Agenda Item # 36

IL Rte. 120, Feasibility Study: Consultant Agreement

Accounts Payable (1) cert.
Transportation (3) cert.

STATE OF ILLINOIS)
) SS
COUNTY OF LAKE)

COUNTY BOARD, LAKE COUNTY, ILLINOIS
REGULAR JUNE, A.D. 2007 SESSION
JUNE 12, A.D., 2007

MADAM CHAIR AND MEMBERS OF THE COUNTY BOARD:

A joint resolution by the Public Works & Transportation and Financial & Administrative Committees authorizing the Chair of the County Board, the County Clerk, and the County Engineer to execute an agreement for consulting engineering services between Lake County and TranSystems, Inc., Schaumburg, Illinois to conduct a Corridor Feasibility Study, over a 2-year period, for the IL Route 120 Corridor, running from the Lake/McHenry County line to IL Route 131 at a maximum cost of services described of $865,439.29 for the work described and $134,560.71 for work tasks as needed. This Corridor Feasibility Study is designated as Section 06-00274-00-ES.

WE RECOMMEND adoption of this resolution.

Respectfully submitted,

	Aye	Nay
Chairman	✓	
Vice-Chairman	✓	
	✓	

Public Works & Transportation Committee

	Aye	Nay
Chairman		✗
	✓	
Vice-Chairman	✓	
	✓	
	✓	

Financial & Administrative Committee

RESOLUTION

WHEREAS, Lake County is participating in the Illinois Rte. 120 Corridor Planning Council *(CPC)* as approved at the December 13, 2005 County Board meeting; and

WHEREAS, five County Board members sit on the CPC Governance Board with the ten municipal members; and

WHEREAS, the CPC Governance Board has adopted by-laws that establish the planning process it will use to conduct a Corridor Feasibility Study to research and consider what is technically and politically feasible; and,

WHEREAS, the CPC by-laws establish the Lake County Division of Transportation *(LCDOT)* as the fiscal agent and technical staff for the Corridor Planning Council; and,

WHEREAS, Lake County, by and thru its Lake County Division of Transportation *(LCDOT)*, has been awarded a planning grant from the Illinois Department of Transportation *(IDOT)* for the 80% of cost of the consultant necessary to conduct the Corridor Feasibility Study over a two year period; and,

WHEREAS, the CPC by-laws establish the two-years dues structure sufficient to pay the required local share *(20%)* of the planning grant provided to the county by Illinois Department of Transportation to conduct a Corridor Feasibility Study; and,

WHEREAS, the CPC by-laws provide that the LCDOT may use in-kind costs to aid in the completion of the Feasibility Study to count toward the required local match; and

WHEREAS, this County Board of Lake County Illinois at its meeting of April 10, 2007 appropriated $1,000,000 of Matching Tax Funds for said Corridor Feasibility Study.

WHEREAS, it is advisable that a consulting engineering firm be employed to provide said Corridor Feasibility Study; and

WHEREAS, Lake County by and through its Division of Transportation has selected a professional engineering services firm in accordance with the Local Government Professional Services Selection Act *(50 ILCS 510/1 et. Seq.);* and

WHEREAS, TranSystems Inc., Schaumburg, Illinois are consulting engineers skilled in the provision of said Corridor Feasibility Study.

NOW, THEREFORE, BE IT RESOLVED by this County Board of Lake County, Illinois, that TranSystems, Inc., Schaumburg, Illinois, be employed to provide said Corridor Feasibility Study, and that the Chair of the County Board, the County Clerk and the County Engineer of Lake County are authorized and they are directed to execute, on behalf of Lake County, an agreement for consultant engineering services between Lake County and TranSystems, Inc., Schaumburg, Illinois. The County Engineer shall transmit in writing the final agreement to be executed by the Chair of the Lake County Board and the County Clerk.

BE IT FURTHER RESOLVED that this agreement be administered in accordance with Chapter 605, Act 5, Section 5-205.2 of the Illinois Compiled Statutes without further Board action providing the final contract cost chargeable under the funds appropriated herein does not exceed the appropriation aforesaid.

BE IT FURTHER RESOLVED that the LCDOT may use any CPC dues beyond that needed for the required local match of the IDOT planning grant *(via the use of in-kind costs)* to pay the costs of the LCDOT contract with Lake County Partners for them to serve as the administrative staff of the IL 120 CPC as provided for by said by-laws. Said expenditures are included in the appropriation aforesaid for the Corridor Feasibility Study.

Dated at Waukegan, Illinois
this 12th day of June 2007

Municipality	LOCAL AGENCY	Illinois Department of Transportation	CONSULTANT	Name
				TranSystems
Township		**Preliminary Engineering Services Agreement For Motor Fuel Tax Funds**		Address: 1051 Perimeter Drive. Suite 1025
County: Lake				City: Schaumburg
Section: 06-00274-00-ES				State: IL

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

Section Description

Name Illinois Route 120

Route _____ Length _____ Mi. _____ FT (Structure No. _____)

Termini County Line to Illinois Route 131

Description:
A corridor Feasibility Study covering the improvement of Illinois Route 120 from the Lake / McHenry County line to Illinois Route 131 (Green Bay Road) including the Grayslake Bypass alignment.

Agreement Provisions

The Engineer Agrees,

1. To perform or be responsible for the performance of the following engineering services for the LA, in connection with the proposed improvements herein before described, and checked below:
   - a. ☐ Make such detailed surveys as are necessary for the preparation of detailed roadway plans
   - b. ☐ Make stream and flood plain hydraulic surveys and gather high water data, and flood histories for the preparation of detailed bridge plans.
   - c. ☐ Make or cause to be made such soil surveys or subsurface investigations including borings and soil profiles and analyses thereof as may be required to furnish sufficient data for the design of the proposed improvement. Such investigations are to be made in accordance with the current requirements of the DEPARTMENT.
   - d. ☒ Make or cause to be made such traffic studies and counts and special intersection studies as may be required to furnish sufficient data for the design of the proposed improvement.
   - e. ☐ Prepare Army Corps of Engineers Permit, Department of Natural Resources-Office of Water Resources Permit, Bridge waterway sketch, and/or Channel Change sketch, Utility plan and locations, and Railroad Crossing work agreements.
   - f. ☐ Prepare Preliminary Bridge design and Hydraulic Report, (including economic analysis of bridge or culvert types) and high water effects on roadway overflows and bridge approaches.
   - g. ☐ Make complete general and detailed plans, special provisions, proposals and estimates of cost and furnish the LA with five (5) copies of the plans, special provisions, proposals and estimates. Additional copies of any or all documents, if required, shall be furnished to the LA by the ENGINEER at his actual cost for reproduction.
   - h. ☐ Furnish the LA with survey and drafts in quadruplicate of all necessary right-of-way dedications, construction easement and borrow pit and channel change agreements including prints of the corresponding plats and staking as required.

Note: Four copies to be submitted to the Regional Engineer

DRAFT

i. ☐ Assist the LA in the tabulation and interpretation of the contractors' proposals

j. ☒ Prepare the necessary environmental documents in accordance with the procedures adopted by the DEPARTMENT's Bureau of Local Roads & Streets.

k. ☒ Prepare the Project Development Report when required by the DEPARTMENT.

(2) That all reports, plans, plats and special provisions to be furnished by the ENGINEER pursuant to the AGREEMENT, will be in accordance with current standard specifications and policies of the DEPARTMENT. It is being understood that all such reports, plats, plans and drafts shall, before being finally accepted, be subject to approval by the LA and the DEPARTMENT.

(3) To attend conferences at any reasonable time when requested to do so by representatives of the LA or the Department.

(4) In the event plans or surveys are found to be in error during construction of the SECTION and revisions of the plans or survey corrections are necessary, the ENGINEER agrees that he will perform such work without expense to the LA, even though final payment has been received by him. He shall give immediate attention to these changes so there will be a minimum delay to the Contractor.

(5) That basic survey notes and sketches, charts, computations and other data prepared or obtained by the Engineer pursuant to this AGREEMENT will be made available, upon request, to the LA or the DEPARTMENT without cost and without restriction or limitations as to their use.

(6) That all plans and other documents furnished by the ENGINEER pursuant to this AGREEMENT will be endorsed by him and will show his professional seal where such is required by law.

The LA Agrees,

To pay for services as described in the attached scope of work on a cost plus fixed fee basis up to a not-to-exceed fee of $865,439.29.

The LA may request the ENGINEER to perform tasks as described in the Assumptions section of the attached scope of work (Exhibit A), or other miscellaneous study work. Before performing this additional work, the LA and the ENGINEER shall agree in writing on the associated scope and fee. The LA will pay up to a not-to-exceed fee of $1,000,000.00 for the total of the services as described in the attached scope of work, plus any additional tasks from the Assumptions section of the attached scope of work or miscellaneous study work.

1. To pay the ENGINEER as compensation for all services performed as stipulated in paragraphs 1a, 1g, 1i, 2, 3, 5 and 6 in accordance with one of the following methods indicated by a check mark:

   a. ☐ A sum of money equal to _____ percent of the awarded contract cost of the proposed improvement as approved by the DEPARTMENT.

   b. ☐ A sum of money equal to the percent of the awarded contract cost for the proposed improvement as approved by the DEPARTMENT based on the following schedule:

Schedule for Percentages Based on Awarded Contract Cost

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

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

2. To pay for services stipulated in paragraphs 1b, 1c, 1d, 1e, 1f, 1h, 1j & 1k of the ENGINEER AGREES at actual cost of performing such work plus * percent to cover profit, overhead and readiness to serve - "actual cost" being defined as material cost plus payrolls, insurance, social security and retirement deductions. Traveling and other out-of-pocket expenses will be reimbursed to the ENGINEER at his actual cost. Subject to the approval of the LA, the ENGINEER may

sublet all or part of the services provided under the paragraph 1b, 1c, 1d, 1e, 1f, 1h, 1j & 1k. If the ENGINEER sublets all or part of this work, the LA will pay the cost to the ENGINEER plus a five (5) percent service charge. * - See Exhibit A

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

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

   a. Upon completion of detailed plans, special provisions, proposals and estimate of cost - being the work required by paragraphs 1a through 1g under THE ENGINEER AGREES - to the satisfaction of the LA and their approval by the DEPARTMENT, 90 percent of the total fee due under this AGREEMENT based on the approved estimate of cost.

   b. Upon award of the contract for the improvement by the LA and its approval by the DEPARTMENT, 100 percent of the total fee due under the AGREEMENT based on the awarded contract cost, less any amounts paid under "a" above.

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

4. That, should the improvement be abandoned at any time after the ENGINEER has performed any part of the services provided for in paragraphs 1a, through 1h and prior to the completion of such services, the LA shall reimburse the ENGINEER for his actual costs plus * percent incurred up to the time he is notified in writing of such abandonment -"actual cost" being defined as in paragraph 2 of THE LA AGREES. * - See Exhibit A

5. That, should the LA require changes in any of the detailed plans, specifications or estimates except for those required pursuant to paragraph 4 of THE ENGINEER AGREEs, after they have been approved by the DEPARTMENT, the LA will pay the ENGINEER for such changes on the basis of actual cost plus * percent to cover profit, overhead and readiness to serve -"actual cost" being defined as in paragraph 2 of THE LA AGREES. It is understood that "changes" as used in this paragraph shall in no way relieve the ENGINEER of his responsibility to prepare a complete and adequate set of plans and specifications. * - See Exhibit A

It is Mutually Agreed,

1. That any difference between the ENGINEER and the LA concerning their interpretation of the provisions of this Agreement shall be referred to a committee of disinterested parties consisting of one member appointed by the ENGINEER, one member appointed by the LA and a third member appointed by the two other members for disposition and that the committee's decision shall be final.

2. This AGREEMENT may be terminated by the LA upon giving notice in writing to the ENGINEER at his last known post office address. Upon such termination, the ENGINEER shall cause to be delivered to the LA all surveys, permits, agreements, preliminary bridge design & hydraulic report, drawings, specifications, partial and completed estimates and data, if any from traffic studies and soil survey and subsurface investigations with the understanding that all such material becomes the property of the LA. The ENGINEER shall be paid for any services completed and any services partially completed in accordance with Section 4 of THE LA AGREES.

3. That if the contract for construction has not been awarded one year after the acceptance of the plans by the LA and their approval by the DEPARTMENT, the LA will pay the ENGINEER the balance of the engineering fee due to make 100 percent of the total fees due under this AGREEMENT, based on the estimate of cost as prepared by the ENGINEER and approved by the LA and the DEPARTMENT.

4. That the ENGINEER warrants that he/she has not employed or retained any company or person, other than a bona fide employee working solely for the ENGINEER, to solicit or secure this contract, and that he/she has not paid or agreed to pay any company or person, other than a bona fide employee working solely for the ENGINEER, any fee, commission, percentage, brokerage fee, gifts or any other consideration, contingent upon or resulting from the award or making of this contract. For Breach or violation of this warranty the LA shall have the right to annul this contract without liability.

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

Executed by the LA:

Lake County of the
(Municipality/Township/County)

ATTEST:

By _____

Lake County Clerk

(Seal)

State of Illinois, acting by and through its

County Board

By _____

Title Chairman of the County Board

Recommended for Execution:

By _____

Title Martin G. Buehler, P.E.
Director of Transportation
County Engineer

Executed by the ENGINEER:

TranSystems

1051 Perimeter Drive, Suite 1025

Schaumburg, IL 60173-5058

ATTEST:

By _____

Title Jeffrey R. Hall, P.E.
Assistant Vice President

By _____

Title Charles J. Stenzel, P.E.
Vice President

Approved

_____
Date

Department of Transportation

_____
Regional Engineer

Illinois Department of Transportation

Cost Estimate of Consultant Services
(CPFF)

Firm	TranSystems
Route	Illinois Route 120
Section	County Line to IL 131
County	Lake
Job No.	Corridor Feasibility Study
PTB & Item	

Date 05/31/07

Overhead Rate **154.30%**

Complexity Factor **0**

DBE Drop Box	Item	Manhours (A)	Payroll (B)	Overhead & Fringe Benefits (C)	In-House Direct Costs (D)	Fixed Fee (E)	Outside Direct Costs (F)	Services By Others (G)	DBE Total (B+C+D+E+F+G)	Total (B+C+D+E+F+G)	% of Grand Total
	1-Road Placement	1800	66,652.87	102,845.38		24,577.25	5,822.26	65,411.58		265,309.34	30.66%
	2-Road Character	702	27,675.52	42,703.33		10,204.93	2,417.51			83,001.30	9.59%
	3-Financial Plan	300	14,973.31	23,103.82		5,521.18	1,307.95			44,906.26	5.19%
	4-Land Use & Economic	84	3,294.22	5,082.98		1,214.69	287.76	100,901.00		110,780.65	12.80%
	5-Public Involvement	1004	41,116.42	63,442.63		15,161.06	3,591.60			123,311.71	14.25%
	6-Study Tasks	1812	79,400.84	122,515.50		29,277.87	6,935.83			238,130.04	27.52%
	TOTALS	5702	233,113.18	359,693.63	0.00	85,956.99	20,362.91	166,312.58	0.00	865,439.29	100.00%

DBE 0.00%

Illinois Department of Transportation

Average Hourly Project Rates

ute	Illinois Route 120
ction	County Line to IL 131
unty	Lake
b No.	Corridor Feasibility Study
B/Item	

Consultant TranSystems

Date 05/31/07

Sheet 1 OF 2

Payroll Classification	Avg Hourly Rates	Total Project Rates			1-Road Placement			2-Road Character			3-Financial Plan			4-Land Use & Economic			5-Public Involvement		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
incipal in Charge	70.00	320	5.61%	3.93	35	1.94%	1.36	13	1.85%	1.30	100	33.33%	23.33	2	2.38%	1.67	56	5.58%	3.90
nior Project Manager	65.82	36	0.63%	0.42															
oject Manager	53.70	1234	21.64%	11.62	268	14.89%	7.99	180	25.64%	13.77				17	20.24%	10.87	210	20.92%	11.23
ief Structural Engineer	70.00	8	0.14%	0.10	8	0.44%	0.31												
nior Project Engineer	50.05	8	0.14%	0.07	8	0.44%	0.22												
oject Engineer	46.31	760	13.33%	6.17	145	8.06%	3.73	51	7.26%	3.36	100	33.33%	15.44	13	15.48%	7.17	162	16.14%	7.47
sign Engineer III	40.77	589	10.33%	4.21	160	8.89%	3.62	48	6.84%	2.79				13	15.48%	6.31	165	16.43%	6.70
sign Engineer II	33.42	1407	24.68%	8.25	664	36.89%	12.33	290	41.31%	13.81	100	33.33%	11.14	13	15.48%	5.17	137	13.65%	4.56
sign Engineer I	27.00	554	9.72%	2.62	152	8.44%	2.28	48	6.84%	1.85				13	15.48%	4.18	137	13.65%	3.68
DD Technician III	27.84	120	2.10%	0.59	120	6.67%	1.86												
DD Technician II	24.91	666	11.68%	2.91	240	13.33%	3.32	72	10.26%	2.55				13	15.48%	3.86	137	13.65%	3.40
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TOTALS		5702	100%	$40.88	1800	100%	$37.03	702	100%	$39.42	300	100%	$49.91	84	100%	$39.22	1004	100%	$40.95

BDE 025 (Rev. 11/06)

Illinois Department of Transportation

Average Hourly Project Rates

ute	Illinois Route 120
ction	County Line to IL 131
unty	Lake
o No.	Corridor Feasibility Study
B/Item	

Consultant TranSystems

Date 05/31/07

Sheet 2 OF 2

Payroll Classification	Avg Hourly Rates	6-Study Tasks Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
ncipal in Charge	70.00	114	6.29%	4.40															
nior Project Manager	65.82	36	1.99%	1.31															
ject Manager	53.70	559	30.85%	16.57															
ief Structural Engineer	70.00																		
nior Project Engineer	50.05																		
ject Engineer	46.31	289	15.95%	7.39															
sign Engineer III	40.77	203	11.20%	4.57															
sign Engineer II	33.42	203	11.20%	3.74															
sign Engineer I	27.00	204	11.26%	3.04															
DD Technician III	27.84																		
DD Technician II	24.91	204	11.26%	2.80															
TOTALS		1812	100%	$43.82	0	0%	$0.00	0	0%	$0.00	0	0%	$0.00	0	0%	$0.00	0	0%	$0.00

BDE 025 (Rev. 11/06)

EXHIBIT A - PROJECT SCOPE
Illinois Route 120 Corridor Feasibility Study
County Line to Illinois Route 131

The purpose of the project is to complete a feasibility study that paves the way for a federally eligible Phase 1 Study; build consensus for the recommended alternative and road characteristics; and secure an agreement on land use in the corridor. The Illinois Route 120 Corridor Feasibility Study includes a study area along the existing Illinois Route 120 and the proposed Grayslake Bypass from the McHenry County Line to Illinois Route 131 (Green Bay Road). The study area extends ½ mile north and south of existing Illinois Route 120 and ¾ mile south of the Grayslake Bypass. The goals of the study are Determine Road Placement, Determine Character of the Road, Develop Financing Plans, Integrate Roadway Design with Proposed Future Land Uses, and Examine Economic Development Impact of Road. These goals are reflected in the tasks within the project scope. In addition, Public Involvement and Study Tasks are included to summarize the additional work to meet the study goals.

This scope covers the work included in the contract and was developed from the following items:

- Request for Statement of Interest by Lake County Division of Transportation, January 23, 2007
- Statement of Interest by TranSystems, February 2, 2007
- Request for Proposal by Lake County Division of Transportation, February 2, 2007
- Pre-Submission Meeting on February 15, 2007
- Proposal by TranSystems, March 19, 2007
- Interview by TranSystems on April 3, 2007
- Interview by TranSystems on April 13, 2007

Task 1 Determine Road Placement

The goal of this task is to examine the existing alignment and the proposed Grayslake Bypass alignment from the McHenry County Line to Illinois Route 131 and determine the preferred alignment.

A Collect and inventory information and data within the corridor
  1 Review the information gathered by the CPC in GIS
  2 Supplement the information gathered by the CPC with data gathered during the project into GIS

B Prepare base mapping utilizing aerial photography and GIS data including property lines, utilities, roadway names, GIS data, and other pertinent base line information
  1 At start of project, import GIS data into MicroStation
  2 At completion of project, supply MicroStation files to County for County to export MicroStation data into GIS

C Review and analyze the existing conditions through the use of available GIS, aerials, mapping, and field visits
  1 Obtain County 2006 Digital Aerial Photography
  2 Obtain County Digital Railroads and Streets Centerlines
  3 Obtain County Digital Contour Data
  4 Obtain County Digital ADID Wetland Boundaries
  5 Obtain County 2004 Digital Soil Survey
  6 Review available maps and plans for the existing and proposed highway network

7 Review available existing and proposed traffic data the County, IDOT, and CMAP
8 Review the existing and proposed land use provided by the CPC in GIS
9 Review the environmental resources and sensitive environmental areas provided by the CPC in GIS
10 Provide environmental data collection
11 Review available accident information summary along existing Illinois Route 120 and near proposed bypass crossings from the County and IDOT
12 Review listing of high accident locations along existing Illinois Route 120 and near proposed bypass crossings from IDOT
13 Review alignment deficiencies of existing Illinois Route 120 through use of County aerials, CPC GIS maps, and field visits
14 Review profile deficiencies of existing Illinois Route 120 through use of County contours and field visits

D Travel Demand Model
1 Study Area
a The limits of the primary study area will generally extend approximately one half mile north and south of the existing IL 120 and of the proposed bypass route. The secondary study area for purposes of developing the travel demand model will extend approximately 3 miles around the IL 120 corridor, generally bounded by IL 176 on the south, Rollins Road/IL132/Grand Avenue on the north, Lake Michigan on the east and the Fox River on the west.
2 Data Collection
a Conduct peak hour turning movement counts at the following locations during the AM and PM weekday peak periods:
1) IL 120 at IL 59
2) IL 120 at Gilmer
3) IL 120 at Fish Lake
4) IL 120 at Wilson
5) IL 120 at Fairfield
6) IL 120 at Cedar Lake
7) IL 120 at IL 134
8) IL 120 at Hainesville
9) IL 120 at Allegany
10) IL 120 at IL 83
11) IL 120 at Ivanhoe
12) IL 120 at US 45
13) IL 120 at Hunt Club
14) IL 120 EB ramps at Milwaukee
15) IL 120 WB ramps at Milwaukee
16) Milwaukee at I-94 NB ramps
17) Milwaukee at I-94 SB ramps
18) IL 120 at I-94 NB ramps

19) IL 120 at I-94 SB ramps
20) IL 120 at O'Plaine
21) IL 120 at Greenleaf EB ramps
22) IL 120 at Greenleaf WB ramps
23) IL 120 at IL 131

b IL 120 Conduct 24 hour machine traffic counts at 25 locations along IL 120 and around the perimeter of the secondary study area.

c Obtain other traffic count data as available from the County, cities and IDOT.

d Conduct A.M. and P.M. peak hour and off-peak hour travel time runs along IL 120 on one weekday, completing three runs in each direction during each period.

e Request CMAP to develop the following model scenarios (AM, PM and daily):
1) 2007 base (existing) network
2) 2030 base (current approved) network
3) 2030 with IL 120 bypass alignment as a four lane arterial
4) 2030 with IL 120 bypass alignment as a freeway
5) 2030 with IL 120 bypass alignment as a four lane arterial, plus IL 53 extension as a freeway
6) 2030 with IL 120 bypass alignment as an expressway, plus IL 53 extension as a freeway

f For each of these scenarios, the following data would then be requested from CMAP:
1) Network files
2) Trip tables
3) OD matrices by trip purpose
4) Traffic assignment flows
5) Socioeconomic data by zone within the secondary study area
6) Documentation of trip generation formulas and modeling methodology (formulas, parameters, etc.)

3 Travel Demand Model

a *Network* – Create a subarea network from the CMAP regional model for various model scenarios. This subarea network will be created using EMME2 export as inputs to VISUM software and will cover the secondary study area. Networks will be developed for the scenarios described above as requested from CMAP and refined as necessary to add detail within the primary study area.

b *VISUM Model* – The subarea network will be analyzed using VISUM model. Using the regional model as the basis, processes required to run the model in VISUM will be created.

c *Land Use Scenarios* – The TAZ structure from the CMAP model will be reviewed and refined, subdividing zones as necessary within the primary study area. Utilizing data from up to two land use scenarios developed as a part of this project, the socioeconomic/trip generation data for each of these zones will be updated in the model.

d *Model Scenarios* – For the purposes of this study, the following model scenarios may be developed (only those combinations of scenarios identified to be likely alternatives will be developed). AM, PM and daily models will be developed.

1) Network
   a) 2007 base (existing) network
   b) 2030 base (current approved) network
   c) 2030 with IL 120 bypass alignment as a four lane arterial
   d) 2030 with IL 120 bypass alignment as a freeway
   e) 2030 with IL 120 bypass alignment as a four lane arterial, plus IL 53 extension as a freeway
   f) 2030 with IL 120 bypass alignment as an expressway, plus IL 53 extension as a freeway
2) Land Use
   a) 2 scenarios – Average and Maximum intensity

e *External Stations* – New external stations will be defined specifically for the subarea. Data for these stations will be extracted from the regional model. Traffic counts will be used where data is unavailable or the model flows are not within reason. Similarly for the future year 2030 scenarios, historical traffic growth trends may be used where necessary.

f *Trip Generation* – For all the above modeling scenarios, production and attraction trips will be modified for some TAZs in the subarea in concert with the study committee.

g *Trip Distribution and Mode Choice* – The later steps in the demand model will be performed using the same parameters as the regional model. For example, gravity distribution factors for trip distribution and mode utility equations for mode choice. An OD matrix for each of the above scenarios will be output by trip purpose. Subarea trip length distribution curves and percentage mode utilizations will be compared to those from the regional model to establish trends.

h *Traffic Assignment* – Using the above outputs, equilibrium assignment with regional parameters will be performed for all model scenarios. OD matrices, peak hour turning movements and flows from the assignment step will be used in the traffic operations model. Select link / select zone paths will be created for analysis purposes and to aid in reasonableness check.

i *Validation* – Since the CATS regional model is recently validated and used for air quality analysis, the subarea model validation in this study will be limited to reasonableness checks of input data, count vs. flow comparisons at important locations and at cut-lines.

j *Refinement* – During the concept development phase of the study, different variations of concepts will likely be developed that require minor modifications to the traffic projections (e.g. the addition or reconfiguration of collector roads, changes in land use scenarios). Once these refinements are complete one update to the projections will be performed.

k *Toll Feasibility Analysis* – Develop toll links along the corridor with adjusted speed and capacity, plus an impedance based on a value of time and run the model to estimate a rough potential for diversion onto the toll facility. This analysis will be conducted for one scenario and with primary intent to identify the level of diversion that occurs as a toll facility.

E Provide conceptual location structural studies for grade separations and culverts

1 Identify location type of grade separations at grade separated crossings and interchanges

2 Provide cost estimate of structural items

F Provide conceptual drainage studies
1 Identify base floodplains and wetlands
2 Determine design criteria
3 Identify locations of major drainage crossings
4 Determine required storm water detention, compensatory storage, and wetland mitigation
5 Identify locations of storm water detention, compensatory storage, and wetland mitigation
6 Identify permit requirements
7 Identify existing drainage conditions and prepare general location drainage map
8 Analyze drainage alternatives
9 Develop proposed drainage concept plan (1"=500')

G Provide conceptual environmental studies
1 Provide initial environmental data collection and review
2 Provide environmental consultation
3 Provide environmental regulatory agency coordination
4 Investigate two areas of environmental concern
5 Provide environmental mitigation strategies
6 Provide air quality concept statement
7 Provide noise concept policy

H Develop decision matrix for roadway alternatives and selection of a preferred alternative
1 Update and present decision matrix to the CPC
2 Matrix to include cost estimate, environmental impacts, right-of-way impacts, traffic impacts, road user impacts, network impacts, and economic impacts for each of the alternatives on a community basis and a regional basis including the no-build alternative

Task 2 Determine Character of the Road

The goal of this task is to identify the character of the road on the preferred alignment identified in Task 1.

A For each segment of the road defined by the CPC, determine the character of the road for each segment of the road
1 Determine design speed
2 Determine road classification
3 Determine level of access control
4 Determine intersection / interchange types
5 Determine typical section including, median type, number and configuration of lanes, and aesthetic features

B Traffic Operational Analysis

1 *Concept Development/Initial Screening* – It is assumed that as a result of the travel demand modeling and other factors, the full matrix of options (15 – 3 land use scenarios X 5 network scenarios, plus minor variations) will be reduced to approximately 5 or 6. At this level, key high volume intersections will be evaluated using planning methodologies or minimal levels of capacity analysis to determine the feasibility of the general concept from a traffic operations perspective. This analysis may be done informally during the concept development phase, advising the team on what types of roadway, intersection and interchange configurations are appropriate for certain traffic volumes, land use scenarios and facility types. Before a system wide analysis is conducted it is assumed that the number of alternatives is reduced to no more than three.

2 *Intersection Analysis* – Operational analysis will be performed at each of the key intersections along the corridor for up to three alternatives. This analysis will be performed primarily using HCM methodologies and the Synchro software package. A Synchro network will be established for the AM and PM peak period for each of the alternatives for build (2010) and future (2030) years. This network will allow for analysis of signalized and unsignalized intersections as well as basic simulations and travel time evaluations. For non-standard intersections (e.g. roundabouts, CFI's) alternative software packages or methodologies may also be utilized.

3 *VISSIM Analysis* – For selected segments or areas of the corridor where needed for specialized analysis or for visualization purposes, VISSIM simulation models will be developed. It is assumed that up to three areas/alternatives will be developed (consisting of approximately 3 to 5 intersections each), only one peak period/time horizon would be developed for each model. The VISSIM models can then also be refined for use in visualization presentations (as described in other tasks)

4 Traffic Documentation
   a Prepare a traffic volume projections memorandum summarizing the modeling process, assumptions and results.

C Evaluate pedestrian, bicycle, and transit accommodations within the corridor
1 Analyze existing locations within the corridor
2 Evaluate needs within the corridor
3 Develop proposed concept accommodations along the corridor and within the improvements

EXHIBIT A - PROJECT SCOPE
Illinois Route 120 Corridor Feasibility Study
County Line to Illinois Route 131

Task 3 Develop Financial Plans

The initial goal of this task is to determine alternative financing schemes and to use these alternatives to assist in the determination of the road character. The final goal of this task is to develop preliminary financing schemes for the preferred roadway alternative identified in Task 1 and 2.

A Examine premium and congestion pricing opportunities, electronic toll collection schemes

B Examine privatization and public-private partnership opportunities

C Identify sources and uses of funds
- 1 Preliminary plan-of-finance
- 2 State/federal/private funding
- 3 Loan sources

D Explore and address variety of ownership and delivery vehicles
- 1 Public
- 2 Private
- 3 Public-private partnerships

E Summarize findings in a brief letter-type report

Task 4 Integrate Roadway with Proposed Future Land Uses and Examine Road Economic Development Impact

The goal of this task is to arrive at a unified vision for proposed land uses endorsed by the municipalities within the study corridor. The goal includes developing an interactive method that will ensure that new transportation and land use investments support and reinforce each other. The goal of this task is to determine the impact of the road on the economic development of the corridor.

A State of the Corridor
- 1 Project Start / Area Tour
- 2 Base Mapping
- 3 Fieldwork
- 4 Existing Plans Analysis
- 5 Land-Use Analysis
- 6 Roadscape / Streetscape Analysis
- 7 Transportation Analysis
- 8 Environmental Analysis
- 9 State of the Corridor Summary
- 10 CPC / Task Forces Meeting

B Community Visioning
- 1 Land Use Strategies & Development Concepts
- 2 Roadway Alternatives
- 3 Economic Development Assessment
- 4 Roadscape / Streetscape Design Concepts
- 5 CPC / Task Forces Meeting

C Route 120 Corridor Plan
- 1 Preliminary Corridor Plan
- 2 CPC / Task Force
- 3 Final Plan
- 4 CPC Meeting

D Corridor Plan Report
- 1 Implementation Strategy
- 2 Corridor Plan Report
- 3 CPC / Task Forces Meeting
- 4 Completed Plan Report

Task 5 Public Involvement

The goal of this task is to guide the project through the study process and gain consensus on each of the study goals.

A Supply information and coordinate with Lake County Partners for Lake County Partners to prepare and publish newsletter summarizing transportation needs

B Supply information and coordinate with Lake County Partners for Lake County Partners to prepare and publish newsletter summarizing evaluation of alternatives

C Conduct Open House Public Meeting
- 1 Present transportation needs and initial alternatives
- 2 Provide exhibits and presentation materials including graphics, plans, and exhibits
- 3 County to provide assistance in staffing
- 4 County to collect and compile public input and comment from meeting

D Supply information and coordinate with Lake County Partners for Lake County Partners to prepare and publish newsletter summarizing preferred alternative

E Conduct Open House Public Meeting
- 1 Present preferred alternative and draft report
- 2 Provide exhibits and presentation materials including graphics, plans, and exhibits

3 County to provide assistance in staffing
4 County to collect and compile public input and comment from meeting

F Supply information and coordinate with Lake County Partners for Lake County Partners to prepare and run 120 CPC Web Site

Task 6 Study Tasks – Preparation, Coordination, Scheduling and Administration, and Deliverables
This task details the study tasks.

A Interact and coordinate with the Lake County Partners for CPC Task Forces and the Governance Board
1 Review the Task Force agendas and minutes prepared by the Lake County Partners
2 Track project consultant tasks using Microsoft Project
3 Review the tracking of the CPC meetings, agenda preparation, and schedules prepared by the Lake County Partners

B Meet and coordinate with LCDOT
1 Attend meetings every other month with the County for project coordination and dry runs for meetings (12 meetings)

C CPC Meetings
1 Attend Governance Board meetings quarterly (8 meetings)
2 Attend Public Information Task Force meetings quarterly (8 meetings)
3 Attend Environmental and Stormwater Task Force meetings every other month (12 meetings)
4 Attend Land Use, Economic Development and Municipal Impact Task Force meetings quarterly (8 meetings)
5 Attend Technical Task Force meetings every other month (12 meetings)

D Corridor Feasibility Report
1 Define study area
2 Compile opportunities, barriers, and constraints reports generated by task forces
3 Produce a draft corridor framework report
4 Prepare a one sheet double-sided summary map
5 Prepare cost estimates for the project alternatives including the economic cost of the no-build alternative
6 Prepare consensus alignment in a form that can be adopted by the CPC and the municipalities
7 Reference concept studies
a Structural
b Drainage
c Environmental
d Financial
e Proposed Land Use and Economic Development

8 Develop concept plans (1"=500')
9 Complete the Corridor Feasibility Report
10 Develop initial Purpose and Need Statement
11 Modify Purpose and Need Statement during project
12 Finalize Purpose and Need Statement for inclusion in the Corridor Feasibility Report

E Develop a response to the Belvidere Boulevard Report

Subconsultants

All tasks performed by TranSystems except the following:

- Regina Webster & Associates
  - Task 1, D, 2a&b
  - $28,201.58
- Roux Associates
  - Task 1, G, 3-10
  - $37,210.00
- The Lakota Group
  - Task 4
  - $100,901.00

Assumptions

The following items are not included in the scope of work but are listed as optional items that may be added during the development of the project as a supplement to the scope:

- GIS
  - At completion of project, export MicroStation data into GIS
- Structural Studies
  - Identify location of retaining walls
- Drainage Studies
  - Identify existing drainage problems through discussions with IDOT, County, and municipalities
- Environmental Studies
  - Provide cultural / historic concept analysis

EXHIBIT A - PROJECT SCOPE
Illinois Route 120 Corridor Feasibility Study
County Line to Illinois Route 131

- Financial Plans
  - Analyze the financial strategy of the project
  - Develop financial model
  - Feasibility Financial Plan
  - Prepare preliminary level 1 traffic and revenue study
    - Use in-house proprietary toll mode split methodology
  - Provide qualified probable revenue estimates in ranges
  - Examine cost-avoidance opportunities created by traffic congestion pricing and management
  - Prepare a preliminary bond-sizing analysis

- Subconsultants
  - Infrastructure Management Group
  - Fleishman-Hillard

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Hours

PROJECT:
IL120 Manual & Machine Counts

Date 11-May-07

Task	Project Mangr.	Proj Eng.	Field Tech. II	Field Tech. I	Clerical	Total
PM and QA/QC	10				8	18
Field Staff Hours			298	90		388
Engineer Hours		75				75
Field Contingency Hours						0
Total	10	75	298	90	8	481

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PROJECT:
IL120 Manual & Machine Counts

Consultant Regina Webster & Associates Date 11-May-07

Estimate of Direct Costs

TRAFFIC COUNTS

Machine Counts							
Traffic Count Reports Copies	480	sheets	x	$0.10	/sheet		$ 48.00
Travel District 2 and District 4	8560	miles	x	$0.445	/mile	x	= $ 3,809.20
Equipment Cost	80	machines	x	$15.00	/machine		$ 1,200.00
					Total Direct Cost		$ 5,057.20

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Cost Estimate of Consultant's Services

PROJECT: IL120
Manual & Machine Counts

Consultant Regina Webster & Associates
Multiplier 109.11%
Profit

Date 11-May-07

ITEM	Number of Man Hours (A)	Hourly Rate (B)	Estimated Cost In Dollars					
			Payroll (C)	Overhead & Fringe Benefits (D)	In-House Direct Costs (E)	Subtotal (F)	Profit (G)	Totals (I)
Principal	10	$70.00	$ 700.00	$ 763.77		$ 1,463.77	$ 243.60	$ 1,707.37
Sr Transportation Egr	75	$30.90	$ 2,317.50	$ 2,528.62		$ 4,846.12	$ 806.49	$ 5,652.61
Field Technician II	298	$16.80	$ 5,006.40	$ 5,462.48		$ 10,468.88	$ 1,742.23	$ 12,211.11
Field Technician I	90	$14.50	$ 1,305.00	$ 1,423.89		$ 2,728.89	$ 454.14	$ 3,183.03
Clerical	8	$20.00	$ 160.00	$ 174.58		$ 334.58	$ 55.68	$ 390.26
Direct Costs					$ 5,057.20			$ 5,057.20
Regina Webster and Associates	481		$ 9,488.90	$ 10,353.34	$ 5,057.20	$ 19,842.24	$ 3,302.14	$ 28,201.58
Subconsultants (none)								
Totals	481		$ 9,488.90	$ 10,353.34	$ 5,057.20	$ 19,842.24	$ 3,302.14	$ 28,201.58

AN AGREEMENT FOR THE PROVISION OF LIMITED PROFESSIONAL SERVICES

Firm: Regina Webster & Associates, Inc.
6160 North Cicero Avenue Suite 500
Chicago, Illinois 60646

Client: TranSystems.
1051 Perimeter Drive, Suite 1025
Schaumburg, IL 60173-5058

Date: 05/23/07

Project No.: 070019

Project Name/Location:
Illinois Route 120 Corridor Study

Scope/Intent and Extent of Services:

1. **Conduct peak hour turning movement counts**
   - Peak hour turning movement counts for 1 hour during the weekday AM and PM peak periods for the following locations

○ IL 120 & IL 59	○ IL 120 & Hunt Club Rd.
○ IL 120 & Gilmer	○ Milwaukee & IL 120 EB ramps
○ IL 120 & Fish Lake Rd.	○ Milwaukee & IL 120 WB ramps
○ IL 120 & Wilson	○ Milwaukee & I-94 SB ramps
○ IL 120 & Fairfield Rd.	○ Milwaukee & I-94 NB ramps
○ IL 120 & Cedar Lake Rd.	○ IL 120 & I-94 NB ramps
○ IL 120 & IL 134/Main St.	○ IL 120 & I-94 SB ramps
○ IL 120 & Hainesville Rd.	○ IL 120 & Oplaine Rd.
○ IL 120 & Allegany Rd.	○ IL 120 & Greenleaf EB ramps
○ IL 120 & IL 83/Barron Blvd.	○ IL 120 & Greenleaf WB ramps
○ IL 120 & Ivanhoe Road	○ IL 120 & IL 131
○ IL 120 & US 45	

   - The hours for the counts shall be defined by TranSystems
   - The counts shall include left turns, right turns, and through traffic along each approach of the intersection
   - Separate counts shall be conducted for Passenger Cars, Single-Unit trucks, Multi-Unit trucks, School Buses, Pedestrians, and Bicyclists.

2. **Machine counts**
   - Conduct 24 hour machine traffic counts at 25 locations along IL 120 and around the perimeter of the

secondary study area
- The locations for the counts shall be defined by TranSystems
- Counts shall include both directions of traffic to include Passenger Cars, Single-Unit trucks, and Multi-Unit trucks

3. **Deliverable**
   - The traffic data shall be processed and presented in excel as required by TranSystems to be used for traffic analysis
   - The raw traffic data files and Petra reports shall be provided to TranSystems

Fee Arrangement:
Not to exceed $28,201.58.

Special Conditions:

The Terms and Conditions and the initials required on the second page of this form are a part of this Agreement.

Offered by:

Regina Webster 5/23/07
(signature) (date)

Regina G. Webster, President
(printed name/title)

Regina Webster & Associates, Inc.
(name of Firm)

Accepted by:

(signature) (date)

(printed name/title)

TranSystems.
(name of Client)

TERMS AND CONDITIONS

The Firm shall perform the services outlined in this agreement for the stated fee arrangement.

Access to Site:
Unless otherwise stated, the Firm will have access to the site for activities necessary for the performance of the services. The Firm will take precautions to minimize damage due to these, activities but have not included in the fee the cost of restoration of any resulting damage.

Dispute Resolution:
Any Claims or disputes made during design, construction or post-construction between the Client and Firm shall be submitted to non-binding mediation. Client and Firm agree to include a similar mediation agreement with all contractors, subcontractors, subconsultants, suppliers and fabricators, thereby providing for mediation as the primary method for dispute resolution between all parties.

Billings/Payments:
Invoices for the Firm's services shall be submitted, at the Firm's option, either upon completion of such services or on a monthly basis. Invoices shall be payable within 30 days after the invoice date. If the invoice is not paid within 30 days, the Firm may, without waiving any claim or right against the Client, and without liability whatsoever to the Client, terminate the performance of the service. Retainers shall be credited on the final invoice.

Late Payments:
Accounts unpaid 60 days after the invoice data may be subject to a monthly service charge of 1.5% (or the legal rate) on the then unpaid balance. In the event any portion or all of an account remains unpaid 90 days after billing, the Client shall pay all costs of collection, including reasonable attorney's fees.

Indemnification:
The Client shall, to the fullest extent permitted by law, indemnify and hold harmless the Firm, his or her officers, director, employees, agents and sub-consultants from and against all damage, liability and cost, including reasonable attorney's fees and defense costs, arising out of or in any way connected with the performance by any of the parties above named of the services under this agreement, excepting only those damages, liabilities or costs attributable to the sole negligence or willful misconduct of the Firm.

Certifications, Guarantees, and Warranties:
The Firm shall not be required to execute any document that would result in their certifying ,guaranteeing, or warranting the existence of condition whose existence the Firm cannot ascertain.

Limitation of Liability:
In recognition of the relative risks, rewards, and benefits of the project to both the Client and the Firm, the risks have been allocated such that the Client agrees that, to the fullest extent permitted by law, the Firm's total liability to the Client for any and all injuries, claims, losses, expenses, damages or claim expenses arising out of this agreement from any cause or causes, shall not exceed $250,000. Such causes include, but are not limited to, the Firm's negligence, errors, omissions, strict liability, breach of contract or breach of warranty.

Termination of Service:
This agreement may be terminated by the Client or the Firm should the other fail to perform its obligations hereunder. In the event of termination, the Client shall pay the firm for all services rendered to the date of termination, all reimbursable expenses, and reimbursable termination expenses.

Ownership of Documents:
All documents produced by the Firm under this agreement shall remain the property of the Firm and may not be used by the Client for any other endeavor without the written consent of the Firm.

Applicable Law:
Unless otherwise specified, this Agreement shall be governed by the laws of the State of Illinois.

Initial here:_____**(Firm)**_____**(Client)**

ENVIRONMENTAL CONSULTING & MANAGEMENT
ROUX ASSOCIATES INC

2000 Spring Road, Suite 420
Oak Brook, Illinois 60523
TEL 630-572-3300 FAX 630-572-8841

May 11, 2007

Mr. Jeffrey R. Hall, P.E.
Associate/Assistant Vice President
TranSystems
1051 Perimeter Drive, Suite 1025
Schaumburg, Illinois 60173-5058

Re: Proposal to Provide Wetland Science Services
Illinois Route 120 Corridor Feasibility Study
Lake County Division of Transportation

Dear Mr. Hall:

Roux Associates, Inc. (Roux Associates) is pleased to present TranSystems with this proposal to provide wetland science services for the Lake County Division of Transportation's (LCDOT) Illinois Route 120 Corridor Feasibility Study (IL Route 120 Study). These proposed services draw from Roux Associates' expertise in wetlands ecology, riparian environments, threatened and endangered (T&E) species, water quality, natural areas, agency coordination, and innovative engineered natural system design. Roux Associates proposes to support TranSystems in these areas of expertise, herein referred to as Wetlands Expertise, in completion of tasks involving public workshops, public meetings, public hearings, task force meetings, presentations, and general consultation in ecology for the IL Route 120 Study. This proposal presents a project description, scope of work, project team, project schedule, and estimated project costs.

PROJECT DESCRIPTION

Roux Associates understands that TranSystems has been selected by LCDOT to complete a feasibility study for the Route 120 Project corridor (Corridor). This Corridor includes areas ranging from ½ mile to ¾ mile north and south of the existing IL Route 120 centerline, extending from the McHenry County line on the west to Green Bay Road on the east. According to the Illinois Route 120 Corridor Planning Council (CPC), the Corridor is approximately 14,237 acres in size.

This proposal presents Roux Associates' understanding of the wetland science services for the IL Route 120 Study. Roux Associates has based these proposed services on previous discussions with TranSystems and the CPC's Request for Proposal dated February 2, 2007. The anticipated duration of the proposed IL Route 120 Study is 24 months.

TranSystems has requested Roux Associates to provide this proposal for wetland science services to include the following:

1) Initial Environmental Data Collection and Review;
2) Bi-Monthly Environmental Task Force Meetings (12 meetings total);
3) Public Involvement Meetings (2 meetings total);
4) Environmental Consultation;
5) Regulatory Agency Coordination;
6) Areas of Environmental Concern (2 Areas); and
7) Environmental Mitigation Strategies.

The completion of all services proposed in this proposal will conform to the applicable general procedures, responsibilities, methodologies, and documentations outlined by LCDOT, Lake County Stormwater Management Commission (LCSMC), the U.S. Army Corps of Engineers (USACE), and Illinois Department of Transportation (IDOT) procedures.

SCOPE OF WORK

Task 1 – Initial Environmental Data Collection and Review

Roux Associates proposes to collect and review environmental related data: as provided by the CPC; as recommended in the IDOT Bureau of Design and Environment Manual and the Lake County Watershed Development Ordinance; and as what is deemed necessary by Roux Associates to complete the tasks specified in this proposal. The objective of this task is for Roux Associates to acquire in-depth knowledge of the environmental issues related to the IL Route 120 Study. This knowledge is an essential precursor to the subsequent tasks of this proposal.

Task 1 includes the determination of key environmentally sensitive areas, a preliminary site visit to these key areas, the identification of environmental related concerns, and the identification of environmentally insignificant areas. The collection and review of the following resources are included in this task:

- CPC Environmental and Stormwater Task Force Documents;
- Lake County ADID Wetland Maps;
- Lake County Forest Preserves and Local Municipal Parks;
- United States Geological Survey (USGS) Topographic Quadrangle Maps;
- USGS Hydrologic Atlas Maps;
- Illinois Department of Natural Resources (IDNR) Consultation for State Listed T&E Species;

- U.F. Fish and Wildlife Service (USFWS) Consultation for Federal T&E Species;
- National Wetland Inventory Maps;
- Natural Resource Conservation Service (NRCS) Wetland Maps;
- NRCS Soil Survey Maps;
- Federal Emergency Management Agency Flood Insurance Rate Maps;
- Illinois Environmental Protection Agency (IEPA) Water Quality Characterization Information; and
- Natural Area Designations.

Task 2 – Bi-Monthly Environmental Task Force Meetings

Roux Associates proposes to provide Wetlands Expertise to TranSystems and LCDOT at Bi-Monthly Environmental Task Force Meetings for the duration of the IL Route 120 Study. As part of this task, Roux Associates has included a total of 12 Bi-Monthly Environmental Task Force Meetings at the LCDOT offices. The role of Roux Associates in this task will be to assist TranSystems with Wetland Expertise in preparation for the meetings, attendance and technical support at the meetings, and follow-up to environmental related issues raised at the meetings.

Task 3 – Public Involvement Meetings

Roux Associates proposes to provide Wetlands Expertise to TranSystems and LCDOT at Public Involvement Meetings for the duration of the IL Route 120 Study. As part of this task, Roux Associates has included a total of 2 Public Involvement Meetings: the Public Meeting and the Public Hearing. These meetings are anticipated to be conducted at the LCDOT offices. The role of Roux Associates in this task will be to assist TranSystems with Wetland Expertise in preparation for the meetings, attendance and technical support at the meetings, and follow-up to environmental issues raised at the meetings.

Task 4 – Environmental Consultation

Roux Associates proposes to provide Wetlands Expertise consultation to assist TranSystems and LCDOT in the analysis and response to environmental issues raised at Bi-Monthly Environmental Task Force Meetings and Public Involvement Meetings. This task may include detailed reviews of environmental data for meeting preparation and formal responses to written and/or verbal environmental issues raised by the public. As part of this task, Roux Associates also proposes to prepare Wetland Expertise verbiage to be included in the final feasibility study that will be completed by TranSystems. This deliverable will be a technical memorandum addressed to TranSystems that summarizes the critical wetland science related issues that have been an integral part of the roadway placement development. This task will be performed on an as needed basis, with a maximum consultation fee presented on the attached Table 1 - Cost Estimate of Consulting Services (CECS).

Task 5 – Regulatory Agency Coordination

Roux Associated proposes to provide services that include Wetland Expertise consultation and coordination with TranSystems, CPC, LCSMC, LCDOT, IDOT, IEPA, IDNR, USACE, USFWS, and any other appropriate environmental related agencies. This consultation and coordination may include permitting requirements, challenges, and approaches with regard to environmentally sensitive areas. The focus of this task is to provide Wetland Expertise in the interpretation of environmental concerns and the preparation of regulatory responses related to, or identified by, these agencies. This task will be performed on an as needed basis, with a maximum consultation fee presented on Table 1 - CECS.

Task 6 – Areas of Environmental Concern (2 Site Visits)

Roux Associates proposes to provide detailed wetland science services for key environmental areas of concern on an as needed basis. As part of this task, Roux Associates has assumed that the Squaw Creek area and the Almond Marsh will be key public concerns, and will require additional on-site investigations. These investigations will include the assessment of key ecological functions and values related to wetlands, riparian environments, threatened and endangered species, forested areas, wildlife habitat, water quality, natural areas, and other pertinent ecological functions. The objective of this task is to acquire in-depth knowledge of key environmental areas of concern for purposes of providing expertise to TranSystems, LCDOT, and the public. This task will be performed on an as needed basis, with a maximum consultation fee presented on Table 1 - CECS.

Task 7 – Environmental Mitigation Strategies

Roux Associates proposes to assist TranSystems and LCDOT in the development of environmental mitigation concepts for potential environmental impacts as a result of the Illinois Route 120 project. Roux Associates will provide: Wetlands Expertise; best management practice and engineered natural wetland system application concepts; and potential wetland mitigation alternatives.

PROJECT TEAM

Roux Associates proposes to manage this project out of our Oak Brook, Illinois, office with personnel who have significant experience in coordinating with LCSMC, USACE, and IDOT. Mr. Barry Stuedemann, P.E., will serve as the Lake County Certified Wetland Specialist and Principal Engineer, and Ms. Paula Riordan will serve as the Project Scientist. Roux Associates' Oak Brook office has several qualified environmental scientists that will assist Mr. Stuedemann and Ms. Riordan in completing the proposed tasks outlined in this proposal.

PROJECT SCHEDULE

Roux Associates will commence work on tasks specified in this proposal immediately upon receipt of an authorization to proceed from TranSystems. Roux Associates will proceed with only those tasks authorized by TranSystems. The duration of Roux Associates' services is anticipated to be 24 months.

PROJECT COSTS

Roux Associates estimates the cost to complete all seven tasks outlined in this proposal to be a maximum not-to-exceed fee of $37,210. An itemization of these costs is presented in Table 1, Cost Estimate of Consulting Services. A summary of the hourly rates is presented in Table 2, Average Hourly Rate Summary. Roux Associates will not proceed with any task without written authorization from TranSystems. Roux Associates will bill TranSystems on a time and material basis in accordance with the attached Professional Services Agreement between Roux Associates and TranSystems, and will not exceed the estimated costs presented in this proposal without written authorization from TranSystems.

To indicate your acceptance of this proposal, please sign the *Accepted by* line below and fax back to our office at (630) 572-8841 as our authorization to proceed with the work. We appreciate this opportunity to provide professional services to TranSystems. If you have any questions, please do not hesitate to contact us.

Sincerely,

ROUX ASSOCIATES, INC.

Paula K. Riordan
Project Scientist

Baron H. Stuedemann, P.E.
Certified Wetland Specialist/Principal Engineer

Accepted By:

_____ _____
Name (Printed) *Title*

_____ _____
Signature *Date*

TABLE 1
Cost Estimate of Consulting Services

PROPOSED WETLAND SCIENCE SERVICES
ILLINOIS ROUTE 120 CORRIDOR FEASIBILITY STUDY
LAKE COUNTY DIVISION OF TRANSPORTATION

Prepared for TranSystems
Prepared by Roux Associates, Inc.

May 11, 2007

ILLINOIS ROUTE 120 CORRIDOR FEASIBILITY STUDY WETLAND SCIENCE SERVICES TASK ITEM DESCRIPTION	CERTIFIED WETLAND SPECIALIST *$140.00*	PROJECT SCIENTIST *$70.00*	STAFF SCIENTIST *$50.00*	ADMIN. ASSISTANT *$60.00*	TOTAL HOURS	TOTAL LABOR COSTS	TOTAL DIRECT COSTS*	NOT-TO-EXCEED COST
Task 1 - Initial Environmental Data Collection and Review	16	6	6	2	30	$3,080	$55	$3,135
Task 2 - Bi-Monthly Environmental Task Force Meetings (12 Meetings)	60	12	0	0	72	$9,240	$535	$9,775
Task 3 - Public Involvement Meetings (2 Meetings)	14	2	0	0	16	$2,100	$135	$2,235
Task 4 - Environmental Consultation	32	32	32	16	112	$9,280	$100	$9,380
Task 5 - Regulatory Agency Coordination	12	6	6	0	24	$2,400	$250	$2,650
Task 6 - Areas of Environmental Concern (2 Site Visits)	22	22	22	4	70	$5,960	$135	$6,095
Task 7 - Environmental Mitigation Strategies	24	4	4	0	32	$3,840	$100	$3,940
TOTAL:	**180**	**84**	**70**	**22**	**356**	**$35,900**	**$1,310**	**$37,210**

* Direct Costs: $820 Travel, $450 Deliveries, $40 Copies

TABLE 2
Average Hourly Rate Summary

PROPOSED WETLAND SCIENCE SERVICES
ILLINOIS ROUTE 120 CORRIDOR FEASIBILITY STUDY
LAKE COUNTY DIVISION OF TRANSPORTATION

Prepared for TranSystems
Prepared by Roux Associates, Inc.

May 11, 2007

ROUX PROJECT TEAM	BILLING RATE ($/hr.)	HOURLY RATE ($/hr.)	MULTIPLIER
1) Principal Engineer/Certified Wetland Specialist	140.00	48.08	2.91
2) Project Scientist	70.00	24.52	2.85
3) Staff Scientist	50.00	17.31	2.89
4) Administrative Assistant	60.00	22.36	2.68
AVERAGE:	**80.00**	**28.07**	**2.83**

GENERAL TERMS AND CONDITIONS
PROFESSIONAL SERVICES AGREEMENT

1. Scope and Performance of Work:
TranSystems ("Client") hereby retains Roux Associates, Inc. ("Roux") to perform the services described in Roux's May 11, 2007 Proposal ("Proposal"), attached hereto and incorporated herein, ("the Services"), and Roux agrees to provide said Services.

2. Payment Terms:
2.1 As full consideration for the performance of Services described in Section 1, herein, Client agrees to pay Roux as set forth in Roux's Proposal.

2.2 Roux shall deliver its invoice for the Services performed after the end of the month in which such Services were performed or upon completion of Services, if sooner. Client shall pay the full amount of Roux's invoice within sixty (60) calendar days of the date of receipt of the invoice. Invoice amounts in dispute shall not affect Client's obligation to pay invoice amounts not in dispute.

2.3 Payment under this Agreement shall be submitted to:

Accounts Receivable
Roux Associates, Inc.
209 Shafter Street
Islandia, New York 11749

3. Indemnification:
3.1 Roux shall indemnify, defend and hold harmless Client and its officers, directors, employees and agents from any and all damages, losses and expenses, including, but not limited to reasonable legal expenses and attorneys' fees connected therewith, sustained by Client, its officers, directors, employees and/or agents, as a result of any and all claims, demands, suits, causes of action, proceedings, judgments and/or liabilities for property damage and personal injury ("Claim(s)") with respect to and/or arising out of Roux's negligent acts or omissions. Client shall indemnify, defend and hold harmless Roux and its officers, directors, employees and agents from any and all damages, losses and expenses, including, but not limited to reasonable legal expenses and attorneys' fees connected therewith, sustained by Roux, its officers, directors, employees and/or agents, as a result of any and all Claims with respect to and/or arising out of Client's negligent acts or omissions. In the event a Claim is the result of the joint negligent acts or omissions of Roux and Client ("Indemnitors"), the Indemnitors' duties of indemnification shall be in proportion to their respective allocable share of joint negligence. In no event shall Indemnitors and their respective officers, directors, employees and agents be liable to each other and/or to anyone claiming by, through or under the Indemnitors, including Indemnitors' respective insurers, for any lost, delayed and/or diminished profits, revenues, and/or opportunities; and/or any other incidental, special, indirect, and/or consequential damages of any kind and/or nature whatsoever.

3.2 Notwithstanding anything to the contrary in this Agreement, Roux's aggregate liability hereunder, whether arising out of tort, strict liability, contract and/or otherwise, shall be limited to and not exceed the amount covered by insurance and associated limits of liability which Roux is required to secure pursuant to Section 4.

4. Insurance:
4.1 Roux shall procure and maintain, at its own expense, during the term of this Agreement, insurance of the following types and amounts:

(a) Workers' Compensation Insurance at statutory rates and Employer's Liability Insurance with a limit of $1,000,000;

(b) Comprehensive General Liability Insurance with a limit of $1,000,000 per occurrence and $2,000,000 in the aggregate;

(c) Comprehensive Automobile Liability Insurance (owned, non-owned and hired) with a combined single limit of $1,000,000; and

(d) Professional Liability Insurance with a limit of $1,000,000 per claim and $2,000,000 in the aggregate.

4.2 Roux shall, at the Client's request, provide the Client with a certificate of insurance that such insurance has been obtained, and that such policies are maintained in force throughout the term of this Agreement.

5. Standard of Care:
5.1 While performing the Services under this Agreement, Roux shall exercise that degree of care and skill ordinarily exercised under similar circumstances by members of the environmental consulting profession performing the kind of services to be performed hereunder and practicing in the same or similar locality at the same period of time. Except for the express promise set forth in Subsection 5.1, herein, Roux neither makes, nor offers, nor shall Roux be liable to Client for any express or implied warranties with respect to Roux's Services.

5.2 Roux agrees, upon receipt of written notice from Client, to implement necessary corrections to any Services performed by Roux, which fail to conform to the standard of care that Roux has accepted pursuant to Subsection 5.1, herein. Roux shall not be liable to Client for any damages without being given a reasonable opportunity to correct the Services.

6. Use of Reports:
All drafts, reports, and documents generated in performance of the Services remain the sole property of Roux until Client has made full payment therefore to Roux. Any reports, documents, advice or opinions provided by Roux to Client as part of the Services provided, herein, are provided for the sole and exclusive use of the Client for specific application to the property site at which the Services, herein, are provided ("Site"). Any third party use of the above-referenced reports, documents, advice or opinions is prohibited without the express, written authorization of Roux. Client shall indemnify, defend and hold harmless Roux and it officers, directors, employees and agents from any and all damages, losses or expenses, including, but not limited to, reasonable legal expenses and attorneys' fees connected therewith, liabilities, penalties, and fines sustained by Roux, its officers, directors, employees and agents as a result of any and all Claims with respect to and arising out of any third party reliance on the above-referenced reports, documents, advice or opinions, which is not authorized in writing by Roux.

7. Right of Entry:
Unless otherwise agreed in writing, Client shall furnish and/or secure right of entry to the Site, described in Roux's Proposal, for Roux in order for Roux to perform the Services.

8. Disclosure of Information:
Client shall provide all information and documents in its control, which are relevant to the performance of the Services.

9. Pre-Existing Contamination:
Notwithstanding anything to the contrary in this Agreement, Roux shall have no title to, ownership of, and/or legal responsibility and/or liability for any and all Pre-Existing Contamination at the Site, including, but not limited to, the groundwater thereunder. "Pre-Existing Contamination at the Site" is any hazardous and/or toxic substance, and/or any other type of environmental hazard, contamination and/or pollution present at and/or under, and/or emanating from the Site, including, but not limited to, the groundwater thereunder, which is not brought onto such Site by Roux. Client agrees to indemnify, defend and hold harmless Roux and its officers, directors, employees and agents from any and all damages, losses and expenses, including, but not limited to, reasonable legal expenses and attorneys' fees connected therewith, liabilities, penalties, and fines sustained by Roux, its officers, directors, employees and agents as a result of any and all Claims with respect to and arising out of Pre-Existing Contamination at the Site, except to the extent such Claims are due to the negligent acts or omissions of Roux.

10. Underground Apparatus:
Roux shall make reasonable inquiries of the Client and the applicable public utility mark out service, who/which may be reasonably expected to have knowledge of the location of any subsurface utilities including the location of electric, gas, sewer, and water lines, underground tanks and/or any other underground apparatus ("subsurface utilities"). Roux shall be entitled to rely on any plans, specifications, surveys, maps or the like furnished by the Client or such mark out service. Roux shall examine the nature and location of the Work to be performed, and the conditions under which such Work is to be performed, prior to beginning the performance thereof, and shall take precautions reasonably necessary for the satisfactory performance thereof.

11. Beneficiaries:
The Parties agree that this Agreement is not intended by any Party to give any benefits, rights, privileges, actions or remedies to any person or entity, or otherwise under any theory of law.

12. Entire Agreement:
This Agreement sets forth the entire agreement and understanding of the Parties with respect to the transactions contemplated hereby and supersedes all prior agreements, purchase orders, arrangements and understandings relating to the subject matter hereof. The preprinted terms of a purchase order, dated subsequent to this Agreement, shall not supersede this Agreement.

13. Acceptance:
Written authorization for Roux to commence the Services set forth in Roux's Proposal constitutes acceptance by Client of the terms and conditions of these General Terms and Conditions and Roux's incorporated Proposal.

Route 120 Corridor Plan
Lakota Work Plan
May 14, 2007

	LAKOTA			
	Staff Hours			
PHASE 1: STATE OF THE CORRIDOR				
Task 1.1 Project Start & Area Tour (Meeting #1)	4	4	4	4
Task 1.2 Base Mapping (Transystems to do base maps)				
Task 1.3 Fieldwork	24	24	24	24
Task 1.4 Existing Plans Analysis	4		8	8
Task 1.5 Land-Use Analysis	16	2	32	32
Task 1.6 Roadscape/Streetscape Analysis	4	4	16	16
Task 1.7 Transportation Analysis				
Task 1.8 Environmental Analysis				
Task 1.9 State of the Corridor Summary	8		24	24
Task 1.10 CPC/Task Forces Meeting (Meeting #2)	5		5	
Subtotal Hours	65	34	113	108
PHASE 2: COMMUNITY VISIONING				
Task 2.1 Land-Use Strategies & Development Concepts (including sketches/3D images)	16	16	32	40
Task 2.2 Roadway Alternatives				
Task 2.3 Economic Development Assessment (Site Impacts)	8	4	24	24
Task 2.4 Roadscape/Streetscape Design Concepts (including sketches/3D images)	4	8	24	24
Task 2.5 CPC/Task Forces Meeting (Meeting #3)	5		5	
Subtotal Hours	33	28	85	88
PHASE 3: ROUTE 120 CORRIDOR PLAN				
Task 3.1 Preliminary Corridor Plan	16	8	32	24
Task 3.2 CPC/Task Forces Meeting (Meeting #4)	5		5	
Task 3.4 Final Plan	8	4	20	32
Task 3.5 CPC/Task Forces Meeting (Meeting #5)	5		5	
Subtotal Hours	34	12	62	56
PHASE 4: CORRIDOR PLAN REPORT				
Task 4.1 Implementation Strategy	8		8	
Task 4.2 Corridor Plan Report (including Lakota plan graphics)	8		24	24
Task 4.3 CPC/Task Forces Meeting (Meeting #6)	5		5	
Task 4.4 Completed Plan Report	4		16	8
Internal Team Meetings throughout Process - assumes 4 (1 per phase)	12		12	
Subtotal Hours	37	0	65	24
Total Hours by Staff	169	74	325	276
Subtotal Fee by Staff	$35,490	$10,656	$29,250	$20,700
Total Fee by Firm	$96,096			

Project Fee Total =	**$96,096**
Expense Estimate (5% of Fee) =	**$4,805**
Total Project Budget =	**$100,901**

Staff Categories	
A. Principal	$210
B. Senior Associate	$144
C. Project Planner/Designer/Manager	$90
D. Planner/Designer	$75

Route 120 Corridor Plan

Revised by The Lakota Group, May 16, 2007

PHASE 1: STATE OF THE CORRIDOR

Task 1.1: Project Start/Area Tour (Meeting #1)

Conduct a project start meeting with County staff, CPC, and Task Forces to introduce the team and discuss:

- Planning Mission
- Initial Plan Goals and Objectives
- Findings, Directions, and Status of Previous Plans/Studies
- Initial Issues and Challenges
- Work Plan and Schedule
- Available Data, Resources, and Resource People

The Work Plan and Schedule will be refined based on input received during the Project Start Meeting. A more specific calendar of meeting dates and work products will be developed along with a list of data sources and key person interviews.

Task 1.2: Base Mapping

Collect digital base maps, plan and zoning maps, and aerial photos from Transystems for use in the State of the Corridor analysis. Transystems will refine the maps as information becomes available during the process.

Task 1.3: Fieldwork

Conduct additional field investigations and data collection to observe/inventory:

- Land-use and development patterns
- Building massing and physical conditions in sub-areas
- Traffic network and traffic flow
- Transit routes
- Parking
- Environmentally sensitive areas and open space
- Esthetics, streetscape and signage
- Development patterns and business activity

Task 1.4: Existing Plans Analysis

Review County and local plans and studies relating to the Corridor. Prepare a summary of relevant base data and specific recommendations that should be incorporated into the Study.

Task 1.5: Land-Use Analysis

Analyze relevant documents and plans, existing land use, physical conditions, and other information. Determine Corridor land-use mix, physical constraints, and development opportunities to establish a base for the planning process.

This phase will include producing:

- Drawings that delineate land-use context, physical conditions, vehicular access/circulation, and open space by community.
- Drawings that highlight Corridor development opportunities by site and blocks, including potential new areas affected by a realignment/relocation of the roadway.

Task 1.6: Roadscape/Streetscape Analysis
Assess corridor physical conditions, including roadscape along rural sections, streetscape along developed sections, parking lots, open fields, gateways, and directional and identity signage.

Task 1.7: Transportation Analysis

Task 1.8: Environmental Analysis

Task 1.9: State of the Corridor Summary
Prepare a draft report that summarizes input from the Corridor analysis, tour, and meetings regarding land use, transportation, and development issues and opportunities.

Task 1.10: CPC/Task Forces Meeting (Meeting #2)
Meet with Committee and task forces to review study findings and check planning assumptions.

PHASE 2: COMMUNITY VISIONING

Task 2.1: Land Use Strategies & Development Concepts
Prepare alternative land use strategies and a range of development concepts for each road alternative. This task will define land use options utilizing a combination of conceptual site plans, typical street/building sections, 3-D computer modeling, and 3-D perspective sketches.

The conceptual plan drawings and design sketches, which will be based on the overall Corridor analysis and input from the Phase 1 meetings, will address:

- Land-use mix
- Development zones
- Development density/massing
- Alternative parking improvements, including massing and location
- Alternative road/street network improvements
- Transit routes/nodes
- Bicycle and pedestrian access and circulation.
- Open space and conservation zones
- Green linkages/edges and gateways/entrances
- Community identity

Task 2.2: Roadway Alternatives

Task 2.3: Economic Development Assessment

The team will address economic development impact by determining the potential changes to area and local transportation networks, community land use, individual properties, and physical conditions that might occur for each land use and roadway alternative, and what those changes may represent in regards to the following factors:

- Property needed for each new road right-of-way.
- Remaining site area for properties along the roadway.
- New property configurations that may detract from or negatively affect existing land uses.
- New property configurations that may enhance development potential.
- New land use scenarios and potential development densities/massing.
- The larger affect of land use scenarios on the overall development pattern of each community.
- The larger affect of roadway changes on the overall land use and physical setting of each community.

An example of this approach would be downtown or commercial area located along Route 120. The team will identify a roadway alternative with drawings of the alignment, paved area, right-of-way, connections to local streets, and connections to private driveways. The land area needed for the new roadway would be identified property by property throughout the commercial district. The team would evaluate what site area would be left on a property regarding parking, building, and drainage area impacts, as well as what new intersections, frontages, corners, and gateway locations would be created.

The physical affect on a local property and business would be considered as well as the potential to create small or large scale development that would enhance the existing land use mix of the commercial area or create new land use scenarios. A community would be able to compare and contrast the roadway options for their ability to improve area traffic conditions and flow, as well as their ability to minimize local land use impacts and maximize economic development opportunities.

Task 2.4: Roadscape/Streetscape Design Concepts
Develop alternative concepts to test design "character" or themes, including roadscapes, streetscapes and gateways.

Task 2.5: CPC/Task Forces Meeting (Meeting #3)
Meet with CPC/Task Forces to review the strategies and concepts using an evaluation matrix that compares/contrasts each alternative according to a uniform set of criteria.

PHASE 3: ROUTE 120 CORRIDOR PLAN

Task 3.1: Preliminary Corridor Plan
Based on input from the first two phases and the economic development summary, prepare a Preliminary Corridor Plan that addresses the preferred land-use mix, transportation network,

roadway alignment, and environmental/physical conditions, and establishes a coordinated physical form and development framework for the corridor.

Task 3.2: CPC/Task Forces (Meeting #4)
Conduct a working meeting with CPC/Task Forces to review the Preliminary Corridor Plan and potential economic development impacts.

Task 3.3: Final Plan
Refine the Preliminary Corridor Plan based on input from the meeting.

Task 3.4: CPC/Task Forces Meeting (Meeting #5)
Meet with CPC/Task Forces to review the Final Plan and implementation ideas.

PHASE 4: CORRIDOR PLAN REPORT

Task 4.1: Implementation Strategy
Prepare a strategy for formal approval of the Corridor Plan, as well as its short and long-term implementation. Address timing and phasing, the design/engineering process, funding sources, and action steps to move the Plan forward. Also address priority projects that each municipality can consider as key or catalytic land use changes and development actions coordinated with the anticipated design and construction process of Route 120

Task 4.2: Corridor Plan Report
Prepare a comprehensive report that summarizes the State of the Corridor findings, the alternative land use, development, and roadway scenarios, roadscape/streetscape concepts, final Corridor Plan, and Implementation Strategy.

Task 4.3: CPC/Task Forces Meeting (Meeting #6)
Meet with the Council and task forces to review the Implementation Strategy and Plan Report.

Task 4.4: Completed Plan Report
Finalize the report based on input from the meetings.

Lake County

LAKOTA PROJECT PRODUCTS

Route 120 Corridor Plan

PHASE 1: STATE OF THE CORRIDOR

Written

- State of the Corridor Summary (Land Use & Economic Development Sections)

Drawings

- Land Use Context by community
- Development Opportunities

Meetings

1. Project Start
2. CPC/Task Forces

PHASE 2: COMMUNITY VISIONING

Written

- Evaluation Matrix

Drawings

- Land-Use Strategies/Frameworks
- Sub-Area Development Concepts
- Roadscape/Streetscape Design Concepts

Meetings

3. CPC/Task Forces

PHASE 3: ROUTE 120 CORRIDOR PLAN

Drawings

- Preliminary Plan
- Final Plan (reduced in Plan Report & electronic version for reproductions)
- Key Sub-Area Concept Drawings
- Plan Support Drawings/Sketches

Meetings

4. CPC/Task Forces
5. CPC

PHASE 4: FINAL PLAN REPORT

Written

- Implementation Program for Land Use/Development
- Preliminary and Final Plan Report

Meetings

6. CPC/Task Forces
7. Internal Team Meetings (assumes 4)

LAND-USE ANALYSIS

The Transystems team will address the Corridor's development potential through data provided by the County and communities and collected by the team. The economic development assessment of land use and road alternatives will focus on the property, land use and physical aspects of economic development and not on real estate market conditions or local tax base.

This analysis will not represent an area economic study, real estate market study, or specific development feasibility studies for individual opportunity sites identified during the planning process or tax impact studies. If a market or tax study is determined to be needed during the planning process for a particular municipality or site, a real estate market analyst would be brought onto the team and a work scope/fee estimate prepared for such work as an additional service.

UTILTIES/INFRASTRUCTURE ANALYSIS

Corridor utility and infrastructure conditions will be reviewed using information provided by the County and communities. This analysis will be general in scope and oriented to planning level assessments. If it is determined that a more in-depth or engineering level analysis of the Corridor's sewer, water or energy systems, stormwater conditions or street conditions is needed, Transystems will provide a fee estimate for such work as an additional service.

TRANSPORTATION ANALYSIS

The analysis of the Corridor's transportation network will be based on data provided by the County, and a Corridor-wide traffic study prepared by Transystems. This study will be focused on key segments and intersections within Route 120 to determine capacity and access/circulation issues. It will also broadly assess the potential traffic that may be generated by the land uses and development densities projected in the Preliminary Corridor Plan. It will not represent detailed traffic studies of each development concept that the team prepares.

ENVIRONMENTAL ANALYSIS

The analysis of the Corridor's environmental conditions will be based on data provided by the County, and not represent detailed environmental studies or mitigation plans.

DEVELOPMENT/DESIGN STUDIES

Lakota will prepare various land planning and site design studies that conceptually indicate alternative development patterns and roadscape/streetscape enhancements to facilitate CPC/Task Force reviews and determine preferred development directions. These studies will not represent detailed design drawings or construction documents and will be conducted on key sub-areas or sites identified during the assessment phase.

PLAN/CODE REVIEWS

Lakota team will review the County's and each community's comprehensive plan and zoning map to generally assess land use regulations for the Route 120 Corridor and their potential impact on development. This analysis will not include a review of County or local zoning codes

or represent writing or changing codes and districts. Such work can be conducted as an additional service after the Corridor Plan is completed and the Corridor's land use direction is set.

ADDITIONAL SERVICES

Overall, this proposal does not include the following tasks, which can be provided to the County or individual communities if needed:

- Community planning workshops (Team can facilitate if needed).
- Detailed Master Plans for sub-areas or opportunity sites (Lakota can prepare as later phase).
- Site/Landscape/Streetscape/Signage Design Construction Documents (Lakota can prepare as later phase).
- Capital Improvement Programming for Public Improvements (Transystems can prepare as later phase.)
- Detailed Civil, Traffic, or Environmental Studies/Engineering. (Transystems can prepare as later phase.)
- Building Design. (Architects prepare for specific development projects.)
- A Real Estate Market or Development Feasibility Studies of sub-areas or sites (Real Estate Analyst can prepare as later phase).
- Tax or Fiscal Impact Assessment/Projections (Real Estate Analyst can prepare as later phase).
- Property or Legal Surveys. (Surveyors prepare as later phase.)