


Municipality	LOCAL AGENCY	 Illinois Department of Transportation	CONSULTANT	Name AECOM Tehcnical Services, Inc.
Township				Address 303 E. Wacker, Suite 1400
County Lake County – Division of Transportation		City Chicago		
Section Butterfield Road		State IL		
		Preliminary Engineering Services Agreement For Non-Motor Fuel Tax Funds		

THIS AGREEMENT is made and entered into this 6 day of April, 2017 between the above Local Agency (LA) and Consultant (ENGINEER) and covers certain professional engineering services in connection with the improvement of the above SECTION. Non-Motor Fuel Tax Funds, allotted to the LA ~~by the State of Illinois~~, under the general supervision of the State Department of Transportation, hereinafter called the "DEPARTMENT", will be used entirely ~~or in part~~ to finance ENGINEERING services as described under AGREEMENT PROVISIONS.

Section Description

Name Butterfield Road

Route W 11 Length 3.75 Mi. FT (Structure No. N/A)

Termini Allanson Road and Buckley Road/Peterson Road (IL 137)

Description:
Systems engineering, procurement support, and Phase II design of an advanced traffic signal control system

Agreement Provisions

The Engineer Agrees,

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

- j. ☐ Prepare the necessary environmental documents in accordance with the procedures adopted by the DEPARTMENT's Bureau of Local Roads & Streets.
- k. ☐ Prepare the Project Development Report when required by the DEPARTMENT.
- l. ☒ **Services as included and/or defined in the attached Scope of Services.**
2. That all reports, plans, plats and special provisions to be furnished by the ENGINEER pursuant to the AGREEMENT, will be in accordance with current standard specifications and policies **of the LA of the DEPARTMENT**. It is being understood that all such reports, plats, plans and drafts shall, before being finally accepted, be subject to approval by the LA ~~and the DEPARTMENT~~.
3. To attend conferences at any reasonable time when requested to do so by representatives of the LA ~~or the Department~~.
4. In the event plans or surveys are found to be in error during construction of the SECTION and revisions of the plans or survey corrections are necessary, the ENGINEER agrees that the ENGINEER will perform such work without expense to the LA, even though final payment has been received by the ENGINEER. The ENGINEER shall give immediate attention to these changes so there will be a minimum delay to the CONTRACTOR.
5. That basic survey notes and sketches, charts, computations and other data prepared or obtained by the ENGINEER pursuant to this AGREEMENT will be made available, upon request, to the LA ~~or the DEPARTMENT~~ without cost and without restriction or limitations as to their use.
6. That all plans and other documents furnished by the ENGINEER pursuant to this AGREEMENT will be endorsed by the ENGINEER and will show the ENGINEER's professional seal where such is required by law.

The LA Agrees,

1. To pay the ENGINEER as compensation for all services rendered in accordance with this AGREEMENT according to the following method indicated by a check mark:
- a. ☐ A sum of money equal to _____ percent of the awarded contract cost of the proposed improvement as approved by the DEPARTMENT.
- b. ☐ A sum of money equal to the percent of the awarded contract cost for the proposed improvement as approved by the DEPARTMENT based on the following schedule:

Schedule for Percentages Based on Awarded Contract Cost	
Awarded Cost	Percentage Fees
Under \$50,000	(see note)
	%
	%
	%

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

2. To pay for all services rendered in accordance with this AGREEMENT at the actual cost of performing such work plus * percent to cover profit, overhead and readiness to serve - "actual cost" being defined as material cost plus payrolls, insurance, social security and retirement deductions. Traveling and other out-of-pocket expenses will be reimbursed to the ENGINEER at the ENGINEER's actual cost. Subject to the approval of the LA, the ENGINEER may sublet all or part of the services provided in section 1 of the ENGINEER AGREES. If the ENGINEER sublets all or part of this work, the LA will pay the cost to the ENGINEER plus an additional service charge of up to five (5) percent.

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

The Total Not-to-Exceed Contract Amount shall be \$148475.25

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

- a. ~~Upon completion of detailed plans, special provisions, proposals and estimate of cost - being the work required by section 1 of the ENGINEER AGREES - to the satisfaction of the LA and their approval by the DEPARTMENT, 90 percent of the total fee due under this AGREEMENT based on the approved estimate of cost.~~
- b. ~~Upon award of the contract for the improvement by the LA and its approval by the DEPARTMENT, 100 percent of the total fee due under the AGREEMENT based on the awarded contract cost, less any amounts paid under "a" above.~~

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

4. That, should the improvement be abandoned at any time after the ENGINEER has performed any part of the services provided for in sections 1 and 3 of the ENGINEER AGREES and prior to the completion of such services, the LA shall reimburse the ENGINEER for the ENGINEER's actual costs plus ____ percent incurred up to the time the ENGINEER is notified in writing of such abandonment - "actual cost" being defined as in paragraph 2 of the LA AGREES.
5. That, should the LA require changes in any of the detailed plans, specifications or estimates except for those required pursuant to paragraph 4 of the ENGINEER AGREES, ~~after they have been approved by the DEPARTMENT,~~ the LA will pay the ENGINEER for such changes on the basis of actual cost plus ____ percent to cover profit, overhead and readiness to serve - "actual cost" being defined as in paragraph 2 of the LA AGREES. It is understood that "changes" as used in this paragraph shall in no way relieve the ENGINEER of the ENGINEER's responsibility to prepare a complete and adequate set of plans and specifications.

It is Mutually Agreed,

1. That any difference between the ENGINEER and the LA concerning their interpretation of the provisions of this Agreement shall be referred to a committee of disinterested parties consisting of one member appointed by the ENGINEER, one member appointed by the LA and a third member appointed by the two other members for disposition and that the committee's decision shall be final.
2. This AGREEMENT may be terminated by the LA upon giving notice in writing to the ENGINEER at the ENGINEER's last known post office address. Upon such termination, the ENGINEER shall cause to be delivered to the LA all surveys, permits, agreements, preliminary bridge design & hydraulic report, drawings, specifications, partial and completed estimates and data, if any from traffic studies and soil survey and subsurface investigations with the understanding that all such material becomes the property of the LA. The ENGINEER shall be paid for any services completed and any services partially completed in accordance with section 4 of the LA AGREES.
3. That if the contract for construction has not been awarded one year after the acceptance of the plans by the LA ~~and their approval by the DEPARTMENT,~~ the LA will pay the ENGINEER the balance of the engineering fee due to make 100 percent of the total fees due under this AGREEMENT, based on the estimate of cost as prepared by the ENGINEER and approved by the LA ~~and the DEPARTMENT.~~
4. That the ENGINEER warrants that the ENGINEER has not employed or retained any company or person, other than a bona fide employee working solely for the ENGINEER, to solicit or secure this contract, and that the ENGINEER's has not paid or agreed to pay any company or person, other than a bona fide employee working solely for the ENGINEER, any fee, commission, percentage, brokerage fee, gifts or any other consideration, contingent upon or resulting from the award or making of this contract. For Breach or violation of this warranty the LA shall have the right to annul this contract without liability.

ATTACHMENT A

SCOPE OF SERVICES

This project involves the assessment, procurement, and design of an adaptive traffic signal system for use on Butterfield Road from Allanson Road to Highway 137 in Libertyville, IL. This includes the intersections of Butterfield Road and Allanson Road/Greggs Parkway, Huntington Drive, Golf Road, Crane Boulevard, IL Route 176 (Park Avenue), Winchester Road/County Highway 69, Virginia Avenue/St. William Drive, and the intersection of Butterfield Square entrance on IL Route 137 (Buckley Road/Peterson Road).

This attachment documents the scope of services that will be provided by AECOM to the Lake County Division of Transportation (LCDOT) as part of this project.

Task 1 – Systems Engineering

Through this task, AECOM will use existing traffic data to evaluate and recommend an adaptive traffic signal system for the project corridor, including the manner in which it will operate and function. This process will be carried out according to the FHWA Report "Model Systems Engineering Documents for Adaptive Signal Control Technology (ASCT) Systems", August, 2012.

1.1. Traffic data collection

LCDOT will provide available traffic data (including ADT, turning movement counts with pedestrian, truck, and bus percentages, travel times, traffic volume projections, traffic reports), access to live PTZ video of the corridor, signal asset data (including signal inventory, ownership, and operational/maintenance jurisdiction), and Synchro models for the project area. AECOM will review the traffic data provided by LCDOT and will conduct observations of the project area to assess existing operations, but will not conduct traffic counts or travel time runs.

1.2. Traffic signal control system evaluation

AECOM will research advanced traffic signal systems for application in the project corridor. This will involve coordination with up to six (6) vendors of Adaptive signal control technology (ASCT). We will then compare them to the following types of signal systems already in place in Lake County:

- Non-adaptive centralized system using the existing Econolite CENTRACS system
- Actuated-coordinated, i.e., "no build" systems

AECOM will meet with County, Illinois Department of Transportation (IDOT), and other project stakeholders to present the advanced traffic signal systems and discuss the positive and negative factors of each. AECOM will develop a *Traffic Signal Control Evaluation* technical memorandum that provides a recommendation for advanced signal control in the project corridor.

1.3. Concept of Operations

AECOM will prepare a *Concept of Operations* document for the corridor. This document will record the needs and objectives of the stakeholders involved in the project and will describe how the recommended advanced traffic signal system will be used. This task includes coordination with FHWA.

1.4. System Requirements

Upon approval of the *Concept of Operations* document, AECOM will identify the County's requirements for the functional, performance, non-functional, enabling, constraint, interface, and data requirements of the advanced traffic signal system. AECOM will record these items in a *System Requirements* document. This task includes coordination with FHWA.

1.5. Deliverables

- *Traffic Signal Control Evaluation* technical memorandum (draft and final)
- *Concept of Operations* document (draft and final)
- *System Requirements* document (draft and final)

1.6. Meetings

- Project kick-off meeting with LCDOT
- Field site review meetings
- Traffic signal control evaluation meeting with County, IDOT, and other project stakeholders

- Review meeting for the draft *Traffic Signal Control Evaluation* technical memorandum
- Concept of operations meeting with County, IDOT, and other project stakeholders
- Review meeting for the draft *Concept of Operations* document
- System requirements meeting with County, IDOT, and other project stakeholders
- Review meeting for the draft *System Requirements* document

Task 2 – Procurement Support

Through this task, AECOM will assist LCDOT to identify, evaluate, and select a vendor for the advanced traffic signal system. As with Task 1, this process will be carried out according to the FHWA Systems Engineering Report.

2.1. Project notice letter

AECOM will develop a project notice letter for distribution to ASCT system vendors. The letter will inform the vendors of the project overview and objectives, the anticipated schedule, where to obtain more information, key points of contact at the County and AECOM.

2.2. Investigation of ASCT systems

AECOM will leverage our knowledge of ASCT systems to compile a summary of technical specifications of up to ten (10) different vendor's products. This document will serve as a technical reference throughout this and future LCDOT adaptive traffic signal procurements.

2.3. Develop Request for Qualifications (RFQ) and Evaluation Criteria

AECOM will lead development of the RFQ and evaluation criteria, based upon the results of Task 2.2 and feedback from the County regarding the minimum qualifications necessary. We will form an Evaluation Committee consisting of County and IDOT staff (and other project stakeholders identified by LCDOT) and conduct a meeting with the committee to discuss the following:

- Provide an overview of the ASCT system investigation results
- Present and review the draft RFQ requirements and recommended levels of qualification, including the potential impacts relative to acceptance of lesser or greater qualifications than those recommended
- Conduct an evaluation of a sample submittal to demonstrate how criteria should be considered with regard to each RFQ requirement and the range of submissions that may occur

After the meeting AECOM will finalize the RFQ and evaluation criteria for submission to LCDOT, who will advertise the RFQ through normal processes.

2.4. Evaluation of RFQ Responses

AECOM will conduct three (3) independent technical reviews of all RFQ submissions received. It is anticipated that LCDOT and potentially IDOT will perform a similar evaluation of submissions. We will compile the results of all reviews and prepare a technical memorandum summarizing the results and present that information to the Evaluation Committee. Once the qualification results are finalized, the Committee will identify selected firms to proceed to the proposal stage. AECOM will prepare a letter of notice to advise those who have submitted an RFQ of their status of meeting or failing to meet the minimum qualifications. We expect to receive between 6 and 8 responses to the RFQ for evaluation.

2.5. Develop Request for Proposals (RFP) and evaluation criteria

AECOM will lead development of the RFP and the corresponding evaluation and scoring criteria. The RFP will be focused upon solicitation of detailed responses from ASCT system vendors regarding how their solutions meet the project needs stated in the *Concept of Operations* and *System Requirements* documents. The RFP will provide guidance on how information is organized and presented to facilitate a more timely and organized review by the Evaluation Committee.

It is anticipated that the RFP scoring system will include the following evaluation categories:

- Project understanding
- Technical system capability
- Qualifications of key staff
- Quality assurance and control

AECOM will facilitate a meeting of the proposal Evaluation Committee to review the scoring criteria and its application before proposals are received.

2.6. Requests for information (RFIs)

AECOM will document, track, and develop responses to up to ten (10) RFIs submitted by vendors as they prepare their submissions.

2.7. Proposal evaluation and vendor presentations

AECOM will conduct four (4) independent technical reviews of the RFP submissions keeping input/opinion of others isolated during these reviews. It is anticipated that LCDOT and potentially IDOT will perform a similar evaluation of proposal submittals. AECOM will collect and prepare a technical memorandum which summarizes all RFP reviews and the results that will be presented to the Evaluation Committee in a project meeting. We anticipate that up to five (5) proposals will be submitted for evaluation.

AECOM will organize and jointly conduct interviews with the three (3) highest-scoring ASCT vendors from the proposal evaluations. It is possible that presentations may not be warranted, that fewer than three may be necessary, or that presentations may be conducted in advance of final proposal response scoring. If presentations occur after the proposal submissions are evaluated, a summary of the evaluation results may be provided to the vendor, allowing them to prepare for the interviews where they can present their solutions, provide insight as to how their systems will benefit the corridor, and respond to those areas of potential weakness from the evaluation. AECOM will develop a scoring sheet that will be used to evaluate presentations and develop a brief technical memorandum summarizing the overall evaluation results to determine the preferred vendor and system along with an alternate.

2.8. Empirical evaluation and selection

AECOM will complete a series of empirical evaluations the details of which will need to be further defined once proposals are received and/or presentations are conducted. The focus of these evaluations will be to investigate, document and validate that the preferred vendor/system identified will lead to a successful project deployment in this corridor. It is important to note that it is likely that no one vendor/system will meet all system requirements of project needs. The evaluations will review the proposed solution, its applicability to the project corridor, ability to address system needs and impact to LCDOT operations/maintenance. It is plausible that evaluations may include a review of references, a tour of a facility that uses the system, the evaluation of user interfaces, customizability, system responsiveness to changing operational demands, performance metrics and data outputs, and existing user feedback.

Upon completion of the interviews we will conduct a meeting with LCDOT, IDOT, and other project stakeholders to discuss the overall evaluation process and final selection. We will provide our recommendations to the collective project team regarding which ASCT system vendor is most suitable for the project. In the event that the final selection results in one ASCT system and vendor, we will compile the necessary supporting documentation for submission to FHWA for approval in compliance with Title 23 Code of Federal Regulations 635.411 Requirements.

2.9. Deliverables

- Project notice letter
- ASCT system investigation documentation
- Request for qualifications including evaluation criteria (draft and final)
- Summary of RFQ submittals
- Response letters to RFQ submitters (up to eight (8) letters)
- Request for proposals (draft and final)
- RFI log
- Proposal evaluation technical memorandum
- Proposal presentation scoring sheet
- Proposal presentation evaluation technical memorandum
- FHWA selection documentation

2.10. Meetings

- Four (4) Evaluation Committee meetings to 1) review RFQ evaluation criteria; 2) review RFP scoring criteria; 3) review proposals received; 4) review of evaluation process and selection
- Vendor presentations (up to three (3) individual vendor presentations)

Task 3 – Phase II Design

Through this task, AECOM will create a design package consisting of construction plans, specifications, and estimates (PSE) to implement the advanced traffic signal system and associated elements.

3.1. Site data collection/survey

LCDOT will provide as-built roadway, utility, and traffic signal CADD/survey files for use in developing construction plans. AECOM will conduct additional survey to record elevation points related to the sidewalk ramps at the intersections of Butterfield Road and Allanson Road/Greggs Parkway, Huntington Drive, Golf Road, Crane Boulevard for use in subtask 3.3. AECOM will work with the County to schedule a field site visit of the corridor to inspect existing traffic signal equipment. No geotechnical or utility investigations will be performed as part of this scope of work.

3.2. Environmental assessment (not included)

3.3. Plans, specifications, and estimates

AECOM will develop plans, specifications/special provisions, and an engineer's estimate of cost for the advanced traffic signal system and associated elements according to IDOT Bureau of Local Roads and Streets requirements for CMAQ projects, which is expected to include the following:

- Traffic signal upgrades, including the replacement of traffic signal controllers (5) and cabinets (3), cabinet modifications (8), grounding upgrades, and the installation of illuminated street name signs (4), a datalink switch (1), electric service upgrades (6), a remote video control system (1), a travel time measurement system, additional detection, and the advanced traffic signal system
- System validation study
- ADA sidewalk improvements at four (4) intersections (eight (8) ramps per intersection)
- Traffic control and protection

The PSE will consist of the following plan sheets (estimated 42 sheets total):

- | | |
|---|-------------------------------------|
| • Cover sheet | • Sidewalk removal plans |
| • Index of sheets | • Sidewalk modification plans |
| • General notes | • Sidewalk modification details |
| • Summary of quantities | • Traffic signal modification plans |
| • Survey control points | • Traffic signal cable plans |
| • System schematics (including network diagrams – to be developed for insertion by the County's Network Integrator) | • Traffic signal detail sheets |

PSE submittals will occur at the preliminary (60%), pre-final (90%), and final (100%) stages.

3.4. Construction support

AECOM will provide a limited number of hours to support the County with requests for information (RFIs) generated by the contractor.

3.5. Deliverables

- Survey data files
- Up to ten (10) hard copies of plans, specifications, and estimates package for each submittal (preliminary, pre-final, and final)
- RFI responses

3.6. Meetings

- Field site visit
- Preliminary PSE review meeting
- Pre-final PSE review meeting
- Construction meetings (up to two (2) meetings)

Task 4 – Project Management, Administration, and QA/QC

Through this task, AECOM will provide day-to-day management of the project, as well as monthly invoices with progress reports.

AECOM will apply appropriate quality assurance/quality control measures for all deliverables, consistent with our Integrated Quality Management System.

Project Schedule

The following is an anticipated schedule of events and milestones for the project:

Task	Event/Milestone	Date
-	Notice to proceed/project kick-off meeting	February 28, 2017
1.1	Data collection	March, 2017
1.2	Traffic signal control evaluation	March-April, 2017
1.3	Concept of Operations	April-May, 2017
1.4	System Requirements meeting	June-July, 2017
2.1	Project notice letter	July, 2017
2.2	ASCT system investigation documentation	July, 2017
2.3	Request for Qualifications	August, 2017
2.4	RFQ response evaluation	October, 2017
2.5	Draft Request for Proposals	November-December, 2017
2.6	RFI log	January, 2018
2.7	Proposal evaluation	February-March, 2018
2.8	FHWA selection documentation/vendor selection	March, 2018
3.1	Site data collection/survey	March, 2018
3.3	PSE development	March-June, 2018
3.4	Project Letting	September, 2018

PAYROLL ESCALATION TABLE FIXED RAISES

FIRM NAME	AECOM Technical Services, Inc.	DATE	01/30/17
PRIME/SUPPLEMENT	N/A	PTB NO.	N/A
CONTRACT TERM	20 MONTHS	OVERHEAD RATE	1.39%
START DATE	2/15/2017	COMPLEXITY FACTOR	0
RAISE DATE	1/1/2018	% OF RAISE	3.00%

ESCALATION PER YEAR

2/15/2017 - 1/1/2018	1/2/2018 - 10/1/2018		
11	9		
20	20		

= 55.00%

= 1.0135

46.35%

1.35%

The total escalation for this project would be:

PAYROLL RATES

FIRM NAME
PRIME/SUPPLEMENT
PSB NO.

AECOM Technical Serv **DATE**
N/A
N/A

01/30/17

ESCALATION FACTOR

1.35%

[illegible]

Subconsultants

FIRM NAME AECOM Technical Services, Inc.
PRIME/SUPPLEMENT N/A
PSB NO. N/A

DATE 01/30/17

NAME	Direct Labor Total	Contribution to Prime Consultant
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0.00
0.00
0.00
0.00
0.00
0.00
0.00
0.00

Total

0.00

0.00

DF-824-039
REV 12/04
01/30/17

FIRM **AECOM Technical Services, Inc.**

N/A

PRIME/SUPPLEMENT

**OVERHEAD RATE
COMPLEXITY FACTOR**

$$\frac{1.3914}{0}$$

DATE _____

[illegible]

PREPARED BY THE AGREEMENTS UNIT

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AVERAGE HOURLY PROJECT RATES

FIRM	AECOM Technical Services, Inc.
PSB	N/A
PRIME/SUPPLEMENT	N/A

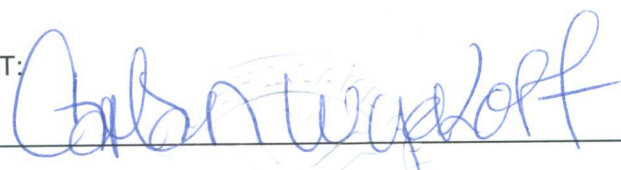
DATE 01/30/17

SHEET 1 OF 5

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJECT RATES			T1 - Systems Engineering			T2 - Procurement Support			T3 - Phase II Design			T4 - PM, Admin, QA/QC				Hours	% Part.	Wgtd Avg
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg				
PROJECT PRINCIPAL	70.00	2	0.18%	0.13	0			0				0			2	10.00%	7.00			
PROJECT MANAGE	68.36	193	17.71%	12.10	35	12.64%	8.64	88	24.31%	16.62		58	13.46%	9.20	12	60.00%	41.02			
SENIOR ENGINEER	56.27	268	24.59%	13.84	86	31.05%	17.47	118	32.60%	18.34		64	14.85%	8.36	0					
TECHNICAL SPECIALIST	69.43	4	0.37%	0.25	0			0				4	0.93%	0.64	0					
ENGINEER	39.25	326	29.91%	11.74	120	43.32%	17.00	138	38.12%	14.96		68	15.78%	6.19	0					
INSPECTOR	39.06	34	3.12%	1.22	0			0				34	7.89%	3.08	0					
ENGINEERING TECHNICIAN	37.56	254	23.30%	8.75	36	13.00%	4.88	18	4.97%	1.87		200	46.40%	17.43	0					
ADMINISTRATIVE ASSISTANT	27.70	9	0.83%	0.23	0			0				3	0.70%	0.19	6	30.00%	8.31			
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IN WITNESS WHEREOF, the parties have caused the AGREEMENT to be executed in triplicate counterparts, each of which shall be considered as an original by their duly authorized officers.

Executed by the LA:

ATTEST: 
By _____
Lake County Clerk
(Seal)


County of Lake _____ of the
(Municipality/Township/County)
State of Illinois, acting by and through its
County Board
By 
Title Chairman of the County Board

RECOMMENDED FOR EXECUTION


Paula J. Trigg, P.E.
Director of Transportation/County Engineer
Lake County

Executed by the ENGINEER:

ATTEST:
By 
Title Paralegal

AECOM TECHNICAL SERVICES, INC
Engineering Firm
303 E. WACKER DRIVE, SUITE 1400
Street Address
CHICAGO IL 60601
City, State
By 
Title ASSOCIATE VICE PRESIDENT

Note: Three (3) Original Executed Contracts – (2) LCDOT; (1) Consultant



Lake County Illinois

Certified Copy

resolution: 17-0168

File Number: 17-0168

Joint resolution authorizing an agreement with AECOM Technical Services, Inc., Chicago, Illinois, for the Butterfield Road Adaptive Traffic Signal Control Study and Design, at a maximum cost of \$148,475.25, appropriating \$180,000 of ¼% Sales Tax for Transportation funds, and designated as Section 16-00142-08-TL.

RESOLUTION

WHEREAS, Butterfield Road, County Highway 57, is a designated route on the County highway system; and

WHEREAS, Lake County, by and through its Division of Transportation, plans to develop advanced Adaptive Traffic Signal Control technology on Butterfield Road, from Allanson Road to Illinois Route 137; and

WHEREAS, it is advisable that a professional engineering services firm be employed for studying and designing the advanced Adaptive Traffic Signal Control technology on Butterfield Road, from Allanson Road to Illinois Route 137; and

WHEREAS, Lake County has selected a professional engineering services firm, AECOM Technical Services, Inc., Chicago, Illinois, in accordance with the Local Government Professional Services Selection Act, for said Adaptive Traffic Signal Control study and design.

NOW, THEREFORE BE IT RESOLVED by this Lake County Board, that AECOM Technical Services, Inc., Chicago, Illinois, be employed to provide professional services for studying and designing the advanced Adaptive Traffic Signal Control technology on Butterfield Road, from Allanson Road to Illinois Route 137, at a maximum cost of \$148,475.25, and that the County Board Chair, the County Clerk and the County Engineer of Lake County are authorized, and they are directed to execute on behalf of Lake County, a contract, and any amendments, a draft of which is attached hereto, for the provision of said professional engineering services between Lake County and AECOM Technical Services, Inc., Chicago, Illinois.

BE IT FURTHER RESOLVED by this Lake County Board, that there is hereby appropriated \$180,000 of ¼% Sales Tax for Transportation funds, for these professional engineering services, and designated as Section 16-00142-08-TL.

BE IT FURTHER RESOLVED that the County Engineer shall transmit, in writing, the final agreement and any amendments to be executed by the County Board Chair and the County Clerk.

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

DATED at Waukegan, Illinois, on February 14, 2017.

I, Carla N. Wyckoff, certify that this is a true copy of resolution No. 17-0168, passed by the Lake County Board on 2/14/2017.

Attest:

Carla N. Wyckoff

Carla N. Wyckoff

FEB 16 2017

Date Certified