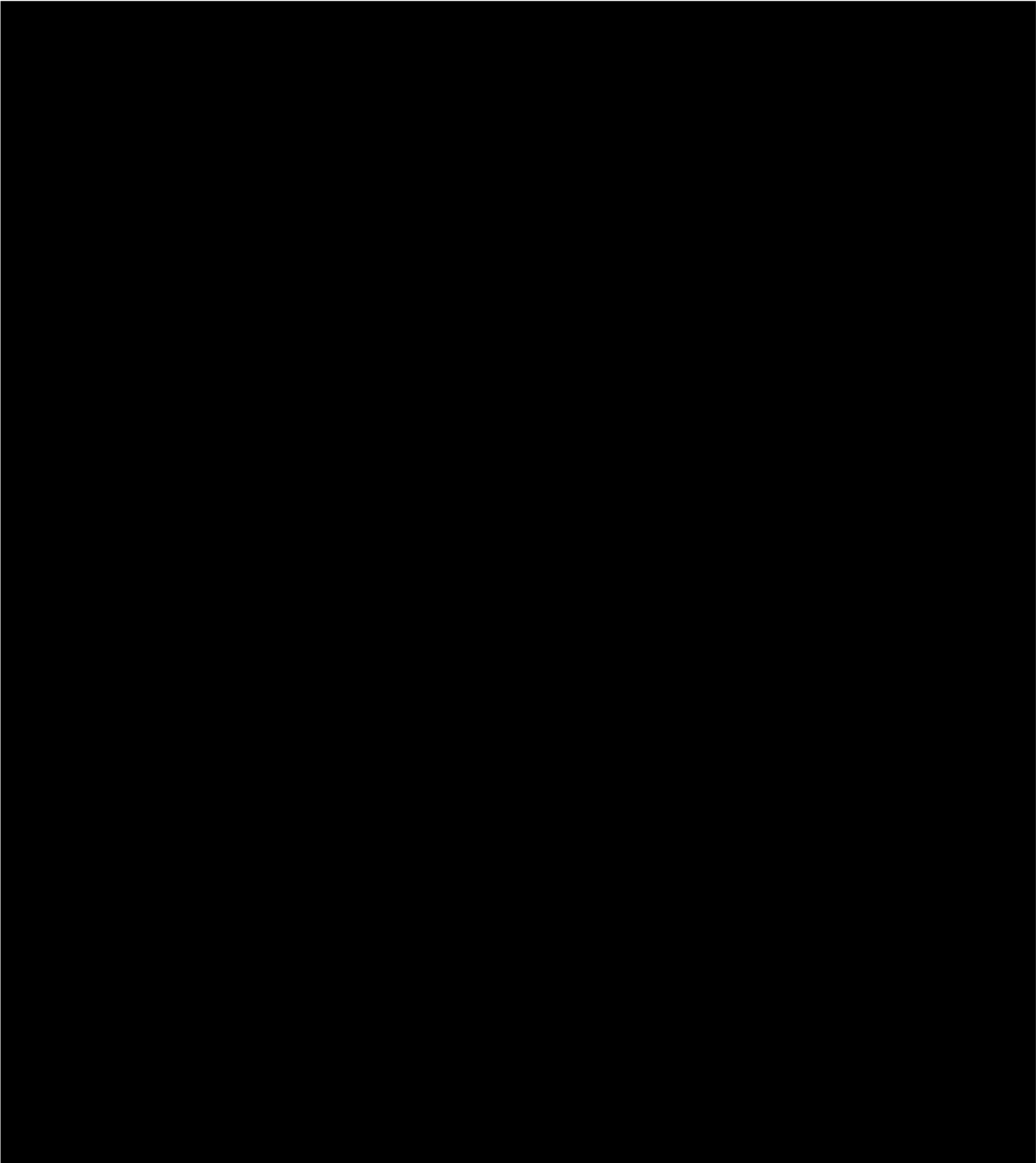
**BOWMAN, BARRETT
& ASSOCIATES INC**
CONSULTING ENGINEERS



James Daum, PE
Project Principal



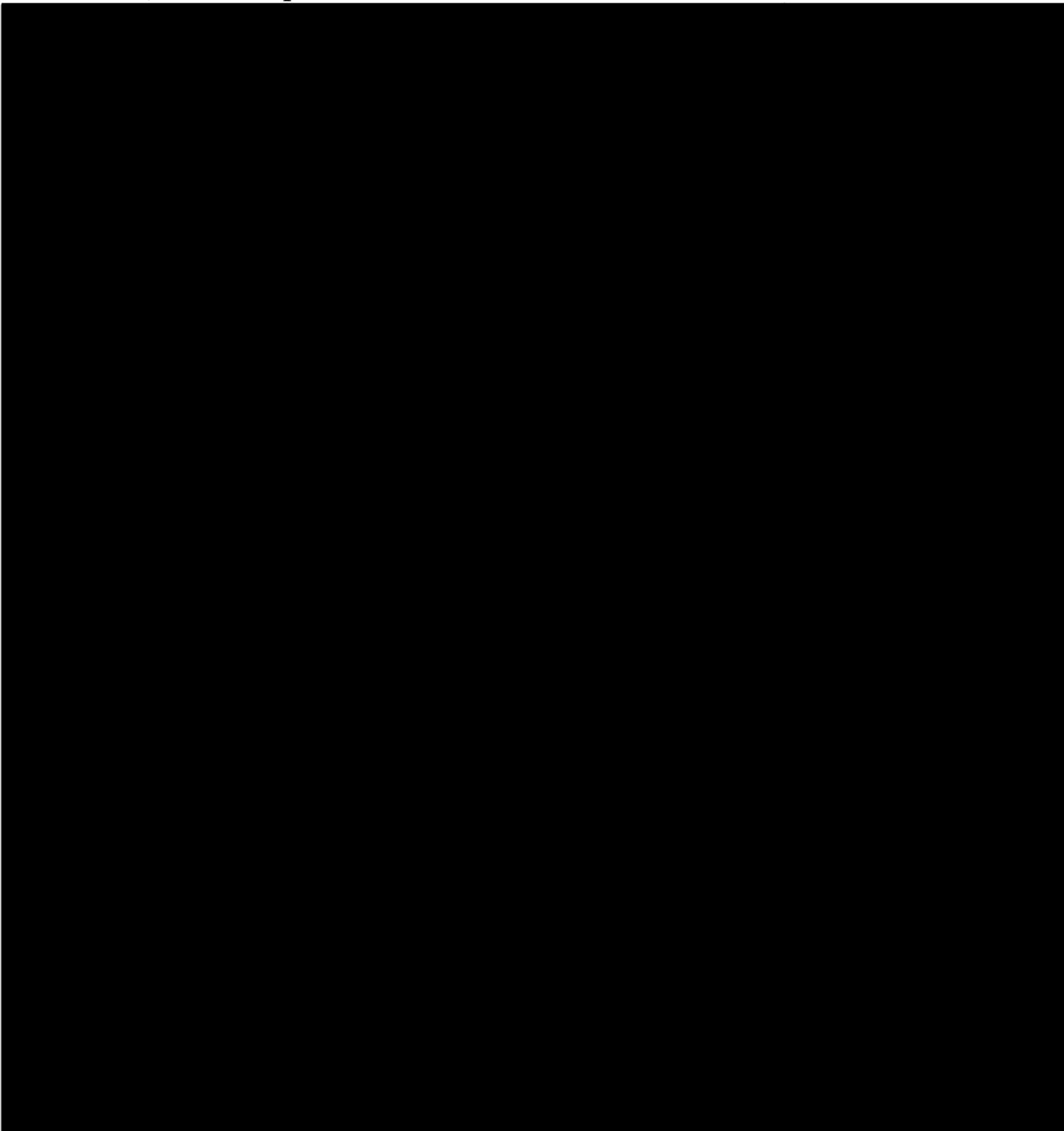
**BOWMAN, BARRETT
& ASSOCIATES INC**
CONSULTING ENGINEERS



James Daum, PE
Project Principal



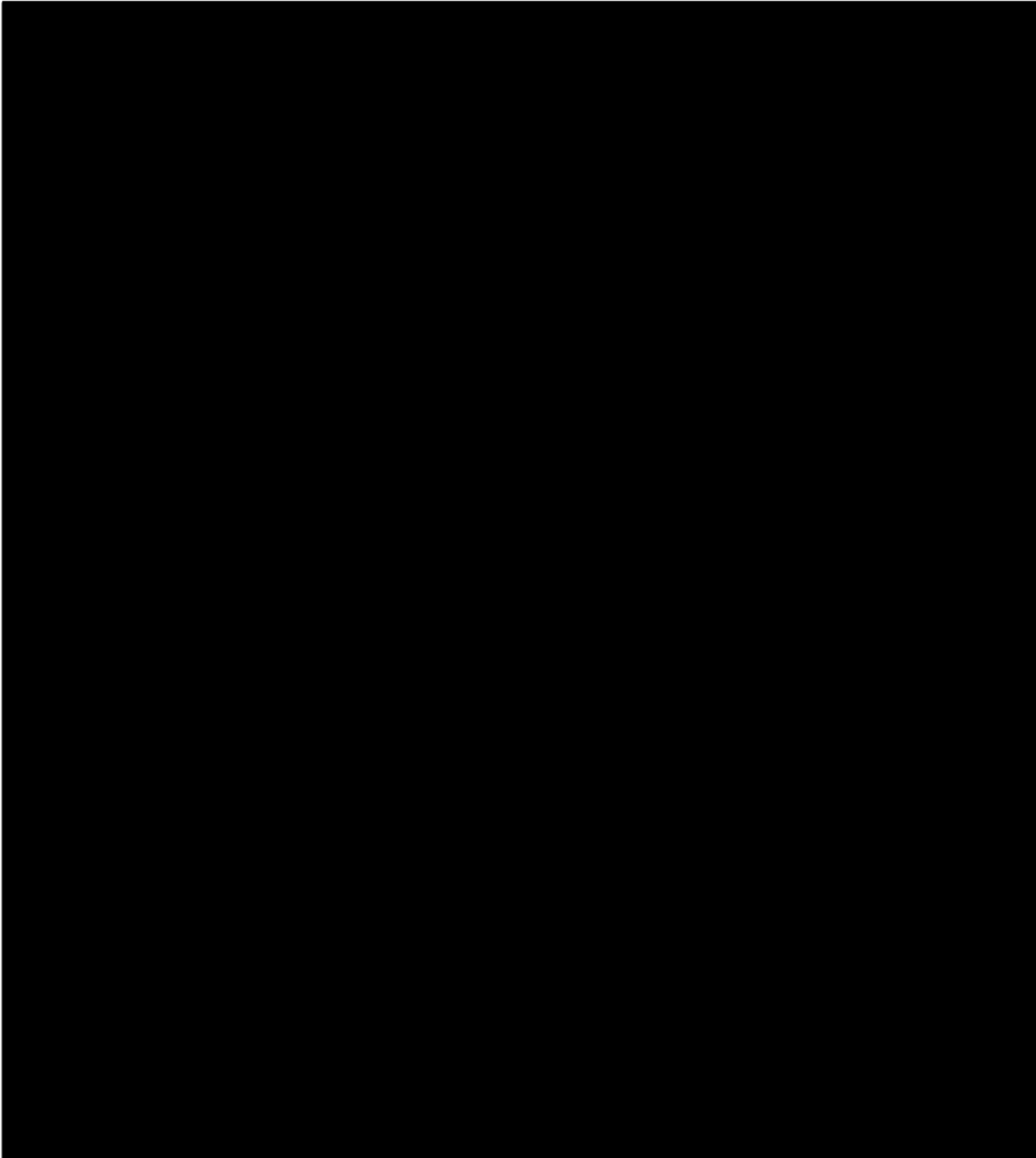
**BOWMAN, BARRETT
& ASSOCIATES INC**
CONSULTING ENGINEERS



Daniel Filice, PE, SE
Project Manager



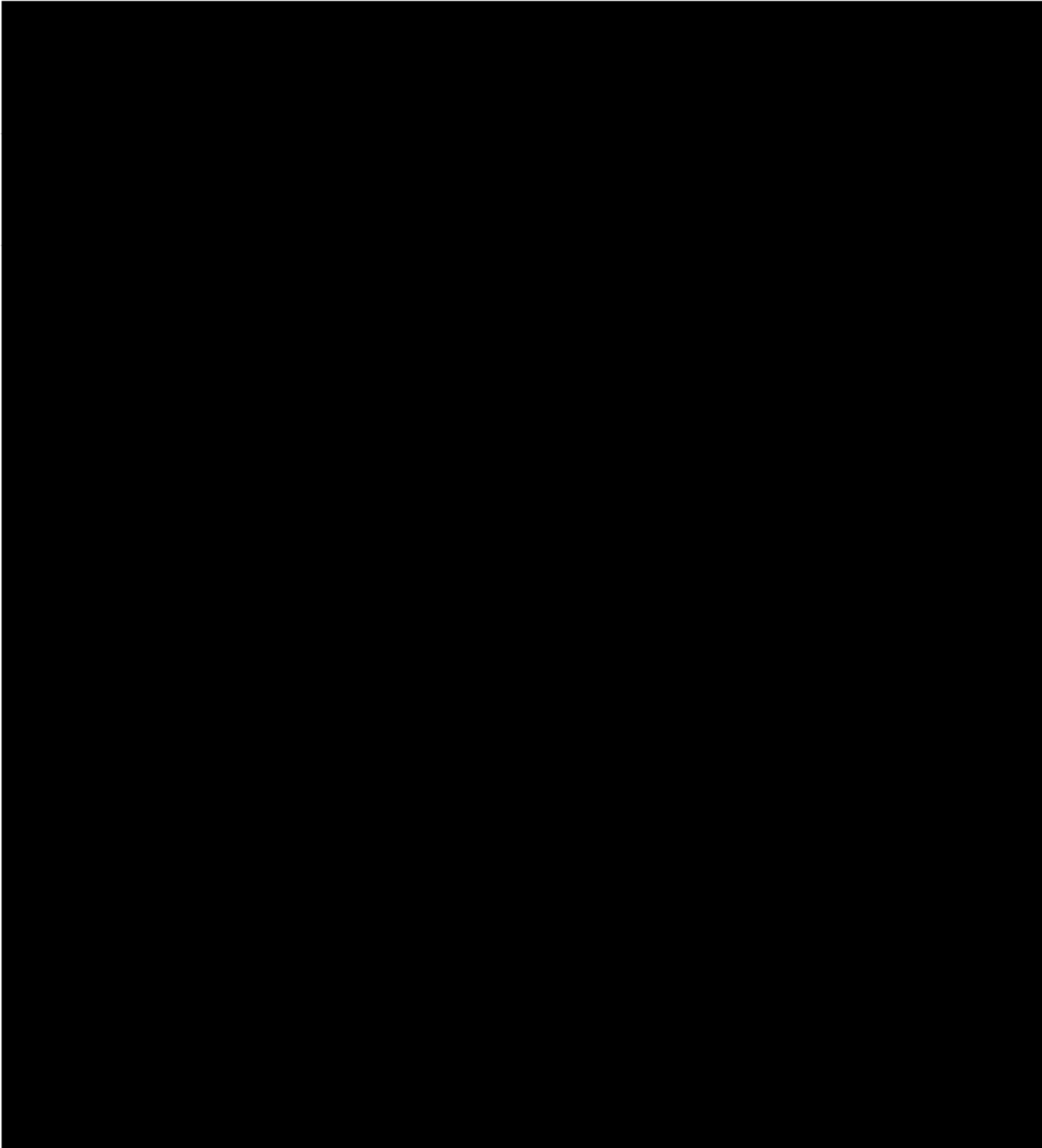
**BOWMAN, BARRETT
& ASSOCIATES INC**
CONSULTING ENGINEERS



Daniel Filice, PE, SE
Project Manager



**BOWMAN, BARRETT
& ASSOCIATES INC**
CONSULTING ENGINEERS



Joseph J. Hosanna, SE
Vice President

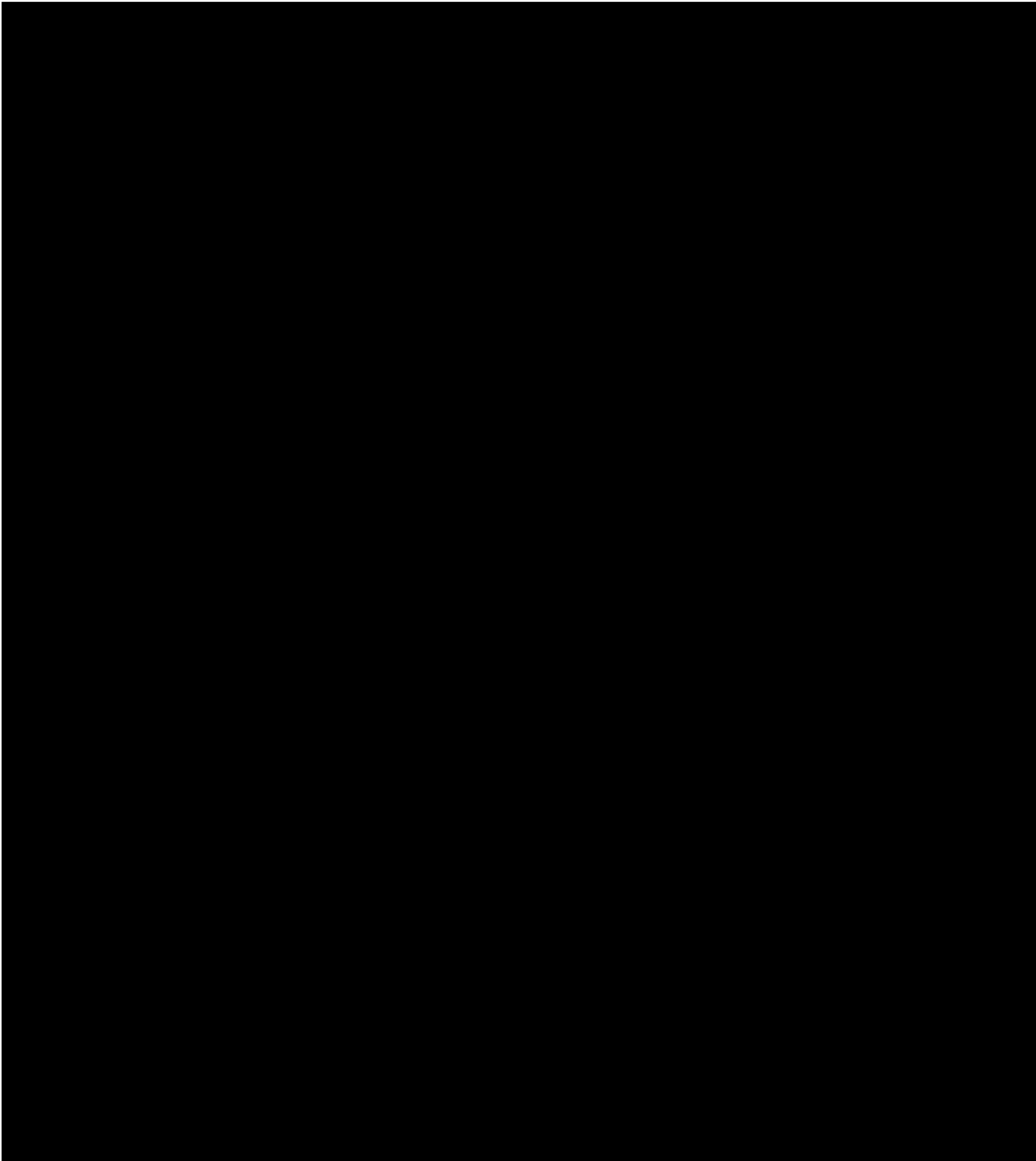


**BOWMAN, BARRETT
& ASSOCIATES INC**
CONSULTING ENGINEERS

Joseph J. Hosanna, SE
Vice President



**BOWMAN, BARRETT
& ASSOCIATES INC**
CONSULTING ENGINEERS



James Kibbons, PE
Project Civil Engineer

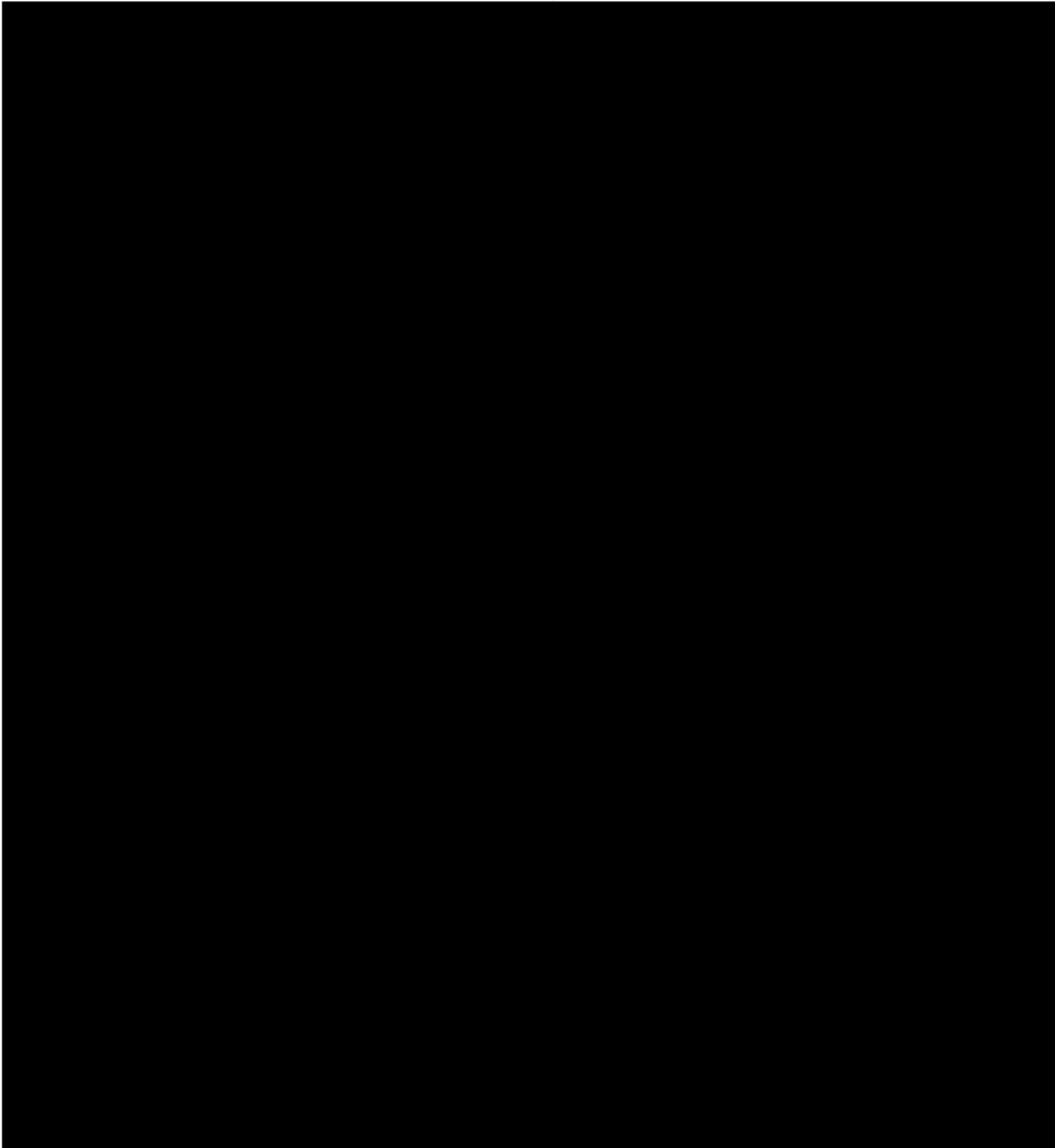


**BOWMAN, BARRETT
& ASSOCIATES INC**
CONSULTING ENGINEERS

James Kibbons, PE
Project Civil Engineer



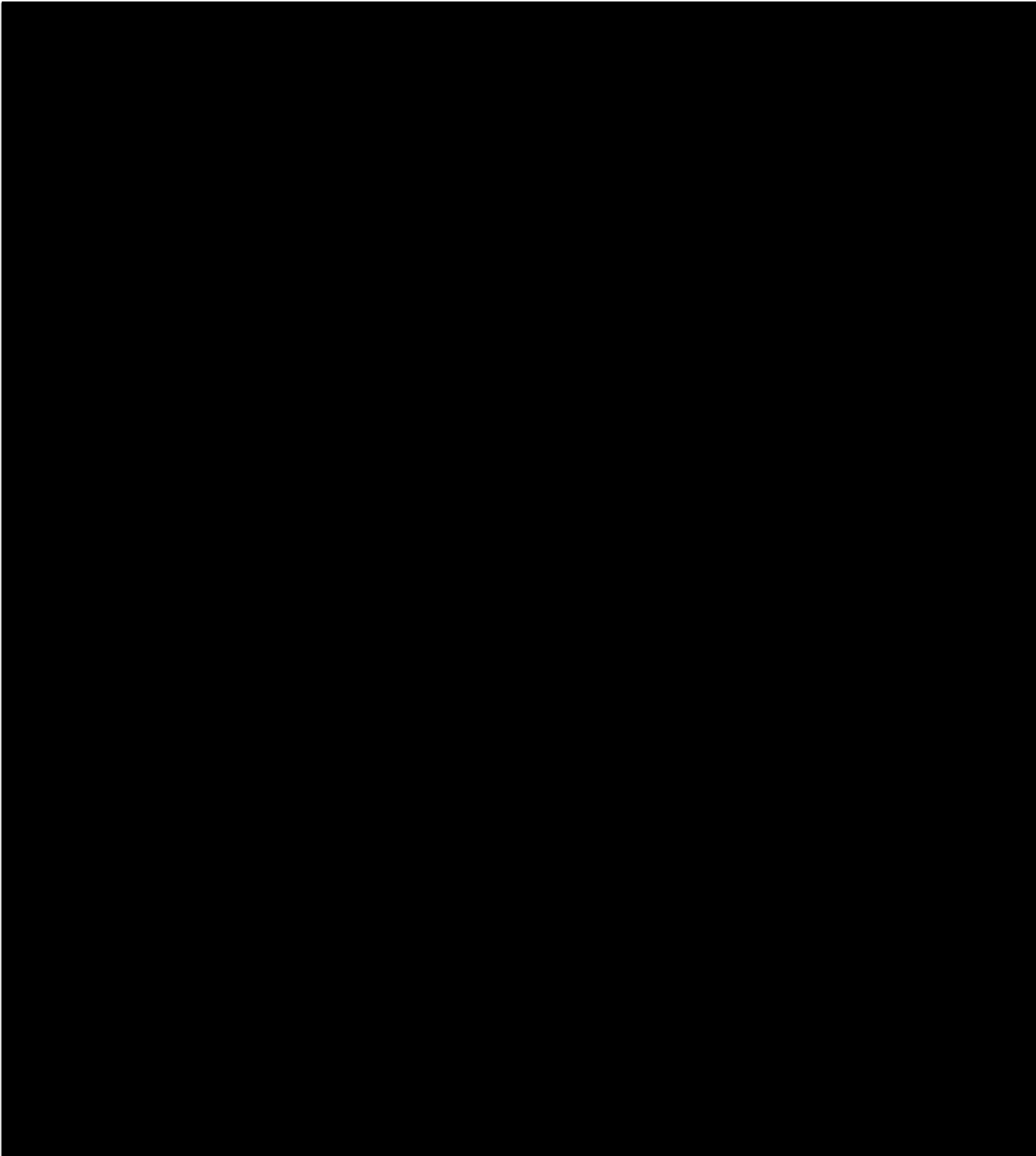
**BOWMAN, BARRETT
& ASSOCIATES INC**
CONSULTING ENGINEERS



John Leary, PE, SE
Project Structural Engineer



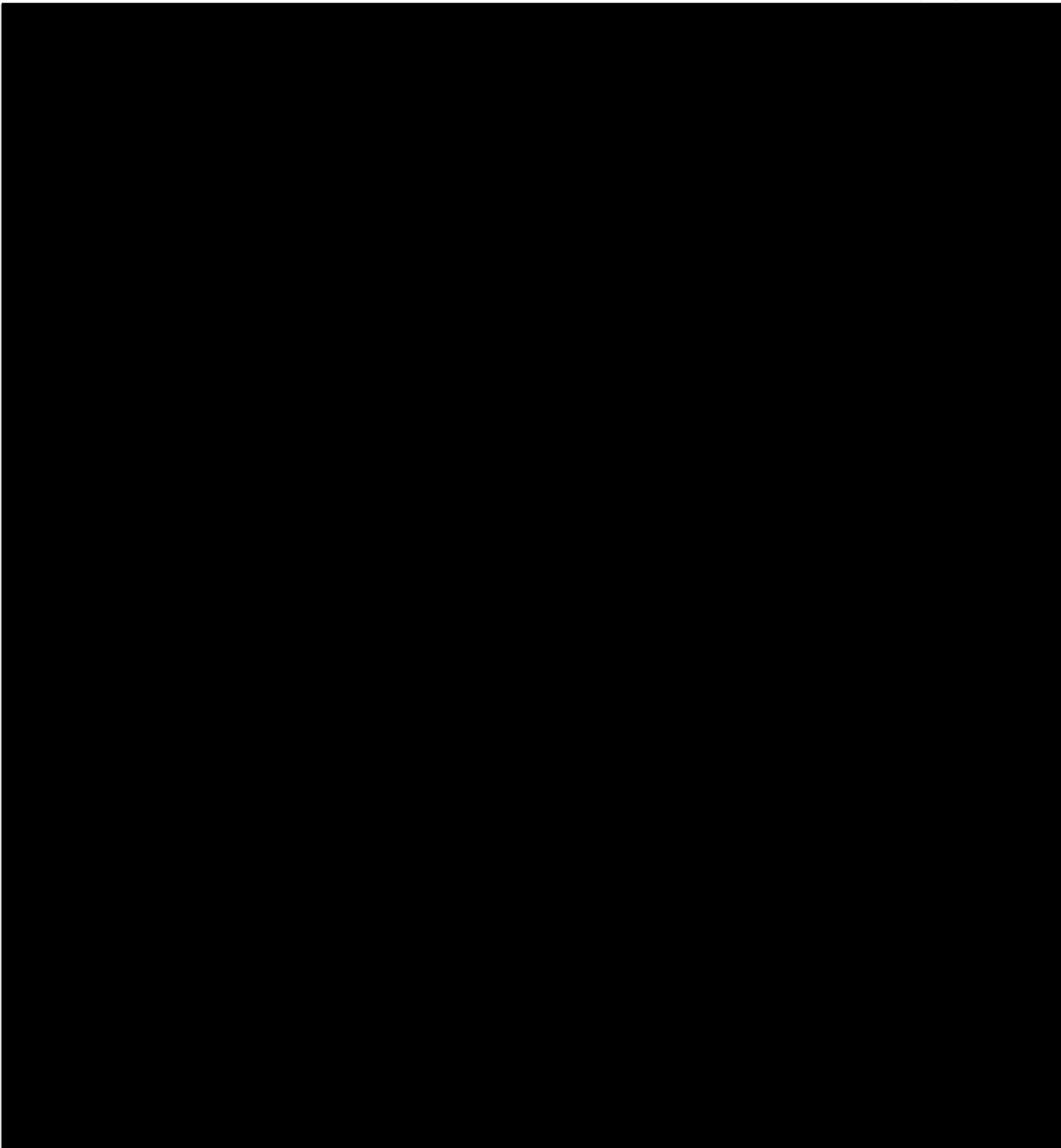
**BOWMAN, BARRETT
& ASSOCIATES INC**
CONSULTING ENGINEERS



John Leary, PE, SE
Project Structural Engineer



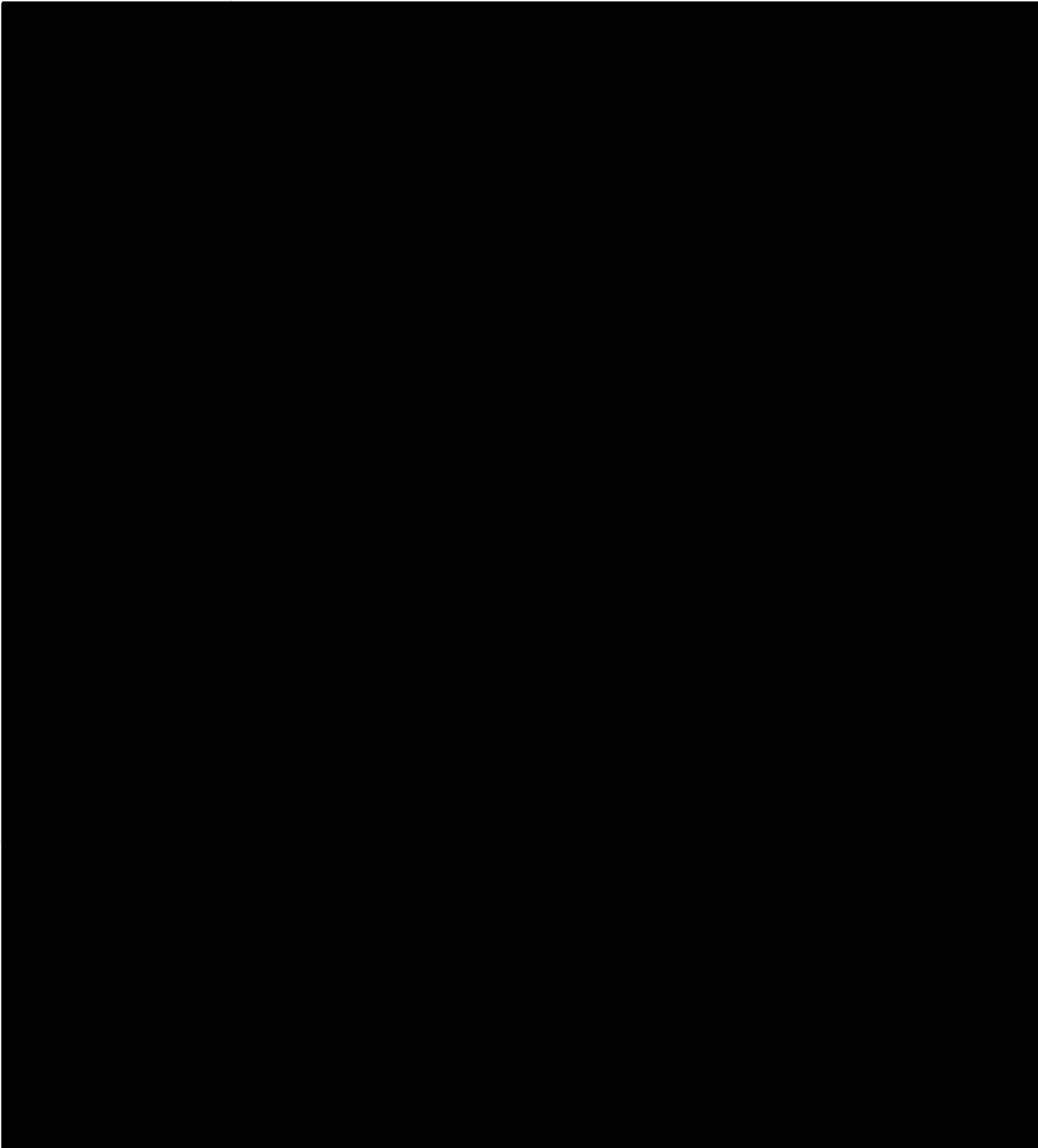
**BOWMAN, BARRETT
& ASSOCIATES INC**
CONSULTING ENGINEERS



D. David Moses, PE
Project Engineer



**BOWMAN, BARRETT
& ASSOCIATES INC**
CONSULTING ENGINEERS



D. David Moses, PE
Project Engineer



**BOWMAN, BARRETT
& ASSOCIATES INC**
CONSULTING ENGINEERS

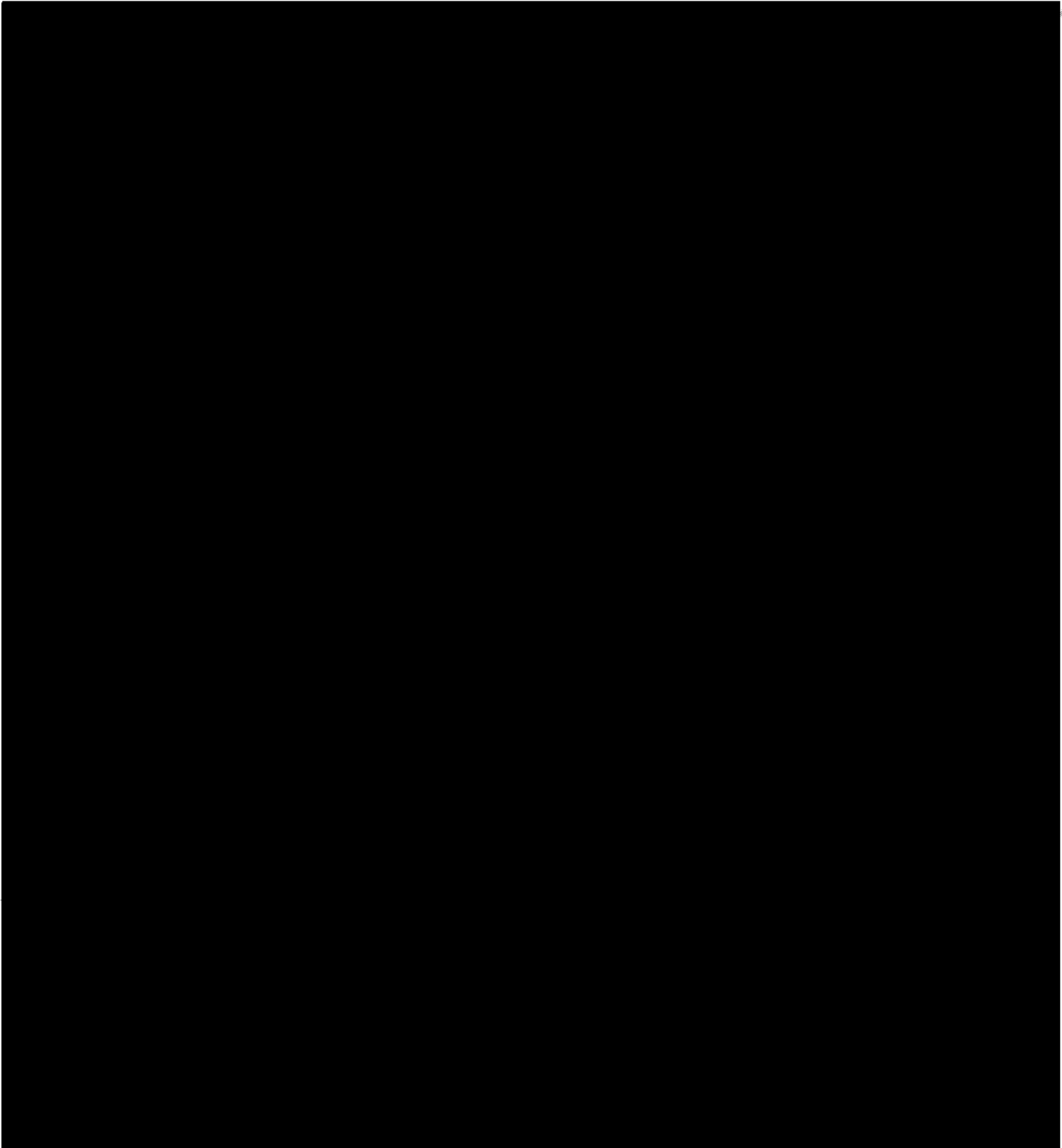


EXHIBIT F

Contract No. RR-14-4222

Bowman, Barrett & Associates Inc.

SCOPE OF SERVICES

See attachment.

CHANGE ORDER NO. 1

EXHIBIT F

**CONTRACT RR-14-4222
TRI-STATE TOLLWAY (INTERSTATE 294)**

SCOPE OF SERVICES

**PROJECT MASTER PLAN AND PHASE II DESIGN SERVICES FOR
BRIDGE REHABILITATION/RECONSTRUCTION OF THE
BURLINGTON NORTHERN SANTA FE (BNSF) RAILROAD (M.P. 26.6)**

**COOK COUNTY, ILLINOIS
LYONS TOWNSHIP**

Tasks within the Master Plan, Concept and Design phases have resulted in changes in the character or complexity of the scope of work. In addition, the CTS corridor project schedule has been extended requiring additional effort for administration/management, meetings and coordination. The items include the following:

I. PROJECT MASTER PLAN

The detailed scope of services and various tasks are described below:

Item 2.5 Plat of Highways / Existing Railroad Right-of-Way

- **Tollway ROW.** The Tollway Right-of-Way requirements for RR-14-4223 corridor improvements was to be provided by the mainline DSE. The 4222 DSE schedule was advanced from the mainline Master Plan schedule and developed and computed the Tollway Right-of-Way for the 4222 project limits.

Item 2.6 Preparation of Plats and Legal Descriptions for Right-of-Way Acquisition

- **Plat of Acquisitions.** Due to the advancement of the RR-14-4222 contract schedule, plat of acquisitions need to be revised to include portions of parcel acquisitions included in Contract RR-14-4223. Additional field survey to locate property corners and occupation within the new limits of the parcels is required, as well as boundary analysis, review of record documents and drafting plats.
- **Update Plats of Survey to new Standards.** Plats of Survey were modified to accommodate to the new CAD Standards and parcel naming convention. The

standards required to re-accommodate the lay-out of the parcels sheets to include all "Total Holdings" for any contiguous property owned by the Village.

- **Additional field work.** Additional field work to survey existing improvements within 200-ft of the temporary and proposed easements is required as this information is needed to be shown on the plat of acquisitions for property appraisals. In addition, field staking of the South RR Right-of-Way line was performed. Additionally, this task includes staking the North RR ROW line, fiber optic locates, and proposed abutment staking.
- **BNSF Railroad Temporary Easements.** The BNSF RR requested that plats identifying temporary easements be developed for areas within Tollway Right-of-Way that requires railroad elements; and for the Tollway to request temporary easements to work on BNSF RR property. These were initially assumed to be incorporated in the C&M agreement and were not included in the scope of work. This includes the preparation of Plats of Survey for proposed temporary easements, and minor field work.

Item 10. Location Drainage Study. Flagg Creek Hydraulic Modeling. Additional effort and coordination is required for the cross culvert hydraulic modeling between 4222/4223 DSE to investigate proposed mainline profile and ditch grading needed to reduce the 500-year WSL. In addition, assistance was provided to the DCM regarding corridor watersheds.

Item 11. Geotechnical Investigation. The field data determined unsuitable soils exist within the project area and additional investigation is required to determine the limits of this soil. The presence of the unsuitable soil represents an unforeseen field condition and were not anticipated. The additional information will determine the proper soil strengthening techniques required such that the proposed elements can be properly designed. This additional effort includes additional field explorations and laboratory testing and analysis. (See attached proposal by Wang Engineering)

Special Waste. Additional soil investigation and testing is required to determine if Special Waste provisions should be included in the contract documents. The BNSF RR environmental unit also requires that soils within their right of way be tested and properly disposed from their property limits. Additional testing includes areas within the railroad embankment, the Village of Western Springs Public Works yard, and the proposed detention area within Veeck Park. (See attached proposal by Wang Engineering).

Item 20. Master Plan Report.

- **Master Plan Report.** Tollway has requested that the Master Plan Report be combined into one corridor wide report. Additional effort will be required to merge the report from a standalone document, as well as additional coordination with the DCM and other DSEs.
- **Value Management Study (VMS) Participation.** The Tollway requested participation and collaboration in a VMS team, and provide comment and input as necessary. A presentation was developed to provide the team an overview of the project design details. Additional effort to review and study alternatives presented and provide a disposition to comments.

Item 21. Master Plan Presentation.

- **Incorporation of Mainline Elements.** The draft Master Plan presentation was modified to incorporate the mainline portion in addition to the 4222 study limits. The change in character or complexity of work includes additional coordination effort with Tollway/DCM staff, development of presentation material and preparation efforts relating to the mainline profile and box culvert analysis and design deviations.
- **Presentation for Advancement of Concept Plans.** A request to advance the concept plans independently from the mainline corridor schedule was requested, such that the 4222 project schedule will be maintained due to long-lead time coordination associated with the railroad.

Item 22. Conceptual Design Plans.

- **Concept Reports.** The scope does not include a Concept Report, as it was anticipated the Master Plan Report would suffice in addition to development of Concept Level Plan details. The development of a separate Concept Report is required.
- Village of Western Springs requested the Tollway to investigate lowering the invert of the cross culvert under the mainline on the north side of the railroad. Several alternatives were investigated, including installation of a pipe culvert jacked beneath the railroad embankment to assist the Village to alleviate the outfall elevation which is restricted by the Flagg Creek culvert elevation. This new pipe will allow the Village to reroute storm sewer and allow continuation to separate their combined sewer/storm water facilities. Study includes alternatives to route the pipe, invert elevation and potential outfall locations. Items of work include coordination meetings, investigation and exhibit, railroad coordination and permit.

II. PHASE II ENGINEERING

Burlington Northern Santa Fe (BNSF) Railroad Bridge Reconstruction (M.P. 26.6)

BNSF RR Bridge Reconstruction Contract:

Item 23. Plan Sheets.

- **Additional Embankment Stabilization.** As a result of the additional geotechnical investigation, unsuitable soils exist (peat material) beneath the proposed temporary embankment supporting the railroad shoofly tracks. Ground improvements are necessary to mitigate settlement of the unsuitable material due to the increased embankment loading. Plan and details are required to reinforce the embankment due to the weak soils encountered.
- **Additional Plan Effort.** Level of effort to complete contract plans is greater than originally anticipated for the progress schedule, railroad staging, and railroad cross sections.

- **Development of 3D Plan Deliverables.** (New Item). The Illinois Tollway is requesting RR-14-4222 to assist in the implementation of 3-D engineered modeling including earthwork, paving operations, utilities, and structures. Additional effort will be required to provide a new format for the Contract deliverables.
- **Incorporate 4223 Mainline Elements.** Incorporate mainline design plans into Construction Contract 4222 for elements adjacent to pierce park and mainline cross culvert.
- **Local Agency Utility Relocation Plans.** The Village of Western Springs existing watermain and storm sewer facilities are located within proposed temporary easements requested by the Tollway to complete this project. From coordination with the Village, access to these facilities will be required throughout construction. Providing access results in additional retaining wall requirements which increases costs drastically. Therefore, the relocation for portions of their existing facility beneath Hillgrove Avenue is required. Likewise, existing brick storm sewer existing within proposed temporary easements within the Village of Hinsdale. After coordination with the Village, the temporary embankment loads that are proposed over the existing facilities are greater than the pipe can support, therefore replacement of the bridge sewer with concrete pipe is required.
- **Village of Western Springs Generator at Well.** The Village of Western Springs Well is within the vicinity of the project and they have requested a power generator be installed as a back-up to operate the well pump in case of a power failure. Additional plan details and design is required for this work.

Item 29. DCM Coordination. Additional submittal is required for DCM review prior to submittal of contract documents to the Tollway. Additional coordination and disposition of comments is required.

Item 31. Permit Application Submittals

- **IEPA – Watermain Relocation Permit Application.** The proposed watermain relocation in the Village of Western Springs requires an IEPA permit application package for the relocation work.
- **Special Waste Assessment Review.** A Preliminary Site Investigation (PSI) will be performed based on the need for evaluation of two areas of Recognized Environmental Concern (REC) within the project limits. Review of the PSI documentation and further special waste processing and coordination will be evaluated.
- **42" Combined Sewer Reconstruction in Village of Hinsdale.** Replacement of the existing 42" brick sewer with RCP located in Veeck Park requires local permits, including a permit from the Metropolitan Water Reclamation District of Greater Chicago (MWRD).
- **Engine Generator for Village of Western Springs Well #4.** The Village of Western Springs requested a standby engine generator and automatic transfer switch to supply standby electrical service to an existing municipal potable water well #4 be in place during construction in order to minimize risks of a power outage which would disrupt the Village's water supply. Local building permit from the Village will be applied for and incorporated into the specifications.

III. GENERAL PROJECT ACTIVITIES

Item 33. Coordination.

- The level of effort regarding coordination between the railroad, local agency coordination, and the adjacent mainline DSE is a greater than anticipated. Additional meetings include recurring railroad coordination meetings, monthly DSE coordination meetings, project status book meetings, and additional meetings with local agencies are a result of the CTS project extension schedule. A summary of meetings including the original versus the anticipated meetings required for this contract is shown in the following table. Note the total meeting amount is anticipated to occur at the contract completion.

Meeting Description	Number of Meetings included in Contract	Anticipated Total at Contract Completion	Additional Meetings included in Supplement 1	Comments
Railroad Coordination	12	40	28	23 Coord Meetings held thru Feb 2018. Additional Meetings from March 2018 thru May 2019 + 3 other meetings.
Monthly DSE Coord	24	38	14	Additional Meetings to May 2019
Project Status Book	24	39	15	Additional Meetings to May 2019
Local Agencies	8	21	13	Meeting with Village of Hinsdale, Western Springs, and Wester Springs Park District, FCWRD, and MWRD. To Date, 11 meetings held and two additional meeting with each entity is anticipated (+10).

- Railroad Investigation.** Additional effort is to comply with requests from the railroad, including:
 - Investigation of embankment limits due to a fourth superstructure beyond the bridge,
 - Site access and railroad work zone requirements requiring additional investigation, grading modifications, and temporary retaining walls. Grading modifications include development of earth ramps providing access at each quadrant of the structure, mainline access, vehicle storage, and work platforms for track cut overs.
 - Investigation for BNSF access from Burlington Avenue.

- Additional investigation and details required for railroad inspection access and platform to be constructed integrally with the bridge substructure. Also requires investigation and plan details or stair access from track level to abutment seat level.
- Study developed for a two stage, two track construction staging to eliminate the need for a shoo-fly structure.
- **Utility Coordination.**
 - The Village of Western Springs water well is located near the project improvements. Additional meetings and coordination is required to comply with IEPA requirements.
 - The Village of Western Springs requested vibration monitoring be installed within the project limits because of the proposed pile driving work. Additional special provisions and plan details will be required for this work.
 - Review of S.U.E. data provided by DUR DSE. Several attempts to locate existing FCWRD and MWRD facilities were made within the project area requiring additional coordination and review of field data.
 - NOI forms were submitted and need to be revised to match new format.
 - Additional utility coordination and development of DUR are needed due to project extension.
- **Other Coordination**
 - Coordination with local municipalities to review intergovernmental agreements. Additional effort to define scope of work and preparation of construction cost estimates and construction durations for the Village of Hinsdale, Village of Western Springs and the Western Springs Park District.
 - Design and construction assessment as alternative to right-of-way acquisition. Study and assessment may include:
 - Analysis of design impacts;
 - Constructability assessment, contractor access, and schedule impacts;
 - Modified drainage and grading plan;
 - Preliminary retaining wall design and plans (TS&L level) – (2 new walls and 2 modified walls);
 - Meetings and coordination with the BNSF RR and local agencies;

Item 36. Quality Assurance/Quality Control. Additional quality assurance and quality control as a result of additional plan development and project extension.

Item 37. Administration/Management. Additional project management and planning is required as a result of the project extension.

EXHIBIT G

Contract No. RR-14-4222

Bowman, Barrett & Associates Inc.

CURRENT OBLIGATIONS FOR PROJECT

Route & Job No.	Work Scope & Description of Project	Fee (Including all Supplementals and Extra Work Orders)	Fee Remaining To Be Earned	Estimated Date of Completion
PTB 152-004I-80	I-80 from Grundy County Line to US 30	\$4,943,821.00	\$490,000.00	12/31/2019
PTB 165-008	US 20 at IL 59	\$1,445,502.00	\$5,000.00	12/31/2018
PTB 168-012	Circle Interchange Phase III	\$5,120,399.00	\$25,000.00	1/31/2018
I-14-4190	I-90, Roadway Retaining Wall and Bridge	\$2,712,242.00	\$5,000.00	12/31/2018
PSB 14-1, Item 5	Reconstruction and Widening, West of Higgins Road to Roselle Road			
RR-16-4254,	I-88, Roadway and Bridge Rehabilitation, Design, MP 91.41 (Annie Glidden Rd) to	\$2,115,681.00	\$2,100.00	12/31/2018
PSB 16-1, Item 7	MP 113.3 (IL 56) Phase II Engineering			
I-17-4303	Tri-State Tollway, Roadway	\$6,700,000.00	\$5,600,000.00	11/30/2022
PSB 17-3, Item 8	Reconstruction and Bridge Rehabilitation, O'Hare Oasis (MP 37.8) to Balmoral Avenue (MP 40.0)			
RR-14-4222,	Tri-State Bridge Rehabilitation/Reconstruction, Burlington	\$5,690,618.00	\$1,844,000.00	12/31/2019
PSB 14-3, Item 2	Northern Santa Fe (BNSF) Railroad Bridge (MP 26.6)			

EXHIBIT H - SERVICES BY OTHERS

Exhibits A-G must be submitted for each subconsultant listed below. If a subconsultant requires "Services by Others", they must include Exhibit H and attach Exhibits A-G for second tier subconsultants.

DBE/MBE/WBE SUBCONSULTANTS

1 Sanchez & Associates, P.C.

Direct Labor	\$	62,665.34
Direct Costs	\$	500.00
Services by Others	\$	-
Additional Services **		
Total this Subconsultant (ULC)	\$	63,165.34

6

Direct Labor		
Direct Costs	\$	-
Services by Others	\$	-
Additional Services **	\$	-
Total this Subconsultant (ULC)	\$	-

2 Wang Engineering, Ltd.

Direct Labor	\$	80,988.74
Direct Costs	\$	178,440.20
Services by Others	\$	-
Additional Services **		
Total this Subconsultant (ULC)	\$	259,428.94

7

Direct Labor		
Direct Costs	\$	-
Services by Others	\$	-
Additional Services **	\$	-
Total this Subconsultant (ULC)	\$	-

3 ABNA

Direct Labor	\$	-
Direct Costs	\$	-
Services by Others	\$	-
Additional Services **	\$	-
Total this Subconsultant (ULC)	\$	-

8

Direct Labor		
Direct Costs	\$	-
Services by Others	\$	-
Additional Services **	\$	-
Total this Subconsultant (ULC)	\$	-

4 EFK Moen

Direct Labor	\$	59,738.00
Direct Costs	\$	-
Services by Others	\$	-
Additional Services **	\$	-
Total this Subconsultant (ULC)	\$	59,738.00

9

Direct Labor		
Direct Costs	\$	-
Services by Others	\$	-
Additional Services **	\$	-
Total this Subconsultant (ULC)	\$	-

5

Direct Labor		
Direct Costs	\$	-
Services by Others	\$	-
Additional Services **	\$	-
Total this Subconsultant (ULC)	\$	-

10

Direct Labor		
Direct Costs	\$	-
Services by Others	\$	-
Additional Services **	\$	-
Total this Subconsultant (ULC)	\$	-

** Additional services funds require prior authorization before use

TOTAL DBE/MBE/WBE Subconsultants: \$ 382,332.28

TOTAL Additional Services DBE/MBE/WBE Subconsultants: \$ -

TOTAL Allowable Fee DBE/MBE/WBE Subconsultants: \$ 382,332.28

DBE/MBE/WBE Percentage of Total Fee (includes Additional Services): 31.85%

DBE/MBE/WBE Percentage of Total Fee (does not include Additional Services): 31.85%

EXHIBIT "1"

EXHIBIT H - SERVICES BY OTHERS (continued)

Exhibits A-G must be submitted for each subconsultant listed below. If a subconsultant requires "Services by Others", they must include Exhibit H and attach Exhibits A-G for second tier subconsultants.

OTHER SUBCONSULTANTS (NOT DBE/MBE/WBE)

<p>1 <u>Christopher B. Burke Engineering, Ltd.</u></p> <table border="0"> <tr><td>Direct Labor</td><td>\$</td><td>108,920.00</td></tr> <tr><td>Direct Costs</td><td>\$</td><td>-</td></tr> <tr><td>Services by Others</td><td>\$</td><td>-</td></tr> <tr><td>Additional Services **</td><td></td><td></td></tr> <tr><td>Total this Subconsultant (ULC)</td><td>\$</td><td>108,920.00</td></tr> </table>	Direct Labor	\$	108,920.00	Direct Costs	\$	-	Services by Others	\$	-	Additional Services **			Total this Subconsultant (ULC)	\$	108,920.00	<p>6 _____</p> <table border="0"> <tr><td>Direct Labor</td><td></td><td></td></tr> <tr><td>Direct Costs</td><td>\$</td><td>-</td></tr> <tr><td>Services by Others</td><td>\$</td><td>-</td></tr> <tr><td>Additional Services **</td><td>\$</td><td>-</td></tr> <tr><td>Total this Subconsultant (ULC)</td><td>\$</td><td>-</td></tr> </table>	Direct Labor			Direct Costs	\$	-	Services by Others	\$	-	Additional Services **	\$	-	Total this Subconsultant (ULC)	\$	-
Direct Labor	\$	108,920.00																													
Direct Costs	\$	-																													
Services by Others	\$	-																													
Additional Services **																															
Total this Subconsultant (ULC)	\$	108,920.00																													
Direct Labor																															
Direct Costs	\$	-																													
Services by Others	\$	-																													
Additional Services **	\$	-																													
Total this Subconsultant (ULC)	\$	-																													
<p>2 <u>Frega</u></p> <table border="0"> <tr><td>Direct Labor</td><td>\$</td><td>19,119.41</td></tr> <tr><td>Direct Costs</td><td>\$</td><td>-</td></tr> <tr><td>Services by Others</td><td>\$</td><td>-</td></tr> <tr><td>Additional Services **</td><td></td><td></td></tr> <tr><td>Total this Subconsultant (ULC)</td><td>\$</td><td>19,119.41</td></tr> </table>	Direct Labor	\$	19,119.41	Direct Costs	\$	-	Services by Others	\$	-	Additional Services **			Total this Subconsultant (ULC)	\$	19,119.41	<p>7 _____</p> <table border="0"> <tr><td>Direct Labor</td><td>\$</td><td>-</td></tr> <tr><td>Direct Costs</td><td>\$</td><td>-</td></tr> <tr><td>Services by Others</td><td>\$</td><td>-</td></tr> <tr><td>Additional Services **</td><td>\$</td><td>-</td></tr> <tr><td>Total this Subconsultant (ULC)</td><td>\$</td><td>-</td></tr> </table>	Direct Labor	\$	-	Direct Costs	\$	-	Services by Others	\$	-	Additional Services **	\$	-	Total this Subconsultant (ULC)	\$	-
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Direct Costs	\$	-																													
Services by Others	\$	-																													
Additional Services **	\$	-																													
Total this Subconsultant (ULC)	\$	-																													

** Additional services funds require prior authorization before use

TOTAL Non-DBE/MBE/WBE Subconsultants: \$ 128,039.41

TOTAL Additional Services Non-DBE/MBE/WBE Subconsultants: \$ -

TOTAL Allowable Fee Non-DBE/MBE/WBE Subconsultants: \$ 128,039.41

Contract Information Sheet

Complete the following information and it will be populated on every exhibit.

Consultant Name: Christopher B. Burke Engineering, Ltd.

Contract Number: RR-14-4222

Proposal Date: 4/1/2018

Exhibit Pointers Editable cells in each exhibit are underlined in red

Notes and guidance for each exhibit are on the right of the exhibits in yellow text boxes

A full set of instructions to complete the exhibits is available on the Tollway's website

Contract Number: RR-14-4222

Consultant: Christopher B. Burke Engineering, Ltd.

Grand Total Exhibit A Hours 778

EXHIBIT A: ESTIMATED TASK WORK HOURS

TASK	MONTHS of YEAR 2018												TOTAL HOURS				
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec					
Master Plan				72													72
Concept Plans (30%)				50													
Phase II Plans				50	50												450
Meetings/ Coordination, General Activities				10	10	10	10	10	10	10	10	10	10	10	10	10	90
QC/QA				2	2	2	2	2	2	2	2	2	2	2	2	2	18
Admin/Management				1	1	1	1	1	1	1	1	1	1	1	1	1	8
TOTALS				134	63	63	63	63	63	63	63	63	63	63	63	63	638

EXHIBIT A: ESTIMATED TASK WORK HOURS

TASK	MONTHS of YEAR 2019												TOTAL HOURS		
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec			
Master Plan															
Concept Plans (30%)															
Phase II Plans	41	41													
Meetings/ Coordination, General Activities	4	4	4	4	4	4	3	3							
QC/QA	1	1	1	1	1	1									
Admin/Management	3	3	3	3	3	3	2	2							
TOTALS	49	49	8	8	8	8	8	5	5	5	5	5	5	5	140

Contract No.: RR-14-4222

Consultant: Christopher B. Burke Engineering, Ltd.

EXHIBIT B: FEE CALCULATIONS

A. DIRECT LABOR (without overtime)

$$\begin{array}{r} \underline{778.00} \\ \text{(Total Work Hours} \\ \text{from Exhibit C-2)} \end{array} \times \begin{array}{r} \$ \underline{50.00} \\ \text{(Average Hourly} \\ \text{Rate from Exhibit} \\ \text{C-2)} \end{array} = \text{TOTAL DIRECT SALARY } \$ \underline{38,900.00}$$

Multiplier to be used on this project: 2.80

Allowable Multiplier = (2.8 DSE) (2.5 or 2.8 CM) (2.5 PMO)

DIRECT REGULAR SALARY TIMES MULTIPLIER \$ 108,920.00

B. REIMBURSABLE DIRECT COSTS NOT ELIGIBLE FOR PROFIT

(For Prime Consultant listed above.)

TOTAL DIRECT COSTS _____

C. SERVICES BY OTHERS

Total Allowable Fee DBE/MBE/WBE Subconsultant (from Exhibit H) \$ _____ -

Total Allowable Fee Non-DBE/MBE/WBE Subconsultant (from Exhibit H (cont)) \$ _____ -

TOTAL SERVICES BY OTHERS \$ _____ -

D. ADDITIONAL SERVICES (Prime Consultant)

(Requires prior authorization before use)

ADDITIONAL SERVICES (Subconsultants)

(Requires prior authorization before use)

TOTAL ADDITIONAL SERVICES \$ _____ -
(Requires prior authorization before use)

E. MAXIMUM ALLOWABLE FEE (Upper Limit of Compensation) \$ 108,920.00

Contract No.: RR-14-4222 Consultant: Christopher B. Burke Engineering, Ltd.

Date: 4/1/2018

EXHIBIT C-1: PAYROLL CLASSIFICATION ESCALATION TABLE

CONTRACT TERM: 17 No. OF MONTHS
 SCHEDULED START DATE: 4/1/2018
 RAISE DATE: 1/1/2019
 PERCENT OF RAISE: 0%

ESCALATION PER YEAR Year 1 through 5

Date	Date	Date	Date	Date	Date	Date	
4/1/2018	-	12/31/2018	1/1/2019	-	8/31/2019	-	
9.0		17.0	8.0		17.0	17.0	
52.94%			47.06%				
Factor First Period		Escalation Factor Second Period		Escalation Factor Third Period		Escalation Factor Fourth Period	
						Escalation Factor Fifth Period	

ESCALATION PER YEAR Year 6 through 10

Date	Date	Date	Date	Date	Date	Date	
-		-		-		-	
17.0		17.0	17.0		17.0	17.0	
Escalation Factor Sixth Period		Escalation Factor Seventh Period		Escalation Factor Eighth Period		Escalation Factor Ninth Period	
						Escalation Factor Tenth Period	

The escalation factor for this project is: 100.00%

Contract No.: RR-14-4222

Consultant: Christopher B. Burke Engineering, Ltd.

Date: 4/1/2018

Escalation Factor: 100.00%

(From Exhibit C-1)

EXHIBIT C-2: DIRECT LABOR CLASSIFICATION MAN-HOURS AND RATES

Total Estimated Work Hours: 778.00
 Average Hourly Rate: \$50.00
 Total Direct Labor: \$38,900.00

Classification Eligible for Premium Overtime?	Tollway Classification	Tollway MINIMUM Hourly Rate for Classification	Tollway MAXIMUM Hourly Rate for Classification	Average Hourly Rate for Classification (See Note A to Right)	Escalated Average Hourly Rate for Classification (See Note B to Right)	Estimated Work Hours (Including Overtime)	DIRECT COST OVERTIME PREMIUM	
							Escalated Average Premium Overtime Hourly Rate (See Note C to Right)	Estimated Overtime Hours (Overtime Hours Only) (See Note D to Right)
No	Principal	\$50.00	\$70.00	\$70.00	\$70.00	60.00		
No	Project Manager	\$40.00	\$70.00	\$61.20	\$61.20	180.00		
No	Senior Engineer/Planner	\$40.00	\$70.00	\$52.58	\$52.58	175.00		
No	Resident Engineer	\$40.00	\$70.00					
No	Project Engineer/Planner	\$25.00	\$60.00	\$45.18	\$45.18	140.00		
No	Staff Engineer/Planner	\$20.00	\$40.00					
No	Engineer /Accountant	\$20.00	\$60.00	\$30.29	\$30.29	100.00		
No	Senior Technical Specialist	\$25.00	\$60.00	\$49.21	\$49.21	63.00		
No	Technical Specialist	\$15.00	\$50.00	\$35.25	\$35.25	30.00		
No	Architect	\$30.00	\$70.00	\$50.00	\$50.00	10.00		
No	Realty Specialists	\$20.00	\$70.00					
No	Intern	\$8.25	\$20.00	\$15.00	\$15.00	10.00		
No	Admin/Clerical	\$8.25	\$40.00	\$31.93	\$31.93	10.00		

EXHIBIT C-3: DIRECT LABOR EMPLOYEE CLASSIFICATION LIST

Tollway Classification	Consultant Classification (specific to each company)	Consultant Employee Name (SEE NOTE 1 TO RIGHT)	Range per Hour
Principal	Engineer VI	Donald Dressel	\$50 - \$70
	Engineer VI	Michael Kerr	
	Engineer VI	Jason Souden	
Project Manager	Environmental Res Spec V	Jedd Anderson	\$40 - \$70
	Environmental Res Spec V	Julie Gangloff	
	Environmental Res Spec V	Perte Knysz	
	Environmental Res Spec V	Thomas McArdle	
	Engineer V	John Caruso	
	Engineer V	Lee Fell	
	Engineer V	Bryan Luke	
	Engineer V	Majid Mobasser	
	Engineer V	Jonathan O'Connell	
	Engineer V	Val Racich	
	Engineer V	Gary Rozwadowski	
	Engineer V	Gerald Robinson	
	Engineer V	Stephen Sugg	
	Engineer V	Bryan Welch	
Senior Engineer/Planner	Engineer IV	James Amelio	\$40 - \$70
	Engineer IV	Katrina Ballado	
	Engineer IV	Kevin Baldwin	
	Engineer IV	Michael Cothard	
	Engineer IV	Ilene Dailey	
	Engineer IV	Anthony DeRicco	
	Engineer IV	Martin Michalowicz	
	Engineer IV	Andrew Pufundt	
	Survey V	John Murphy	
	Engineering Tech V	Mark Wrzeszcz	
	Survey IV	Kenneth Rasmussen	
Resident Engineer			\$40 - \$70
Project Engineer/Planner	Engineer III	Miroslaw Antas	\$25 - \$60
	Engineer III	James Barbee	
	Engineer III	David Kleinwachter	
	Engineer III	Nicholas Morel	
	Engineer III	Mark Thomas	
	Engineer III	Muhammad Younus	
	Engineer III	Jeffrey Williams	
	Survey III	Brian Gillett	

Contract No.: RR-14-4222

Consultant: Christopher B. Burke Engineering, Ltd.

Date: 4/1/2018

EXHIBIT C-3: DIRECT LABOR EMPLOYEE CLASSIFICATION LIST

Tollway Classification	Consultant Classification (specific to each company)	Consultant Employee Name (SEE NOTE 1 TO RIGHT)	Range per Hour
Staff Engineer/Planner			\$20 - \$40
Engineer /Accountant	Engineer I/II	Ryan Billings	\$20 - \$60
	Engineer I/II	Edmund Burke	
	Engineer I/II	Michael Gratzke	
	Engineer I/II	Brady Hall	
	Engineer I/II	Richard Jezierny	
	Engineer I/II	John LaPaglia	
	Engineer I/II	William Loftus IV	
	Engineer I/II	Fancisco Martinez	
	Engineer I/II	John Miller	
	Engineer I/II	Joshua Sitrick	
	Engineer I/II	Sanae Yasroubdoust	
Senior Technical Specialist	Environmental Resource Spec IV	Angela Force	\$25 - \$60
	Environmental Resource Spec IV	Eric Japsen	
	Environmental Resource Spec IV	Thomas Kehoe	
	Environmental Resource Spec IV	Casey Perry	
	Engineering Technician IV	Gerald Hennelly	
	Engineering Technician IV	Thomas Szabo	
	CAD Manager	Alexie Karavakis	
	CAD Manager	Peter Magnelli	
	CAD Manager	Paul Najarro Jr.	
	Asst CAD Manager	Michael Goldenberg	
	Asst CAD Manager	Elmo Toda	
	CAD Technician II	Fidel Bariso	
	CAD Technician II	Primo Razalan	
	CAD Technician II	Eduardo Toda	
Technical Specialist	Environmental Res Spec III	Megan Briggs	\$15 - \$50
	Environmental Res Spec III	Robert Sliwinski	
	Environmental Res Spec III	Amber Kowal	
	Environmental Res Spec I/II	Kurt Hansen	
	Engineering Technician III		
	Engineering Technician I/II	Ella Sidorczuk	
	GIS Specialist III	David Walters	
	GIS Specialist I/II	Matthew Hayes	
	Survey II	Thomas Wilk	
	Survey I	Alberto Torres	

Contract No.: RR-14-4222

Consultant: Christopher B. Burke Engineering, Ltd.

Date: 4/1/2018

EXHIBIT C-3: DIRECT LABOR EMPLOYEE CLASSIFICATION LIST

Tollway Classification	Consultant Classification (specific to each company)	Consultant Employee Name (SEE NOTE 1 TO RIGHT)	Range per Hour
	Environmental Res Technician	Kenneth Kopija	
	CAD Technician I		
Architect	Landscape Architect	Douglas Gotham	\$30 - \$70
Realty Specialists			\$20 - \$70
Intern	Engineering Intern	Garret Matchen	\$8.25 - \$20
	Engineering Intern	John Mazza	
	Engineering Intern	Thomas Souden	
	Engineering Intern	Calvin Krathovil	
	Survey Intern		
Admin/Clerical	Administrativie	Paula Bassett	\$8.25 - \$40
	Administrativie	Julie Cahill	
	Administrativie	Heidi Cothard	
	Administrativie	Mercy Lamourt	
	Administrativie	Sharon Lennstrom	
	Administrativie	Kimberly Rocha	
	Administrativie	Mary Veit	

Contract No.: RR-14-4222

Consultant: Christopher B. Burke Engineering, Ltd.

EXHIBIT D

REIMBURSABLE DIRECT COSTS - WORKSHEET ESTIMATES

- A. **VEHICLE REIMBURSEMENT - rate based on link below**
<http://www2.illinois.gov/cms/employees/travel/Pages/TravelReimbursement.aspx>

- B. **ALLOWABLE DIRECT COSTS - based on link below**
https://www.illinoistollway.com/documents/20184/238673/LG_TOL_LWAY_XX_ALLOWABLEDIRECTCOSTS_12132013.PDF/b3dab3

- C. **ITEMIZED DIRECT COSTS - For any expense not included in the Allowable Direct Costs list, written permission must be received from the Chief Engineer prior to its inclusion. List those below:**

DIRECT COST CATEGORY

TOTAL DIRECT COSTS (Vehicles, Allowable and Itemized) _____

ALLOWABLE DIRECT COSTS

10.01.2013

Effective for contracts awarded on or after October 1, 2013, the following costs are allowable when requested by the Department and included in the contract. The costs are allowable when it is customary for the firm to bill for the cost and it can be itemized in the firm's billing and accounting systems.

Per Diem	State Rate (Maximum)
Lodging	State Rate (Maximum)
Air Fare	Coach Rate with 2 weeks advance purchase
Vehicles	
Mileage	State Rate* (Maximum)
Vehicle Rental	\$55/day (Maximum)
Leased / Company-Owned Vehicles (does not include personal vehicles, not owned by the company)	\$65/day
Vehicle Half-day Rate	\$32.50/half day
Parking	Actual Cost
Tolls	Actual Cost
Overtime	Premium portion
Film and Film Processing**	Actual Cost
Overnight Delivery/Postage Courier Service	Actual Cost
Copies of Deliverables and Mylars	Actual Cost
Specific Insurance – required for project	Actual Cost
CADD	Actual Costs (Maximum of \$15.00/Hr)
Monuments – Permanent	Actual Cost
Payment for Newspaper Ads	Actual Cost
Web Site	Actual Cost
Facility Rental for Public Meetings & Exhibits/Rendering & AV Equipment/Transcriptions	Actual Cost
Recording Fees	Actual Cost
Courthouse Fees	Actual Cost
Testing of Soil Samples	Actual Cost
Lab Services (excluding Phase III normal construction inspection such as beam breaks, cylinder breaks, pavement cores)	Actual Cost
Equipment rental specific for project (snooper for bridge inspection, noise meter, etc.)	Actual Cost
Specialized equipment – on an as needed basis with prior approval	Actual Cost
Traffic Systems	Actual Cost
Storm sewer cleaning and televising	Actual Cost
Traffic control and protection	Actual Cost
Aerial photography and mapping	Actual Cost
Utility exploratory trenching	Actual Cost

ALLOWABLE DIRECT COSTS

- *website for State Reimbursement Rates
<http://www2.illinois.gov/cms/Employees/travel/Pages/TravelReimbursement.aspx>
- **Use of digital cameras verses film cameras is encouraged when firms own digital cameras and the discussion of their use will be part of the negotiations. Film & copies will be reimbursed at actual costs.
- On all agreements authorization after January 1, 2005, GPS Equipment is considered a "tool of the trade."

Contract No.: RR-14-4222

Consultant: Christopher B. Burke Engineering, Ltd.

EXHIBIT E - KEY PROJECT PERSONNEL

Project Principal: Michael Kerr
Engineer VI

Environmental Lead Jedd Anderson
Env Res Spec V

Drainage Lead Jonathan O'Connell
Engineer V

Hydualic Lead Ilene Dailey
Engineer IV

Civil Lead Val Racich
Engineer V

Project Civil Engineer: _____

Project Structural Engineer: _____

Project Drainage Engineer: _____

Senior Engineer: _____

Others: Name: _____

Classification: _____

Name: _____

Classification: _____

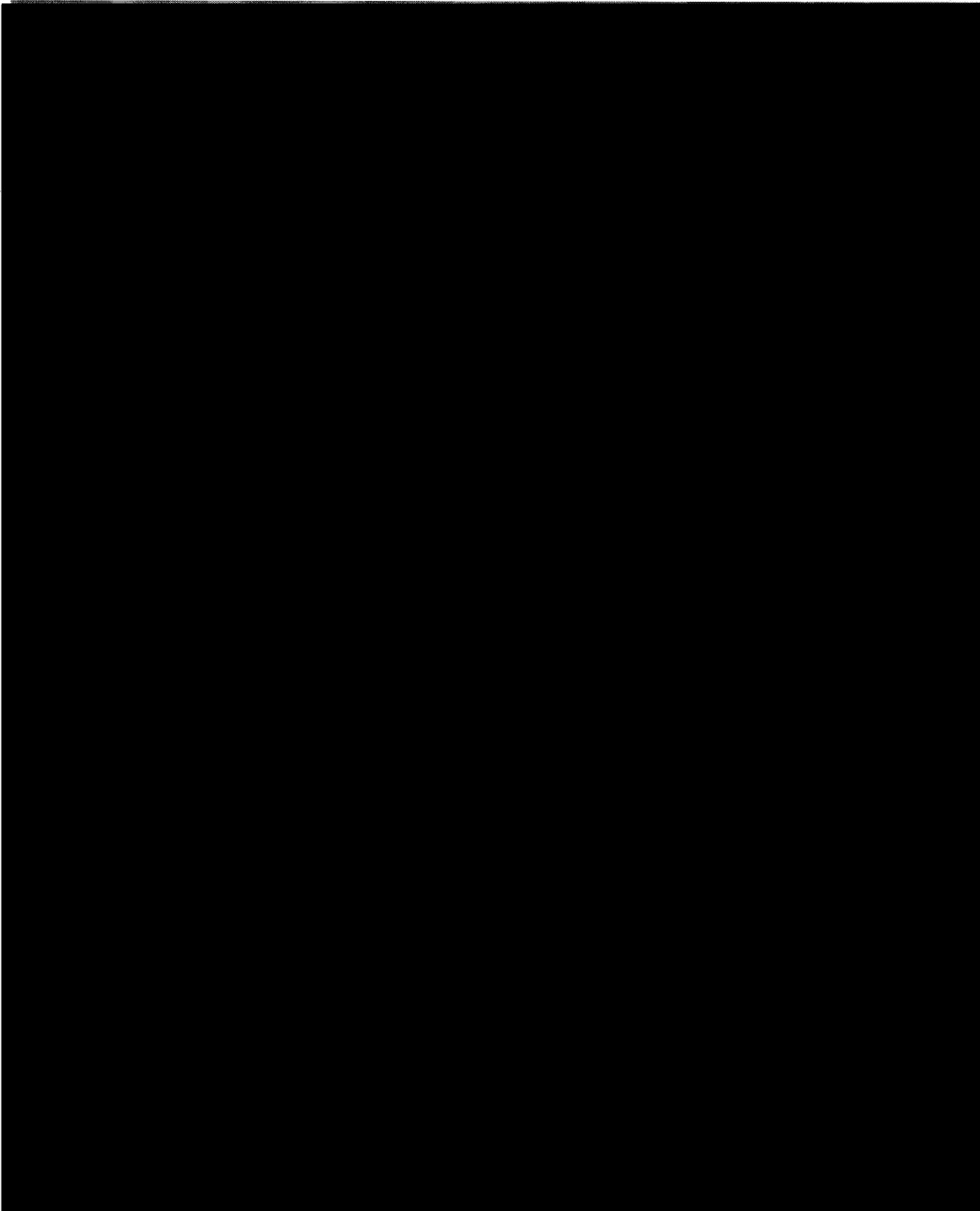
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Classification: _____

Name: _____

Classification: _____

JEDD ANDERSON, PWS, CWS, CPESC
Vice President, Head, Environmental Resources Department



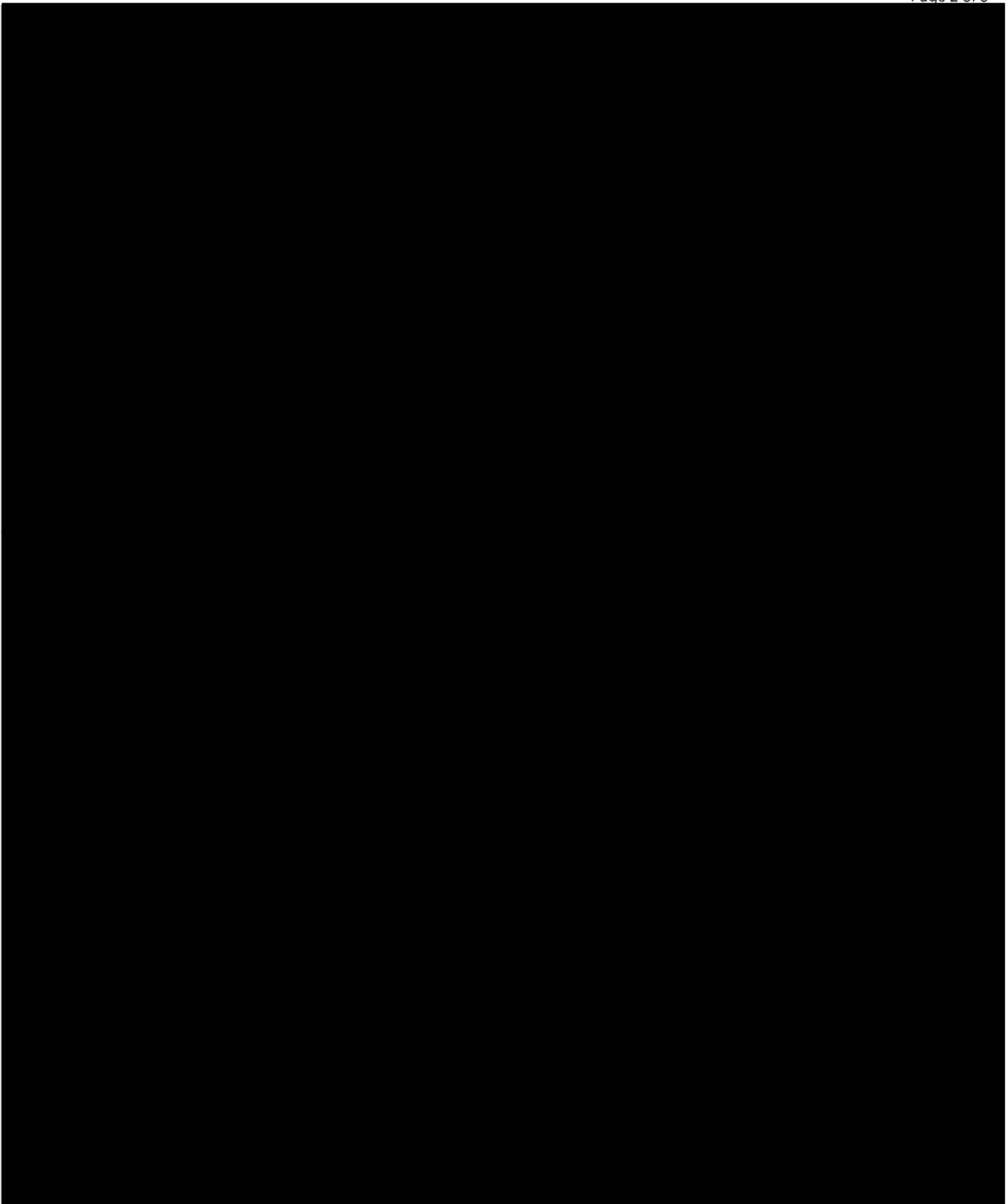
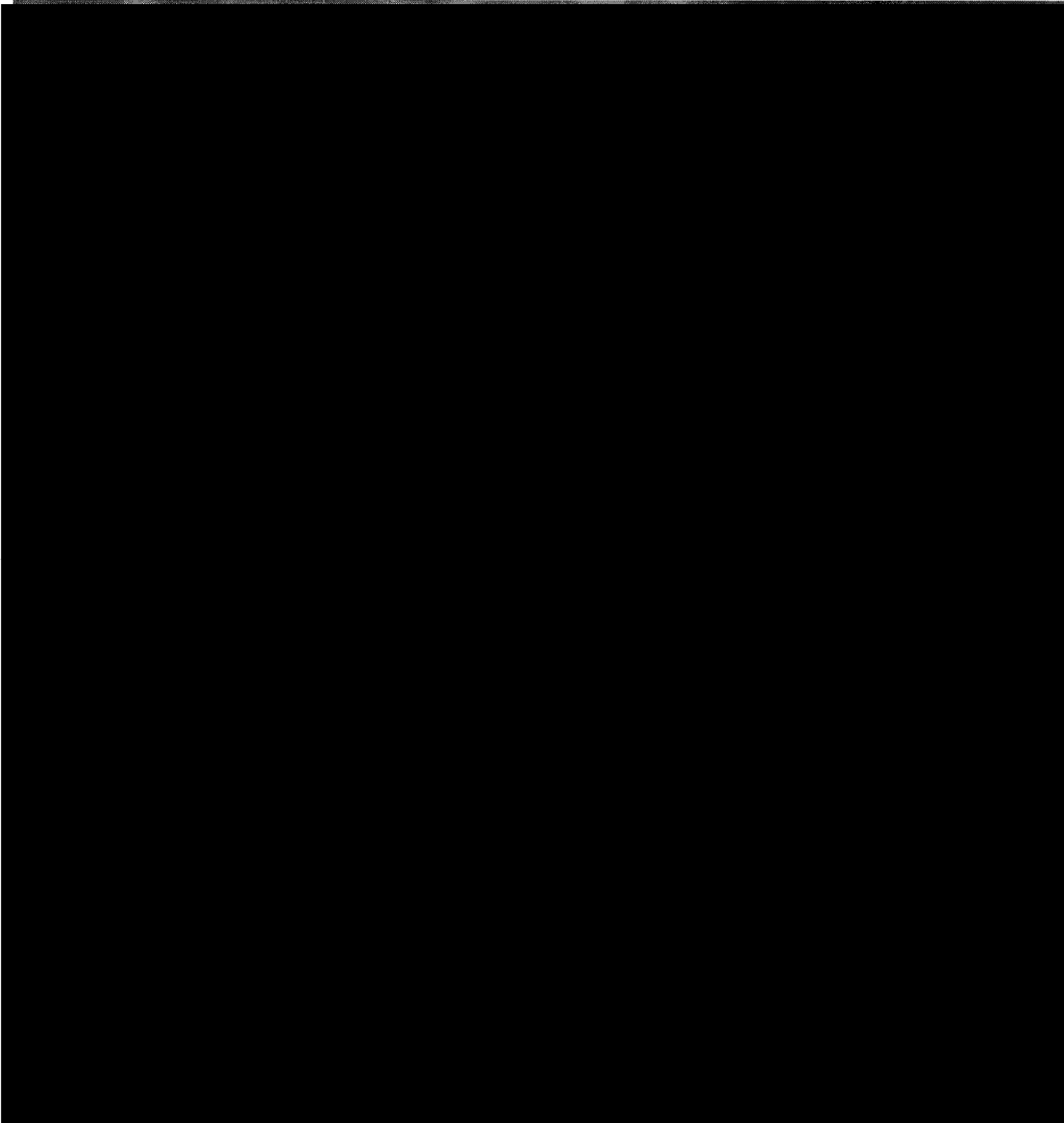


EXHIBIT **BLP**

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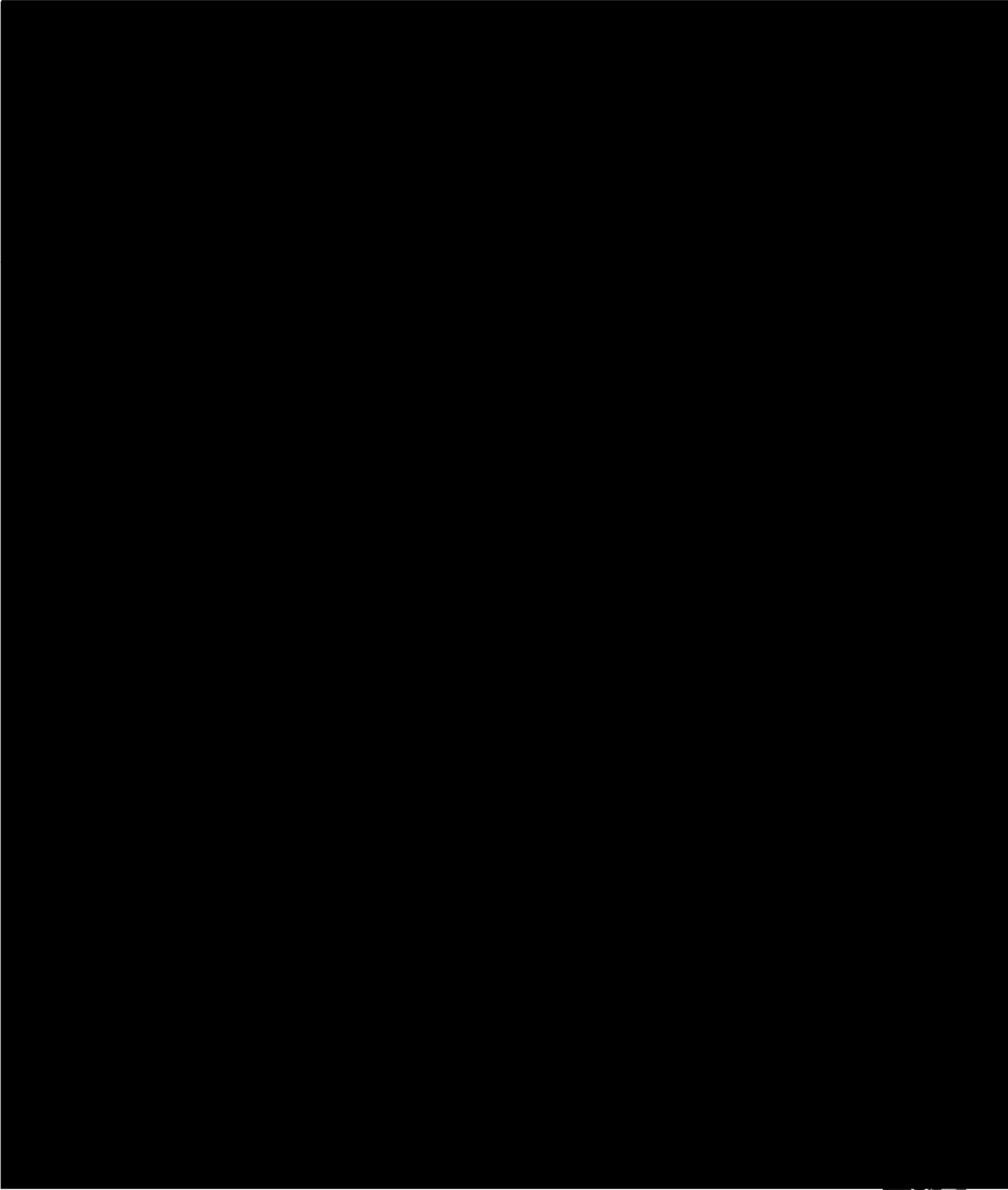
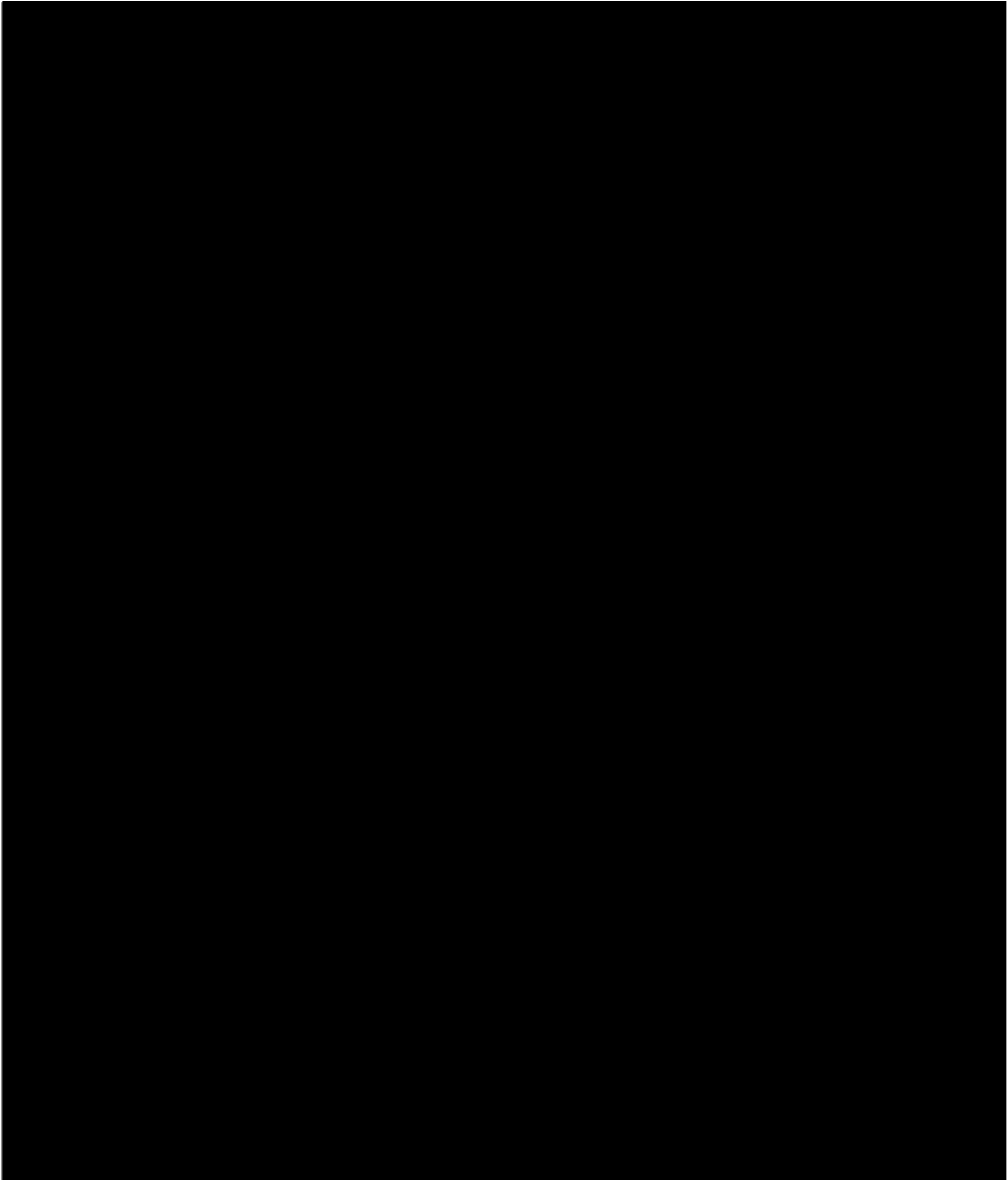


EXHIBIT **1** **BD**



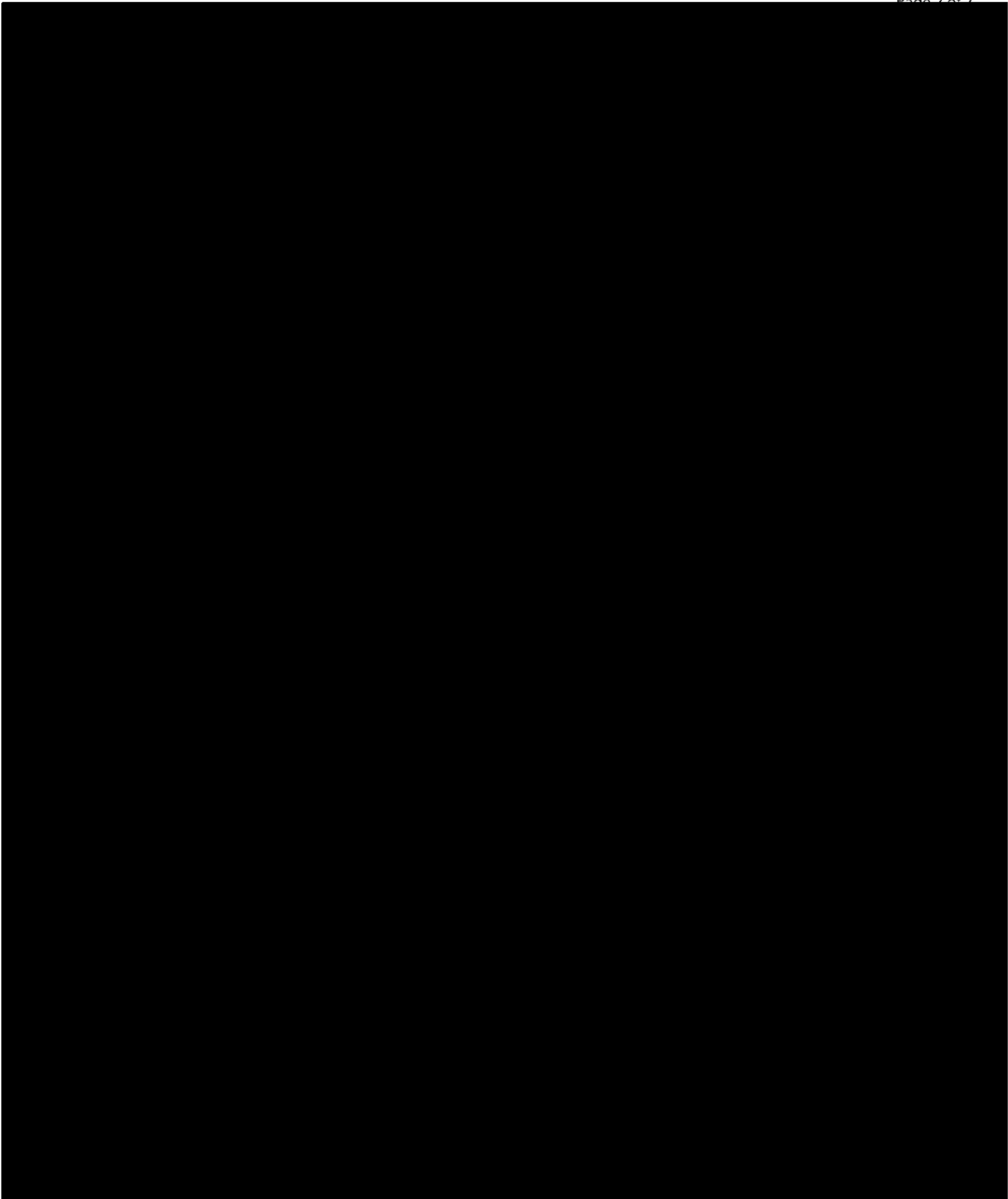
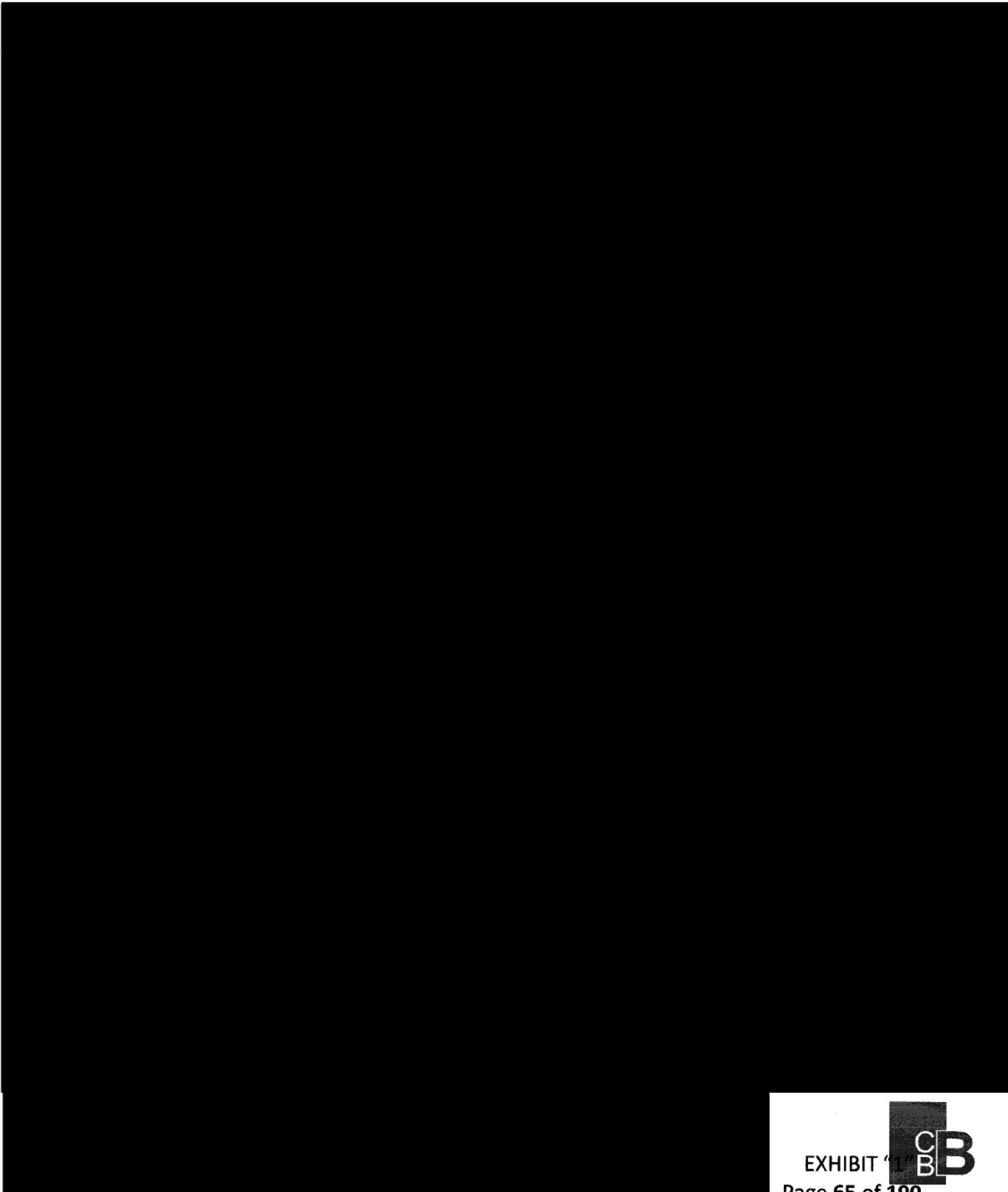


EXHIBIT **BP**



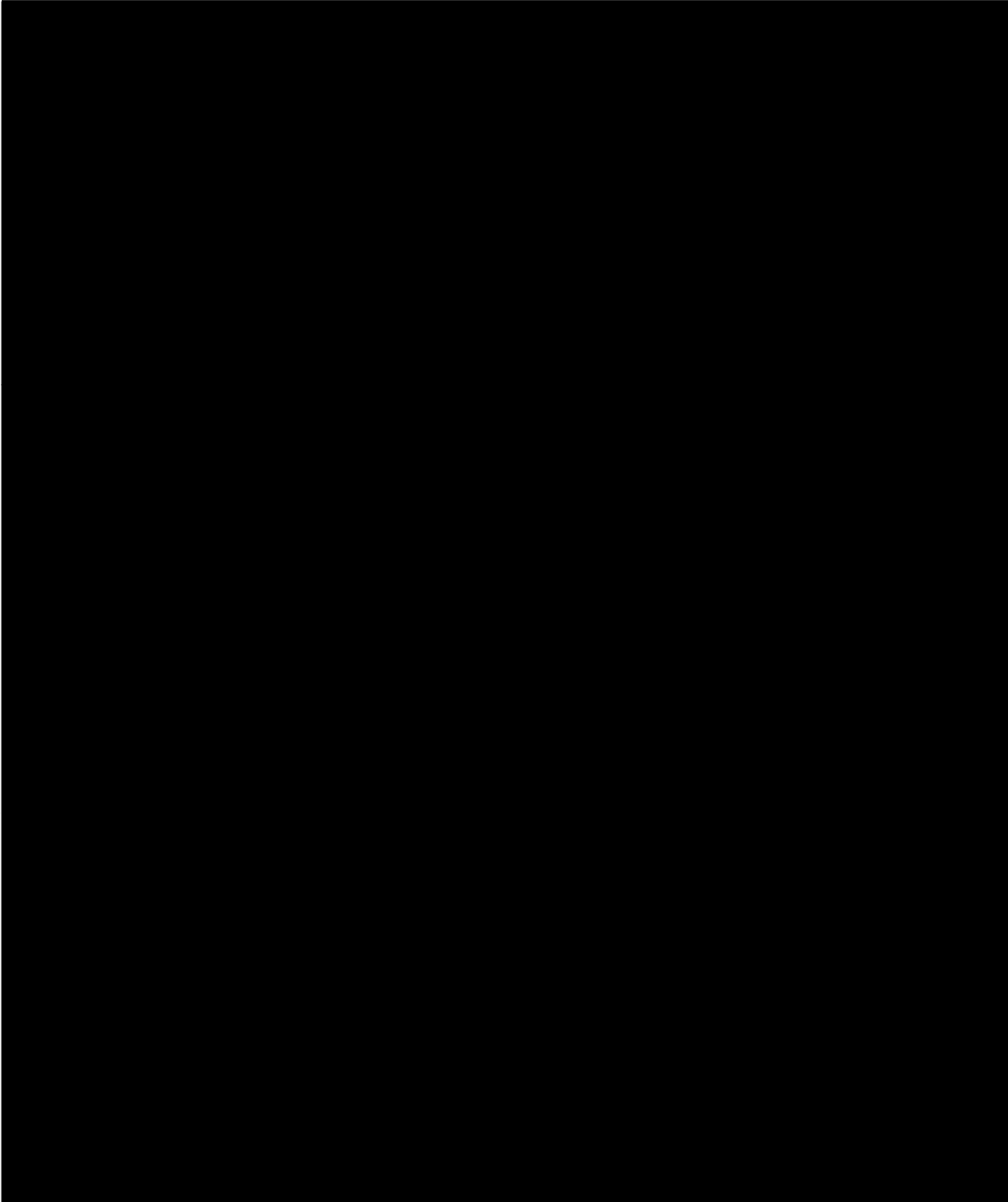
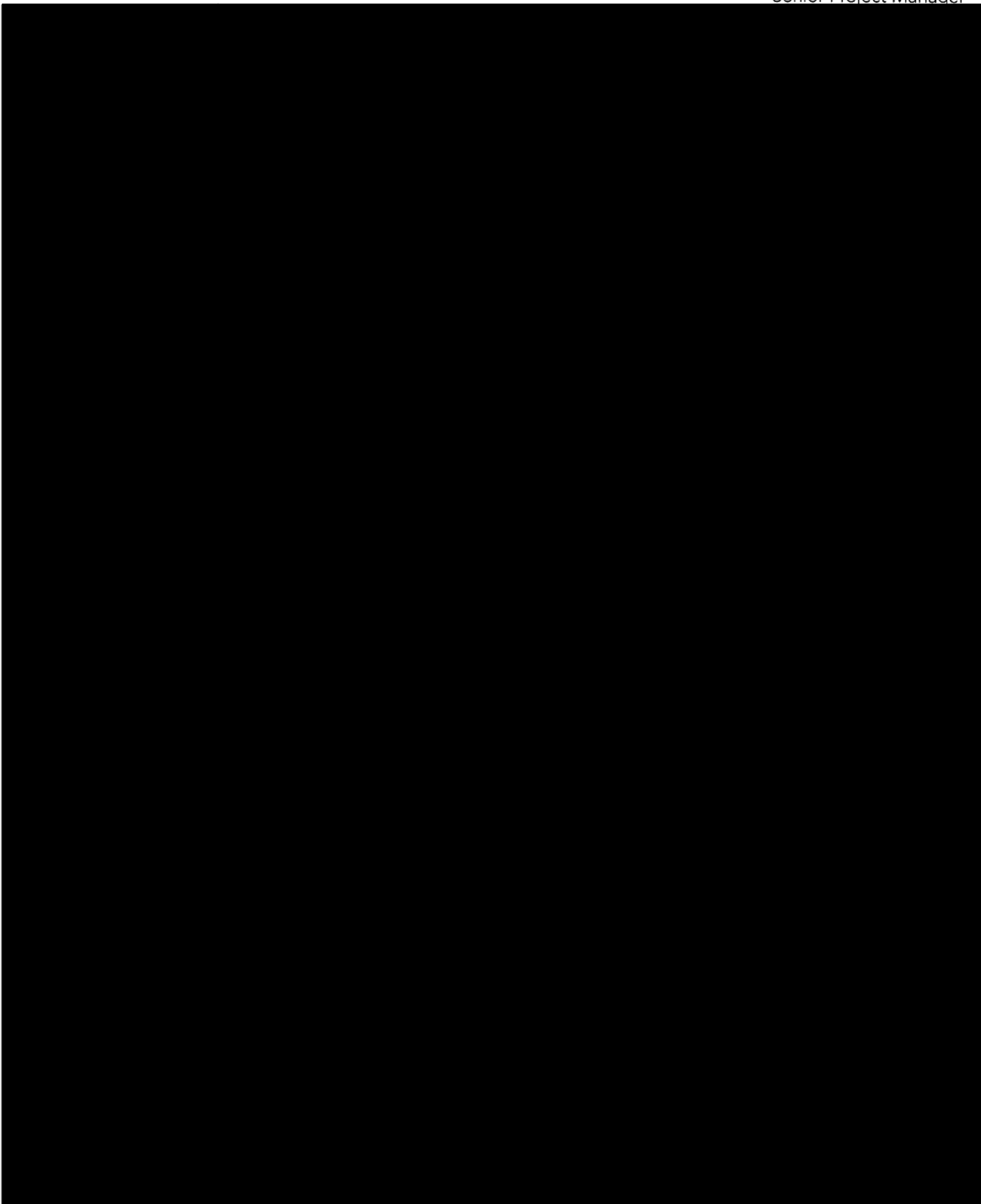


EXHIBIT **BD**



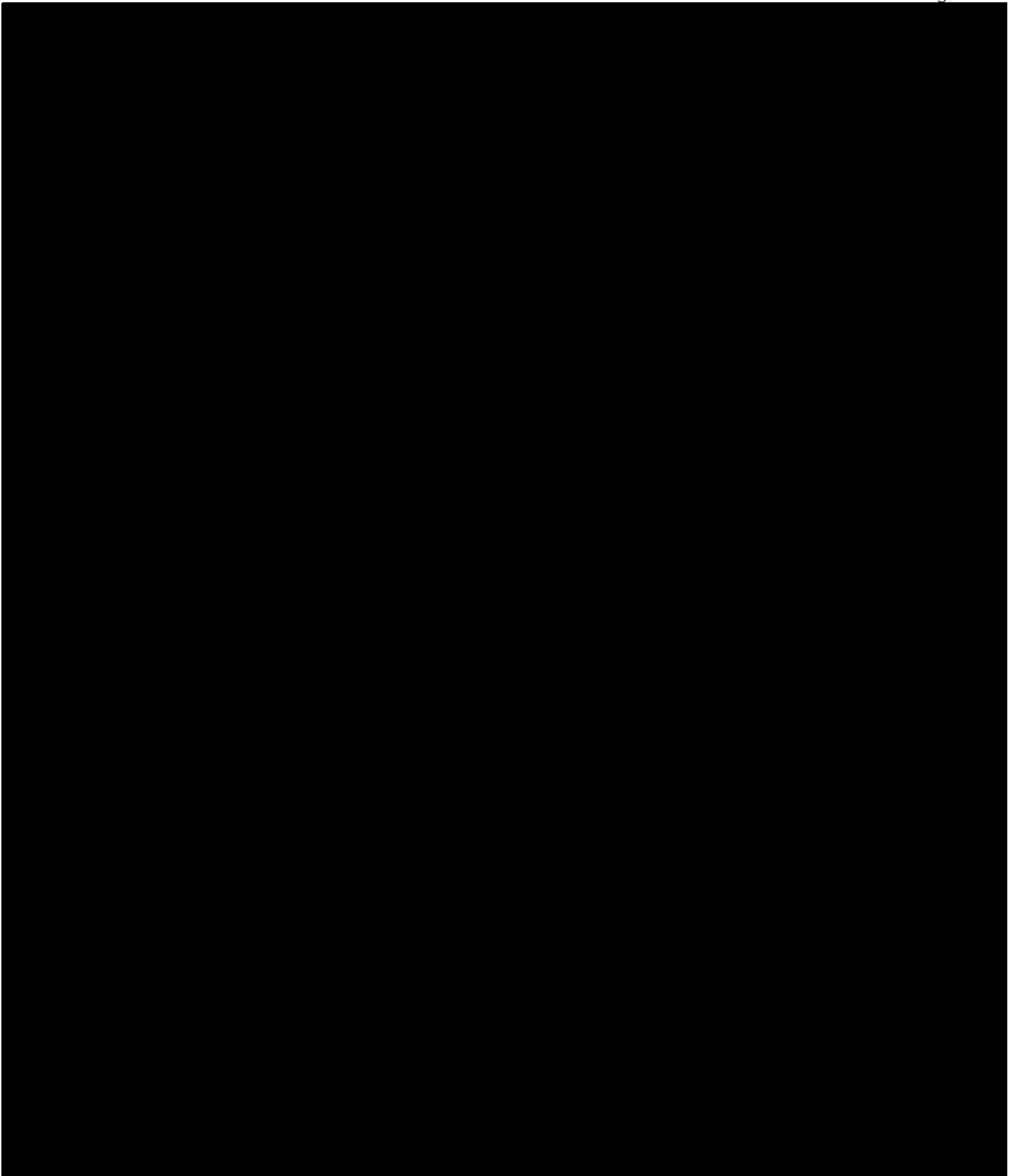


EXHIBIT F

Contract No. RR-14-4222

Christopher B. Burke Engineering, Ltd.

SCOPE OF SERVICES

Each firm will be bound to the Tollway's Exhibit F Scope of Work as prepared by the Tollway. Each firm will perform only work they are qualified to perform to the professional Standard of Care level required by the Tollway. Work tasks will be assigned by the management team of Bowman, Barrett & Associates Inc., as required to meet the expectations of the Tollway for this project.

CHANGE ORDER NO. 1

EXHIBIT F

CONTRACT RR-14-4222

TRI-STATE TOLLWAY (INTERSTATE 294)

SCOPE OF SERVICES

**PROJECT MASTER PLAN AND PHASE II DESIGN SERVICES FOR
BRIDGE REHABILITATION/RECONSTRUCTION OF THE
BURLINGTON NORTHERN SANTA FE (BNSF) RAILROAD (M.P. 26.6)**

COOK COUNTY, ILLINOIS

LYONS TOWNSHIP

Tasks within the Master Plan, Concept and Design phases have resulted in changes in the character or complexity of the scope of work. In addition, the CTS corridor project schedule has been extended requiring additional effort for administration/management, meetings and coordination. The items include the following:

I. PROJECT MASTER PLAN

The detailed scope of services and various tasks are described below:

Item 2.5 Plat of Highways / Existing Railroad Right-of-Way

- **Tollway ROW.** The Tollway Right-of-Way requirements for RR-14-4223 corridor improvements was to be provided by the mainline DSE. The 4222 DSE schedule was advanced from the mainline Master Plan schedule and developed and computed the Tollway Right-of-Way for the 4222 project limits.

Item 2.6 Preparation of Plats and Legal Descriptions for Right-of-Way Acquisition

- **Plat of Acquisitions.** Due to the advancement of the RR-14-4222 contract schedule, plat of acquisitions need to be revised to include portions of parcel acquisitions included in Contract RR-14-4223. Additional field survey to locate property corners and occupation within the new limits of the parcels is required, as well as boundary analysis, review of record documents and drafting plats.
- **Update Plats of Survey to new Standards.** Plats of Survey were modified to accommodate to the new CAD Standards and parcel naming convention. The

standards required to re-accommodate the lay-out of the parcels sheets to include all "Total Holdings" for any contiguous property owned by the Village.

- **Additional field work.** Additional field work to survey existing improvements within 200-ft of the temporary and proposed easements is required as this information is needed to be shown on the plat of acquisitions for property appraisals. In addition, field staking of the South RR Right-of-Way line was performed. Additionally, this task includes staking the North RR ROW line, fiber optic locates, and proposed abutment staking.
- **BNSF Railroad Temporary Easements.** The BNSF RR requested that plats identifying temporary easements be developed for areas within Tollway Right-of-Way that requires railroad elements; and for the Tollway to request temporary easements to work on BNSF RR property. These were initially assumed to be incorporated in the C&M agreement and were not included in the scope of work. This includes the preparation of Plats of Survey for proposed temporary easements, and minor field work.

Item 10. Location Drainage Study. Flagg Creek Hydraulic Modeling. Additional effort and coordination is required for the cross culvert hydraulic modeling between 4222/4223 DSE to investigate proposed mainline profile and ditch grading needed to reduce the 500-year WSL. In addition, assistance was provided to the DCM regarding corridor watersheds.

Item 11. Geotechnical Investigation. The field data determined unsuitable soils exist within the project area and additional investigation is required to determine the limits of this soil. The presence of the unsuitable soil represents an unforeseen field condition and were not anticipated. The additional information will determine the proper soil strengthening techniques required such that the proposed elements can be properly designed. This additional effort includes additional field explorations and laboratory testing and analysis. (See attached proposal by Wang Engineering)

Special Waste. Additional soil investigation and testing is required to determine if Special Waste provisions should be included in the contract documents. The BNSF RR environmental unit also requires that soils within their right of way be tested and properly disposed from their property limits. Additional testing includes areas within the railroad embankment, the Village of Western Springs Public Works yard, and the proposed detention area within Veeck Park. (See attached proposal by Wang Engineering).

Item 20. Master Plan Report.

- **Master Plan Report.** Tollway has requested that the Master Plan Report be combined into one corridor wide report. Additional effort will be required to merge the report from a standalone document, as well as additional coordination with the DCM and other DSEs.
- **Value Management Study (VMS) Participation.** The Tollway requested participation and collaboration in a VMS team, and provide comment and input as necessary. A presentation was developed to provide the team an overview of the project design details. Additional effort to review and study alternatives presented and provide a disposition to comments.

Item 21. Master Plan Presentation.

- **Incorporation of Mainline Elements.** The draft Master Plan presentation was modified to incorporate the mainline portion in addition to the 4222 study limits. The change in character or complexity of work includes additional coordination effort with Tollway/DCM staff, development of presentation material and preparation efforts relating to the mainline profile and box culvert analysis and design deviations.
- **Presentation for Advancement of Concept Plans.** A request to advance the concept plans independently from the mainline corridor schedule was requested, such that the 4222 project schedule will be maintained due to long-lead time coordination associated with the railroad.

Item 22. Conceptual Design Plans.

- **Concept Reports.** The scope does not include a Concept Report, as it was anticipated the Master Plan Report would suffice in addition to development of Concept Level Plan details. The development of a separate Concept Report is required.
- Village of Western Springs requested the Tollway to investigate lowering the invert of the cross culvert under the mainline on the north side of the railroad. Several alternatives were investigated, including installation of a pipe culvert jacked beneath the railroad embankment to assist the Village to alleviate the outfall elevation which is restricted by the Flagg Creek culvert elevation. This new pipe will allow the Village to reroute storm sewer and allow continuation to separate their combined sewer/storm water facilities. Study includes alternatives to route the pipe, invert elevation and potential outfall locations. Items of work include coordination meetings, investigation and exhibit, railroad coordination and permit.

II. PHASE II ENGINEERING

Burlington Northern Santa Fe (BNSF) Railroad Bridge Reconstruction (M.P. 26.6)

BNSF RR Bridge Reconstruction Contract:

Item 23. Plan Sheets.

- **Additional Embankment Stabilization.** As a result of the additional geotechnical investigation, unsuitable soils exist (peat material) beneath the proposed temporary embankment supporting the railroad shoofly tracks. Ground improvements are necessary to mitigate settlement of the unsuitable material due to the increased embankment loading. Plan and details are required to reinforce the embankment due to the weak soils encountered.
- **Additional Plan Effort.** Level of effort to complete contract plans is greater than originally anticipated for the progress schedule, railroad staging, and railroad cross sections.

- **Development of 3D Plan Deliverables.** (New Item). The Illinois Tollway is requesting RR-14-4222 to assist in the implementation of 3-D engineered modeling including earthwork, paving operations, utilities, and structures. Additional effort will be required to provide a new format for the Contract deliverables.
- **Incorporate 4223 Mainline Elements.** Incorporate mainline design plans into Construction Contract 4222 for elements adjacent to pierce park and mainline cross culvert.
- **Local Agency Utility Relocation Plans.** The Village of Western Springs existing watermain and storm sewer facilities are located within proposed temporary easements requested by the Tollway to complete this project. From coordination with the Village, access to these facilities will be required throughout construction. Providing access results in additional retaining wall requirements which increases costs drastically. Therefore, the relocation for portions of their existing facility beneath Hillgrove Avenue is required. Likewise, existing brick storm sewer existing within proposed temporary easements within the Village of Hinsdale. After coordination with the Village, the temporary embankment loads that are proposed over the existing facilities are greater than the pipe can support, therefore replacement of the bridge sewer with concrete pipe is required.
- **Village of Western Springs Generator at Well.** The Village of Western Springs Well is within the vicinity of the project and they have requested a power generator be installed as a back-up to operate the well pump in case of a power failure. Additional plan details and design is required for this work.

Item 29. DCM Coordination. Additional submittal is required for DCM review prior to submittal of contract documents to the Tollway. Additional coordination and disposition of comments is required.

Item 31. Permit Application Submittals

- **IEPA – Watermain Relocation Permit Application.** The proposed watermain relocation in the Village of Western Springs requires an IEPA permit application package for the relocation work.
- **Special Waste Assessment Review.** A Preliminary Site Investigation (PSI) will be performed based on the need for evaluation of two areas of Recognized Environmental Concern (REC) within the project limits. Review of the PSI documentation and further special waste processing and coordination will be evaluated.
- **42" Combined Sewer Reconstruction in Village of Hinsdale.** Replacement of the existing 42" brick sewer with RCP located in Veeck Park requires local permits, including a permit from the Metropolitan Water Reclamation District of Greater Chicago (MWRD).
- **Engine Generator for Village of Western Springs Well #4.** The Village of Western Springs requested a standby engine generator and automatic transfer switch to supply standby electrical service to an existing municipal potable water well #4 be in place during construction in order to minimize risks of a power outage which would disrupt the Village's water supply. Local building permit from the Village will be applied for and incorporated into the specifications.

III. GENERAL PROJECT ACTIVITIES

Item 33. Coordination.

- The level of effort regarding coordination between the railroad, local agency coordination, and the adjacent mainline DSE is a greater than anticipated. Additional meetings include recurring railroad coordination meetings, monthly DSE coordination meetings, project status book meetings, and additional meetings with local agencies are a result of the CTS project extension schedule. A summary of meetings including the original versus the anticipated meetings required for this contract is shown in the following table. Note the total meeting amount is anticipated to occur at the contract completion.

Meeting Description	Number of Meetings included in Contract	Anticipated Total at Contract Completion	Additional Meetings included in Supplement 1	Comments
Railroad Coordination	12	40	28	23 Coord Meetings held thru Feb 2018. Additional Meetings from March 2018 thru May 2019 + 3 other meetings.
Monthly DSE Coord	24	38	14	Additional Meetings to May 2019
Project Status Book	24	39	15	Additional Meetings to May 2019
Local Agencies	8	21	13	Meeting with Village of Hinsdale, Western Springs, and Wester Springs Park District, FCWRD, and MWRD. To Date, 11 meetings held and two additional meeting with each entity is anticipated (+10).

- Railroad Investigation.** Additional effort is to comply with requests from the railroad, including:
 - Investigation of embankment limits due to a fourth superstructure beyond the bridge,
 - Site access and railroad work zone requirements requiring additional investigation, grading modifications, and temporary retaining walls. Grading modifications include development of earth ramps providing access at each quadrant of the structure, mainline access, vehicle storage, and work platforms for track cut overs.
 - Investigation for BNSF access from Burlington Avenue.

- Additional investigation and details required for railroad inspection access and platform to be constructed integrally with the bridge substructure. Also requires investigation and plan details or stair access from track level to abutment seat level.
- Study developed for a two stage, two track construction staging to eliminate the need for a shoo-fly structure.
- **Utility Coordination.**
 - The Village of Western Springs water well is located near the project improvements. Additional meetings and coordination is required to comply with IEPA requirements.
 - The Village of Western Springs requested vibration monitoring be installed within the project limits because of the proposed pile driving work. Additional special provisions and plan details will be required for this work.
 - Review of S.U.E. data provided by DUR DSE. Several attempts to locate existing FCWRD and MWRD facilities were made within the project area requiring additional coordination and review of field data.
 - NOI forms were submitted and need to be revised to match new format.
 - Additional utility coordination and development of DUR are needed due to project extension.
- **Other Coordination**
 - Coordination with local municipalities to review intergovernmental agreements. Additional effort to define scope of work and preparation of construction cost estimates and construction durations for the Village of Hinsdale, Village of Western Springs and the Western Springs Park District.
 - Design and construction assessment as alternative to right-of-way acquisition. Study and assessment may include:
 - Analysis of design impacts;
 - Constructability assessment, contractor access, and schedule impacts;
 - Modified drainage and grading plan;
 - Preliminary retaining wall design and plans (TS&L level) – (2 new walls and 2 modified walls);
 - Meetings and coordination with the BNSF RR and local agencies;

Item 36. Quality Assurance/Quality Control. Additional quality assurance and quality control as a result of additional plan development and project extension.

Item 37. Administration/Management. Additional project management and planning is required as a result of the project extension.

EXHIBIT G

Contract No. RR-14-4222

Christopher B. Burke Engineering, Ltd.

CURRENT OBLIGATIONS FOR PROJECT

Route & Job No.	Work Scope & Description of Project	Fee (Including all Supplementals and Extra Work Orders)	Fee Remaining To Be Earned	Estimated Date of Completion
Prime				
RR-11-4032	Environmental Services Upon Request	\$5,000,000.00	\$25,000.00	5/1/2018
Sub				
I-11-4014	Elgin O'Hare Bypass Sub to CH2M Hill	\$574,365.00	\$308,674.00	3/1/2018
I-12-4080	Illinois 53 Extension Sub to Transystems	\$800,000.00	\$357,900.00	4/1/2019
RR-14-4221	Tri State Tollway- Mile Long Bridge Sub to Locher, HDR, Quigg	\$1,326,200.00	\$450,000.00	3/1/2020
I-14-4190	Jane Adams Memorial Tollway (I-90) JV with Bowman Barrett	\$2,176,971.36	\$0.00	12/1/2017
I-15-4656	EOWA I-294 to I-290 Trio Sub Benesch/CBBEL/Lin JV	\$2,392,203.00	\$950,000.00	5/1/2019
I-17-4303	Tri-State O'hare Oasis to Balmoral Ave	JV=9,499,523 CBBEL=\$1,816,284	\$1,373,000.00	11/1/2022
IDOT				
P-91-004-09	Various Saftey Assessments	\$600,000.00	\$43,000.00	1/28/2018
P-91-007-09	IL 47 doe US 14 to Charles Road Sub to Strand	\$435,000.00	\$145,000.00	3/21/2017
P-91-388-10	US 45 (form IL 132 to IL 173)	\$1,609,487.00	\$8,000.00	12/6/2017
P-91-003-11	Phase I Various Studies	\$2,400,000.00	\$34,000.00	6/30/2020
P-91-597-10	I-290West of US 12/20/45 Sub to Parsons Brinckerhoff	\$1,489,117.00	\$56,000.00	12/1/2017

EXHIBIT G

Contract No. RR-14-4222

Christopher B. Burke Engineering, Ltd.

CURRENT OBLIGATIONS FOR PROJECT

Route & Job No.	Work Scope & Description of Project	Fee (Including all Supplementals and Extra Work Orders)	Fee Remaining To Be Earned	Estimated Date of Completion
P-91-762-10	I-55 from I-355 to I-94 -Sub to Stantec	1,844,933.00	595,000.00	3/21/2018
C-91-75-13	Construction Inspection at I-90 and Cumberland	2,091,291.00	195,000.00	11/01/15
D-91-01-14	IL 47 from US 14 to South of IL 176 Phase II Sub to Strand	244,927.00	Still in Negotiation	
D-91-467-14	FAU 2857 Wood Street from North of Little Calumet River to South of US6 Sub to Infrastructure	229,168.00	38,000.00	07/03/17
P-91-119-14	Various Phase I Contracts	1,200,000.00	478,000.00	02/01/19
D-60-031-15	Various Scat Projects	400,000.00	79,000.00	03/01/17
P-91-224-16	Various Phase I Contracts	1,200,000.00	772,000.00	08/30/19
P-91-05-18	Interstate 90 from Interstate 94 to South of Ohio Street Sub to Lochner	Still in Negotiation	Still in Negotiation	
D-60-001-18	Various Scat Projects	300,000.00	300,000.00	01/01/20
P-91-014-18	Phase I IL 53 from IL 62 to US 12 Sub to RS+H	Still in Negotiation	Still in Negotiation	
City of Chicago	Various Contracts	40,000,000.00	2,000.00	Various
All Other Work	Various Contracts	45,300,000.00	11,311,000.00	Various
Public & Private				

EXHIBIT H - SERVICES BY OTHERS

Exhibits A-G must be submitted for each subconsultant listed below. If a subconsultant requires "Services by Others", they must include Exhibit H and attach Exhibits A-G for second tier subconsultants.

DBE/MBE/WBE SUBCONSULTANTS

1	<hr/>	
	Direct Labor	<hr/>
	Direct Costs	<hr/>
	Services by Others	<hr/>
	Additional Services **	<hr/>
	Total this Subconsultant (ULC)	\$ <u>-</u>

6	<hr/>	
	Direct Labor	<hr/>
	Direct Costs	\$ <u>-</u>
	Services by Others	\$ <u>-</u>
	Additional Services **	\$ <u>-</u>
	Total this Subconsultant (ULC)	\$ <u>-</u>

2	<hr/>	
	Direct Labor	<hr/>
	Direct Costs	<hr/>
	Services by Others	<hr/>
	Additional Services **	<hr/>
	Total this Subconsultant (ULC)	\$ <u>-</u>

7	<hr/>	
	Direct Labor	<hr/>
	Direct Costs	\$ <u>-</u>
	Services by Others	\$ <u>-</u>
	Additional Services **	\$ <u>-</u>
	Total this Subconsultant (ULC)	\$ <u>-</u>

3	<hr/>	
	Direct Labor	<hr/>
	Direct Costs	\$ <u>-</u>
	Services by Others	\$ <u>-</u>
	Additional Services **	\$ <u>-</u>
	Total this Subconsultant (ULC)	\$ <u>-</u>

8	<hr/>	
	Direct Labor	<hr/>
	Direct Costs	\$ <u>-</u>
	Services by Others	\$ <u>-</u>
	Additional Services **	\$ <u>-</u>
	Total this Subconsultant (ULC)	\$ <u>-</u>

4	<hr/>	
	Direct Labor	<hr/>
	Direct Costs	\$ <u>-</u>
	Services by Others	\$ <u>-</u>
	Additional Services **	\$ <u>-</u>
	Total this Subconsultant (ULC)	\$ <u>-</u>

9	<hr/>	
	Direct Labor	<hr/>
	Direct Costs	\$ <u>-</u>
	Services by Others	\$ <u>-</u>
	Additional Services **	\$ <u>-</u>
	Total this Subconsultant (ULC)	\$ <u>-</u>

5	<hr/>	
	Direct Labor	<hr/>
	Direct Costs	\$ <u>-</u>
	Services by Others	\$ <u>-</u>
	Additional Services **	\$ <u>-</u>
	Total this Subconsultant (ULC)	\$ <u>-</u>

10	<hr/>	
	Direct Labor	<hr/>
	Direct Costs	\$ <u>-</u>
	Services by Others	\$ <u>-</u>
	Additional Services **	\$ <u>-</u>
	Total this Subconsultant (ULC)	\$ <u>-</u>

** Additional services funds require prior authorization before use

TOTAL DBE/MBE/WBE Subconsultants: \$ -

TOTAL Additional Services DBE/MBE/WBE Subconsultants: \$ -

TOTAL Allowable Fee DBE/MBE/WBE Subconsultants: \$ -

DBE/MBE/WBE Percentage of Total Fee (includes Additional Services):

DBE/MBE/WBE Percentage of Total Fee (does not include Additional Services):

EXHIBIT H - SERVICES BY OTHERS (continued)

Exhibits A-G must be submitted for each subconsultant listed below. If a subconsultant requires "Services by Others", they must include Exhibit H and attach Exhibits A-G for second tier subconsultants.

OTHER SUBCONSULTANTS (NOT DBE/MBE/WBE)

<u>1</u>	
Direct Labor	_____
Direct Costs	_____
Services by Others	_____
Additional Services **	_____
Total this Subconsultant (ULC)	\$ _____ -

<u>6</u>	
Direct Labor	_____
Direct Costs	\$ _____ -
Services by Others	\$ _____ -
Additional Services **	\$ _____ -
Total this Subconsultant (ULC)	\$ _____ -

<u>2</u>	
Direct Labor	_____
Direct Costs	_____
Services by Others	_____
Additional Services **	_____
Total this Subconsultant (ULC)	\$ _____ -

<u>7</u>	
Direct Labor	\$ _____ -
Direct Costs	\$ _____ -
Services by Others	\$ _____ -
Additional Services **	\$ _____ -
Total this Subconsultant (ULC)	\$ _____ -

<u>3</u>	
Direct Labor	\$ _____ -
Direct Costs	\$ _____ -
Services by Others	\$ _____ -
Additional Services **	\$ _____ -
Total this Subconsultant (ULC)	\$ _____ -

<u>8</u>	
Direct Labor	\$ _____ -
Direct Costs	\$ _____ -
Services by Others	\$ _____ -
Additional Services **	\$ _____ -
Total this Subconsultant (ULC)	\$ _____ -

<u>4</u>	
Direct Labor	\$ _____ -
Direct Costs	\$ _____ -
Services by Others	\$ _____ -
Additional Services **	\$ _____ -
Total this Subconsultant (ULC)	\$ _____ -

<u>9</u>	
Direct Labor	\$ _____ -
Direct Costs	\$ _____ -
Services by Others	\$ _____ -
Additional Services **	\$ _____ -
Total this Subconsultant (ULC)	\$ _____ -

<u>5</u>	
Direct Labor	\$ _____ -
Direct Costs	\$ _____ -
Services by Others	\$ _____ -
Additional Services **	\$ _____ -
Total this Subconsultant (ULC)	\$ _____ -

<u>10</u>	
Direct Labor	\$ _____ -
Direct Costs	\$ _____ -
Services by Others	\$ _____ -
Additional Services **	\$ _____ -
Total this Subconsultant (ULC)	\$ _____ -

** Additional services funds require prior authorization before use

TOTAL Non-DBE/MBE/WBE Subconsultants: \$ _____ -

TOTAL Additional Services Non-DBE/MBE/WBE Subconsultants: \$ _____ -

TOTAL Allowable Fee Non-DBE/MBE/WBE Subconsultants: \$ _____ -

Contract Information Sheet

Complete the following information and it will be populated on every exhibit.

Consultant Name: EFK Moen

Contract Number: RR-14-4222

Proposal Date: 4/1/2018

Exhibit Pointers Editable cells in each exhibit are underlined in red

Notes and guidance for each exhibit are on the right of the exhibits in yellow text boxes

A full set of instructions to complete the exhibits is available on the Tollway's website

Contract No.: RR-14-4222

Consultant: EFK Moen

EXHIBIT B: FEE CALCULATIONS

A. DIRECT LABOR (without overtime)

$$\frac{502.00}{\text{(Total Work Hours from Exhibit C-2)}} \times \$ \frac{42.50}{\text{(Average Hourly Rate from Exhibit C-2)}} = \text{TOTAL DIRECT SALARY } \$ \underline{21,335.00}$$

Multiplier to be used on this project:

2.80

Allowable Multiplier = (2.8 DSE) (2.5 or 2.8 CM) (2.5 PMO)

DIRECT REGULAR SALARY TIMES MULTIPLIER \$ 59,738.00

B. REIMBURSABLE DIRECT COSTS NOT ELIGIBLE FOR PROFIT

(For Prime Consultant listed above.)

TOTAL DIRECT COSTS _____

C. SERVICES BY OTHERS

Total Allowable Fee DBE/MBE/WBE Subconsultant (from Exhibit H) \$ _____ -

Total Allowable Fee Non-DBE/MBE/WBE Subconsultant (from Exhibit H (cont)) \$ _____ -

TOTAL SERVICES BY OTHERS \$ _____ -

D. ADDITIONAL SERVICES (Prime Consultant)

(Requires prior authorization before use)

ADDITIONAL SERVICES (Subconsultants)

(Requires prior authorization before use)

TOTAL ADDITIONAL SERVICES \$ _____ -
(Requires prior authorization before use)

E. MAXIMUM ALLOWABLE FEE (Upper Limit of Compensation)

\$ 59,738.00

Contract No.: RR-14-4222 Consultant: EFK Moen

Date: 4/1/2018

EXHIBIT C-1: PAYROLL CLASSIFICATION ESCALATION TABLE

CONTRACT TERM: 17 No. OF MONTHS
 SCHEDULED START DATE: 4/1/2018
 RAISE DATE: 6/1/2018
 PERCENT OF RAISE: 0%

ESCALATION PER YEAR Year 1 through 5

Date	Date	Date	Date	Date	Date	Date
4/1/2018	-	5/31/2018	6/1/2018	-	5/31/2019	6/1/2019
2.0		12.0	17.0	3.0	17.0	17.0
11.76%		70.59%	17.65%			
Factor First Period		Escalation Factor Second Period	Escalation Factor Third Period		Escalation Factor Fourth Period	Escalation Factor Fifth Period

ESCALATION PER YEAR Year 6 through 10

Date	Date	Date	Date	Date	Date	Date
17.0		17.0	17.0	17.0	17.0	17.0
Escalation Factor Sixth Period		Escalation Factor Seventh Period	Escalation Factor Eighth Period	Escalation Factor Ninth Period	Escalation Factor Tenth Period	

The escalation factor for this project is: 100.00%

Contract No.: RR-14-4222

Consultant: EFK Moen

Date: 4/1/2018

Escalation Factor: 100.00%

(From Exhibit C-1)

EXHIBIT C-2: DIRECT LABOR CLASSIFICATION MAN-HOURS AND RATES										DIRECT COST OVERTIME PREMIUM	
Classification Eligible for Premium Overtime?	Tollway Classification	Tollway MINIMUM Hourly Rate for Classification	Tollway MAXIMUM Hourly Rate for Classification	Average Hourly Rate for Classification (See Note A to Right)	Escalated Average Hourly Rate for Classification (See Note B to Right)	Estimated Work Hours (Including Overtime)	Total Estimated Work Hours:		Escalated Average Premium Overtime Hourly Rate (See Note C to Right)	Estimated Overtime Hours (Overtime Hours Only) (See Note D to Right)	
							Total Estimated Work Hours:	Average Hourly Rate:			
No	Principal	\$50.00	\$70.00	\$70.00	\$70.00	54.00	502.00	\$42.50			
No	Project Manager	\$40.00	\$70.00	\$64.00	\$64.00	98.00					
No	Senior Engineer/Planner	\$40.00	\$70.00	\$50.00	\$50.00	87.00					
No	Resident Engineer	\$40.00	\$70.00								
No	Project Engineer/Planner	\$25.00	\$60.00	\$33.00	\$33.00	46.00					
No	Staff Engineer/Planner	\$20.00	\$40.00								
No	Engineer /Accountant	\$20.00	\$60.00	\$33.00	\$33.00	20.00					
No	Senior Technical Specialist	\$25.00	\$60.00	\$34.00	\$34.00	70.00					
No	Technical Specialist	\$15.00	\$50.00	\$19.00	\$19.00	59.00					
No	Architect	\$30.00	\$70.00								
No	Realty Specialists	\$20.00	\$70.00								
No	Intern	\$8.25	\$20.00	\$16.00	\$16.00	44.00					
							Total Direct Labor	\$21,335.00			
							Total Estimated O/T Hours:				
							Average Premium O/T Hourly Rate:				
							Total Overtime Premium:				

Contract No.: RR-14-4222

Consultant: EFK Moen

Date: 4/1/2018

Escalation Factor: 100.00%

(From Exhibit C-1)

EXHIBIT C-2: DIRECT LABOR CLASSIFICATION MAN-HOURS AND RATES						DIRECT COST OVERTIME PREMIUM	
	Total Estimated Work Hours:		502.00		Total Estimated O/T Hours:		
	Average Hourly Rate:		\$42.50		Average Premium O/T Hourly Rate:		
	Total Direct Labor		\$21,335.00		Total Overtime Premium:		
Classification Eligible for Premium Overtime?	No	Tollway Classification	Admin/Clerical				
		Tollway MINIMUM Hourly Rate for Classification	\$8.25				
		Tollway MAXIMUM Hourly Rate for Classification	\$40.00				
		Average Hourly Rate for Classification (See Note A to Right)	\$23.00				
		Escalated Average Hourly Rate for Classification (See Note B to Right)	\$23.00				
		Estimated Work Hours (Including Overtime)	24.00				
		Escalated Average Premium Overtime Hourly Rate (See Note C to Right)					
		Estimated Overtime Hours (Overtime Hours Only) (See Note D to Right)					

EXHIBIT C-3: DIRECT LABOR EMPLOYEE CLASSIFICATION LIST

Tollway Classification	Consultant Classification (specific to each company)	Consultant Employee Name (SEE NOTE 1 TO RIGHT)	Range per Hour
Principal	Project Principal	Darrell Eilers	\$50 - \$70
	Project Principal	Paul J. (PJ) Kronlage	
	Project Principal	Linda Moen	
Project Manager	Project Manager	Jeff Church	\$40 - \$70
	Project Manager	Shelley Dintelman	
	Project Manager	Chris Ferrante	
	Project Manager	Joe Havel	
	Project Manager	Chris Linneman	
	Project Manager	Robert (Bob) Orange	
	Project Manager	Chris Williams	
	Project Manager		
Senior Engineer/Planner	Senior Project Engineer	Joanna Dardeen	\$40 - \$70
	Senior Project Engineer	Ryan Gall	
	Senior Project Engineer	Michelle Spillers	
Resident Engineer			\$40 - \$70
Project Engineer/Planner	Project Engineer	Chris Chastain	\$25 - \$60
	Project Engineer	Steve Furrow	
	Project Engineer	Margaret Burns	
	Project Engineer	Mike Tobiason	
	Project Engineer	Shirley Havel	
	Project Engineer	John Huebbe	
	Project Engineer	Mark Huebbe	
	Project Engineer	Angela Ng	
	Project Engineer	Jessy Rojas	
	Project Engineer	Lori Swank	
	Project Engineer	Maria Slick	
	Project Engineer	Kimberly White	
	Project Engineer	Alex Benz	
	Project Engineer	Alison MacNair	
	Project Engineer		
Staff Engineer/Planner			\$20 - \$40
Engineer /Accountant	Accountant	Theresa DeBarry	\$20 - \$60
Senior Technical Specialist	Senior Design Technician	Jennifer Archibald	\$25 - \$60
	Senior Design Technician	Dennis Brown	
	Senior Design Technician	Mike Kirchner	
	IT Manager	Terry Moen	
	Professional Land Surveyor	Randall Brickey	
	Professional Land Surveyor	James Bube	
Technical Specialist	Design Technician	Matthew Beahan	\$15 - \$50
	Surveyor	Kevin Decker	
	Surveyor	Adam McFall	

Contract No.: RR-14-4222

Consultant: EFK Moen

Date: 4/1/2018

EXHIBIT C-3: DIRECT LABOR EMPLOYEE CLASSIFICATION LIST

Tollway Classification	Consultant Classification (specific to each company)	Consultant Employee Name (SEE NOTE 1 TO RIGHT)	Range per Hour
	Surveyor	Neil Schaeffer	
	Surveyor	Paul Schaeffer	
	Surveyor	Lee Wiley	
	Surveyor	Matt Wiley	
Architect			\$30 - \$70
Realty Specialists			\$20 - \$70
Intern	Intern	Sarah Anderson	\$8.25 - \$20
	Intern	Lauren Werkmeister	
Admin/Clerical	Administrative	Jennifer Roeder	\$8.25 - \$40
	Administrative	Patti Williams	

EXHIBIT D

REIMBURSABLE DIRECT COSTS - WORKSHEET ESTIMATES

- A. **VEHICLE REIMBURSEMENT - rate based on link below**
<http://www2.illinois.gov/cms/Employees/travel/Pages/TravelReimbursement.aspx>

- B. **ALLOWABLE DIRECT COSTS - based on link below**
https://www.illinoistollway.com/documents/20184/238673/LG_TOLLWAY_XX_ALLOWABLEDIRECTCOSTS_12132013.PDF/b3dab3

- C. **ITEMIZED DIRECT COSTS - For any expense not included in the Allowable Direct Costs list, written permission must be received from the Chief Engineer prior to its inclusion. List those below:**

DIRECT COST CATEGORY

TOTAL DIRECT COSTS (Vehicles, Allowable and Itemized) \$ -

ALLOWABLE DIRECT COSTS

10.01.2013

Effective for contracts awarded on or after October 1, 2013, the following costs are allowable when requested by the Department and included in the contract. The costs are allowable when it is customary for the firm to bill for the cost and it can be itemized in the firm's billing and accounting systems.

Per Diem	State Rate (Maximum)
Lodging	State Rate (Maximum)
Air Fare	Coach Rate with 2 weeks advance purchase
Vehicles	
Mileage	State Rate* (Maximum)
Vehicle Rental	\$55/day (Maximum)
Leased / Company-Owned Vehicles (does not include personal vehicles, not owned by the company)	\$65/day
Vehicle Half-day Rate	\$32.50/half day
Parking	Actual Cost
Tolls	Actual Cost
Overtime	Premium portion
Film and Film Processing**	Actual Cost
Overnight Delivery/Postage Courier Service	Actual Cost
Copies of Deliverables and Mylars	Actual Cost
Specific Insurance – required for project	Actual Cost
CADD	Actual Costs (Maximum of \$15.00/Hr)
Monuments – Permanent	Actual Cost
Payment for Newspaper Ads	Actual Cost
Web Site	Actual Cost
Facility Rental for Public Meetings & Exhibits/Rendering & AV Equipment/Transcriptions	Actual Cost
Recording Fees	Actual Cost
Courthouse Fees	Actual Cost
Testing of Soil Samples	Actual Cost
Lab Services (excluding Phase III normal construction inspection such as beam breaks, cylinder breaks, pavement cores)	Actual Cost
Equipment rental specific for project (snooper for bridge inspection, noise meter, etc.)	Actual Cost
Specialized equipment – on an as needed basis with prior approval	Actual Cost
Traffic Systems	Actual Cost
Storm sewer cleaning and televising	Actual Cost
Traffic control and protection	Actual Cost
Aerial photography and mapping	Actual Cost
Utility exploratory trenching	Actual Cost

ALLOWABLE DIRECT COSTS

- *website for State Reimbursement Rates
<http://www2.illinois.gov/cms/Employees/travel/Pages/TravelReimbursement.aspx>
- **Use of digital cameras verses film cameras is encouraged when firms own digital cameras and the discussion of their use will be part of the negotiations. Film & copies will be reimbursed at actual costs.
- On all agreements authorization after January 1, 2005, GPS Equipment is considered a "tool of the trade."

Contract No.: RR-14-4222

Consultant: EFK Moen

EXHIBIT E - KEY PROJECT PERSONNEL

Project Principal: Paul J. (PJ) Kronlage

Project Manager: Joe Havel

Project Engineer: _____

Resident Engineer: _____

Documentation Engineer: _____

Project Civil Engineer: _____

Project Structural Engineer: _____

Project Drainage Engineer: _____

Senior Engineer: _____

Others: Name: _____

Classification: _____

Name: _____

Classification: _____

Name: _____

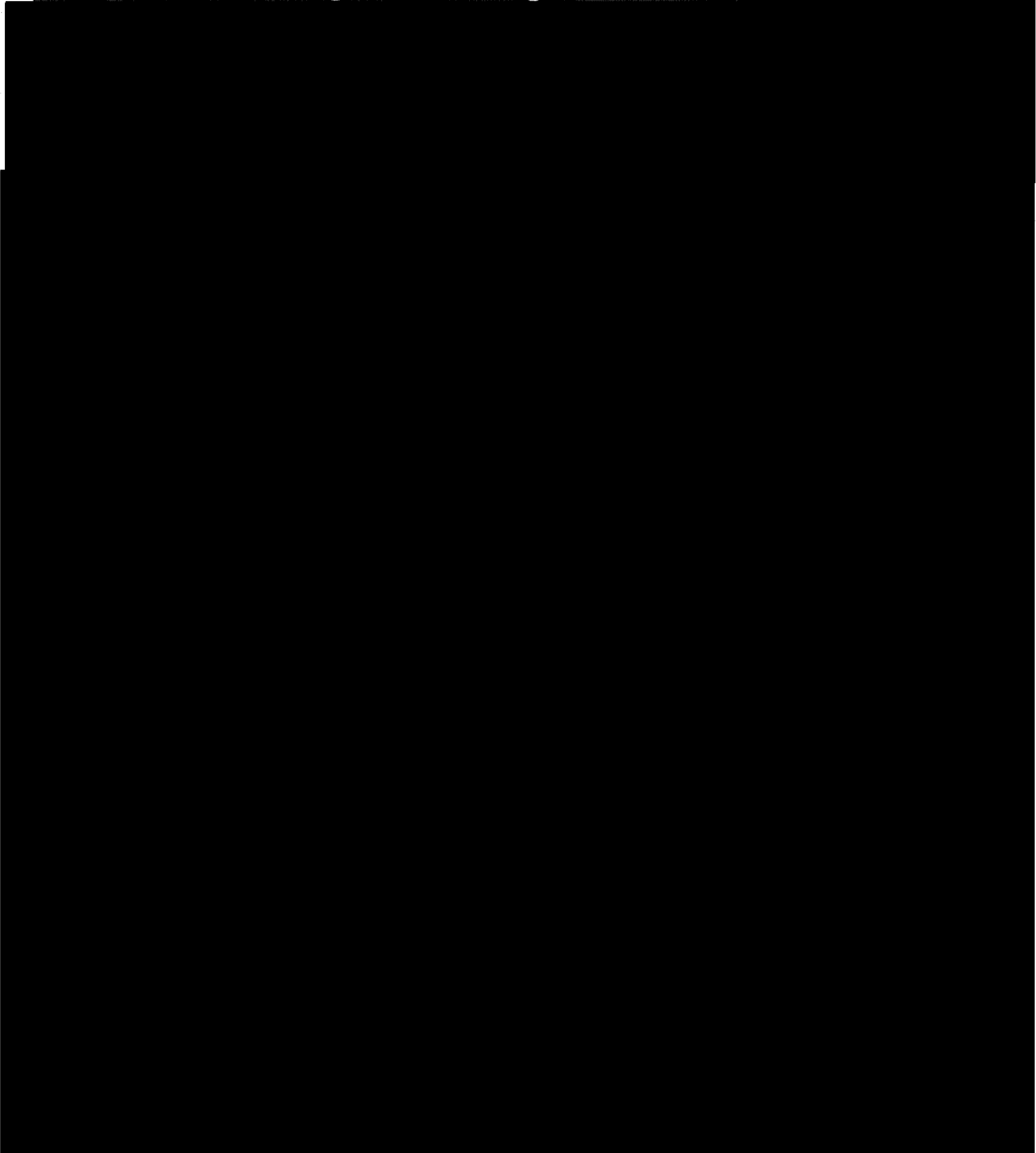
Classification: _____

Name: _____

Classification: _____

JOE HAVEL, PE

Vice President, Chicago Office Manager



PAUL (PJ) KRONLAGE, PE

Principal & Vice President

APPENDIX TO EXHIBIT F

Contract No. RR-14-4222

EFK Moen

SCOPE OF SERVICES

Each firm will be bound to the Tollway's Exhibit F Scope of Work as prepared by the Tollway. Each firm will perform only work they are qualified to perform to the professional Standard of Care level required by the Tollway. Work tasks will be assigned by the management team of Bowman, Barrett & Associates Inc., as required to meet the expectations of the Tollway for this project.

CHANGE ORDER NO. 1

EXHIBIT F

**CONTRACT RR-14-4222
TRI-STATE TOLLWAY (INTERSTATE 294)**

SCOPE OF SERVICES

**PROJECT MASTER PLAN AND PHASE II DESIGN SERVICES FOR
BRIDGE REHABILITATION/RECONSTRUCTION OF THE
BURLINGTON NORTHERN SANTA FE (BNSF) RAILROAD (M.P. 26.6)**

**COOK COUNTY, ILLINOIS
LYONS TOWNSHIP**

Tasks within the Master Plan, Concept and Design phases have resulted in changes in the character or complexity of the scope of work. In addition, the CTS corridor project schedule has been extended requiring additional effort for administration/management, meetings and coordination. The items include the following:

I. PROJECT MASTER PLAN

The detailed scope of services and various tasks are described below:

Item 2.5 Plat of Highways / Existing Railroad Right-of-Way

- **Tollway ROW.** The Tollway Right-of-Way requirements for RR-14-4223 corridor improvements was to be provided by the mainline DSE. The 4222 DSE schedule was advanced from the mainline Master Plan schedule and developed and computed the Tollway Right-of-Way for the 4222 project limits.

Item 2.6 Preparation of Plats and Legal Descriptions for Right-of-Way Acquisition

- **Plat of Acquisitions.** Due to the advancement of the RR-14-4222 contract schedule, plat of acquisitions need to be revised to include portions of parcel acquisitions included in Contract RR-14-4223. Additional field survey to locate property corners and occupation within the new limits of the parcels is required, as well as boundary analysis, review of record documents and drafting plats.
- **Update Plats of Survey to new Standards.** Plats of Survey were modified to accommodate to the new CAD Standards and parcel naming convention. The

standards required to re-accommodate the lay-out of the parcels sheets to include all "Total Holdings" for any contiguous property owned by the Village.

- **Additional field work.** Additional field work to survey existing improvements within 200-ft of the temporary and proposed easements is required as this information is needed to be shown on the plat of acquisitions for property appraisals. In addition, field staking of the South RR Right-of-Way line was performed. Additionally, this task includes staking the North RR ROW line, fiber optic locates, and proposed abutment staking.
- **BNSF Railroad Temporary Easements.** The BNSF RR requested that plats identifying temporary easements be developed for areas within Tollway Right-of-Way that requires railroad elements; and for the Tollway to request temporary easements to work on BNSF RR property. These were initially assumed to be incorporated in the C&M agreement and were not included in the scope of work. This includes the preparation of Plats of Survey for proposed temporary easements, and minor field work.

Item 10. Location Drainage Study. Flagg Creek Hydraulic Modeling. Additional effort and coordination is required for the cross culvert hydraulic modeling between 4222/4223 DSE to investigate proposed mainline profile and ditch grading needed to reduce the 500-year WSL. In addition, assistance was provided to the DCM regarding corridor watersheds.

Item 11. Geotechnical Investigation. The field data determined unsuitable soils exist within the project area and additional investigation is required to determine the limits of this soil. The presence of the unsuitable soil represents an unforeseen field condition and were not anticipated. The additional information will determine the proper soil strengthening techniques required such that the proposed elements can be properly designed. This additional effort includes additional field explorations and laboratory testing and analysis. (See attached proposal by Wang Engineering)

Special Waste. Additional soil investigation and testing is required to determine if Special Waste provisions should be included in the contract documents. The BNSF RR environmental unit also requires that soils within their right of way be tested and properly disposed from their property limits. Additional testing includes areas within the railroad embankment, the Village of Western Springs Public Works yard, and the proposed detention area within Veeck Park. (See attached proposal by Wang Engineering).

Item 20. Master Plan Report.

- **Master Plan Report.** Tollway has requested that the Master Plan Report be combined into one corridor wide report. Additional effort will be required to merge the report from a standalone document, as well as additional coordination with the DCM and other DSEs.
- **Value Management Study (VMS) Participation.** The Tollway requested participation and collaboration in a VMS team, and provide comment and input as necessary. A presentation was developed to provide the team an overview of the project design details. Additional effort to review and study alternatives presented and provide a disposition to comments.

Item 21. Master Plan Presentation.

- **Incorporation of Mainline Elements.** The draft Master Plan presentation was modified to incorporate the mainline portion in addition to the 4222 study limits. The change in character or complexity of work includes additional coordination effort with Tollway/DCM staff, development of presentation material and preparation efforts relating to the mainline profile and box culvert analysis and design deviations.
- **Presentation for Advancement of Concept Plans.** A request to advance the concept plans independently from the mainline corridor schedule was requested, such that the 4222 project schedule will be maintained due to long-lead time coordination associated with the railroad.

Item 22. Conceptual Design Plans.

- **Concept Reports.** The scope does not include a Concept Report, as it was anticipated the Master Plan Report would suffice in addition to development of Concept Level Plan details. The development of a separate Concept Report is required.
- Village of Western Springs requested the Tollway to investigate lowering the invert of the cross culvert under the mainline on the north side of the railroad. Several alternatives were investigated, including installation of a pipe culvert jacked beneath the railroad embankment to assist the Village to alleviate the outfall elevation which is restricted by the Flagg Creek culvert elevation. This new pipe will allow the Village to reroute storm sewer and allow continuation to separate their combined sewer/storm water facilities. Study includes alternatives to route the pipe, invert elevation and potential outfall locations. Items of work include coordination meetings, investigation and exhibit, railroad coordination and permit.

II. PHASE II ENGINEERING

Burlington Northern Santa Fe (BNSF) Railroad Bridge Reconstruction (M.P. 26.6)

BNSF RR Bridge Reconstruction Contract:

Item 23. Plan Sheets.

- **Additional Embankment Stabilization.** As a result of the additional geotechnical investigation, unsuitable soils exist (peat material) beneath the proposed temporary embankment supporting the railroad shoofly tracks. Ground improvements are necessary to mitigate settlement of the unsuitable material due to the increased embankment loading. Plan and details are required to reinforce the embankment due to the weak soils encountered.
- **Additional Plan Effort.** Level of effort to complete contract plans is greater than originally anticipated for the progress schedule, railroad staging, and railroad cross sections.

- **Development of 3D Plan Deliverables.** (New Item). The Illinois Tollway is requesting RR-14-4222 to assist in the implementation of 3-D engineered modeling including earthwork, paving operations, utilities, and structures. Additional effort will be required to provide a new format for the Contract deliverables.
- **Incorporate 4223 Mainline Elements.** Incorporate mainline design plans into Construction Contract 4222 for elements adjacent to pierce park and mainline cross culvert.
- **Local Agency Utility Relocation Plans.** The Village of Western Springs existing watermain and storm sewer facilities are located within proposed temporary easements requested by the Tollway to complete this project. From coordination with the Village, access to these facilities will be required throughout construction. Providing access results in additional retaining wall requirements which increases costs drastically. Therefore, the relocation for portions of their existing facility beneath Hillgrove Avenue is required. Likewise, existing brick storm sewer existing within proposed temporary easements within the Village of Hinsdale. After coordination with the Village, the temporary embankment loads that are proposed over the existing facilities are greater than the pipe can support, therefore replacement of the brick sewer with concrete pipe is required.
- **Village of Western Springs Generator at Well.** The Village of Western Springs Well is within the vicinity of the project and they have requested a power generator be installed as a back-up to operate the well pump in case of a power failure. Additional plan details and design is required for this work.

Item 29. DCM Coordination. Additional submittal is required for DCM review prior to submittal of contract documents to the Tollway. Additional coordination and disposition of comments is required.

Item 31. Permit Application Submittals

- **IEPA – Watermain Relocation Permit Application.** The proposed watermain relocation in the Village of Western Springs requires an IEPA permit application package for the relocation work.
- **Special Waste Assessment Review.** A Preliminary Site Investigation (PSI) will be performed based on the need for evaluation of two areas of Recognized Environmental Concern (REC) within the project limits. Review of the PSI documentation and further special waste processing and coordination will be evaluated.
- **42" Combined Sewer Reconstruction in Village of Hinsdale.** Replacement of the existing 42" brick sewer with RCP located in Veeck Park requires local permits, including a permit from the Metropolitan Water Reclamation District of Greater Chicago (MWRD).
- **Engine Generator for Village of Western Springs Well #4.** The Village of Western Springs requested a standby engine generator and automatic transfer switch to supply standby electrical service to an existing municipal potable water well #4 be in place during construction in order to minimize risks of a power outage which would disrupt the Village's water supply. Local building permit from the Village will be applied for and incorporated into the specifications.

III. GENERAL PROJECT ACTIVITIES

Item 33. Coordination.

- The level of effort regarding coordination between the railroad, local agency coordination, and the adjacent mainline DSE is a greater than anticipated. Additional meetings include recurring railroad coordination meetings, monthly DSE coordination meetings, project status book meetings, and additional meetings with local agencies are a result of the CTS project extension schedule. A summary of meetings including the original versus the anticipated meetings required for this contract is shown in the following table. Note the total meeting amount is anticipated to occur at the contract completion.

Meeting Description	Number of Meetings included in Contract	Anticipated Total at Contract Completion	Additional Meetings included in Supplement 1	Comments
Railroad Coordination	12	40	28	23 Coord Meetings held thru Feb 2018. Additional Meetings from March 2018 thru May 2019 + 3 other meetings.
Monthly DSE Coord	24	38	14	Additional Meetings to May 2019
Project Status Book	24	39	15	Additional Meetings to May 2019
Local Agencies	8	21	13	Meeting with Village of Hinsdale, Western Springs, and Wester Springs Park District, FCWRD, and MWRD. To Date, 11 meetings held and two additional meeting with each entity is anticipated (+10).

- Railroad Investigation.** Additional effort is to comply with requests from the railroad, including:
 - Investigation of embankment limits due to a fourth superstructure beyond the bridge,
 - Site access and railroad work zone requirements requiring additional investigation, grading modifications, and temporary retaining walls. Grading modifications include development of earth ramps providing access at each quadrant of the structure, mainline access, vehicle storage, and work platforms for track cut overs.
 - Investigation for BNSF access from Burlington Avenue.

- Additional investigation and details required for railroad inspection access and platform to be constructed integrally with the bridge substructure. Also requires investigation and plan details or stair access from track level to abutment seat level.
- Study developed for a two stage, two track construction staging to eliminate the need for a shoo-fly structure.
- **Utility Coordination.**
 - The Village of Western Springs water well is located near the project improvements. Additional meetings and coordination is required to comply with IEPA requirements.
 - The Village of Western Springs requested vibration monitoring be installed within the project limits because of the proposed pile driving work. Additional special provisions and plan details will be required for this work.
 - Review of S.U.E. data provided by DUR DSE. Several attempts to locate existing FCWRD and MWRD facilities were made within the project area requiring additional coordination and review of field data.
 - NOI forms were submitted and need to be revised to match new format.
 - Additional utility coordination and development of DUR are needed due to project extension.
- **Other Coordination**
 - Coordination with local municipalities to review intergovernmental agreements. Additional effort to define scope of work and preparation of construction cost estimates and construction durations for the Village of Hinsdale, Village of Western Springs and the Western Springs Park District.
 - Design and construction assessment as alternative to right-of-way acquisition. Study and assessment may include:
 - Analysis of design impacts;
 - Constructability assessment, contractor access, and schedule impacts;
 - Modified drainage and grading plan;
 - Preliminary retaining wall design and plans (TS&L level) – (2 new walls and 2 modified walls);
 - Meetings and coordination with the BNSF RR and local agencies;

Item 36. Quality Assurance/Quality Control. Additional quality assurance and quality control as a result of additional plan development and project extension.

Item 37. Administration/Management. Additional project management and planning is required as a result of the project extension.

EXHIBIT G

Contract No. RR-14-4222

EFK Moen

CURRENT OBLIGATIONS FOR PROJECT

Route & Job No.	Work Scope & Description of Project	Fee (Including all Supplementals and Extra Work Orders)	Fee Remaining To Be Earned	Estimated Date of Completion
PTB149-019	US 67 North of Monmouth	\$2,124,307	\$1,398,000	6/1/2019
PTB156-033	Il 19 over Vermillion River	\$375,167	\$111,000	6/1/2019
PTB158-022	I-74/CH 9	\$350,402	\$2,000	8/1/2018
PTB161-030	District 6 Various Work Orders	\$222,276	\$14,000	6/1/2019
PTB163-008	District 1 Various Work Orders	\$1,000,000	\$8,474	6/30/2018
PTB170-012	District 6 Various Work Orders	\$243,488	\$38,000	6/1/2019
PTB174-013	Poplar Street Complex Traffic Control	\$11,087	\$3,000	6/1/2019
PTB181-004	District 1 Various Work Orders	\$1,459,861	\$306,939	9/30/2018
PSB 14-3	RR-14-4224 - I-294 MP	\$3,748,053	\$386,467	6/30/2018
PSB 14-3	RR-14-4222 - BNSF over I-294	\$227,040	\$91,583	6/30/2018
PSB 17-3	I-17-4296	\$818,185	\$731,488	6/30/2020
PSB	I-17-4297	\$793,655	\$640,217	6/30/2020

EXHIBIT H - SERVICES BY OTHERS

Exhibits A-G must be submitted for each subconsultant listed below. If a subconsultant requires "Services by Others", they must include Exhibit H and attach Exhibits A-G for second tier subconsultants.

DBE/MBE/WBE SUBCONSULTANTS

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9	<table border="0" style="width: 100%;"> <tr> <td style="width: 30%;">Direct Labor</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>Direct Costs</td> <td></td> <td style="text-align: right;">\$</td> <td style="text-align: center;">-</td> <td></td> <td></td> </tr> <tr> <td>Services by Others</td> <td></td> <td style="text-align: right;">\$</td> <td style="text-align: center;">-</td> <td></td> <td></td> </tr> <tr> <td>Additional Services **</td> <td></td> <td style="text-align: right;">\$</td> <td style="text-align: center;">-</td> <td></td> <td></td> </tr> <tr> <td>Total this Subconsultant (ULC)</td> <td></td> <td style="text-align: right;">\$</td> <td style="text-align: center;">-</td> <td></td> <td></td> </tr> </table>	Direct Labor						Direct Costs		\$	-			Services by Others		\$	-			Additional Services **		\$	-			Total this Subconsultant (ULC)		\$	-		
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5	<table border="0" style="width: 100%;"> <tr> <td style="width: 30%;">Direct Labor</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>Direct Costs</td> <td></td> <td style="text-align: right;">\$</td> <td style="text-align: center;">-</td> <td></td> <td></td> </tr> <tr> <td>Services by Others</td> <td></td> <td style="text-align: right;">\$</td> <td style="text-align: center;">-</td> <td></td> <td></td> </tr> <tr> <td>Additional Services **</td> <td></td> <td style="text-align: right;">\$</td> <td style="text-align: center;">-</td> <td></td> <td></td> </tr> <tr> <td>Total this Subconsultant (ULC)</td> <td></td> <td style="text-align: right;">\$</td> <td style="text-align: center;">-</td> <td></td> <td></td> </tr> </table>	Direct Labor						Direct Costs		\$	-			Services by Others		\$	-			Additional Services **		\$	-			Total this Subconsultant (ULC)		\$	-		
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Direct Costs		\$	-																												
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10	<table border="0" style="width: 100%;"> <tr> <td style="width: 30%;">Direct Labor</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>Direct Costs</td> <td></td> <td style="text-align: right;">\$</td> <td style="text-align: center;">-</td> <td></td> <td></td> </tr> <tr> <td>Services by Others</td> <td></td> <td style="text-align: right;">\$</td> <td style="text-align: center;">-</td> <td></td> <td></td> </tr> <tr> <td>Additional Services **</td> <td></td> <td style="text-align: right;">\$</td> <td style="text-align: center;">-</td> <td></td> <td></td> </tr> <tr> <td>Total this Subconsultant (ULC)</td> <td></td> <td style="text-align: right;">\$</td> <td style="text-align: center;">-</td> <td></td> <td></td> </tr> </table>	Direct Labor						Direct Costs		\$	-			Services by Others		\$	-			Additional Services **		\$	-			Total this Subconsultant (ULC)		\$	-		
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Services by Others		\$	-																												
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Total this Subconsultant (ULC)		\$	-																												

** Additional services funds require prior authorization before use

TOTAL DBE/MBE/WBE Subconsultants: \$ -

TOTAL Additional Services DBE/MBE/WBE Subconsultants: \$ -

TOTAL Allowable Fee DBE/MBE/WBE Subconsultants: \$ -

DBE/MBE/WBE Percentage of Total Fee (includes Additional Services):

DBE/MBE/WBE Percentage of Total Fee (does not include Additional Services):

EXHIBIT "1"

EXHIBIT H - SERVICES BY OTHERS (continued)

Exhibits A-G must be submitted for each subconsultant listed below. If a subconsultant requires "Services by Others", they must include Exhibit H and attach Exhibits A-G for second tier subconsultants.

OTHER SUBCONSULTANTS (NOT DBE/MBE/WBE)

<u>1</u>	
Direct Labor	_____
Direct Costs	_____
Services by Others	_____
Additional Services **	_____
Total this Subconsultant (ULC)	\$ _____ -

<u>6</u>	
Direct Labor	_____
Direct Costs	\$ _____ -
Services by Others	\$ _____ -
Additional Services **	\$ _____ -
Total this Subconsultant (ULC)	\$ _____ -

<u>2</u>	
Direct Labor	_____
Direct Costs	_____
Services by Others	_____
Additional Services **	_____
Total this Subconsultant (ULC)	\$ _____ -

<u>7</u>	
Direct Labor	\$ _____ -
Direct Costs	\$ _____ -
Services by Others	\$ _____ -
Additional Services **	\$ _____ -
Total this Subconsultant (ULC)	\$ _____ -

<u>3</u>	
Direct Labor	\$ _____ -
Direct Costs	\$ _____ -
Services by Others	\$ _____ -
Additional Services **	\$ _____ -
Total this Subconsultant (ULC)	\$ _____ -

<u>8</u>	
Direct Labor	\$ _____ -
Direct Costs	\$ _____ -
Services by Others	\$ _____ -
Additional Services **	\$ _____ -
Total this Subconsultant (ULC)	\$ _____ -

<u>4</u>	
Direct Labor	\$ _____ -
Direct Costs	\$ _____ -
Services by Others	\$ _____ -
Additional Services **	\$ _____ -
Total this Subconsultant (ULC)	\$ _____ -

<u>9</u>	
Direct Labor	\$ _____ -
Direct Costs	\$ _____ -
Services by Others	\$ _____ -
Additional Services **	\$ _____ -
Total this Subconsultant (ULC)	\$ _____ -

<u>5</u>	
Direct Labor	\$ _____ -
Direct Costs	\$ _____ -
Services by Others	\$ _____ -
Additional Services **	\$ _____ -
Total this Subconsultant (ULC)	\$ _____ -

<u>10</u>	
Direct Labor	\$ _____ -
Direct Costs	\$ _____ -
Services by Others	\$ _____ -
Additional Services **	\$ _____ -
Total this Subconsultant (ULC)	\$ _____ -

** Additional services funds require prior authorization before use

TOTAL Non-DBE/MBE/WBE Subconsultants: \$ _____ -

TOTAL Additional Services Non-DBE/MBE/WBE Subconsultants: \$ _____ -

TOTAL Allowable Fee Non-DBE/MBE/WBE Subconsultants: \$ _____ -

Contract Information Sheet

Complete the following information and it will be populated on every exhibit.

Consultant Name: Frega Associates, Ltd.

Contract Number: RR-14-4222

Proposal Date: 4/1/2018

Exhibit Pointers Editable cells in each exhibit are underlined in red

Notes and guidance for each exhibit are on the right of the exhibits in yellow text boxes

A full set of instructions to complete the exhibits is available on the Tollway's website

Contract Number: RR-14-4222

Consultant: Frega Associates, Ltd.

Frega Associates, Ltd.

EXHIBIT A: ESTIMATED TASK WORK HOURS

TASK	MONTHS of YEAR 2018												TOTAL HOURS			
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		Grand Total Exhibit A Hours		
Master Plan																
Concept Plans (30%)																
Phase II Plans				16	16	24	24	20	8	8						116
Mtgs/Coordination					4			4								10
Admin/Management						2		2							2	6
TOTALS				16	20	24	26	26	8	10	2	2				132

Contract Number: RR-14-4222 Consultant: Frega Associates, Ltd.

EXHIBIT A: ESTIMATED TASK WORK HOURS

TASK	MONTHS of YEAR 2019												TOTAL HOURS		
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec			
Master Plan															
Concept Plans (30%)															
Phase II Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Meetings, Coordination, General Activities															
QA/QC															
Admin/Management															
TOTALS															0

Contract No.: RR-14-4222

Consultant: Frega Associates, Ltd.

EXHIBIT B: FEE CALCULATIONS

A. DIRECT LABOR (without overtime)

<u>132.00</u>	X	<u>\$ 51.73</u>	=	TOTAL DIRECT SALARY \$	<u>6,828.36</u>
(Total Work Hours from Exhibit C-2)		(Average Hourly Rate from Exhibit C-2)			

Multiplier to be used on this project: 2.80

Allowable Multiplier = (2.8 DSE) (2.5 or 2.8 CM) (2.5 PMO)

DIRECT REGULAR SALARY TIMES MULTIPLIER \$ 19,119.41

B. REIMBURSABLE DIRECT COSTS NOT ELIGIBLE FOR PROFIT

(For Prime Consultant listed above.)

TOTAL DIRECT COSTS _____

C. SERVICES BY OTHERS

Total Allowable Fee DBE/MBE/WBE Subconsultant (from Exhibit H) \$ _____ -

Total Allowable Fee Non-DBE/MBE/WBE Subconsultant (from Exhibit H (cont)) \$ _____ -

TOTAL SERVICES BY OTHERS \$ _____ -

D. ADDITIONAL SERVICES (Prime Consultant)

(Requires prior authorization before use)

ADDITIONAL SERVICES (Subconsultants)

\$ _____ -

(Requires prior authorization before use)

TOTAL ADDITIONAL SERVICES \$ _____ -
(Requires prior authorization before use)

E. MAXIMUM ALLOWABLE FEE (Upper Limit of Compensation) \$ 19,119.41

Contract No.: RR-14-4222 Consultant: Frega Associates, Ltd.

Date: 4/1/2018

EXHIBIT C-1: PAYROLL CLASSIFICATION ESCALATION TABLE

CONTRACT TERM: 17 No. OF MONTHS
 SCHEDULED START DATE: 4/1/2018
 RAISE DATE: 1/1/2019
 PERCENT OF RAISE: 0%

ESCALATION PER YEAR Year 1 through 5

Date	Date	Date	Date	Date	Date	Date
4/1/2018	-	12/31/2018	1/1/2019	-	8/31/2019	-
9.0			8.0		17.0	17.0
52.94%	Factor First Period		47.06%	Escalation Factor Second Period		Escalation Factor Third Period
	Escalation Factor Sixth Period			Escalation Factor Fourth Period		Escalation Factor Fifth Period

ESCALATION PER YEAR Year 6 through 10

Date	Date	Date	Date	Date	Date	Date
	-			-		
17.0			17.0		17.0	17.0
	Escalation Factor Seventh Period			Escalation Factor Eighth Period		Escalation Factor Ninth Period
	Escalation Factor Tenth Period					

The escalation factor for this project is: 100.00%

Contract No.: RR-14-4222

Consultant: Frega Associates, Ltd.

Date: 4/1/2018

Escalation Factor: 100.00%

(From Exhibit C-1)

EXHIBIT C-2: DIRECT LABOR CLASSIFICATION MAN-HOURS AND RATES

**DIRECT COST
OVERTIME PREMIUM**

Total Estimated Work Hours: 132.00
Average Hourly Rate: \$51.73
Total Direct Labor: \$6,828.36

Total Estimated O/T Hours: _____
Average Premium O/T Hourly Rate: _____
Total Overtime Premium: _____

Classification Eligible for Premium Overtime?	Tollway Classification	Tollway MINIMUM Hourly Rate for Classification	Tollway MAXIMUM Hourly Rate for Classification	Average Hourly Rate for Classification (See Note A to Right)	Escalated Average Hourly Rate for Classification (See Note B to Right)	Estimated Work Hours (Including Overtime)	Escalated Average Premium Overtime Hourly Rate (See Note C to Right)	Estimated Overtime Hours (Overtime Hours Only) (See Note D to Right)
No	Principal	\$50.00	\$70.00					
No	Project Manager	\$40.00	\$70.00	\$70.00	\$70.00	14.00		
No	Senior Engineer/Planner	\$40.00	\$70.00					
No	Resident Engineer	\$40.00	\$70.00					
No	Project Engineer/Planner	\$25.00	\$60.00					
No	Staff Engineer/Planner	\$20.00	\$40.00					
No	Engineer /Accountant	\$20.00	\$60.00					
No	Senior Technical Specialist	\$25.00	\$60.00					
No	Technical Specialist	\$15.00	\$50.00	\$39.00	\$39.00	30.00		
No	Architect	\$30.00	\$70.00	\$53.17	\$53.17	88.00		
No	Realty Specialists	\$20.00	\$70.00					
No	Intern	\$8.25	\$20.00					
No	Admin/Clerical	\$8.25	\$40.00					

Contract No.: RR-14-4222

Consultant: Frega Associates, Ltd.

EXHIBIT E - KEY PROJECT PERSONNEL

Project Principal: _____

Project Manager: John V. Frega, LEED-AP

Project Engineer: _____

Resident Engineer: _____

Documentation Engineer: _____

Project Civil Engineer: _____

Project Structural Engineer: _____

Project Drainage Engineer: _____

Senior Engineer: _____

Others: Name: Raul Alcomendras

Classification: Technical Specialist

Name: Rodolfo N Cuasay, ALA

Classification: Architect I

Name: _____

Classification: _____

Name: _____

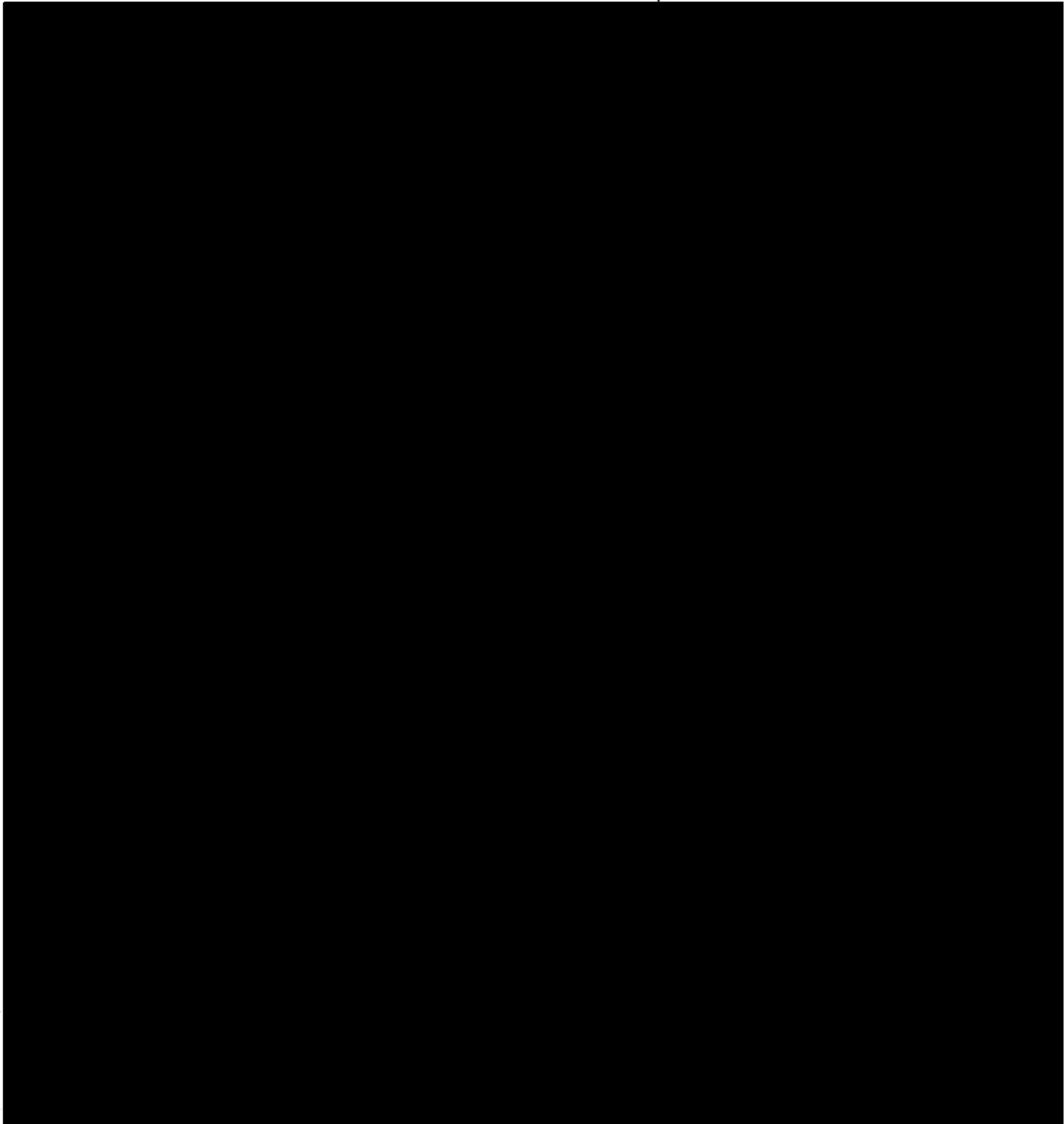
Classification: _____

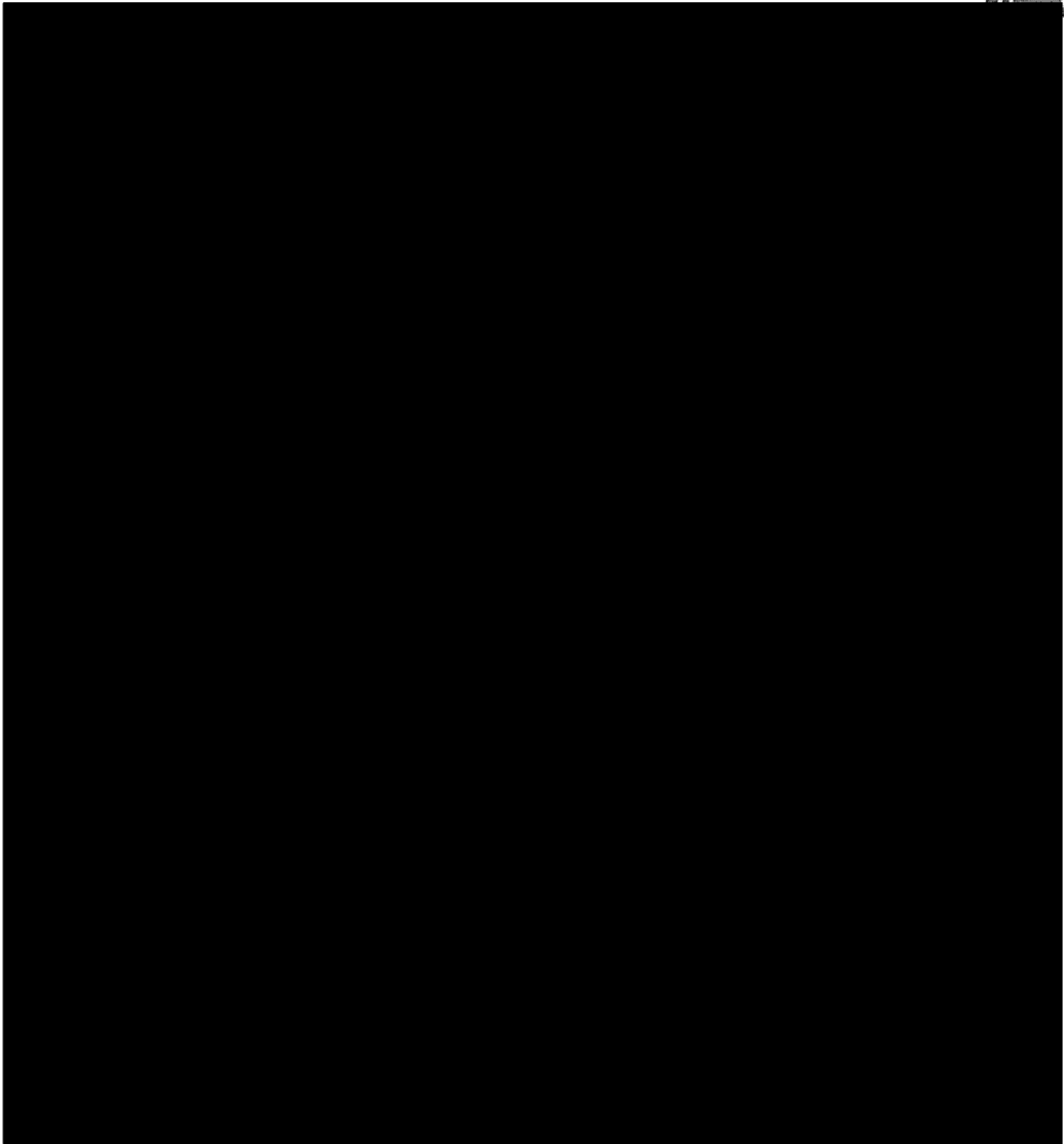


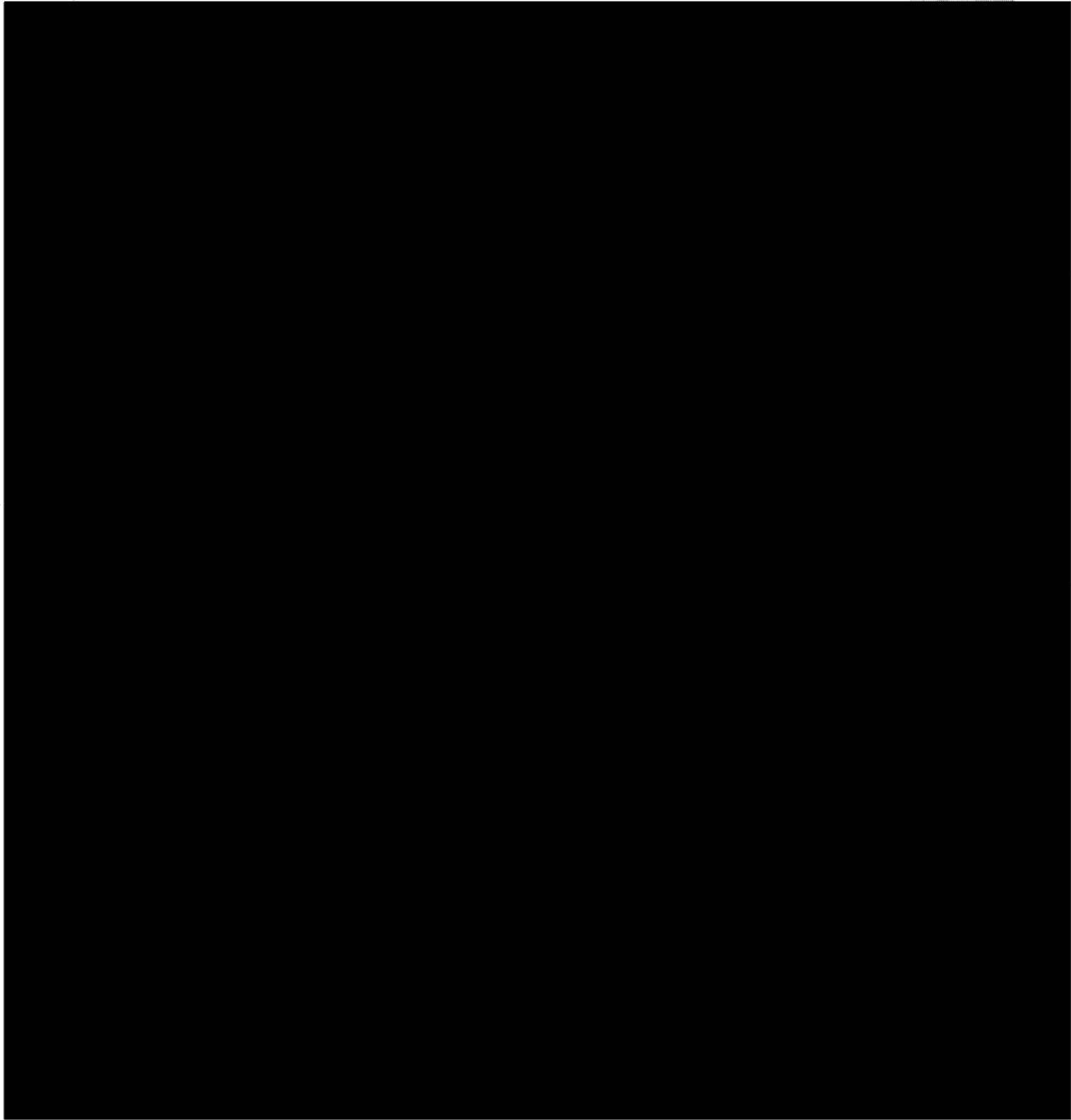
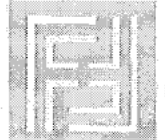
Fregu Associates, Ltd.
411 South Wells Street
Chicago, Illinois 60607
312.663.0640
FAX: 312.663.0834

Architects
Engineers
Planners

John V. Frega,
LEED AP







APPENDIX TO EXHIBIT F

Contract No. RR-14-4222

Frega Associates, Ltd.

SCOPE OF SERVICES

Each firm will be bound to the Tollway's Exhibit F Scope of Work as prepared by the Tollway. Each firm will perform only work they are qualified to perform to the professional Standard of Care level required by the Tollway. Work tasks will be assigned by the management team of Bowman, Barrett & Associates Inc., as required to meet the expectations of the Tollway for this project.

CHANGE ORDER NO. 1

EXHIBIT F

**CONTRACT RR-14-4222
TRI-STATE TOLLWAY (INTERSTATE 294)**

SCOPE OF SERVICES

**PROJECT MASTER PLAN AND PHASE II DESIGN SERVICES FOR
BRIDGE REHABILITATION/RECONSTRUCTION OF THE
BURLINGTON NORTHERN SANTA FE (BNSF) RAILROAD (M.P. 26.6)**

**COOK COUNTY, ILLINOIS
LYONS TOWNSHIP**

Tasks within the Master Plan, Concept and Design phases have resulted in changes in the character or complexity of the scope of work. In addition, the CTS corridor project schedule has been extended requiring additional effort for administration/management, meetings and coordination. The items include the following:

I. PROJECT MASTER PLAN

The detailed scope of services and various tasks are described below:

Item 2.5 Plat of Highways / Existing Railroad Right-of-Way

- **Tollway ROW.** The Tollway Right-of-Way requirements for RR-14-4223 corridor improvements was to be provided by the mainline DSE. The 4222 DSE schedule was advanced from the mainline Master Plan schedule and developed and computed the Tollway Right-of-Way for the 4222 project limits.

Item 2.6 Preparation of Plats and Legal Descriptions for Right-of-Way Acquisition

- **Plat of Acquisitions.** Due to the advancement of the RR-14-4222 contract schedule, plat of acquisitions need to be revised to include portions of parcel acquisitions included in Contract RR-14-4223. Additional field survey to locate property corners and occupation within the new limits of the parcels is required, as well as boundary analysis, review of record documents and drafting plats.
- **Update Plats of Survey to new Standards.** Plats of Survey were modified to accommodate to the new CAD Standards and parcel naming convention. The

standards required to re-accommodate the lay-out of the parcels sheets to include all "Total Holdings" for any contiguous property owned by the Village.

- **Additional field work.** Additional field work to survey existing improvements within 200-ft of the temporary and proposed easements is required as this information is needed to be shown on the plat of acquisitions for property appraisals. In addition, field staking of the South RR Right-of-Way line was performed. Additionally, this task includes staking the North RR ROW line, fiber optic locates, and proposed abutment staking.
- **BNSF Railroad Temporary Easements.** The BNSF RR requested that plats identifying temporary easements be developed for areas within Tollway Right-of-Way that requires railroad elements; and for the Tollway to request temporary easements to work on BNSF RR property. These were initially assumed to be incorporated in the C&M agreement and were not included in the scope of work. This includes the preparation of Plats of Survey for proposed temporary easements, and minor field work.

Item 10. Location Drainage Study. Flagg Creek Hydraulic Modeling. Additional effort and coordination is required for the cross culvert hydraulic modeling between 4222/4223 DSE to investigate proposed mainline profile and ditch grading needed to reduce the 500-year WSL. In addition, assistance was provided to the DCM regarding corridor watersheds.

Item 11. Geotechnical Investigation. The field data determined unsuitable soils exist within the project area and additional investigation is required to determine the limits of this soil. The presence of the unsuitable soil represents an unforeseen field condition and were not anticipated. The additional information will determine the proper soil strengthening techniques required such that the proposed elements can be properly designed. This additional effort includes additional field explorations and laboratory testing and analysis. (See attached proposal by Wang Engineering)

Special Waste. Additional soil investigation and testing is required to determine if Special Waste provisions should be included in the contract documents. The BNSF RR environmental unit also requires that soils within their right of way be tested and properly disposed from their property limits. Additional testing includes areas within the railroad embankment, the Village of Western Springs Public Works yard, and the proposed detention area within Veeck Park. (See attached proposal by Wang Engineering).

Item 20. Master Plan Report.

- **Master Plan Report.** Tollway has requested that the Master Plan Report be combined into one corridor wide report. Additional effort will be required to merge the report from a standalone document, as well as additional coordination with the DCM and other DSEs.
- **Value Management Study (VMS) Participation.** The Tollway requested participation and collaboration in a VMS team, and provide comment and input as necessary. A presentation was developed to provide the team an overview of the project design details. Additional effort to review and study alternatives presented and provide a disposition to comments.

Item 21. Master Plan Presentation.

- **Incorporation of Mainline Elements.** The draft Master Plan presentation was modified to incorporate the mainline portion in addition to the 4222 study limits. The change in character or complexity of work includes additional coordination effort with Tollway/DCM staff, development of presentation material and preparation efforts relating to the mainline profile and box culvert analysis and design deviations.
- **Presentation for Advancement of Concept Plans.** A request to advance the concept plans independently from the mainline corridor schedule was requested, such that the 4222 project schedule will be maintained due to long-lead time coordination associated with the railroad.

Item 22. Conceptual Design Plans.

- **Concept Reports.** The scope does not include a Concept Report, as it was anticipated the Master Plan Report would suffice in addition to development of Concept Level Plan details. The development of a separate Concept Report is required.
- Village of Western Springs requested the Tollway to investigate lowering the invert of the cross culvert under the mainline on the north side of the railroad. Several alternatives were investigated, including installation of a pipe culvert jacked beneath the railroad embankment to assist the Village to alleviate the outfall elevation which is restricted by the Flagg Creek culvert elevation. This new pipe will allow the Village to reroute storm sewer and allow continuation to separate their combined sewer/storm water facilities. Study includes alternatives to route the pipe, invert elevation and potential outfall locations. Items of work include coordination meetings, investigation and exhibit, railroad coordination and permit.

II. PHASE II ENGINEERING

Burlington Northern Santa Fe (BNSF) Railroad Bridge Reconstruction (M.P. 26.6)

BNSF RR Bridge Reconstruction Contract:

Item 23. Plan Sheets.

- **Additional Embankment Stabilization.** As a result of the additional geotechnical investigation, unsuitable soils exist (peat material) beneath the proposed temporary embankment supporting the railroad shoofly tracks. Ground improvements are necessary to mitigate settlement of the unsuitable material due to the increased embankment loading. Plan and details are required to reinforce the embankment due to the weak soils encountered.
- **Additional Plan Effort.** Level of effort to complete contract plans is greater than originally anticipated for the progress schedule, railroad staging, and railroad cross sections.

- **Development of 3D Plan Deliverables.** (New Item). The Illinois Tollway is requesting RR-14-4222 to assist in the implementation of 3-D engineered modeling including earthwork, paving operations, utilities, and structures. Additional effort will be required to provide a new format for the Contract deliverables.
- **Incorporate 4223 Mainline Elements.** Incorporate mainline design plans into Construction Contract 4222 for elements adjacent to pierce park and mainline cross culvert.
- **Local Agency Utility Relocation Plans.** The Village of Western Springs existing watermain and storm sewer facilities are located within proposed temporary easements requested by the Tollway to complete this project. From coordination with the Village, access to these facilities will be required throughout construction. Providing access results in additional retaining wall requirements which increases costs drastically. Therefore, the relocation for portions of their existing facility beneath Hillgrove Avenue is required. Likewise, existing brick storm sewer existing within proposed temporary easements within the Village of Hinsdale. After coordination with the Village, the temporary embankment loads that are proposed over the existing facilities are greater than the pipe can support, therefore replacement of the bridge sewer with concrete pipe is required.
- **Village of Western Springs Generator at Well.** The Village of Western Springs Well is within the vicinity of the project and they have requested a power generator be installed as a back-up to operate the well pump in case of a power failure. Additional plan details and design is required for this work.

Item 29. DCM Coordination. Additional submittal is required for DCM review prior to submittal of contract documents to the Tollway. Additional coordination and disposition of comments is required.

Item 31. Permit Application Submittals

- **IEPA – Watermain Relocation Permit Application.** The proposed watermain relocation in the Village of Western Springs requires an IEPA permit application package for the relocation work.
- **Special Waste Assessment Review.** A Preliminary Site Investigation (PSI) will be performed based on the need for evaluation of two areas of Recognized Environmental Concern (REC) within the project limits. Review of the PSI documentation and further special waste processing and coordination will be evaluated.
- **42" Combined Sewer Reconstruction in Village of Hinsdale.** Replacement of the existing 42" brick sewer with RCP located in Veeck Park requires local permits, including a permit from the Metropolitan Water Reclamation District of Greater Chicago (MWRD).
- **Engine Generator for Village of Western Springs Well #4.** The Village of Western Springs requested a standby engine generator and automatic transfer switch to supply standby electrical service to an existing municipal potable water well #4 be in place during construction in order to minimize risks of a power outage which would disrupt the Village's water supply. Local building permit from the Village will be applied for and incorporated into the specifications.

III. GENERAL PROJECT ACTIVITIES

Item 33. Coordination.

- The level of effort regarding coordination between the railroad, local agency coordination, and the adjacent mainline DSE is a greater than anticipated. Additional meetings include recurring railroad coordination meetings, monthly DSE coordination meetings, project status book meetings, and additional meetings with local agencies are a result of the CTS project extension schedule. A summary of meetings including the original versus the anticipated meetings required for this contract is shown in the following table. Note the total meeting amount is anticipated to occur at the contract completion.

Meeting Description	Number of Meetings included in Contract	Anticipated Total at Contract Completion	Additional Meetings included in Supplement 1	Comments
Railroad Coordination	12	40	28	23 Coord Meetings held thru Feb 2018. Additional Meetings from March 2018 thru May 2019 + 3 other meetings.
Monthly DSE Coord	24	38	14	Additional Meetings to May 2019
Project Status Book	24	39	15	Additional Meetings to May 2019
Local Agencies	8	21	13	Meeting with Village of Hinsdale, Western Springs, and Wester Springs Park District, FCWRD, and MWRD. To Date, 11 meetings held and two additional meeting with each entity is anticipated (+10).

- Railroad Investigation.** Additional effort is to comply with requests from the railroad, including:
 - Investigation of embankment limits due to a fourth superstructure beyond the bridge,
 - Site access and railroad work zone requirements requiring additional investigation, grading modifications, and temporary retaining walls. Grading modifications include development of earth ramps providing access at each quadrant of the structure, mainline access, vehicle storage, and work platforms for track cut overs.
 - Investigation for BNSF access from Burlington Avenue.

- Additional investigation and details required for railroad inspection access and platform to be constructed integrally with the bridge substructure. Also requires investigation and plan details or stair access from track level to abutment seat level.
- Study developed for a two stage, two track construction staging to eliminate the need for a shoo-fly structure.
- **Utility Coordination.**
 - The Village of Western Springs water well is located near the project improvements. Additional meetings and coordination is required to comply with IEPA requirements.
 - The Village of Western Springs requested vibration monitoring be installed within the project limits because of the proposed pile driving work. Additional special provisions and plan details will be required for this work.
 - Review of S.U.E. data provided by DUR DSE. Several attempts to locate existing FCWRD and MWRD facilities were made within the project area requiring additional coordination and review of field data.
 - NOI forms were submitted and need to be revised to match new format.
 - Additional utility coordination and development of DUR are needed due to project extension.
- **Other Coordination**
 - Coordination with local municipalities to review intergovernmental agreements. Additional effort to define scope of work and preparation of construction cost estimates and construction durations for the Village of Hinsdale, Village of Western Springs and the Western Springs Park District.
 - Design and construction assessment as alternative to right-of-way acquisition. Study and assessment may include:
 - Analysis of design impacts;
 - Constructability assessment, contractor access, and schedule impacts;
 - Modified drainage and grading plan;
 - Preliminary retaining wall design and plans (TS&L level) – (2 new walls and 2 modified walls);
 - Meetings and coordination with the BNSF RR and local agencies;

Item 36. Quality Assurance/Quality Control. Additional quality assurance and quality control as a result of additional plan development and project extension.

Item 37. Administration/Management. Additional project management and planning is required as a result of the project extension.

EXHIBIT G

Contract No. RR-14-4222

Frega Associates, Ltd.

CURRENT OBLIGATIONS FOR PROJECT

Route & Job No.	Work Scope & Description of Project	Fee (Including all Supplementals and Extra Work Orders)	Fee Remaining To Be Earned	Estimated Date of Completion
PSSU 14088	UIUC Everitt Laboratory Renovation	\$115,800.00	\$5,625.00	7/1/2018
RR-14-4222	ISTHA - TriState Tollway, Bridge Rehabilitation/Reconstruction, BNSF Railroad Bridge (MP 26.6)	\$67,458.00	\$10,730.69	12/31/2018
RR-16-4627	Tollway EDI	\$110,092.03	\$97,212.02	5/1/2019
RR-4265	Tollway AECOM	\$164,967.50	\$164,967.50	7/1/2019

EXHIBIT H - SERVICES BY OTHERS

Exhibits A-G must be submitted for each subconsultant listed below. If a subconsultant requires "Services by Others", they must include Exhibit H and attach Exhibits A-G for second tier subconsultants.

DBE/MBE/WBE SUBCONSULTANTS

1	<table border="0" style="width: 100%;"> <tr> <td style="width: 30%;">Direct Labor</td> <td style="width: 20%; border-bottom: 1px solid black;"></td> <td style="width: 50%;"></td> </tr> <tr> <td>Direct Costs</td> <td style="border-bottom: 1px solid black;"></td> <td></td> </tr> <tr> <td>Services by Others</td> <td style="border-bottom: 1px solid black;"></td> <td></td> </tr> <tr> <td>Additional Services **</td> <td style="border-bottom: 1px solid black;"></td> <td></td> </tr> <tr> <td>Total this Subconsultant (ULC)</td> <td style="border-bottom: 1px solid black; text-align: right;">\$</td> <td style="border-bottom: 1px solid black; text-align: right;">-</td> </tr> </table>	Direct Labor			Direct Costs			Services by Others			Additional Services **			Total this Subconsultant (ULC)	\$	-
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** Additional services funds require prior authorization before use

TOTAL DBE/MBE/WBE Subconsultants: \$ -

TOTAL Additional Services DBE/MBE/WBE Subconsultants: \$ -

TOTAL Allowable Fee DBE/MBE/WBE Subconsultants: \$ -

DBE/MBE/WBE Percentage of Total Fee (includes Additional Services): _____

DBE/MBE/WBE Percentage of Total Fee (does not include Additional Services): _____

EXHIBIT "I"

EXHIBIT H - SERVICES BY OTHERS (continued)

Exhibits A-G must be submitted for each subconsultant listed below. If a subconsultant requires "Services by Others", they must include Exhibit H and attach Exhibits A-G for second tier subconsultants.

OTHER SUBCONSULTANTS (NOT DBE/MBE/WBE)

<u>1</u>	
Direct Labor	_____
Direct Costs	_____
Services by Others	_____
Additional Services **	_____
Total this Subconsultant (ULC)	\$ _____ -

<u>6</u>	
Direct Labor	_____
Direct Costs	\$ _____ -
Services by Others	\$ _____ -
Additional Services **	\$ _____ -
Total this Subconsultant (ULC)	\$ _____ -

<u>2</u>	
Direct Labor	_____
Direct Costs	_____
Services by Others	_____
Additional Services **	_____
Total this Subconsultant (ULC)	\$ _____ -

<u>7</u>	
Direct Labor	\$ _____ -
Direct Costs	\$ _____ -
Services by Others	\$ _____ -
Additional Services **	\$ _____ -
Total this Subconsultant (ULC)	\$ _____ -

<u>3</u>	
Direct Labor	\$ _____ -
Direct Costs	\$ _____ -
Services by Others	\$ _____ -
Additional Services **	\$ _____ -
Total this Subconsultant (ULC)	\$ _____ -

<u>8</u>	
Direct Labor	\$ _____ -
Direct Costs	\$ _____ -
Services by Others	\$ _____ -
Additional Services **	\$ _____ -
Total this Subconsultant (ULC)	\$ _____ -

<u>4</u>	
Direct Labor	\$ _____ -
Direct Costs	\$ _____ -
Services by Others	\$ _____ -
Additional Services **	\$ _____ -
Total this Subconsultant (ULC)	\$ _____ -

<u>9</u>	
Direct Labor	\$ _____ -
Direct Costs	\$ _____ -
Services by Others	\$ _____ -
Additional Services **	\$ _____ -
Total this Subconsultant (ULC)	\$ _____ -

<u>5</u>	
Direct Labor	\$ _____ -
Direct Costs	\$ _____ -
Services by Others	\$ _____ -
Additional Services **	\$ _____ -
Total this Subconsultant (ULC)	\$ _____ -

<u>10</u>	
Direct Labor	\$ _____ -
Direct Costs	\$ _____ -
Services by Others	\$ _____ -
Additional Services **	\$ _____ -
Total this Subconsultant (ULC)	\$ _____ -

** Additional services funds require prior authorization before use

TOTAL Non-DBE/MBE/WBE Subconsultants: \$ _____ -

TOTAL Additional Services Non-DBE/MBE/WBE Subconsultants: \$ _____ -

TOTAL Allowable Fee Non-DBE/MBE/WBE Subconsultants: \$ _____ -

Contract Information Sheet

Complete the following information and it will be populated on every exhibit.

Consultant Name: Sanchez & Associates, P.C.

Contract Number: RR-14-4222

Proposal Date: 4/1/2018

Exhibit Pointers Editable cells in each exhibit are underlined in red

Notes and guidance for each exhibit are on the right of the exhibits in yellow text boxes

A full set of instructions to complete the exhibits is available on the Tollway's website

Contract Number: RR-14-4222

Consultant: Sanchez & Associates, P.C.

EXHIBIT A: ESTIMATED TASK WORK HOURS

TASK	MONTHS of YEAR 2019												TOTAL HOURS	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
Additional Survey Services in Support of the Design for the BNSF RR Bridge	15	10	10	1	1	1	1	1	1					40
TOTALS	15	10	10	1	1	1	1	1	1					40

Contract No.: RR-14-4222 Consultant: Sanchez & Associates, P.C.

Date: 4/1/2018

EXHIBIT C-1: PAYROLL CLASSIFICATION ESCALATION TABLE

CONTRACT TERM: 17 No. OF MONTHS
 SCHEDULED START DATE: 4/1/2018
 RAISE DATE: 12/31/2018
 PERCENT OF RAISE: 0%

ESCALATION PER YEAR Year 1 through 5

Date	Date	Date	Date	Date	Date	Date
4/1/2018	12/31/2018	1/1/2019	8/31/2019	-	-	-
9.0	17.0	8.0	17.0	17.0	17.0	17.0
52.94% Factor First Period	47.06% Escalation Factor Second Period	Escalation Factor Third Period	Escalation Factor Fourth Period	Escalation Factor Fifth Period		

ESCALATION PER YEAR Year 6 through 10

Date	Date	Date	Date	Date	Date	Date
-	-	-	-	-	-	-
17.0	17.0	17.0	17.0	17.0	17.0	17.0
Escalation Factor Sixth Period	Escalation Factor Seventh Period	Escalation Factor Eighth Period	Escalation Factor Ninth Period	Escalation Factor Tenth Period		

The escalation factor for this project is: 100.00%

Contract No.: RR-14-4222

Consultant: Sanchez & Associates, P.C.

Date: 4/1/2018

Escalation Factor: 100.00%

(From Exhibit C-1)

EXHIBIT C-2: DIRECT LABOR CLASSIFICATION MAN-HOURS AND RATES										DIRECT COST OVERTIME PREMIUM		
Classification Eligible for Premium Overtime?	Tollway Classification	Tollway MINIMUM Hourly Rate for Classification	Tollway MAXIMUM Hourly Rate for Classification	Average Hourly Rate for Classification (See Note A to Right)	Escalated Average Hourly Rate for Classification (See Note B to Right)	Estimated Work Hours (Including Overtime)	Total Estimated Work Hours:	Average Hourly Rate:	Total Direct Labor	Escalated Average Premium Overtime Hourly Rate (See Note C to Right)	Estimated Overtime Hours (Overtime Hours Only) (See Note D to Right)	Total Overtime Premium:
No	Principal	\$50.00	\$70.00	\$70.00	\$70.00	29.00	684.00	\$32.72	\$22,380.48			
No	Project Manager	\$40.00	\$70.00									
No	Senior Engineer/Planner	\$40.00	\$70.00									
No	Resident Engineer	\$40.00	\$70.00	\$38.25	\$38.25	202.00						
No	Project Engineer/Planner	\$25.00	\$60.00	\$30.90	\$30.90	57.00						
No	Staff Engineer/Planner	\$20.00	\$40.00	\$26.40	\$26.40	190.00						
No	Engineer /Accountant	\$20.00	\$60.00									
No	Senior Technical Specialist	\$25.00	\$60.00	\$32.78	\$32.78	103.00						
No	Technical Specialist	\$15.00	\$50.00	\$24.00	\$24.00	103.00						
No	Architect	\$30.00	\$70.00									
No	Realty Specialists	\$20.00	\$70.00									
No	Intern	\$8.25	\$20.00									

EXHIBIT "1"

Contract No.: RR-14-4222 Consultant: Sanchez & Associates, P.C.

EXHIBIT D

REIMBURSABLE DIRECT COSTS - WORKSHEET ESTIMATES

- A. **VEHICLE REIMBURSEMENT - rate based on link below**
<http://www2.illinois.gov/cms/Employees/travel/Pages/TravelReimbursement.asp>

- B. **ALLOWABLE DIRECT COSTS - based on link below**
https://www.illinoistollway.com/documents/20184/238673/LG_TOL_LWAY_XX_ALLOWABLEDIRECTCOSTS_12132013.PDF/b3dab3

- C. **ITEMIZED DIRECT COSTS - For any expense not included in the Allowable Direct Costs list, written permission must be received from the Chief Engineer prior to its inclusion. List those below:**

DIRECT COST CATEGORY

TOTAL DIRECT COSTS (Vehicles, Allowable and Itemized) \$ 500.00

ALLOWABLE DIRECT COSTS

10.01.2013

Effective for contracts awarded on or after October 1, 2013, the following costs are allowable when requested by the Department and included in the contract. The costs are allowable when it is customary for the firm to bill for the cost and it can be itemized in the firm's billing and accounting systems.

Per Diem	State Rate (Maximum)
Lodging	State Rate (Maximum)
Air Fare	Coach Rate with 2 weeks advance purchase
Vehicles	
Mileage	State Rate* (Maximum)
Vehicle Rental	\$55/day (Maximum)
Leased / Company-Owned Vehicles (does not include personal vehicles, not owned by the company)	\$65/day
Vehicle Half-day Rate	\$32.50/half day
Parking	Actual Cost
Tolls	Actual Cost
Overtime	Premium portion
Film and Film Processing**	Actual Cost
Overnight Delivery/Postage Courier Service	Actual Cost
Copies of Deliverables and Mylars	Actual Cost
Specific Insurance – required for project	Actual Cost
CADD	Actual Costs (Maximum of \$15.00/Hr)
Monuments – Permanent	Actual Cost
Payment for Newspaper Ads	Actual Cost
Web Site	Actual Cost
Facility Rental for Public Meetings & Exhibits/Rendering & AV Equipment/Transcriptions	Actual Cost
Recording Fees	Actual Cost
Courthouse Fees	Actual Cost
Testing of Soil Samples	Actual Cost
Lab Services (excluding Phase III normal construction inspection such as beam breaks, cylinder breaks, pavement cores)	Actual Cost
Equipment rental specific for project (snooper for bridge inspection, noise meter, etc.)	Actual Cost
Specialized equipment – on an as needed basis with prior approval	Actual Cost
Traffic Systems	Actual Cost
Storm sewer cleaning and televising	Actual Cost
Traffic control and protection	Actual Cost
Aerial photography and mapping	Actual Cost
Utility exploratory trenching	Actual Cost

ALLOWABLE DIRECT COSTS

- *website for State Reimbursement Rates
<http://www2.illinois.gov/cms/Employees/travel/Pages/TravelReimbursement.aspx>
- **Use of digital cameras verses film cameras is encouraged when firms own digital cameras and the discussion of their use will be part of the negotiations. Film & copies will be reimbursed at actual costs.
- On all agreements authorization after January 1, 2005, GPS Equipment is considered a "tool of the trade."

Contract No.: RR-14-4222

Consultant: Sanchez & Associates, P.C.

EXHIBIT E - KEY PROJECT PERSONNEL

Project Principal: Sanchez, Gerardo P.

Project Manager: _____

Project Engineer: _____

Resident Engineer: _____

Documentation Engineer: _____

Project Civil Engineer: _____

Project Structural Engineer: _____

Project Drainage Engineer: _____

Senior Engineer: _____

Others: Name: Brazas, Jefferson J.

Classification: Survey Manager

Name: Gwizdak, Walter J.

Classification: CAD Manager

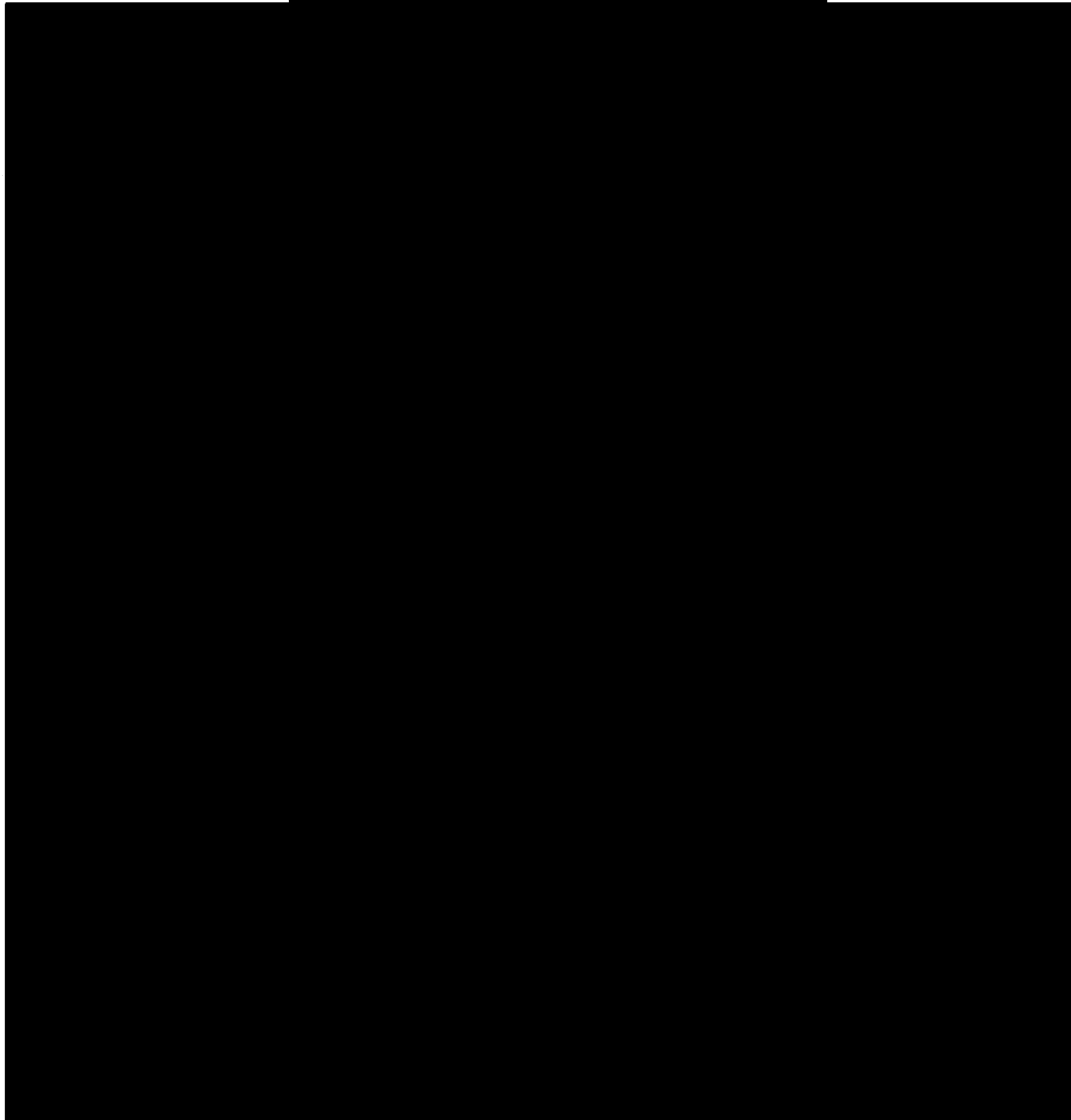
Name: Stewart, Michael P.

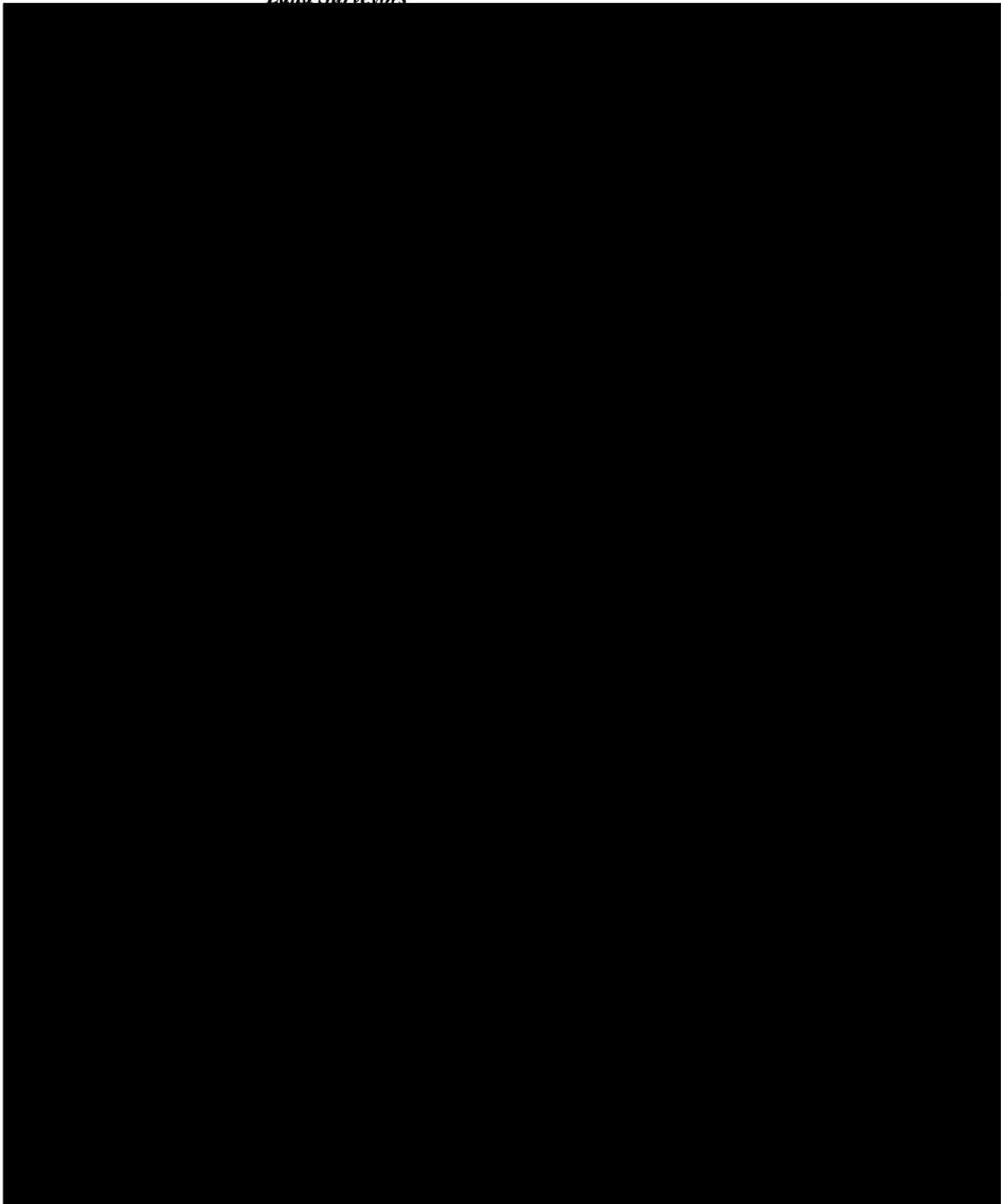
Classification: Survey Crew Chief

Name: _____

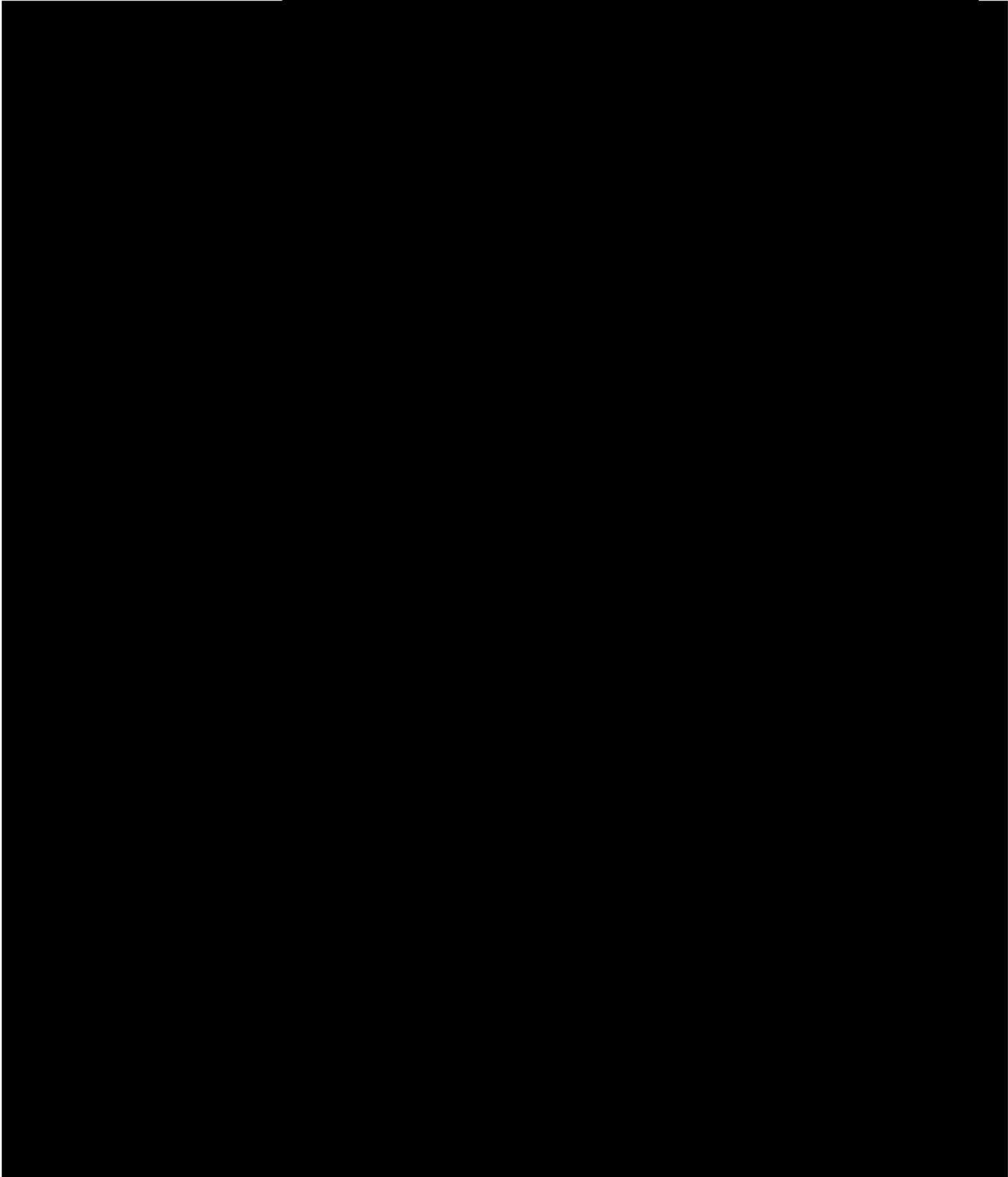
Classification: _____

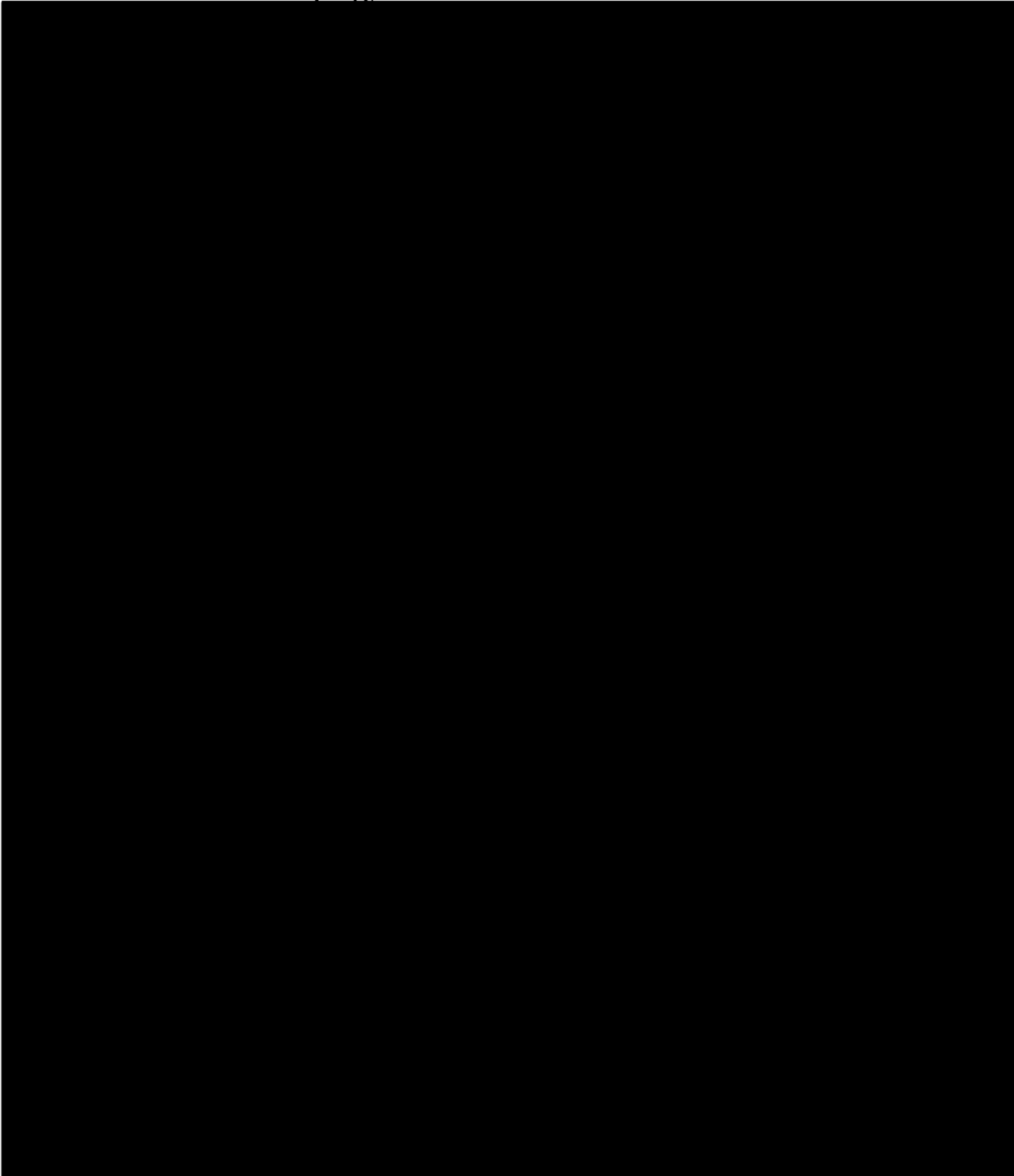
Gerardo P. Sanchez, P.L.S.
Project Principal



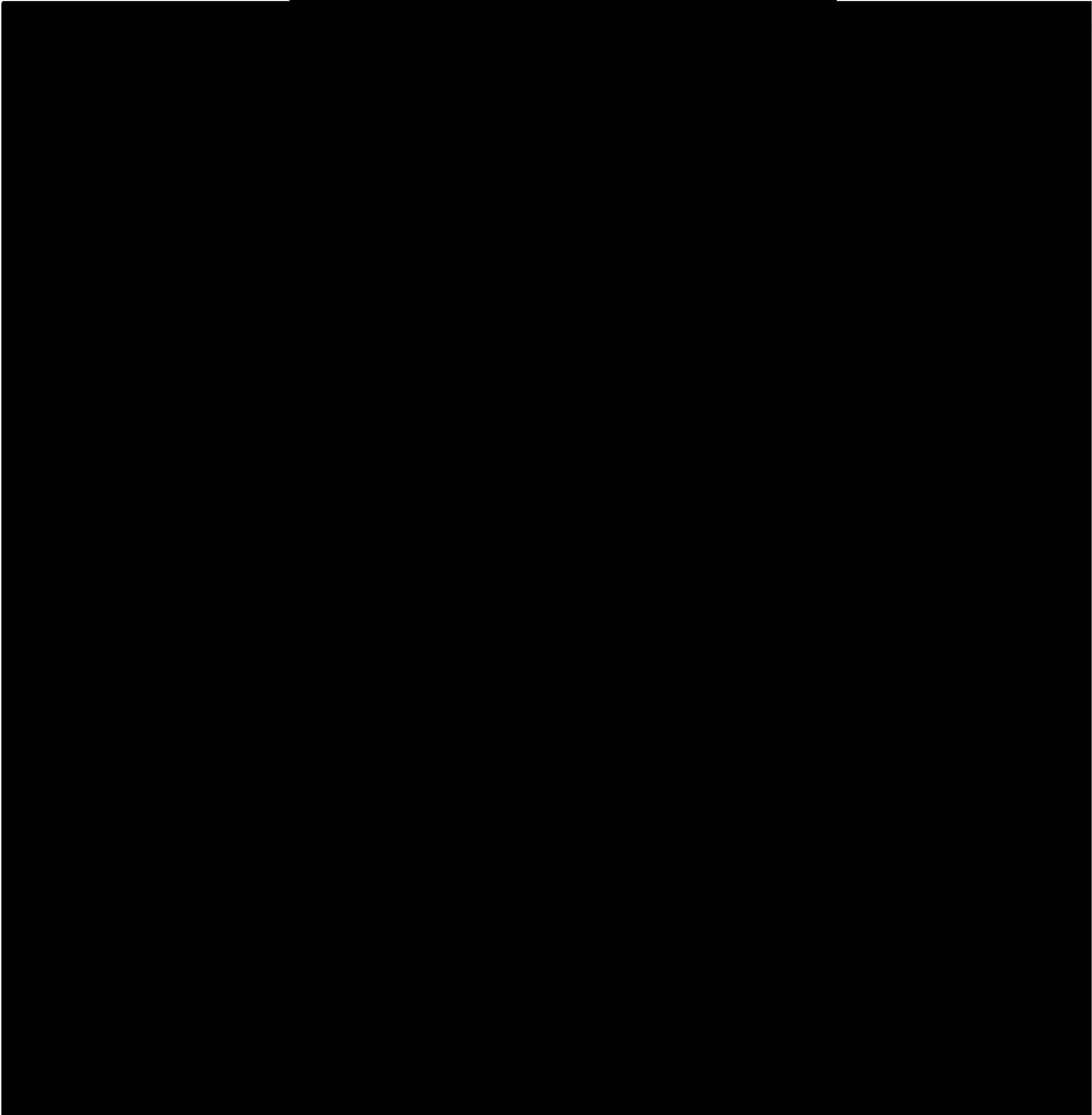
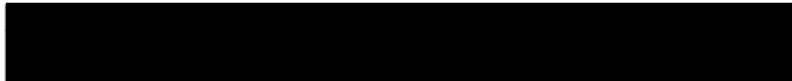


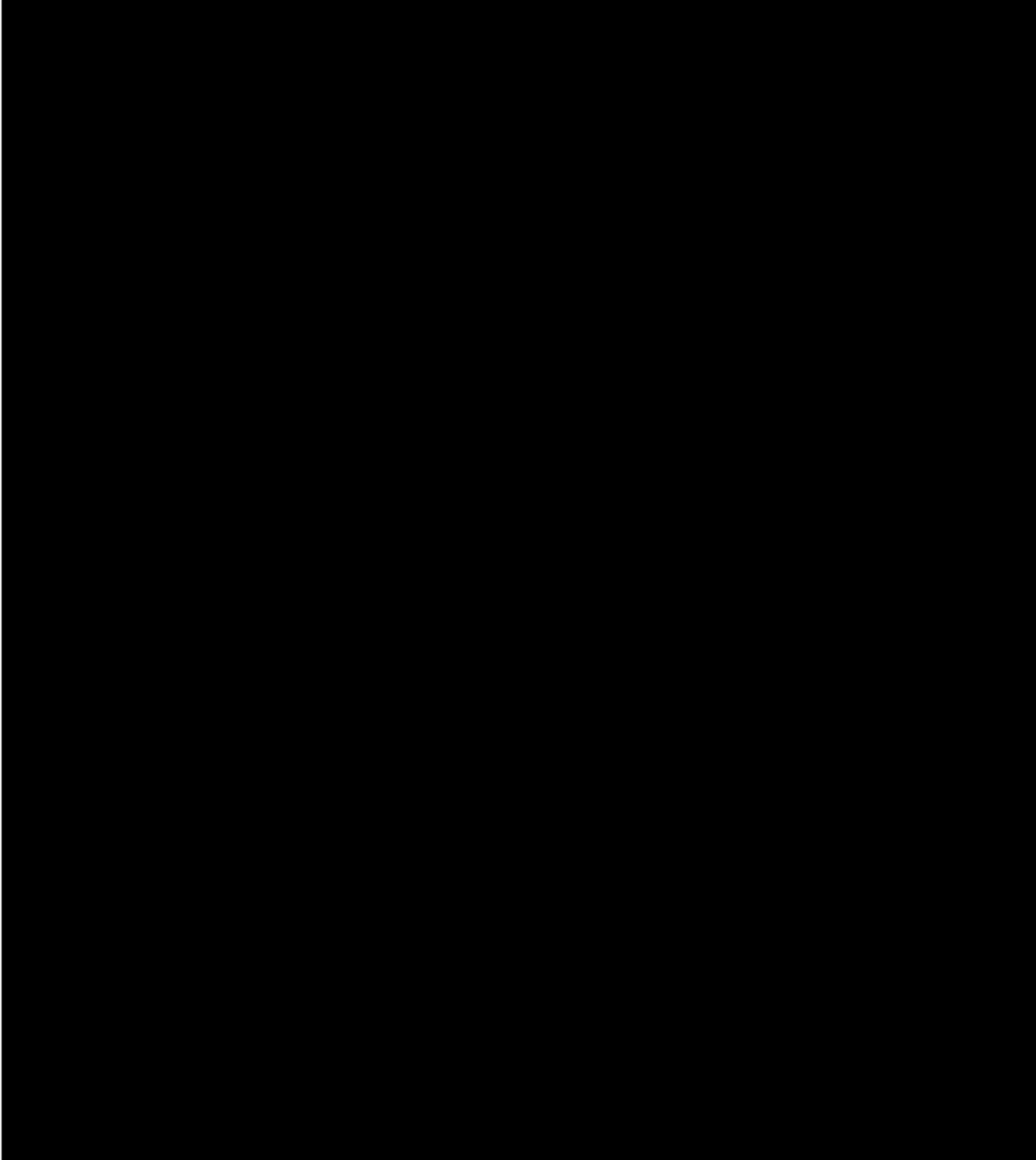
SANCHEZ & ASSOCIATES, P.C.
Land Surveyors





Michael P. Stewart
Survey Crew Chief





Walter Gwizdak
CAD Manager



EXHIBIT F

Contract No. RR-14-4222

Sanchez & Associates, P.C.

SCOPE OF SERVICES

Additional Survey tasks as miscellaneous survey and preparation of Plats of Surveys in Support of the Design for the BNSF Railroad Bridge Improvement.

CHANGE ORDER NO. 1

EXHIBIT F

**CONTRACT RR-14-4222
TRI-STATE TOLLWAY (INTERSTATE 294)**

SCOPE OF SERVICES

**PROJECT MASTER PLAN AND PHASE II DESIGN SERVICES FOR
BRIDGE REHABILITATION/RECONSTRUCTION OF THE
BURLINGTON NORTHERN SANTA FE (BNSF) RAILROAD (M.P. 26.6)**

**COOK COUNTY, ILLINOIS
LYONS TOWNSHIP**

Tasks within the Master Plan, Concept and Design phases have resulted in changes in the character or complexity of the scope of work. In addition, the CTS corridor project schedule has been extended requiring additional effort for administration/management, meetings and coordination. The items include the following:

I. PROJECT MASTER PLAN

The detailed scope of services and various tasks are described below:

Item 2.5 Plat of Highways / Existing Railroad Right-of-Way

- **Tollway ROW.** The Tollway Right-of-Way requirements for RR-14-4223 corridor improvements was to be provided by the mainline DSE. The 4222 DSE schedule was advanced from the mainline Master Plan schedule and developed and computed the Tollway Right-of-Way for the 4222 project limits.

Item 2.6 Preparation of Plats and Legal Descriptions for Right-of-Way Acquisition

- **Plat of Acquisitions.** Due to the advancement of the RR-14-4222 contract schedule, plat of acquisitions need to be revised to include portions of parcel acquisitions included in Contract RR-14-4223. Additional field survey to locate property corners and occupation within the new limits of the parcels is required, as well as boundary analysis, review of record documents and drafting plats.
- **Update Plats of Survey to new Standards.** Plats of Survey were modified to accommodate to the new CAD Standards and parcel naming convention. The

standards required to re-accommodate the lay-out of the parcels sheets to include all "Total Holdings" for any contiguous property owned by the Village.

- **Additional field work.** Additional field work to survey existing improvements within 200-ft of the temporary and proposed easements is required as this information is needed to be shown on the plat of acquisitions for property appraisals. In addition, field staking of the South RR Right-of-Way line was performed. Additionally, this task includes staking the North RR ROW line, fiber optic locates, and proposed abutment staking.
- **BNSF Railroad Temporary Easements.** The BNSF RR requested that plats identifying temporary easements be developed for areas within Tollway Right-of-Way that requires railroad elements; and for the Tollway to request temporary easements to work on BNSF RR property. These were initially assumed to be incorporated in the C&M agreement and were not included in the scope of work. This includes the preparation of Plats of Survey for proposed temporary easements, and minor field work.

Item 10. Location Drainage Study. Flagg Creek Hydraulic Modeling. Additional effort and coordination is required for the cross culvert hydraulic modeling between 4222/4223 DSE to investigate proposed mainline profile and ditch grading needed to reduce the 500-year WSL. In addition, assistance was provided to the DCM regarding corridor watersheds.

Item 11. Geotechnical Investigation. The field data determined unsuitable soils exist within the project area and additional investigation is required to determine the limits of this soil. The presence of the unsuitable soil represents an unforeseen field condition and were not anticipated. The additional information will determine the proper soil strengthening techniques required such that the proposed elements can be properly designed. This additional effort includes additional field explorations and laboratory testing and analysis. (See attached proposal by Wang Engineering)

Special Waste. Additional soil investigation and testing is required to determine if Special Waste provisions should be included in the contract documents. The BNSF RR environmental unit also requires that soils within their right of way be tested and properly disposed from their property limits. Additional testing includes areas within the railroad embankment, the Village of Western Springs Public Works yard, and the proposed detention area within Veeck Park. (See attached proposal by Wang Engineering).

Item 20. Master Plan Report.

- **Master Plan Report.** Tollway has requested that the Master Plan Report be combined into one corridor wide report. Additional effort will be required to merge the report from a standalone document, as well as additional coordination with the DCM and other DSEs.
- **Value Management Study (VMS) Participation.** The Tollway requested participation and collaboration in a VMS team, and provide comment and input as necessary. A presentation was developed to provide the team an overview of the project design details. Additional effort to review and study alternatives presented and provide a disposition to comments.

Item 21. Master Plan Presentation.

- **Incorporation of Mainline Elements.** The draft Master Plan presentation was modified to incorporate the mainline portion in addition to the 4222 study limits. The change in character or complexity of work includes additional coordination effort with Tollway/DCM staff, development of presentation material and preparation efforts relating to the mainline profile and box culvert analysis and design deviations.
- **Presentation for Advancement of Concept Plans.** A request to advance the concept plans independently from the mainline corridor schedule was requested, such that the 4222 project schedule will be maintained due to long-lead time coordination associated with the railroad.

Item 22. Conceptual Design Plans.

- **Concept Reports.** The scope does not include a Concept Report, as it was anticipated the Master Plan Report would suffice in addition to development of Concept Level Plan details. The development of a separate Concept Report is required.
- Village of Western Springs requested the Tollway to investigate lowering the invert of the cross culvert under the mainline on the north side of the railroad. Several alternatives were investigated, including installation of a pipe culvert jacked beneath the railroad embankment to assist the Village to alleviate the outfall elevation which is restricted by the Flagg Creek culvert elevation. This new pipe will allow the Village to reroute storm sewer and allow continuation to separate their combined sewer/storm water facilities. Study includes alternatives to route the pipe, invert elevation and potential outfall locations. Items of work include coordination meetings, investigation and exhibit, railroad coordination and permit.

II. PHASE II ENGINEERING

Burlington Northern Santa Fe (BNSF) Railroad Bridge Reconstruction (M.P. 26.6)

BNSF RR Bridge Reconstruction Contract:

Item 23. Plan Sheets.

- **Additional Embankment Stabilization.** As a result of the additional geotechnical investigation, unsuitable soils exist (peat material) beneath the proposed temporary embankment supporting the railroad shoofly tracks. Ground improvements are necessary to mitigate settlement of the unsuitable material due to the increased embankment loading. Plan and details are required to reinforce the embankment due to the weak soils encountered.
- **Additional Plan Effort.** Level of effort to complete contract plans is greater than originally anticipated for the progress schedule, railroad staging, and railroad cross sections.

- **Development of 3D Plan Deliverables.** (New Item). The Illinois Tollway is requesting RR-14-4222 to assist in the implementation of 3-D engineered modeling including earthwork, paving operations, utilities, and structures. Additional effort will be required to provide a new format for the Contract deliverables.
- **Incorporate 4223 Mainline Elements.** Incorporate mainline design plans into Construction Contract 4222 for elements adjacent to pierce park and mainline cross culvert.
- **Local Agency Utility Relocation Plans.** The Village of Western Springs existing watermain and storm sewer facilities are located within proposed temporary easements requested by the Tollway to complete this project. From coordination with the Village, access to these facilities will be required throughout construction. Providing access results in additional retaining wall requirements which increases costs drastically. Therefore, the relocation for portions of their existing facility beneath Hillgrove Avenue is required. Likewise, existing brick storm sewer existing within proposed temporary easements within the Village of Hinsdale. After coordination with the Village, the temporary embankment loads that are proposed over the existing facilities are greater than the pipe can support, therefore replacement of the bridge sewer with concrete pipe is required.
- **Village of Western Springs Generator at Well.** The Village of Western Springs Well is within the vicinity of the project and they have requested a power generator be installed as a back-up to operate the well pump in case of a power failure. Additional plan details and design is required for this work.

Item 29. DCM Coordination. Additional submittal is required for DCM review prior to submittal of contract documents to the Tollway. Additional coordination and disposition of comments is required.

Item 31. Permit Application Submittals

- **IEPA – Watermain Relocation Permit Application.** The proposed watermain relocation in the Village of Western Springs requires an IEPA permit application package for the relocation work.
- **Special Waste Assessment Review.** A Preliminary Site Investigation (PSI) will be performed based on the need for evaluation of two areas of Recognized Environmental Concern (REC) within the project limits. Review of the PSI documentation and further special waste processing and coordination will be evaluated.
- **42" Combined Sewer Reconstruction in Village of Hinsdale.** Replacement of the existing 42" brick sewer with RCP located in Veeck Park requires local permits, including a permit from the Metropolitan Water Reclamation District of Greater Chicago (MWRD).
- **Engine Generator for Village of Western Springs Well #4.** The Village of Western Springs requested a standby engine generator and automatic transfer switch to supply standby electrical service to an existing municipal potable water well #4 be in place during construction in order to minimize risks of a power outage which would disrupt the Village's water supply. Local building permit from the Village will be applied for and incorporated into the specifications.

III. GENERAL PROJECT ACTIVITIES

Item 33. Coordination.

- The level of effort regarding coordination between the railroad, local agency coordination, and the adjacent mainline DSE is a greater than anticipated. Additional meetings include recurring railroad coordination meetings, monthly DSE coordination meetings, project status book meetings, and additional meetings with local agencies are a result of the CTS project extension schedule. A summary of meetings including the original versus the anticipated meetings required for this contract is shown in the following table. Note the total meeting amount is anticipated to occur at the contract completion.

Meeting Description	Number of Meetings included in Contract	Anticipated Total at Contract Completion	Additional Meetings included in Supplement 1	Comments
Railroad Coordination	12	40	28	23 Coord Meetings held thru Feb 2018. Additional Meetings from March 2018 thru May 2019 + 3 other meetings.
Monthly DSE Coord	24	38	14	Additional Meetings to May 2019
Project Status Book	24	39	15	Additional Meetings to May 2019
Local Agencies	8	21	13	Meeting with Village of Hinsdale, Western Springs, and Wester Springs Park District, FCWRD, and MWRD. To Date, 11 meetings held and two additional meeting with each entity is anticipated (+10).

- Railroad Investigation.** Additional effort is to comply with requests from the railroad, including:
 - Investigation of embankment limits due to a fourth superstructure beyond the bridge,
 - Site access and railroad work zone requirements requiring additional investigation, grading modifications, and temporary retaining walls. Grading modifications include development of earth ramps providing access at each quadrant of the structure, mainline access, vehicle storage, and work platforms for track cut overs.
 - Investigation for BNSF access from Burlington Avenue.

- Additional investigation and details required for railroad inspection access and platform to be constructed integrally with the bridge substructure. Also requires investigation and plan details or stair access from track level to abutment seat level.
- Study developed for a two stage, two track construction staging to eliminate the need for a shoo-fly structure.
- **Utility Coordination.**
 - The Village of Western Springs water well is located near the project improvements. Additional meetings and coordination is required to comply with IEPA requirements.
 - The Village of Western Springs requested vibration monitoring be installed within the project limits because of the proposed pile driving work. Additional special provisions and plan details will be required for this work.
 - Review of S.U.E. data provided by DUR DSE. Several attempts to locate existing FCWRD and MWRD facilities were made within the project area requiring additional coordination and review of field data.
 - NOI forms were submitted and need to be revised to match new format.
 - Additional utility coordination and development of DUR are needed due to project extension.
- **Other Coordination**
 - Coordination with local municipalities to review intergovernmental agreements. Additional effort to define scope of work and preparation of construction cost estimates and construction durations for the Village of Hinsdale, Village of Western Springs and the Western Springs Park District.
 - Design and construction assessment as alternative to right-of-way acquisition. Study and assessment may include:
 - Analysis of design impacts;
 - Constructability assessment, contractor access, and schedule impacts;
 - Modified drainage and grading plan;
 - Preliminary retaining wall design and plans (TS&L level) – (2 new walls and 2 modified walls);
 - Meetings and coordination with the BNSF RR and local agencies;

Item 36. Quality Assurance/Quality Control. Additional quality assurance and quality control as a result of additional plan development and project extension.

Item 37. Administration/Management. Additional project management and planning is required as a result of the project extension.

EXHIBIT G

Contract No. RR-14-4222

Sanchez & Associates, P.C.

CURRENT OBLIGATIONS FOR PROJECT

Route & Job No.	Work Scope & Description of Project	Fee (Including all Supplementals and Extra Work Orders)	Fee Remaining To Be Earned	Estimated Date of Completion
RR-14-4222	Maintenance Facilities, Site Plans and Design	\$ 7,300.00	\$ 5,240.00	12/31/2018
RR-14-4222	IL Tollway - Bridge Rehabilitation / Reconstruction on the Tri-State Tollway (I-294) M.P. 26.6	\$ 265,413.07	\$ 2,785.83	5/31/2018
RR-14-4224	IL Tollway - Roadway Study on the Tri-State Tollway (I-294) M.P. 29.5 to M.P. 40.0	\$ 1,134,059.68	\$ 18,348.20	5/31/2018
RR-13-4151	IL Tollway - Design Upon Request- Systemwide	\$ 135,000.00	\$ 63,012.18	12/31/2018
RR-14-5705	IL Tollway - Bridge Reconstruction & Interchange Improvements Fransworth Avenue over Reagan Memorial Tollway (I-88) M.P. 114.35 to M.P. 122.10	\$ 151,124.11	\$ 56,542.28	12/31/2018
RR-16-4255	IL Tollway - Roadway and Bridge Rehabilitation – Design, Veterans Memorial Tollway M.P. 12.3 (I-55) to M.P. 22.3 (STA 11260+00, Butterfield Road), Phase II Engineering	\$ 165,349.60	\$ 409.95	12/31/2018
RR-17-4277	I-94, Pavement and Structural Preservation and Rehabilitation, M.P 21.85 (Half Day Road) to M.P. 25.2 (Lake Cook Road). Phase II Engineering	\$ 121,038.00	\$ 11.89	3/31/2018
RR-15-9975RR	Consulting Engineer Services	\$ 1,572,144.41	\$ 1,085,569.09	5/31/2022
RR-17-4314	Tri-State Tollway I-294 from M.P. 40.0 to M.P. 52.9 (Balmoral Avenue to Lake Cook Road) Phase II Engineering	\$ 70,634.00	\$ 37,231.71	5/31/2018
RR-17-4313	Reagan Memorial Tollway (I-88) East of Washington Street to York Road MP 126.9 to MP 139.1	\$ 90,900.00	\$ 66,366.20	5/31/2018

EXHIBIT H - SERVICES BY OTHERS

Exhibits A-G must be submitted for each subconsultant listed below. If a subconsultant requires "Services by Others", they must include Exhibit H and attach Exhibits A-G for second tier subconsultants.

DBE/MBE/WBE SUBCONSULTANTS

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** Additional services funds require prior authorization before use

TOTAL DBE/MBE/WBE Subconsultants: \$ _____ -

TOTAL Additional Services DBE/MBE/WBE Subconsultants: \$ _____ -

TOTAL Allowable Fee DBE/MBE/WBE Subconsultants: \$ _____ -

DBE/MBE/WBE Percentage of Total Fee (includes Additional Services): _____ -

DBE/MBE/WBE Percentage of Total Fee (does not include Additional Services): _____ -

EXHIBIT H - SERVICES BY OTHERS (continued)

Exhibits A-G must be submitted for each subconsultant listed below. If a subconsultant requires "Services by Others", they must include Exhibit H and attach Exhibits A-G for second tier subconsultants.

OTHER SUBCONSULTANTS (NOT DBE/MBE/WBE)

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** Additional services funds require prior authorization before use

TOTAL Non-DBE/MBE/WBE Subconsultants: \$ -

TOTAL Additional Services Non-DBE/MBE/WBE Subconsultants: \$ -

TOTAL Allowable Fee Non-DBE/MBE/WBE Subconsultants: \$ -

Contract Information Sheet

Complete the following information and it will be populated on every exhibit.

Consultant Name: Wang Engineering, Inc.

Contract Number: RR-14-4222

Proposal Date: 4/1/2018

Exhibit Pointers Editable cells in each exhibit are underlined in red

Notes and guidance for each exhibit are on the right of the exhibits in yellow text boxes

A full set of instructions to complete the exhibits is available on the Tollway's website

Contract No.: RR-14-4222 Consultant: Wang Engineering, Inc.

Date: 4/1/2018

EXHIBIT C-1: PAYROLL CLASSIFICATION ESCALATION TABLE

CONTRACT TERM: 17 No. OF MONTHS
 SCHEDULED START DATE: 4/1/2018
 RAISE DATE: 1/1/2019
 PERCENT OF RAISE: 0%

ESCALATION PER YEAR Year 1 through 5

4/1/2018	-	12/31/2018	9.0						
			17.0						
			52.94%	Escalation Factor First Period					
			17.0						
			47.06%	Escalation Factor Second Period					
			17.0						
			17.0						
			17.0						
			17.0						
			17.0						

ESCALATION PER YEAR Year 6 through 10

The escalation factor for this project is: 100.00%

Contract No.: RR-14-4222

Consultant: Wang Engineering, Inc.

Date: 4/1/2018

Escalation Factor: 100.00%

(From Exhibit C-1)

EXHIBIT C-2: DIRECT LABOR CLASSIFICATION MAN-HOURS AND RATES										DIRECT COST OVERTIME PREMIUM		
Classification Eligible for Premium Overtime?	Tollway Classification	Tollway MINIMUM Hourly Rate for Classification	Tollway MAXIMUM Hourly Rate for Classification	Average Hourly Rate for Classification (See Note A to Right)	Escalated Average Hourly Rate for Classification (See Note B to Right)	Estimated Work Hours (Including Overtime)	Total					
							Estimated O/T Hours:	Average Premium O/T Hourly Rate:	Total Overtime Premium:			
No	Project Manager	\$40.00	\$70.00	\$56.85	\$56.85	30.00						
No	Senior Engineer/Planner	\$40.00	\$70.00	\$56.85	\$56.85	170.00						
No	Resident Engineer	\$40.00	\$70.00									
No	Project Engineer/Planner	\$25.00	\$60.00	\$34.73	\$34.73	270.00						
No	Staff Engineer/Planner	\$20.00	\$40.00	\$24.25	\$24.25	260.00						
No	Engineer /Accountant	\$20.00	\$60.00									
No	Senior Technical Specialist	\$25.00	\$60.00	\$54.76	\$54.76	25.00						
No	Technical Specialist	\$15.00	\$50.00	\$21.43	\$21.43	5.00						
No	Architect	\$30.00	\$70.00									
No	Realty Specialists	\$20.00	\$70.00									
No	Intern	\$8.25	\$20.00									
No	Admin/Clerical	\$8.25	\$40.00	\$26.31	\$26.31	15.00						

Contract No.: RR-14-4222

Consultant: _____

Wang Engineering, Inc.

Date: 4/1/2018

EXHIBIT C-3: DIRECT LABOR EMPLOYEE CLASSIFICATION LIST

Tollway Classification	Consultant Classification (specific to each company)	Consultant Employee Name (SEE NOTE 1 TO RIGHT)	Range per Hour
Project Manager	Project Manager	Liviu Iordache	\$40 - \$70
		Mickey Snider	
Senior Engineer/Planner	Senior Engineer	Andri Kurnia	\$40 - \$70
		Mohammed Kothawala	
		Gregory Syfert	
Resident Engineer			\$40 - \$70
Project Engineer/Planner □	Project Engineer/Project Geologist	Nesam Balakumaran	\$25 - \$60
		Eric Datz	
		Nathan Davis	
		Ravi Gorlagunta	
		Azza Hamad	
		Ramesh KC	
		Cornelia Marin	
Staff Engineer/Planner	Assistant Engineer/Assistant Geologist	Francisc Bozga	\$20 - \$40
		Matt Chiapas	
		Tyler Rothschild	
		Jessica Rowells	
		Michael Schmelzel	
		Anthony Tomaras	
Engineer /Accountant			\$20 - \$60
Senior Technical Specialist	QC/QA Reviewer	Metin Seyhun	\$25 - \$60
Technical Specialist	Laboratory Technician	Corina Iordache	\$15 - \$50
		Asifuddin Mohammed	
Architect			\$30 - \$70
Realty Specialists			\$20 - \$70
Intern			\$8.25 - \$20
Admin/Clerical	Administrative Assistant	Chad Davis	\$8.25 - \$40
		Dan Toner	

Name: BNSF over I-294 (Special Waste investigation including PSI Report)
RFP/PTB/PSB/Item: 14-3/002
Contract/Job: RR-14-4222

Date: 04/01/2018
Wang No.: P180205

Task Description	Units	Unit Price	Extended Cost
DRILLING, SAMPLING & INSITU TESTING			
Drilling Coordination	5.0 Hours	\$97.00 /Hour	
Utilities Clearance, Site Access, Permitting	0.0 Hours	\$97.00 /Hour	
Mobilization (Truck-mounted Drill Rig)	0.0	\$790.00 /Each	
Drilling Crew Daily Travel & Support Vehicle	0.0 Days	\$165.00 /Day	
Stand-by Hourly Rate - Truck-mounted Drill Rig (Two-Man Crew & Equipment)	0.0 Hours	\$350.00 /Hour	
Mobilization (ATV-mounted Drill Rig)	1.0	\$1,350.00 /Each	
ATV-mounted Drill Rig Daily Charge	0.0 Days	\$305.00 /Day	
Drilling Crew Daily Travel & Support Vehicle	0.0 Days	\$165.00 /Day	
Stand-by Hourly Rate - ATV-Mounted Drill Rig (Two-Man Crew & Equipment)	0.0 Hours	\$350.00 /Hour	
Portable Water Tank	0.0 Days	\$155.00 /Day	
Lighting for Night Field Activities	0.0 Nights	\$115.00 /Night	
<u>Drilling and Sampling</u>			
<u>Structure Borings</u>			
<i>Drilling including split spoon sampling at 2.5-foot intervals to 30 feet and at 5-foot intervals thereafter (SPT, Penetrometer, Rimac, Visual Classification Included)</i>			
Between 0 and 75 Feet			
Normal Working Hours	0.0 Feet	\$32.00 /Foot	
Restricted Hours	0.0 Feet	\$36.00 /Foot	
Night Work	0.0 Feet	\$34.00 /Foot	
Between 75 and 100 Feet			
Normal Working Hours	0.0 Feet	\$34.00 /Foot	
Restricted Hours	0.0 Feet	\$40.00 /Foot	
Night Work	0.0 Feet	\$35.00 /Foot	
Between 100 and 125 Feet			
Normal Working Hours	0.0 Feet	\$40.00 /Foot	
Restricted Hours	0.0 Feet	\$51.00 /Foot	
Night Work	0.0 Feet	\$46.00 /Foot	
Between 125 and 150 Feet			
Normal Working Hours	0.0 Feet	\$46.00 /Foot	
Restricted Hours	0.0 Feet	\$60.00 /Foot	
Night Work	0.0 Feet	\$56.00 /Foot	
Additional Split-Spoon Sample	0.0 Samples	\$45.00 /Sample	
<u>Roadway Borings</u>			
<i>Drilling including continuous split spoon sampling to 10 feet (SPT, Penetrometer, Visual Classification Included)</i>			
Continuous Sampling			
Normal Hours	0.0 Feet	\$32.00 /Foot	
Restricted Hours	0.0 Feet	\$36.00 /Foot	
Night Hours	0.0 Feet	\$34.00 /Foot	
<u>Shelby Tube Borings</u>			
<i>Blind drilling and Shelby tube sampling at selected depths</i>			
Drill without sampling			
Normal Working Hours	0.0 Feet	\$22.00 /Foot	
Restricted Hours	0.0 Feet	\$27.00 /Foot	
Night Work	0.0 Feet	\$25.00 /Foot	
Shelby Tube Samples			
Normal Working Hours	0.0 Samples	\$61.00 /Sample	
Restricted Hours	0.0 Samples	\$71.00 /Sample	
Night Work	0.0 Samples	\$67.00 /Sample	
<u>Rock Coring</u>			
Rock Coring Setup	0.0 Setups	\$367.00 /Setup	
Set Casing Below 40 Feet			
Normal Working Hours	0.0 Feet	\$14.00 /Foot	
Restricted Hours	0.0 Feet	\$16.00 /Foot	
Night Work	0.0 Feet	\$15.00 /Foot	
Rock Coring			
Normal Working Hours	0.0 Feet	\$61.00 /Foot	
Restricted Hours	0.0 Feet	\$75.00 /Foot	
Night Work	0.0 Feet	\$67.00 /Foot	

Name: BNSF over I-294 (Special Waste investigation including PSI Report)
RFP/PTB/PSB/Item: 14-3/002
Contract/Job: RR-14-4222

Date: 04/01/2018
Wang No.: P180205

<u>Task Description</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extended Cost</u>
<u>Drilling & Sampling - Hourly - two-man crew</u>			
Two-Man Crew - normal working hrs	16.0 Hours	\$352.00 /Hour	
Two-Man Crew - overtime	4.0 Hours	\$439.00 /Hour	
<u>Drilling & Sampling - Hourly - three-man crew</u>			
Two-Man Crew and Field Supervisor- normal working hrs	0.0 Hours	\$475.00 /Hour	
Two-Man Crew and Field Supervisor - overtime	0.0 Hours	\$520.00 /Hour	
<u>Pavement/ Deck Coring & Testing</u>			
<i>For 2-inch, 4-inch, and 6-inch diameter cores</i>			
Pavement/Deck Coring (Two-Man Crew and Equipment)			
Normal Working Hours	0.0 Hours	\$284.00 /Hour	
Restricted Hours	0.0 Hours	\$326.00 /Hour	
Night Work	0.0 Hours	\$306.00 /Hour	
Asbestos Content Testing			
On Deck Cores	0.0 Tests	\$169.00 /Test	
<u>Hand Augering (Two-Man Crew and Equipment)</u>			
<i>Hand augering and soil sampling to 10 feet</i>			
Hand Augering			
Normal Working Hours	48.0 Hours	\$284.00 /Hour	
Restricted Hours	0.0 Hours	\$326.00 /Hour	
Night Work	0.0 Hours	\$306.00 /Hour	
<u>Piezometer/Monitoring Well Installation</u>			
<u>2.0-inch Wells</u>			
2" x 5' PVC Screen, .010 slot, sch 40	0.0 Pipes	\$30.00 /Pipe	
2" x 10' PVC Screen, .010 slot, sch 40	0.0 Pipes	\$36.00 /Pipe	
2" x 5' PVC Riser, sch 40	0.0 Pipes	\$19.00 /Pipe	
2" x 10' PVC Riser, sch 40	0.0 Pipes	\$27.00 /Pipe	
2" PVC Female Points	0.0 Points	\$10.00 /Point	
2" PVC Slip Caps	0.0 Caps	\$3.00 /Cap	
4" Manhole Cast Iron w/Twist Lock Lid	0.0 Lids	\$50.00 /Lid	
2" x 5' Green Steel Standups	0.0 Standups	\$82.00 /Standup	
<u>4.0-inch Wells</u>			
4" x 5' PVC Screen, .010 slot, sch 40	0.0 Pipes	\$48.00 /Pipe	
4" x 10' PVC Screen, .010 slot, sch 40	0.0 Pipes	\$68.00 /Pipe	
4" x 5' PVC Riser, sch 40	0.0 Pipes	\$36.00 /Pipe	
4" x 10' PVC Riser, sch 40	0.0 Pipes	\$51.00 /Pipe	
4" PVC Female Points	0.0 Points	\$15.00 /Point	
4" PVC Slip Caps	0.0 Caps	\$15.00 /Cap	
<u>6.0-inch Wells</u>			
6" x 5' PVC Screen, .010 slot, sch 40	0.0 Pipes	\$113.00 /Pipe	
6" x 10' PVC Screen, .010 slot, sch 40	0.0 Pipes	\$167.00 /Pipe	
6" x 5' PVC Riser, sch 40	0.0 Pipes	\$88.00 /Pipe	
6" x 10' PVC Riser, sch 40	0.0 Pipes	\$138.00 /Pipe	
6" PVC Female Points	0.0 Points	\$47.00 /Point	
6" PVC Slip Caps	0.0 Caps	\$16.00 /Cap	
<u>Other Items</u>			
#1B008 Masterlock, 130D	0.0 Locks	\$7.00 /Lock	
55 gallon DOT Containment Drums	0.0 Drums	\$37.00 /Drum	
Concrete--Quickcrete 5000	0.0 Bags	\$16.00 /Bag	
3/8" Coated Bentonite Pellets, 5 Gal Bucket	0.0 Buckets	\$57.00 /Bucket	
10/20 Silica Sand, 50 lb plastic bag	0.0 Bags	\$9.00 /Bag	
Digital Datalogger and Barometer	0.0 Dataloggers	\$1,224.00 /Each	
<u>Labor - Hourly</u>			
Two Man Drilling Crew - normal working hours	0.0 Hours	\$352.00 /Hour	
Two Man Drilling Crew - overtime	0.0 Hours	\$439.00 /Hour	

Name: BNSF over I-294 (Special Waste investigation including PSI Report)
RFP/PTB/PSB/Item: 14-3/002
Contract/Job: RR-14-4222

Date: 04/01/2018
Wang No.: P180205

Task Description	Units	Unit Price	Extended Cost
<u>Barge Drilling on a Navigable Waterway</u>			
<i>Price may vary depending on size and extent of waterway</i>			
Barge and Crane Mobilization	At Cost		
Barge and Crane Daily Charge	At Cost		
Barge and Crane Demobilization	At Cost		
<u>Specialized Testing, Monitoring, & Assessment</u>			
Pressuremeter Testing			
Mobilization	0.0	\$525.00 /Each	
Testing	0.0 Days	\$2,150.00 /Day	
Six (6) Vibration Monitoring	0.0 Units/32 months	\$500.00 /Unit	
Piezometric Cone Penetrometer			
Mobilization (Truck Mounted CPT)	0.0	\$5,000.00 /Each	
CPTU	0.0 Feet	\$24.00 /Foot	
Seismic Wave Measurement	0.0 Tests	\$184.00 /Test	
Pore Pressure Dissipation Test	0.0 Tests	\$579.00 /Test	
Photoionization Detector (PID)			
Water Infiltration/Percolation Test	6.0 Days	\$100.00 /Day	
Water Infiltration/Percolation Test			
Double Ring Infiltrometer Test (ASTM D3385)	0.0 Tests	\$1,100.00 /Test	
Single Ring Infiltrometer Test (Chicago Stormwater Ordinance)	0.0 Tests	\$600.00 /Test	
Note: Drilling crew will be billed as standby for the duration of pressuremeter, vane shear, and dilatometer testing			
<u>Borehole Abandonment and Surface Restoration</u>			
Backfilling Borehole			
Normal Working Hours	0.0 Feet	\$9.00 /Foot	
Restricted Hours	0.0 Feet	\$10.00 /Foot	
Night Work	0.0 Feet	\$9.00 /Foot	
Pavement/Deck Patching			
Asphalt	0.0 Patches	\$17.00 /Each	
Concrete	0.0 Patches	\$17.00 /Each	
Patching of Full Deck Coring	0.0 Patches	\$320.00 /Each	
Soil Cutting Removal	0.0 Hours	\$320.00 /Hour	
<u>Boring Location Accessibility</u>			
Private Utility Determination	At Cost		
Tree Clearance	0.0 Hours	\$300.00 /Hour	
Guardrail Removal and Replacement	At Cost		
Dozer / Equipment Rental	At Cost		
<u>Railroad Fees</u>			
Permitting & Contract Fee	At Cost		
Railroad Protective Insurance	At Cost		
Railroad Flagman	7.0 Days	\$900.00 /Day	
<u>State/County/Municipal Fees</u>			
Pavement Opening Permit	At Cost		
Insurance and Bonding	At Cost		
<u>Surveying of Boring Locations</u>			
Two-man crew	0.0 Hours	\$220.00 /Hour	



Name: BNSF over I-294 (Special Waste investigation including PSI Report)
RFP/PTB/PSB/Item: 14-3/002
Contract/Job: RR-14-4222

Date: 04/01/2018
Wang No.: P180205

Task Description		Units	Unit Price	Extended Cost
LABORATORY TESTING				
<u>Soil Index Tests</u>				
T265	D2216	Water Content	112.0 Tests	\$9.50 /Test
--	D7263	Unit Weight (Density)	0.0 Tests	\$35.00 /Test
T100	D854	Specific Gravity	0.0 Tests	\$64.00 /Test
--	--	Void Ratio, Porosity, and Saturation	0.0 Tests	\$104.00 /Test
--	D4972	pH of Soil	0.0 Tests	\$57.00 /Test
T267	D2974	Organic Content by LOI	0.0 Tests	\$59.00 /Test
T194	--	Organic Content by Wet Combustion	0.0 Tests	\$129.00 /Test
<u>Particle Size Distribution</u>				
T88	D422	Sieve Analysis	0.0 Tests	\$75.00 /Test
T88	D422	Hydrometer Analysis	0.0 Tests	\$79.00 /Test
T88	D422	Combined Sieve and Hydrometer	0.0 Tests	\$119.00 /Test
--	D1140	Percent Finer than No. 200 Sieve	0.0 Tests	\$49.00 /Test
<u>Atterberg Limits</u>				
T89, T90	D4318	Liquid and Plastic Limits	0.0 Tests	\$75.00 /Test
T92	D427	Shrinkage Factors	0.0 Tests	\$88.00 /Test
<u>Classification of Soils</u>				
--	D2488	Visual Manual	0.0 Samples	\$18.00 /Sample
--	D2487	Unified Soil Classification System	0.0 Samples	\$189.00 /Sample
M145	--	AASHTO Classification	0.0 Samples	\$189.00 /Sample
--	--	USDA Classification	0.0 Samples	\$119.00 /Sample
<u>Soil Settlement, Swelling, and Collapse Potential</u>				
T216	D2435	One-Dimensional Consolidation	0.0 Tests	\$540.00 /Test
--	D4546	One-Dimensional Swell	0.0 Tests	\$525.00 /Test
--	D5333	Collapse Potential	0.0 Tests	\$289.00 /Test
<u>Shear Strength of Soil</u>				
		Hand Penetrometer	0.0 Tests	\$4.50 /Test
		Rimac Unconfined Compressive Strength	0.0 Tests	\$14.00 /Test
T208	D2166	Unconfined Compressive Strength	0.0 Tests	\$79.00 /Test
T236	D3080	Direct Shear of Soils (3 points)	0.0 Tests	\$694.00 /Test
T296	D2850	UU Triaxial Compression (3 points)	0.0 Tests	\$326.00 /Test
T297	D4767	CU Triaxial Compression (3 points)	0.0 Tests	\$1,100.00 /Test
T297	D4767	CD Triaxial Compression (3 points)	0.0 Tests	\$1,100.00 /Test
	D7012	Peak Uniaxial Compressive Strength of Rock Core	0.0 Tests	\$158.00 /Test
<u>Laboratory Compaction Tests</u>				
T99	D698	Moisture-Density of Soils (Standard Effort)	0.0 Tests	\$194.00 /Test
T180	D1557	Moisture-Density of Soils (Modified Effort)	0.0 Tests	\$204.00 /Test
T193	--	Illinois Bearing Ratio (1 point)	0.0 Tests	\$490.00 /Test
T193	D1883	California Bearing Ratio (3 points)	0.0 Tests	\$893.00 /Test
<u>Coefficient of Permeability</u>				
T215	D2434	Hydraulic Conductivity (Constant Head)	0.0 Tests	\$438.00 /Test
--	D5084	Hydraulic Conductivity (Flexible Wall)	0.0 Tests	\$459.00 /Test
<u>Additional Sample Preparation Procedures</u>				
		Removal of Organic Matter	0.0 Samples	\$84.00 /Sample
		Extrusion & Preservation of Undisturbed Samples	0.0 Samples	\$27.00 /Sample
		Logging & Classification of Undisturbed Samples	0.0 Samples	\$63.00 /Sample
		Remolding and Trimming of Samples	0.0 Samples	\$60.00 /Sample
<u>Analytical Laboratory Services - for CCDD</u>				
		Volatile Organic Components (VOC)	2 No	\$117.00 /Each
		SemiVOC including PNA's	2 No	\$195.00 /Each
		PCB	0 No	\$135.00 /Each
		Total Metals (23)	0 No	\$198.90 /Each
		pH Determination	30 No	\$15.60 /Each
		SPLP/TCLP Prep	13 No	\$65.00 /Each
		SPLP/TCLP Metal (1312)	26 No	\$11.70 /Each
		BTEX and MTBE	1 No	\$67.50 /Each
		Herbicide (8151)	10 No	\$210.00 /Each
		Pesticides (8082A, 8081, 8270C)	10 No	\$90.00 /Each
		Total Metals (8) (6010C/7471B)	13 No	\$50.00 /Each
		PNA	1 No	\$112.50 /Each
		5035 Sampling Kit	10 No	\$12.00 /Each
<u>Corrosion Testing</u>				
		(Resistivity, Chlorides, pH, Redox, and Sulfates)	0.0 No	\$280.50 /Each

Name: BNSF over I-294 (Special Waste investigation including PSI Report)
 RFP/PTB/PSB/Item: 14-3/002
 Contract/Job: RR-14-4222

Date: 04/01/2018
 Wang No.: P180205

Task Description	Units	Unit Price	Extended Cost
TRAFFIC CONTROL			
<i>Traffic Control</i>			
Shoulder Closure (1/2 mile) - Expressway			
Daytime	0.0 No.	\$850.00 /Each	
Night time	0.0 No.	\$950.00 /Each	
Sunday	0.0 No.	\$1,275.00 /Each	
Shoulder Closure (1/2 mile) - Arterial			
Daytime	0.0 No.	\$650.00 /Each	
Night time	0.0 No.	\$800.00 /Each	
Sunday	0.0 No.	\$1,275.00 /Each	
Lane Closure (1 lane) (1/2 mile) - Expressway			
Daytime	0.0 No.	\$1,750.00 /Each	
Night time	0.0 No.	\$1,900.00 /Each	
Sunday	0.0 No.	\$2,200.00 /Each	
Lane Closure (1 lane) (1/2 mile) - Arterial			
Daytime	0.0 No.	\$750.00 /Each	
Night time	0.0 No.	\$900.00 /Each	
Sunday	0.0 No.	\$1,275.00 /Each	
Lane Closure (2 lane) - Expressway			
Daytime	0.0 No.	\$1,900.00 /Each	
Night time	0.0 No.	\$2,050.00 /Each	
Sunday	0.0 No.	\$2,375.00 /Each	
Lane Closure (2 lane) - Arterial			
Daytime	0.0 No.	\$850.00 /Each	
Night time	0.0 No.	\$1,000.00 /Each	
Sunday	0.0 No.	\$1,275.00 /Each	
Each additional 1/2 mile of closure	0.0 No.	\$125.00 /Each	
Impact Attenuator			
Straight Time	0.0 Hours	\$200.00 /Hour	
OT & Saturday	0.0 Hours	\$225.00 /Hour	
Sunday	0.0 Hours	\$250.00 /Hour	

FIELD VEHICLES & MILEAGE			
<i>Field Vehicle</i>			
Field Vehicle Mileage (>100 Miles per Day)	0.0 Miles	\$0.565 /Mile	
Field Vehicle Daily (<100 Miles per Day)	11.0 Days	\$65.00 /Day	
Tolls	0.0 Tolls	\$1.00 /Toll	

OUT-OF-TOWN EXPENSES			
<i>Lodging</i>	0.0 Days	\$100.00 /Day	
<i>Per Diem</i>	0.0 Days	\$50.00 /Day	

PRINTING COSTS			
<i>Printing Costs</i>			
Black & White, 8.5" X 11"	0.0 No	\$0.20 /Each	
Color, 8.5" X 11"	0.0 No	\$2.50 /Each	
Black and White, 24" X 36"	1.0 No	\$4.34 /Each	

SUMMARY			
<i>DRILLING, SAMPLING & INSITU TESTING</i>			
<i>LABORATORY TESTING</i>			
<i>TRAFFIC CONTROL</i>			
<i>FIELD VEHICLES & MILEAGE</i>			
<i>OUT-OF-TOWN EXPENSES</i>			
<i>PRINTING COSTS</i>			

ALLOWABLE DIRECT COSTS

10.01.2013

Effective for contracts awarded on or after October 1, 2013, the following costs are allowable when requested by the Department and included in the contract. The costs are allowable when it is customary for the firm to bill for the cost and it can be itemized in the firm's billing and accounting systems.

Per Diem	State Rate (Maximum)
Lodging	State Rate (Maximum)
Air Fare	Coach Rate with 2 weeks advance purchase
Vehicles	State Rate* (Maximum)
Mileage	\$55/day (Maximum)
Vehicle Rental	\$65/day
Leased / Company-Owned Vehicles (does not include personal vehicles, not owned by the company)	\$32.50/half day
Vehicle Half-day Rate	Actual Cost
Parking	Actual Cost
Tolls	Premium portion
Overtime	Actual Cost
Film and Film Processing**	Actual Cost
Overnight Delivery/Postage Courier Service	Actual Cost
Copies of Deliverables and Mylars	Actual Cost
Specific Insurance – required for project	Actual Cost
CADD	Actual Cost
Monuments – Permanent	Actual Costs (Maximum of \$15.00/Hr)
Payment for Newspaper Ads	Actual Cost
Web Site	Actual Cost
Facility Rental for Public Meetings & Exhibits/Rendering & AV Equipment/Transcriptions	Actual Cost
Recording Fees	Actual Cost
Courthouse Fees	Actual Cost
Testing of Soil Samples	Actual Cost
Lab Services (excluding Phase III normal construction inspection such as beam breaks, cylinder breaks, pavement cores)	Actual Cost
Equipment rental specific for project (snooper for bridge inspection, noise meter, etc.)	Actual Cost
Specialized equipment – on an as needed basis with prior approval	Actual Cost
Traffic Systems	Actual Cost
Storm sewer cleaning and televising	Actual Cost
Traffic control and protection	Actual Cost
Aerial photography and mapping	Actual Cost
Utility exploratory trenching	Actual Cost

ALLOWABLE DIRECT COSTS

- ***website for State Reimbursement Rates**
<http://www2.illinois.gov/cms/Employees/travel/Pages/TravelReimbursement.aspx>
- ****Use of digital cameras verses film cameras is encouraged when firms own digital cameras and the discussion of their use will be part of the negotiations. Film & copies will be reimbursed at actual costs.**
- **On all agreements authorization after January 1, 2005, GPS Equipment is considered a "tool of the trade."**

Contract No.: RR-14-4222

Consultant: Wang Engineering, Inc.

EXHIBIT E - KEY PROJECT PERSONNEL

Project Principal: _____

Project Manager: Mickey Snider

Project Engineer: _____

Resident Engineer: _____

Documentation Engineer: _____

Project Civil Engineer: _____

Project Structural Engineer: _____

Project Drainage Engineer: _____

Senior Engineer: Mohammed Kothawala

Others: Name: _____

Classification: _____

Name: _____

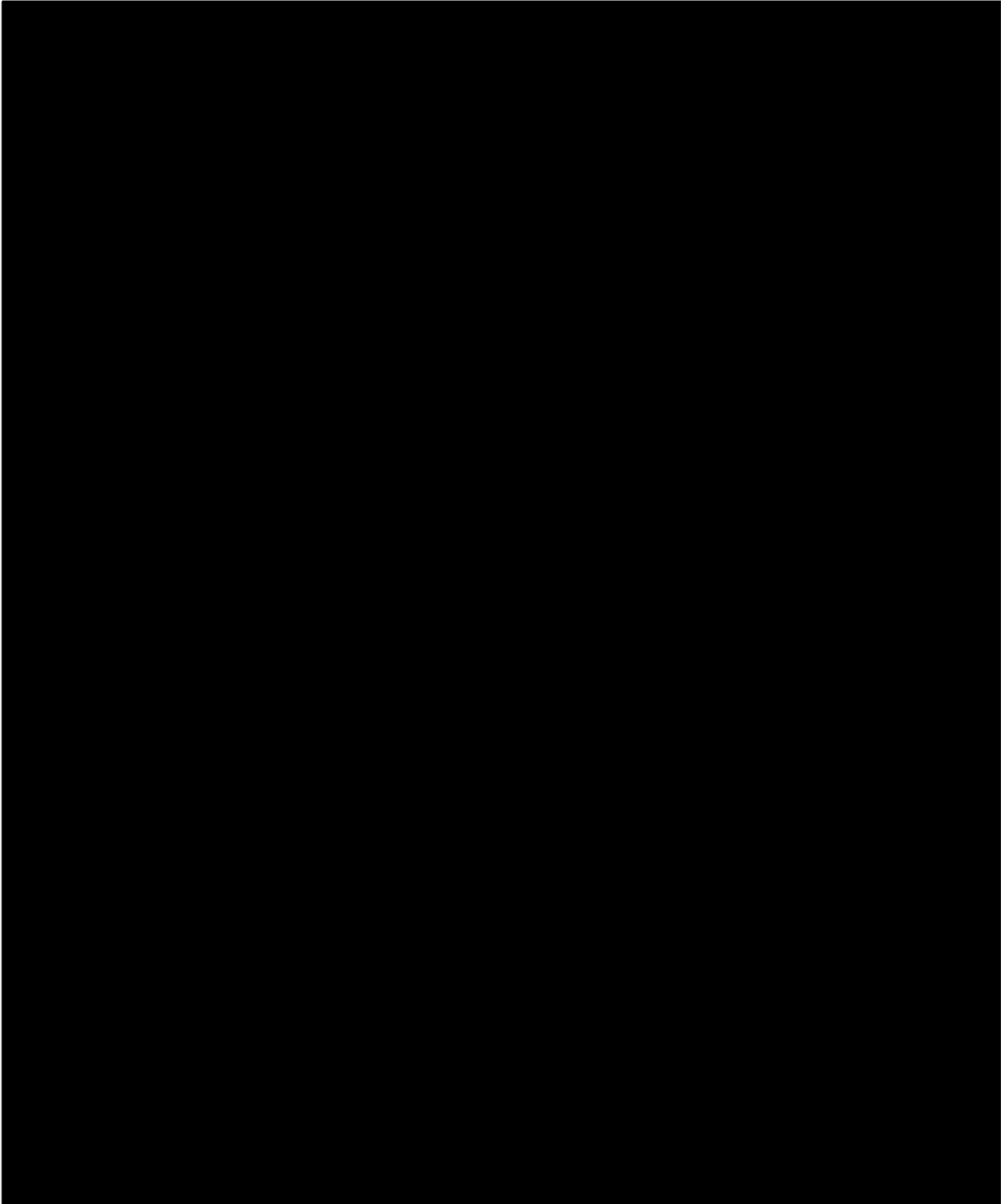
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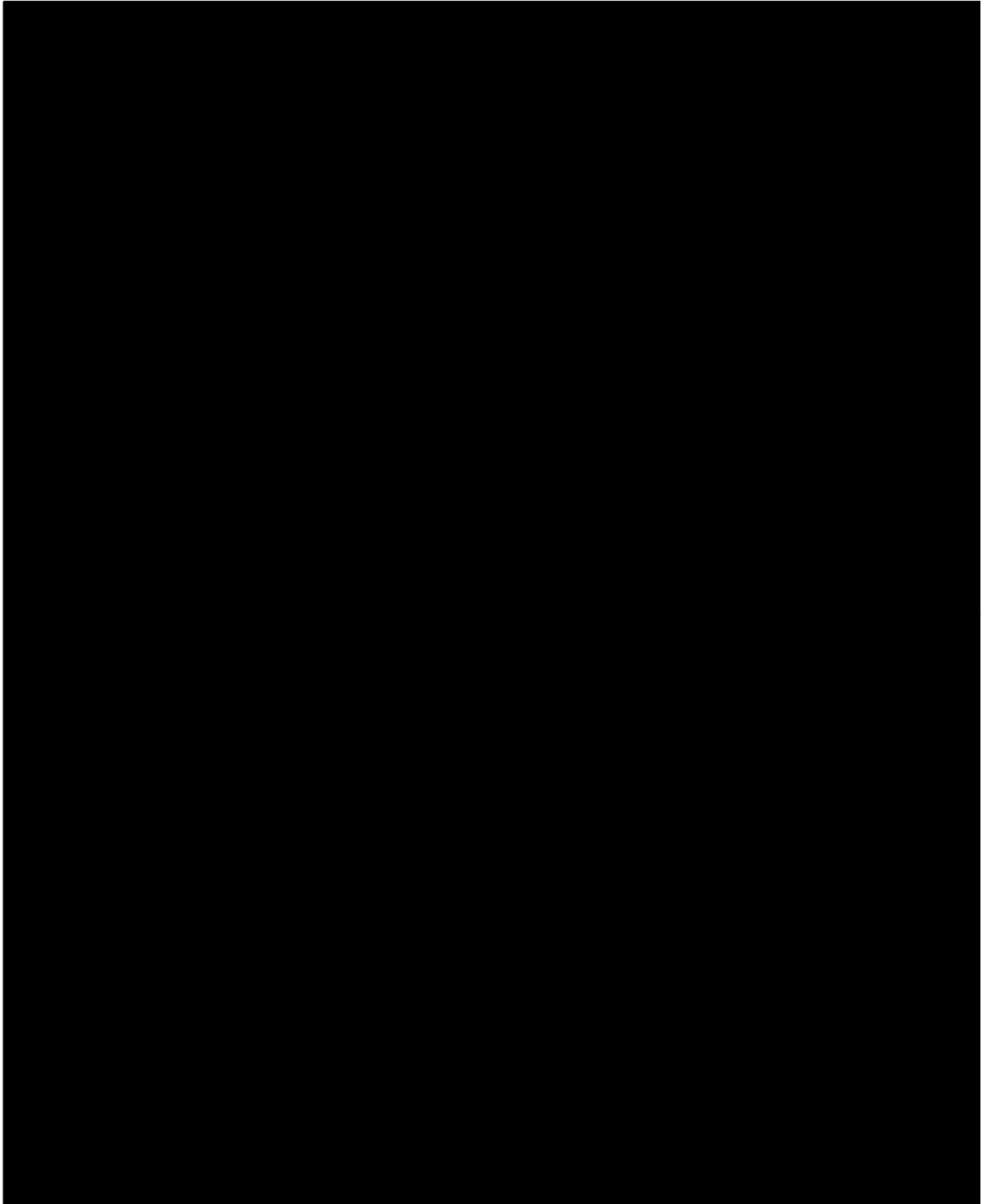
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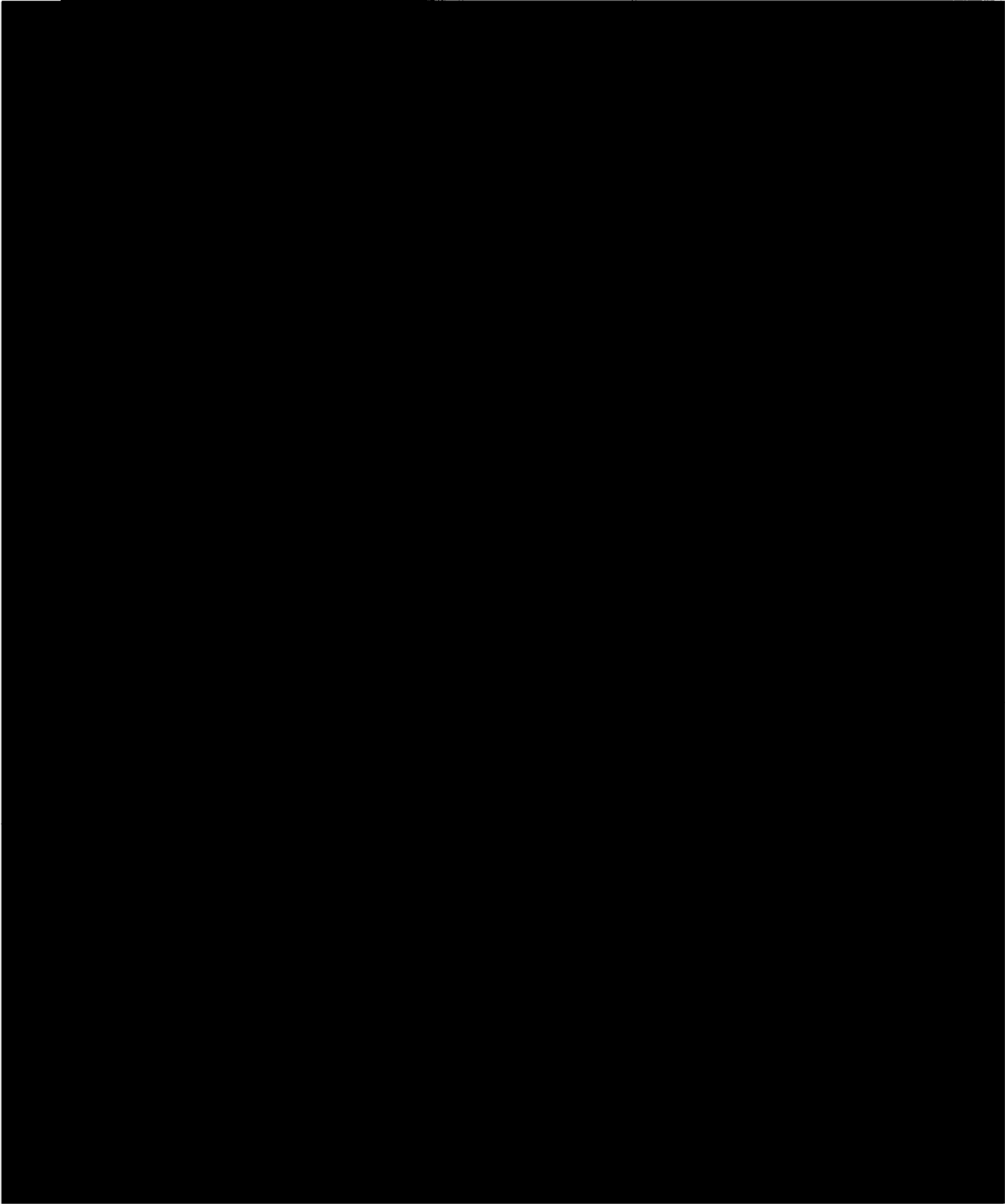
Classification: _____

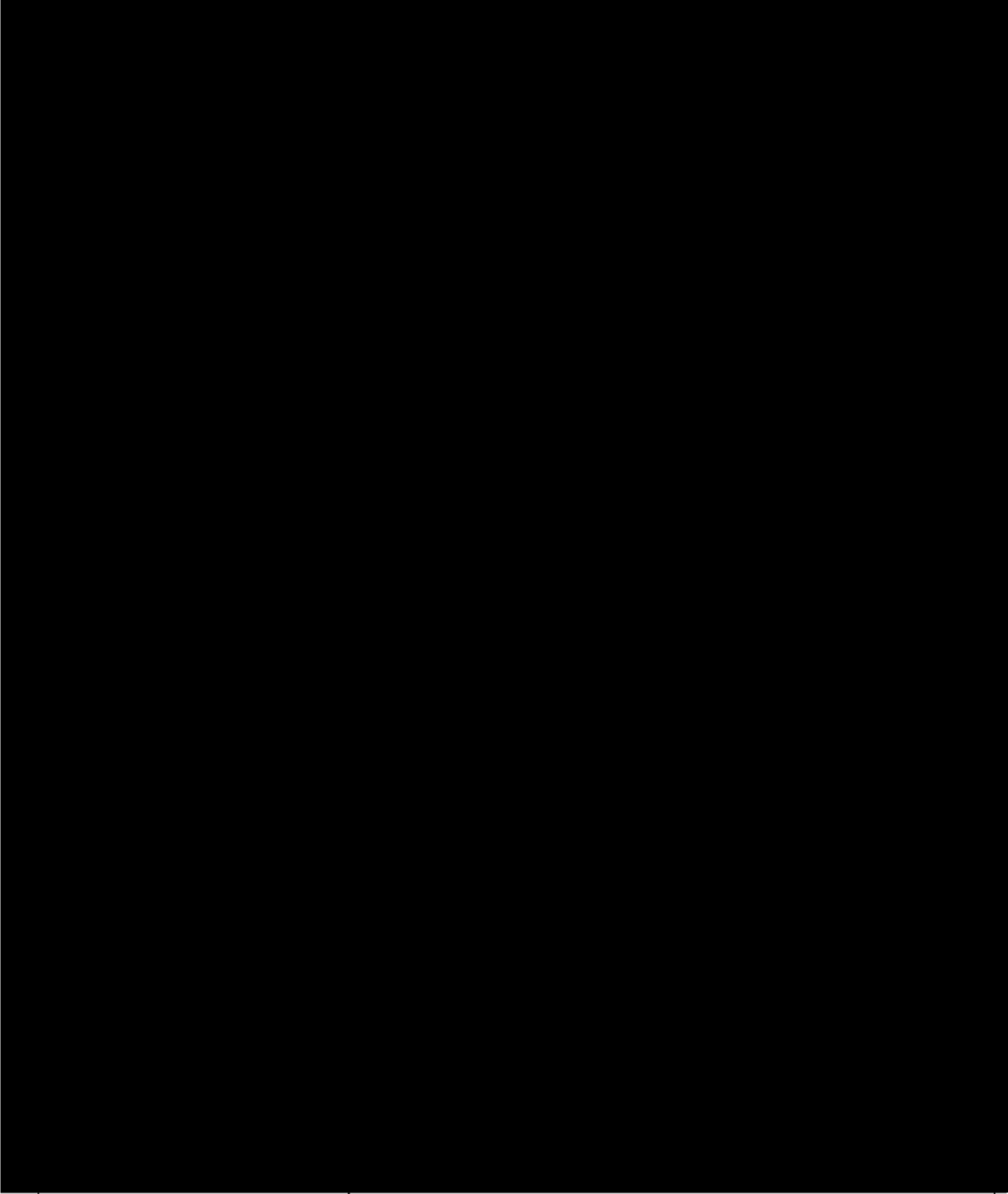
Name: _____

Classification: _____









APPENDIX TO EXHIBIT F

Contract No. RR-14-4222

Wang Engineering, Inc.

SCOPE OF SERVICES

Each firm will be bound to the Tollway's Exhibit F Scope of Work as prepared by the Tollway. Each firm will perform only work they are qualified to perform to the professional Standard of Care level required by the Tollway. Work tasks will be assigned by the management team of Bowman, Barrett & Associates Inc., as required to meet the expectations of the Tollway for this project.

CHANGE ORDER NO. 1

EXHIBIT F

**CONTRACT RR-14-4222
TRI-STATE TOLLWAY (INTERSTATE 294)**

SCOPE OF SERVICES

**PROJECT MASTER PLAN AND PHASE II DESIGN SERVICES FOR
BRIDGE REHABILITATION/RECONSTRUCTION OF THE
BURLINGTON NORTHERN SANTA FE (BNSF) RAILROAD (M.P. 26.6)**

**COOK COUNTY, ILLINOIS
LYONS TOWNSHIP**

Tasks within the Master Plan, Concept and Design phases have resulted in changes in the character or complexity of the scope of work. In addition, the CTS corridor project schedule has been extended requiring additional effort for administration/management, meetings and coordination. The items include the following:

I. PROJECT MASTER PLAN

The detailed scope of services and various tasks are described below:

Item 2.5 Plat of Highways / Existing Railroad Right-of-Way

- **Tollway ROW.** The Tollway Right-of-Way requirements for RR-14-4223 corridor improvements was to be provided by the mainline DSE. The 4222 DSE schedule was advanced from the mainline Master Plan schedule and developed and computed the Tollway Right-of-Way for the 4222 project limits.

Item 2.6 Preparation of Plats and Legal Descriptions for Right-of-Way Acquisition

- **Plat of Acquisitions.** Due to the advancement of the RR-14-4222 contract schedule, plat of acquisitions need to be revised to include portions of parcel acquisitions included in Contract RR-14-4223. Additional field survey to locate property corners and occupation within the new limits of the parcels is required, as well as boundary analysis, review of record documents and drafting plats.
- **Update Plats of Survey to new Standards.** Plats of Survey were modified to accommodate to the new CAD Standards and parcel naming convention. The

standards required to re-accommodate the lay-out of the parcels sheets to include all "Total Holdings" for any contiguous property owned by the Village.

- **Additional field work.** Additional field work to survey existing improvements within 200-ft of the temporary and proposed easements is required as this information is needed to be shown on the plat of acquisitions for property appraisals. In addition, field staking of the South RR Right-of-Way line was performed. Additionally, this task includes staking the North RR ROW line, fiber optic locates, and proposed abutment staking.
- **BNSF Railroad Temporary Easements.** The BNSF RR requested that plats identifying temporary easements be developed for areas within Tollway Right-of-Way that requires railroad elements; and for the Tollway to request temporary easements to work on BNSF RR property. These were initially assumed to be incorporated in the C&M agreement and were not included in the scope of work. This includes the preparation of Plats of Survey for proposed temporary easements, and minor field work.

Item 10. Location Drainage Study. Flagg Creek Hydraulic Modeling. Additional effort and coordination is required for the cross culvert hydraulic modeling between 4222/4223 DSE to investigate proposed mainline profile and ditch grading needed to reduce the 500-year WSL. In addition, assistance was provided to the DCM regarding corridor watersheds.

Item 11. Geotechnical Investigation. The field data determined unsuitable soils exist within the project area and additional investigation is required to determine the limits of this soil. The presence of the unsuitable soil represents an unforeseen field condition and were not anticipated. The additional information will determine the proper soil strengthening techniques required such that the proposed elements can be properly designed. This additional effort includes additional field explorations and laboratory testing and analysis. (See attached proposal by Wang Engineering)

Special Waste. Additional soil investigation and testing is required to determine if Special Waste provisions should be included in the contract documents. The BNSF RR environmental unit also requires that soils within their right of way be tested and properly disposed from their property limits. Additional testing includes areas within the railroad embankment, the Village of Western Springs Public Works yard, and the proposed detention area within Veeck Park. (See attached proposal by Wang Engineering).

Item 20. Master Plan Report.

- **Master Plan Report.** Tollway has requested that the Master Plan Report be combined into one corridor wide report. Additional effort will be required to merge the report from a standalone document, as well as additional coordination with the DCM and other DSEs.
- **Value Management Study (VMS) Participation.** The Tollway requested participation and collaboration in a VMS team, and provide comment and input as necessary. A presentation was developed to provide the team an overview of the project design details. Additional effort to review and study alternatives presented and provide a disposition to comments.

Item 21. Master Plan Presentation.

- **Incorporation of Mainline Elements.** The draft Master Plan presentation was modified to incorporate the mainline portion in addition to the 4222 study limits. The change in character or complexity of work includes additional coordination effort with Tollway/DCM staff, development of presentation material and preparation efforts relating to the mainline profile and box culvert analysis and design deviations.
- **Presentation for Advancement of Concept Plans.** A request to advance the concept plans independently from the mainline corridor schedule was requested, such that the 4222 project schedule will be maintained due to long-lead time coordination associated with the railroad.

Item 22. Conceptual Design Plans.

- **Concept Reports.** The scope does not include a Concept Report, as it was anticipated the Master Plan Report would suffice in addition to development of Concept Level Plan details. The development of a separate Concept Report is required.
- Village of Western Springs requested the Tollway to investigate lowering the invert of the cross culvert under the mainline on the north side of the railroad. Several alternatives were investigated, including installation of a pipe culvert jacked beneath the railroad embankment to assist the Village to alleviate the outfall elevation which is restricted by the Flagg Creek culvert elevation. This new pipe will allow the Village to reroute storm sewer and allow continuation to separate their combined sewer/storm water facilities. Study includes alternatives to route the pipe, invert elevation and potential outfall locations. Items of work include coordination meetings, investigation and exhibit, railroad coordination and permit.

II. PHASE II ENGINEERING

Burlington Northern Santa Fe (BNSF) Railroad Bridge Reconstruction (M.P. 26.6)

BNSF RR Bridge Reconstruction Contract:

Item 23. Plan Sheets.

- **Additional Embankment Stabilization.** As a result of the additional geotechnical investigation, unsuitable soils exist (peat material) beneath the proposed temporary embankment supporting the railroad shoofly tracks. Ground improvements are necessary to mitigate settlement of the unsuitable material due to the increased embankment loading. Plan and details are required to reinforce the embankment due to the weak soils encountered.
- **Additional Plan Effort.** Level of effort to complete contract plans is greater than originally anticipated for the progress schedule, railroad staging, and railroad cross sections.

- **Development of 3D Plan Deliverables.** (New Item). The Illinois Tollway is requesting RR-14-4222 to assist in the implementation of 3-D engineered modeling including earthwork, paving operations, utilities, and structures. Additional effort will be required to provide a new format for the Contract deliverables.
- **Incorporate 4223 Mainline Elements.** Incorporate mainline design plans into Construction Contract 4222 for elements adjacent to pierce park and mainline cross culvert.
- **Local Agency Utility Relocation Plans.** The Village of Western Springs existing watermain and storm sewer facilities are located within proposed temporary easements requested by the Tollway to complete this project. From coordination with the Village, access to these facilities will be required throughout construction. Providing access results in additional retaining wall requirements which increases costs drastically. Therefore, the relocation for portions of their existing facility beneath Hillgrove Avenue is required. Likewise, existing brick storm sewer existing within proposed temporary easements within the Village of Hinsdale. After coordination with the Village, the temporary embankment loads that are proposed over the existing facilities are greater than the pipe can support, therefore replacement of the bridge sewer with concrete pipe is required.
- **Village of Western Springs Generator at Well.** The Village of Western Springs Well is within the vicinity of the project and they have requested a power generator be installed as a back-up to operate the well pump in case of a power failure. Additional plan details and design is required for this work.

Item 29. DCM Coordination. Additional submittal is required for DCM review prior to submittal of contract documents to the Tollway. Additional coordination and disposition of comments is required.

Item 31. Permit Application Submittals

- **IEPA – Watermain Relocation Permit Application.** The proposed watermain relocation in the Village of Western Springs requires an IEPA permit application package for the relocation work.
- **Special Waste Assessment Review.** A Preliminary Site Investigation (PSI) will be performed based on the need for evaluation of two areas of Recognized Environmental Concern (REC) within the project limits. Review of the PSI documentation and further special waste processing and coordination will be evaluated.
- **42” Combined Sewer Reconstruction in Village of Hinsdale.** Replacement of the existing 42” brick sewer with RCP located in Veeck Park requires local permits, including a permit from the Metropolitan Water Reclamation District of Greater Chicago (MWRD).
- **Engine Generator for Village of Western Springs Well #4.** The Village of Western Springs requested a standby engine generator and automatic transfer switch to supply standby electrical service to an existing municipal potable water well #4 be in place during construction in order to minimize risks of a power outage which would disrupt the Village’s water supply. Local building permit from the Village will be applied for and incorporated into the specifications.

III. GENERAL PROJECT ACTIVITIES

Item 33. Coordination.

- The level of effort regarding coordination between the railroad, local agency coordination, and the adjacent mainline DSE is a greater than anticipated. Additional meetings include recurring railroad coordination meetings, monthly DSE coordination meetings, project status book meetings, and additional meetings with local agencies are a result of the CTS project extension schedule. A summary of meetings including the original versus the anticipated meetings required for this contract is shown in the following table. Note the total meeting amount is anticipated to occur at the contract completion.

Meeting Description	Number of Meetings included in Contract	Anticipated Total at Contract Completion	Additional Meetings included in Supplement 1	Comments
Railroad Coordination	12	40	28	23 Coord Meetings held thru Feb 2018. Additional Meetings from March 2018 thru May 2019 + 3 other meetings.
Monthly DSE Coord	24	38	14	Additional Meetings to May 2019
Project Status Book	24	39	15	Additional Meetings to May 2019
Local Agencies	8	21	13	Meeting with Village of Hinsdale, Western Springs, and Wester Springs Park District, FCWRD, and MWRD. To Date, 11 meetings held and two additional meeting with each entity is anticipated (+10).

- Railroad Investigation.** Additional effort is to comply with requests from the railroad, including:
 - Investigation of embankment limits due to a fourth superstructure beyond the bridge,
 - Site access and railroad work zone requirements requiring additional investigation, grading modifications, and temporary retaining walls. Grading modifications include development of earth ramps providing access at each quadrant of the structure, mainline access, vehicle storage, and work platforms for track cut overs.
 - Investigation for BNSF access from Burlington Avenue.

- Additional investigation and details required for railroad inspection access and platform to be constructed integrally with the bridge substructure. Also requires investigation and plan details or stair access from track level to abutment seat level.
- Study developed for a two stage, two track construction staging to eliminate the need for a shoo-fly structure.
- **Utility Coordination.**
 - The Village of Western Springs water well is located near the project improvements. Additional meetings and coordination is required to comply with IEPA requirements.
 - The Village of Western Springs requested vibration monitoring be installed within the project limits because of the proposed pile driving work. Additional special provisions and plan details will be required for this work.
 - Review of S.U.E. data provided by DUR DSE. Several attempts to locate existing FCWRD and MWRD facilities were made within the project area requiring additional coordination and review of field data.
 - NOI forms were submitted and need to be revised to match new format.
 - Additional utility coordination and development of DUR are needed due to project extension.
- **Other Coordination**
 - Coordination with local municipalities to review intergovernmental agreements. Additional effort to define scope of work and preparation of construction cost estimates and construction durations for the Village of Hinsdale, Village of Western Springs and the Western Springs Park District.
 - Design and construction assessment as alternative to right-of-way acquisition. Study and assessment may include:
 - Analysis of design impacts;
 - Constructability assessment, contractor access, and schedule impacts;
 - Modified drainage and grading plan;
 - Preliminary retaining wall design and plans (TS&L level) – (2 new walls and 2 modified walls);
 - Meetings and coordination with the BNSF RR and local agencies;

Item 36. Quality Assurance/Quality Control. Additional quality assurance and quality control as a result of additional plan development and project extension.

Item 37. Administration/Management. Additional project management and planning is required as a result of the project extension.

EXHIBIT F

Contract No. RR-14-4222

Wang Engineering, Inc.

SCOPE OF SERVICES

A. Special Waste investigation including PSI Report

Wang Engineering, Inc. (Wang) is pleased to present our proposal to provide (1) a Preliminary Site Investigation (PSI), including field soil sampling and laboratory testing services, and environmentally characterize soils for proper disposal during the construction of the BNSF railroad improvements; (2) vibration monitoring during construction plan and specification; and (3) a Groundwater Protection Needs Assessment (GPNA) for construction activities in the vicinity of Western Spring's Well No. 4. The following describes our proposed scope of work, cost estimate, and assumptions made in developing the cost estimate.

FIELD WORK COORDINATION, PERMITTING, AND INSURANCE

The execution of the PSI subsurface investigation, vibration monitoring, and GPNA programs will call for utility clearance coordination with JULIE, Tollway, BNSF, Metra, and the Villages of Hinsdale and Western Springs, as well as permitting and insurance agreements.

ANTICIPATED SCOPE OF WORK

We understand the bridge will be lengthened and new abutments constructed behind the existing ones; railroad embankments will be widened; and a new detention basin will be constructed. In this process, excavations, and embankment benching will generate soil waste. Wang will develop environmental sampling plans, coordinate and carry out soil sampling and testing, evaluate soil analytical test results, and prepare a PSI technical memorandum. Drill shaft installation and pile and sheetpile driving activities may induce ground vibrations that could be detrimental to existing nearby structures. Wang will develop a vibration monitoring plan and specification. The Village of Western Springs requested a comprehensive evaluation of the groundwater protection measures necessary in order to assure the supply of potable water within the 200-foot setback area of their Well No. 4 is not susceptible to contamination due to construction activities. In order to accomplish the above tasks, we propose the following:

PSI Soil Sampling Specifications and Investigation: On preparing this proposal, Wang used a sampling frequency of one sample per about 1,000 cubic yards of excavation. The borings will be drilled to the anticipated excavation depths presented in the DSE cross-sections. We propose drilling eighteen 4- to 16-foot deep borings at the locations shown in the attached plan. Overall, we will drill and sample 224 feet of soil. Wang will obtain the necessary permits, clear utilities, coordinate railroad flagging, perform field screening activities, and characterize soil samples. A field geologist will monitor drilling activities, maintain daily field notes, log the soil boring, as well as receive, and classify soils and prepare soil samples for laboratory analysis. The field geologist will inspect each soil sample for staining, odor, or other signs of contamination, and will screen samples for total organic vapors using a calibrated photo-ionization detector (PID). The as-drilled boring locations will be surveyed with a mapping-grade GPS. Soil samples will be selected for analytical testing and evaluation. The collection of the analytical test samples will be performed in accordance with SW 846 Method 5035. Soil samples will be sent with proper chain of custody and required laboratory tests to an IEPA accredited environmental laboratory.

PSI Analytical Investigation: Based on the Illinois State Toll Highway Authority (Tollway) Guidelines for Management of Clean Construction or Demolition Debris (CCDD), Design Bulletin No. 13-01 dated January 18, 2013, soil samples will be tested for contaminants of concern (COC) specific for each area. Soil samples within the PIP area will be analyzed for the following parameters:

EXHIBIT F

Contract No. RR-14-4222

Wang Engineering, Inc.

SCOPE OF SERVICES

BTEX;
MTBE;
Polinuclear Aromatic Compounds (PNAs);
Total Lead; and
Synthetic Precipitation Leaching Procedure (SPLP) if Lead exceeds the MAC limits.

Soil samples collected within the detention basin area will be analyzed for
Volatile Organic Compounds (VOCs);
Semi VOCs 0;
Total Metals (8); and
SPLP for the metals exceeding the MAC limits.

Soil samples collected within the remaining areas along the railroad will be analyzed for
Herbicides and Pesticides;
Total Metals (8); and
SPLP for the metals exceeding the MAC limits.

Besides the special environmental testing specific for each area, all the soil samples will be analyzed for pH.

PSI Technical Memorandum: Wang's report will summarize sampling and testing procedures and results and provide recommendations for the proper handling of excavated soils. If the investigation reveals the presence of soils that necessitate special handling and disposal, we will provide a Soil Management Plan. The report will include boring logs and a boring location plan. As needed Wang will draft and/or sign EPA Forms 662/663. A draft technical memorandum will be submitted for review. The final version will address the reviewer's comments.

Vibration Monitoring: Not included in our scope of work.

GPNA Report: The GPNA will delineate a zone of interest to the southwest of the well; compile and assess existing information; develop the geologic framework; develop aquifer characteristics; delineate groundwater recharge areas and capture zones; evaluate results and summarize the investigation and data in a report; address questions or comments from stakeholders, which may include IEPA, Western Springs or others. We assume two meetings with the Village and regulatory persons and/or their consultants will be required.

Estimated Cost: Wang proposes to provide the above tasks on time and expense basis according to the attached cost estimate. The cost estimate was prepared assuming the following conditions:

Traffic control will not be required;
Railroad permitting and flagging will be required; and
Related activities to the soil disposal in state regulated landfills, if necessary, are not included on our scope of work.

Schedule: We anticipate the PSI field investigation will be completed in eight working days. Laboratory testing will be completed in three weeks. A draft report will be submitted for review within two weeks after completion of laboratory testing. The final report will be submitted within one week after receiving comments on the draft version. Vibration monitoring plan and specification will be delivered within three weeks after notice to proceed. The GPNA will require

EXHIBIT F

Contract No. RR-14-4222

Wang Engineering, Inc.

SCOPE OF SERVICES

testing. The final report will be submitted within one week after receiving comments on the draft version. Vibration monitoring plan and specification will be delivered within three weeks after notice to proceed. The GPNA will require about two months to complete and three months to receive and address IEPA comments.

B. Peat Investigation and Ground Improvement Analysis

The subsurface investigation for Contract 4222 revealed soft, compressible organic soils on the north and south sides of the BNSF railroad embankment, east of I-294. We drilled vertical borings from the toe area of the existing rail embankment, between Stations 104+50 and 113+00. The south side of the embankment consists of Burlington Avenue and parking spaces for the Western Springs Metra Station, while the north side of the embankment contains the Western Springs Public Works facility. A 4-foot tall retaining wall runs along the south toe beginning at Station 111+00. The existing slope is graded at 1:1.7 (V:H) and is vegetated. The existing ground surface on both sides of the embankment lies at 644 to 647 feet elevation.

SCOPE OF WORK

The proposed improvements through this area include the construction of large embankments and retaining walls to support temporary widening during construction. A shoofly bridge will be constructed south of the existing mainline structure to carry rail traffic during the mainline reconstruction. The embankment will have a maximum height of about 25 to 30 feet and will be widened out 60 to 70 feet at the base; a surcharge loading equivalent to the Cooper E-90 load will also be applied. Retaining walls will be constructed on both sides of the embankment. A permanent retaining wall along the north side will run between Stations 103+00 and 106+00 with a maximum height of about 12 feet. Along the south embankment, a temporary wall with a maximum height of 24 feet will be constructed between Station 111+00 and 115+00, while a permanent retaining wall will then be constructed between 111+00 and 116+00.

Immediately beneath 5 to 7 feet of fill, the borings encountered 2 to 3-foot thick layer of very soft, black and brown silt to silty loam. At an elevation of 640 feet the borings advanced through 5 to 10 feet of very soft, black and dark brown, non-fibrous peat and muck. The muck and peat is underlain by an additional 5 to 15 feet of soft to medium stiff, organic silty clay loam. These soils will undergo significant deformation during placement and service of the temporary embankment widening. Ground improvement is the most economical solution to mitigate settlement. Additional field investigation is to map the lateral and vertical extent of the compressible soils and define their strength and deformation parameters.

We recommend drilling and sampling 740 feet of soil in 21 additional soil borings between Stations 105+00 and 113+00. The placement of these borings along the embankment will vary based on field conditions, but they will be positioned as close as possible to the toe of the existing embankment. A laboratory testing program will be performed to further assess the strength and deformation properties of the materials.

The vertical and lateral extent of the compressible soils along the toe and potentially beneath the existing embankment will have significant cost implications for construction. If the compressible soils extend beneath the existing embankment, these areas will require improvement and a construction plan will need to be prepared on the necessary shoring and improvement techniques required. The additional information provided from the proposed investigation will allow Wang to make an accurate feasibility assessment of each potential mitigation alternative and provide a much clearer picture on the depth and total area of improvement needed, level of improvement effort, and total cost implication to the project. To accomplish these objectives, Wang will complete the following tasks:

EXHIBIT F

Contract No. RR-14-4222

Wang Engineering, Inc.

SCOPE OF SERVICES

implication to the project. To accomplish these objectives, Wang will complete the following tasks:

Geotechnical Drilling Services — Wang will provide equipment, labor, and associated materials to drill and sample ten 30-foot deep SPT borings along the toe of the existing embankment. The soils will be sampled at 2.5-foot intervals to the termination depths with a combination of split-barrel samplers in accordance with AASHTO T 206, "*Penetration Test and Split-Barrel Sampling of Soils*" and Shelby tubes in accordance with T 207, "*Thin-tube Sampling of Soils*." Moreover, to investigate the prevalence and depth of compressible soil deposits beneath the existing embankment we proposed to drilled and sample eleven 40-foot deep, directional Geoprobe® borings from the toe of the existing embankment.

Field Supervision — Prior to drilling, Wang will locate the boring locations in the field and clear utilities through the JULIE one-call system and by contacting the BNSF. A field engineer will monitor drilling activities, maintain daily field notes and boring logs, as well as receive, classify, and prepare soil samples for laboratory analysis. The field engineer will also monitor the groundwater level when encountered. Soil samples will be classified according to the Illinois Textural (IDH) Classification System. As-drilled boring locations will be surveyed by other team members.

Laboratory Testing — Upon completion of the drilling phase, all soil samples will be transported to our in-house laboratory. The soil testing program will include natural moisture content (T 265) determination, LOI (T 267), one-dimensional consolidation (T 216), and consolidated-undrained triaxial (T 297) testing. We recommend performing two, consolidated-undrained triaxial tests and four, one-dimensional consolidation tests on the Shelby tube samples.

Engineering Analysis and Recommendations — The results of the investigation, along with details about the proposed ground improvement options will be included in a Design Memorandum. For ground improvement, we will discuss the feasibility of each option, the effect of each potential improvement on the strength and deformability of the proposed embankments, and provide a recommendation for the most appropriate and cost effective alternative.

The area surrounding the existing embankment has a unique and complicated subsurface condition, both from the natural deposits as well as from previous, generally undocumented construction activities. Several options for improvement will need to be explored to ensure a sound, constructible solution is designed. Boulders and cobbles were not encountered along the eastern embankment investigation in Phase 1; however, if the material closer to the embankment was removed and replaced with large-fraction fill materials, the improvement and design will need to take this into account. The memorandum will provide detailed soil parameters and improvement geometries (depth and plan area) for the applicable technologies, as well as a rough cost estimate for the improvement chosen as most effective. The design will require settlement and global stability analyses at a number of stations, as part of the widening is to be supported by embankment, while the south portion along Burlington Avenue is currently shown supported by a retaining wall.

SCHEDULING

Wang will start the project expediently upon prior authorization to proceed. We anticipate that boring layout and utility clearance will require 3 or 4 days to coordinate. Approximately 15 days will be required to complete the drilling phase of the project. The laboratory testing program will begin shortly following the completion of drilling and we will coordinate with Bowman, Barrett & Associates on a schedule for submittal of the draft report.

EXHIBIT F

Contract No. RR-14-4222

Wang Engineering, Inc.

SCOPE OF SERVICES

COST ESTIMATE

Wang proposes to provide the above tasks on a time and material basis in accordance with the attached cost estimate.

This cost estimate was prepared assuming the following conditions:

Drilling unit costs are considered prevailing rate under the Prevailing Wage Act (820 ILCS 130/0.01);

The boring locations are accessible to an ATV- or truck-mounted drill rig;

No hazardous materials are encountered.

Wang Engineering, Inc. appreciates the opportunity to present this proposal and we look forward to working with Bowman, Barrett & Associates on this project. If you have questions, or if you require additional information, please contact us at (630) 953-9928.

EXHIBIT G

Contract No. RR-14-4222

Wang Engineering, Inc.

CURRENT OBLIGATIONS FOR PROJECT

Route & Job No.	Work Scope & Description of Project	Fee (Including all Supplementals and Extra Work Orders)	Fee Remaining To Be Earned	Estimated Date of Completion
D-91-011-14 PTB 169-19 Wang Strand	Geotechnical Engineering Services	TBD	TBD	Dec-19
D-91-020-16 PTB 177-04 AES	Geotechnical Engineering Services	TBD	TBD	Oct-20
D-91-023-14 PTB 169-18 Wang 168-05-01	Geotechnical Engineering Services	\$520,193	\$456,379	Dec-18
D-91-101-15 PTB 174-07 Wang 811-04-00	Geotechnical Engineering Services	\$23,288	\$23,288	Feb-18
D-91-130-12 PTB 162-10 Wang 401-05-xx	Geotechnical Engineering Services	TBD	TBD	Dec-18
D-91-177-13 PTB 167-14 WBK	Geotechnical Engineering Services	TBD	TBD	Dec-18
D-91-227-13 PTB 163-001 Wang 1100-04-01	Geotechnical Engineering Services	\$2,226,189	\$35,011	Dec-20
D-91-459-14 PTB 173-10 Wang 491-02-00	Geotechnical Engineering Services	113863	\$0	Dec-18
P-91-224-15 PTB 175-11 Wang 255-32-00	Geotechnical Engineering Services	TBD	TBD	Dec-18
P-91-225-15 PTB 175-05 Wang 630-10-00	Geotechnical Engineering Services	TBD	TBD	Dec-18
P-91-320-13 PTB 168-09 Ciorba	Geotechnical Engineering Services	TBD	TBD	Dec-19
P-91-495-12 PTB 165-06 Wang 708-06-00	Geotechnical Engineering Services	TBD	TBD	Dec-18
P-92-022-15/D-92-022-15 PTB 176-11 Wang 751-07-01	Geotechnical Engineering Services	\$215,213	\$209,111	Dec-18
P-92-097-10 PTB 157-25 WBK	Geotechnical Engineering Services	TBD	TBD	Dec-19
P-94-004-15 and D-94-006-15 PTB 176-15 Wang 707-01-01	Geotechnical Engineering Services	TBD	TBD	Oct-20
P-94-018-13 / D-4-018-13 PTB 169-29 Wang 414-09-01	Geotechnical Engineering Services	\$64,865	\$56,342	Dec-18

RR-16-4265 PSB 16-3/001 Wang 1100-09-01	Geotechnical Engineering Services	\$575,680	309,502	May-21
I-17-4297 PSB 17-3/006 Wang 195-14-01	Geotechnical Engineering Services	\$319,962	93,075	Mar-19
RR-14-4223 PSB 14-3/003 Wang 790-83-01	Geotechnical Engineering Services	\$1,754,549	52,490	Mar-17
I-15-4658 PSB 15-2/007 Wang 255-31-01	Geotechnical Engineering Services	\$1,249,286	\$1,220,249	Dec-17
I-11-4014 PSB 11-3/001 Wang 450-03-00	Geotechnical Engineering Services	\$2,258,282	\$273,018	Dec-18
I-17-4675 PSB 17-2/002 Wang 393-15-01	Geotechnical Engineering Services	\$55,860	\$1,579	Sep-20
RR-14-4222 PSB 14-3/002 Wang 314-19-00	Geotechnical Engineering Services	\$466,443	\$44,437	Aug-19
I-13-4622 PSB 13-4/001 Wang 630-09-00	Geotechnical Engineering Services	\$2,950,000	\$1,563,147	Jan-20
RR-17-4277 PSB 17-2/010 Wang 493-02-01	Geotechnical Engineering Services	\$43,515	\$74	Sep-20
RR-16-4276 PSB 17-2/008 Wang 213-04-00	Geotechnical Engineering Services	\$100,000	\$83,589	Sep-19
RR-16-4275 PSB 12-2/007 Wang 775-19-01	Geotechnical Engineering Services	\$1,170,577	\$544,143	Jul-18

EXHIBIT H - SERVICES BY OTHERS

Exhibits A-G must be submitted for each subconsultant listed below. If a subconsultant requires "Services by Others", they must include Exhibit H and attach Exhibits A-G for second tier subconsultants.

DBE/MBE/WBE SUBCONSULTANTS

1	<hr/>		
	Direct Labor	<hr/>	
	Direct Costs	<hr/>	
	Services by Others	<hr/>	
	Additional Services **	<hr/>	
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6	<hr/>		
	Direct Labor	<hr/>	
	Direct Costs	\$	<hr/> -
	Services by Others	\$	<hr/> -
	Additional Services **	\$	<hr/> -
	Total this Subconsultant (ULC)	\$	<hr/> -

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	Additional Services **	<hr/>	
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7	<hr/>		
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	Direct Costs	\$	<hr/> -
	Services by Others	\$	<hr/> -
	Additional Services **	\$	<hr/> -
	Total this Subconsultant (ULC)	\$	<hr/> -

3	<hr/>		
	Direct Labor	<hr/>	
	Direct Costs	\$	<hr/> -
	Services by Others	\$	<hr/> -
	Additional Services **	\$	<hr/> -
	Total this Subconsultant (ULC)	\$	<hr/> -

8	<hr/>		
	Direct Labor	<hr/>	
	Direct Costs	\$	<hr/> -
	Services by Others	\$	<hr/> -
	Additional Services **	\$	<hr/> -
	Total this Subconsultant (ULC)	\$	<hr/> -

4	<hr/>		
	Direct Labor	<hr/>	
	Direct Costs	\$	<hr/> -
	Services by Others	\$	<hr/> -
	Additional Services **	\$	<hr/> -
	Total this Subconsultant (ULC)	\$	<hr/> -

9	<hr/>		
	Direct Labor	<hr/>	
	Direct Costs	\$	<hr/> -
	Services by Others	\$	<hr/> -
	Additional Services **	\$	<hr/> -
	Total this Subconsultant (ULC)	\$	<hr/> -

5	<hr/>		
	Direct Labor	<hr/>	
	Direct Costs	\$	<hr/> -
	Services by Others	\$	<hr/> -
	Additional Services **	\$	<hr/> -
	Total this Subconsultant (ULC)	\$	<hr/> -

10	<hr/>		
	Direct Labor	<hr/>	
	Direct Costs	\$	<hr/> -
	Services by Others	\$	<hr/> -
	Additional Services **	\$	<hr/> -
	Total this Subconsultant (ULC)	\$	<hr/> -

** Additional services funds require prior authorization before use

TOTAL DBE/MBE/WBE Subconsultants: \$

 -

TOTAL Additional Services DBE/MBE/WBE Subconsultants: \$

 -

TOTAL Allowable Fee DBE/MBE/WBE Subconsultants: \$

 -

DBE/MBE/WBE Percentage of Total Fee (Includes Additional Services):

DBE/MBE/WBE Percentage of Total Fee (does not include Additional Services):

EXHIBIT "1"

EXHIBIT H - SERVICES BY OTHERS (continued)

Exhibits A-G must be submitted for each subconsultant listed below. If a subconsultant requires "Services by Others", they must include Exhibit H and attach Exhibits A-G for second tier subconsultants.

OTHER SUBCONSULTANTS (NOT DBE/MBE/WBE)

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