RESOLUTION 2015-019   PASSED: MARCH 23, 2015

AUTHORIZING THE MAYOR OF THE CITY OF DEKALB, ILLINOIS TO ENTER INTO AN AGREEMENT WITH TRAFFIC ANALYSIS AND DESIGN, INC. IN THE AMOUNT OF $32,650 TO PROVIDE TRAFFIC COUNTS IN THE DEKALB-SYCAMORE AREA TRANSPORTATION STUDY (DSATS) REGION.

BE IT RESOLVED BY THE CITY COUNCIL of the City of DeKalb, Illinois, as follows:

Section 1. That the Mayor of the City of DeKalb be authorized and directed to execute an agreement with Traffic Analysis and Design, Inc., for the purchase of traffic counting services in the DSATS region, a copy of which is attached hereto and made a part hereof as Exhibit “A.” The execution of this agreement is subject to changes acceptable to the Mayor with the recommendation of the City Manager and City Attorney.

Section 2. That the City Clerk of the City of DeKalb be authorized and directed to attest the Mayor’s signature.

PASSED BY THE CITY COUNCIL of the City of DeKalb, Illinois at a regular meeting thereof held on the 23rd day of March 2015 and approved by me as Mayor on the same day. Passed by Omnibus roll call vote of 7-0-1 on the Consent Agenda. Aye: Jacobson, Finucane, Lash, Snow, Baker, O’Leary, Rey. Absent: Naylor.

ATTEST:

MARCIA E. SWEIGERT, City Clerk

JOHN A. REY, Mayor
AGREEMENT FOR ENGINEERING SERVICES

THIS AGREEMENT is entered into between the City of DeKalb (Client) and Traffic Analysis & Design, Inc. (Engineer), based upon Client's intention to conduct traffic counts on roadway segments, intersection volume counts and intersection turning movement counts in DeKalb, Illinois (the Project) and Client's requirement for certain engineering services in connection with the Project (the Services) which Engineer is prepared to provide.

1. Engineer shall provide the Services described in Attachment A, "Scope of Services", according to Attachment A, "Schedule".

2. Client shall pay Engineer in accordance with Attachment A, "Compensation". Invoices shall be due and payable upon receipt. Invoice amounts not paid within 30 days after receipt shall accrue interest at the rate of 1.5% per month (or the maximum rate permitted by law, if less), with payments applied first to accrued interest and then to unpaid principal.

3. The same degree of care, skill, and diligence shall be exercised in the performance of the Services as is ordinarily possessed and exercised by a member of the same profession, currently practicing, under similar circumstances. No other warranty, express or implied, is included in this Agreement or in any drawing, specification, report, opinion, or other instrument of service, in any form or media, produced in connection with the Services.

4. Engineer shall not be liable to Client for any consequential damages resulting in any way from the performance of the Services. To the fullest extent permitted by law, Engineer's liability under this Agreement shall not exceed Engineer's insurance coverage.

5. Engineer will provide a certificate of insurance and shall further indicate that the City is additional primary insured on such policy of insurance, shall indicate that such policies shall not have any right of subrogation against the City or the City's insurers, and shall indicate that said policy shall not be cancelled or revoked except after the provision of not less than thirty (30) days notice to the City. Engineer shall maintain said policy in full force and effect for the duration of this Agreement, and shall periodically provide updated certificates of insurance to evidence continuing coverage in compliance herewith. For purposes of this Agreement and insurance provided hereunder, the "City" shall include the City of DeKalb, its employees, appointed and elected officers, its committees, its attorneys, and all corporate bodies that exist as a subsidiary to the City.

Engineer shall also be required to provide the City with a Certificate of Insurance, in a form and from an issuer acceptable to the City, indicating that the Contractor has obtained and maintains comprehensive general liability insurance with policy limits of not less than One Million Dollars ($1,000,000.00) per person / Two Million Dollars ($2,000,000.00) per occurrence.

6. Engineer does not guarantee that proposals, bids, or actual Project costs will not vary from Engineer's cost estimates or that actual schedules will not vary from Engineer's projected schedules.

7. This Agreement may be terminated upon written notice at Client's convenience or by either party in the event of substantial failure by the other party to perform in accordance with the terms of this Agreement. Engineer shall terminate performance of Services on a schedule acceptable to Client, and Client shall pay Engineer for all Services performed and reasonable termination expenses. Paragraphs 4 and 5 shall survive any termination or completion of this Agreement.

8. All documents prepared by Engineer pursuant to this Agreement are instruments of service in respect to the Project. Any use except for the specific purpose intended by this Agreement will be at the user's sole risk and without liability or legal exposure to Engineer. Engineer shall retain its ownership in its data bases, computer software, and other proprietary property. Intellectual property developed, utilized, or modified in the performance of the Services shall remain the property of Engineer.

9. The Services provided for in this Agreement are for the sole use and benefit of Client, the DSATS member organizations, and Engineer. Nothing in this Agreement shall be construed to give any rights or benefits to anyone other than Client and Engineer.

10. Any notice required by this Agreement shall be made in writing to the address specified below:

Client: City of DeKalb
200 South 4th Street, Room 108
DeKalb, IL 60115
Attn: Mr. Brian Dickson, AICP
Transportation Planner/MPO Coordinator

Engineer: Traffic Analysis & Design, Inc.
N36 W7505 Buchanan Street
Cedarburg, WI 53012
Attn: Mr. John A. Biebertz, P.E., PTOE
IN WITNESS WHEREOF, Client and Engineer have executed this Agreement, effective as of March 12, 2015.

City of DeKalb (Client)
By: John A. Key
Title: Mayor
Date: 3/26/2015

Traffic Analysis & Design, Inc. (Engineer)
By: John A. Bieberitz, P.E., PTOE
Date: 3/12/15
SCOPE OF SERVICES

This agreement is written based on the City’s desire to extend the 2014 contract for a second year based on the contract fees designated in the 2014 contract.

Task 1 - Data Collection

TADI will utilize traffic tube counts and/or cameras to record traffic activity at the following locations, categorized according to the type of count data to be collected:

Roadway Segments ADT’s (72-hour count) – tube counts

1. Annie Glidden Road between Knolls Avenue North and Taylor Street
2. Lincoln Highway (IL-38) between Pearl Street and First Street
3. Somonauk Road between Cortland Center Road and Neucourt Boulevard
4. Sycamore Road between Barber Greene Road and Market Square Plaza
5. Sycamore Road between Barber Greene Road and Oakland Drive
6. State Street (IL-64) between Airport Road and County Line Lovell Road
7. Normal Rd between IL-38 and Lucinda Ave

Intersection ADT Counts (72-hour count) – camera and tube counts

1. Lincoln Highway (IL-38) at John Huber Parkway
2. Lincoln Highway (IL-38) at Annie Glidden Road
3. Loves Road at Lincoln Highway (IL-38)
4. South Fourth Street (IL-23) at Taylor Street
5. South Fourth Street (IL-23) at Fairview Drive
6. Annie Glidden Road at Dresser Road
7. North First Street at Dresser
8. Peace Road at Bethany Road
9. Peace Road at Pleasant Street
10. Peace Road at DeKalb Avenue (IL-23)
11. Peace Road at State Street (IL-64)
12. Peace Road at Brickville Road
13. Peace Road / Plank Road at Main Street (IL-23)
14. Somonauk Road at Barber Greene Road
15. Bethany Road at North First Street
16. Bethany Road at Somonauk Road
17. Plank Road at Lindgren Road
18. Rt 23 & Bethany
19. Rt 23 & Barber Greene
20. Rt 23 & Greenwood Acres
21. Rt 23 & Rt 38
22. Annie Glidden & Lucinda
23. Peace and Barber Greene
24. Peace Road at Freed Road

Intersection Turning Movement Counts (12-hour count) – camera counts

1. Lincoln Highway (IL-38) at Peace Road
2. Plank Road at Lindgren Road
As required by the Client, Engineer will conduct the traffic counts in April and May and will be collected on Tuesdays, Wednesdays and Thursdays. With authorization to proceed prior to April 1, Engineer will conduct the counts before NIU adjourns for the summer.

For locations being counted for 72 hours, results will be averaged across the three days of data collection to yield ADT values. Vehicle classification will also be performed at each location to categorize counts as cars/light trucks, medium trucks, or heavy trucks. Pedestrian and bicycle counts will also be provided, where applicable. Traffic count data will be summarized for use in evaluating growth trends throughout the DSATS region.

It is requested that the Client inform the Engineer of any current or planned construction projects in the area that may impact the traffic counts.

**Task 2 – Evaluate Growth Trends**

Engineer will compare the ADT counts obtained in Task 1 with the past ten (10) years of Annual Traffic Count study data, to be provided by the Client. Trends of increasing or decreasing traffic volumes and/or truck percentages at individual locations will be identified, and potential causes for these changes will be developed for discussion with DSATS staff.

**Task 3 – Meeting with DSATS Staff**

Once the count data has been summarized and compared to past years’ results, Engineer will arrange a conference call with DSATS staff to review the findings. Traffic growth trends will be presented for staff input, and final conclusions will be drawn as a group for documentation in the study.

**Task 4 - Documentation**

Engineer will prepare a technical memorandum summarizing the study methodology, analysis, and findings. Graphics will be developed for the technical memorandum to depict an ADT map with volume-weighted lines and bi-directional volume data, an ADT map with volume-weighted lines and truck percentages, and an Average Daily Truck Traffic (ADTT) map with volume-weighted lines bi-directional data results. A draft technical memorandum will be submitted to DSATS for review no later than June 30th. Based on comments received from the DSATS committee members, TADI will then revise and finalize the memorandum in July. Three (3) copies of the final report will be delivered to DSATS in hard copy, along with a CD or flash drive containing a final version of the technical memorandum and a summary of all raw count data. If desired, Engineer can provide DSATS staff with a link to view and download video files collected for the study.

**SCHEDULE**

Engineer will conduct the traffic counts in April and May, prior to NIU summer dismissal. Engineer will submit a draft technical memorandum to the Client on or before June 30th, 2015. Based on comments received from the DSATS committee members, TADI will then revise and finalize the memorandum in July. If the Client requests an accelerated schedule, every effort will be made to meet the Client’s needs.
COMPENSATION

For the services described in Tasks 1, 2, 3, and 4: Client shall pay Engineer the lump sum fee of Thirty-Two Thousand Six Hundred Fifty Dollars ($32,650.00).

As an option, if the Client desires to only conduct eighteen (18) intersection ADT counts, instead of twenty-four (24), then the Client shall pay Engineer the lump sum fee of Twenty-Seven Thousand Seven Hundred Dollars ($27,700.00).

The above lump sum fee includes all labor and direct expenses related to the work items described herein and will not be exceeded without specific and written direction from the Client.

Should the Client wish to extend TADI’s services for the Annual Count Program, the below fees will be used in Year 2016 to develop an appropriate cost for the desired scope of work.

- Roadway Segment, 72 hour, ADT counts: 5 segments = $5,460; one single segment = $2,200.
- Intersection Turning Movement Counts, 12 hour: combined with other data collection elements = $860 per location; if stand alone as one item as a single intersection = $1,600.
- Intersection Volume Counts, 72 hour, ADT count: 6 intersections = $6,290.00; one single intersection: $2,550.00

The Engineer’s attendance at project meetings and/or public hearings not specifically included in the project scope will be charged on an hourly basis according to the following rates:

- Senior Traffic Engineer: $165 per hour
- Traffic Engineer: $130 per hour

Expenses for meetings such as mileage, copies, etc. will be billed at cost.

Invoices for Services will be sent to the Client monthly. All services not cited in the Scope of Services that are requested by the Client will be conducted as additional services under a written Amendment to this Agreement.
# Certificate of Liability Insurance

**Date (MM/DD/YYYY):** 3/13/2015

**Producer:**
Rodrian Insurance  
4120 N. Calhoun Road  
Suite 100  
Brookfield WI 53005

**Insured:**
Dynamic Ratings Inc  
NS3 W24794 S Corporate Circle  
Sussex WI 53089

**Certificate Number:** 14/15

**Coverages:**

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**Description of Operations/LOCATIONS/VEHICLES:** (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

The City of DeKalb, its employees, appointed and elected officers, its committees, its attorneys, and all corporate bodies that exist as a subsidiary to the City are named as additional insureds on a primary basis as their interests may appear. A waiver of subrogation is in favor of certificate holder.

**Certificate Holder:**
City of DeKalb  
Attn: Mr. Brian Dickerson, AICP  
Transportation Planner/MPO Coordinator  
200 South 4th Street  
Room 108  
DeKalb, IL 60115

**Cancellation:**

Should any of the above described policies be cancelled before the expiration date thereof, notice will be delivered in accordance with the policy provisions.

**Authorized Representative:**
D. J. Rodrian/TF

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March 25, 2014

Mr. Brian Dickson
DSATS Coordinator
223 S. 4th Street, Suite A
DeKalb, Illinois 60115

RE: Proposal for Traffic Engineering Services
DSATS 2014 Annual Traffic Count & Freight Movement Study

Dear Mr. Dickson:

Based on our recent discussions, TADI is pleased to submit this proposal for traffic engineering services for the DeKalb-Sycamore Area Transportation Study (DSATS) 2014 Annual Traffic Count & Freight Movement Study. Under the proposed scope of work, TADI will collect Average Daily Traffic (ADT) data and turning movement counts at selected locations and compare the results to previous years' data. Additionally, a truck traffic count and origin-destination study will be performed to evaluate heavy vehicle routing patterns through the DSATS region. A detailed description of the proposed scope of work is provided below.

SCOPE OF SERVICES

Per DSATS request, TADI has developed separate scopes of work for the Annual Traffic Count and the Freight Movement Study. Given that some count locations are shared between the two studies, TADI proposes that the two efforts be performed simultaneously in order to take advantage of a more efficient project schedule and fee. The areas where these efficiencies could be realized are noted in the following detailed scopes of work and are assumed as a part of the project fee provided in Compensation.

Task A – Annual Traffic Count

Item 1 – Data Collection

TADI will use video cameras to record traffic activity at the following locations, categorized according to the type of count data to be collected:

- Roadway Segment ADT (72-hour count)
  - Annie Glidden Road between Knolls Avenue North and Taylor Street*
  - Lincoln Highway (IL 38) between Pearl street and First Street
  - Somonauk Road between Cortland Center Road and Neucourt Boulevard
  - Sycamore Road between Barber Greene and Market Square Plaza**
  - Sycamore Road between Barber Greene and Oakland Drive**
  - State Street (IL 64) between Airport Road and County Line Lovell Road
- Intersection ADT (72-hour count)
- Lincoln Highway (IL 38) at John Huber Parkway
- Lincoln Highway (IL 38) at Annie Glidden Road
- Lincoln Highway (IL 38) at Peace Road
- Loves Road at Lincoln Highway (IL 38)
- South Fourth Street (IL 23) at Taylor Street
- South Fourth Street (IL 23) at Fairview Drive
- Annie Glidden Road at Dresser Road
- North First Street at Dresser Road
- Peace Road at Bethany Road
- Peace Road at Pleasant Street
- Peace Road at DeKalb Avenue (IL 23)
- Peace Road at State Street (IL 64)
- Peace Road at Brickville Road
- Peace Road/Plank Road at Main Street (IL 23)
- Somonauk Road at Barber Greene Road
- Bethany Road at North First Street
- Bethany Road at Somonauk Road
- Plank Road at Lindgren Road

- Intersection Turning Movement Count (12-hour count)
  - Peace Road at Freed Road
  - Plank Road at Lindgren Road

*Proposed to be counted as a 72-hour turning movement count at Annie Glidden Road/Taylor Street in order to count simultaneously with the segment of Annie Glidden Road north of Fairview Drive requested as part of the Freight Movement Study

**Proposed to be counted as a 72-hour turning movement count at Somonauk Road and Barber Greene Road

4 Overlaps with 72-hour intersection ADT count planned at this location

Count data will begin in April and will be collected on Tuesdays, Wednesdays, and Thursdays only, per DSATS direction. For locations being counted for 72 hours, results will be averaged across the three days of data collection in order to yield ADT values. Vehicle classification will also be performed at each location in order to categorize counts as cars/light trucks, medium trucks, or heavy trucks. Pedestrian and bicycle counts will also be provided, where applicable. Traffic count data will be summarized for use in evaluating growth trends throughout the DSATS region.

TADI is aware that a construction project is planned for Bethany Road between Peace Road and Somonauk Road and that work will begin in late April. Data collection at intersections located within the vicinity of this construction zone will be performed in early/mid-April so that the resulting data is not influenced by the anticipated diversion of traffic away from Bethany Road.
Item 2 – Evaluate Growth Trends

TADI will compare the ADT counts obtained in Item 1 with the past nine (9) years of Annual Traffic Count study data, to be provided by the Client. Trends of increasing or decreasing traffic volumes and/or truck percentages at individual locations will be identified, and potential causes for these changes will be developed for discussion with DSATS staff.

Item 3 – Meeting with DSATS Staff

Once the count data has been summarized and compared to past years’ results, TADI will arrange a webconference with DSATS staff to review the findings. Potential causes for traffic volume growth trends will be presented for staff input, and final conclusions will be drawn as a group for documentation in the study.

Item 4 – Documentation

TADI will prepare a technical memorandum summarizing the study methodology, analyses, and findings. Graphics will be developed for the memorandum to depict an ADT map with volume-weighted lines and bi-directional volume data, an ADT map with volume-weighted lines and truck percentages, and an Average Daily Truck Traffic (ADTT) map with volume-weighted lines bi-directional data results. A 90 percent draft will be submitted to DSATS for review no later than June 30th. Based on comments received from the DSATS committee members, TADI will then revise and finalize the memorandum in July. Three (3) copies of the final report will be delivered to DSATS in hard copy, along with a CD containing a final version of the technical memorandum and a summary of all raw count data. If desired, TADI can provide DSATS staff with a link to view and download video files collected for the study.

Task B – Freight Movement Study

Item 1 – Data Collection

TADI will use high-definition video cameras to record truck license plate data at the following locations identified by DSATS staff. Because semi-tractor trailers have different license plates on the cab portion of the vehicle than on the trailer, cameras will be positioned to record the front license plate in both directions of travel. Additionally, 72-hour truck traffic count data will be collected at each of the locations below for use in calculating ADTT values for each segment.

- Peripheral Locations
  - IL 23 south of Gurler Road
  - Peace Road south of Fairview Drive
  - Fairview Drive east of IL 23†
  - IL 38 west of Somonauk Road
  - IL 64 east of Airport Road†
  - Plank Road east of IL 23†
  - IL 23 north of Plank Road†
  - IL 64 east of Annie Glidden Road
  - IL 38 west of Annie Glidden Road†
  - Annie Glidden Road north of Fairview Drive*
• Interior Locations
  o IL 23 north of IL 38
  o IL 23 south of IL 38
  o IL 38 east of IL 23
  o IL 38 west of IL 23

  *Proposed to be counted as a 72-hour turning movement count at Annie Glidden Road/Taylor Street in order to count simultaneously with the segment of Annie Glidden Road between Taylor Street and Knolls Drive requested as part of the Annual Traffic Count
  †Overlaps with 72-hour ADT count requested as part of the Annual Traffic Count

License plate data will be collected mid-week (Tuesday, Wednesday, or Thursday) from 6:00-9:00AM, 10:30-1:30PM, and 3:30-6:30 PM, mirroring the study periods utilized in the 2007 DSATS Truck Routing Study. ADTT data will be collected on Tuesdays, Wednesdays, and Thursdays only, per DSATS direction. The resulting video files will be used to accurately document truck license plates and categorize according to time (in 15-minute intervals) and direction (inbound or outbound).

It is assumed that data collection for the Freight Movement Study will be performed simultaneously with that for the Annual Traffic Count. If separate data collection schedules are requested, an addendum to this agreement may be required.

Item 2 – Evaluate Routing Patterns

TADI will process license plate data to find matches between more than one of the fourteen survey locations. Based on a suitable maximum travel time identified by DSATS staff, the proportion of through trips will be identified. The proportion of trucks that pass through the IL 23/IL 38 intersection will also be determined. The findings will be compared to the results of the 2007 study and any changes in travel patterns will be noted for inclusion in the technical memorandum.

Item 3 – Documentation

TADI will prepare a technical memorandum summarizing the study methodology, analyses, and findings. Graphics will be developed to represent truck traffic patterns in the region and truck traffic volumes along each of the study segments. A 90 percent draft will be submitted to DSATS for review no later than June 30th. Based on comments received from the DSATS committee members, TADI will then revise and finalize the memorandum in July.
SCHEDULE

Data collection will begin in April following receipt of authorization to proceed. It is TADI’s understanding that data collection must be completed before the end of the school year at Northern Illinois University on May 9th. It is anticipated that a draft memorandum for each of the study components will be provided to the Client for review by June 30th for review. Based on comments received from DSATS committee members, a final copy of each memorandum will be prepared in July.

COMPENSATION

For the services outlined above in the Scope of Services, the Client shall pay the following lump sum fees.

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These fees include all labor and direct expenses related to the work items described herein and will not be exceeded without specific and written direction from the Client. Should the Client wish to extend TADI’s services for the Annual Count Program, the below fees will be used to develop an appropriate cost for the desired scope of work.

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The Engineer’s attendance at project meetings and/or public hearings not specifically included in the project scope will be charged on an hourly basis according to the following rates:

- Senior Transportation Engineer: $160 per hour
- Transportation Engineer: $125 per hour

Invoices for the Services will be sent to the Client monthly. All services not cited in the Scope of Services that are requested by the Client will be conducted as additional services under a written Amendment to this Agreement. If the proposal is acceptable, please sign and return one copy of the attached agreement for our records. Thank you for the opportunity to work with you on this challenging project.

Sincerely,

TADI

Timothy P. Sjogren, P.E., PTOE
Senior Transportation Engineer
AGREEMENT FOR ENGINEERING SERVICES

THIS AGREEMENT is entered into between the DeKalb-Sycamore Area Transportation Study (Client) and TADI (Engineer), based upon Client's desire for traffic count data collection and a truck license plate survey in the area of DeKalb, Sycamore, and Cortland, Illinois, (the Project) and Client's request that Engineer perform certain traffic engineering services in connection with the Project (the Services).

1. Engineer shall provide the Services described in “Scope of Services”, according to “Schedule”.

2. Client shall pay Engineer in accordance with “Compensation”. Invoices for additional work shall be due and payable upon receipt. Invoice amounts not paid within 30 days shall accrue interest at the rate of 1.5% per month (or the maximum rate permitted by law, if less), with payments applied first to accrued interest and then to unpaid principal.

3. The same degree of care, skill, and diligence shall be exercised in the performance of the Services as is ordinarily possessed and exercised by a member of the same profession, currently practicing, under similar circumstances. No other warranty, express or implied, is included in this Agreement or in any drawing, specification, report, opinion, or other instrument of service, in any form or media, produced in connection with the Services.

4. Engineer shall not be liable to Client for any consequential damages resulting in any way from the performance of the Services. To the fullest extent permitted by law, Engineer's liability under this Agreement shall not exceed Engineer's total compensation actually received under this Agreement.

5. Notwithstanding anything to the contrary in any Attachments hereto, Engineer has no responsibility for (a) construction means, methods, techniques, sequences, procedures, or safety precautions and programs in connection with the Project; or (b) the failure of any contractor, subcontractor, vendor, or other Project participant, not under contract to Engineer, to fulfill contractual responsibilities to Client or to comply with federal, state, or local laws, regulations, and codes.

6. This Agreement may be terminated upon written notice at Client's convenience or by either party in the event of substantial failure by the other party to perform in accordance with the terms of this Agreement. Engineer shall terminate performance of Services on a schedule acceptable to Client, and Client shall pay Engineer for all Services performed and reasonable termination expenses. Paragraphs 4 and 5 shall survive any termination or completion of this Agreement.

7. All documents prepared by Engineer pursuant to this Agreement are instruments of service in respect to the Project. Any use except for the specific purpose intended by this Agreement will be at the user's sole risk and without liability or legal exposure to Engineer. Engineer shall retain its ownership in its data bases, computer software, and other proprietary property. Intellectual property developed, utilized, or modified in the performance of the Services shall remain the property of Engineer.

8. The Services provided for in this Agreement are for the sole use and benefit of Client and Engineer. Nothing in this Agreement shall be construed to give any rights or benefits to anyone other than Client and Engineer.

9. Any notice required by this Agreement shall be made in writing to the individuals specified below:

Client: DeKalb-Sycamore Area Transportation Study
223 S. 4th Street, Suite A
DeKalb, Illinois 60115
Attn: Mr. Brian Dickson

Engineer: TADI
233 South Wacker Drive, Suite 8400
Chicago, Illinois 60606
Attn: Mr. Timothy P. Spigren, P.E., PTOE

IN WITNESS WHEREOF, Client and Engineer have executed this Agreement, dated March 25, 2014.

CLIENT
DeKalb-Sycamore Area Transportation Study

By: John A. Key
Title: Mayor
Date: April 4th, 2014

ENGINEER
TADI

By: John A. Bieberitis, P.E., PTOE
Date: March 25, 2014