1. **Call to Order**

2. **Approval of Minutes**
   • January 24, 2022

3. **Informational Items / Reports / Other Minutes / Updates**
   • Greater Peoria Sanitary District Minutes
   • Facilities Master Plan
   • Illinois Department of Transportation Documentation Review of Township Bridge Program

4. **Resolutions**
   • Cooperative Research Agreement with Bradley University
   • Ordinance to lower speed limit on W. Robertson Road
   • Preliminary Engineering Services Agreement for Blue Ridge Road slope wall replacement
   • Todd School Road Culvert Replacement bid letting
   • Millbrook Township Bid for Sealcoating
   • Rosefield Township Bid for Sealcoating

5. **Miscellaneous**

6. **Adjournment**
Call to Order
Chairman Salzer called the meeting to order at 3:00 p.m.

Approval of Minutes
A motion to approve the minutes of January 3, 2022 was made by Ms. Duncan and seconded by Ms. Pastucha. The motion carried unanimously (4-0).

Informational
- Greater Peoria Sanitary District Minutes
Mr. Johnson advised that several projects were awarded in December, as supply chain issues are resolving.

- Facilities Master Plan
Mr. Little provided an update on FY2022 budgeted projects, including:
  - The Facilities Utilization Analysis completed in 2019 recommended relocating the office of the Public Defender. A contract with Dewberry is being finalized for design and construction of relocating the Public Defender’s Office to the current IT Department, and relocating the IT Department to the vacant Recorder of Deeds Office.
  - Bids for replacement of the hot water heater at the courthouse are being reviewed.

Mr. Sorrel provided an update on the progress related to water damage repair due to a sprinkler leak at the courthouse. He noted that the damage was not as extensive as originally anticipated.

Resolution
- Federal Agreement with State of Illinois for Glen Avenue Reconstruction
A motion to approve was made by Ms. Pastucha and seconded by Ms. Duncan. Mr. Gilles advised that the bid letting for the reconstruction of Glen Avenue between Sheridan Road and Knoxville Avenue is scheduled for April 2022. He remarked that the Federal Agreement before the committee utilizes Federal Funds to fund the construction project. He stated the construction is estimated to cost $4,000,000.00, with a total project cost of $4,850,000.00. He explained that Peoria County is the lead agency on the construction and must upfront the local agency cost of the project, estimated at $2,500,000.00. He advised that an appropriation of $2,700,000.00 from the Motor Fuel Tax Fund is requested to cover any unforeseen cost overruns.
Mr. Gilles advised noted that Peoria County has been awarded $1,274,000.00 in Federal Funds and $193,891.06 from IDOT through Federal COVID Funding, for the project.

The motion carried unanimously (4-0).

**Miscellaneous**
Mr. Salzer stated that a future meeting of the committee will be held at the Sheriff’s Office and will include a tour of the jail facility.

**Adjournment**
The meeting was adjourned by Chairman Salzer at 3:19 p.m.

*Recorded and Transcribed by: Jan Kleffman*
The regular meeting of the Board of Trustees of the Greater Peoria Sanitary and Sewage Disposal District was held on Tuesday, January 18, 2022, at the office of the District, 2322 South Darst Street, in the City and County of Peoria, State of Illinois, and within the boundaries of said District at the hour of 9:33 A.M.

Chairperson Gates declared that an in-person meeting with all members present is not practical or prudent due to the state-declared public health emergency relating to COVID-19. In compliance with the Governor of Illinois’ Executive Order in Response to COVID-19 (COVID-19 Executive Order No. 5), dated and executed March 16, 2020, and further Executive Orders, roll call showed the following individuals were present via teleconference: Robert C. Gates, Matthew R. Bender, Heather L. McCord, Stephen M. Morris, and Thomas Broadway, Jr., Attorney James Kane, Executive Director Brian F. Johnson, Director of Finance Joseph C. Merkle, Director of Administration Michelle R. Mortland, Director of Operations James E. Sloan, and Director of Planning and Construction Timothy F. Leach. Executive Director Johnson was also present in person at the District offices to welcome those wishing to participate in the public comment portion of the meeting. All members could hear each another in discussion and testimony.

Chairperson Gates stated that there was a quorum, and that the meeting was duly and legally convened for the transaction of business.

Chairperson Gates next opened the meeting for public participation. Comments from the public were solicited via e-mail on the District’s website, as well as in person. There being no response, the public participation period was closed.

Operating reports for the Finance, Administration, Operations, and Planning and Construction Departments were thereafter discussed with various questions answered thereto.

Chairperson Gates asked if any items should be removed from the Consent Agenda, which included: approval of the minutes of the regular meeting held on Tuesday, December 21, 2021; payment of the list of bills, totaling $1,415,324.20; approval of the Investment Committee’s recommendations for the following investment: Commerce Bank - US Treasury Note, in the amount of $1,500,000.00 for a term of 12 months with a 0.50% yield; authorization of delinquent accounts listed as Batch #206 Illinois American Water Company, Batch #105 Village of Peoria Heights, and Batch #104 Pleasant Valley Water Company be forwarded for disconnection from service in accordance with the applicable water shutoff arrangements; and authorization for bond payment for $487,125.00 to the Amalgamated Bank of Chicago. Trustee Bender moved to approve the items on the Consent Agenda, seconded by Trustee Morris. Following discussion and, upon Chairman’s motion and upon roll call vote being taken, Trustees Broadway, Morris, McCord, Bender, and Gates voted “Aye” and there were no “Nays”. Chairperson Gates declared the items on the Consent Agenda approved.

The Executive Director next updated the trustees regarding various topics, including Levee Grant Timeline and FY 23 Budget Status/Capital Projects.
The Executive Director next advised the board that the public body must meet to review the minutes of all of its closed meetings at least twice each year. During this review, the public body must determine whether (1) the need for confidentiality still exists with respect to all or part of those minutes or (2) the minutes or portions thereof no longer require confidential treatment and are available for public inspection. The closed session minutes currently under review are from October 19, 2021 and December 21, 2021. The Executive Director recommended that the October 19, 2021 closed session minutes be released as the need for confidentiality has passed, but the December 21, 2021 closed session minutes should remain closed. Trustee Morris moved to approve the recommendation, seconded by Trustee McCord. Following discussion and on roll call, Trustees Broadway, Morris, McCord, Bender, and Gates voted “Aye” and there were no “Nays”. Chairperson Gates declared the motion approved.

There being no further business to come before the Board, the Chairperson declared the meeting adjourned at 9:56 A.M.

__________________________________
Clerk
<table>
<thead>
<tr>
<th>PRIORITY</th>
<th>FACILITY</th>
<th>PROJECT</th>
<th>ISSUE</th>
<th>SOLUTION</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Courthouse</td>
<td>AV Systems Upgrade</td>
<td>The Peoria County Board &amp; Committee meeting rooms AV Systems are outdated and will not support current technology for online streaming of meetings</td>
<td>Issue RFP for Solutions</td>
<td>Configuration has been finalized and PO issued. Expect delivery 3rd quarter 2022.</td>
<td></td>
</tr>
<tr>
<td>JDC</td>
<td>Cooling Tower Replacement</td>
<td>The existing Air Coil cooling tower has excessive corrosion, calcium deposits, and leaks in multiple locations.</td>
<td>Replace Cooling Tower</td>
<td>Ryule has installed the new cooling tower and will complete connections in the Spring.</td>
<td></td>
</tr>
<tr>
<td>JAIL</td>
<td>AHU 13 &amp; 14 Controllers</td>
<td>As part of the 2019-2020 controllers upgrade project at the Jail all AHU controllers were not upgraded due to budget.</td>
<td>ECSI to furnish, install, and configure new controllers for AHU-13 &amp; AHU-14.</td>
<td>Project Completed</td>
<td></td>
</tr>
<tr>
<td>One Tech Plaza</td>
<td>Carpet &amp; Paint</td>
<td>State of Illinois requested new carpet &amp; paint as part of new 5 year lease that started January 01, 2021</td>
<td>Cost of carpet &amp; paint to be paid by State of Illinois as part of the 5yr lease.</td>
<td>Project Complete</td>
<td></td>
</tr>
<tr>
<td>Courthouse</td>
<td>County Clerk and Recorder of Deeds</td>
<td>The County Clerk and Recorder of Deeds functions have been combined and the space on the first floor needs to be remodeled to accommodate these functions.</td>
<td>Remodel the current County Clerk area to accommodate this merger of functions.</td>
<td>Project completed 12-12-17.</td>
<td></td>
</tr>
<tr>
<td>Courthouse</td>
<td>Circuit Clerk and Exterior Building Water Infiltration Issue</td>
<td>Water is infiltrating the building on the Jefferson Street side and running into the Circuit Clerk Office area.</td>
<td>Investigate where and how the water is infiltrating the building and eliminate the problem.</td>
<td>Project substantially complete 08-16-19.</td>
<td></td>
</tr>
<tr>
<td>Courthouse</td>
<td>New Front Doors</td>
<td>Access/Egress security</td>
<td>Renovate all entry and exit points including Sally Port</td>
<td>Needs Funding</td>
<td></td>
</tr>
<tr>
<td>Courthouse</td>
<td>Judges Break Area</td>
<td>Area has original appliances and casework.</td>
<td>Update the appliances and casework.</td>
<td>Completed 04-08-19.</td>
<td></td>
</tr>
<tr>
<td>Courthouse</td>
<td>Courts Remodel</td>
<td>Multiple deficiencies per current courts standards</td>
<td>Study, reprogram, plan and design upgrades</td>
<td>Courtrooms 123, 222, 322, 221, and121 completed and operational</td>
<td></td>
</tr>
<tr>
<td>Courthouse</td>
<td>KVO Memorial</td>
<td>Create a war memorial honoring all veterans that have died while in service for all conflicts since WWII.</td>
<td>KVO Committee was created to define, fund raise, and construct a war memorial honoring all veterans that died in duty since WWII.</td>
<td>Work substantially complete on October 5, 2018. Dedication was October 20, 2018. Third statue due by Spring of 2021.</td>
<td></td>
</tr>
<tr>
<td>Courthouse</td>
<td>Domestic Hot Water</td>
<td>The 3” domestic hot water line that runs from the &quot;Old Side&quot; to the &quot;New Side&quot; of the Courthouse is leaking and needs to be replaced.</td>
<td>Replace the 3” galvanized pipe and fittings with 3” PEX pipe and fittings.</td>
<td>Infrastructure Committee and Board approved the project in May with Illinois Plumbing. Work completed 02-29-20.</td>
<td></td>
</tr>
<tr>
<td>Brandywine Building</td>
<td>Election Commission Relocation</td>
<td>The Election Commission needs to vacate the City owned facility. New accommodations need to be found and fit-out for this move.</td>
<td>A lease has been entered into to allow for the Election Commission to relocate. The new facility needs to be properly fit-out.</td>
<td>Project was Substantially Complete on Monday, 09-17-18. User Group has moved into the Space 09-12-18.</td>
<td></td>
</tr>
<tr>
<td>Jail</td>
<td>Jail Fire Alarm Upgrade Phase II</td>
<td>The Fire Alarm System (FAS) in the 1985 portion of the Jail is obsolete. The FAS in the Addition does not integrate with the Original Jail FAS. A new code compliant and UL Listed FAS will resolve these issues.</td>
<td>Replace both FAS with a single code compliant and UL Listed system</td>
<td>Project Complete</td>
<td></td>
</tr>
<tr>
<td>Jail</td>
<td>Jail Central Control</td>
<td>Central Control equipment at the Jail is the original from 1985 and controls doors, alarms, cameras. It provides the electronic backbone of jail security.</td>
<td>Final phase of project. Update cell block guard stations/control centers; intercom systems; and additional video cameras</td>
<td>Project complete.</td>
<td></td>
</tr>
<tr>
<td>Jail</td>
<td>Jail Generator / Transfer Switch</td>
<td>Generator and transfer switch for 1985 jail have far exceeded useful life and parts are not available. 24/765 power is necessary at the Jail.</td>
<td>Replace generator and transfer switch for 1985 Jail</td>
<td>Project Completed.</td>
<td></td>
</tr>
<tr>
<td>Jail</td>
<td>Jail Improvements</td>
<td>Mechanical systems in cell blocks of 1985 jail need replacement.</td>
<td>Electrical, Plumbing, HVAC, and Locks will be replaced in 1 cell block per year for next 8 years.</td>
<td>AHUs 1-12 Upgrades are complete. Fire Alarm upgrade complete.</td>
<td></td>
</tr>
<tr>
<td>Jail</td>
<td>Jail Improvements Jail Locks</td>
<td>Cell locks at the Jail are beyond their useful life and require replacement.</td>
<td>Replace locks in batches as funds are appropriated</td>
<td>Ph 2 in Capital Budget for 2017. Jail Administration deciding on next cell block(s). PO to follow.</td>
<td></td>
</tr>
<tr>
<td>Project</td>
<td>Description</td>
<td>High Priority Goals</td>
<td></td>
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<tr>
<td>---------</td>
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<tr>
<td>Jail Improvements</td>
<td>Jail improvements</td>
<td>Upgrade the operating system to Automated Logic System that is used in HD and JDC. Upgrade control valves and install VFDs.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Jail HVAC AHUs 1-9 Upgrade</td>
<td>Upgrade AHUs 1-9. They operate on DOS based operating system and have minimal operating controls.</td>
<td>AHUs 1-12 upgrades are completed.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Jail Rolling/Locking Gates at Receiving Area</td>
<td>The original rolling/locking gates of the original Jail have exhausted their useful life. New gates are required.</td>
<td>Replace the East Side rolling/locking gate in 2017. Budget for the West Side rolling/locking gate in 2018 Capital Budget.</td>
<td></td>
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</tr>
<tr>
<td>Jail Fire Alarm Upgrade Phase 1</td>
<td>Fire alarm panel, many detectors and related equipment is at or beyond its useful life. Phase 1 is to engage a consultant to design and develop specifications for a replacement system.</td>
<td>Phase 1 Complete. Phase II Work Awarded.</td>
<td></td>
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</tr>
<tr>
<td>Jail Kitchen / Laundry Expansion</td>
<td>Need expanded capacity</td>
<td>Study physical, operational and cost feasibility of expanding Jail.</td>
<td></td>
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</tr>
<tr>
<td>Jail Ring Road Repair Phase 1</td>
<td>Wet weather this spring and summer has accelerated the life cycle replacement of the Jail's ring road.</td>
<td>Saw cut, remove, and replace multiple sections of concrete roadway.</td>
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<tr>
<td>Jail Ring Road Repair Phase 2</td>
<td>Wet weather this spring and summer has accelerated the life cycle replacement of the Jail's ring road.</td>
<td>Saw cut, remove, and replace multiple sections of concrete roadway.</td>
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<tr>
<td>Jail Ring Road Repair Phase 3</td>
<td>Wet weather has accelerated the life cycle replacement need of the Jail's ring road and loading dock area.</td>
<td>C&amp;G Concrete completed several 2019 areas. The 2020 loading dock cost is estimated to be double the 2020 Capital Funds available. Bid Package on hold due to Covid-19.</td>
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<tr>
<td>Jail Masonry Tuck Pointing</td>
<td>Several areas of the Jail show masonry wall deterioration. There is a need to repair the masonry walls for structural integrity and water infiltration elimination.</td>
<td>Survey the exterior masonry walls, identify the areas that need attention, prepare and bid the repair work.</td>
<td></td>
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</tr>
<tr>
<td>Coroner / CAC Gift Ave Roof and Fascia</td>
<td>Sloped roof and vertical fascia are beyond warranty and useful life and leak.</td>
<td>Replace sloped roof and vertical fascia.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>JDC JDC Parking Lot</td>
<td>Several areas of the JDC parking lot and driveway need to be milled, resurfaced, and striped.</td>
<td>Mill, resurface, and stripe the parking lot and driveway.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>JDC Building Automation System</td>
<td>To better control the HVAC systems at JDC, additional controllers are needed along with the infrastructure for the controllers to talk to the building automation system.</td>
<td>Design, procure, and install technology needed to achieve result.</td>
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</tr>
<tr>
<td>JDC JDC Site Grading</td>
<td>Sally Port Road washes out / floods preventing transport</td>
<td>Regrade drainage areas</td>
<td></td>
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</tr>
<tr>
<td>JDC Central Control Equipment Upgrade</td>
<td>Central Control equipment at JDC is the original equipment and controls doors, alarms, cameras. It provides the electronic backbone of security.</td>
<td>Initial phase of project. Update control center.</td>
<td></td>
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</tr>
<tr>
<td>JDC Flooring Replacement</td>
<td>The carpet and hard surface flooring in the facility needs to be replaced. Most of the flooring is original to the facility.</td>
<td>Bids Packages were issued twice. The second Bid Package was approved. Project proceeded.</td>
<td></td>
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</tr>
<tr>
<td>PCAPS PCAPS Quarantine</td>
<td>Isolation of sick animals</td>
<td>Project complete.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PCAPS PCAPS Entry</td>
<td>Separation of aggressive animals</td>
<td>Create new separate entry point</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PCAPS PCAPS Roof</td>
<td>Roof is beyond useful life and is leaking.</td>
<td>Install new roof, gutters, and downspouts.</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>PCAPS PCAPS Parking Lot</td>
<td>Parking lot has multiple holes and needs to be milled and re-surfaced.</td>
<td>Mill, resurface, and stripe the parking lot.</td>
<td></td>
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</tr>
<tr>
<td>PCAPS PCAPS Interior Remodel</td>
<td>Interior front office needs to be upgraded.</td>
<td>Install ceiling, new HVAC and lighting into grid, and new caret.</td>
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</tr>
<tr>
<td>ALL Paper Records Storage</td>
<td>Record storage and management</td>
<td>Conduct more in-depth analysis and study future project.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hedington Oaks Paper Records Storage</td>
<td>Basement storage compartmentalization and security</td>
<td>Records moved from Gift Avenue to H.O.</td>
<td></td>
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</tr>
<tr>
<td>Bel-Wood Hazardous Materials</td>
<td>Hazardous materials</td>
<td>Abate and demolish this facility.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALL Space Utilization</td>
<td>Space utilization and operational efficiency</td>
<td>Conduct analysis/study</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EMA EMA Options</td>
<td>Physical environment no longer conducive to operational mission</td>
<td>Develop a short and long term facility replacement plan.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Future Use of HCWC Options</td>
<td>Adaptive re-use for the public good w/o cost to Peoria County</td>
<td>Develop Business Plan to determine operational and physical viability as self sustaining entity.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Future Use of HCWC Options</td>
<td>Property financial and legal liability for Peoria County</td>
<td>Self property to entity approved by State of Illinois.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Future Use of HCWC Options</td>
<td>Minimize as financial and legal liability</td>
<td>Demolish physical structures, clear land under County control and revert to natural prairie habitat.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Future Use of HCWC Options</td>
<td>Eliminate as financial and legal liability</td>
<td>Revert ownership to State of Illinois.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Future Use of HCWC Options</td>
<td>Adaptive re-use as shooting range for Sheriff's Office</td>
<td>Public engagement response not supportive of this use.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Category</td>
<td>Project</td>
<td>Description</td>
<td>Status</td>
<td></td>
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</tr>
<tr>
<td>Highway</td>
<td>Restroom and Mechanical Systems Replacement</td>
<td>Sub-standard restrooms and mechanical systems</td>
<td>Renovate restrooms and Upgrade mechanical systems</td>
<td>Future Project</td>
<td></td>
</tr>
<tr>
<td>JDC</td>
<td>Roof Replacement</td>
<td>Roofs at end of life cycle</td>
<td>Replace roofs</td>
<td>Capital Funding issues affecting this work</td>
<td></td>
</tr>
<tr>
<td>PCAPS</td>
<td>PCAPS Quarantine</td>
<td>Isolation of sick animals</td>
<td>Create isolated area</td>
<td>Project complete.</td>
<td></td>
</tr>
<tr>
<td>PCAPS</td>
<td>PCAPS Noise Reduction</td>
<td>Excessive noise level</td>
<td>Install acoustical treatments</td>
<td>Complete mid-2015.</td>
<td></td>
</tr>
<tr>
<td>PCAPS</td>
<td>PCAPS Entry</td>
<td>Separation of aggressive animals</td>
<td>Create new separate entry point</td>
<td>Project complete.</td>
<td></td>
</tr>
<tr>
<td>West Campus</td>
<td>Bel-Wood Kitchen Use</td>
<td>Need expanded capacity and &quot;newer&quot; equipment</td>
<td>Study physical, operational and cost feasibility of renovating portions of Bel-Wood</td>
<td>Completed.</td>
<td></td>
</tr>
<tr>
<td>Bel-Wood</td>
<td>Bel-Wood Site Disposition</td>
<td>Future use and value</td>
<td>Demolish building and clear site of all improvements for outright sale or future alternate County use</td>
<td>Completed October 2015.</td>
<td></td>
</tr>
<tr>
<td>Courthouse</td>
<td>County Boardroom Accessibility</td>
<td>Public accessibility to County Boardroom</td>
<td>Plan, design and remodel</td>
<td>Future Project</td>
<td></td>
</tr>
<tr>
<td>Courthouse</td>
<td>County Admin Remodel</td>
<td>Operational inefficiencies and HIPPA privacy</td>
<td>Revise office plan layout and remodel</td>
<td>Future Project</td>
<td></td>
</tr>
<tr>
<td>Courthouse</td>
<td>Courts Remodel</td>
<td>Multiple deficiencies per current courts standards</td>
<td>Study, reprogram, plan and design upgrades</td>
<td>Courtrooms 222, 223, 221, 123, and 121 completed.</td>
<td></td>
</tr>
<tr>
<td>Courthouse</td>
<td>Probation Remodel</td>
<td>Privacy and safe separation</td>
<td>Reconfigure space to provide better public access</td>
<td>Future Project</td>
<td></td>
</tr>
<tr>
<td>Courthouse</td>
<td>State's Attorney Remodel</td>
<td>Lack of contiguous functional space</td>
<td>Close off corridor to eliminate office separation</td>
<td>Future Project</td>
<td></td>
</tr>
<tr>
<td>Courthouse</td>
<td>Grand Jury Remodel</td>
<td>Grand Jury Room - upgrade quality of space</td>
<td>Renovate to create more professional and presentable space</td>
<td>Future Project</td>
<td></td>
</tr>
<tr>
<td>ETSB</td>
<td>ETSB Remodel - ADA</td>
<td>Non-ADA compliant access</td>
<td>Replace existing access/egress ramp with ADA compliant access component</td>
<td>Future Project</td>
<td></td>
</tr>
<tr>
<td>Coroner / CAC</td>
<td>Countywide Record Storage</td>
<td>Inefficient, sub-standard storage environments</td>
<td>Renovate former juvenile cellblock, reconfigure old gymnasium area and upgrade storage systems</td>
<td>Future Project. Annual (2016) record rotation completed.</td>
<td></td>
</tr>
<tr>
<td>Coroner / CAC</td>
<td>Coroner’s Inquests Remodel</td>
<td>Sub-standard interior environment and public space for hearings</td>
<td>Renovate Inquest Room and integrate SOA technologies for inquests and training use</td>
<td>Future Project</td>
<td></td>
</tr>
<tr>
<td>Coroner / CAC</td>
<td>Coroner Lobby Remodel</td>
<td>Sub-standard interior</td>
<td>Renovate lobby area</td>
<td>Future Project</td>
<td></td>
</tr>
<tr>
<td>PCCHD</td>
<td>New Health Dept Facility</td>
<td>Building condition and configuration not conducive to effective and efficient delivery of services</td>
<td>Replace building at current location or relocate to Gift Avenue site</td>
<td>Future Project</td>
<td></td>
</tr>
<tr>
<td>PCCHD</td>
<td>New Health Dept Facility</td>
<td>Explore opportunities to locate other County departments or agencies in new complex, i.e.: Coroner’s Office</td>
<td>Conduct in-depth analysis of programming needs, building, site and cost implications</td>
<td>Future Project</td>
<td></td>
</tr>
<tr>
<td>Highway</td>
<td>Replace Maxwell Station</td>
<td>Sub-standard facilities</td>
<td>Developing short and long term facility replacement plan</td>
<td>Future Project</td>
<td></td>
</tr>
<tr>
<td>Highway</td>
<td>Replace Fleet Garage</td>
<td>Sub-standard facility</td>
<td>Replace garage</td>
<td>Future Project</td>
<td></td>
</tr>
<tr>
<td>Highway</td>
<td>Replace Maxwell Station Salt Dome</td>
<td>Sub-standard facility</td>
<td>Replace facility</td>
<td>Future Project</td>
<td></td>
</tr>
<tr>
<td>Highway</td>
<td>Replace Maxwell Station Vehicle Storage</td>
<td>Sub-standard facilities</td>
<td>Replace facilities</td>
<td>Future Project</td>
<td></td>
</tr>
<tr>
<td>Highway</td>
<td>Replace Fueling Station</td>
<td>Sub-standard fuel tanks and fueling station</td>
<td>Replace and relocate</td>
<td>Future Project</td>
<td></td>
</tr>
<tr>
<td>Highway</td>
<td>Demolish Maxwell Station Yellow Bldg</td>
<td>Sub-standard facility</td>
<td>Abate hazardous materials, demolish and remove</td>
<td>Completed August 2015.</td>
<td></td>
</tr>
<tr>
<td>Highway</td>
<td>Addition to North Station Vehicle Storage</td>
<td>Lack of vehicle storage space</td>
<td>Construct additional storage building and renovate old section of vehicle storage bay</td>
<td>Future Project. Moved old Bel-Wood out building to North Station in early 2015.</td>
<td></td>
</tr>
<tr>
<td>Highway</td>
<td>Salt Dome Upgrades</td>
<td>Need additional capacity and safer loading system</td>
<td>Construct additional domes and loading system</td>
<td>Future Project</td>
<td></td>
</tr>
<tr>
<td>Jail</td>
<td>Jail Kitchen / Laundry Expansion</td>
<td>Capacity and operational deficiencies</td>
<td>Expand core support functional areas - food service, laundry, personal and evidence storage, recreational space</td>
<td>Deferred to cover higher bids for Jail Central Control and Jail Ring Road.</td>
<td></td>
</tr>
<tr>
<td>Jail</td>
<td>Jail Night Court Addition</td>
<td>Bed capacity and operational efficiencies</td>
<td>Study feasibility and cost effectiveness of locating night court at Jail</td>
<td>Future Project</td>
<td></td>
</tr>
<tr>
<td>Jail</td>
<td>Shooting Range</td>
<td>County controlled range</td>
<td>Study feasibility of developing range at Hanna City or Bel-Wood site</td>
<td>Future Project</td>
<td></td>
</tr>
<tr>
<td>Courthouse</td>
<td>Department Relocation</td>
<td>Lack of natural light</td>
<td>Relocate offices to provide natural light</td>
<td>Future Project</td>
<td></td>
</tr>
<tr>
<td>Courthouse</td>
<td>Department Relocation</td>
<td>Office location</td>
<td>Office location in courthouse not essential for effective operation. Explore optimum location for County needs.</td>
<td>Future Project</td>
<td></td>
</tr>
<tr>
<td>RRC / VAC</td>
<td>Office Remodel</td>
<td>Minimal public visibility</td>
<td>Add site/building signage</td>
<td>Owner added some signage.</td>
<td></td>
</tr>
<tr>
<td>RRC / VAC</td>
<td>Office Remodel</td>
<td>More efficient office layout could accommodate additional small department.</td>
<td>Space utilization analysis, and planning</td>
<td>RRC moved to PCCHD. VAC moved into their new space in existing building.</td>
<td></td>
</tr>
<tr>
<td>West Campus</td>
<td>Property Disposal</td>
<td>Disposition of property</td>
<td>Sell property</td>
<td>Future Project</td>
<td></td>
</tr>
<tr>
<td>One Tech Plaza</td>
<td>Property Disposal</td>
<td>Disposition of property</td>
<td>Sell property</td>
<td>Future Project</td>
<td></td>
</tr>
<tr>
<td>West Campus</td>
<td>Develop Property</td>
<td>Optimize value and return for Peoria County</td>
<td>Sell property using proceeds for capital improvement projects</td>
<td>Future Project</td>
<td></td>
</tr>
</tbody>
</table>
AGENDA BRIEFING

COMMITTEE:  Infrastructure  
LINE ITEM:  N/A
MEETING DATE:  February 28, 2022  
AMOUNT:  N/A

ISSUE:  Illinois Department of Transportation Documentation Review of Township Bridge Program

BACKGROUND/DISCUSSION:  The Illinois Department of Transportation (IDOT) performed a documentation review of Township Bridge Program for the audit period of January 1, 2020 to December 31, 2020. The documentation review found the Township Bridge Program to be in compliance with IDOT policies. The information is being submitted to the County Board as an informational item per instruction by IDOT.

COUNTY BOARD GOALS:

INFRASTRUCTURE STEWARDSHIP

STAFF RECOMMENDATION:  File Report as a Permanent Record in the County Clerk’s Office.

COMMITTEE ACTION:

PREPARED BY:  Jeffrey D. Gilles
DEPARTMENT:  Highway  
DATE:  February 18, 2022
February 16, 2022

Ms. Rachael Parker, County Clerk
Peoria County
324 Main Street, Room 101
Peoria, Illinois 61602

Dear Ms. Parker:

Enclosed is a copy of the supplemental “Documentation” Review #56 covering the receipt and disbursement of Township Bridge Program Funds by the Road Districts of Peoria County for the period beginning January 1, 2020, and ending December 31, 2020.

PLEASE REFER TO THE REVIEWER’S COMMENTS PAGE FOR SPECIFIC COMMENTS IN REGARD TO THIS DOCUMENTATION REVIEW.

This report should be presented to the Peoria County Board at the first regular meeting after the receipt of this letter and then filed as a permanent record in your office.

This report is a documentation review conducted by the Illinois Department of Transportation’s (IDOT) Bureau of Local Roads and Streets. An audit will be performed at a later date by an auditor from the Bureau of Investigations and Compliance.

If you have any questions, please contact the IDOT’s District 4 Local Roads and Streets Field Engineer, Mr. Simon Alwan, at (309) 671-3694.

Sincerely,

[Signature]

Kensil A. Garnett, P.E.
Region Three Engineer

SJA/DLB/jjs

Attachment

cc: Ms. Amy Benecke McLaren, Peoria County Engineer
<table>
<thead>
<tr>
<th>Agency:</th>
<th>Peoria Co Road Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Documentation Review for:</td>
<td>Documentation Review Year(s): 2020</td>
</tr>
<tr>
<td>- Township Bridge</td>
<td>Documentation Review Number: 56</td>
</tr>
<tr>
<td>- Special Assessment</td>
<td>Supplemental</td>
</tr>
<tr>
<td>- G.O. Bond Issue</td>
<td>Date: January 19, 2022</td>
</tr>
<tr>
<td>- MFT Fund Bond Issue</td>
<td></td>
</tr>
</tbody>
</table>

2/14/2022 11:47 AM
BLR 15100S (DRAFT)
Peoria Co Road Districts Township Bridge

We hereby certify that we have reviewed the books and records in so far as they pertain to the receipt and disbursement of the Township Bridge Fund of the Peoria Co Road Districts for the period beginning Jan. 1, 2020 and ending Dec. 31, 2020, and that entries for receipts in these books and records are true and correct and are in agreement with the records maintained by the Department of Transportation and that entries for disbursements are supported by cancelled warrants or checks with exceptions noted in the documentation review findings.

We further certify that we have verified entries in the claim registers with the original claims and cancelled warrants, that we have examined and checked the records of the County Clerk and County Treasurer and have compared the expenditures listed in the warrant registers of those offices and if necessary against the minutes of the County Board maintained by the County Clerk and have found them to be in accordance therewith exceptions noted in the documentation review findings.

Date: 02-15-2023

Reviewer

REVIEWED AND APPROVED BY

District Local Roads and Streets Engineer

BLR 15101S (DRAFT)
Peoria Co Road Districts Township Bridge

Audit Period: Jan. 1, 2020 to Dec. 31, 2020

Purpose of Documentation Review: To determine the status of Township Bridge Funds as of Dec. 31, 2020

The other receipts to the Township Bridge Fund were $1,403.96 received as follows:

- Interest 2020 1,403.96
- Reimbursement

Total received: $1,403.96

A final report for 15-04117-00-BR was on file at time of review.

SIGNED [Signature]
### Fund Balance and Bank Reconciliation

**Peoria Co Road Districts Township Bridge**

Documentation Review Period Jan. 1, 2020 - Dec. 31, 2020

<table>
<thead>
<tr>
<th>Fund Balance</th>
<th>Unobligated</th>
<th>Obligated</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Balance Previous Documentation Review</td>
<td>74,740.18</td>
<td>350,680.92</td>
<td>425,421.10</td>
</tr>
<tr>
<td>Allotments</td>
<td>142,808.34</td>
<td>0.00</td>
<td>142,808.34</td>
</tr>
<tr>
<td>Total MFT Funds</td>
<td>217,548.52</td>
<td>350,680.92</td>
<td>568,229.44</td>
</tr>
<tr>
<td>Approved Authorizations</td>
<td>(142,808.34)</td>
<td>142,808.34</td>
<td>0.00</td>
</tr>
<tr>
<td>Other Receipts</td>
<td></td>
<td>1,403.96</td>
<td>1,403.96</td>
</tr>
<tr>
<td>Total</td>
<td>74,740.18</td>
<td>494,893.22</td>
<td>569,633.40</td>
</tr>
<tr>
<td>Disbursements</td>
<td></td>
<td>327,191.17</td>
<td>327,191.17</td>
</tr>
<tr>
<td>Surplus (Credits)</td>
<td>1,404.02</td>
<td>(1,404.02)</td>
<td>0.00</td>
</tr>
<tr>
<td>Unexpended Balance</td>
<td>76,144.20</td>
<td>166,298.03</td>
<td>242,442.23</td>
</tr>
</tbody>
</table>

#### Bank Reconciliation

- Balance in Fund per Bank Certificate Dec. 31, 2020: 0.23
- Deduct Outstanding Warrants
- Add Outstanding investments: 242,442.00
- Additions
- Subtractions

Certified Correct

Reviewed:

---

Page 1 of 1

2/14/2022 11:48 AM

BLR 15103S(DRAFT)
### Investment Schedule
#### Motor Fuel Tax Funds

**Peoria Co Road Districts Township Bridge**

<table>
<thead>
<tr>
<th>Date of Purchase</th>
<th>Date of Maturity or Redemption</th>
<th>Purchase Cost</th>
<th>Value at Maturity or Redemption</th>
<th>Interest Earned</th>
<th>Outstanding Dec. 31 2020</th>
<th>Type of Investment</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>242,442.00</td>
<td>Sweep Account</td>
</tr>
</tbody>
</table>

**REMARKS:**

---

**Page 1 of 1**

2/14/2022 11:48 AM

BLR 151055(DRAFT)
<table>
<thead>
<tr>
<th>Section</th>
<th>Balance Review</th>
<th>Total Amount Authorized</th>
<th>Adjustments</th>
<th>Other Receipts</th>
<th>Total Funds Available</th>
<th>Total Disbursements</th>
<th>Surplus to Unobligated Balance (Credits)</th>
<th>Unexpended Balance</th>
<th>Prev. Accumulated Disbursements</th>
<th>Total Accumulated Disbursements</th>
</tr>
</thead>
<tbody>
<tr>
<td>ELMWOOD</td>
<td>0.00</td>
<td></td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
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<td>0.00</td>
<td>0.00</td>
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<tr>
<td>15-04117-00-BR</td>
<td>296,648.84</td>
<td>19,894.61</td>
<td>0.00</td>
<td>0.00</td>
<td>318,543.45</td>
<td>318,543.39</td>
<td>0.06</td>
<td>0.00</td>
<td>318,543.39</td>
<td>318,543.39</td>
</tr>
<tr>
<td>ENG</td>
<td>7,134.92</td>
<td>(6,139.92)</td>
<td>0.00</td>
<td>0.00</td>
<td>995.00</td>
<td>995.00</td>
<td>0.00</td>
<td>0.00</td>
<td>82,713.08</td>
<td>83,708.08</td>
</tr>
<tr>
<td>RADNOR</td>
<td>0.00</td>
<td></td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
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<td>0.00</td>
<td>0.00</td>
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</tr>
<tr>
<td>17-16118-00-BR</td>
<td>129,053.65</td>
<td></td>
<td>0.00</td>
<td>0.00</td>
<td>129,053.65</td>
<td>129,053.65</td>
<td>0.00</td>
<td>0.00</td>
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<td>0.00</td>
</tr>
<tr>
<td>ENG</td>
<td>44,897.16</td>
<td></td>
<td>0.00</td>
<td>0.00</td>
<td>44,897.16</td>
<td>7,652.78</td>
<td>37,244.38</td>
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<td>7,652.78</td>
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<tr>
<td>2020</td>
<td>0.00</td>
<td></td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>INTEREST</td>
<td>0.00</td>
<td></td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>TOTALS</td>
<td>350,680.92</td>
<td>142,808.34</td>
<td>0.00</td>
<td>1,403.96</td>
<td>1,403.96</td>
<td>1,403.96</td>
<td>1,403.96</td>
<td>168,298.03</td>
<td>82,713.08</td>
<td>409,904.25</td>
</tr>
</tbody>
</table>
## PRIMARY ACCOUNT SUMMARY

<table>
<thead>
<tr>
<th>Category</th>
<th>Number</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Balance Forward From 11/30/20</td>
<td></td>
<td>0.17</td>
</tr>
<tr>
<td>Debits</td>
<td></td>
<td>0.00</td>
</tr>
<tr>
<td>Automatic Withdrawals</td>
<td></td>
<td>2.00</td>
</tr>
<tr>
<td>Interest Added This Statement</td>
<td></td>
<td>2.06+</td>
</tr>
<tr>
<td>Ending Balance On 12/31/20</td>
<td></td>
<td>0.23</td>
</tr>
</tbody>
</table>

- **Annual Percentage Yield Earned**: 0.01%
- **Interest Paid This Year**: 1,403.96
- **Interest Paid Last Year**: 7,193.73
- **Average Balance (Collected)**: 242,440.17+

---

**ALL CREDIT ACTIVITY**

<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/31/20</td>
<td>INTEREST PAID</td>
<td>2.06</td>
</tr>
</tbody>
</table>

SEE REVERSE SIDE FOR IMPORTANT INFORMATION
AGENDA BRIEFING

COMMITTEE: Infrastructure  LINE ITEM: 036-2-036-5-526-54383
MEETING DATE: February 28, 2022  AMOUNT: $26,000.00

ISSUE: Resolution for Cooperative Research Agreement with Bradley University

BACKGROUND/DISCUSSION:

The objective of the agreement is for the Highway Department to maintain the County's Pavement Management Program through a partnership with Bradley University's Civil Engineering Department.

The Pavement Management Program was created with the assistance of Bradley University in 2008-2009. During that time, the entire County Highway network was inventoried and evaluated. Due to the wear and tear the roads receive, as well as the preventative maintenance methods that have been applied, it is necessary to periodically update the pavement conditions in the program. This contract will update one half of the County Highway network.

A Pavement Management Program has been defined as “a set of tools or methods that assist decision-makers in finding optimum strategies for providing, evaluating and maintaining pavements in a serviceable condition over a period of time”. The benefits of a Pavement Management Program are substantial and can help an agency “employ more cost-effective treatment strategies, allocate funds to the pavement sections that will give the best performance for the funds allocated, and improve the quality of the agency pavement network”. Specifically, the implementation of a Pavement Management Program provides a systematic procedure to search, organize, and save pavement information and allows agencies to understand the consequences of deferred maintenance. In addition, a Pavement Management Program seeks to minimize costs of individual projects, use available resources more efficiently, and support agency decision-making.

Data received from previous surveys are used to prioritize the annual seal coating program on Peoria County Highways. Additionally, this information is used each year to populate the Highway Department's report for the International City/County Management Association. The data has also been used for the financial analysis of the County's infrastructure.

In summary, this partnership with Bradley will obtain field data of the County roadway system, update the system database, and assist in pavement management related decisions

COUNTY BOARD GOALS:

INFRASTRUCTURE STEWARDSHIP

STAFF RECOMMENDATION: Approve the Cooperative Research Agreement with Bradley University

COMMITTEE ACTION:

PREPARED BY: Jeffrey D. Gilles
DEPARTMENT: Highway  DATE: February 7, 2022
COOPERATIVE RESEARCH AGREEMENT
BETWEEN
BRADLEY UNIVERSITY
AND
PEORIA COUNTY

This AGREEMENT (“AGREEMENT”) dated as of ___________ (the “Effective Date”), is between Peoria County (“DEPARTMENT”) having offices at 6915 West Plank Road, Peoria Illinois, 61604-5246 and Bradley University (“UNIVERSITY”) having offices at 1501 West Bradley Avenue, Peoria, Illinois 61625, and sets forth the terms and conditions on which the UNIVERSITY will conduct research Agreements funded by DEPARTMENT and is in force upon the date of signature. The term UNIVERSITY includes the UNIVERSITY and all its satellite campuses.

No commitment is made by DEPARTMENT to contract and pay for research or other services, or for the UNIVERSITY to conduct research or provide other services, other than the work specified in this AGREEMENT, by the execution of this AGREEMENT alone. Commitments for research Agreements or other services can be made only by the issuance of specified research AGREEMENT by DEPARTMENT.

This Contract sets forth the terms for the performance and administration of work as appended.

Exhibit A - Statement of Work
Exhibit B - AGREEMENT Budget

1. TERMS OF AGREEMENT
1.1 EXECUTION AND MODIFICATION:

1.1.1 Term: This AGREEMENT shall become effective upon signature by duly authorized representatives of the DEPARTMENT and the UNIVERSITY.

1.1.2 Modification: Modifications to this AGREEMENT including the Statement of Work (Exhibit A) and/or the Budget (Exhibit B) shall occur only by written AGREEMENT of the authorized representatives of the DEPARTMENT and the UNIVERSITY.

1.1.3 Termination: Notwithstanding anything to the contrary here, DEPARTMENT may terminate, with or without cause, all or part of the services under the AGREEMENT by giving at least thirty (30) days’ prior written notice to the UNIVERSITY, which notice shall specify the services to be terminated and the effective date of the termination.

1.2 PERIOD OF PERFORMANCE: The period of performance of this AGREEMENT shall begin on the date in which the last party signs the contract and conclude 12 months later unless an extension is agreed to in writing by authorized representatives of the DEPARTMENT and the UNIVERSITY.

1.3 SCOPE OF WORK: The scope of work as specified in Exhibit A expresses fully that work which is to be accomplished under the terms of this AGREEMENT.

1.4 REPORTS: The Principal Investigator/Project Director shall be available by telephone or in person, to discuss the progress and results of an Agreement, as well as ongoing plans or proposed changes.

1.5 ESTIMATED PROJECT COST:

The DEPARTMENT shall reimburse the UNIVERSITY for all costs related to the Scope of Work described in Exhibit A in an amount not to exceed Twenty-Six Thousand Dollars ($26,000.00).

1.5.1 In the event DEPARTMENT terminates all or part of this AGREEMENT, DEPARTMENT shall pay the UNIVERSITY compensation pursuant to AGREEMENT for the actual costs and non-cancelable obligations incurred by the UNIVERSITY for all services completed by the termination date, provided that DEPARTMENT did not terminate all or part of the AGREEMENT because of the UNIVERSITY’S breach of this AGREEMENT.
1.5.2 **Payment:** Two (2) copies of all invoices shall be submitted monthly. These shall detail all charges current to the date of the invoice and all current charges. Invoices shall be sent to

**County Engineer**  
**Peoria County Highway Department**  
**6915 West Plank Road**  
**Peoria, IL 61604-5246**

1.5.2.1 Each invoice shall include a unique identifying number  
1.5.2.2 The Final invoice shall be marked clearly as FINAL  
1.5.2.3 Payments under this contract shall be governed by the “Local Government Prompt Payment Act” 50 ILCS 550/1 et seq.

1.5.3 **Allowable Costs:**

1.5.3.1 The UNIVERSITY'S usual policies governing salaries and wages and fringe benefits shall apply to all UNIVERSITY employees working under the terms of this AGREEMENT.  
1.5.3.2 The UNIVERSITY'S standard policy on travel and travel reimbursement shall apply to all costs for travel and transportation directly related to and charged to this AGREEMENT

1.5.4 The UNIVERSITY'S budget as attached hereto as Exhibit B is only an estimate of direct and indirect costs required to complete the Scope of Work defined in Exhibit A and there may be need to depart from line item estimations within this budget to cover as yet unanticipated requirements to fulfill the Scope of Work. However, the total amount to be paid under this AGREEMENT shall not exceed Twenty-Six Thousand Dollars ($26,000.00).

1.5.4.1 The UNIVERSITY is hereby authorized to reallocate budget funds that do not require prior approval in accordance with the DEPARTMENT'S policies.  
1.5.4.2 Reallocation of line item budget funds requiring prior approval in accordance with the DEPARTMENT'S policies must have prior written approval of the UNIVERSITY's designated official prior to submitting the request to the DEPARTMENT.

1.5.5 **Contract-related Income:**

1.5.5.1 The UNIVERSITY shall maintain such records as may be necessary to comply with the requirements of this provision  
1.5.5.2 Any Contract-related Income generated under the terms of this AGREEMENT shall be used to reduce expenditures chargeable to the AGREEMENT

1.5.6 **Accounts, Audits and Records:**

1.5.6.1 The UNIVERSITY shall use standard accounting procedures and practices in the execution of this AGREEMENT  
1.5.6.2 The UNIVERSITY shall maintain all records, documents and other evidence sufficient to reflect properly all direct and indirect costs of whatever nature it claims to have been incurred for the performance of this AGREEMENT. The foregoing constitutes "records" for the purpose of this AGREEMENT  
1.5.6.3 Audit. The UNIVERSITY grants to DEPARTMENT reasonable access to all pertinent ledgers, payroll data, books, records, correspondence, written instructions, drawings, receipts, vouchers, and other documents for audit purposes. The UNIVERSITY must segregate such documents and records in such a manner as to facilitate a complete audit and agrees that the audit may be
used as a basis for settlement of any charges. DEPARTMENT or its agents shall have the right, upon reasonable notice, to audit the UNIVERSITY’S documents and records during the UNIVERSITY’S normal business hours. Such documents and records shall be retained for two (2) years after the payment of the applicable invoice.

1.6 PRINCIPAL INVESTIGATOR/PROJECT DIRECTOR:

1.6.1 The Principal Investigator/Project Director for this AGREEMENT shall be

Dr. Kerrie Schattler, Professor  
Department of Civil Engineering and Construction  
Bradley University  
1501 West Bradley Avenue  
Peoria, IL 61625

1.6.2 The Principal Investigator/Project Director or her designee shall be responsible for the technical, scientific and programmatic aspects of the scope of work defined in Exhibit A.

1.7 INDEMNITY

1.7.1 The UNIVERSITY will save, indemnify, defend and hold harmless the DEPARTMENT, its agents, directors, and employees from any and all liability that may arise as a result of the negligent actions and/or omissions of the UNIVERSITY, its agents, and employees under performance of this AGREEMENT.

1.7.2 The DEPARTMENT will save, indemnify, defend and hold harmless the UNIVERSITY, its agents and employees from any and all liability that may arise as a result of the negligent actions or omissions of the DEPARTMENT, its agents and employees under performance of this AGREEMENT, to the extent allowed under Illinois Law.

1.8 NON DISCRIMINATION

1.8.1 The UNIVERSITY shall not discriminate against any employee or applicant for employment because of race, color, religion, gender, age, marital status, sexual orientation, ancestry, place of birth, status as a disabled veteran or Vietnam Era veteran or because of handicap, except where a bona fide occupational qualification exists.

UNIVERSITY will take affirmative action to comply with the provisions of Section 6.5-51 of the Peoria County Purchasing Ordinance as appended in Exhibit C.

UNIVERSITY will distribute copies of its commitment not to discriminate to all persons who participate in recruitment, screening, referral and selection of job applicants, and prospective job applicants.

UNIVERSITY agrees that the provisions of Section 6.5-51 of the Peoria County Purchasing Ordinance are hereby incorporated into this Agreement by reference, as if they were set out verbatim. UNIVERSITY further agrees that the provisions of the Illinois Human Rights Act (775 ILCS 5/1-101 et. seq.) as hereinafter amended, are hereby incorporated into this Agreement by reference and made a part hereof.

In addition to remedies and notwithstanding any other remedies the parties may have under this Agreement or at law, the DEPARTMENT may recover from UNIVERSITY by set-off against the unpaid portion of the contract price the sum of Five Hundred Dollars ($500.00) per day as liquidated damages and not as a penalty, for each day that UNIVERSITY fails
to comply with the affirmative action provisions of this Agreement as determined by the Director and the Peoria County Affirmative Action Committee. This said sum being fixed and agreed upon by and between the DEPARTMENT and UNIVERSITY because of the impracticability and extreme difficulty of affixing and ascertaining the actual damages which the DEPARTMENT would sustain in the event of such a breach of contract and said amount is agreed to be the amount of damages which the DEPARTMENT would sustain.

1.8.2 The UNIVERSITY shall comply with all provisions of Executive Order No. 11246 of September 24, 1965, and the rules, regulations and relevant orders of the Secretary of Labor.

1.8.3 In the event of the UNIVERSITY’S noncompliance with this Provision, this contract may be cancelled, terminated, or suspended in whole or in part as deemed appropriate by the DEPARTMENT.

1.9 INTELLECTUAL PROPERTY RIGHTS

1.9.1 DEPARTMENT INVENTIONS Rights to any invention, improvement, discovery, or work of authorship, whether or not patentable or copyrightable, which relates to this AGREEMENT and which was made solely by employees of DEPARTMENT without the use of the UNIVERSITY facilities, shall belong to DEPARTMENT ("DEPARTMENT INVENTIONS"). DEPARTMENT INVENTIONS shall not be subject to the terms and conditions of this Agreement.

1.9.2 UNIVERSITY INVENTIONS. Rights to any invention, improvement, discovery, or work of authorship, whether or not patentable, copyrightable, or held as a trade secret (other than those considered to be “Scholarly Works” or “Works for Hire”) which relates to this AGREEMENT and which was made solely by employees and/or agents of the UNIVERSITY shall belong to the UNIVERSITY (UNIVERSITY INVENTIONS). “Scholarly Works” are defined as materials produced by Bradley University faculty members as part of their usual teaching, service, and research activities, in tangible or electronic form, such as textbooks and other curricular materials, reference works, journal articles, novels, music, and photographs, which do not result directly as a specified deliverable from Agreements funded in whole or in part by the UNIVERSITY or under a sponsored activity agreement. Works for Hire are defined as per 17 USC § 101: definitions "work for hire" and apply to databases created under the scope of the Statement of Work appended as Exhibit A.

1.9.3 If the DEPARTMENT requests the UNIVERSITY to patent a UNIVERSITY INVENTION, the UNIVERSITY will do so, and DEPARTMENT will pay for, or reimburse the UNIVERSITY for, reasonable out-of-pocket costs associated with the filing, prosecution, and maintenance of the patent application associated with protecting a UNIVERSITY Invention. In consideration of DEPARTMENT'S sponsorship and payment of monies due, the UNIVERSITY hereby grants to DEPARTMENT, an irrevocable, worldwide, non-exclusive, paid-up license and right to make, have made, reproduce, use, have used, sell, offer to sell, and import all UNIVERSITY INVENTIONS directly resulting from work associated with this AGREEMENT without additional royalty or payment within DEPARTMENT'S Field of Use. The license does not include the right to sublicense a UNIVERSITY INVENTION to unaffiliated third parties without the UNIVERSITY'S consent.

1.9.4 JOINT INVENTIONS. Rights to any invention, improvement, discovery, or work of authorship, whether or not patentable or copyrightable, which relates to the Research Agreement and which was made jointly by one or more DEPARTMENT employees and one or more employees and/or agents of the UNIVERSITY or which
are made solely by employees of DEPARTMENT utilizing UNIVERSITY facilities, shall belong to DEPARTMENT, and the UNIVERSITY jointly (JOINT INVENTIONS) DEPARTMENT or UNIVERSITY can freely practice the claims of any resulting patent within its Field of Use without consultation with or accounting to the other owner. Before either party negotiates a license with a third party, in such a patent, however, the parties shall confer to determine whether their mutual cooperation in such licensing effort is desirable.

1.9.5 EXCLUSIVE LICENSE. The UNIVERSITY grants DEPARTMENT the first option to negotiate in good faith for an exclusive royalty-bearing license to make, have made, reproduce, use, have used, sell, offer to sell, and import any UNIVERSITY INVENTION and any JOINT INVENTION made in the course of work under this Agreement. Once a patent application filed by the UNIVERSITY is published under U.S. Patent Code and becomes public information, DEPARTMENT’S option to negotiate for an exclusive license shall extend for a period of one hundred eighty (180) days from the date DEPARTMENT receives notification of the publication. If the UNIVERSITY and DEPARTMENT are unable to negotiate agreeable terms, the UNIVERSITY will not, thereafter, enter into an exclusive license with anyone else under terms which are more favorable than those offered to DEPARTMENT without first offering DEPARTMENT’S designee, DEPARTMENT the opportunity to obtain the exclusive license under such terms. In the event DEPARTMENT obtains an exclusive license to practice the claims of the JOINT INVENTION, the UNIVERSITY retains a non-exclusive, royalty free right to practice the claims of the Joint Invention for research and teaching.

1.9.6. INFRINGEMENT The University represents that to the best of its knowledge; Department’s stated use of the Deliverables will not violate or infringe any intellectual property rights of a third party, including patent, copyright, trademark, and mask work, or constitute misappropriation of a trade secret. The UNIVERSITY will promptly notify Department, in writing, if it has reason to believe that any allegation of violation, infringement, misuse, or misappropriation will result from Department’s stated use of the Deliverables.

2.0 CONFIDENTIALITY

2.1 The UNIVERSITY agrees not to use or disclose DEPARTMENT Information (as defined below) to any employee or agent or to any third party unless (i) the employee, agent, or third party has a need to know DEPARTMENT Information in order for the UNIVERSITY to perform its obligations under this Agreement or any Purchase Order, and (ii) the employee, agent, or third party is bound by UNIVERSITY policies requiring nondisclosure and/or has executed and delivered to the UNIVERSITY an agreement similar to this paragraph restricting his, her, or its use and disclosure of DEPARTMENT INFORMATION. DEPARTMENT INFORMATION includes documents, books, manuals, computer reports, software, data files, or information furnished by DEPARTMENT and designated proprietary by DEPARTMENT in writing, as well as those aspects of a Research Agreement agreed to by the parties to be confidential to DEPARTMENT. The obligations set forth in this paragraph shall remain in effect for a period of two (2) years after the end of a Research Agreement and shall apply only to DEPARTMENT INFORMATION that is not in the public domain, is not already known by the UNIVERSITY has not been independently developed or furnished to the UNIVERSITY, or is not required to be disclosed pursuant to law or court order. DEPARTMENT INFORMATION shall be clearly marked and identified on each document provided to the UNIVERSITY.
2.2 DEPARTMENT: DEPARTMENT agrees not to use or disclose UNIVERSITY INFORMATION (as defined below) to any employee or agent or to any third party. UNIVERSITY INFORMATION includes documents, books, manuals, computer reports, software, data files, or information designated proprietary by UNIVERSITY in writing, as well as those aspects of a Research Agreement agreed to by the parties to be confidential to UNIVERSITY. The obligations set forth in this paragraph shall remain in effect for a period of two (2) years after the end of a Research Agreement and shall apply only to UNIVERSITY Information that is not in the public domain, is not already known by DEPARTMENT, has not been independently developed or furnished to the DEPARTMENT, or is not required to be disclosed pursuant to law or court order. Aspects of the Research Agreement identified as UNIVERSITY INFORMATION in the Research Agreement may be used by the DEPARTMENT for its own internal research purposes, subject to these confidentiality provisions. "University" information shall be clearly marked and identified on each document provided to DEPARTMENT as Confidential or Proprietary.

3.0. PUBLICATIONS

DEPARTMENT recognizes that under UNIVERSITY'S policy, the results of a Research Agreement must be publishable and agrees that researchers engaged in a Research Agreement shall be permitted to present the methods and results of that Research Agreement at symposia or at national or regional professional meetings and to publish them in journals, theses, dissertations, or otherwise at the option of the researchers; provided, however, that DEPARTMENT will have been given a copy of any proposed publication at least sixty (60) days in advance of submission to a publication. Where practical, materials for proposed presentations must be submitted to DEPARTMENT sufficiently in advance of the scheduled or proposed presentation to allow DEPARTMENT a reasonable opportunity to review those materials for patentable subject matter in need of protection or for the inadvertent disclosure of DEPARTMENT INFORMATION. During the review period, DEPARTMENT may object to the proposed presentation or publication either because there is patentable subject matter that needs protection or because there is an inadvertent disclosure of DEPARTMENT INFORMATION. If DEPARTMENT objects due to the potential for patentable subject matter, the UNIVERSITY agrees to delay publication for an additional period to allow filing for protection of the invention; however, this period may not exceed one hundred-twenty days (120) unless negotiated between DEPARTMENT and the UNIVERSITY. If DEPARTMENT objects to publication due to an inadvertent disclosure of DEPARTMENT INFORMATION the UNIVERSITY agrees to remove the DEPARTMENT INFORMATION. The UNIVERSITY hereby grants to DEPARTMENT the right, without further consideration, to duplicate, publish, or reprint any report produced by the UNIVERSITY but only for the internal use of DEPARTMENT, or as required by the Illinois Freedom of Information Act, as determined by the DEPARTMENT.

4.0 GENERAL

4.2 BAILED PROPERTY.

Unless otherwise agreed in the Research Agreement Specification, all supplies, materials, equipment or other items and that DEPARTMENT furnished, either directly or indirectly, to the UNIVERSITY to perform any Research Agreement are and shall remain the property of DEPARTMENT. The UNIVERSITY shall bear the risks of loss and damage to DEPARTMENT'S property.

4.3 ADVERTISING.

Except with respect to internal business communications, communications with governmental agencies, or communications required by law, the UNIVERSITY and "Department" shall not use
each other’s names or trademarks in publicity or advertising without first receiving written consent from the other.

4.4 **FORCE MAJEURE.**

Any delay or failure of either party to perform its obligations shall be excused if, and to the extent, caused by an event or occurrence beyond the reasonable control of that party and without its fault or negligence, such as acts of God, actions by any governmental authority (whether valid or invalid), fires, floods, windstorms, explosions, riots, natural disasters, wars, sabotage, labor problems (including lockouts, strikes and slowdowns), inability to obtain power, material, labor, equipment or transportation, or court injunction or order.

4.5 **GOVERNMENTAL COMPLIANCE.**

DEPARTMENT and the UNIVERSITY agree to comply with all federal, state and local laws, executive orders, rules, regulations, and ordinances that may be applicable to the party’s performance of its obligations under this Agreement.

4.6 **NO IMPLIED WAIVER.**

The failure of either party at any time to require the performance of any provision of this Agreement or any Purchase Order issued under this Agreement shall in no way affect its right to require the performance at any time thereafter. Nor shall the waiver by either party of any provision constitute a waiver of any succeeding breach of the same or any other provision.

4.7 **NON-ASSIGNMENT.**

Neither party may assign or delegate its obligations under this Agreement without the other party’s prior written consent.

4.8 **RELATIONSHIP OF PARTIES.**

The UNIVERSITY and DEPARTMENT are independent contracting parties, and nothing in this Agreement shall make either party the agent or legal representative of the other for any purpose whatsoever. This Agreement does not grant either party any authority to assume or to create any obligation on behalf of or in the name of the other. The employees, students or agents of the DEPARTMENT are not now nor shall they be deemed to be employees of the DEPARTMENT and the employees of the DEPARTMENT are not now nor shall they be deemed to be employees of the UNIVERSITY.

4.9 **SEVERABILITY.**

If any term of this Agreement is invalid or unenforceable under any statute, regulation, ordinance, executive order, or other rule of law, that term shall be deemed reformed or deleted, but only to the extent necessary to comply with such statute, regulation, ordinance, executive order, or rule, and the remaining provisions of this Agreement shall remain in full force and effect.

4.10 **INTEGRATION:**

This Agreement, together with any attachments, exhibits, or supplements specifically referenced in it, constitutes the final and entire agreement between the UNIVERISTY and DEPARTMENT with respect to its subject matter and supersedes all prior or contemporaneous, oral or written representations and agreements. Any modification, alteration, or amendment to this Agreement must be in writing and signed by both parties.

4.11 **STATE OF GOVERNING LAW**

The validity and interpretation of this AGREEMENT, the legal relations of the parties to it, and the settlement of all disputes arising therefrom shall be governed by laws of the State of Illinois.
4.12 **Termination for Lack of Funding**

The DEPARTMENT'S payment of funds for purposes of executing this agreement is subject to and conditioned upon the availability of funds for such purposes. The DEPARTMENT may terminate this AGREEMENT upon written notice to the UNIVERSITY at any time prior to the termination of this AGREEMENT if, in the sole discretion of the DEPARTMENT, funding becomes unavailable for this AGREEMENT or such funds are restricted. The UNIVERSITY shall be reimbursed for obligations which cannot be cancelled properly incurred prior to the date of notice of the termination.

**IN WITNESS WHEREOF**, the parties have caused this AGREEMENT to be effective as of __________ with signatory approval of their duly authorized representatives.

**Peoria County**

By: ____________________________
Scott Sorrel
County Administrator

Date: ____________________________

Attest: __________________________
Rachael Parker
Peoria County Clerk

Date: ____________________________

**Bradley University**

By: ____________________________
Dennis Koch
Assistant Vice President of Financial Services

Date: __/31/2023

Attest: __________________________
Kerrie L. Schattler
Professor, Civil Engr. & Construction

Date: __/31/2023
EXHIBIT A – Statement of Work
PROPOSAL FOR:

MAINTENANCE OF PEORIA COUNTY’S PAVEMENT MANAGEMENT SYSTEM:
SUMMER 2022 DATA COLLECTION

Submitted to: Peoria County Highway Department
6915 West Plank Road
Peoria, IL 61604-5246

Prepared by: Bradley University
Department of Civil Engineering and Construction
1501 W. Bradley Avenue
Peoria, IL 61625

Contact Person: Kerrie Schattler, Ph.D. – Principal Investigator
Professor, Civil Engineering and Construction
Bradley University
Tel: 309/677-2779
Email: kschattler@bradley.edu

Date: January 25, 2022
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1.0 Introduction

1.1 Overview and Benefits of Pavement Management Systems
Pavement management systems (PMS) provide a systematic, objective and consistent procedure to evaluate existing and future pavement condition. They are used by agencies to assist in identifying cost-effective strategies for preserving their pavements and determining funding needs to achieve desired levels of service. Various analysis scenarios are efficiently managed through the use of computerized PMS such as PAVER, which rely on the critical input of pavement inventory and condition/distress information stored in their databases. Using current distress data collected from routine condition surveys, pavement analyses can then be performed based on pavement deterioration models, treatment rules, and cost models. An agency can use its pavement management system to evaluate various pavement rehabilitation, maintenance, and preservation strategies and estimate the impact of those strategies on the future condition of the pavement network for various budget levels.

The benefits of pavement management systems have long been documented, many of which include (1):

- More efficient use of available resources
- Ability to adjust and secure more funding for pavement maintenance and rehabilitation
- More accurate and accessible information on road systems
- Quantified condition of network
- Ability to track the performance of selected treatments
- Supportable needs analysis
- Ability to show impact of funding decisions
- Selection of more effective maintenance and rehabilitation strategies
- Improved communication between different groups working with pavements in the organization and with the public
- Ability to answer pavement questions from management, elected officials and the public
- Better coordination of work with utility agencies
- Improved credibility when dealing with management, elected officials and the public
- A sense of satisfaction knowing that the agency is doing the best possible job with available funds

The Peoria County Highway Department (PCHD) realized the benefits of PMS in maintaining county roads and partnered with faculty and students from Bradley University (BU) to develop and implement the initial PMS system. The PCHD’s fully functional PMS was delivered in 2008 and included populated databases of pavement inventory, condition/distress data, extensive photologs and analysis capabilities in PAVER (formerly known as MicroPAVER). Since then, the County has continued to maintain and update the pavement management system and had contracted the BU Project Team each year from 2011 to 2021 to collect and enter updated pavement distress data on half of the County’s road system per year. In order to sustain the County’s PMS and benefits of the system, it is critical that pavement condition/distress data be routinely collected and updated in databases. This will allow the PCHD to make continued decisions regarding pavement needs as well as to improve the analysis and prediction capabilities of the PMS history.

1.2 Objectives and Scope
The objective of this proposed project is to update the Peoria County Highway Department’s pavement management system by surveying the condition of the roads and populating the PMS databases in PAVER 7.0. The activities proposed to meet this objective are as follows:

- Obtain any details from the County on pavement maintenance activities conducted since the roads were surveyed in 2021.
- Collect and quantify the pavement condition data for half of the County’s roads including the asphalt-surfed and jointed concrete roads via detailed walking surveys for the same sample of inspection units previously surveyed.
- Update the PMS databases in PAVER and deliver the updated system to the PCHD.
- Provide support and training to the PCHD staff on the PMS as needed.
2.0 Work Plan

Task 1: Host a project kick-off meeting

Upon successful award of the project, the BU Project Team can schedule a kick-off meeting with the Peoria County Highway Department engineers, as needed. The purpose would be to review the project scope, discuss the proposed work plan, obtain road and/or pavement related data, as needed, schedule the Flagger Safety training for the pavement inspectors and obtain safety equipment needed to conduct the surveys.

The BU Project Team will follow-up with County staff to obtain maintenance activity and treatment data, as available.

Task 2: Collect pavement condition data via detailed walking surveys

Prior to collecting field data on Peoria County roads, the inspectors must attend the Flagger Safety Training course and obtain certification in order to safely conduct pavement inspections on the County’s roads. It is expected the PMS inspectors will receive training during the first week of June 2022 at the PCHD’s office, during the County’s scheduled safety training program.

Trained two-person teams will be assigned to inspect the County road segments for quantification of pavement distresses according to the Pavement Condition Index (PCI) rating for the following townships and pavement types for the 2022-2023 project year:

1. Akron Township (Asphalt Concrete pavement)
2. Chillicothe Township (Asphalt Concrete pavement)
3. Elmwood Township (Asphalt Concrete pavement)
4. Hallock Township (Asphalt Concrete pavement)
5. Medina Township (Asphalt Concrete and Portland Cement Concrete pavements)
6. Millbrook Township (Asphalt Concrete pavement)
7. Peoria Township (Asphalt Concrete pavement)
8. Princeville Township (Asphalt Concrete pavement)
9. Richwoods Township (Asphalt Concrete and Portland Cement Concrete pavements)
10. Rosefield Township (Asphalt Concrete pavement)
11. Timber Township (Asphalt Concrete pavement)
12. Limestone Township (Portland Cement Concrete pavement only)
13. Kickapoo Township (Portland Cement Concrete pavement only)

Before the inspectors leave for the field, they will be instructed to obtain the segmentation sheet (a sample is shown in Figure 1), review the location of the segments assigned and obtain additional directions/maps if necessary, make copies of the data collection form(s) needed for the assigned road, and load the safety and measuring equipment into their vehicles.

In addition to following the specific flagging instruction, one member of the two-person team will be instructed to focus on traffic to ensure safety of the team by adhering to the following precautions:
- Be aware of your surroundings; listen and watch for approaching vehicles
- When an approaching vehicle is detected, make sure you and the inspector move to the shoulder
- ALWAYS wear your safety vest
- Set-up the cones and warning signs to provide advance warning to motorists
- Position the work vehicle in a manner to protect the survey team - upstream of the inspection area to serve as a buffer
**Figure 1. Sample Segmentation Sheet for Rohmann Avenue in Peoria Township**

Road: Rohmann Avenue  
From: Swords Avenue  
To: Ashland Avenue  
Lanes: 2  
Length: 0.24 Miles (1,267 ft)  
Township: Peoria

<table>
<thead>
<tr>
<th>Total Number of Sample Units</th>
<th>13</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Number of Inspection Units</td>
<td>7</td>
</tr>
<tr>
<td>Interval</td>
<td>1</td>
</tr>
<tr>
<td>Random Start</td>
<td>1</td>
</tr>
</tbody>
</table>

- **= Denotes Inspection Unit**

Inspection Units:
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Length of inspection unit = 100’

Walking interval between consecutive inspection units = 0’

Inspection Unit # 1 starts at Swords Avenue
Despite the safety precautions taken, the team must focus on safety, first and foremost. The BU Project Team may borrow warning signs, and flagger poles from the County during the pavement inspection periods. Safety vests will be purchased and worn by the Inspectors at all times in the field.

To begin the inspection, the inspectors will walk over each sample unit, measure each distress type and severity, and record the data on the data collection form for asphalt-surfaced pavements and/or jointed concrete pavements, which are shown Figures 2 and 3, respectively. One form is used for each inspection unit. Details on what measurements to take for specific distresses are included in the Asphalt Surfaced Roads & Parking Lots Distress Identification Manual (3) and the Concrete Surfaced Roads & Parking Lots Distress Identification Manual (4), which will be available to the teams at all times and referenced while performing the inspections in the field. They are specially designed for use during inspection and are indexed by distress type for user convenience. Descriptions of each distress type are summarized, as well as measurement criteria for each Severity Level being High, Medium or Low, instructions on How to Count them, and photographs for each of the severity levels to illustrate the various conditions and distresses. The specific distress types are listed below (3,4).

**Distress Types for Asphalt-Surfaced Roads**
1. Alligator/Fatigue Cracking
2. Bleeding
3. Block Cracking
4. Bumps and Sags
5. Corrugation
6. Depression
7. Edge Cracking
8. Joint Reflection Cracking
9. Lane/Shoulder Drop Off
10. Longitudinal & Transverse Cracking
11. Patching & Utility Cut Patching
12. Polished Aggregate
13. Potholes (number of potholes)
14. Railroad Crossing
15. Rutting
16. Shoving
17. Slippage Cracking
18. Swell
19. Raveling
20. Weathering

**Distress Types for Jointed-Concrete Roads**
21. Blowup/Buckling
22. Corner Break
23. Divided Slab
24. Durability (“D”) Cracking
25. Faulting
26. Joint Seal Damage
27. Lane/Shoulder Drop-Off
28. Linear Cracking
29. Patching & Utility Cuts, Large
30. Patching, Small
31. Polished Aggregate
32. Popouts
33. Pumping
34. Punchouts
35. Railroad Crossing
36. Scaling, Map Cracking & Crazing
37. Shrinkage Cracks
38. Corner Spalling
39. Joint Spalling
**Figure 2. Field Data Collection Form for Asphalt-Surfaced Pavements (Front Page)**

**Inspector Information**

Pavement Inspected by: ___________________ and ___________________ Date: ________________

**Section Information**

<table>
<thead>
<tr>
<th>Street</th>
<th>Township</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

From: ___________________ To: ___________________

Section Length: ___________________ No. Lanes: ___________________

**Inspection Unit Information**

*Inspection Unit No:* ___________________, in format: sequential #, (inspection unit #)

*Inspection Unit Length:* ___________________ *Inspection Unit Width:* ___________________

*Inspection Unit Area:* ___________________ *Special? Y / N*

*Photo No. of overall inspection unit:* ___________________ *Camera No:* ___________________

<table>
<thead>
<tr>
<th>Distress Type</th>
<th>Severity</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Alligator/Fatigue Cracking</td>
<td>sq. ft.</td>
<td>sq. ft.</td>
<td>sq. ft.</td>
</tr>
<tr>
<td>2. Bleeding</td>
<td>sq. ft.</td>
<td>sq. ft.</td>
<td>sq. ft.</td>
</tr>
<tr>
<td>3. Block Cracking</td>
<td>sq. ft.</td>
<td>sq. ft.</td>
<td>sq. ft.</td>
</tr>
<tr>
<td>4. Bumps and Sags</td>
<td>ft.</td>
<td>ft.</td>
<td>ft.</td>
</tr>
<tr>
<td>5. Corrugation</td>
<td>sq. ft.</td>
<td>sq. ft.</td>
<td>sq. ft.</td>
</tr>
<tr>
<td>6. Depression</td>
<td>sq. ft.</td>
<td>sq. ft.</td>
<td>sq. ft.</td>
</tr>
<tr>
<td>7. Edge Cracking</td>
<td>ft.</td>
<td>ft.</td>
<td>ft.</td>
</tr>
<tr>
<td>8. Joint Reflection Cracking</td>
<td>ft.</td>
<td>ft.</td>
<td>ft.</td>
</tr>
<tr>
<td>9. Lane/Shoulder Drop Off</td>
<td>ft.</td>
<td>ft.</td>
<td>ft.</td>
</tr>
<tr>
<td>10. Longitudinal &amp; Transverse Cracking</td>
<td>ft.</td>
<td>ft.</td>
<td>ft.</td>
</tr>
<tr>
<td>12. Polished Aggregate</td>
<td>sq. ft.</td>
<td>sq. ft.</td>
<td>sq. ft.</td>
</tr>
<tr>
<td>13. Potholes (number of potholes)</td>
<td>#</td>
<td>#</td>
<td>#</td>
</tr>
<tr>
<td>15. Rutting</td>
<td>sq. ft.</td>
<td>sq. ft.</td>
<td>sq. ft.</td>
</tr>
<tr>
<td>16. Shoving</td>
<td>sq. ft.</td>
<td>sq. ft.</td>
<td>sq. ft.</td>
</tr>
<tr>
<td>17. Slippage Cracking</td>
<td>sq. ft.</td>
<td>sq. ft.</td>
<td>sq. ft.</td>
</tr>
<tr>
<td>18. Swell</td>
<td>sq. ft.</td>
<td>sq. ft.</td>
<td>sq. ft.</td>
</tr>
<tr>
<td>20. Weathering</td>
<td>sq. ft.</td>
<td>sq. ft.</td>
<td>sq. ft.</td>
</tr>
</tbody>
</table>

*Photo No(s). Of Unusual Distresses (high severity)*
Figure 2. Field Data Collection Form for Asphalt-Surfaced Pavements (Back Page)
**PAVEMENT MANAGEMENT SYSTEM FOR PEORIA COUNTY HIGHWAY DEPARTMENT**

**FIELD DATA COLLECTION FORM FOR JOINTED CONCRETE PAVEMENTS**

<table>
<thead>
<tr>
<th>Inspector Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pavement Inspected by: __________________ and __________________ Date: __________</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Section Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street: __________________ Township: __________________</td>
</tr>
<tr>
<td>From: __________________ To: __________________</td>
</tr>
<tr>
<td>Section Length: __________________ No. Lanes: __________________</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Inspection Unit Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inspection Unit No: __________, in format: sequential #, (inspection unit #)</td>
</tr>
<tr>
<td>Inspection Unit Length: __________________</td>
</tr>
<tr>
<td>Inspection Unit Width: __________________ Special? Y / N</td>
</tr>
<tr>
<td>Photo No. of overall inspection unit: __________________ Camera No: __________________</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Slab Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Slab Length: __________ Slab Width: __________ No. Slabs in Inspection Unit: __________</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Distress Type (Refer to Pavement Distress Identification Guide for Details on “How to Count”)</th>
<th>Number of Slabs in Inspection Unit with Distress Type by Severity</th>
<th>Photo No(s). of Unusual Distresses (high severity)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low</td>
<td>Medium</td>
<td>High</td>
</tr>
</tbody>
</table>

21. Blowup/Buckling
22. Corner Break
23. Divided Slab
24. Durability (“D”) Cracking
25. Faulting
26. Joint Seal Damage (overall condition of sealant)*
27. Lane/Shoulder Drop-Off
28. Linear Cracking (longitudinal/transverse/diagonal)
29. Patching, Large (> 5.5 ft²) & Utility Cuts
30. Patching, Small
31. Polished Aggregate
32. Popouts
33. Pumping
34. Punchouts
35. Railroad Crossing
36. Scaling, Map Cracking & Crazing
37. Shrinkage Cracks
38. Corner Spalling
39. Joint Spalling

*Joint Seal Damage is not counted on a slab-by-slab basis, but is rated based on the overall condition of the sealant over the entire inspection unit.

**Figure 3. Field Data Collection Form for Jointed Concrete Pavements (Front Page)**
Sketch: Draw the layout of the inspection unit including the number of slabs, slab length, slab width and distress types and severities. Recall that all distresses are counted on a slab by slab basis except for Distress 26 – Joint Seal Damage, which is rated for the entire inspection unit.

*Overall Assessment of Joint Seal Damage (26):* None Low Medium High

Circle One
The survey teams will be instructed to note if roadway characteristics of the section are different from the characteristics depicted on the segmentation sheet (i.e. number of lanes, surface type, major pavement improvement, etc.). If so, detailed notes and measurements will be taken so that it can be re-segmented and corrected. If possible, the inspection teams may re-segment the section in the field, correct the segmentation sheet and then continue the inspection. They will be required to make notes on the segmentation sheets and take photographs of all the inspected segments. In addition, detailed notes and photographs will be taken of unusual or unexpected pavement distresses observed on County roads.

Traffic cones will be used to delineate the length of the inspection unit nearest to the shoulder. A tape measure will be laid out on the side of the road to aid in extracting measurements of the pavement distresses. To update the County’s photo-log of the inspection data, photographs will be taken of each inspection unit, as well as of any high severity distresses observed in the field. A sample photograph is depicted in Figure 4.

![Figure 4. Sample Photograph of an Inspection Unit and Equipment Layout](image)

**Task 3: Update the PMS databases**

The data collected in the field will be summarized and converted into the proper form in the database and entered into the PCHD’s PMS software program, PAVER 7.0. Current data will be added to the various databases in PAVER, while preserving the historic data collected. This data will include:

- Current traffic volume data – to be obtained from IDOT’s website
- Current pavement inspection data with updated photolog of inspected segments
- Treatment data may be added to the PAVER databases (based on availability of data from PCHD)

Upon completion of the data collection and entry, the PAVER 7.0 software program will be installed on the PCHD’s computer. The updated PMS databases and digital photologs will be saved onto the PCHD’s computer, with electronic back-up files.

**Task 4: Provide technical assistance to PCHD staff, as needed**

The BU Project Team will provide technical assistance to PCHD staff as needed throughout the duration of the project. This may include assisting the PCHD staff in performing analyses to determine maintenance needs and planning, as well as on-site training for the PAVER 7.0.
3.0 Time Schedule

In terms of the data collection efforts for pavement condition/distress data, the majority of the pavement inspections will be conducted during summer/fall months. The surveys for the PCHD entire road system will be conducted over a two-year period, with the County road system divided into two subsystems. The surveys for the first half of the system would be conducted during summer/fall of an odd year, and the second half of the system would be surveyed in an even year.

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>2022</th>
<th>2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Host a project kick-off meeting*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Collect pavement condition data via detailed walking surveys</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Update the PMS databases</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Provide technical assistance to County Staff, as needed</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Assuming last party signs contract by April 1, 2022
** Inspectors complete Flagger Certification Training
4.0 BUDGET

The total project budget detailing the salaries and wages, fringe benefits, supplies and travel costs for this proposal are shown in the table below.

<table>
<thead>
<tr>
<th>Maintenance of Peoria County Highway Department's Pavement Management System</th>
<th>Funds Requested</th>
</tr>
</thead>
<tbody>
<tr>
<td>50% County Road System per year</td>
<td>2-year cycle</td>
</tr>
<tr>
<td><strong>Funds Requested</strong></td>
<td><strong>50% County Road System per year</strong></td>
</tr>
<tr>
<td><strong>2-year cycle</strong></td>
<td><strong>2-year cycle</strong></td>
</tr>
<tr>
<td><strong>Salaries and Wages</strong></td>
<td><strong>Salaries and Wages</strong></td>
</tr>
<tr>
<td><strong>Principal Investigator (PI)</strong></td>
<td><strong>Principal Investigator (PI)</strong></td>
</tr>
<tr>
<td>Kerrie Schattler, Ph.D., Professor</td>
<td>Kerrie Schattler, Ph.D., Professor</td>
</tr>
<tr>
<td>20 hours (Summer 2022) at $70.00 per hour</td>
<td>$1,400 2-year cycle</td>
</tr>
<tr>
<td><strong>Co-PI</strong></td>
<td><strong>Co-PI</strong></td>
</tr>
<tr>
<td>Fahmidah Ashraf, Ph.D. Assistant Professor</td>
<td>Fahmidah Ashraf, Ph.D. Assistant Professor</td>
</tr>
<tr>
<td>50 hours (Summer 2022) at $48.00 per hour</td>
<td>$2,400 2-year cycle</td>
</tr>
<tr>
<td><strong>Undergraduate Students</strong></td>
<td><strong>Undergraduate Students</strong></td>
</tr>
<tr>
<td>1,000 hours at $12.00 per hour</td>
<td>$12,000</td>
</tr>
<tr>
<td>Total Salaries and Wages</td>
<td>$15,800</td>
</tr>
<tr>
<td><strong>Fringe Benefits</strong></td>
<td><strong>Fringe Benefits</strong></td>
</tr>
<tr>
<td>Kerrie Schattler</td>
<td>Kerrie Schattler</td>
</tr>
<tr>
<td>10% of summer salary</td>
<td>$140 2-year cycle</td>
</tr>
<tr>
<td>Fahmidah Ashraf</td>
<td>Fahmidah Ashraf</td>
</tr>
<tr>
<td>10.0% of summer salary</td>
<td>$240</td>
</tr>
<tr>
<td>Total Fringe Benefits</td>
<td>$380</td>
</tr>
<tr>
<td><strong>Travel</strong></td>
<td><strong>Travel</strong></td>
</tr>
<tr>
<td>2471 miles at $0.585 per mile</td>
<td>$1,446</td>
</tr>
<tr>
<td>Total Travel</td>
<td>$1,446</td>
</tr>
<tr>
<td><strong>Supplies</strong></td>
<td><strong>Supplies</strong></td>
</tr>
<tr>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Total Supplies</td>
<td>$0</td>
</tr>
<tr>
<td><strong>Total Direct Cost</strong></td>
<td><strong>Total Direct Cost</strong></td>
</tr>
<tr>
<td></td>
<td>$18,426 2-year cycle</td>
</tr>
<tr>
<td><strong>Indirect Costs</strong></td>
<td><strong>Indirect Costs</strong></td>
</tr>
<tr>
<td>53% of direct labor costs</td>
<td>53% of direct labor costs</td>
</tr>
<tr>
<td>Total Indirect Costs</td>
<td>$8,374 2-year cycle</td>
</tr>
<tr>
<td><strong>Total Costs</strong></td>
<td><strong>Total Costs</strong></td>
</tr>
<tr>
<td></td>
<td>$26,000 2-year cycle</td>
</tr>
</tbody>
</table>
5.0 QUALIFICATIONS

Dr. Kerrie L. Schattler is designated as the Principal Investigator (PI) of the project. She joined the Department of Civil Engineering and Construction at Bradley University in 2005 as an Assistant Professor, was promoted to Associate Professor in 2011 and to full Professor in 2015. She was the PI on the grant with the Peoria County Highway Department to develop and implement the County’s initial Pavement Management System. This two-year project was completed in December 2008. She was also the Technical Advisor on the Maintenance of PCHD’s PMS project in 2011. For the 2012 and 2013 PCHD projects, Dr. Schattler provided opportunities for other CEC colleagues to get involved and eventually lead the PCHD pavement management system project. Starting in 2014, she resumed taking the lead on PCHD’s pavement management system data collection project.

Over the past 17 years at Bradley, Dr. Schattler has secured as PI over $1,400,000 in external research grants funded directly to Bradley which were/are being used to push the envelope in cutting edge research with the help of 95 graduate/undergraduate students and other CEC colleagues, under her direction. Some of these grants also involved collaborations with partnering universities and consulting firms – Wayne State University and Applied Pavement Technology – and as a result, the total amount of collaborative grants Dr. Schattler was involved in over $1,918,000. Sponsoring agencies of these grants include the Peoria County Highway Department (PCHD), Federal Highway Administration, and the Illinois Department of Transportation (IDOT)/ Illinois Center for Transportation.

Dr. Fahmidah Ashraf is designated as the Co-PI on this project. She received her doctorate from Penn State University in 2015, specializing in risk data analysis and bridge hydraulics. Her Ph.D. work dealt with the data collection and analysis for assessing bridge conditions across different districts of the Ohio DOT. The work includes collecting field data and sharing the data with the district managers focusing on how operations and governance can use data to great advantage, leading to the identification of best practices for combining data management capabilities. Her corresponding work on data-based prioritization and resource allocation was published in ASCE Journal of Bridge Engineering. Her M.Sc. work was completed in collaboration with Texas A&M and was sponsored by the Texas DOT (TxDOT). The collaborative work provided a new GIS database for TxDOT containing geographical characteristics of identified unstable stream sections. In the project, new data analysis procedures and design guidelines for structures in unstable streams were proposed, and the work is to readily replace the relevant section in the current TxDOT Hydraulic Design Manual. She is currently serving as a PI for a project funded by Illinois Space Grant, which focuses on satellite data management for stream restoration projects. She is also working on building a unified data infrastructure for bridge collapse events across the United States. She published a journal and presented her current works on data management at multiple conferences.

6.0 REFERENCES


EXHIBIT B - AGREEMENT Budget
## Budget
### 12 month Project Duration

<table>
<thead>
<tr>
<th>Category</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>PERSONNEL</td>
<td>$15,800.00</td>
</tr>
<tr>
<td>FRINGE BENEFITS</td>
<td>$380.00</td>
</tr>
<tr>
<td>SUPPLIES</td>
<td>$0.00</td>
</tr>
<tr>
<td>TRAVEL</td>
<td>$1,446.00</td>
</tr>
<tr>
<td><strong>TOTAL DIRECT COSTS</strong></td>
<td><strong>$18,426.00</strong></td>
</tr>
<tr>
<td><strong>INDIRECT COSTS @ 53% (Note A)</strong></td>
<td><strong>$8,374.00</strong></td>
</tr>
<tr>
<td><strong>TOTAL COSTS</strong></td>
<td><strong>$26,000.00</strong></td>
</tr>
</tbody>
</table>

**Note A:** Indirect Cost is calculated using 53% indirect cost rate applied to total direct labor costs excluding fringe benefits.
Is this project a bondable capital improvement?  
☐ Yes  ☒ No

BE IT RESOLVED, by the Board of the
Governing Body Type of the County
Local Public Agency Type of Peoria Name of Local Public Agency

Illinois that the following described street(s)/road(s)/structure be improved under
the Illinois Highway Code. Work shall be done by Contract

For Roadway/Street Improvements:

<table>
<thead>
<tr>
<th>Name of Street(s)/Road(s)</th>
<th>Length (miles)</th>
<th>Route</th>
<th>From</th>
<th>To</th>
</tr>
</thead>
<tbody>
<tr>
<td>Countywide</td>
<td>Various</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

For Structures:

<table>
<thead>
<tr>
<th>Name of Street(s)/Road(s)</th>
<th>Existing Structure No.</th>
<th>Route</th>
<th>Location</th>
<th>Feature Crossed</th>
</tr>
</thead>
</table>

BE IT FURTHER RESOLVED,
1. That the proposed improvement shall consist of
   maintenance of pavement management system by surveying the condition of the roads and populating the databases.

2. That there is hereby appropriated the sum of **twenty six thousand and 00/100**$26,000.00 for the improvement of
   said section from the Local Public Agency’s allotment of Motor Fuel Tax funds.

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit four (4) certified originals of this resolution to the district office
of the Department of Transportation.

I, Rachael Parker
Name of Clerk
Local Public Agency Type
County
Clerk in and for said County
Local Public Agency Type
of Peoria
Name of Local Public Agency
in the State aforesaid, and keeper of the records and files thereof, as provided by
statute, do hereby certify the foregoing to be a true, perfect and complete original of a resolution adopted by
Board of Peoria
Governing Body Type
Name of Local Public Agency
at a meeting held on March 10, 2022
Date

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this ___ day of ___ Month, Year.

(SEAL)
Clerk Signature
Date

Approved
Regional Engineer
Department of Transportation
Date
Instructions for BLR 09110 - Page 1 of 2

NOTE: Form instructions should not be included when the form is submitted.

This form shall be used when a Local Public Agency (LPA) wants to construct an improvement using Motor Fuel Tax (MFT) funds. Refer to Chapter 9 of the Bureau of Local Roads and Streets Manual (BLRS Manual) for more detailed information. For signature requirements refer to Chapter 2, Section 3.05(b) of the BLRS Manual.

When filling out this form electronically, once a field is initially completed, fields requiring the same information will be auto-populated.

Is this project a bondable capital improvement? Check Yes if the project was a bondable capital improvement, check no if it is not. An example of a bondable capital project may include, but is not limited to: project development, design, land acquisition, demolition when done in preparation for additional bondable construction, construction engineering, reconstruction of a roadway, designed overlay extension or new construction of roads, bridges, ramps, overpasses and underpasses, bridge replacement and/or major bridge rehabilitation. Permanent ADA sidewalk/ramp improvements and seeding/sodding are eligible expenditures if part of a larger capital bondable project. A bondable capital improvement project does not mean the LPA was required to sell bonds to fund the project, however the project did meet the criteria to be bondable.

Resolution Number Enter the resolution number as assigned by the LPA, if applicable.
Resolution Type From the drop down box choose the type of resolution:
- Original would be used when passing a resolution for the first time for this project.
- Supplemental would be used when passing a resolution increasing appropriation above previously passed resolutions.
- Amended would be used when a previously passed resolution is being amended.
Section Number Insert the section number of the improvement the resolution covers.
Governing Body Type From the drop down box choose the type of administrative body. Choose Board for County; Council for a City or Town; President and Board of Trustees for a Village or Town.
LPA Type From the drop down box choose the LPA body type. Types to choose from are: County, City, Town or Village.
Name of LPA Insert the name of the LPA.
Contract or Day Labor From the drop down choose either Contract or Day Labor.

Roadway/Street Improvements:
Name Street/Road Insert the name of the Street/Road to be improved. For additional locations use the Add button.
Length Insert the length of this segment of roadway being improved in miles.
Route Insert the Route Number of the road/street to be improved if applicable.
From Insert the beginning point of the improvement as it relates to the Street/Road listed to the left.
To Insert the ending point of the improvement as it relates to the Street/Road listed to the left.

Structures:
Name Street/Road Insert the name of the Street/Road on which the structure is located. For additional locations use the Add button.
Existing Structure No. Insert the existing structure number this resolution covers, if no current structure insert n/a.
Route Insert the Route number on which the structure is located.
Location Insert the location of the structure.
Feature Crossed Insert the feature the structure crosses.
1 Insert a description of the major items of work of the proposed improvement.
2 Insert the dollar value of the resolution for the proposed improvement to be paid for with MFT funds in words followed by in the same amount in numerical format in the ().
Instructions for BLR 09110 - Page 2 of 2

Name of Clerk
Insert the name of the LPA clerk.

LPA Type
Insert the type of clerk based on the LPA type. Types to choose from are: County, City, Town or Village.

Name of LPA
Insert the name of the LPA.

Governing Body Type
Insert the type of administrative body. choose Board for County; Council for a City or Town; President and Board of Trustees for a Village or Town.

Name of LPA
Insert the name of the LPA.

Date
Insert the date of the meeting.

Day
Insert the day Clerk is signing the document.

Month, Year
Insert the month and year of the Clerk's signature.

Seal
The Clerk shall seal the document here.

Clerk Signature
Clerk shall sign here.

Approved
The Department of Transportation shall sign and date here once approved.

A minimum of three (3) certified signed originals must be submitted to the Regional Engineer’s District office. Following IDOT's approval, distribution will be as follows:

Local Public Agency Clerk
Engineer (Municipal, Consultant or County)
District
TO THE HONORABLE COUNTY BOARD  
COUNTY OF PEORIA, ILLINOIS  

Your Infrastructure Committee does hereby recommend passage of the following Resolution:

RE: Approval of Pavement Management Agreement with Bradley University

RESOLUTION

WHEREAS, the County of Peoria is in need of maintaining its pavement management system for the County Highways, designated as Section Number 22-00182-07-ES; and

WHEREAS, Bradley University has the capability to obtain field data of the County's highway system and update the system database.

NOW THEREFORE BE IT RESOLVED, that the agreement with Bradley University for the pavement management system is hereby approved; and

BE IT FURTHER RESOLVED, that the sum of $26,000.00 is hereby appropriated from the County Motor Fuel Tax Fund for Section Number 22-00182-07-ES; and

BE IT FURTHER RESOLVED, that the County Administrator is hereby authorized to sign the agreement, and that the County Treasurer is hereby authorized to issue checks from the County Motor Fuel Tax Fund for payment of invoices for the pavement management system work.

Respectfully Submitted,

Infrastructure Committee
AGENDA BRIEFING

COMMITTEE: Infrastructure       LINE ITEM: N/A
MEETING DATE: February 28, 2022      AMOUNT: N/A

ISSUE: Ordinance to lower the speed limit on W. Robertson Road in Radnor Township.

BACKGROUND/DISCUSSION: Radnor Township has received multiple complaints of motorists speeding on W. Robertson Road and requested a speed study to be performed.

A speed study conforming to the Illinois Department of Transportation’s POLICY ON ESTABLISHING AND POSTING SPEED LIMITS ON THE STATE HIGHWAY SYSTEM, was completed in the subdivision on December 14, 2021. The results of the speed study revealed the following:

<table>
<thead>
<tr>
<th>ROAD</th>
<th>LOCATION</th>
<th>EXISTING SPEED LIMIT</th>
<th>PROPOSED MAXIMUM SPEED LIMIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>W. Robertson Road</td>
<td>Ford Road to Cul-de-Sac</td>
<td>Unposted 30 mph</td>
<td>30 mph</td>
</tr>
</tbody>
</table>

If this ordinance is approved, W. Robertson Road will be posted to 30 mph.

COUNTY BOARD GOALS:

INFRASTRUCTURE STEWARDSHIP

STAFF RECOMMENDATION: Post speed limit on W. Robertson Road in accordance with the speed study results.

COMMITTEE ACTION:

PREPARED BY: Jeffrey D. Gilles

DEPARTMENT: Highway      DATE: February 7, 2022
W. ROBERSTSON ROAD LOCATION MAP
Policy on Establishing and Posting Speed Limits on the State Highway System

March 2011
POLICY ON ESTABLISHING AND POSTING SPEED LIMITS ON THE
STATE HIGHWAY SYSTEM
ILLINOIS DEPARTMENT OF TRANSPORTATION – BUREAU OF OPERATIONS

APPLICATION OF POLICY TO CITIES, COUNTIES AND OTHER LOCAL AGENCIES

The Illinois Vehicle Code does not require local agencies to obtain department approval for speed zones on roads under their respective jurisdictions. While the procedures contained in this policy may be used for altering speed limits on any public highway, use of such procedures by local agencies is not required by statute. If a local agency wishes to ask a district for review of a speed zone, the district may, of course, do so. However, when responding back to the agency, a statement should be included indicating that the comments are not to be considered as either approval or disapproval. Local Agencies should refer to Section 11-604 of the Illinois Vehicle Code for additional information and specific regulations regarding the alteration of speed limits on local roads.

GENERAL SPEED LIMITS

Speed limits on highways under the jurisdiction of the department shall be established on the basis of the latest revisions/editions to Article VI of the Illinois Vehicle Code (IVC), the Illinois Manual on Uniform Traffic Control Devices (IMUTCD), the Standard Specifications for Road and Bridge Construction, the Highway Standards and this policy. Night speed limits shall not be used.

A. Statutory Speed Limits

Section 11-601 of the IVC spells out the statutory speed limits in effect in Illinois. These limits may be enforced without any signing.

Outside Urban Districts

Freeways/Expressways

This category is defined as highways designated by the department which have at least 4 lanes of traffic where the traffic moving in opposite directions is separated by a strip of ground which is not surfaced or suitable for vehicle traffic. For the purposes of this policy, this includes all full freeways (Interstate and interstate-type freeways).

- Passenger cars, buses, and trucks with gross weights of 4 tons or less 65 mph
- Vehicles towing trailers, housecars, and campers 65 mph
- Trucks with gross weights of over 4 tons
  - (Interstate Routes) 65 mph
  - (All Non-Interstate Routes) 55 mph
  - (Within Cook, Dupage, Kane, Lake, McHenry, and Will Counties) 55 mph

This also allows the department to apply these limits to designated sections of rural expressways with full control of access and at-grade intersections rather than interchanges. In general, this should only be done where engineering judgment indicates such limits may be safely accommodated. Short sections should be avoided.
Conventional Highways

All vehicle types 55 mph

Inside Urban Districts (All vehicle types)

All streets and highways 30 mph
Alleys 15 mph

“Urban District” is defined in Section 1-214 of the IVC as “The territory contiguous to and including any street which is built up with structures devoted to business, industry or dwelling houses situated at intervals of less than 100 feet for a distance of a quarter of a mile or more.” Note that whether the street or highway in question is inside or outside of the corporate limits of a community is not included in this definition and therefore, is not applicable to the determination of where such statutory speed applies. This means that the statutory speed on an unposted street within the corporate limits of a community but outside an urban district would be 55 miles per hour.

B. Altered Speed Limits

State statutes allow the department to alter certain of the statutory speeds either up or down (statutory speeds of 55 and 65 miles per hour may only be altered downward). State statutes and the Illinois Manual on Uniform Traffic Control Devices require that such altered speed limits be based on “… an engineering study that has been performed in accordance with traffic engineering practices. The engineering study shall include an analysis of the current speed distribution of free-flowing vehicles.”

The following investigation and selection criteria shall be used to determine altered speed limits on streets and highways under the jurisdiction of the department. While it is not mandatory that local agencies use this format and criteria, it is recommended. Regardless of the form the engineering and traffic investigation takes, it should be based on valid traffic engineering principals, an analysis of the speed distribution of free-flowing vehicles, and be well documented.

Perceived speed enforcement tolerances shall not be taken into account in the setting of speed limits.

Prevailing Speed

The determination of the prevailing speed of free-flowing traffic is the basic step in establishing an altered speed limit either lower or higher than the statutory limit (statutory speeds of 55 and 65 miles per hour may only be altered downward). This is based on the nationally accepted premise that a majority of the drivers will drive at a speed which they judge to be safe and proper. The prevailing speed is the computed average of the following three sets of data, measured during free-flowing traffic conditions:
1. EIGHTY-FIFTH PERCENTILE SPEED: The 85th percentile speed is defined as the speed at or below which 85 percent of the vehicles are traveling. This speed is determined on the basis of spot speed studies, normally made with a concealed radar or laser speed meter.

Spot speed studies should be made as close as practical to the center of the zone which is being studied. If the zone is in excess of one mile in length in rural areas or 1/2 mile in urban areas, studies should be made at two or more locations. Care must be exercised to be sure that the data are collected in such manner and at such times that they are a true indication of normal conditions. Such conditions normally prevail under good weather conditions, on dry pavement, during daylight hours, outside of rush periods, and on any day except weekends or holidays. Observations should not be made immediately following a crash, when traffic is influence by construction or maintenance operations, or during a period of greater than normal enforcement. Every effort should be made to conceal the fact that speeds are being recorded.

Speeds should be observed for at least 100 passenger cars/vans and pickup trucks in each lane in each direction. Speeds of vehicles over four tons in size should not be used in determining altered speed zones. On lower-volume roads where it would be difficult to sample 100 vehicles in each direction, the study may be terminated after three hours. When traffic is travelling in platoons, the speed of the lead vehicle(s) should be used. Following vehicles tend to base their speeds on the lead vehicle. Use of following vehicles will tend to bias the recorded speeds downward. Care should also be taken to avoid recording the speeds of a disproportionate number of high speed vehicles to avoid an upward speed bias.

2. UPPER LIMIT OF THE 10 MILES PER HOUR PACE: The 10 mph pace is defined as the 10 mph range containing the most vehicles. This is determined on the basis of the spot speed studies discussed above.

3. AVERAGE TEST RUN SPEED: Average test run speeds are determined on the basis of five vehicle runs in each direction over the length of the proposed zone. It is not necessary to use an unmarked vehicle, however the use of any vehicle which might be mistaken for a law enforcement vehicle should be avoided. Observations should be made under the same general conditions noted above for spot speed studies. The prime consideration in use of test runs is to approximate the median speed. To accomplish this, the driver should try to "float" in the traffic stream. On multi-lane roads, the driver should pass as many vehicles as pass the test car. Use of test run speed is optional on lower-volume roads and should not be included when determining the prevailing speed for very short zones or for any specific type of vehicle other than passenger cars/vans.

The prevailing speed, to the nearest 5 miles per hour, may be used directly as the Altered Speed Limit, subject to any further adjustment resulting from reviewing the Anticipated Violation Rate as set forth below. However, in certain cases, a lower altered speed limit may be justified on the basis of supplementary investigations.

Optional Supplementary Investigations

The selected Altered Speed Limit may differ from the established prevailing speed (not the proposed posted speed) by up to 9 miles per hour when justified by further investigation. Such investigations shall be limited to studying any or all of the following four conditions:
1. HIGH-CRASH LOCATIONS: If the zone being studied contains a portion of a high-crash segment or contains a high-crash intersection as shown on the most recent 5% report as distributed by the Bureau of Safety Engineering, the prevailing speed may be reduced by 10%.

2. ACCESS CONTROL: The effect of driveways and other entrances is determined by using an "access conflict number." For this purpose, field entrances or driveways to single-family dwellings shall have a conflict number of 1. Minor commercial entrances and driveways serving multi-family residential units and minor street intersections shall have a conflict number of 5. Major commercial entrances, driveways serving large multi-family developments and major street intersections shall have a conflict number of 10. If the total access conflict number within a proposed zone exceeds those shown in the following table, the prevailing speed may be reduced by the percentages indicated.

<table>
<thead>
<tr>
<th>Access Conflicts</th>
<th>Percent Reduction in Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>40 or less</td>
<td>0</td>
</tr>
<tr>
<td>41 - 60</td>
<td>5</td>
</tr>
<tr>
<td>61 or more</td>
<td>10</td>
</tr>
</tbody>
</table>

3. PEDESTRIAN ACTIVITY: Where no sidewalks are provided or where sidewalks are located immediately behind the curb and the total pedestrian traffic exceeds ten per hour for any three hours within any eight-hour period, the prevailing speed may be reduced by 5 percent. Pedestrians crossing the route at intersections or established crossing points may be included if the point of crossing is not controlled by a STOP or YIELD sign on the route in question, or does not have traffic signals.

4. PARKING: The prevailing speed may be reduced by 5 percent where parking is permitted adjacent to the traffic lanes.

5. MISCELLANEOUS: Other factors may be included in the investigation based on engineering judgment. Normally, isolated curves and turns, areas of restricted sight distances, no-passing zones, etc., should not be considered as the basis for alteration of speed limits.

**Selection of Altered Speed Limit**

To determine the proposed altered speed limit, either use the calculated prevailing speed, or apply the percentage corrections resulting from any or all of the above optional factors to the prevailing speed, and select the closest 5 mile per hour increment. In no case, however, should the proposed altered limit differ either upward or downward from the prevailing speed by more than 9 miles per hour or by more than 20 percent, whichever is less. Next, compare the proposed altered speed limit to the speeds collected in the spot speed study and determine the anticipated violation rate. If the anticipated violation rate exceeds 50 percent, the proposed altered speed limit should be revised in 5 mile per hour increments until the anticipated violation rate is equal or less than 50 percent. If this results in a proposed altered speed limit which exceeds a 30 mph statutory speed for the highway in question, either the statutory speed or the proposed altered speed may be used to set the speed limits. If the speed selected results in a violation rate greater than 50 percent, the appropriate police agency(ies) should be notified that extra enforcement efforts may be necessary.

Differences in posted speeds between adjacent altered speed zones should not be more than 10 miles per hour.
C. Posting of General Speed Limits

Speed Reduction Signs

A Speed Reduction sign (W3-5) shall be erected in advance of any speed zone that is 10 miles per hour or more under the passenger car limit in a preceding statutory or altered limit of 45 miles per hour or more and should be erected at other locations where engineering judgment indicates the need. It shall be placed approximately 500 to 600 feet in advance of the lower speed zone and shall always be followed by a basic speed limit sign erected at the beginning of the zone.

On divided and one-way facilities having two or more lanes in one direction, the Speed Reduction signs, where used, and the first basic speed limit sign for the altered speed zone, shall be installed on both sides of the roadway except in situations where insufficient room exists in a median. Red 18-inch metal retroreflectorized "flags" shall be installed on the Speed Reduction signs preceding any transition from a 60 or 65 miles per hour zone to a lower speed zone.

When speed zones on rural highways extend only through signalized intersections, speed limit signs for the altered zones shall be installed at least 1,000 feet prior to the intersections on both sides of the roadway except in situations where insufficient room exists in a median. Normally, such altered zones should be terminated approximately 500 feet beyond the intersection.

Speed Limit Signs

Speed limit signs shall be posted at points of entry to the state even where the preceding speed limit in the adjacent state is the same. The signs should be placed as close to the state line as possible. On conventional rural highways, speed limit signs should also be posted after major highway intersections, and at such other locations as necessary to ensure that there is at least one sign every 10 miles. On Interstate highways and other full freeways, speed limit signs should be placed following the entrance ramps from all except very closely spaced interchanges, and at such other locations as necessary to ensure that there is at least one sign every 10 miles.

The prohibition on the use of electronic speed detection devices within 500 feet beyond certain speed limit signs in the direction of travel (Section 11-602 of the IVC) shall not be taken into account in the placement of speed limit signs.

The following spacings for speed limit signs are recommended in altered speed zones and for 30 mph zones in urban areas. All speed zones, either altered or statutory, shall be posted on state highways.

<table>
<thead>
<tr>
<th>Posted Speed</th>
<th>Recommended Sign Spacing</th>
</tr>
</thead>
<tbody>
<tr>
<td>30 mph or less</td>
<td>660 ft to 1,320 ft (2 to 4 blocks)</td>
</tr>
<tr>
<td>35 or 40 mph</td>
<td>990 ft to 1,980 ft (3 to 6 blocks)</td>
</tr>
<tr>
<td>45 mph</td>
<td>1,320 ft to 2,640 ft (4 to 8 blocks)</td>
</tr>
<tr>
<td>55 or 60</td>
<td>2 to 10 miles</td>
</tr>
</tbody>
</table>
Some speed limit signs for freeways/expressways where the speed limit differs between trucks over 4 tons and all other vehicles shall include an additional „Trucks Over 4 Tons” R2-I109 plaque. This plaque shall be installed above the first 55 mph speed limit sign entering the dual speed zone and the first speed limit sign exiting the dual speed zone. Red 18-inch metal retroreflectorized flags shall also be installed on the first 55 mph speed limit sign entering a dual speed zone.

**Minimum Speed Limit Signs**

A MINIMUM 45 mph speed plaque (R2-I101) shall be placed below each basic 60 or 65 mph speed limit sign (R2-1) for fully access-controlled freeways only. It may be omitted where closely spaced interchanges or volume/capacity restraints make compliance with a 45 mph minimum speed limit impractical. A minimum speed shall not be used with 55 mph or lower speed limits.

**SCHOOL SPEED LIMITS**

School speed limits on highways under the jurisdiction of the department shall be established on the basis of Article VI of the Illinois Vehicle Code (IVC), Part 7 of the Illinois Manual on Uniform Traffic Control Devices (IMUTCD) and this policy.

Section 11-605 of the IVC allows establishment of 20 miles-per-hour speed limits on streets and highways passing schools or upon any street or highway where children pass going to and from school. Such established limit is to be in effect “On a school day when school children are present and so close thereto that a potential hazard exists because of the close proximity of the motorized traffic...” It further defines school days as beginning at 7 a.m. and ending at 4 p.m. Such a zone may be established for public, private and religious nursery, primary or secondary schools.

An engineering and traffic investigation shall be conducted to determine whether or not a school speed zone is warranted. The investigation shall consider such factors as the existing traffic control, whether school crosswalks are present or not, the type, character and volume of vehicular traffic, and the ages and numbers of schoolchildren likely to be present. It shall also consider where the children would be located in relation to the traffic.

Speed zones should be limited to those locations where school buildings or grounds devoted primarily to normal school day activities are adjacent to the highway or where groups of children cross the highway on their way to and from a school. Areas devoted primarily to athletic or other extracurricular activities should not be zoned.

The limits of school speed zones should be determined based upon where children are likely to be present and not based upon the limits of the school property. There are situations, primarily in rural areas, where the school-owned property line is some distance from the actual portion of the property occupied by the school and there are no children walking or present along that portion of the property. Establishing a 20 mile-per-hour school speed limit based solely on the location of the property line would be inappropriate. Conversely, it might be appropriate to impose a 20 mile-per-hour school speed limit some distance ahead of the property line where children walk close to the highway on their way to and from school and such path is part of a planned school walk route.

Speed zones should not be established for crossings where schoolchildren are protected by devices such as stop signs or traffic signals. An exception may be made when the speed zone serves to protect children walking on or immediately adjacent to the roadway in the school area.
Speed zones should not be established when the school or school grounds are completely isolated from the highway by means of a fence or other barrier, and no access to the highway is provided. They should also not be established for crossing where an underpass or overpass is provided or for school entrances used for buses or private vehicles carrying children to and from school.

The beginning of a school speed zone should be marked with a school speed limit 20 mph sign (S4-I100 or S4-I101) with a FINES HIGHER sign (R2-6P) mounted underneath. The end of a school speed zone should be marked with the appropriate standard speed limit sign (R2-1) and an END SCHOOL ZONE sign (S5-2) mounted underneath.

If requested by a local agency, CELL PHONE USE PROHIBITED signs (R2-I110) may be placed below Reduced School Speed Limit Ahead signs (S4-5) on state highways provided the local agency has a policy of placing such signs in conjunction with any school speed zones on roads under their jurisdiction. Where Reduced School Speed Limit Ahead signs are not used, the CELL PHONE USE PROHIBITED sign may be installed separately or below the school sign. (S1-1).

WORK ZONE SPEED LIMITS

A. Altered Speed Limits

- No Speed Limit Reduction or Work Zone Speed Limit—All roadway types

  The existing speed limit shall not be lowered and a work zone speed limit shall not be established when there is no lane reduction or apparent hazard.

- Existing 65 or 60 mph - Multilane:
  Speed Limit Reduction to 55 mph

  55 mph Work Zone Speed Limit signs (see Art. 701.14(b) of the Standard Specifications for Road and Bridge Construction) shall be used to reduce posted speed limits from 65 or 60 mph to 55 mph in construction work zones with lane closures or crossovers as shown on the Highway Standards or as noted in the traffic control plans. For this requirement to be added to an ongoing contract, it must be approved by the District Operations Engineer. Work Zone Speed Limit signs may also be used to reduce the existing speed limit to 55 mph if engineering judgment indicates the reduced speeds are necessary (See Section C). Approval of the District Operations Engineer is required.

- Existing 65 or 60 mph - Multilane:
  Speed Limit Reduction to 45 mph When Workers are Present

  45 mph Work Zone Speed Limit signs (see Art. 701.14(b) of the Standard Specifications for Road and Bridge Construction) within the lane closure shall be used when workers are present in the closed lane adjacent to traffic and are not protected by temporary concrete barrier. This sign may be used in conjunction with other Work Zone Speed signs to drop the 55 mph Work Zone Speed Limit to 45 mph. If conditions that warrant these signs develop during construction, the signs may be added to the contract upon approval of the District Operations Engineer (See Section C). These signs shall be utilized as indicated in the Highway Standards and as noted by the designer in the traffic control plans. The signs shall be covered, turned or removed when workers are no longer present.
• Existing 45 - 55 mph – Multilane:  
  Work Zone Speed Limit 45 established

  Work Zone Speed Limit signs for existing multilane 45 to 55 mph speed limits shall be as shown on the Highway Standards and as noted in the traffic control plans. The signing changes an existing 45 mph speed limit to a 45 mph work zone speed limit. A reduction in the speed limit beyond 10 mph is not recommended and design changes should be considered that will allow traffic to safely move at 45 mph.

• Existing speed limit below 45 mph for multilane and all 2-Lane roadways

  The existing speed limit should not be lowered and a work zone speed limit should not be established.

  If a justification from Section C is met and cannot be corrected in a reasonable length of time, a 10 mph reduction may be considered. This reduction shall be based on engineering judgment and shall be approved by the District Operations Engineer.

B. Increased Fines in Work Zones

The applicable highway construction or maintenance speed limit fines are specified in Section 11-605.1 of the IVC.

The work zone must be posted according to the requirements for Work Zone Speed Limit signs. For the increased fines to be enforceable, the Minimum Fine Sign and the WORK ZONE Sign must be present as shown in the applicable Highway Standards.

C. Justifications for Work Zone Speed Limit Reductions

The following may be additional reasons for reducing an existing speed limit in a work zone or for establishing a work zone speed limit in excess of 10 mph below the existing speed limit. This reduction should be based on engineering judgment, documented, and approved by the District Operations Engineer.

• Narrow pavement lane width
• High traffic volumes
• Drop-offs
• Temporary road alignment where a design for higher speed operation is not feasible due to space requirements or other factors
• Inadequate sight distance

D. Posting of Work Zone Speed Limit Signs

Work Zone Speed Limit Signs shall be posted according to Article 701.14(b) of the Standard Specifications for Road and Bridge Construction, the applicable Highway Standards, and as shown on the design plans.
MISCELLANEOUS SPEED POLICIES

A. Blanket Speed Limit Signs

Posting of signs indicating general municipal speed limits, such as "SPEED LIMIT 25 ON VILLAGE STREETS," shall not be used on state highways. Section 11-604 of the IVC requires that speed limit signs be placed "...at the proper place or along the proper part or zone of the highway or street." The Office of Chief Counsel has determined that this requires each individual altered speed zone be signed.

B. Radar Warning Signs

SPEED RADAR TIMED, or other similar signs, shall not be used on state highways. An Illinois Attorney General's Opinion (1966-196) stated that such signs were not necessary for enforcement.

C. Aerial Speed Check Markings

Where requested by the Illinois State Police, aerial speed check markings on state highways may be placed in accordance with the guidelines contained in Section 7-401.21 of the Bureau of Operations Traffic Policies and Procedures Manual.

D. Design, Posted, and Operating Speeds

To prevent potential safety issues, the design speed selected to determine the design features of a roadway should equal or exceed the anticipated posted speed after construction as determined by the requirements of this policy. The designer should coordinate the design speed selection with the District Bureau of Operations anticipated posted speed limit selection. If the proposed design speed will be less than the anticipated posted speed, the designer must choose one of the following approaches:

- Seek a design exception
- Increase the design speed to equal the anticipated posted speed
- Post the project with a legal speed limit equal to the design speed

(The legal speed limit shall be determined in accordance with:
Section 625 ILCS 5/11-602 of the Illinois Vehicle Code
Section 23 CFR 655 of the US Code of Federal Regulations
The requirements of this policy)

The designer should avoid artificially selecting a design speed low enough to eliminate any design exceptions. For example, if IDOT criteria yield a design speed of 60 mph and one or more geometric features are adequate only for 55 mph, the design speed should be 60 mph and not 55 mph. The designer will then be required to seek design exceptions for 55 mph geometric features.

Curbed Sections

Sections with continuous barrier curbs at or near the edge of pavement should be avoided in areas where operating speeds can be expected to be greater than 45 mph. However, where a speed study justifies a speed limit of 50 mph or greater, the posted limit may be reduced to 45 mph upon the written approval of the District Operations Engineer. If the curbed section is short, such as with channelizing in conjunction with a freeway interchange, the operating speed should be used.
E. Two-Way Left Turn Lanes

Two-way left turn lanes should be avoided in areas where operating speeds can be expected to be greater than 45 mph. However, where a speed study justifies a speed limit of 50 mph or greater, the posted limit may be reduced to 45 mph upon the written approval of the District Operations Engineer.

F. Park Zone Speed Limits

Park Zone speed limits on roads under the jurisdiction of local agencies may be established on the basis of Section 11-605.3 of the IVC and part 2 of the Illinois Manual on Uniform Traffic Control Devices (IMUTCD).

Section 11-605.3 of the IVC allows local agencies to establish Park Zones and Park Zone Speed Limits by ordinance or resolution on streets and highways under their jurisdictions which abut parks. It does not allow the posting of a 20 mph Park Zone Speed Limit along streets or roads under the jurisdiction of the Illinois Department of Transportation.

A reduction in the speed limit along an abutting street under the jurisdiction of the department could be established in accordance with Section 11-602 of the IVC where warranted by a speed study. However, such a reduction in the speed limit would be signed as a normal speed limit and not as a “park zone speed.”

If requested by local agencies, districts may post Illinois Standard W15-I100 PARK ZONE signs on abutting streets and highways under the jurisdiction of the department if the local agency has established and signed a park zone. These signs may be installed regardless of whether a “park zone speed limit” has been established or not.
## ESTABLISHMENT OF SPEED ZONE
### DISTRICT ______

**ROUTE:** __________________ FROM: _____________________________

TO: ___________________________ LENGTH: _______________________

CITY: ________________________ COUNTY: ______________________

### I SPOT SPEED STUDIES (Attached)

<table>
<thead>
<tr>
<th>CHECK NO.</th>
<th>85TH %</th>
<th>UPPER LIMIT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>10 MPH PACE</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### II TEST RUNS

<table>
<thead>
<tr>
<th>RUN NO.</th>
<th>AVG. SPEED</th>
<th>DIRECTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### III PREVAILING SPEED

<table>
<thead>
<tr>
<th>85TH % AVG.</th>
<th>UPPER LIMIT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>10 MPH PACE</td>
</tr>
<tr>
<td></td>
<td>TEST RUN AVE.</td>
</tr>
</tbody>
</table>

PREVAILING SPEED: _______ MPH

### IV EXISTING SPEED LIMIT

ZONE BEING STUDIED: _______ MPH

VIOLATION RATE: _______%

ADJACENT ZONE N or W: _______ MPH

LENGTH: ___________ MILES

ADJACENT ZONE S or E: _______ MPH

LENGTH: ___________ MILES

### V ACCESS CONFLICTS

RESIDENTIAL DRIVES: _____ X 1 = _____

SMALL BUSINESS DRIVES: _____ X 5 = _____

LARGE BUSINESS DRIVES: _____ X 10 = _____

ACCESS CONFLICT NO. TOTAL: ___________

STUDY LENGTH: _______ = _______ (MILES) CONFLICTS / MILE

### VI MISCELLANEOUS FACTORS

PEDESTRIAN VOLUME: ______

HIGH-CRASH LOCATION: ______ YES ______ NO

PARKING PERMITTED: ______ YES ______ NO

### VII PREVAILING SPEED ADJUSTMENT

DRIVEWAY ADJUSTMENT: _______%

PEDESTRIAN ADJUSTMENT: _______%

CRASH ADJUSTMENT: _______%

TOTAL (MAX 20%): _______%

_______ MPH X _______% = _______

(Prevailing Speed) (adjust.) (Max. 9 MPH)

ADJUSTED PREVAILING SPEED: _______

### VIII REVISED SPEED LIMIT

RECOMMENDED SPEED LIMIT: _______ MPH

ANTICIPATED VIOLATION RATE: _______%

RECOMMENDED BY: __________________

DATE: __________________

APPROVED BY: __________________

DATE: __________________
CONDITION DIAGRAM
District 7
Illinois 33 River Road
First Ave to Elm Road
Frostville, Damon County
West Robertson Road-Edwards, Peoria County

From Ford Road to cul-de-sac of Robertson Road

Existing non posted speed limit-30 MPH

Length = 0.50 mile  ADT= Undetermined residential street

The section studied is a two-lane seal coated surfaced road .50 miles in length that runs through a residential neighborhood in Radnor Township. Robertson road runs West of Ford road which runs North and South. The Eastern section of Robertson Road is primarily a straight flat surface. Whereas the Western section is a straight surface with a slight hill leading to and away from the cul-de-sac. There is only one Stop sign on Robertson road which is at the intersection of Ford and Robertson road. There are no posted speed limit signs on Robertson Road. Because this is considered an Urban/Residential area the unposted speed limit is 30 MPH.

There are no intersecting residential streets. The majority of the residential drives are located on the Northside of Robertson Road. The roadway has no sidewalks. The roadway has earthen shoulders. During the study I noted only one pedestrian walking his dog along the roadway.

The adjusted prevailing speed on this section of roadway is 26 MPH with a violation rate of 14%.

Recommendation: It is our recommendation that the existing speed limit of 30 MPH remain the same and should Radnor Township wish to do so, speed sign(s) may be posted.
ESTABLISHMENT OF SPEED ZONE
DISTRICT

ROUTE: W. Robertson Rd FROM: Ford Road
TO: Robertson Dead End LENGTH: ½ mile
CITY: Edwards COUNTY: Peoria

I SPOT SPEED STUDIES (Attached)

<table>
<thead>
<tr>
<th>CHECK NO.</th>
<th>85TH %</th>
<th>UPPER LIMIT 10 MPH PACE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. 2 Combo</td>
<td>26</td>
<td>26</td>
</tr>
<tr>
<td>1 ER</td>
<td>24</td>
<td>26</td>
</tr>
<tr>
<td>1 WB</td>
<td>32</td>
<td>22</td>
</tr>
</tbody>
</table>

II TEST RUNS

<table>
<thead>
<tr>
<th>RUN NO.</th>
<th>AVG. SPEED</th>
<th>DIRECTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>28</td>
<td>W</td>
</tr>
<tr>
<td>2</td>
<td>28</td>
<td>E</td>
</tr>
<tr>
<td>3</td>
<td>30</td>
<td>W</td>
</tr>
<tr>
<td>4</td>
<td>35</td>
<td>E</td>
</tr>
<tr>
<td>5</td>
<td>30</td>
<td>W</td>
</tr>
</tbody>
</table>

III PREVAILING SPEED

85TH % AVG.: 24 MPH
UPPER LIMIT OF 10 MPH PACE: 26 MPH
TEST RUN AVE.: 28 MPH
PREVAILING SPEED: 26 MPH

IV EXISTING SPEED LIMIT

ZONE BEING STUDIED: 30 MPH
VIOLATION RATE: 14%
ADJACENT ZONE N or W: _____ MPH LENGTH: _____ MILES
ADJACENT ZONE S or E: _____ MPH LENGTH: _____ MILES

V ACCESS CONFLICTS

RESIDENTIAL DRIVES: 21 \( \times 1 = 21 \)
SMALL BUSINESS DRIVES: 0 \( \times 5 = 0 \)
LARGE BUSINESS DRIVES: 0 \( \times 10 = 0 \)
ACCESS CONFLICT NO. TOTAL: 21
STUDY LENGTH: \( \frac{50}{4} = 12 \) CONFLICTS / MILE

VI MISC. FACTORS

PEDESTRIAN VOLUME: 1
HIGH-CRASH LOCATION: YES NO
PARKING PERMITTED: YES NO

VII PREVAILING SPEED ADJUSTMENT

DRIVeway ADJUSTMENT: 0 %
PEDESTRIAN ADJUSTMENT: 0 %
CRASH ADJUSTMENT: 0 %
TOTAL (MAX 20%): 0 %

\[
\frac{26 \text{ MPH} \times 0 \%}{\text{(Prevailing Speed) (adjust.)}} = 0 \text{ MPH (Max. 9 MPH)}
\]

ADJUSTED PREVAILING SPEED: ________

VIII REVISED SPEED LIMIT

RECOMMENDED SPEED LIMIT: 30 MPH
ANTICIPATED VIOLATION RATE: 14%
RECOMMENDED BY: RZ
DATE: 12/14/2021
APPROVED BY: __________________________
DATE: __________________________
CITY: Edwards
FROM: Ford Road
TO: W. Robertson Road
Dead End

ROUTE: W. Robertson Road

SPOT SPEED STUDY

SUMMARY

CHECK NO: 112
REPORTED DATE: 12/1/71
TIME: 11:00
WEATHER: Sunny

7 Total Vehicles

7 Combo Vehicles observed

\times 0.85 = 6 \text{ (30 mph)}
SPOT SPEED STUDY

CITY: Edwards
FROM Ford Road
ROUTE: W. Robertson Road
TO W. Robertson Road Dead End

CHECK NO | RECORDER | DATE | DAY | HOURS | WEATHER | PAYMENT | METER ON | TRAFFIC CHECKED | 85TH PERCENT | 10 MPH PACE | POSTED LIMIT | VIOLATION RATE
---|---|---|---|---|---|---|---|---|---|---|---|---
2EB | RZ | 12/11/11 | Tuesday | 8:00 to 9:30 | Sunny | Wet | E WOS of Robertson | WB SB | 24 | 26 | N/A | 0%

NOTES:

4/EB Vehicles observed

1 Pedestrian

4 Total Vehicles observed

X 0.85 = 3 (30 MPH)
CITY: Edwards  
FROM Ford Road  

ROUTE: N. Robertson Road  
TO W. Robertson Road Dead End

<table>
<thead>
<tr>
<th>CHECK NO</th>
<th>RECORDER</th>
<th>DATE</th>
<th>DAY</th>
<th>HOURS</th>
<th>WEATHER</th>
<th>PAVEMENT</th>
<th>METER ON</th>
<th>TRAFFIC CHECKED</th>
<th>SPEED LIMIT</th>
<th>POSTED LIMIT</th>
<th>VIOLATION RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 WB</td>
<td>RZ</td>
<td>12/14/21</td>
<td>Tuesday</td>
<td>9:30</td>
<td>Sunny</td>
<td>DAMP</td>
<td>EB NB</td>
<td>Robertson E N S</td>
<td>36</td>
<td>22</td>
<td>N/A 33%</td>
</tr>
</tbody>
</table>

**Notes:**
- 3 WB Vehicles observed
- 22 = 30 mph

3 WB Vehicles observed (30 mph)
TO THE HONORABLE COUNTY BOARD

COUNTY OF PEORIA, IL

Your Infrastructure Committee does hereby recommend the passage of the following Ordinance:

**RE: ESTABLISHMENT OF A SPEED ZONE ON W. ROBERTSON ROAD**

**ORDINANCE**

WHEREAS, Section 625 5/11-604 of the Illinois Vehicle Code grants the County Board the authority to establish absolute maximum speed limits on County Highways and Township Roads, as defined in the Illinois Highway Code; and

WHEREAS, Peoria County has caused to be made an engineering and traffic investigation upon the roadway listed in the schedule in accordance with the policy for the establishment and posting of speed limits on County and Township roadways in Peoria County; and

NOW, THEREFORE, IT IS HEREBY ORDAINED by the County Board of Peoria County, Illinois, that the reasonable and proper absolute maximum speed limit upon the below specified portion of Township Road shall be as stated in the following Schedule:

**SCHEDULE**

<table>
<thead>
<tr>
<th>ROAD</th>
<th>LOCATION</th>
<th>EXISTING SPEED LIMIT</th>
<th>PROPOSED MAXIMUM SPEED LIMIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>W. Robertson Road</td>
<td>Ford Road to Cul-de-Sac</td>
<td>Unposted 30 mph</td>
<td>30 mph</td>
</tr>
</tbody>
</table>

BE IT FURTHER ORDAINED that signs giving notice of the maximum speed limit for the zone of said Township Road described in the above Schedule shall be erected in conformance with the standards and specification contained in the Manual of Uniform Traffic Control Devices for Streets and Highways; and

BE IT FURTHER ORDAINED that the altered proposed maximum speed limit for the zone of said Township Road described in the Schedule above shall take effect immediately after the erection of said signs giving notice of the maximum speed limit.

Respectfully Submitted,
Infrastructure Committee
ISSUE: Resolution for Preliminary Engineering Services Agreement with Infrastructure Engineering, Inc. for Phase I and Phase II Engineering of Slope Wall Replacement of Structure Number 072-3103 on Blue Ridge Road.

BACKGROUND/DISCUSSION: Structure Number 072-3103 is a 145’ long, 3-span bridge located on Blue Ridge Road (C.H. R60) over Henry Creek. The structure was constructed in 1980 and has a Sufficiency Rating of 82.2. There are 1,000 vehicles per day that travel over the structure.

The concrete slopewalls under the bridge are undermined and failing. Additionally, the streambank directly northwest of the bridge is eroding. If the erosion is allowed to continue, the stream could threaten the bridge and private property northwest of the bridge.

This resolution will allow Peoria County to enter into a Preliminary Engineering Agreement with Infrastructure Engineering, Inc. for the purpose of replacing the slopewalls and mitigating the erosion at Structure Number 072-3103 on Blue Ridge Road.

This project is located in District # 14 (Elsasser).

COUNTY BOARD GOALS:

INFRASTRUCTURE STEWARDSHIP

STAFF RECOMMENDATION: Approve the resolution.

COMMITTEE ACTION:

PREPARED BY: Jeffrey D. Gilles

DEPARTMENT: Highway

DATE: February 7, 2022
Addition Area of Erosion Concerns
ROAD LOOKING SOUTH

TYPICAL RAISED GUARDRAIL POST

NORTHWEST ABUTMENT CORNER

RUSTED BEARING NORTHWEST CORNER
072-3103, Blue Ridge, 09/09/20

DECK NORTH SPAN

WEST EDGE NORTH PIER CAP

NORTH SLOPE WALL UPSTREAM

UPSTREAM LOOKING DOWNSTREAM
072-3103, Blue Ridge, 09/09/20

WEST EDGE AROUND DRAIN

SOUTH PIER

SPALL IN DECK CENTER SPAN

EXPOSED SOUTH SLOPE WALL TOE
072-3103, Blue Ridge, 09/09/20

SOUTH ABUTMENT
Local Public Agency Engineering Services Agreement

Using Federal Funds? □ Yes ☑ No

Agreement Type

Original

LOCAL PUBLIC AGENCY

Local Public Agency
Peoria Count
Peoria

Section Number
2022-1-CB

Job Number

Project Number

Contact Name
Jeffrey D. Gilles

Phone Number
(309) 697-6400

Email
jgilles@peoriacounty.org

SECTION PROVISIONS

Local Street/Road Name
Blue Ridge Rd

Length
0.01

Key Route
C.H. R60

Structure Number
072-3103

Location Termin
Blue Ridge Rd over Henry Creek

Add Location
Remove Location

Project Description
The bridge slopewalls are eroded, failing, and need to be replaced. There is also an area of erosion in the channel at the northwest quadrant of the bridge that needs to be stabilized.

Engineering Funding
☐ MFT/TBP ☑ State ☐ Other

Local County Bridge Funds

☐ MFT/TBP ☑ State ☐ Other

Local County Bridge Funds

☐ Phase I - Preliminary Engineering ☑ Phase II - Design Engineering

CONSULTANT

Consultant (Firm) Name
Infrastructure Engineering Inc

Contact Name
Adrian Fernandez

Phone Number
(309) 222-8906

Email
afernandez@infra-eng.com

Address
456 Fulton St, Suite 265

City
Peoria

State
IL

Zip Code
61602

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
A full time LPA employee authorized to administer inherently governmental PROJECT activities

Contractor
Company or Companies to which the construction contract was awarded

Completed 02/17/22
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: Direct Costs Check Sheet
☒ EXHIBIT D: Qualification Based Selection (QBS) Checklist
☒ EXHIBIT E: Cost Estimate of Consultant Services Worksheet (BLR 05513 or BLR 05514 )

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, 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. 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 US 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.

8. 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.

9. 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 affixed 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).

10. 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 Exhibit C).

II. THE LPA AGREES,

1. To certify by execution of this AGREEMENT that the selection of the ENGINEER was performed in accordance with the Professional Services Selection Act (50 ILCS 510) (Exhibit D).

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.

(c) For Non-Federal County Projects - (605 ILCS 5/5-409)

(1) 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 in all previous partial payments made to the ENGINEER.

(2) 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 STATE, a sum of money equal to the basic fee as determined in the 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:

☐ Percent

☐ Lump Sum $45,300.00 (Maximum Fee $40,000) (For federal funds the lump sum shall be developed using Cost Plus Fixed Fee Formula).

☐ Specific Rate

☒ Cost plus Fixed Fee: Fixed

Total Compensation = DL + DC + OH + 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 FF = (0.33 + R) DL + %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 original 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. 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 documentation 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 purported disbursement.

2. That the ENGINEER shall be responsible for any all damages to property or persons 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 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.

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.

3. 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 materials 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.
4. 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 prior to receipt of notice of suspension. In addition, upon the resumption of services the LPA shall compensate the ENGINEER, for 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.

5. 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.

6. 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.

7. 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 and

(g) has not within a three-year period preceding this AGREEMENT had one or more public transaction (Federal, State, local) terminated for cause or default.

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

8. 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 included but are not limited to: acts of God or a public enemy; acts 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.

9. 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 to 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
government contract or grant and to post the statement in a prominent place in the workplace.
(d) Notifying the government 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 projects. 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.

10. 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.).

11. 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**

<table>
<thead>
<tr>
<th>Prime Consultant</th>
<th>TIN/FEIN/SS Number</th>
<th>Agreement Amount</th>
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<tbody>
<tr>
<td>Infrastructure Engineering Inc</td>
<td>36-3527342</td>
<td>$35,950.00</td>
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<td>Farnsworth</td>
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<table>
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<tr>
<th>Prime Consultant Total</th>
<th>$35,950.00</th>
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</table>

<table>
<thead>
<tr>
<th>Total for all work</th>
<th>$45,300.00</th>
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**AGREEMENT SIGNATURES**

Executed by the LPA:

Local Public Agency Type: County

Attest: The Name of Local Public Agency

By (Signature & Date)

Name of Local Public Agency: Local Public Agency Type

Title

(SEAL)

Completed 02/17/22
Executed by the ENGINEER:

Consultant (Firm) Name

Infrastructure Engineering Inc

Attest:

By (Signature & Date)

Title

By (Signature & Date)

Title

APPROVED:

Regional Engineer, Department of Transportation (Signature & Date)
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

Attached.
EXHIBIT B

PROJECT SCHEDULE

Attached.
### Exhibit C
#### Direct Costs Check Sheet

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.

<table>
<thead>
<tr>
<th>Item</th>
<th>Allowable</th>
<th>Quantity</th>
<th>Contract Rate</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lodging (per GOVERNOR'S TRAVEL CONTROL BOARD)</td>
<td>Actual cost</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lodging Taxes and Fees (per GOVERNOR'S TRAVEL CONTROL BOARD)</td>
<td>Actual Cost</td>
<td></td>
<td></td>
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<tr>
<td>Air Fare</td>
<td>Coach rate, actual cost, requires minimum two weeks’ notice, with prior IDOT approval</td>
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<tr>
<td>Vehicle Mileage (per GOVERNOR'S TRAVEL CONTROL BOARD)</td>
<td>Up to state rate maximum</td>
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</tr>
<tr>
<td>Vehicle Owned or Leased</td>
<td>$32.50/half day (4 hours or less) or $65/full day</td>
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<tr>
<td>Vehicle Rental</td>
<td>Actual cost (Up to $55/day)</td>
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<tr>
<td>Tolls</td>
<td>Actual cost</td>
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<tr>
<td>Parking</td>
<td>Actual cost</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Overtime</td>
<td>Premium portion (Submit supporting documentation)</td>
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<td></td>
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</tr>
<tr>
<td>Shift Differential</td>
<td>Actual cost (Based on firm's policy)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Overnight Delivery/Postage/Courier Service</td>
<td>Actual cost (Submit supporting documentation)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Copies of Deliverables/Mylars (In-house)</td>
<td>Actual cost (Submit supporting documentation)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Copies of Deliverables/Mylars (Outside)</td>
<td>Actual cost (Submit supporting documentation)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Specific Insurance</td>
<td>Actual Cost</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monuments (Permanent)</td>
<td>Actual Cost</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Photo Processing</td>
<td>Actual Cost</td>
<td></td>
<td></td>
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<tr>
<td>2-Way Radio (Survey or Phase III Only)</td>
<td>Actual Cost</td>
<td></td>
<td></td>
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<td>Telephone Usage (Traffic System Monitoring Only)</td>
<td>Actual Cost</td>
<td></td>
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<tr>
<td>CADD</td>
<td>Actual cost (Max $15/hour)</td>
<td></td>
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<tr>
<td>Web Site</td>
<td>Actual cost (Submit supporting documentation)</td>
<td></td>
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<tr>
<td>Advertisements</td>
<td>Actual cost (Submit supporting documentation)</td>
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<tr>
<td>Public Meeting Facility Rental</td>
<td>Actual cost (Submit supporting documentation)</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Public Meeting Exhibits/Renderings &amp; Equipment</td>
<td>Actual cost (Submit supporting documentation)</td>
<td></td>
<td></td>
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<tr>
<td>Recording Fees</td>
<td>Actual Cost</td>
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<td></td>
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<td>Transcriptions (specific to project)</td>
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| Total Direct Costs                                                   |                                                                           |          |               | 89    |
Exhibit D
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.

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Project Criteria

Selection committee (titles) for this project

Top three consultants ranked for this project in order

1
2
3

Was an estimated cost of engineering for this project developed in-house prior to contract negotiation?

Were negotiations for this project performed in accordance with federal requirements?

Were acceptable costs for this project verified?

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?

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)?

QBS according to State requirements used?

Existing relationship used in lieu of QBS process?

LPA is a home rule community (Exempt from QBS).
February 17th, 2022

Jeffrey D. Gilles, P.E.
Assistant County Engineer
Peoria County Highway Department

Re: IEI Fee Proposal – Blue Ridge Rd Slopewall Repair
Blue Ridge Road over Henry Creek, North Hampton, Peoria County

Dear Mr. Gilles;

IEI is pleased to submit a proposal to the County of Peoria to provide Civil Engineering design services for the above referenced project.

Project Description

Structure Number 072-3103 on Blue Ridge Road (C.H. R60) is a 145’ long, 3 span, steel multi-beam bridge with a cast in place concrete deck. The bridge was built in 1980 and the latest inspection report on September of 2020, shows that the existing reinforced concrete bridge slopewalls are eroded, failing, and need to be replaced with new riprap slope protection. Additionally, there is an area of erosion in the channel at the northwest quadrant of the bridge that will require stabilization.

Based on the initial scope meeting held virtually on January 25th, IEI’s Civil Engineering Services for the project will include the following:

Scope of Services to be provided by IEI

Design Services:
1. Phase 1 Scour analysis study to determine proposed riprap sizing and depth.
2. Construction Plan Documents with two submittals at 50% and 100% design level.
   a. Slope walls to be removed and replaced with Riprap.
   b. Stabilize bank at the northwest quadrant of the bridge.
   c. The Final Plans will include a Cover Sheet, Traffic Control Plan, General Plan & Elevation, General Notes and Total Bill of Materials, Riprap Slope Protection Plan & Details, and Traffic Control Standards.
3. Specifications – To conform to IDOT specifications and IEI to provide special provisions.
4. Permanent Easement – Subconsultant, Farnsworth to provide the Easement sketch(s) and legal work. Subconsultant, Neff Valuations to provide easement appraisal.
   a. Easement Negotiations assumes no condemnation process and IEI will facilitate the coordination and execution for the easement grant, limited to one (1) parcel. Additionally, it assumes property owner will not contest the proposed easement request and will be limited to two (2) iterations. Terms and conditions to be approved by the County of Peoria.
5. Review/Approving Agencies:
   a. Coordinate with IDNR for EcoCAT consultation.
   b. Coordinate with Army Corps of Engineers for coverage under Nationwide Permits.
6. Project Design Meetings:
Assumes two (2) review meetings, one at the 50% and 100% submittal.
Items to Be Provided by Others & Assumptions

Following items are not included in the fee proposal and are assumed to be provided by others:
1. All permit, review, and application fees as required by the governing agencies.
2. Construction Inspection/Observation.
3. Geotechnical Engineering.
4. Structural Engineering.
5. Landscape Engineering.

Submittals & Schedule

IEI anticipates the following submittals:
2. 50% and 100% Plans.
5. Deliverables will be in pdf format.

The anticipated schedule is as follows and to finalize after Notice To Proceed (NTP):

Proposed Fee

IEI proposes to complete the above noted scope for the following Engineering Fee: $45,300.

Please feel free to contact me should you have any questions or comments. I look forward to working with the team on this project.

Regards,

Adrian Fernandez, P.E.
Peoria Office Lead/Project Manager
### Work Task Sheets

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</table>
February 15, 2022

Infrastructure Engineering, Inc.
Adrian Fernandez
456 Fulton Street
Suite 265
Peoria, IL 61602

Re: Blue Ridge Road Bridge

Dear Adrian:

I have two budget numbers for you.

1. The topo portion per your info below is estimated at $4,500.00 which includes us putting the info in to AutoCAD 2022 format for your use, 6 cross sections to include each of bridge structure and 500’ and 1000’ down and upstream per your markup on the plan sheets and includes the bridge shots you mentioned along with shots for the general area of the scour.

2. Easement sketch and legal work is estimated at $3,000.00 this may seem a little high, but I will need to tie in the property lines for the parcel in the northwest area where the scour is occurring. That fee does not include the cost for a title report that may show any existing easements that may be in place already on that property and to show ownership, the cost is usually around $350.00.

In the past we have done some negotiating for easements, however we just had the staff member that did work relocate out of state for another job.

Right now, we are about 3 weeks out for the field work to get started. The above fees area based on using our Farnsworth Group standard agreement for services which I can provide if you want to proceed.

Let me know if you need any clarifications or have any questions.

Kenneth Silverthorn
Peoria Survey Manager PLS #3413
CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Adrian,

I would estimate a fee to value the permanent easement for the parcel to be $1,500. Let me know if you need any additional information. Thank you.

Randy

Randall L. Neff, MAI, SRA
Neff Valuation Group
1605 W. Candletree Drive, Suite 109
Peoria, Illinois 61614
www.neffvaluation.com
309-691-7223
TO THE HONORABLE COUNTY BOARD
COUNTY OF PEORIA, ILLINOIS

Your Infrastructure Committee does hereby recommend passage of the following Resolution:

RE: PRELIMINARY ENGINEERING AGREEMENT TO DESIGN BRIDGE REPAIRS WITHIN PEORIA COUNTY

RESOLUTION

WHEREAS, Structure Number 072-3103 located on Blue Ridge Road (C.H. R60) is in need of repair; and

WHEREAS, your Infrastructure Committee, having considered the economic effects of the project, believes that the best interests of Peoria County will be served by the approval of a Preliminary Engineering Service Agreement for preliminary engineering to repair structures using the County Bridge Fund for:

Phase I and Phase II engineering for the repair of Structure Number 072-3103 on Blue Ridge Road (C.H. R60), designated as Section 2022-1-CB, at a cost not to exceed $45,300.00 with Infrastructure Engineering, Inc.

NOW, THEREFORE BE IT RESOLVED, that the preliminary engineering agreement be approved, and that the County Administrator be designated as the officer to sign the engineering agreement; and

BE IT FURTHER RESOLVED that $45,300.00 be appropriated from the County Bridge fund for Phase I and Phase II engineering for Section 2022-1-CB on Blue Ridge Road; and

BE IT FURTHER RESOLVED, that the County Treasurer be authorized to issue checks from the County Bridge Fund in payment of invoices for the engineering work.

RESPECTFULLY SUBMITTED,

INFRASTRUCTURE COMMITTEE
AGENDA BRIEFING

COMMITTEE: Infrastructure  LINE ITEM: 034-2-034-5-514-55104
MEETING DATE: February 28, 2022  AMOUNT: $258,989.10

ISSUE: Todd School Road Culvert Replacement Bid Letting

BACKGROUND/DISCUSSION: A crossroad culvert on Todd School Road (C.H. D56) is failing and is in need of replacement. The culvert is collapsing, and the road embankment is settling on the north side of the road. The settlement requires the Highway Department maintainers to constantly add material to stabilize the road.

The County solicited for bidders to replace the culvert and received four (4) bids on February 8, 2022.

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<tr>
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<td>Laverdiere Construction</td>
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<td>Otto Baum</td>
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<td>Knapp Concrete Construction</td>
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The project will require a contract to be originated between the County and Stark Excavating for this construction project. The Highway Department will obtain a form of contract for the project and submit same for review and approval by the State’s Attorney Office. Upon approval of the contract, the County Administrator should then be authorized to sign the contract and the County Treasurer should then be authorized to issue checks for payments as required by the contract.

The Highway Department is requesting that $270,000.00 be appropriated to cover any project cost overruns discovered during construction.

This project is located in District # 18 (Rosenbohm).

COUNTY BOARD GOALS:

Infrastructure Stewardship

STAFF RECOMMENDATION: Approve the low bid of $258,989.10 from Stark Excavating.

COMMITTEE ACTION:

PREPARED BY: Jeffrey D. Gilles  DATE: February 8, 2022
DEPARTMENT: Highway
TODD SCHOOL ROAD CULVERT REPLACEMENT LOCATION MAP
Downstream – North of road.

North foreslope of road.

Road looking east.

South side of road – Upstream end of culvert.
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<td>PIPE CLVTS. CL, C, TY. 2, 24&quot;</td>
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<td>50201379</td>
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<td>$1,000.00</td>
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</table>

Total Bid: $32,310.00

Proposal Guarantee:
- As Read: $2,655.00
- As Calculated: $2,655.00
TO THE HONORABLE COUNTY BOARD

COUNTY OF PEORIA, IL

Your Infrastructure Committee does hereby recommend the passage of the following Resolution:

RE: TODD SCHOOL ROAD CULVERT REPLACEMENT BID LETTING

RESOLUTION

WHEREAS, Peoria County solicited bids for culvert replacement on Todd School Road (C.H. D56), designated as Section Number 2016-4-CB; and

WHEREAS, on February 8, 2022, the following bids were received:

<table>
<thead>
<tr>
<th>Company</th>
<th>Location</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stark Excavating</td>
<td>Bloomington, IL</td>
<td>$258,989.10</td>
</tr>
<tr>
<td>Laverdiere Construction</td>
<td>Macomb, IL</td>
<td>$299,533.00</td>
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<tr>
<td>Otto Baum</td>
<td>Morton, IL</td>
<td>$317,140.00</td>
</tr>
<tr>
<td>Knapp Concrete Construction</td>
<td>Goodfield, IL</td>
<td>$376,870.00</td>
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</table>

WHEREAS, your Infrastructure Committee would recommend acceptance of the lowest responsible bid submitted by Stark Excavating in the amount of $258,989.10 for culvert replacement on Todd School Road, designated as Section Number 2016-4-CB.

NOW THEREFORE BE IT RESOLVED that the low bid of Stark Excavating in the amount of $258,989.10 for culvert replacement on Todd School Road, designated as Section Number 2016-4-CB, is hereby accepted as the lowest responsible bid meeting the needs and bid specifications of the County; and

BE IT FURTHER RESOLVED, that $270,000 be appropriated from the County Bridge Fund for construction of Section Number 2016-4-CB; and

BE IT FURTHER RESOLVED, that the County Administrator is hereby authorized to sign the contract for Section Number 2016-4-CB after review and approval by the State’s Attorney Office, and that the County Treasurer is hereby authorized to issue checks from the County Bridge Fund in payment of estimates, as said estimates become due.

Respectfully Submitted,

Infrastructure Committee
AGENDA BRIEFING

COMMITTEE: Infrastructure
MEETING DATE: February 28, 2022
LINE ITEM: 037-2-037-5-536-54419
AMOUNT: $248,629.25

ISSUE: Millbrook Township bid for sealcoating (Township Motor Fuel Tax)

BACKGROUND/DISCUSSION:

The Millbrook Township Road Commissioner advertised and received bids for the sealcoating of township roads that will be paid for with Township Motor Fuel (TMFT) funds. The County Highway Department works with the townships to meet IDOT’s specifications and oversees expenditures from the TMFT account.

The Township solicited for bidders and received bids on February 8, 2022. Bids were received from R.A. Cullinan and Son, Inc. (Tremont, IL), Pavement Maintenance Services (Henry, IL), Potter & Sons Blacktop (Wyoming, IL) and Porter Brothers (Rock Falls, IL). Bid tabulations are attached.

Bids were advertised in the state distributed IDOT contractor’s bulletin.

As per the Illinois Department of Transportation, pavement projects using township motor fuel tax funds must have the county be the awarding authority.

COUNTY BOARD GOALS:

INFRASTRUCTURE STEWARDSHIP

STAFF RECOMMENDATION: Approve the lowest responsible bidder

COMMITTEE ACTION:

PREPARED BY: Amy Benecke McLaren, County Engineer
DEPARTMENT: Highway
DATE: February 18, 2022
Tabulation of Bids

PEORIA 2/8/2022 RECOMMENDED BIDDER

MILLBROOK TWP 9:00 A.M. PORTER BROTHERS PAVEMENT MAINT SERV POTTER & SONS, BLACKTOOL P.O. BOX 166
22-1200-00-GM 1106 INDUSTRIAL PARK DR WYOMING, IL 61491 TREMONT, IL 61568
995 TWP RD 690 N
MILLBROOK TWP-MATT PERHAM

PATRICK MEYER-PNMAI ROCK FALLS, IL 61071 WYOMING, IL 61491 TREMONT, IL 61568

**Tabulation of Bids**

<table>
<thead>
<tr>
<th>Item No. or Group</th>
<th>Items</th>
<th>Delivery</th>
<th>Unit</th>
<th>Quantity</th>
<th>Unit Price</th>
<th>Total</th>
<th>Unit Price</th>
<th>Total</th>
<th>Unit Price</th>
<th>Total</th>
<th>Unit Price</th>
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<tbody>
<tr>
<td>SLCT-1</td>
<td>BIT A-1 SLCT-PG46-28</td>
<td>GAL</td>
<td>46,080</td>
<td>3.49</td>
<td>160,819.20</td>
<td>3.60</td>
<td>165,888.00</td>
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<td>162,201.60</td>
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<td>SLCT-2</td>
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<td>1,815</td>
<td>36.00</td>
<td>65,340.00</td>
<td>25.91</td>
<td>47,026.65</td>
<td>66,247.50</td>
<td>30.00</td>
<td>54,450.00</td>
<td>36.69</td>
<td>66,592.35</td>
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<tr>
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<td>BIT MATL MC-30</td>
<td>GAL</td>
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<td>5.50</td>
<td>33,858.00</td>
<td>4.34</td>
<td>26,717.04</td>
<td>27,020.00</td>
<td>4.11</td>
<td>25,301.16</td>
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<td>242</td>
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<td>37.18</td>
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<td>30.00</td>
<td>7,260.00</td>
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**Total Bid**

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<td>275,939.16</td>
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<td>321,981.45</td>
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Page 1 of 1
Printed on 2/9/2022 8:58 AM
TO THE HONORABLE COUNTY BOARD

COUNTY OF PEORIA, IL

Your Infrastructure Committee does hereby recommend the passage of the following Resolution:

RE: MILLBROOK TOWNSHIP BIDS FOR SEALCOATING (TOWNSHIP MOTOR FUEL TAX)

RESOLUTION

WHEREAS, Millbrook Township solicited bids to use their Township Motor Fuel Tax (TMFT) funds for sealcoating township roads, designated as Section Number 22-12000-00-GM; and

WHEREAS, on February 8, 2022, bids were received for the Millbrook Township Motor Fuel Tax funded tilling and sealcoating of township roads project; and

WHEREAS, Porter Brothers, located in Rock Falls, Illinois submitted the lowest responsible bid.

NOW THEREFORE BE IT RESOLVED that the bid received from Porter Brothers, located in Rock Falls, Illinois for the Millbrook Township Motor Fuel Tax sealcoating project be accepted; and

BE IT FURTHER RESOLVED, that $248,629.25 be appropriated from the Township Motor Fuel Tax Fund for construction the above listed section; and

BE IT FURTHER RESOLVED, that the County Treasurer is hereby authorized to issue checks from the Township Motor Fuel Tax Fund in payment of estimates, as said estimates become due.

Respectfully Submitted,

Infrastructure Committee
AGENDA BRIEFING

COMMITTEE: Infrastructure  LINE ITEM: 037-2-037-5-536-54419
MEETING DATE: February 28, 2022  AMOUNT: $42,203.48

ISSUE: Rosefield Township bid for sealcoating (Township Motor Fuel Tax)

BACKGROUND/DISCUSSION:

The Rosefield Township Road Commissioner advertised and received bids for the sealcoating of township roads that will be paid for with Township Motor Fuel (TMFT) funds. The County Highway Department works with the townships to meet IDOT’s specifications and oversees expenditures from the TMFT account.

The Township solicited for bidders and received bids on February 8, 2022. Bids were received from R.A. Cullinan and Son, Inc. (Tremont, IL), Pavement Maintenance Services (Henry, IL) and Porter Brothers (Rock Falls, IL). Bid tabulations are attached.

As per the Illinois Department of Transportation, pavement projects using township motor fuel tax funds must have the county be the awarding authority.

COUNTY BOARD GOALS:

STAFF RECOMMENDATION: Approve the lowest responsible bidder

COMMITTEE ACTION:

PREPARED BY: Amy Benecke McLaren, County Engineer
DEPARTMENT: Highway  DATE: February 18, 2022
## Tabulation of Bids

### (page 1 of 1)

<table>
<thead>
<tr>
<th>Item No. or Group</th>
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<th>Unit Price</th>
<th>Total</th>
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<th>Total</th>
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<tbody>
<tr>
<td>1</td>
<td>BIT MATLS SLCT-PG46-28</td>
<td>GAL</td>
<td>7,900</td>
<td>5.00</td>
<td>39,500.00</td>
<td>4.25</td>
<td>33,575.00</td>
<td>3.90</td>
<td>30,810.00</td>
<td>5.66</td>
<td>44,714.00</td>
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<tr>
<td>2</td>
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<td>TON</td>
<td>384</td>
<td>20.00</td>
<td>7,680.00</td>
<td>11.22</td>
<td>4,308.48</td>
<td>29.25</td>
<td>11,232.00</td>
<td>23.09</td>
<td>8,666.56</td>
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<tr>
<td>3</td>
<td>TILLING</td>
<td>SQ YD</td>
<td>12,000</td>
<td>2.00</td>
<td>24,000.00</td>
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<td>4,320.00</td>
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<td>18,600.00</td>
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<td>SIMON ALWAN-IDOT</td>
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<tr>
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<tr>
<td>Address</td>
<td>1106 INDUSTRIAL PARK DR</td>
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<td>City</td>
<td>ROCK FALLS, IL 61071</td>
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<td>County</td>
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<td>Municipality or Road District</td>
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<td>Section</td>
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<tr>
<td>Estimate $</td>
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<td>Proposal Guarantee</td>
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Total Bid

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<th>42,203.48</th>
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<td>As corrected</td>
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<td>42,203.48</td>
<td>60,642.00</td>
<td>62,820.56</td>
</tr>
</tbody>
</table>
TO THE HONORABLE COUNTY BOARD

COUNTY OF PEORIA, IL

Your Infrastructure Committee does hereby recommend the passage of the following Resolution:

RE: ROSEFIELD TOWNSHIP BIDS FOR SEALCOATING (TOWNSHIP MOTOR FUEL TAX)

RESOLUTION

WHEREAS, Rosefield Township solicited bids to use their Township Motor Fuel Tax (TMFT) funds for sealcoating township roads, designated as Section Number 22-18000-00-GM; and

WHEREAS, on February 8, 2022, bids were received for the Rosefield Township Motor Fuel Tax funded tilling and sealcoating of township roads project; and

WHEREAS, Porter Brothers, located in Rock Falls, Illinois submitted the lowest responsible bid.

NOW THEREFORE BE IT RESOLVED that the bid received from Porter Brothers, located in Rock Falls, Illinois for the Rosefield Township Motor Fuel Tax sealcoating project be accepted; and

BE IT FURTHER RESOLVED, that $42,203.48 be appropriated from the Township Motor Fuel Tax Fund for construction the above listed section; and

BE IT FURTHER RESOLVED, that the County Treasurer is hereby authorized to issue checks from the Township Motor Fuel Tax Fund in payment of estimates, as said estimates become due.

Respectfully Submitted,

Infrastructure Committee