



Local Public Agency Engineering Services Agreement

Using Federal Funds? [X] Yes [] No Agreement For: Federal PE Agreement Type: Original

LOCAL PUBLIC AGENCY

Local Public Agency: DuPage County County: DuPage Section Number: 23-00002-08-BT Job Number: P-91-047-23 Project Number: RI01(338) Contact Name: Sidney Kenyon Phone Number: (630) 407-6897 Email: sidney.kenyon@dupageco.org

SECTION PROVISIONS

Local Street/Road Name: East Branch DuPage River Trail Key Route: Length: 4.3 miles Structure Number: 022-0181, 022-0542 Location Termini: Butterfield Road (IL 56) to Illinois Prairie Path (IPP) Add Location Remove Location

Project Description: Construction for a segment of the regional bike path, East Branch DuPage River Trail (EBDRT) from the Illinois Prairie Path (IPP) to Butterfield Road (IL 56). Final alignment to be determined as part of the Phase I Study.

Engineering Funding: [X] Federal [] MFT/TBP [] State [] Other Anticipated Construction Funding: [X] Federal [] MFT/TBP [] State [X] Other TBD

AGREEMENT FOR

[X] Phase I - Preliminary Engineering [] Phase II - Design Engineering

CONSULTANT

Prime Consultant (Firm) Name: Christopher B. Burke Engineering Contact Name: Emily Anderson Phone Number: (847) 823-0500 Email: eanderson@cbbel.com Address: 9575 West Higgins Road, Suite 600 City: Rosemont State: IL Zip Code: 60018

THIS AGREEMENT IS MADE between the above Local Public Agency (LPA) and Consultant (ENGINEER) and covers certain professional engineering services in connection with the improvement of the above SECTION. Project funding allotted to the LPA 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.

Since the services contemplated under the AGREEMENT are professional in nature, it is understood that the ENGINEER, acting as an individual, partnership, firm or legal entity, qualifies for professional status and will be governed by professional ethics in its relationship to the LPA and the DEPARTMENT. The LPA acknowledges the professional and ethical status of the ENGINEER by entering into an AGREEMENT on the basis of its qualifications and experience and determining its compensation by mutually satisfactory negotiations.

WHEREVER IN THIS AGREEMENT or attached exhibits the following terms are used, they shall be interpreted to mean:

- Regional Engineer: Deputy Director, Office of Highways Project Implementation, Regional Engineer, Department of Transportation
Resident Construction Supervisor: Authorized representative of the LPA in immediate charge of the engineering details of the construction PROJECT
In Responsible Charge Contractor: A full time LPA employee authorized to administer inherently governmental PROJECT activities Company or Companies to which the construction contract was awarded

AGREEMENT EXHIBITS

The following EXHIBITS are attached hereto and made a part of hereof this AGREEMENT:

- EXHIBIT A: Scope of Services
- EXHIBIT B: Project Schedule
- EXHIBIT C: Qualification Based Selection (QBS) Checklist
- EXHIBIT D: Cost Estimate of Consultant Services (CESCS) Worksheet (BLR 05513 or BLR 05514)
- Location Map
- _____
- _____

I. THE ENGINEER AGREES,

1. To perform or be responsible for the performance of the Scope of Services presented in EXHIBIT A for the LPA in connection with the proposed improvements herein before described.
2. The Classifications of the employees used in the work shall be consistent with the employee classifications and estimated staff hours. If higher-salaried personnel of the firm, including the Principal Engineer, perform services that are to be performed by lesser-salaried personnel, the wage rate billed for such services shall be commensurate with the payroll rate for the work performed.
3. That the ENGINEER shall be responsible for the accuracy of the work and shall promptly make necessary revisions or corrections required as a result of the ENGINEER'S error, omissions or negligent acts without additional compensation. Acceptance of work by the LPA or DEPARTMENT will not relieve the ENGINEER of the responsibility to make subsequent correction of any such errors or omissions or the responsibility for clarifying ambiguities.
4. That the ENGINEER will comply with applicable Federal laws and regulations, State of Illinois Statutes, and the local laws or ordinances of the LPA.
5. To pay its subconsultants for satisfactory performance no later than 30 days from receipt of each payment from the LPA.
6. To invoice the LPA for Preliminary and/or Design Engineering: The ENGINEER shall submit all invoices to the LPA within three months of the completion of the work called for in the AGREEMENT or any subsequent Amendment or Supplement.
7. To submit a completed BLR 05613, Engineering Payment Report, to the DEPARTMENT within three months of the completion of the work called for in this AGREEMENT or any subsequent Amendment or Supplement. The form shall be submitted with the final invoice.
8. The ENGINEER or subconsultant shall not discriminate on the basis of race, color, national origin or sex in the performance of this AGREEMENT. The ENGINEER shall carry out applicable requirements of 49 CFR part 26 in the administration of United States Department of Transportation (US DOT) assisted contract. Failure by the Engineer to carry out these requirements is a material breach of this AGREEMENT, which may result in the termination of this AGREEMENT or such other remedy as the LPA deems appropriate.
9. That none of the services to be furnished by the ENGINEER shall be sublet assigned or transferred to any other party or parties without written consent of the LPA. The consent to sublet, assign or otherwise transfer any portion of the services to be furnished by the ENGINEER shall be construed to relieve the ENGINEER of any responsibility for the fulfillment of this AGREEMENT.
10. For Preliminary Engineering Contracts:
 - (a) To attend meetings and visit the site of the proposed improvement when requested to do so by representatives of the LPA or the DEPARTMENT, as defined in Exhibit A (Scope of Services).
 - (b) That all plans and other documents furnished by the ENGINEER pursuant to the AGREEMENT will be endorsed by the ENGINEER and affix the ENGINEER's professional seal when such seal is required by law. Such endorsements must be made by a person, duly licensed or registered in the appropriate category by the Department of Professional Regulation of the State of Illinois. It will be the ENGINEER's responsibility to affix the proper seal as required by the Bureau of Local Roads and Streets manual published by the DEPARTMENT.
 - (c) That the ENGINEER is qualified technically and is thoroughly conversant with the design standards and policies applicable for the PROJECT; and that the ENGINEER has sufficient properly trained, organized and experienced personnel to perform the services enumerated in Exhibit A (Scope of Services).
11. That the engineering services shall include all equipment, instruments, supplies, transportation and personnel required to perform the duties of the ENGINEER in connection with this AGREEMENT (See DIRECT COST tab in BLR 05513 or BLR 05514).

II. THE LPA AGREES,

1. To certify by execution of this AGREEMENT that the selection of the ENGINEER was performed in accordance with the following:
 - (a) Professional Services Selection Act (50 ILCS 510), The Brooks Act (40 USC 11), and the Procurement, Management, and Administration of Engineering, and Design Related Services (23 CFR part 172). Exhibit C is required to be completed with this AGREEMENT.
2. To furnish the ENGINEER all presently available survey data, plans, specifications, and project information.

3. To pay the ENGINEER:
 - (a) For progressive payments - Upon receipt of monthly invoices from the ENGINEER and the approval thereof by the LPA, monthly payments for the work performed shall be due and payable to the ENGINEER, such payments to be equal to the value of the partially completed work minus all previous partial payments made to the ENGINEER.
 - (b) Final payment - Upon approval of the work by the LPA but not later than 60 days after the work is completed and reports have been made and accepted by the LPA and DEPARTMENT a sum of money equal to the basic fee as determined in this AGREEMENT less the total of the amount of partial payments previously paid to the ENGINEER shall be due and payable to the ENGINEER.
4. To pay the ENGINEER as compensation for all services rendered in accordance with the AGREEMENT on the basis of the following compensation method as discussed in 5-5.10 of the BLR Manual.

Method of Compensation:

- Lump Sum
 Specific Rate
 Cost plus Fixed Fee:

Fixed

$$\text{Total Compensation} = \text{DL} + \text{DC} + \text{OH} + \text{FF}$$

Where:

DL is the total Direct Labor,
 DC is the total Direct Cost,
 OH is the firm's overhead rate applied to their DL and
 FF is the Fixed Fee.

Where $\text{FF} = (0.33 + R) \text{DL} + \% \text{SubDL}$, where R is the advertised Complexity Factor and %SubDL is 10% profit allowed on the direct labor of the subconsultants.

The Fixed Fee cannot exceed 15% of the DL + OH.

5. The recipient shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any US DOT assisted contract or in the administration of its DBE program or the requirements of 49 CFR part 26. The recipient shall take all necessary and reasonable steps under 49 CFR part 26 to ensure nondiscrimination in the award and administration of US DOT-assisted contracts. The recipient's DBE program, as required by 49 CFR part 26 and as approved by US DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as violation of this AGREEMENT. Upon notification to the recipient of its failure to carry out its approved program, the Department may impose sanctions as provided for under part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C 3801 et seq.).

III. IT IS MUTUALLY AGREED,

1. No work shall be commenced by the ENGINEER prior to issuance by the IDOT of a written Notice to Proceed.
2. To maintain, for a minimum of 3 years after the completion of the contract, adequate books, records and supporting documents to verify the amount, recipients and uses of all disbursements of funds passing in conjunction with the contract; the contract and all books, records and supporting documents related to the contract shall be available for review and audit by the Auditor General, and the DEPARTMENT: the Federal Highways Administration (FHWA) or any authorized representative of the federal government, and to provide full access to all relevant materials. Failure to maintain the books, records and supporting documents required by this section shall establish a presumption in favor of the DEPARTMENT for the recovery of any funds paid by the DEPARTMENT under the contract for which adequate books, records and supporting documentation are not available to support their purport disbursement.
3. That the ENGINEER shall be responsible for any and all damages to property or persons arising out of an error, omission and/or negligent act in the prosecution of the ENGINEER's work and shall indemnify and save harmless the LPA, the DEPARTMENT, and their officers, agents, and employees from all suits, claims, actions or damage liabilities, costs or damages of any nature whatsoever resulting there from. These indemnities shall not be limited by the listing of any insurance policy.
 The LPA will notify the ENGINEER of any error or omission believed by the LPA to be caused by the negligence of the ENGINEER as soon as practicable after the discovery. The LPA reserves the right to take immediate action to remedy any error or omission if notification is not successful; if the ENGINEER fails to reply to a notification; or if the conditions created by the error or omission are in need of urgent correction to avoid accumulation of additional construction costs or damages to property and reasonable notice is not practicable.
4. This AGREEMENT may be terminated by the LPA upon giving notice in writing to the ENGINEER at the ENGINEER's last known post office address. Upon such termination, the ENGINEER shall cause to be delivered to the LPA all drawings, plats, surveys, reports, permits, agreements, soils and foundation analysis, provisions, specifications, partial and completed estimates and data, if any from soil survey and subsurface investigation with the understanding that all such material becomes the property of the LPA. The LPA will be responsible for reimbursement of all eligible expenses incurred under the terms of this AGREEMENT up to the date of the written notice of termination.
5. In the event that the DEPARTMENT stops payment to the LPA, the LPA may suspend work on the project. If this agreement is suspended by the LPA for more than thirty (30) calendar days, consecutive or in aggregate, over the term of this AGREEMENT, the ENGINEER shall be compensated for all services performed and reimbursable expenses incurred as a result

of the suspension and resumption of its services, and the ENGINEER's schedule and fees for the remainder of the project shall be equitably adjusted.

6. This AGREEMENT shall continue as an open contract and the obligations created herein shall remain in full force and effect until the completion of construction of any phase of professional services performed by others based upon the service provided herein. All obligations of the ENGINEER accepted under this AGREEMENT shall cease if construction or subsequent professional services are not commenced within 5 years after final payment by the LPA.
7. That the ENGINEER shall be responsible for any and all damages to property or persons arising out of an error, omission and/or negligent act in the prosecution of the ENGINEER's work and shall indemnify and have harmless the LPA, the DEPARTMENT, and their officers, employees from all suits, claims, actions or damages liabilities, costs or damages of any nature whatsoever resulting there from. These indemnities shall not be limited by the listing of any insurance policy.
8. The ENGINEER and LPA certify that their respective firm or agency:
 - (a) has not employed or retained for commission, percentage, brokerage, contingent fee or other considerations, any firm or person (other than a bona fide employee working solely for the LPA or the ENGINEER) to solicit or secure this AGREEMENT,
 - (b) has not agreed, as an express or implied condition for obtaining this AGREEMENT, to employ or retain the services of any firm or person in connection with carrying out the AGREEMENT or
 - (c) has not paid, or agreed to pay any firm, organization or person (other than a bona fide employee working solely for the LPA or the ENGINEER) any fee, contribution, donation or consideration of any kind for, or in connection with, procuring or carrying out the AGREEMENT.
 - (d) that neither the ENGINEER nor the LPA is/are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency,
 - (e) has not within a three-year period preceding the AGREEMENT been convicted of or had a civil judgment rendered against them for commission of fraud or criminal offense in connection with obtaining, attempting to obtain or performing a public (Federal, State or local) transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property,
 - (f) are not presently indicated for or otherwise criminally or civilly charged by a government entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph e and
 - (g) has not within a three-year period preceding this AGREEMENT had one or more public transaction (Federal, State or local) terminated for cause or default.

Where the ENGINEER or LPA is unable to certify to any of the above statements in this certification, an explanation shall be attached to this AGREEMENT.

9. In the event of delays due to unforeseeable causes beyond the control of and without fault or negligence of the ENGINEER no claim for damages shall be made by either party. Termination of the AGREEMENT or adjustment of the fee for the remaining services may be requested by either party if the overall delay from the unforeseen causes prevents completion of the work within six months after the specified completion date. Examples of unforeseen causes include but are not limited to: acts of God or a public enemy; act of the LPA, DEPARTMENT, or other approving party not resulting from the ENGINEER's unacceptable services; fire; strikes; and floods.

If delays occur due to any cause preventing compliance with the PROJECT SCHEDULE, the ENGINEER shall apply in writing to the LPA for an extension of time. If approved, the PROJECT SCHEDULE shall be revised accordingly.

10. This certification is required by the Drug Free Workplace Act (30 ILCS 580). The Drug Free Workplace Act requires that no grantee or contractor shall receive a grant or be considered for the purpose of being awarded a contract for the procurement of any property or service from the DEPARTMENT unless that grantee or contractor will provide a drug free workplace. False certification or violation of the certification may result in sanctions including, but not limited to suspension of contract on grant payments, termination of a contract or grant and debarment of the contracting or grant opportunities with the DEPARTMENT for at least one (1) year but not more than (5) years.

For the purpose of this certification, "grantee" or "Contractor" means a corporation, partnership or an entity with twenty-five (25) or more employees at the time of issuing the grant or a department, division or other unit thereof, directly responsible for the specific performance under contract or grant of \$5,000 or more from the DEPARTMENT, as defined the Act.

The contractor/grantee certifies and agrees that it will provide a drug free workplace by:

- (a) Publishing a statement:
 - (1) Notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance, including cannabis, is prohibited in the grantee's or contractor's workplace.
 - (2) Specifying actions that will be taken against employees for violations of such prohibition.
 - (3) Notifying the employee that, as a condition of employment on such contract or grant, the employee will:
 - (a) abide by the terms of the statement; and
 - (b) notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than (5) days after such conviction.
- (b) Establishing a drug free awareness program to inform employees about:
 - (1) The dangers of drug abuse in the workplace;
 - (2) The grantee's or contractor's policy of maintain a drug free workplace;

- (3) Any available drug counseling, rehabilitation and employee assistance program; and
- (4) The penalties that may be imposed upon an employee for drug violations.
- (c) Providing a copy of the statement required by subparagraph (a) to each employee engaged in the performance of the contract or grant and to post the statement in a prominent place in the workplace.
- (d) Notifying the contracting, or granting agency within ten (10) days after receiving notice under part (b) of paragraph (3) of subsection (a) above from an employee or otherwise, receiving actual notice of such conviction.
- (e) Imposing a sanction on, or requiring the satisfactory participation in a drug abuse assistance or rehabilitation program.
- (f) Assisting employees in selecting a course of action in the event drug counseling, treatment and rehabilitation is required and indicating that a trained referral team is in place.

Making a good faith effort to continue to maintain a drug free workplace through implementation of the Drug Free Workplace Act, the ENGINEER, LPA and the Department agree to meet the PROJECT SCHEDULE outlined in EXHIBIT B. Time is of the essence on this project and the ENGINEER's ability to meet the PROJECT SCHEDULE will be a factor in the LPA selecting the ENGINEER for future project. The ENGINEER will submit progress reports with each invoice showing work that was completed during the last reporting period and work they expect to accomplish during the following period.

- 11. Due to the physical location of the project, certain work classifications may be subject to the Prevailing Wage Act (820 ILCS 130/0.01 et seq.).
- 12. For Preliminary Engineering Contracts:
 - (a) That tracing, plans, specifications, estimates, maps and other documents prepared by the ENGINEER in accordance with this AGREEMENT shall be delivered to and become the property of the LPA and that basic survey notes, sketches, charts, CADD files, related electronic files, and other data prepared or obtained in accordance with this AGREEMENT shall be made available, upon request to the LPA or to the DEPARTMENT, without restriction or limitation as to their use. Any re-use of these documents without the ENGINEER involvement shall be at the LPA's sole risk and will not impose liability upon the ENGINEER.
 - (b) That all reports, plans, estimates and special provisions furnished by the ENGINEER shall conform to the current Standard Specifications for Road and Bridge Construction, Bureau of Local Roads and Streets Manual or any other applicable requirements of the DEPARTMENT, it being understood that all such furnished documents shall be approved by the LPA and the DEPARTMENT before final acceptance. During the performance of the engineering services herein provided for, the ENGINEER shall be responsible for any loss or damage to the documents herein enumerated while they are in the ENGINEER's possession and any such loss or damage shall be restored at the ENGINEER's expense.

AGREEMENT SUMMARY

Prime Consultant (Firm) Name	TIN/FEIN/SS Number	Agreement Amount
Christopher B. Burke Engineering	36-3468939	\$1,452,672.00

Subconsultants	TIN/FEIN/SS Number	Agreement Amount
Testing Services Corporation	35-0937582	\$47,325.00
Subconsultant Total		\$47,325.00
Prime Consultant Total		\$1,452,672.00
Total for all work		\$1,499,997.00

AGREEMENT SIGNATURES

Executed by the LPA:

The

Local Public Agency Type	Local Public Agency
County	DuPage County

 of

Attest:

By (Signature & Date)

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By (Signature & Date)

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Name of Local Public Agency Local Public Agency Type
DuPage County County Clerk

Title
Chair, DuPage County Board

(SEAL)

Executed by the ENGINEER:

Prime Consultant (Firm) Name
Attest: Christopher B. Burke Engineering

By (Signature & Date)

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By (Signature & Date)

--

Title

Title
President

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
DuPage County	Christopher B. Burke Engineering	DuPage	23-00002-08-BT

To perform or be responsible for the performance of the engineering services for the LPA, in connection with the PROJECT herein before described and enumerated below

**EXHIBIT A
SCOPE OF SERVICES**

FOR FEDERAL PARTICIPATION PROJECTS

See attached scope of services.



EAST BRANCH DUPAGE RIVER TRAIL

ILLINOIS PRAIRIE PATH TO BUTTERFIELD ROAD (IL 56)

PHASE I ENGINEERING STUDY – SCOPE OF SERVICES

PROJECT OVERVIEW

The following provides the proposed scope of services for Christopher B. Burke Engineering, Ltd. (CBBEL) to complete Phase I Engineering on behalf of the DuPage County Division of Transportation (County) for the East Branch DuPage River Trail (EBDRT) from the Illinois Prairie Path (IPP) to Butterfield Road (IL 56), a distance of approximately 4.3 miles. Phase I Engineering will be completed in accordance with federal project development procedures and coordinated through IDOT-District One Bureau of Local Roads and Streets (IDOT-BLRS) to ensure eligibility for future federal funding opportunities. Phase I Engineering is anticipated to be completed within 24 to 30 months after authorization to proceed.

Phase I Engineering will include an upfront evaluation of alternatives and stakeholder coordination, based on which a preferred alternative will be identified for completion of all required Phase I Engineering plans, analysis, and reports. The scope of services and level of effort required to complete Phase I Engineering, as described herein, are based on selection of a western alignment as the preferred alternative. However, if an eastern alignment is selected as the preferred alternative, the scope of services and level of effort can be adjusted accordingly, provided the preferred alternative is selected at the conclusion of the concept alternatives evaluation as described in Task 3 and contingent upon any unforeseen project elements such as length of boardwalk and number of bridges requiring TSLs, etc.

SCOPE OF SERVICES

For purposes of preparing the work hour estimate and cost proposals for Phase I Engineering, the following assumptions are incorporated into the scope of services:

- Phase I Engineering will be completed based on the results of the previous EBDRT Feasibility Study (i.e., Alignment Study) completed by DuPage County (County) in December 2021. As part of the Alignment Study, a preferred alternative was identified from IPP to Roosevelt Road (IL 38), with finalist alternatives identified from IL 38 to Butterfield Road (IL 56).
- The required level of effort to complete Phase I Engineering is dependent on the extent of new or modified structures (widen existing bridges, new crossings of the East Branch DuPage River (EBDR), elevated boardwalks, retaining walls) that will be part of the EBDRT and the associated hydraulic analysis and reports, bridge structures reports, and Type, Size and Location (TSL) drawings (and associated geotechnical investigations) that IDOT will require to be completed as part of Phase I Engineering. Phase I Engineering will include an upfront evaluation of alternatives and stakeholder coordination, based on which a preferred alternative will be identified for completion of all required Phase I Engineering plans, analysis, and reports.
- It is assumed that the Forest Preserve of DuPage County (FPDDC) will provide a letter of non-participating co-sponsorship for the project and therefore it is assumed that Section 4(f) or Section 6(f) documentation for placement of the EBDRT on FPDDC holdings will not be required.
- Staged construction/implementation of the EBDRT may occur, which will be evaluated as part of Phase I Engineering and identified in the Phase I Project Development Report.
- Completion of Phase I Engineering will be documented in a Project Development Report (PDR) that is anticipated to be a Categorical Exclusion Group II (Federal CE, IDOT BLRS Form 22210)





EAST BRANCH DUPAGE RIVER TRAIL

ILLINOIS PRAIRIE PATH TO BUTTERFIELD ROAD (IL 56)

PHASE I ENGINEERING STUDY – SCOPE OF SERVICES

based on the potential for in-stream work and environmental impacts associated with waters of the US/wetlands, East Branch DuPage River (EBDR) floodway/floodplain, tree removal, etc.

On the above basis, the detailed scope of services required for completion of Phase I Engineering is as follows:

Task 1 – Data Collection and Compilation

CBBEL will collect and review additional data required for completion of Phase I Engineering. Since some data has already been collected as part of the previous Alignment Study for much of the corridor, this task is focused on supplementation and updating existing data. This data will include, but is not limited to, the following:

- Socio-economic and environmental data, including waters/wetland boundaries, floodplains, floodways, other environmental sensitive areas and resources (biological, cultural) as available, property boundaries and types, current aerial photography, utility information, existing structures information, and all other available information that will assist with developing and evaluating concept level alternatives.
- USGS Hydraulic Atlas maps
- EBDR FEMA model
- Existing roadway plans (IDOT, DuDOT, Glen Ellyn as applicable)
- Wastewater Treatment Plans and new parcel acquisition
- Existing bridge plans and inspection reports
- Available cross street traffic data from IDOT, DuPage County, and others as available.
- Cross street and nearby intersection crash data (as applicable)

The collected data will be compiled and added into the project Geographical Information System (GIS) database of the project area for use in evaluating project alternatives and preparing project exhibits. The GIS database will be updated throughout the project development process as information changes and as new information becomes available.

Task 2 – Survey

A full topographic survey and stream survey (as required for hydraulic analysis/reports) will be completed for the identified EBDRT Preferred Alternative. Once the Preferred Alternative is determined, the survey will establish the Preferred Alternative centerline or baseline and include topography within a 100' corridor (50' in each direction). The survey will be correlated to the EBDR FEMA study datum and the County 1' contour mapping datum.

Roadway surveys will be completed for locations where the EBDRT Preferred Alternative will cross or go under or over an existing roadway, and where the proposed alignment goes along IL 53 and IL 38. The roadway survey will be completed 100' in each direction at the EBDRT crossing location.

Stream surveys will be completed at locations where the Preferred Alternative for the EBDRT will cross over the EBDR for completion of hydraulic analysis and reports that will be required as part of the Phase I Study whether for new crossing locations or for modifications of existing crossing locations.



EAST BRANCH DUPAGE RIVER TRAIL ILLINOIS PRAIRIE PATH TO BUTTERFIELD ROAD (IL 56) PHASE I ENGINEERING STUDY – SCOPE OF SERVICES

On the above basis, and for purposes of estimating the survey level of effort, the following is assumed to be required:

Horizontal Control: Utilizing state plane coordinates, CBBEL will set recoverable primary horizontal control, tied to the horizontal control for the DuPage County 1' contour mapping.

Vertical Control: CBBEL will perform a level circuit within the above identified survey limits establishing benchmarks and assigning elevations to the horizontal control points, which may be required to support supplemental pickup survey. The elevations will be based on NAVD 88 and correlated to the vertical control for the applicable DuPage River FEMA flood study and tied to the vertical control for the DuPage County 1' contour mapping.

Stream Surveys: Stream surveys are anticipated to be required at the following locations per IDOT requirements for stream crossings:

Anticipated EBDRT Hydraulic Reports (contingent upon the preferred alternative IL 38 to IL 56):

- IL 53 at Glen Crest Creek
- IL 53 Underpass, Bridge, and EBDRT floodway from IL 53 to IL 38 (and pedestrian bridge, boardwalk, or berm near midpoint)

Tributary Minor Waterway Crossings:

- Pr. EBDRT NW corner of I-355 and IL 53
- Pr. EBDRT opposite I-355 from Wilson Road
- Pr. EBDRT opposite I-355 from Harrison Road
- Pr. EBDRT opposite I-355 from Madison Street

Structures: Existing structures that may be modified as part of the EBDRT Preferred Alternative will be surveyed for preparation of the required Bridge Condition Report and/or TSL drawings. The anticipated locations for Structure surveys includes the following:

- IL 53 over Glen Crest Creek
- IL 53 over EBDRT

Existing Right-of-Way: As noted above, available property line information will be assembled as part of the GIS database. Where gaps exist at the existing or possible new crossing locations, CBBEL will establish the existing right-of-way line based on available plats of highways.

Cross Sections: CBBEL will survey cross sections at 100' intervals within the survey limits.

Tree Survey: All trees greater than or equal to 6-inches diameter at breast height (dbh) within the topographic survey limits will be located and sized as part of the topographic survey. Further evaluation



EAST BRANCH DUPAGE RIVER TRAIL

ILLINOIS PRAIRIE PATH TO BUTTERFIELD ROAD (IL 56)

PHASE I ENGINEERING STUDY – SCOPE OF SERVICES

of tree species, health, and impact/avoidance will be determined as part of Environmental Analysis and Coordination.

Utility Survey and JULIE Coordination: All existing storm and sanitary sewer structures will be surveyed to determine rim and invert elevations and pipe sizes and materials. Construction (materials) and condition of structures will also be documented. Above ground facilities of any additional underground utilities including water main, gas, electric, cable, etc. will also be located. In addition, CBBEL will coordinate with JULIE to retrieve atlas information for all applicable underground utilities including watermain, gas, electric, cable, etc. CBBEL will compile all Utility Atlas information into a base map. Locations of existing utilities/obstructions/systems shown on the base map are the compilation of available utility plans provided by utility owners and JULIE coordination, which is typically limited to public right-of-way and limited areas adjacent to public right-of-way.

Base Mapping: CBBEL will compile all of the above information into one base map at 1"=20' scale and tied to the existing DuPage County 1' contour mapping, that is representative of existing conditions for the Preferred Alternative location for use in developing the detailed plan, profile and cross sections for the Preferred Alternative, and for completion of the Phase I Study.

Task 3 – Alternatives Analysis and Preliminary Plans

As noted, a Preferred Alignment has been identified for the EBDRT from IPP to IL 38, whereas multiple alternatives remain from IL 38 to IL 56. A concept level alternatives evaluation (plan only) will be completed for the EBDRT from IL 38 to IL 56 for stakeholder coordination. The alternatives evaluation will build upon the previous alternatives evaluation completed in the Alignment Study, and will focus on feasibility, reasonability, and relative construction cost for public consumption, and in order to identify the Preferred Alignment in this section for preliminary plan development.

The concept level evaluation of alternatives from IL 38 to IL 56 will be based on available DuPage County 1' contour mapping and build upon results of the previous alignment study. For purposes of estimating the level of effort required, it is assumed that 3 separate and distinct alternative alignments for the EBDRT will be prepared and evaluated for the section from IL 38 to IL 56 for stakeholder coordination:

1. IL 53 from IL 38 to IL 56 (West Alignment)
2. IL 38 to IL 53 to Glenbard to Sunnybrook to Glenbard Wastewater Authority to ComEd ROW to IL 56 (Central Alignment)
3. ComEd Corridor from IL 38 to IL 56 (East Alignment)

After the alternatives analysis from IL 38 to IL 56, a complete set of preliminary EBDRT plans, profiles, and cross-sections will be prepared for the Preferred Alternative as required for completion of Phase I Engineering. Based on previous stakeholder coordination and for purposes of this scoping cost estimate, the west alignment was used for estimating the EBDRT length and number of sheets. The plan and profile sheets for the Preferred Alternative are anticipated to be prepared at 1" = 20' scale. Cross sections will be prepared at even stations along the EBDRT alignment.



EAST BRANCH DUPAGE RIVER TRAIL

ILLINOIS PRAIRIE PATH TO BUTTERFIELD ROAD (IL 56)

PHASE I ENGINEERING STUDY – SCOPE OF SERVICES

Based on the agreed typical section for the EBDRT, CBBEL will prepare the Phase I plan and profile sheets for the Preferred Alternative showing existing and proposed horizontal and vertical geometry, both along the EBDRT alignment, and along and/or across the cross streets as applicable. Additional proposed cross-sections will be prepared at sensitive locations or near grade-controlling features to determine level of impact and/or to ensure impact avoidance. Cross-sections will be developed utilizing the topographic survey completed by CBBEL and supplemented with DuPage County 1' contour mapping as/if required. Prepared cross-sections will show existing right-of-way (as applicable), existing grade, proposed grade (top surface only) and any (if any) proposed right-of-way and easements where necessary.

This task will also include development of a detailed cost estimate for the Preferred Alternative that will be included in the Phase I Project Development Report. The cost estimate will be established for logical independent sections of the proposed EBDRT improvements that can be implemented in stages over time based on available funding.

Task 4 – Environmental Analysis and Coordination

This work task includes completion of required environmental field review, analysis, and coordination to complete Phase I Engineering in accordance with IDOT and FHWA requirements. Submittal of the Environmental Survey Request (ESR) will be completed as soon as practicable after the Preferred Alternative has been sufficiently identified - so that the environmental survey area is not overly large.

The following work will be completed as part of this task:

Waters of the US/Wetland Delineations: Waters of the US/wetland delineations were previously completed in 2019 and 2020 for portions of the study area as part of the Alignment Study, and one comprehensive letter report was prepared for the entire study corridor from north of St Charles Road to Butterfield Road.

Under the DuPage County Countywide Stormwater & Floodplain Ordinance, wetland boundaries are valid for two years after the date of DuPage County verification. Design approval is anticipated for 2025. Therefore, due to the age of the previous delineation and anticipated date of design approval, an updated waters of the US/wetland delineation will be completed for the revised Phase I Engineering study limits.

An updated environmental field survey of the project area will be completed to determine the limits of any waters of the US/wetlands and to assess wildlife and plant communities. The waters of the US/wetland limits will be field staked and located using a sub-meter accuracy handheld GPS unit for direct inclusion in the project mapping and design files. The current delineation will be completed based on the methodology established by the US Army Corps of Engineers (USACE). Once the Preferred Alignment is determined, CBBEL will contact DuPage County to request a wetland boundary verification site visit. The field visit is expected to take up to two days, plus preparation time and follow-up.



EAST BRANCH DUPAGE RIVER TRAIL

ILLINOIS PRAIRIE PATH TO BUTTERFIELD ROAD (IL 56)

PHASE I ENGINEERING STUDY – SCOPE OF SERVICES

The results of the current waters of the US/wetland field survey will be summarized in a Wetland Technical Report (WTR) that will include the wetlands' generalized quality ratings (according to the Swink and Wilhelm Methodology (1994)), USACE Routine On-Site Data Forms, and exhibits depicting the approximate waters of the US/wetland and project boundaries, National Wetland Inventory, DuPage County Wetland Inventory, Soil Survey, floodplain, and USGS topography. The wetland delineation will be depicted on an aerial photograph along with all data point locations clearly identified.

CBBEL staff will also prepare for and attend up to two (2) coordination meetings with the USACE and/or DuPage County to discuss the results of our wetland field work and wetland permitting approach for the proposed improvements.

ESR Preparation: CBBEL will prepare and submit an Environmental Survey Request (ESR) for the project to IDOT for processing in accordance with IDOT procedures. The ESR submittal will include the required ESR form, exhibits, a photo log of structures (e.g., buildings, bridges/major culverts) adjacent to the project corridor that are a minimum of 40 years old, and an overall corridor photo log. Development of the ESR includes a field visit and a special waste screen. The photo log of structures will be prepared by CBBEL for completion of the cultural resource review. Buildings that are clearly visible on Google Earth Street View will not be included in the photo log. GIS shapefiles of the project study area will also be submitted with the ESR.

It is assumed that any necessary water quality sampling or biological surveys, including threatened and endangered species surveys, will be completed by the State through the ESR process.

Bridge/Structure Bat Assessment: In accordance with the latest Northern Long-Eared Bat (NLEB) guidance from IDOT, CBBEL will complete a Bridge Bat Assessment (BBA) at applicable bridges and -inches) within the ESR limits. For the purpose of this proposal, based on a review of the IDOT Bridge/Structure Information website and coordination completed to date, we estimate that there are up to five (5) bridges/culverts that will require a BBA along the project corridor. This scope includes coordination, fieldwork, photo log, and BBA form. The location of the bridges/culverts will be depicted on the ESR aerial exhibit. Two CBBEL staff will complete the BBA fieldwork.

This scope assumes that the bridge/structure components that need to be viewed as part of the BBA will be accessible/visible (e.g., a boat will not be required). This task does not include equipment rental or shoulder/road closure.

Special Land Review: Although the EBDRT may be constructed on FPDDC property, it is anticipated that FPDDC will agree to be a non-participating project co-sponsor, and therefore a separate Section 4(f) evaluation for potential impacts to public lands will not be required for the Phase I Engineering study to be completed as part of this scope of services. This will be confirmed through coordination with FPDDC, and with IDOT and FHWA. If a Section 4(f) evaluation is determined to be necessary, a separate cost estimate will be provided.



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If the Preferred Alternative for the EBDRT is located on public lands that were purchased with LAWCON or OSLAD funding, then FHWA will require confirmation that the EBDRT be consistent with the covenants of those land purchases, or replacement property would be required to be provided. Coordination with the Illinois Department of Natural Resources (IDNR) and (if necessary) with the owner(s) of public lands (e.g., FPDDC and Park District) that may be impacted by the proposed improvements will occur during the Phase I Engineering Study. This task includes data collection and preliminary coordination, if impacts to LAWCON or OSLAD-funded properties are anticipated, a separate cost estimate will be provided to obtain the appropriate approvals.

Special Waste Review: We understand that IDOT will complete the special waste review for the existing State right-of-way (e.g., IL 53) and adjacent parcels. IDOT will require that a special waste evaluation for the remainder of the project area be completed by CBBEL, which will be documented via preparation of a Preliminary Environmental Site Assessment (PESA) per IDOT requirements. The results of the PESA will identify areas of Recognized Environmental Conditions (RECs) for avoidance or which may require more detailed testing during subsequent Phase II engineering.

Wetland Impact Evaluation: CBBEL will prepare waters of the US/wetland impact evaluation (WIE) forms and exhibits as required by IDOT for all identified waters of the US/wetlands in the Preferred Alignment corridor, regardless of level of impact. This task will include a resource review, preparation of supporting documentation, submittal of the WIE forms with exhibits, coordination, and follow-up with the reviewer as necessary. For purposes of this proposal, it is assumed that approximately fifteen (15) independent waters of the US/wetland sites will be identified that will require WIE submittal. Based on the previously completed waters of the US/wetland delineation, wetland, waters of the US, and other constructed stormwater management features that may be regulated under the Interagency Wetland Policy Act are located along the majority of the project corridor north of Roosevelt Road.

Tree Tabulation and Evaluation: The survey of all trees greater than or equal to 6-inches diameter at breast height (dbh) will be completed as part of Task 2 to include location and size. As part of this task, in accordance with the latest NLEB guidance from IDOT, all trees greater than or equal to 3-inches dbh along the EBDRT Preferred Alignment corridor will be located. CBBEL will also locate landscape trees (regardless of size) along the EBDRT Preferred Alignment corridor. Trees under this task will be located using a submeter accuracy handheld GPS unit. CBBEL will also tabulate all surveyed trees and evaluate them with respect to species, condition, form, and potential impact based on the proposed improvement plan. Each evaluated tree will be assigned a number rating from 1 – 5 based on general observations at the time of the inventory. A rating of 1 (excellent) has the highest value in terms of protection or preservation. A rating of 5 (poor) has the lowest value and represents lower quality individuals.

Task 5 – Drainage Analysis and Reports:

This task includes preparation of all required hydraulic analysis/modeling for the following conditions as will be required by IDOT for completion of Phase I Engineering. In addition, while the full permit



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submittal to DuPage County Stormwater Management (DCSM) is anticipated in Phase II, this task includes completion of FEQ hydraulic analysis/modeling for DCSM preliminary concurrence:

- Hydraulic analysis and Hydraulic Reports for modified existing or new crossings of the EBDR to accommodate the EBDRT
- EBDRT crossings of tributaries of the EBDR that are designated as ephemeral streams
- At-Grade (but above existing ground elevation) or elevated EBDRT within the EBDR Floodway

Based on a preliminary review of the EBDRT location, and our assessment of desired or required crossings of the EBDR or tributaries, hydraulic analysis, and preparation of Hydraulic Reports (including Preliminary Bridge Design and Hydraulic Report (PBDHR – IDOT BLR form 10210) will be prepared per IDOT requirements at the following locations (west alignment):

- IL 53 at Glen Crest Creek
- IL 53 Underpass, Loop Ramp, Bridge and Trail from IL 53 to IL 38 (and proposed ped. bridge or berm approx. midpoint between IL 53 and IL 38)
- 2-10'x6' Box culverts opposite I-355 from Wilson Road

For each Hydraulic Report, for purposes of IDOT review/approval, the existing EBDR FEQ model will be converted to HEC-RAS and calibrated to match FEQ model results. Proposed conditions will be modeled in both FEQ and HEC-RAS for purposes of concurrent DCSM and IDOT reviews.

Hydraulic analysis, scour calculations, and a Waterway Information Tables (WIT) will be prepared per IDOT requirements at the following locations where the EBDRT is anticipated to cross EBDR tributaries (i.e.; ephemeral streams):

- Pr. EBDRT NW corner of I-355 and IL 53
- Pr. EBDRT opposite I-355 from Harrison Road
- Pr. EBDRT opposite I-355 from Madison Street

It is assumed that IDOT will require a Location Drainage Technical Memorandum (LDTM) for locations where the EBDRT traverses IDOT right-of-way, or a Location Drainage Study (LDS) where the EBDRT travels along IDOT right-of-way for review and approval. The LDTM will include a review of existing and proposed drainage patterns within the IDOT right-of-way to demonstrate that existing drainage patterns will be maintained (as appropriate) and that any additional stormwater runoff based on added impervious area will be appropriately addressed in accordance with the IDOT Drainage Manual, the DuPage County Stormwater Management Ordinance, and other Best Management Practices. On this basis, it is assumed that an LDTM will be prepared at the following 3 locations:

- LDS: EBDRT within IL 53 ROW (south section, from IL 56 to IL 38)
- LDTM: EBDRT within IL 38 ROW (from IL 53 to EBDR)
- LDTM: IL 53 Underpass, Bridge, and EBDRT within IL 53 North ROW (north section, near I-355)



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IDOT indicated an additional Drainage Investigation is required along IL 53 due to identified flood issues along the east side of the ROW. Additional analysis is expected at the following culverts or outlets to be included in the IL 53 (South) LDS:

- IL 53 N. of Ahlstrand Road
- IL 53 S. of Glen Park Road
- IL 53 at Glen Valley Road
- IL 53 S. of Dorchester Court
- IL 53 at Sheehan Avenue

It is assumed that the Illinois Tollway and other local agencies will require an abbreviated Drainage Technical Memorandum (DTM) for locations where the EBDRT has significant impacts on the Tollway or other local agency right-of-way, for review and approval. The DTM will include a review of existing and proposed drainage patterns within the right-of-way to demonstrate that existing drainage patterns will be maintained (as appropriate) and that any additional stormwater runoff based on added impervious area will be appropriately addressed in accordance with the DuPage County Stormwater Management Ordinance and other Best Management Practices. On this basis, it is assumed that a DTM will be prepared at the following location:

- Tollway right-of-way from IPP to IL 53

It is assumed that the proposed EBDRT will meet all conditions to be exempt from Site Runoff Storage and Post Construction Best Management Practices requirements as stated in the DuPage County Countywide Stormwater & Floodplain Ordinance. Hydrologic and Hydraulic modeling requirements set forth in the ordinance are anticipated in several locations where the trail is within the regulatory floodway. This modeling will be included as part of the next major upstream or downstream Hydraulic Report.

Task 6 – Structural Analysis and Reports

This task includes completion of all required structural analysis and reports for the EBDRT Preferred Alternative as required by IDOT for review and approval as part of Phase I Engineering. Based on IDOT BLRS requirements, when modifications to an existing bridge structure is proposed, then bridge inspections, bridge condition reports, and preparation of Type, Size and Locations (TSL) drawings for the proposed improvements will be prepared and submitted to IDOT for review and approval as part of the Phase I Study. Similarly, for any proposed new EBDRT bridge structures and/or retaining walls with exposed height greater than 7', TSL drawings will be required for IDOT review and approval as part of the Phase I Study.

Based on the previous results of the EBDRT Alignment Study, and factoring in the assumed IL 53 west alignment from IL 38 to IL 56, the following structural analysis and reports are anticipated to be required by location, contingent upon the final Preferred EBDRT alternative identified as part of Phase I Engineering:

- BCR: IL 53 Bridge at Glen Crest Creek
- TSL: IL 53 Bridge at Glen Crest Creek and Retaining walls $H > 7'$ at Glen Crest Creek along IL 53



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- TSL: proposed ped. bridge or berm approx. midpoint between IL 53 and IL 38
- BCR: IL 53 EBDR crossing modification (Underpass and Bridge)
- TSL: Retaining walls H > 7' and/or bridge for IL 53 loop ramp between Underpass and Bridge
- TSL: proposed ped. bridge or culvert at NW corner of IL 53 underpass at I-355
- TSL: culvert extension W. of I-355 opposite Wilson Road
- (No TSL assumed for culvert extension W. of I-355 opposite Harrison Road)
- TSL: culvert extension W. of I-355 opposite Madison Street

Geotechnical Investigations

For modifications of existing bridges and/or new retaining walls near existing bridges, locations of new retaining walls or new elevated boardwalks, structural borings will be required to complete the TSL drawings that will be required by IDOT for review and approval as part of the Phase I Study. In addition, soil borings are anticipated near existing culvert extensions along the Tollway ROW and within the berm between IL 53 and IL 38. The anticipated cost for geotechnical investigations is included in the cost estimate as an outside direct cost by others.

Task 7 – Traffic and Crash Analyses

Intersection traffic counts will be obtained for purposes of capacity analysis and preparation of the Intersection Design Studies (IDS) at EBDRT at-grade crossings at IDOT jurisdictional signalized intersections. CBBEL will use an outside traffic count consultant to obtain 6-hour counts (6-9 a.m., 4-7 p.m.) at the following signalized intersections:

- IL 38 at Baker Hill Drive
- IL 53 at Pershing Avenue
- IL 53 at Sheehan Avenue
- IL 53 at 22nd Street

As part of this task, CBBEL will evaluate the traffic counts and complete existing conditions only (no 2050 traffic volume projections) capacity analyses to confirm adding bicycle and pedestrian accommodations will not adversely impact traffic signal operations, as will be required by IDOT.

This task also includes obtaining and reviewing the latest 5 years of crash data within the project limits and preparing a crash analysis as required by IDOT for inclusion in the Phase I Project Development Report.

Task 8 – IDS and ADA Curb Ramps

CBBEL will prepare formal Intersection Design Studies (IDS) that will be required for traffic signal modification at the 4 IDOT jurisdictional intersections. There are already existing pedestrian phases at Baker Hill Drive and Sheehan signalized intersections, therefore it is assumed that full IDS's will only be required at 2 intersections:

- IL 53 at Pershing Avenue
- IL 53 at 22nd Street



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It is anticipated that IDOT will concur with 3R Design Criteria based on the proposed operational improvements vs capacity improvements at this intersection, and therefore analysis of 2050 traffic projections will not be required. The IDS's will be submitted to IDOT for review and approval. Two rounds of review and response to comments are anticipated to be required for IDOT approval of the IDSs.

IDOT requires ADA ramp details for all proposed curb ramps located within IDOT ROW.

Task 9 – Public Involvement

Stakeholder coordination will be an essential component to ensure that all existing deficiencies and stakeholder concerns are identified and addressed as part of the alternative development and evaluation process. While an integral part of the Alignment Study, no follow-up Steering Committee Meetings are anticipated since different key stakeholders have been identified for the Phase I Study.

Website Updates

The EBDRT project website is anticipated to be updated with project material during the study to provide the public with project information.

Public Information Meetings

Three Public Information Meetings (PIM) are anticipated to be held as part of Phase I Engineering. While 3 Public Information Meetings have been scoped herein, the Phase I Study public involvement is flexible to change one of these meetings to a key stakeholder individual, group, or board presentation meeting.

PIM 1 is anticipated to be held near the beginning of the Phase I Study to kick-off the study, present the previous evaluation of alternatives from IPP to IL 56, and gain stakeholders input on transportation issues, trail needs, and the range of alternatives.

PIM 2 is anticipated to be held after the detailed evaluation of alternatives from IL 38 to IL 56 and coordination with local agencies and adjacent stakeholders. PIM 2 will provide an opportunity for all interested parties to review and comment on the completed evaluations from IL 38 to IL 56 and the preferred alternative from IPP to IL 38 for further design development for the full EBDRT project limits (from IPP to IL 56).

PIM 3 will be held to present the EBDRT proposed improvement plans near the conclusion of the Phase I Study. The PIM 3 provides an opportunity for a larger cross section of project stakeholders to provide their comments on the proposed improvement plan and design elements.

The work associated with preparing for and holding each PIM includes the follow:

- CBBEL will determine PIM meeting date, time, and platform/ format. The PIM will be set up in-person in an open house format with meeting material posted to the project website as well.



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- CBBEL will prepare the meeting notifications, which may include invitation letters to key stakeholders and public officials, DuDOT and FPDDC website announcements, public notices posted at various locations including DuDOT and FPDDC offices, adjacent communities, and postcards to nearby property owners along the EBDRT.
- CBBEL will prepare the PIM brochure to describe the project, PIM website information, and input being requested.
- CBBEL will prepare the comment response form or survey to collect feedback.
- DuDOT will create the mailing list of key stakeholders and surrounding property owners.
- DuDOT will post, print, and send the PIM notifications, postcards, invitation letters, brochures and comment forms to recipients.
- CBBEL will prepare the PIM display exhibits and narratives.
- CBBEL will compile a list of the comments received and responses to comments to post on the webpage at the end of the comment period.
- CBBEL will prepare the summary of the PIM for distribution and for inclusion in the Project Development Report.

Task 10 – Agency Coordination

Coordination as required for review/approval of the EBDRT proposed improvement plans is anticipated with:

- GWA,
- FPDDC,
- DCSM,
- ComEd,
- Tollway,
- IDOT, and
- FHWA

For purposes of estimating the level of effort required for agency coordination requiring preliminary plan concurrence, it is assumed that two (2) meetings will occur with each of these agencies for a total of fourteen (14) agency coordination meetings.

Phase I Engineering will include a continuation of the collaborative work with project stakeholders and jurisdictional agencies completed as part of the EBDRT Alignment Study, for the additional evaluation of alternatives from IL 38 to IL 56, and to collectively identify a Preferred Alternative for detailed design. The key stakeholders and agencies that will be essential participants in the coordination process to finalize the alignment from IL 38 to IL 56 include the following:

- Village of Glen Ellyn (for local routes)
- Glen Ellyn Park District (between Pershing Avenue and Abbey Drive)
- Mary Knoll Homeowner Association (between Abbey Drive and Glenbard Road)
- Lombard Park District (along IL 56)
- Butterfield Park District (parcel at northwest corner of IL 53/IL 56)
- Friends of the East Branch Trail



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- Bike 53 Supporters

One (1) meeting is anticipated with each of these organizations for a total of seven (7) stakeholder coordination meetings.

ComEd Real Estate Petition

This task also includes the ComEd real estate petition and coordination after structural drawings have been completed. ComEd real estate petition and coordination are anticipated to be completed for trail locations from IPP to IL 53.

Task 11 – Final EBDRT Proposed Improvement Plans

This task includes responding to comments received on the draft EBDRT plans, profile and cross-sections for the Preferred Alternative as required for completion of Phase I Engineering. For purposes of this scope, two rounds of geometric comment responses by the County, FPDCC, IDOT-BLRS, and IDOT-BDE (GSU and Traffic) is assumed. This task also includes updating the preliminary engineer's estimate of cost to reflect changes to the proposed improvement plan.

Task 12 – Project Development Report

The culmination of the above tasks will be a Phase I Project Development Report (PDR) in accordance with BLR Form 22210 (Federal CE, or CE Group II). This task will involve integration of project data, project related text, maps, alignments, and engineering studies into an initial Draft (for DuDOT and IDOT review) and then a Final PDR. Specifically, this work item will include the following:

- Prepare report exhibits including location map, environmental base maps, typical sections, and proposed improvement plan exhibits, etc.
- Description of applicable Design Criteria and documentation of any (if any) Design Exceptions approved by IDOT
- Documentation of all environmental coordination, clearances, and permit requirements
- Documentation of stakeholder and agency coordination (if any)
- Draft and Final submittals of the Phase I PDR to DuDOT and IDOT for review/approval with preparation of response to all comments received.

Copies of the final approved PDR will be prepared in hard copy and/or digital format as required.

Task 13 – Project Management and Coordination

This task includes overall project coordination with DuDOT not included in other tasks, as well as project management. Project management includes preparation of monthly status reports, and internal project coordination over the course of the anticipated 24-to-30-month Phase I Engineering schedule. Twenty-four (24) monthly DuDOT coordination meetings are anticipated to be required for the project development process.

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
DuPage County	Christopher B. Burke Engineering	DuPage	23-00002-08-BT

**EXHIBIT B
PROJECT SCHEDULE**

See attached.

**East Branch DuPage River Trail
Illinois Prairie Path to Butterfield Road (IL 56)
Phase I Engineering
Work Hour Estimate**

TASKS (IF WEST ALIGNMENT CARRIED FORWARD)		Work Hours
1. Data Collection and Compilation		
a	Review project data and update GIS Database: Available traffic and crash data, record roadway and drainage plans, plat of highways, current EBDR FEMA maps and models, utilities, property ownership, soils data.	60
b	Field Review of key project elements and features, areas of concern/constraint, and prepare photo log. (3 ppl x 1 day)	60
		120
2. Survey		
a	Trail Greenway Corridor Survey from IPP to IL 38 (7,700', 100' corridor west of I-355 with elevations including Tollway right-of-way (as applicable) tower bases, cross sections, utilities, datum correlation, ROW, trees > 6 in. plus culvert details)	308
b	Trail Sideroad Parkway Survey along IL 38 and IL 53 from EBDR to IL 56 (14,800', 100' corridor from roadway EOP to 10' outside EX ROW, cross sections, utilities, datum correlation, ROW, trees > 6 in. plus culvert details)	592
c	Roadway Survey: IL 53 (Fairview Ave) 600 feet west & east of EBDR crossing on IL 53 (1,200' total, cross sections, utilities, datum correlation, ROW, trees > 6 in.)	65
d	4 Intersection Crossing Surveys: IL 38 (Roosevelt Rd) at Baker Hill Drive; IL 53 at Pershing Ave; IL 53 at Sheehan Ave; IL 53 at 22nd Street (utilities datum correlation ROW through radius returns)	72
e	Stream Survey: 1000' north and south of IL 53 at Glen Crest Creek (2,000', elevations, cross sections, streambed centerline water surface elevations and structure openings)	100
f	Stream Survey: 1000' north of IL 53 to 1000' south of Roosevelt Road (4,600', elevations, cross sections, streambed centerline, water surface elevations, and structure openings);	230
g	Stream Surveys: 4 minor tributary waterways and openings along Tollway	32
h	JULIE Utility coordination and incorporation into Base CADD files.	112
i	Compilation of Base CAD files and incorporation of County 1' contour mapping data per scope of services.	180
		1691
3. Alternatives Analysis and Preliminary Plans		
a	Alternatives Concept Level Development (3 alts at 120 hours each)	360
b	Comparative Evaluation of Alternatives for Feasibility, Reasonability, and Concept Level Cost	120
c	Prepare Alternatives Evaluation Summary Table and Exhibits for Stakeholder Coordination	120
d	Prepare preliminary plan and profile for Preferred Alternative (22,500 feet = 45 sheets x 5 hrs each)	225
e	Prepare existing/ proposed cross sections at 100' intervals plus critical locations, cross streets (estimate 230 cross sections at 1/2 hour each on average)	115
f	Develop Phase I Engineer's Estimate of Probable Construction Cost	60
		1000
4. Environmental Analysis and Coordination		
a	Preferred alignment waters of the US/wetland Field Survey, Report, coordination, and boundary confirmation	80
b	ESR preparation and submittal to IDOT from IPP to IL 56	120
c	Bridge/Structure Bat Assessment (up to 5 structures) - coordination, field visit, form, exhibit, photo log	55
d	Special Land Review	70
e	Special Waste Review/Preliminary Environmental Site Assessment (PESA) - Non-IDOT right-of-way	120
f	Wetland Impact Evaluation (WIE) Forms and Exhibits (Approx. 25 sheets x 6.5 hrs each plus Form)	163
g	Tree Tabulation and Evaluation	120
		728
5. Drainage Analysis and Reports		
a	Hydraulic Report at IL 53 at Glen Crest Creek (HEC-RAS hydraulic analysis)	200
b	Hydraulic Report from IL 38 to IL 53 (north, includes 2 alts and longitudinal analysis of ped bridge vs. berm at mid-point in both FEQ and HEC-RAS)	400
c	Abbreviated Hydraulic Report at NW corner of I-355 and IL 53 (HEC-RAS hydraulic analysis)	128
d	Hydraulic Report opposite of Wilson Road - 2 10'x6' box culverts (HEC-RAS hydraulic analysis)	200

**East Branch DuPage River Trail
Illinois Prairie Path to Butterfield Road (IL 56)
Phase I Engineering
Work Hour Estimate**

TASKS (IF WEST ALIGNMENT CARRIED FORWARD)		Work Hours
e	Abbreviated Hydraulic Report opposite of Madison St - 2 24"x36" culverts (HEC-RAS hydraulic analysis)	128
f	Abbreviated Hydraulic Report opposite of Harrison Road (HEC-RAS hydraulic analysis)	128
g	Location Drainage Study (LDS) and Drainage Investigation follow-up along IL 53 (south) for IDOT review (Identified Flood Problems and/or notable culverts on IL 53 located N. of Ahlstrand Road, S. of Glen Park Road, S. of Dochester Court and at Sheehan Avenue)	240
h	Location Drainage Technical Memorandum (LDTM) along IL 38 for IDOT review	120
i	Location Drainage Technical Memorandum (LDTM) at IL 53 (north) crossing	120
j	Drainage Technical Memorandum along Tollway embankment from IPP to IL 53 for Tollway review	160
		1824
6. Structural Analysis and Reports		
a	Coordination with Geotech for structural and soil borings	60
b	BCR for IL 53 bridge over Glen Crest Creek	125
c	TSL for bridge widening for IL 53 at Glen Crest Creek and associated retaining walls higher than 7' exposed elevation	116
d	TSL for proposed ped. bridge or berm approx. midpoint between IL 53 (north) and IL 38	68
e	BCR for IL 53 bridge over EBDR	145
f	TSL for IL 53 bridge modification and associated retaining walls	240
g	TSL for culvert or ped bridge NW corner of I-355 and IL 53	68
h	TSL for culvert extension at Tollway opposite of Wilson Road	80
i	TSL for culvert extension at Tollway opposite of Madison Street (Assume NO TSL for culvert extension opposite Harrison Street)	68
		970
7. Traffic and Crash Analyses		
a	Prepare a Crash Analysis Report (CAR) based on the latest 5-years of crash data available. CAR will identify overrepresented crash types, locations, or periods and recommend corrective measures (as/if needed). This task includes preparation of all applicable exhibits, diagrams, charts for inclusion in the CAR. 1 annual update is anticipated to be required since IDOT requires latest 5-years of data be represented.	80
b	Traffic counts coordination	8
c	A Synchro/Simtraffic analysis will be completed for the four signalized intersections for the am and pm peak periods for existing conditions only. (4 int x 2 periods x 5 hours each. Includes model setup)	40
		128
8. IDS and ADA Curb Ramp Details		
a	Prepare IDS - Capacity Tables, General Notes, Queue Tables, Autoturns if needed (120 hrs x 4 intersections)	480
b	Design Exceptions	40
c	ADA Curb Ramp Details (36 proposed curb ramps counted at 6 hrs avg. each)	216
d	Prepare Final IDS's and ADA Curb Ramp Details	108
		844
9. Public Involvement		
a	Project Website Maintenance (6 updates x 8 hrs each)	48
b	Three (3) Public Information Meetings Open Houses	
	Set up PIM webpage on EBDRT website and populate x 3	40
	Prepare public notifications including letters to key stakeholders and public officials, postcards to surrounding property owners, and display ad for newspaper and social media. (DuDOT to print and mail or post prepared material to website announcements, social media, adjacent communities, and along the EBDRT) X 3	72
	Prepare PIM brochure and comments response form/survey x 3	120
	Prepare questionnaire and interactive GIS-based social pinpoint	120
	DuDOT to prepare mailing lists of key stakeholders, public officials, and surrounding property owners and print and send mailing material prepared by CBBEL.	0
	Prepare PIM display exhibits and narrative descriptions x 3	180
	Attend Dry Run meeting with County (2 ppl x 4 hrs each) x 3	24

**East Branch DuPage River Trail
Illinois Prairie Path to Butterfield Road (IL 56)
Phase I Engineering
Work Hour Estimate**

TASKS (IF WEST ALIGNMENT CARRIED FORWARD)		Work Hours
	Compile and prepare responses to comments received during comment period and post to webpage x 3	48
	Prepare Public Information Meeting summary. X 3	72
		724
10. Agency Coordination		
a	Stakeholder Coordination Meetings (1 each Village of Glen Ellyn, Glen Ellyn Park District, Mary Knoll HOA, LPD, BPD, Friends of the East Branch, Bike 53 Supporters) - Assume 7 mtg x 2 ppl (average) x 4 hours each (includes material prep, attendance, and prepare mtg summary).	56
b	Agency Coordination Meetings (2 each for GWA, FPDDC, DCSM, ComED, Tollway, IDOT, FHWA) - Assume 14 mtg x 2 ppl (average) x 4 hours each (includes material prep, attendance, and prepare mtg summary).	112
c	ComEd Real Estate Petition	190
		358
11. Final EBDRT Proposed Improvement Plans		
a	Prepare final plan and profile exhibits for full corridor length (IPP to IL 56) based on IDOT, DuDOT, Tollway, and FPDDC review comments.	210
b	Prepare final existing/ proposed cross sections based on review comments, and finalize right-of-way requirements.	110
c	Update Phase I Engineer's Estimate of Probable Costruction Cost	40
		360
12. Project Development Report		
a	Draft Project Development Report (BLR 22210).	220
b	Address IDOT, DuDOT, Tollway, and FPDDC review comments for Draft PDR	80
c	Prepare and submit Final PDR	80
		380
13. Project Management and Coordination		
a	DuDOT Monthly Status Meetings (30 mtg x 2 ppl x 3 hours includes prepare meeting summary)	180
b	Monthly Progress Reports. 30 months x 3hrs	90
c	Project Administration/Management. 30 months x 4hrs	120
		390

Total Work Hours: 9,517

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number
DuPage County	Christopher B. Burke Engineering	DuPage	23-00002-08-BT

**Exhibit C
Qualification Based Selection (QBS) Checklist**

The LPA must complete Exhibit D. If the value meets or will exceed the threshold in 50 ILCS 510, QBS requirements must be followed. Under the threshold, QBS requirements do not apply. The threshold is adjusted annually. If the value is under the threshold with federal funds being used, federal small purchase guidelines must be followed.

Form Not Applicable (engineering services less than the threshold)

Items 1-13 are required when using federal funds and QBS process is applicable. Items 14-16 are required when using State funds and the QBS process is applicable.

		No	Yes
1	Do the written QBS policies and procedures discuss the initial administration (procurement, management and administration) concerning engineering and design related consultant services?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	Do the written QBS policies and procedures follow the requirements as outlined in Section 5-5 and specifically Section 5-5.06 (e) of the BLRS Manual?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Was the scope of services for this project clearly defined?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Was public notice given for this project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If yes Due date of submittal

Method(s) used for advertisement and dates of advertisement

5	Do the written QBS policies and procedures cover conflicts of interest?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Do the written QBS policies and procedures use covered methods of verification for suspension and debarment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Do the written QBS policies and procedures discuss the methods of evaluation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project Criteria	Weighting
Technical Approach	30%
Firm Experience	25%
Staff Capabilities	30%
Work Load Capacity	10%
DBE/WBE Participation	5%

8	Do the written QBS policies and procedures discuss the method of selection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Selection committee (titles) for this project

Top three consultants ranked for this project in order

1	Christopher B. Burke Engineering, Ltd.
2	BLA, Inc.
3	V3 Companies, Ltd.

9	Was an estimated cost of engineering for this project developed in-house prior to contract negotiation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Were negotiations for this project performed in accordance with federal requirements.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11	Were acceptable costs for this project verified?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Do the written QBS policies and procedures cover review and approving for payment, before forwarding the request for reimbursement to IDOT for further review and approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13	Do the written QBS policies and procedures cover ongoing and finalizing administration of the project (monitoring, evaluation, closing-out a contract, records retention, responsibility, remedies to violations or breaches to a contract, and resolution of disputes)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Local Public Agency	Prime Consultant (Firm) Name	County	Section Number	
DuPage County	Christopher B. Burke Engineering	DuPage	23-00002-08-BT	
14	QBS according to State requirements used?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
15	Existing relationship used in lieu of QBS process?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
16	LPA is a home rule community (Exempt from QBS).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

EXHIBIT C

**DUPAGE COUNTY DIVISION OF TRANSPORTATION
Consultant Employee Rate Listing**

CONSULTANT: Christopher B. Burke Engineering, Ltd.

PROJECT: East Branch DuPage River Trail

Classification	Rate Range		Reason for Adjustment/Addition/Deletion
	Minimum	Maximum	
Principal	78.00	86.00	
Engineer VI	60.00	86.00	
Engineer V	45.00	86.00	
Engineer IV	40.00	86.00	
Engineer III	33.00	78.00	
Engineer I/II	25.00	60.00	
Survey V	60.00	86.00	
Survey IV	50.00	86.00	
Survey III	50.00	78.00	
Survey II	40.00	65.00	
Survey I	30.00	50.00	
Engineering Technician V	60.00	86.00	
Engineering Technician IV	40.00	78.00	
Engineering Technician III	24.00	65.00	
Engineering Technician I/II	15.00	40.00	
CAD Manager	50.00	80.00	
CAD Technician II	30.00	65.00	
GIS Specialist III	45.00	70.00	
Landscape Architect	45.00	75.00	

Classification	Rate Range		Reason for Adjustment/Addition/Deletion
	Minimum	Maximum	
Landscape Designer I/II	30.00	50.00	
Environmental Res Spec V	60.00	86.00	
Environmental Res Spec IV	40.00	75.00	
Environmental Res Spec III	30.00	60.00	
Environmental Res Spec I/II	25.00	45.00	
Environmental Resource Technician	30.00	50.00	
Engineering Intern	10.00	40.00	

Note: Maximum Rate shall not exceed \$86.00 per hour

Signature on File

Signature of Authorized Agent
for CONSULTANT:

Date: 10/24/2023

Sherry Sporina
Print Name

Approved By COUNTY:

Yifang Lu, Chief Highway Engineer

Date: _____

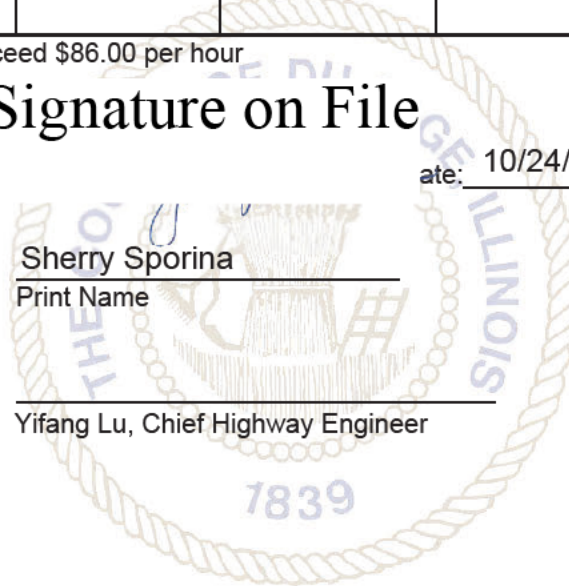


Exhibit C Notes

1. The Classification represents a position within the CONSULTANT'S operation that is filled by one or more personnel that have similar duties and responsibilities.
2. This Exhibit should include all classifications that *might be* involved with the project. This avoids your resubmittal and the need to go through the approval process again.
3. Minimum rate is the lowest rate being paid to personnel for a particular classification (rounded down to nearest \$ amount).
4. Maximum rate is the top rate being paid to personnel for a particular classification taking into account employee raises within contract period (rounded up to nearest dollar amount).
5. Revisions to Exhibit C shall be limited to adjustments requested by the CONSULTANT to the hourly rate ranges and additions or deletions to position classifications approved by the COUNTY provided the adjustment(s) do not exceed the total compensation as stated in the AGREEMENT.





Local Public Agency DuPage Division of Transportation	County DuPage	Section Number 23-00002-08-BT
Prime Consultant (Firm) Name Christopher B. Burke Engineering, Ltd.	Prepared By 	Date 4/18/2023
Consultant / Subconsultant Name Christopher B. Burke Engineering, Ltd.	Job Number 	

Note: This is name of the consultant the CECS is being completed for. This name appears at the top of each tab.

Remarks

PAYROLL ESCALATION TABLE

CONTRACT TERM	30	MONTHS	OVERHEAD RATE	126.53%
START DATE	7/1/2023		COMPLEXITY FACTOR	
RAISE DATE	1/1/2024		% OF RAISE	2.00%
END DATE	12/31/2025			

ESCALATION PER YEAR

Year	First Date	Last Date	Months	% of Contract
0	7/1/2023	1/1/2024	6	20.00%
1	1/2/2024	1/1/2025	12	40.80%
2	1/2/2025	1/1/2026	12	41.62%

Local Public Agency**County****Section Number**

DuPage Division of Transportation

DuPage

23-00002-08-BT

Consultant / Subconsultant Name**Job Number**

Christopher B. Burke Engineering, Ltd.

PAYROLL RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET FIXED RAISE

MAXIMUM PAYROLL RATE	86.00
ESCALATION FACTOR	2.42%

CLASSIFICATION	IDOT PAYROLL RATES ON FILE	CALCULATED RATE
Engineer VI	\$84.21	\$86.00
Engineer V	\$71.16	\$72.88
Engineer IV	\$58.38	\$59.79
Engineer III	\$46.57	\$47.70
Engineer I/II	\$33.60	\$34.41
Survey V	\$81.89	\$83.87
Survey IV	\$74.00	\$75.79
Survey III	\$64.75	\$66.31
Survey II	\$53.00	\$54.28
Survey I	\$37.56	\$38.47
Engineering Technician V	\$70.17	\$71.87
Engineering Technician IV	\$61.81	\$63.30
Engineering Technician III	\$38.25	\$39.17
Engineering Technician I/II	\$23.33	\$23.89
CAD Manager	\$68.83	\$70.49
CAD Technician II	\$51.81	\$53.06
GIS Specialist III	\$56.00	\$57.35
Landscape Architect	\$63.00	\$64.52
Landscape Designer I/II	\$36.50	\$37.38
Env. Resource Specialist V	\$73.70	\$75.48
Env. Resource Specialist IV	\$60.58	\$62.04
Env. Resource Specialist III	\$51.25	\$52.49
Env. Resource Specialist I/II	\$29.13	\$29.83
Env. Resource Technician	\$44.00	\$45.06
Engineering Intern	\$18.67	\$19.12

Local Public Agency	County	Section Number
DuPage Division of Transportation	DuPage	23-00002-08-BT
Consultant / Subconsultant Name		Job Number
Christopher B. Burke Engineering, Ltd.		

SUBCONSULTANTS

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

NAME	Direct Labor Total	Contribution to Prime Consultant
Testing Service Corporation		
Total	0.00	0.00

NOTE: Only subconsultants who fill out a cost estimate that splits out direct labor may be listed on this sheet.

Local Public Agency

DuPage Division of Transportation

County

DuPage

Section Number

23-00002-08-BT

Consultant / Subconsultant Name

Christopher B. Burke Engineering, Ltd.

Job Number

DIRECT COSTS WORKSHEET

List ALL direct costs required for this project. Those not listed on the form will not be eligible for reimbursement by the LPA on this project.
EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

ITEM	ALLOWABLE	QUANTITY	CONTRACT RATE	TOTAL
Lodging (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual Cost (Up to state rate maximum)			\$0.00
Lodging Taxes and Fees (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual Cost			\$0.00
Air Fare	Coach rate, actual cost, requires minimum two weeks' notice, with prior IDOT approval			\$0.00
Vehicle Mileage (per GOVERNOR'S TRAVEL CONTROL BOARD)	Up to state rate maximum	1000	\$0.66	\$655.00
Vehicle Owned or Leased	\$32.50/half day (4 hours or less) or \$65/full day	15	\$65.00	\$975.00
Vehicle Rental	Actual Cost (Up to \$55/day)			\$0.00
Tolls	Actual Cost	50	\$0.40	\$20.00
Parking	Actual Cost			\$0.00
Overtime	Premium portion (Submit supporting documentation)			\$0.00
Shift Differential	Actual Cost (Based on firm's policy)			\$0.00
Overnight Delivery/Postage/Courier Service	Actual Cost (Submit supporting documentation)	36	\$25.00	\$900.00
Copies of Deliverables/Mylars (In-house)	Actual Cost (Submit supporting documentation)			\$0.00
Copies of Deliverables/Mylars (Outside)	Actual Cost (Submit supporting documentation)	18	\$450.00	\$8,100.00
Project Specific Insurance	Actual Cost			\$0.00
Monuments (Permanent)	Actual Cost			\$0.00
Photo Processing	Actual Cost			\$0.00
2-Way Radio (Survey or Phase III Only)	Actual Cost			\$0.00
Telephone Usage (Traffic System Monitoring Only)	Actual Cost			\$0.00
CADD	Actual Cost (Max \$15/hour)			\$0.00
Web Site	Actual Cost (Submit supporting documentation)	1		\$0.00
Advertisements	Actual Cost (Submit supporting documentation)	3	\$450.00	\$1,350.00
Public Meeting Facility Rental	Actual Cost (Submit supporting documentation)			\$0.00
Public Meeting Exhibits/Renderings & Equipment	Actual Cost (Submit supporting documentation)	3	\$1,000.00	\$3,000.00
Recording Fees	Actual Cost			\$0.00
Transcriptions (specific to project)	Actual Cost			\$0.00
Courthouse Fees	Actual Cost			\$0.00
Storm Sewer Cleaning and Televising	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Traffic Control and Protection	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Aerial Photography and Mapping	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Utility Exploratory Trenching	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Testing of Soil Samples	Actual Cost			\$0.00
Lab Services	Actual Cost (Provide breakdown of each cost)			\$0.00
Equipment and/or Specialized Equipment Rental	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
*See Attached Unit Cushing Cost 2022				\$0.00
ComED Land Acquisition Application Fee		1	\$1,500.00	\$1,500.00
EDR Environmental Report		1	\$4,000.00	\$4,000.00
Traffic Counts		1	\$2,130.00	\$2,130.00
TOTAL DIRECT COSTS:				\$22,630.00

Local Public Agency

DuPage Division of Transportation

County

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Section Number

23-00002-08-BT

Consultant / Subconsultant Name

Christopher B. Burke Engineering, Ltd.

Job Number**COST ESTIMATE WORKSHEET****EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET****OVERHEAD RATE** 126.53%**COMPLEXITY FACTOR** 0

TASK	DIRECT COSTS (not included in row totals)	STAFF HOURS	PAYROLL	OVERHEAD & FRINGE BENEFITS	FIXED FEE	SERVICES BY OTHERS	TOTAL	% OF GRAND TOTAL
1. Data Collection and Compilation		120	7,005	8,863	2,312		18,180	1.21%
2. Survey		1691	98,046	124,057	32,355		254,458	16.96%
3. Alternatives Analysis and Preliminary Plans		1000	56,369	71,324	18,602		146,295	9.75%
4. Environmental Analysis and Coordination		728	43,577	55,139	14,381		113,097	7.54%
5. Drainage Analysis and Reports		1824	106,033	134,164	34,991		275,188	18.35%
6. Structural Analysis and Reports		970	61,673	78,034	20,352	47,325	207,384	13.83%
7. Traffic and Crash Analysis		128	6,362	8,049	2,099		16,510	1.10%
8. IDS and ADA Curb Ramp Details		844	43,090	54,522	14,220		111,832	7.46%
9. Public Involvement		724	42,066	53,227	13,882		109,175	7.28%
10. Agency Coordination		358	22,642	28,649	7,472		58,763	3.92%
11. Final EBDRT Proposed Improvement Plans		360	17,301	21,891	5,709		44,901	2.99%
12. Project Development Report		380	19,800	25,052	6,534		51,386	3.43%
13. Project Management and Coordination		390	27,048	34,224	8,926		70,198	4.68%
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Subconsultant DL							\$0.00	
Direct Costs Total ==>	\$0.00						\$22,630.00	1.51%
TOTALS		9517	551,012	697,195	181,835	47,325	1,499,997	100.00%

1,248,207

Local Public Agency

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Section Number

23-00002-08-BT

Consultant / Subconsultant Name

Christopher B. Burke Engineering, Ltd.

Job Number

AVERAGE HOURLY PROJECT RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

SHEET 1 OF 3

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJ. RATES			1. Data Collection and Compilation			2. Survey			3. Alternatives Analysis and Preliminary Plans			4. Environmental Analysis and Coordination			5. Drainage Analysis and Reports		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Engineer VI	86.00	574.0	6.03%	5.19	8	6.67%	5.73				80	8.00%	6.88	8	1.10%	0.95	120	6.58%	5.66
Engineer V	72.88	1,030.0	10.82%	7.89	8	6.67%	4.86				80	8.00%	5.83	8	1.10%	0.80	380	20.83%	15.18
Engineer IV	59.79	1,682.0	17.67%	10.57	32	26.67%	15.94				180	18.00%	10.76	44	6.04%	3.61	420	23.03%	13.77
Engineer III	47.70	1,696.0	17.82%	8.50	32	26.67%	12.72				180	18.00%	8.59	78	10.71%	5.11	420	23.03%	10.98
Engineer I/II	34.41	1,026.0	10.78%	3.71							180	18.00%	6.19	78	10.71%	3.69	240	13.16%	4.53
Survey V	83.87	120.0	1.26%	1.06				120	7.10%	5.95									
Survey IV	75.79	220.0	2.31%	1.75				220	13.01%	9.86									
Survey III	66.31	221.0	2.32%	1.54				221	13.07%	8.67									
Survey II	54.28	480.0	5.04%	2.74				480	28.39%	15.41									
Survey I	38.47	410.0	4.31%	1.66				410	24.25%	9.33									
Engineering Technician V	71.87	0.0																	
Engineering Technician IV	63.30	0.0																	
Engineering Technician III	39.17	0.0																	
Engineering Technician I/II	23.89	0.0																	
CAD Manager	70.49	574.0	6.03%	4.25				120	7.10%	5.00	102	10.20%	7.19				80	4.39%	3.09
CAD Technician II	53.06	672.0	7.06%	3.75				120	7.10%	3.77	100	10.00%	5.31				100	5.48%	2.91
GIS Specialist III	57.35	300.0	3.15%	1.81	40	33.33%	19.12				98	9.80%	5.62				64	3.51%	2.01
Landscape Architect	64.52	0.0																	
Landscape Designer I/II	37.38	0.0																	
Env. Resource Specialist V	75.48	112.0	1.18%	0.89										112	15.38%	11.61			
Env. Resource Specialist IV	62.04	400.0	4.20%	2.61										400	54.95%	34.09			
Env. Resource Specialist III	52.49	0.0																	
Env. Resource Specialist I/II	29.83	0.0																	
Env. Resource Technician	45.06	0.0																	
Engineering Intern	19.12	0.0																	
		0.0																	
		0.0																	
TOTALS		9517.0	100%	\$57.90	120.0	100.00%	\$58.37	1691.0	100%	\$57.98	1000.0	100%	\$56.37	728.0	100%	\$59.86	1824.0	100%	\$58.13

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Section Number

23-00002-08-BT

Consultant / Subconsultant Name

Christopher B. Burke Engineering, Ltd.

Job Number

AVERAGE HOURLY PROJECT RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

SHEET 2 OF 3

PAYROLL CLASSIFICATION	AVG HOURLY RATES	6. Structural Analysis and Reports			7. Traffic and Crash Analysis			8. IDS and ADA Curb Ramp Details			9. Public Involvement			10. Agency Coordination			11. Final EBDRT Proposed Improvement Plans		
		Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg	Hours	% Part.	Wgt'd Avg
Engineer VI	86.00	40	4.12%	3.55	8	6.25%	5.38	8	0.95%	0.82	60	8.29%	7.13	58	16.20%	13.93			
Engineer V	72.88	310	31.96%	23.29				20	2.37%	1.73	100	13.81%	10.07	80	22.35%	16.29			
Engineer IV	59.79	280	28.87%	17.26	42	32.81%	19.62	124	14.69%	8.78	180	24.86%	14.87	110	30.73%	18.37	24	6.67%	3.99
Engineer III	47.70	100	10.31%	4.92	36	28.13%	13.41	222	26.30%	12.55	180	24.86%	11.86	110	30.73%	14.65	118	32.78%	15.63
Engineer I/II	34.41				42	32.81%	11.29	222	26.30%	9.05	70	9.67%	3.33				118	32.78%	11.28
Survey V	83.87																		
Survey IV	75.79																		
Survey III	66.31																		
Survey II	54.28																		
Survey I	38.47																		
Engineering Technician V	71.87																		
Engineering Technician IV	63.30																		
Engineering Technician III	39.17																		
Engineering Technician I/II	23.89																		
CAD Manager	70.49	80	8.25%	5.81				122	14.45%	10.19	20	2.76%	1.95				50	13.89%	9.79
CAD Technician II	53.06	160	16.49%	8.75				122	14.45%	7.67	20	2.76%	1.47				50	13.89%	7.37
GIS Specialist III	57.35							4	0.47%	0.27	94	12.98%	7.45						
Landscape Architect	64.52																		
Landscape Designer I/II	37.38																		
Env. Resource Specialist V	75.48																		
Env. Resource Specialist IV	62.04																		
Env. Resource Specialist III	52.49																		
Env. Resource Specialist I/II	29.83																		
Env. Resource Technician	45.06																		
Engineering Intern	19.12																		
TOTALS		970.0	100%	\$63.58	128.0	100%	\$49.70	844.0	100%	\$51.05	724.0	100%	\$58.10	358.0	100%	\$63.25	360.0	100%	\$48.06

Local Public Agency

DuPage Division of Transportation

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Section Number

23-00002-08-BT

Consultant / Subconsultant Name

Christopher B. Burke Engineering, Ltd.

Job Number

AVERAGE HOURLY PROJECT RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

SHEET 3 OF 3

PAYROLL CLASSIFICATION	AVG HOURLY RATES	12. Project Development Report			13. Project Management and Coordination														
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg			
Engineer VI	86.00	24	6.32%	5.43	160	41.03%	35.28												
Engineer V	72.88	24	6.32%	4.60	20	5.13%	3.74												
Engineer IV	59.79	96	25.26%	15.10	150	38.46%	23.00												
Engineer III	47.70	160	42.11%	20.08	60	15.38%	7.34												
Engineer I/II	34.41	76	20.00%	6.88															
Survey V	83.87																		
Survey IV	75.79																		
Survey III	66.31																		
Survey II	54.28																		
Survey I	38.47																		
Engineering Technician V	71.87																		
Engineering Technician IV	63.30																		
Engineering Technician III	39.17																		
Engineering Technician I/II	23.89																		
CAD Manager	70.49																		
CAD Technician II	53.06																		
GIS Specialist III	57.35																		
Landscape Architect	64.52																		
Landscape Designer I/II	37.38																		
Env. Resource Specialist V	75.48																		
Env. Resource Specialist IV	62.04																		
Env. Resource Specialist III	52.49																		
Env. Resource Specialist I/II	29.83																		
Env. Resource Technician	45.06																		
Engineering Intern	19.12																		
TOTALS		380.0	100%	\$52.10	390.0	100%	\$69.35	0.0	0%	\$0.00	0.0	0%	\$0.00	0.0	0%	\$0.00	0.0	0%	\$0.00

UNIT CUSHING COSTS 2022

Unit Number	Unit Name	Billing Rate
	111 8.5 x 11 RIPd Color Laser Copies Fierys	0.6
	117 11 x 17 RIPd Color Laser Copies Fierys	0.7
	121 Scanned Color Images-Printed on Bond	6
	122 Additional Prints of Original	6
	151 Premium Color Poster	4
	155 Operator Required-Processing Charge	25
	157 Small Format Color Scan to PDF	1.4
400W	400 8.5 x 11 B/W Impressions	0.07
	8.5 x 11 B/W Impressions (Walk Up)	0.07
	403 8.5 x 11 Color Paper Stock	0.1
	404 8.5 x 11 Card Stock	0.12
	405 8.5 x 11 Sticky Back	1
	409 Clear 4 Mil Mylar Cover	0.5
	411 Variable Magnification	0.5
	413 8.5 x 11 Monochrome Scan	0.075
413-1	11 x 17 Monochrome Scan	0.075
	414 8.5 x 14 B/W Impressions	0.12
	416 11 x 17 Clear 4 Mil Mylar Cover	1
	417 11 x 17 B/W Impressions	0.12
417W	11 x 17 B/W Impressions (Walk Up)	0.09
	418 11 x 17 Card Stock	0.19
	419 11 x 17 Colored Paper	0.16
	420 1/4" Plastic Comb Binding	1.4
	421 3/8" Plastic Comb Binding	1.6
	422 1/2" Plastic Comb Binding	2.4
	423 5/8" Plastic Comb Binding	2.5
	424 3/4" Plastic Comb Binding	2.75
	425 7/8" Plastic Comb Binding	2.9
	426 1" Plastic Comb Binding	3.05
	427 1-1/8" Plastic Comb Binding	3.55
	428 1-1/4" Plastic Comb Binding	3.85
	429 1-1/2" Plastic Comb Binding	4
	430 1-3/4" Plastic Comb Binding	4.5
	431 2" Plastic Comb Binding	4.7
	438 Stapling	0.05
444-1	444 Misc. Charges	1.25
	Plastic Jackets	1.25
	455 Imaging on Tabs	0.15
	456 Tab Card Stock	0.75
	470 Handwork	45
	472 Fan Folding 11x17 to 8 5x11	0.03
	473 Inserting	0.04
	474 Drilling-Standard 2 or 3 Holes	2.5
	500 8.5 x 11 Color Laser Copy	0.55
502-1	502 8.5 x 11 Small Format Color Scan	0.075
	11 x 17 Small Format Color Scan	0.075
	514 8.5 x 14 Color Laser Copies, Double-Side	1.5
	517 11 x 17 Color Laser Copy	0.95
	580 Mounting on 3/16" Foamcore	3.45
	73 Overtime	50
	777777 8.5 x 11 Paper per Case or Package	
800H	800 Digital Bond Prints/Plots	0.18
	Half Size Bond Prints/Plots	0.18
	802 Scan Setup	2
	815 Bond Enlarge/Reduce	1.15
	822 Scan to File	2
	850 Large Document Vellum Prints	0.4
	870 Handwork	45
	872 Folding	0.05
	885 Mylar Reproduction	1.75
900H	900 Digital Bond Prints/Plots	0.18
	Half Size Bond Prints/Plots	0.18
	905 Color Inkjet Plots	4
905-0	EGG (Engineering Grade) plots	1.35
905-2	EGG Scans	6
	910 Mylar Prints/Plots	1.75
	924 Burn CD	12
	925 File Conversion Processing	0.75
	926 DVD Burn	15
	950 Vellum Plots	1.25



TESTING SERVICE CORPORATION

Corporate Office

360 South Main Place, Carol Stream, IL 60188-2404
Phone 630.462.2600

March 14, 2023

Mr. Majid Mobasseri, PhD, SE, PE
Christopher B. Burke Engineering, Ltd.
9575 West Higgins Road Suite 600
Rosemont, IL 60018-4920

RE: P.N. 65,107A
Geotechnical Exploration
East Branch of DuPage River Trail Project
Roosevelt Road to Illinois Prairie Path
Glen Ellyn, Illinois

Dear Mr. Mobasseri:

Testing Service Corporation (TSC) is pleased to submit this proposal to provide Geotechnical Engineering Services for the above-captioned project. Our revised proposal responds to your latest email dated March 2, 2023, and a subsequent phone conversation. The objectives of the Geotechnical Study are to explore soil conditions and provide recommendations for foundations in connection with the design of a proposed pedestrian bridge, a new culvert, three culvert extensions and new retaining walls in association with the East Branch of DuPage River Trail Project.

Project Description:

Our understanding of the proposed construction are as follows:

- Pedestrian Bridge (about 200' long) situated between the East Branch of the DuPage River and the East Branch Riverway Forest Preserve, lying about ¼ mile north of IL-38 and about 600 feet west of I-355.
- IL-53 underpass with retaining walls which will extend about 400 to 600ft.
- An IDOT permit will be required to drill within the IL-53 right-of-way.
- New culvert (for path crossing) on the NWC of IL-53 and I-355.
- Culvert extension (10'x6' RCBC) along I-355 approximately west of Wilson Road.
- Culvert extension (24" to 36" in size) along I-355 approximately west of Harrison Road.
- Culvert extension (24" to 36 in size) along I-355 approximately west of Madison Street.
- A Tollway permit will be required to drill the culverts within the I-355 right-of-way.

If the location of the proposed structure is changed, TSC should be promptly contacted to determine the relevance of our proposed boring program to the new project configuration.

Boring Program:

As requested, a total of thirteen (13) soil borings are to be drilled as part of our Geotechnical Exploration. The soil borings are to be extended to 30 to 75 feet below existing grade. Total drilling footage on this basis is estimated to be about 460 lineal feet. Structure Borings deeper than 30 feet in depth are to be backfilled with cement/bentonite grout.

For the purposes of this proposal, we have assumed that the boring locations will be accessible to conventional drilling equipment (a conventional truck or All-Terrain Vehicle (ATV) mounted drill). In this regard, they should not be located in standing water, within wooded or landscaped areas, or on steeply sloping ground. No provisions have been made for tree/brush clearing or other obstruction removal should borehole access be impeded. Landscape restoration or crop damage (if required) is also not included in the project budget.

TSC will utilize personnel who are trained in layout procedures to stake the borings in the field. Ground surface elevations for each borehole will be determined by GPS using a Trimble R8s GNSS receiver. Utility clearance for the borings will be obtained by contacting JULIE (Joint Utility Locating Information for Excavators). Secondary and /or private underground utility lines will have to be marked by the property owner or their agents; a private locator can be hired (at an added cost) if necessary.

Soil samples will be obtained by standard split-spoon (ASTM D 1586) methods at each structure boring location in accordance with IDOT procedures. Special circumstances (trees, slopes, power lines, etc.) may dictate the use of a small drill rig where soil samples will be obtained by geo-probe methods. Sampling will be performed at 2½-foot intervals for the first 20 to 30 feet and not exceed 5-foot intervals below this level unless unforeseen circumstances present themselves. A representative portion of the split-spoon samples will be placed in a glass jar with a screw-type lid for transportation to our laboratory. Groundwater observations will also be made during and following the completion of drilling operations, with any boreholes in pavement areas to be backfilled immediately and patched at the surface.

TSC will attempt to minimize damage or ground disturbance (rutting, etc.) with the drill rig. However, ground disturbance is inevitable and should be expected if work is performed while the ground is soft.

Assumptions for Permits:

Six (6) soil borings will likely be located within the Illinois Route 53 (IL-53) right-of-way. IL Route 53 is under IDOT jurisdiction and will require an IDOT permit to perform the fieldwork at these locations. Five (5) soil borings will likely be located within the Illinois Tollway right-of-way. Therefore, a Tollway permit will be required to perform the fieldwork at these locations. It has been our experience that it may take at least 6 to 8 weeks or more to get the permit from IDOT and/or the Tollway.

It is understood that the retaining wall borings along IL-53 may also be located within the ComEd Right-of-Way. A ComEd ROW right-of-way permit will also be needed to drill these borings. It should be noted ComEd does not allow borings to be drilled within any wetland areas. Therefore, depending on the proposed boring locations and the wetland limits, it may not be possible to drill some of the borings for the retaining wall along IL-53.

Traffic Control:

It is anticipated that the shoulder and/or one traffic lane will have to be temporarily blocked for some of the borings along IL-53 using professional traffic control with flagmen or specific traffic control measures. This proposal includes a provision for shoulder/lane closures by a professional traffic control firm. If it is determined that traffic control is not needed you will not be charged for this service. Unit rates are included if professional traffic control is deemed necessary at other locations.

Please note that our cost estimate for this project is based on the assumption that TSC will be able to perform all borings and cores during weekdays (Monday through Friday) beginning no later than 8:00 AM and ending no sooner than 3:00 PM. A cost supplement to this proposal may be required if IDOT imposes restricted hours (nights or weekends) to complete any of this work.

Laboratory Testing:

Samples obtained from the borings will be examined by experienced laboratory personnel in order to verify field descriptions as well as to visually classify in accordance with the Unified and AASHTO Soil Classification Systems as well as the Illinois Division of Highway (IDH) Textural Classification Chart.

Laboratory testing will include moisture content determinations, as well as unconfined compressive strength (Qu) on cohesive soils using a proving ring tester, approved by IDOT. An estimate of unconfined compressive strength using a calibrated pocket penetrometer (Qp) will be obtained on cohesive samples when unconfined compressive strength (Qu) is not possible. Dry unit weight tests will also run on specimens of clay fill. Other tests deemed to be necessary by TSC's Project Engineer may also be recommended for your approval.

Engineering Report:

A separate Structural Geotechnical Report (SGR) will be prepared for each structure upon completion of field and laboratory testing, to include typed boring logs and a boring location plans. The report will address anticipated soil and groundwater conditions impacting site development, based on the information obtained from the borings. It will also provide recommendations to guide design and specification preparation pertaining to the bridge structure foundations and other geotechnical issues that may need to be addressed. These may include the following:

- General earthwork and construction considerations.
- Remedial work and/or treatment of unstable or unsuitable soil types.
- Fill placement and compaction requirements for foundations and retaining walls.
- Foundation type, capacity and depth/elevation.
- Anticipation and management of groundwater.
- Profile Sheets are not part of the scope of work.

Fees and Scope:

In accordance with the Cost Estimates (1 - 3) attached, TSC is proposing the following budget amounts to provide the Geotechnical Exploration outlined above.

Cost Estimate No.	Structure (s)	General Location	Budget Amount
1	Pedestrian Bridge (200lf)	between EB of DuPage River and EB Riverway Forest Preserve	\$ 11,675.00
2	Retaining Walls along IL-53	Either on the SEC or NWC of IL-53 and EB DuPage River	\$ 23,250.00
3	New Culvert and Culvert Extensions	NWC IL-53 and I-355, west of Wilson Road, west of Harrison Road & west of Maddison Road	\$ 12,400.00
Total Cost Estimate:			\$ 47,325.00

Our proposal is based on the understanding that: the boring locations are accessible to a conventional truck or All-Terrain Vehicle (ATV) mounted drill; none of the borings will be located in standing water, in wooded or landscaped areas or on steeply slopping ground; and that the work can be performed during standard business hours. Our fee is further subject to this proposal being accepted by you on or before December 31, 2023.

The Illinois Department of Labor (IDOL) has taken the position that Soil Testing is a covered activity under the Illinois Prevailing Wage Act (IPWA). TSC must be notified if this project is to be funded in part or total by state or local government sources, for which it would be subject to IPWA requirements. The unit prices provided in the attached fee schedule are meant to comply with the IPWA.

Should the study reveal unexpected subsurface conditions requiring a change in the scope of work, you will be contacted before we proceed with any additional work. Our invoice would then be based on our standard unit rates given in the attached Cost Estimate or as otherwise agreed upon. While our quoted fee does not include earthwork, excavation, and/or footing observations during the construction phase, the project budget should include a provision for these services. Plan review, preconstruction meetings and/or other consulting and professional services that are provided subsequent to the delivery of TSC's report would be covered by a separate invoice.

TSC's geotechnical investigation does not include services required to evaluate the likelihood of the site being contaminated by hazardous materials or other pollutants. Analytical testing which would be required in connection with IEPA Form LPC-663, Uncontaminated Soil Certification is also not included. Should environmental and/or analytical testing be desired, please contact the undersigned for additional details and/or associated costs.

Closure:

The geotechnical engineering services being performed are subject to TSC's attached General Conditions (as modified for CBBEL). TSC charges include all state and federal taxes that may be required. However, unless stated otherwise they do not include license, permit or bond fees that local governments may impose if any are to potentially be added to our invoice. The invoice will be sent to the following unless written instructions to the contrary are received:

Mr. Majid Mobasseri, PhD, SE, PE
Christopher B. Burke Engineering, Ltd.
9575 West Higgins Road Suite 600
Rosemont, IL 60018-4920
Tel: (847) 823-0500
Email: mmobasseri@cbbel.com

If this proposal meets with your approval, please indicate your acceptance by signing one copy and returning it to our Carol Stream, Illinois office. It would be helpful if you could also complete the attached Project Data form indicating who is to receive copies of TSC's report and other related information.

Your consideration of our proposal is appreciated. We look forward to being of service to you on this project.

Respectfully submitted,

TESTING SERVICE CORPORATION

Signature on File

Timothy R. Peceniak, P.E.
Geotechnical Engineer

Enc: Cost Estimate
General Conditions (as modified for CBBEL)
Project Data Sheet

CC: Emily T. Anderson, PE, CFM (eanderson@cbbel.com)

Approved and accepted for _____ by:

(NAME)

(TITLE)

(DATE)

COST ESTIMATE 1
 Proposed Pedestrian Bridge
 between EB of DuPage River and EB Riverway Forest Preserve
 Glen Ellyn, Illinois

2 borings - 75' deep = 150lf

ITEM	UNITS	QTY	RATE	COST
STAKING AND UTILITY CLEARANCE				
1.1	Layout Person to Mark Boring Locations, Obtain Surface Elevations and/or Arrange for Clearance of Underground Utilities	Hour	3. 0	110.00 \$ 330.00
1.2	Private Locator to Mark Private and/or Interior Underground Utility Lines	Cost + 10%	0	750.00 \$ 0.00
DRILLING AND SAMPLING				
2.1	Drill Mounted on Truck and Two Person Crew (Portal to Portal)	Day	2	4,000.00 \$ 8,000.00
2.2	Backfill Structure Borings with a Bentonite / Cement Based Grout or Backfill with Bentonite Chips	Foot	150.0	5.50 \$ 825.00
LABORATORY TESTING				
3.1	Examine Samples to Describe by Textural System and Classify Using the Unified Soil Classification System	Each	42	4.00 \$ 168.00
3.2	Water Content Determination (Includes Pocket Penetrometer Reading on Cohesive Samples)	Each	40	8.00 \$ 320.00
3.3	Unconfined Compressive Strength of Cohesive Soils (or Torvane Shear Strength Measurement)	Each	25	16.00 \$ 400.00
3.4	Dry Unit Weight Determination	Each	3	8.00 \$ 24.00
ENGINEERING SERVICES				
4.1	Prepare Geotechnical Report with Boring Logs and Location Plan	Hour	10.0	150.00 \$ 1,500.00
4.2	Prepare Geotechnical Location Plan	Hour	1. 0	110.00 \$ 110.00
4.3	Senior Engineer to Consult or Attend Project Meetings	Hour	0. 0	200.00 \$ 0.00
ESTIMATED TOTAL:				\$ 11,677.00
RECOMMENDED BUDGET:				\$ 11,675.00

COST ESTIMATE 2
 Retaining Walls
 Along IL-53 and west of I-355
 Glen Ellyn, Illinois

3 borings - 50' deep = 150lf
 3 borings - 30' deep = 90 lf

ITEM	UNITS	QTY	RATE	COST
STAKING AND UTILITY CLEARANCE				
1.1	Layout Person to Mark Boring Locations, Obtain Surface Elevations and/or Arrange for Clearance of Underground Utilities	Hour	3.0	110.00 \$ 330.00
PERMITS				
2.1	IDOT Permit, Bond and Other Direct Charges	Cost	1	1,000.00 \$ 1,000.00
2.2	Engineer to Prepare and Submit Permit	Lump Sum	1	450.00 \$ 450.00
2.3	Engineer to Prepare and Submit ComEd Right-of-Way Permit	Hour	4	150.00 \$ 600.00
DRILLING AND SAMPLING				
3.1	Drill Mounted on Truck and Two Person Crew (Portal to Portal)	Day	3	4,000.00 \$ 12,000.00
3.2	Backfill Structure Borings with a Bentonite / Cement Based Grout or Backfill with Bentonite Chips	Foot	240.0	5.50 \$ 1,320.00
TRAFFIC CONTROL (for Soil Borings and Pavement Cores)				
4.1	2-Man Flagging Crew, Regular Time (Portal to Portal)	Hour	8.0	300.00 \$ 2,400.00
4.2	2-Man Flagging Crew, Overtime	Hour	2.0	350.00 \$ 700.00
LABORATORY TESTING				
5.1	Examine Samples to Describe by Textural System and Classify Using the Unified Soil Classification System	Each	72	4.00 \$ 288.00
5.2	Water Content Determination (Includes Pocket Penetrometer Reading on Cohesive Samples)	Each	45	8.00 \$ 360.00
5.3	Unconfined Compressive Strength of Cohesive Soils (or Torvane Shear Strength Measurement)	Each	30	16.00 \$ 480.00
5.4	Dry Unit Weight Determination	Each	15	8.00 \$ 120.00
ENGINEERING SERVICES				
6.1	Prepare Geotechnical Report with Boring Logs and Location Plan	Hour	16.0	150.00 \$ 2,400.00
6.2	Prepare Geotechnical Location Plan	Hour	2.0	110.00 \$ 220.00
6.3	Geotechnical Engineer to Run Slope Stability Analyses	Hour	4.0	150.00 \$ 600.00
ESTIMATED TOTAL:				\$ 23,268.00
RECOMMENDED BUDGET:				\$ 23,250.00

COST ESTIMATE 3

New Culvert NEC IL-53 & I-355
 Culvert Extension - Wilson Road
 Culvert Extension - Harrison Road
 Culvert Extension - Madison Street
 Glen Ellyn/Lombard, Illinois

5 borings - 30' deep = 150lf

ITEM	UNITS	QTY	RATE	COST	
STAKING AND UTILITY CLEARANCE					
1.1	Layout Person to Mark Boring Locations, Obtain Surface Elevations and/or Arrange for Clearance of Underground Utilities	Hour	5.0	110.00	\$ 550.00
PERMITS					
2.1	Tollway Permit, Bond and Other Direct Charges	Cost	1	Est. 500.00	\$ 500.00
2.2	Engineer to Prepare and Submit Tollway Permit	Lump Sum	1	450.00	\$ 450.00
DRILLING AND SAMPLING					
3.1	Drill Mounted on Truck and Two Person Crew (Portal to Portal)	Day	2	4,000.00	\$ 8,000.00
LABORATORY TESTING					
4.1	Examine Samples to Describe by Textural System and Classify Using the Unified Soil Classification System	Each	50	4.00	\$ 200.00
4.2	Water Content Determination (Includes Pocket Penetrometer Reading on Cohesive Samples)	Each	35	8.00	\$ 280.00
4.3	Unconfined Compressive Strength of Cohesive Soils (or Torvane Shear Strength Measurement)	Each	25	16.00	\$ 400.00
4.4	Dry Unit Weight Determination	Each	2	8.00	\$ 16.00
ENGINEERING SERVICES					
5.1	Prepare Geotechnical Report with Boring Logs and Location Plan	Hour	12.0	150.00	\$ 1,800.00
5.2	Prepare Geotechnical Location Plan	Hour	2.0	110.00	\$ 220.00
5.3	Senior Engineer to Consult or Attend Project Meetings	Hour	0.0	200.00	\$ 0.00
ESTIMATED TOTAL:					\$ 12,416.00
RECOMMENDED BUDGET:					\$ 12,400.00



TESTING SERVICE CORPORATION

GENERAL CONDITIONS Geotechnical and Construction Services

1. PARTIES AND SCOPE OF WORK: If Client is ordering the services on behalf of another, Client represents and warrants that Client is the duly authorized agent of said party for the purpose of ordering and directing said services, and in such case the term "Client" shall also include the principal for whom the services are being performed. Prices quoted and charged by TSC for its services are predicated on the conditions and the allocations of risks and obligations expressed in these General Conditions. Unless otherwise stated in writing, Client assumes sole responsibility for determining whether the quantity and the nature of the services ordered by Client are adequate and sufficient for Client's intended purpose. Unless otherwise expressly assumed in writing, TSC's services are provided exclusively for client. TSC shall have no duty or obligation other than those duties and obligations expressly set forth in this Agreement. TSC shall have no duty to any third party. Client shall communicate these General Conditions to each and every party to whom the Client transmits any report prepared by TSC. Ordering services from TSC shall constitute acceptance of TSC's proposal and these General Conditions.

2. SCHEDULING OF SERVICES: The services set forth in this Agreement will be accomplished in a timely and workmanlike manner. If TSC is required to delay any part of its services to accommodate the requests or requirements of Client, regulatory agencies, or third parties, or due to any cause beyond its reasonable control, Client agrees to pay such additional charges, if any, as may be applicable.

3. ACCESS TO SITE: TSC shall take reasonable measures and precautions to minimize damage to the site and any improvements located thereon as a result of its services or the use of its equipment; however, TSC has not included in its fee the cost of restoration of damage which may occur. If Client desires or requires TSC to restore the site to its former condition, TSC will, upon written request, perform such additional work as is necessary to do so and Client agrees to pay to TSC the cost thereof plus TSC's normal markup for overhead and profit.

4. CLIENT'S DUTY TO NOTIFY ENGINEER: Client represents and warrants that Client has advised TSC of any known or suspected hazardous materials, utility lines and underground structures at any site at which TSC is to perform services under this Agreement. Unless otherwise agreed in writing, TSC's responsibility with respect to underground utility locations is to contact the Illinois Joint Utility Locating Information for Excavators for the location of public, but not private, utilities.

5. DISCOVERY OF POLLUTANTS: TSC's services shall not include investigation for hazardous materials as defined by the Resource Conservation Recovery Act, 42 U.S.C. § 6901, et, seq., as amended ("RCRA") or by any state or Federal statute or regulation. In the event that hazardous materials are discovered and identified by TSC, TSC's sole duty shall be to notify Client.

6. MONITORING: If this Agreement includes testing construction materials or observing any aspect of construction of improvements, Client's construction personnel will verify that the pad is properly located and sized to meet Client's projected building loads. Client shall cause all tests and inspections of the site, materials and work to be timely and properly performed in accordance with the plans, specifications, contract documents, and TSC's recommendations. No claims for loss, damage or injury shall be brought against TSC unless all tests and inspections have been so performed and unless TSC's recommendations have been followed.

TSC's services shall not include determining or implementing the means, methods, techniques or procedures of work done by the contractor(s) being monitored or whose work is being tested. TSC's services shall not include the authority to accept or reject work or to in any manner supervise the work of any contractor. TSC's services or failure to

perform same shall not in any way operate or excuse any contractor from the performance of its work in accordance with its contract. "Contractor" as used herein shall include subcontractors, suppliers, architects, engineers and construction managers.

Information obtained from borings, observations and analyses of sample materials shall be reported in formats considered appropriate by TSC unless directed otherwise by Client. Such information is considered evidence, but any inference or conclusion based thereon is, necessarily, an opinion also based on engineering judgment and shall not be construed as a representation of fact. Subsurface conditions may not be uniform throughout an entire site and ground water levels may fluctuate due to climatic and other variations. Construction materials may vary from the samples taken. Unless otherwise agreed in writing, the procedures employed by TSC are not designed to detect intentional concealment or misrepresentation of facts by others.

7. DOCUMENTS AND SAMPLES: Client is granted an exclusive license to use findings and reports prepared and issued by TSC and any sub-consultants pursuant to this Agreement for the purpose set forth in TSC's proposal provided that TSC has received payment in full for its services. TSC and, if applicable, its sub-consultant, retain all copyright and ownership interests in the reports, boring logs, maps, field data, field notes, laboratory test data and similar documents, and the ownership and freedom to use all data generated by it for any purpose. Unless otherwise agreed in writing, test specimens or samples will be disposed immediately upon completion of the test. All drilling samples or specimens will be disposed sixty (60) days after submission of TSC's report.

8. TERMINATION: TSC's obligation to provide services may be terminated by either party upon (7) seven days prior written notice. In the event of termination of TSC's services, TSC shall be compensated by Client for all services performed up to and including the termination date, including reimbursable expenses. The terms and conditions of these General Conditions shall survive the termination of TSC's obligation to provide services.

9. PAYMENT: Client shall be invoiced periodically for services performed. ~~Client agrees to pay each invoice within thirty (30) days of its receipt. Client further agrees to pay interest on all amounts invoiced and not paid or objected to in writing for valid cause within sixty (60) days at the rate of twelve (12%) per annum (or the maximum interest rate permitted by applicable law, whichever is the lesser) until paid and TSC's costs of collection of such accounts, including court costs and reasonable attorney's fees.~~ **JTB**

10. WARRANTY: TSC's professional services will be performed, its findings obtained and its reports prepared in accordance with these General Conditions and with generally accepted principles and practices. In performing its professional services, TSC will use that degree of care and skill ordinarily exercised under similar circumstances by members of its profession. In performing physical work in pursuit of its professional services, TSC will use that degree of care and skill ordinarily used under similar circumstances. This warranty is in lieu of all other warranties or representations, either express or implied. Statements made in TSC reports are opinions based upon engineering judgment and are not to be construed as representations of fact.

~~Should TSC or any of its employees be found to have been negligent in performing professional services or to have made and breached any express or implied warranty, representation or contract, Client, all parties claiming through Client and all parties claiming to have in any way relied upon TSC's services or work agree that the maximum aggregate amount of damages for which TSC, its officers, employees and agents shall be liable is limited to \$50,000 or the total amount of the fee paid to TSC for its services performed with respect to the project, whichever amount is greater.~~ **JTB**

~~In the event Client is unwilling or unable to limit the damages for which TSC may be liable in accordance with the provisions set forth in the preceding paragraph, upon written request of Client received within five days of Client's acceptance of TSC's proposal together with payment of an additional fee in the amount of 5% of TSC's estimated cost for its services (to be adjusted to 5% of the amount actually billed by TSC for its services on the project at time of completion), the limit on damages shall be increased to \$500,000 or the amount of TSC's fee, whichever is the greater. This charge is not to be construed as being a charge for insurance of any type, but is increased consideration for the exposure to an award of greater damages.~~ **JTB**

11. INDEMNITY: Subject to the provisions set forth herein, TSC and Client hereby agree to indemnify and hold harmless each other and their respective shareholders, directors, officers, partners, employees, agents, subsidiaries and division (and each of their heirs, successors, and assigns) from any and all claims, demands, liabilities, suits, causes of action, judgments, costs and expenses, including reasonable attorneys' fees, arising, or allegedly arising, from personal injury, including death, property damage, including loss of use thereof, due in any manner to the negligence of either of them or their agents or employees or independent contractors. In the event both TSC and Client are found to be negligent or at fault, then any liability shall be apportioned between them pursuant to their pro rata share of negligence or fault. TSC and Client further agree that their liability to any third party shall, to the extent permitted by law, be several and not joint. The liability of TSC under this provision shall not exceed the policy limits of insurance carried by TSC. Neither TSC nor Client shall be bound under this indemnity agreement to liability determined in a proceeding in which it did not participate represented by its own independent counsel. The indemnities provided hereunder shall not terminate upon the termination or expiration of this Agreement, but may be modified to the extent of any waiver of subrogation agreed to by TSC and paid for by Client.

12. SUBPOENAS: TSC's employees shall not be retained as expert witnesses except by separate, written agreement. Client agrees to pay TSC pursuant to TSC's then current fee schedule for any TSC employee(s) subpoenaed by any party as an occurrence witness as a result of TSC's services.

13. OTHER AGREEMENTS: TSC shall not be bound by any provision or agreement (i) requiring or providing for arbitration of disputes or controversies arising out of this Agreement or its performance, (ii) wherein TSC waives any rights to a mechanics lien or surety bond claim; (iii) that conditions TSC's right to receive payment for its services upon payment to Client by any third party or (iv) that requires TSC to indemnify any party beyond its own negligence. These General Conditions are notice, where required, that TSC shall file a lien whenever necessary to collect past due amounts. This Agreement contains the entire understanding between the parties. Unless expressly accepted by TSC in writing prior to delivery of TSC's services, Client shall not add any conditions or impose conditions which are in conflict with those contained herein, and no such additional or conflicting terms shall be binding upon TSC. The unenforceability or invalidity of any provision or provisions shall not render any other provision or provisions unenforceable or invalid. This Agreement shall be construed and enforced in accordance with the laws of the State of Illinois. In the event of a dispute arising out of or relating to the performance of this Agreement, the breach thereof or TSC's services, the parties agree to try in good faith to settle the dispute by mediation under the Construction Industry Mediation Rules of the American Arbitration Association as a condition precedent to filing any demand for arbitration, or any petition or complaint with any court. Paragraph headings are for convenience only and shall not be construed as limiting the meaning of the provisions contained in these General Conditions.



TESTING SERVICE CORPORATION

General Information: _____

Project Name: _____

Project Address: _____

City/State/Zip: _____

County: _____

Project Manager: _____

Email: _____

Telephone: _____

Site Contact: _____

Email: _____

Telephone: _____

Send Invoice to: _____

Purchase Order Number: _____

Attention: _____

Company: _____

Address: _____

City/State/Zip: _____

Email: _____

Telephone: _____

Cell Phone: _____

If waivers are required, please provide the Owner's name here _____

IMPORTANT NOTES: _____

Completed by: _____

Signature: _____

Name: _____

Date: _____

Distribute Reports as Follows:

Name: _____

Company: _____

Address: _____

City/State/Zip: _____

Email: _____

Telephone: _____

Cell Phone: _____

Name: _____

Company: _____

Address: _____

City/State/Zip: _____

Email: _____

Telephone: _____

Name: _____

Company: _____

Address: _____

City/State/Zip: _____

Email: _____

Telephone: _____

Name: _____

Company: _____

Address: _____

City/State/Zip: _____

Email: _____

Telephone: _____



Local Public Agency DuPage Division of Transportation	County DuPage	Section Number 23-00002-08-BT
Prime Consultant (Firm) Name Christopher B. Burke Engineering, Ltd.	Prepared By Timothy Peceniak	Date 4/18/2023
Consultant / Subconsultant Name Testing Service Corporation	Job Number 	

Note: This is name of the consultant the CECS is being completed for. This name appears at the top of each tab.

Remarks

PAYROLL ESCALATION TABLE

CONTRACT TERM	30	MONTHS	OVERHEAD RATE	161.81%
START DATE	7/1/2023		COMPLEXITY FACTOR	0
RAISE DATE	1/1/2024		% OF RAISE	2.00%
END DATE	12/31/2025			

ESCALATION PER YEAR

Year	First Date	Last Date	Months	% of Contract
0	7/1/2023	1/1/2024	6	20.00%
1	1/2/2024	1/1/2025	12	40.80%
2	1/2/2025	1/1/2026	12	41.62%

The total escalation = 2.42%

Local Public Agency	County	Section Number
DuPage Division of Transportation	DuPage	23-00002-08-BT
Consultant / Subconsultant Name		Job Number
Testing Service Corporation		

PAYROLL RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET FIXED RAISE

MAXIMUM PAYROLL RATE	86.00
ESCALATION FACTOR	2.42%

CLASSIFICATION	IDOT PAYROLL RATES ON FILE	CALCULATED RATE
Senior Engineer	\$52.03	\$53.29
Staking & Utility Clearance	\$42.31	\$43.33
CADD Technician	\$23.00	\$23.56
Administrative Assistant	\$23.68	\$24.25
Drilling Crew (Regular Time)	\$45.03	\$46.12
Drilling Crew (Over Time) x1.5	\$67.55	\$69.18

Local Public Agency

DuPage Division of Transportation

County

DuPage

Section Number

23-00002-08-BT

Consultant / Subconsultant Name

Testing Service Corporation

Job Number

DIRECT COSTS WORKSHEET

List ALL direct costs required for this project. Those not listed on the form will not be eligible for reimbursement by the LPA on this project.
EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

ITEM	ALLOWABLE	QUANTITY	CONTRACT RATE	TOTAL
Lodging (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual Cost (Up to state rate maximum)			\$0.00
Lodging Taxes and Fees (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual Cost			\$0.00
Air Fare	Coach rate, actual cost, requires minimum two weeks' notice, with prior IDOT approval			\$0.00
Vehicle Mileage (per GOVERNOR'S TRAVEL CONTROL BOARD)	Up to state rate maximum	86	\$0.65	\$55.90
Vehicle Owned or Leased	\$32.50/half day (4 hours or less) or \$65/full day	7	\$65.00	\$455.00
Vehicle Rental	Actual Cost (Up to \$55/day)			\$0.00
Tolls	Actual Cost			\$0.00
Parking	Actual Cost			\$0.00
Overtime	Premium portion (Submit supporting documentation)			\$0.00
Shift Differential	Actual Cost (Based on firm's policy)			\$0.00
Overnight Delivery/Postage/Courier Service	Actual Cost (Submit supporting documentation)			\$0.00
Copies of Deliverables/Mylars (In-house)	Actual Cost (Submit supporting documentation)			\$0.00
Copies of Deliverables/Mylars (Outside)	Actual Cost (Submit supporting documentation)			\$0.00
Project Specific Insurance	Actual Cost			\$0.00
Monuments (Permanent)	Actual Cost			\$0.00
Photo Processing	Actual Cost			\$0.00
2-Way Radio (Survey or Phase III Only)	Actual Cost			\$0.00
Telephone Usage (Traffic System Monitoring Only)	Actual Cost			\$0.00
CADD	Actual Cost (Max \$15/hour)			\$0.00
Web Site	Actual Cost (Submit supporting documentation)			\$0.00
Advertisements	Actual Cost (Submit supporting documentation)			\$0.00
Public Meeting Facility Rental	Actual Cost (Submit supporting documentation)			\$0.00
Public Meeting Exhibits/Renderings & Equipment	Actual Cost (Submit supporting documentation)			\$0.00
Recording Fees	Actual Cost			\$0.00
Transcriptions (specific to project)	Actual Cost			\$0.00
Courthouse Fees	Actual Cost			\$0.00
Storm Sewer Cleaning and Televising	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Traffic Control and Protection	Actual Cost (Requires 2-3 quotes with IDOT approval)	10	\$310.00	\$3,100.00
Aerial Photography and Mapping	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Utliity Exploratory Trenching	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Testing of Soil Samples	Actual Cost	122	\$9.30	\$1,134.60
Lab Services	Actual Cost (Provide breakdown of each cost)			\$0.00
Equipment and/or Specialized Equipment Rental	Actual Cost (Requires 2-3 quotes with IDOT approval)			\$0.00
Drill Mounted on Truck or ATV Rig	Mobilization and Demobilization	14	\$500.00	\$7,000.00
Backfill Boreholes	Bentonite or Cement Cased Grout or Bentonite Chips	390	\$5.50	\$2,145.00
IDOT Permit	Bond and Other Direct Charges	1	\$1,000.00	\$1,000.00
Tollway Permit	Bond and Other Direct Charges	1	\$500.00	\$500.00
Testing of Soil Samples	Description and Water Content	42	\$12.00	\$504.00
Testing of Soil Samples	Unconfined Compressive Strength	75	\$16.00	\$1,200.00
Testing of Soil Samples	Dry Unit Weights	1	\$8.50	\$8.50
TOTAL DIRECT COSTS:				\$17,103.00

Local Public Agency
 DuPage Division of Transportation

County
 DuPage

Section Number
 23-00002-08-BT

Consultant / Subconsultant Name
 Testing Service Corporation

Job Number

COST ESTIMATE WORKSHEET

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

OVERHEAD RATE 161.81%

COMPLEXITY FACTOR 0

TASK	DIRECT COSTS (not included in row totals)	STAFF HOURS	PAYROLL	OVERHEAD & FRINGE BENEFITS	FIXED FEE	SERVICES BY OTHERS	TOTAL	% OF GRAND TOTAL
Geotechnical Services		207.9	10,251	16,588	3,383		30,222	63.86%
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Subconsultant DL							\$0.00	
Direct Costs Total ==>	\$0.00						\$17,103.00	36.14%
TOTALS		207.9	10,251	16,588	3,383	-	47,325	100.00%

Local Public Agency

DuPage Division of Transportation

County

DuPage

Section Number

23-00002-08-BT

Consultant / Subconsultant Name

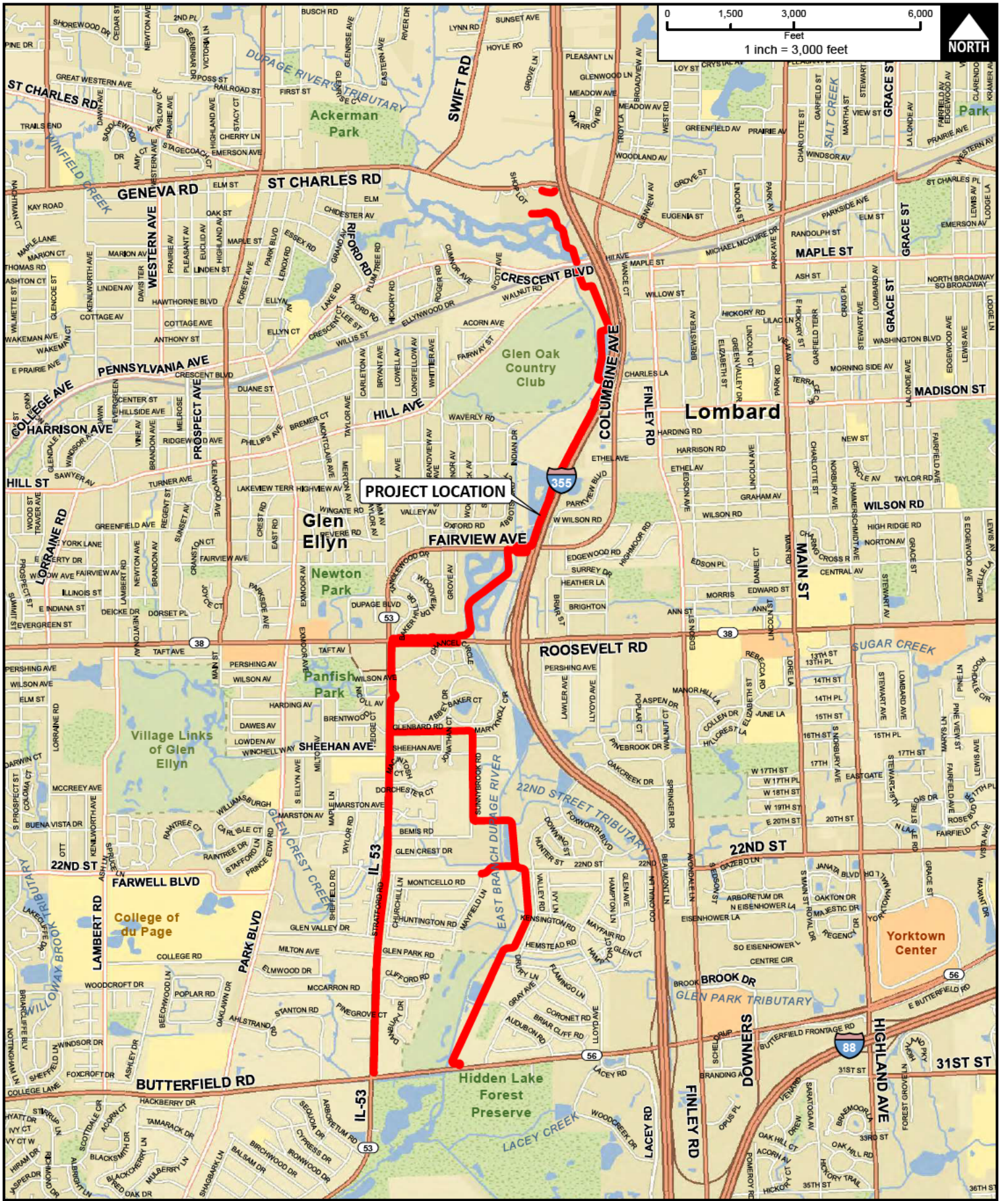
Testing Service Corporation

Job Number


**AVERAGE HOURLY PROJECT RATES
EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET**

SHEET 1 OF 1

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJ. RATES			Geotechnical Services											
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
Senior Engineer	53.29	51.5	24.77%	13.20	51.5	24.77%	13.20									
Staking & Utility Clearance	43.33	10.0	4.81%	2.08	10	4.81%	2.08									
CADD Technician	23.56	5.5	2.65%	0.62	5.5	2.65%	0.62									
Administrative Assistant	24.25	4.9	2.36%	0.57	4.9	2.36%	0.57									
Drilling Crew (Regular Time)	46.12	112.0	53.87%	24.84	112	53.87%	24.84									
Drilling Crew (Over Time) x	69.18	24.0	11.54%	7.99	24	11.54%	7.99									
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TOTALS		207.9	100%	\$49.31	207.9	100.00%	\$49.31	0.0	0%	\$0.00	0.0	0%	\$0.00	0.0	0%	\$0.00



PROJECT LOCATION

CLIENT:  DUPAGE COUNTY DEPARTMENT OF TRANSPORTATION	TITLE: EAST BRANCH DUPAGE RIVER TRAIL PROJECT LOCATION MAP	PROJ. NO. 190277
		DATE: 12/06/2021
 CHRISTOPHER B. BURKE ENGINEERING, LTD. 9575 W. Higgins Road, Suite 600 · Rosemont, Illinois 60018 · (847) 823-0500	DSGN. _____ SCALE: 1:36,000	EXH 1
	DWN. _____ AUTH. DWALTERS	
	CHKD. _____ PLOT DATE: 12/6/2021	
F LE: Location Map 12062021		SHEET 1 OF 1 DRAWING NO.

Path: N:\DUPAGE COUNTY DOT\190277-00002\GIS\Exhibits\Location Map 12062021.mxd